

Chapter 8:

Saltburn-by-the-Sea Promenade to Coatham Marsh

Coastal Access: Filey to Newport Bridge - Natural England's Proposals

Part 8.1: Introduction

Start Point:	Saltburn-by-the-Sea Promenade (grid reference: NZ 667 216)
End Point:	Coatham Marsh (grid reference: NZ 585 250)
Relevant Maps:	8a to 8g

Understanding the proposals and accompanying maps

The Trail

- 8.1.1 Generally follows existing walked routes, including public rights of way along most of this length. It also follows sections of promenade and bridleway.
- 8.1.2 Mainly follows the coastline quite closely and maintains good views of the sea before turning landwards at Coatham Sands.
- 8.1.3 This part of the coast includes the following sites, designated for nature conservation (See map C of the Overview):
- Redcar Rocks Site of Special Scientific Interest (SSSI)
 - Teesmouth & Cleveland Coast Special Protection Area (SPA) & Ramsar
 - South Gare & Coatham Sands SSSI

We have assessed the potential impacts of access along the proposed route (and over the associated coastal margin described below) on the features for which the affected land is designated and on any which are protected in their own right.

- 8.1.4 The trail follows an existing walked route. The coastal margin is largely cliff slope, beach and dunes. We don't anticipate any conflict with protecting key sensitive features on this length of coast.

See part 5b of the Overview 'Natural Environment' for more details about the appraisal process described above, or refer to our published Access and Sensitive Features Appraisal for more information about the conclusions of the appraisal.

Accessibility

- 8.1.5 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced paths wherever these meet the criteria in the Coastal Access Scheme. However, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail would follow an uneven grass or bare soil path along the cliff top;
- There are steps in places such as Church Howle, where it would be necessary to ascend and descend steeply.

- 8.1.6 In Church Howle, at route section FNG-8-S009, some new sets of steps will be built, to make the slope easier to descend. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.
- 8.1.7 In Church Howle, at route sections FNG-8-S010, the existing steps will be improved, so as to make them easier to use. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.

See part 5a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion

The discretions referred to below are explained in more detail in the Overview.

- 8.1.8 Estuary: This report proposes that the trail should include a route around the southern part of the estuary of the river Tees, extending upstream from the open coast as far as The Newport Bridge, the first permanently available pedestrian crossing point on the river. The trail covered by this chapter includes part of this estuary route, which starts where the trail turns south at section FNG-8-S021 on map 8g.
- 8.1.9 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 8.2.1 below.
- 8.1.10 In some places, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owners of this land are content for us to propose this. See Table 8.2.1 below.

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

- 8.1.11 We propose to exclude coastal access rights from industrial land south of the Tees, seaward of sections FNG-8-S021 and FNG-8-S022, the boundary of which is described in part 9 of the overview and illustrated on Map D.
- 8.1.12 The new access rights would also be subject to the excepted land types summarised in Annex C of the Overview, and the national restrictions on activities listed in Annex D. This would be so throughout the coastal margin, but these restrictions would not apply to the existing public rights of way.

See part 9 of the Overview - 'Restrictions and exclusions' - for details.

- 8.1.13 Establishment: Other than the improvements described at paragraphs 8.1.6 and 8.1.7, there are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.
- 8.1.14 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.

Future Change

8.1.15 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State, in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 8.2.1 below for details of the sections likely to be affected in the foreseeable future.

8.1.16 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 5e - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 8.2: Commentary on Maps

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

8.2.1 Section Details – Maps 8a to 8g: Saltburn-by-the-Sea Promenade to Coatham Marsh

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 8.2.2: Other options considered.

