

Chapter 9:

Coatham Marsh to Newport Bridge

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

Part 9.1: Introduction

Start Point:	Coatham Marsh (grid reference: NZ 585 250)
End Point:	Newport Bridge (grid reference: NZ 478 198)
Relevant Maps:	9a to 9i

Understanding the proposals and accompanying maps

The Trail

- 9.1.1 Generally follows existing walked routes, including public rights of way, and public footways along most of this length.
- 9.1.2 For the most part, the trail follows the Teesdale Way which runs parallel to the Tees estuary. Rather than following the bank of the River Tees, which is inaccessible, the route mainly passes through an urban environment which takes the trail past a variety of riverside industries until it returns to the Tees river bank at maps 9h and 9i.

Accessibility

- 9.1.3 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 there are steps in places where it would be necessary to ascend and descend steeply.

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.

- 9.1.4 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 this part of the estuary route.
- 9.1.5 Landward boundary of the coastal margin: We have used our discretion on two sections of the route to propose the inclusion of additional landward areas within the coastal margin to enhance public enjoyment and to make the extent of the new access rights clearer. See Table 9.2.1 below.

9.1.6 In two 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 owner of this land is content for us to propose this. See Table 9.2.1 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'.

9.1.7 We propose to exclude coastal access rights from industrial land south of the Tees, seaward of sections FNG-9-S001 to FNG-9-S013, the boundary of which is described in part 9 of the overview and illustrated on Map D.

9.1.8 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.

9.1.9 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview.

9.1.10 On Section FNG-9-S010, the existing bridge crossing the railway has become structurally unsafe and is temporarily closed. The bridge will be replaced. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.

9.1.11 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview.

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

Future Change

9.1.12 At the time of preparing the report, we do not foresee any 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 9.2: Commentary on Maps

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

9.2.1 Section Details – Maps 9a to 9i: Coatham Marsh to Newport Bridge

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 9.2.2: Other options considered.

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)
9a	FNG-9-S001	Other existing walked route	Gravel	No	Various	Clarity & Cohesion and additional landward area	None
	FNG-9-S002	Other existing walked route	Steps: Steel	No	Landward edge of trail	Not used	None
	FNG-9-S003	Other existing walked route	Gravel	No	Various	Clarity & Cohesion and additional landward area	None
	FNG-9-S004	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
9b	FNG-9-S005	Public Bridleway	Grass	No	Landward edge of trail	Not used	Margin
	FNG-9-S006	Public Bridleway	Grass	No	Landward edge of trail	Not used	Margin
	FNG-9-S007	Public Bridleway	Grass	No	Landward edge of trail	Not used	Margin
	FNG-9-S008	Public Bridleway	Grass	No	Landward edge of trail	Not used	Margin
	FNG-9-S009	Public Bridleway	Grass	No	Landward edge of trail	Not used	Margin
	FNG-9-S010	Public Bridleway	Tarmac	No	Landward edge of trail	Not used	None
	FNG-9-S011	Public Bridleway	Gravel	No	Landward edge of trail	Not used	None
9c, 9d	FNG-9-S012	Public Footpath	Grass	No	Landward edge of trail	Not used	None
9e	FNG-9-S013	Public Footpath	Gravel	No	Landward edge of trail	Not used	None
9f	FNG-9-S014	Public Footpath	Grass	No	Landward edge of trail	Not used	None
	FNG-9-S015	Public Footpath	Tarmac	No	Landward edge of trail	Not used	None
	FNG-9-S016	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
	FNG-9-S017	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
	FNG-9-S018	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	FNG-9-S019	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity and 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)
9g	FNG-9-S020	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	FNG-9-S021	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	FNG-9-S022*	Multi-use route	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
9h	FNG-9-S023*	Multi-use route	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
	FNG-9-S024	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
	FNG-9-S025	Multi-use route	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
9h, 9i	FNG-9-S026	Multi-use route	Gravel	No	Landward edge of trail	Not used	None
9i	FNG-9-S027	Multi-use route	Boardwalk or raised walkway	No	Landward edge of trail	Not used	None
	FNG-9-S028	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None

9.2.2 Other options considered: Maps 9a to 9i: Coatham Marsh to Newport Bridge

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
9g and 9h	FNG-9-S022 & FNG-9-S023	We considered aligning the trail on/ across the 'Transporter Bridge', a fixed ferry system across the Tees located downstream of Newport Bridge.	<p>We opted for the proposed route because the Transporter Bridge:</p> <ul style="list-style-type: none"> ■ closes on Sundays and Saturday afternoons; ■ often closes in adverse weather; and ■ is regularly closed for repairs. <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 Transporter Bridge would remain available at other times for walkers not wishing to walk up to Newport Bridge but would not form part of the designated trail.</p>

Part 9.3: Chapter 9 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 9a to 9i.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Coatham Marsh to Newport Bridge

Discretion to include an estuary

- 9.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Tees as far as Newport Bridge as indicated by the extent of the trail shown on maps 9a to 9i. This discretion also extends to chapter 8.