Column 5 – 'Yes – normal' means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future. Column 5 – 'Yes – see table 8.2.2' means refer to that table below about our likely approach to roll-back on this part of the route.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
8a	FNG-8-S001	Other existing walked route	Concrete	No	Landward edge of trail	Not used	None
	FNG-8-S002	Other existing walked route	Gravel	No	Landward edge of trail	Not used	None
	FNG-8-S003	Other existing walked route	Steps: Concrete	No	Landward edge of trail	Not used	None
	FNG-8-S004	Public Footpath	Bare Soil (compacted)	Yes: Normal	Fence line	Clarity & cohesion	None
	FNG-8-S005	Public Footpath	Bare Soil (compacted)	Yes: Normal	Fence line	Clarity & cohesion	None
	FNG-8-S006	Public Footpath	Bare Soil (compacted)	Yes: Normal	Landward edge of trail	Not used	None
	FNG-8-S007	Public Footpath	Bare Soil (compacted)	Yes: Normal	Fence line	Clarity & cohesion	None

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
8b	FNG-8-S008	Public Footpath	Bare Soil (compacted)	Yes: Normal	Fence line	Clarity & cohesion	None
	FNG-8-S009	Public Footpath	Bare Soil (compacted)	Yes: Normal	Landward edge of trail	Not used	None
	FNG-8-S010	Public Footpath	Steps: Timber	Yes: Normal	Landward edge of trail	Not used	None
	FNG-8-S011	Public Footpath	Grass	Yes: Normal	Various	Clarity & cohesion and additional landward area	None
	FNG-8-S012	Other existing walked route	Grass	No	Various	Clarity & cohesion and additional landward area	None
	FNG-8-S013	Other existing walked route	Steps: Concrete	No	Various	Clarity & cohesion and additional landward area	None
	FNG-8-S014	Other existing walked route	Steps: Concrete	No	Landward edge of trail	Not used	None
	FNG-8-S015	Public Footway (pavement)	Tarmac	No	Landward edge of trail	Not used	None
	FNG-8-S016	Public Footpath	Tarmac	No	Landward edge of trail	Not used	None
8c	FNG-8-S017	Other existing walked route	Bare Soil (compacted)	Yes: Normal	Landward pavement edge	Clarity & cohesion and additional landward area	None
8d, 8e	FNG-8-S018	Other existing walked route	Concrete	No	Landward pavement edge	Clarity & cohesion and additional landward area	None
8f	FNG-8-S019	Other existing walked route	Concrete	No	Landward pavement edge	Clarity & cohesion	None
	FNG-8-S020	Other existing walked route	Tarmac	No	Landward pavement edge	Clarity & cohesion	None
8g	FNG-8-S021*	Public Bridleway	Gravel	No	Landward edge of trail	Not used	Margin
	FNG-8-S022	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity & cohesion	Margin

8.2.2 Other options considered: Maps 8a to 8g Saltburn by-the-Sea Promenade to Coatham Marsh

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
8g	FNG-8-S021	We considered aligning the trail along the dunes as far as South Gare.	<p>We opted for the proposed route because: It was felt that the majority of walkers passing through the area would not wish to divert out to the end of the spit.</p> <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p> <p>The public footpath would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p>

Part 8.3: Chapter 8 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 8a to 8g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Saltburn-by-the-Sea Promenade to Coatham Marsh

Discretion to include an estuary

- 8.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Tees as far as The Newport Bridge as indicated by the extent of the trail shown on map 8g. This discretion also extends to Chapter 9.

Proposed route of the trail

- 8.3.2 In relation to route sections FNG-8-S001 to FNG-8-S003, FNG-8-S012 to FNG-8-S016 and FNG-8-S018 to FNG-8-S022 the route is to be at the centre of the line shown on maps 8a to 8b and 8d to 8g as the proposed route of the trail.
- 8.3.3 In relation to route sections FNG-8-S004 to FNG-8-S011, and FNG -8-S017 the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 8a to 8g as the proposed route of the trail.
- 8.3.4 If at any time any part of a route section listed in the previous paragraph needs, in Natural England's view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 8 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

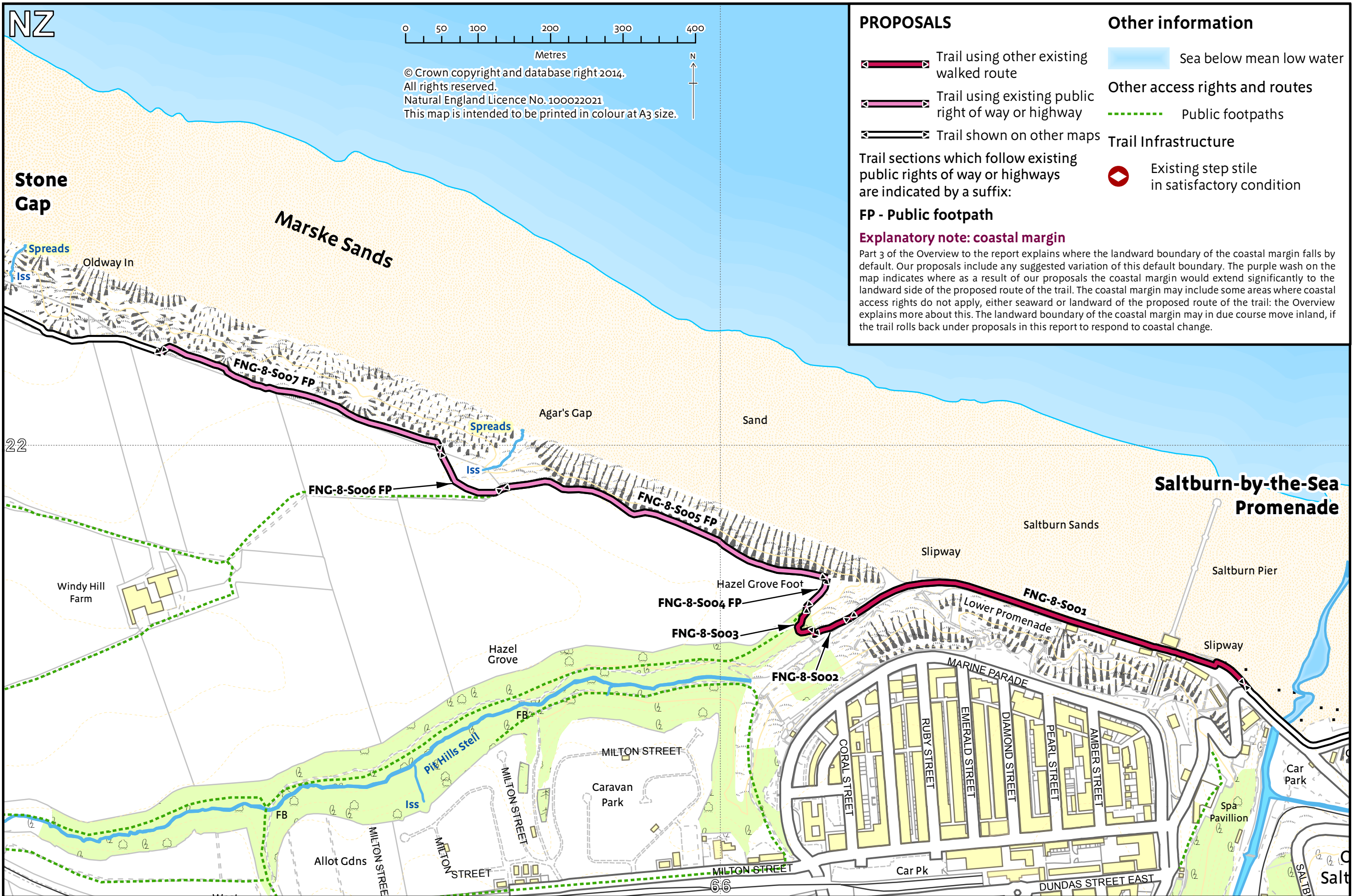
Landward boundary of coastal margin

- 8.3.5 Adjacent to route sections FNG-8-S004, FNG-8-S005, FNG-8-S007 and FNG-8-S008, the landward boundary of the coastal margin is to coincide with the fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on maps 8a and 8b.
- 8.3.6 Adjacent to route sections FNG-8-S019, FNG-8-S020 and FNG-8-S022 the landward boundary of the coastal margin is to coincide with landward edge of the pavement or promenade as shown as the trail on maps 8f and 8g.
- 8.3.7 Adjacent to route sections FNG-8-S011, FNG-8-S012, FNG-8-S013 and FNG-8-S017 and FNG-8-S018, the landward boundary of the coastal margin is to coincide with the road, fence line or pavement edge as indicated by the coastal margin landward of the trail on maps 8b to 8e.

Local restrictions and exclusions

- 8.3.8 Natural England proposes to restrict or exclude access relevant to this length of coast, as follows:
- The exclusion of coastal access rights from industrial land south of the Tees seaward of sections FNG-8-S021 and FNG-8-S022 on the grounds of land management and public safety under sections 24 and 25(1)(b) respectively.

Refer to Part 9 of the Overview for further details.



PROPOSALS

- Trail using other existing walked route
- Trail using existing public right of way or highway
- Trail shown on other maps

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

FP - Public footpath

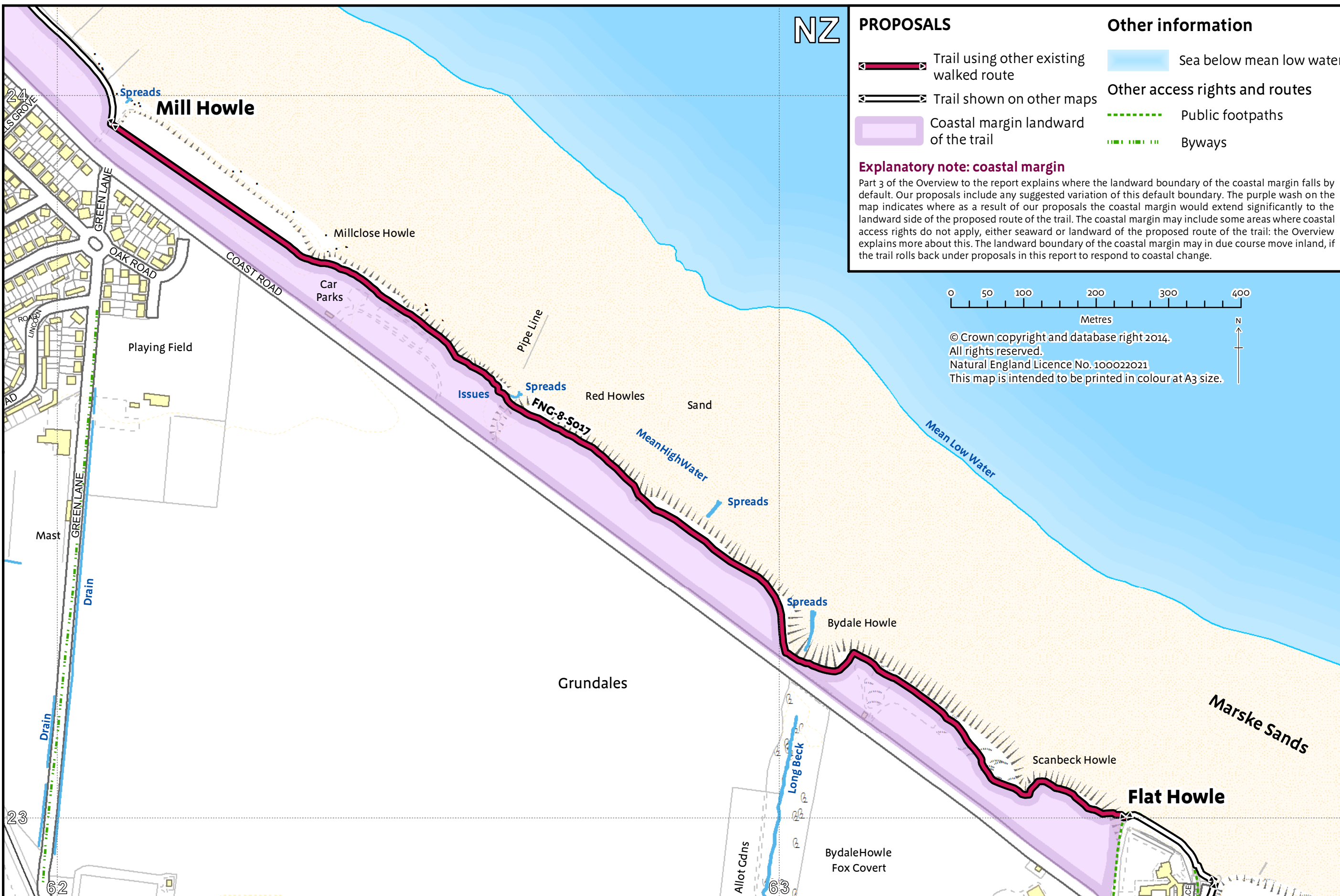
Explanatory note: coastal margin

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

Other information

- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Trail Infrastructure**
- Existing step stile in satisfactory condition





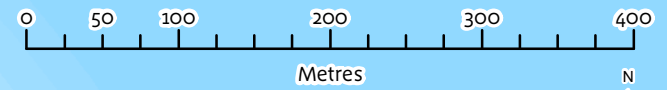
PROPOSALS

- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

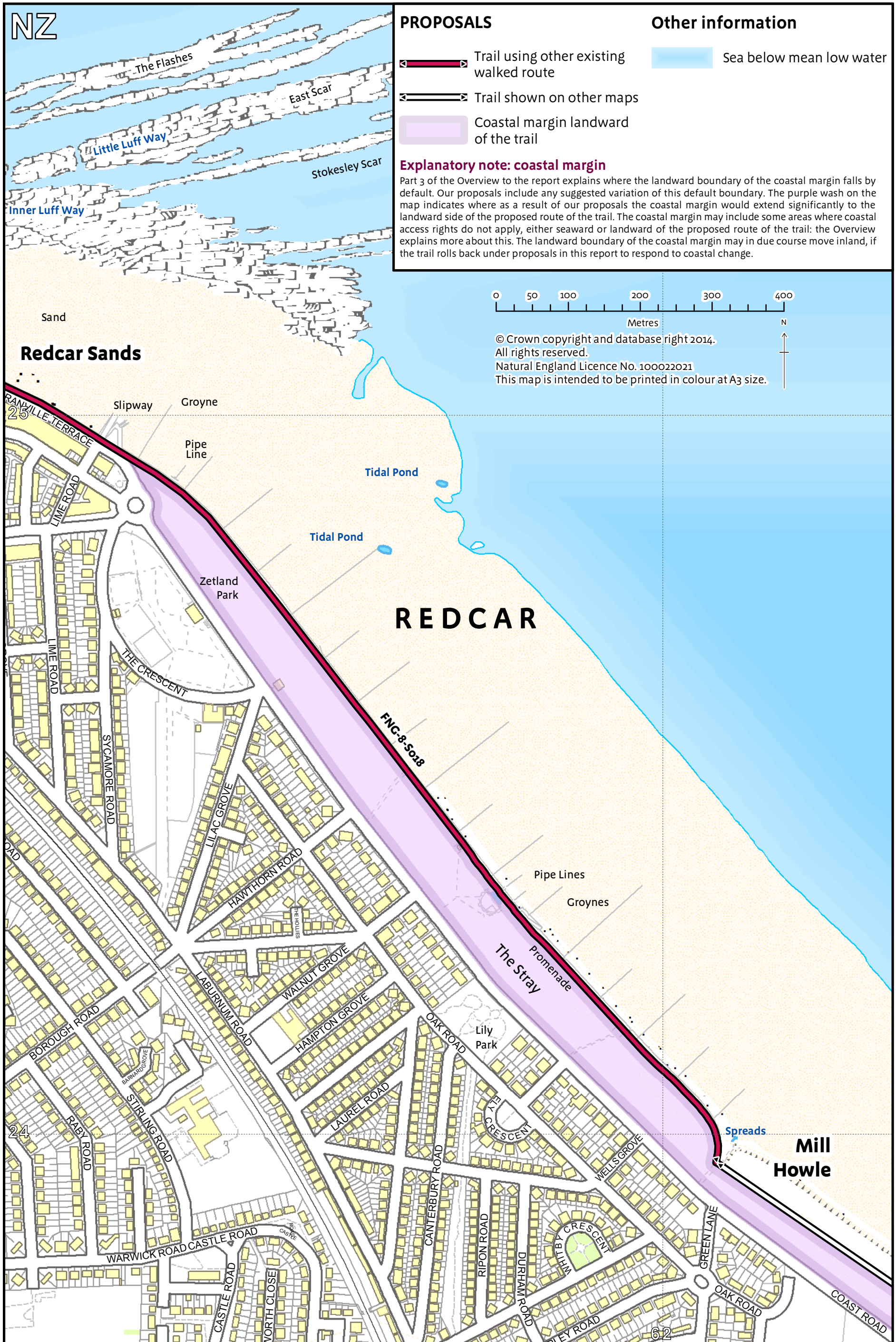
Other information

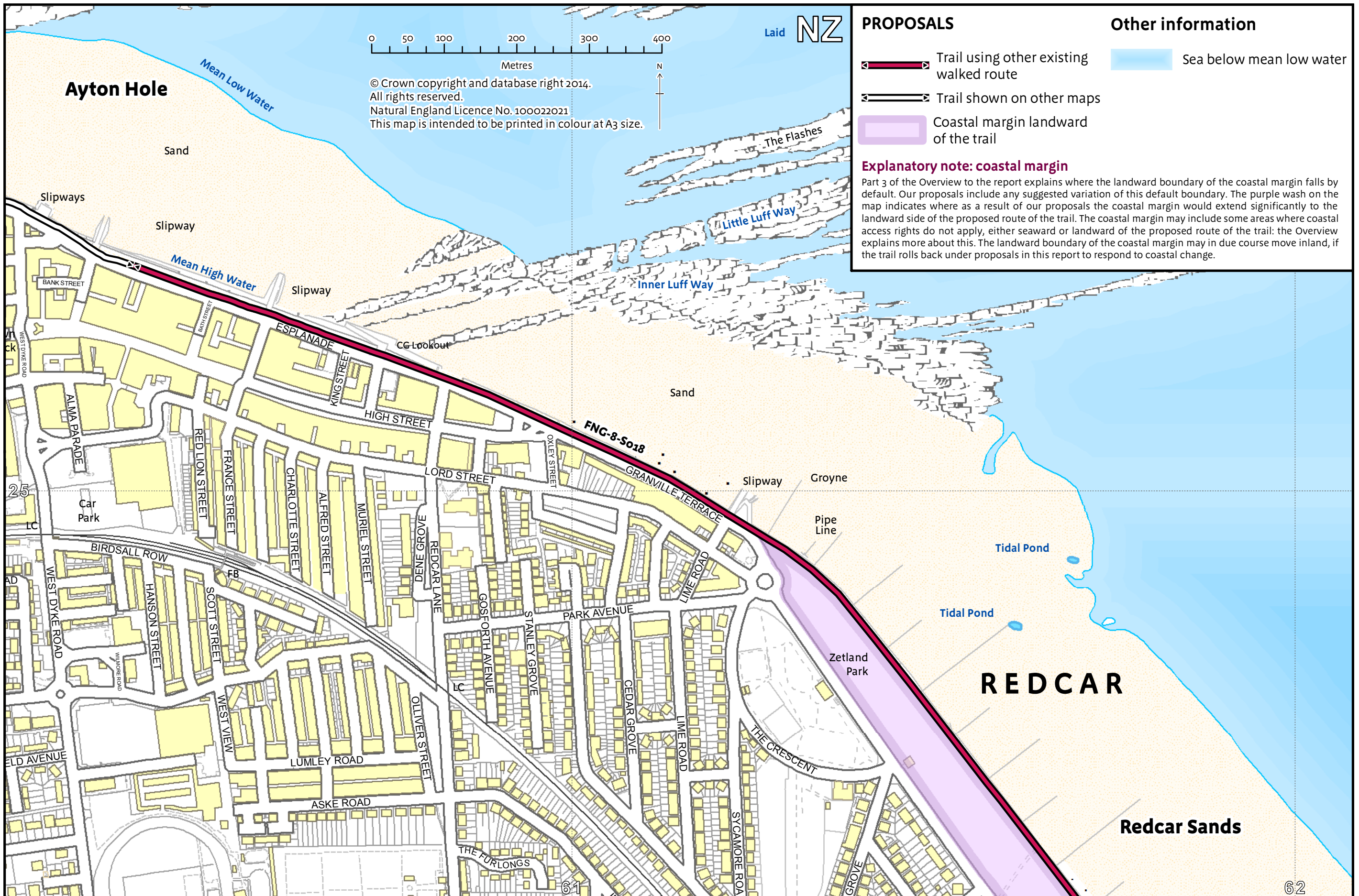
- Sea below mean low water
- Other access rights and routes**
 - Public footpaths
 - Byways

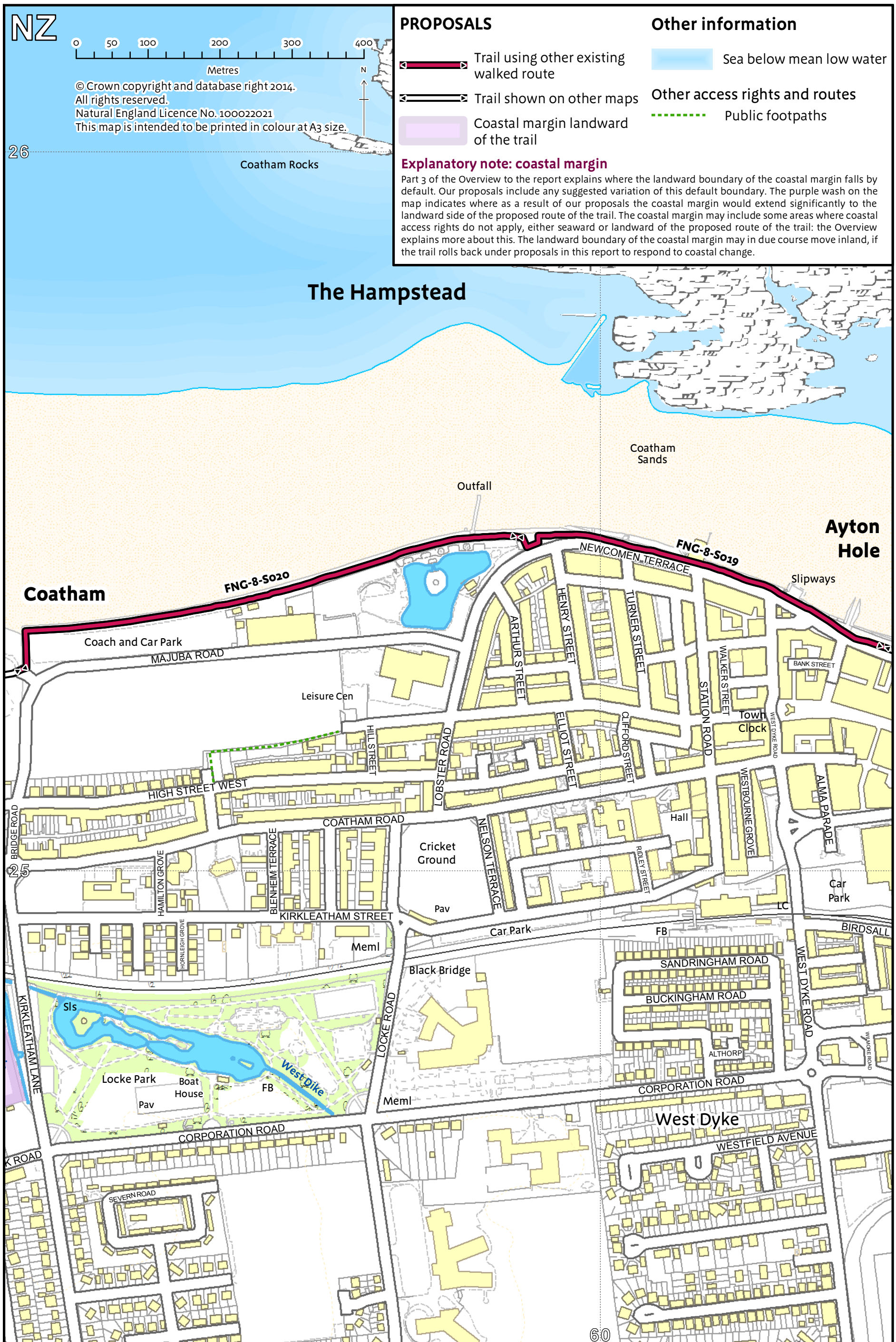
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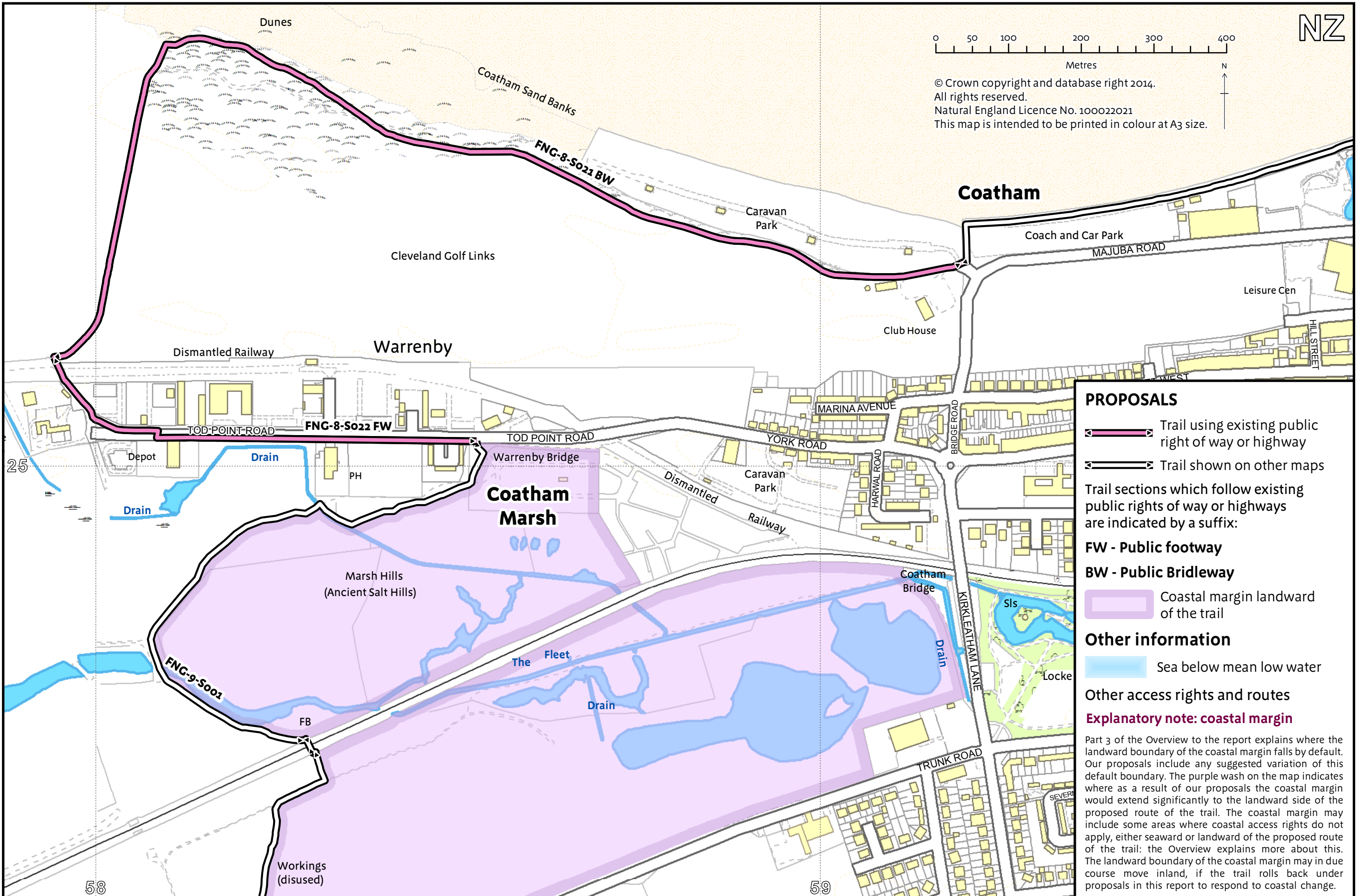


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PROPOSALS

- Trail using existing public right of way or highway
- Trail shown on other maps

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

- FW - Public footway**
- BW - Public Bridleway**

Coastal margin landward of the trail

Other information

- Sea below mean low water

Other access rights and routes

Explanatory note: coastal margin

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