Proposed route of the trail

- 9.3.2 The route is to be at the centre of the line shown on maps 9a to 9i as the proposed route of the trail.

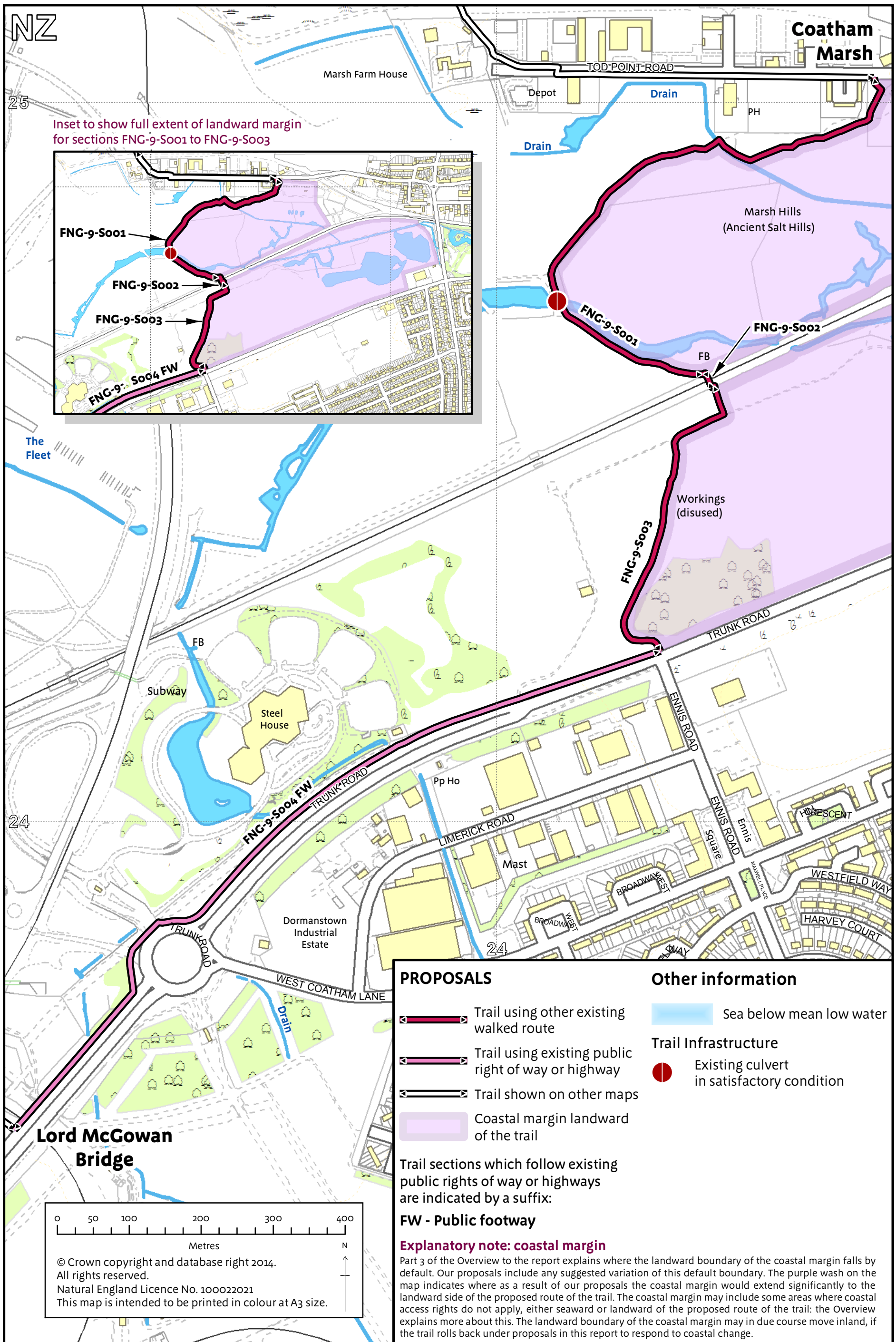
Landward boundary of coastal margin

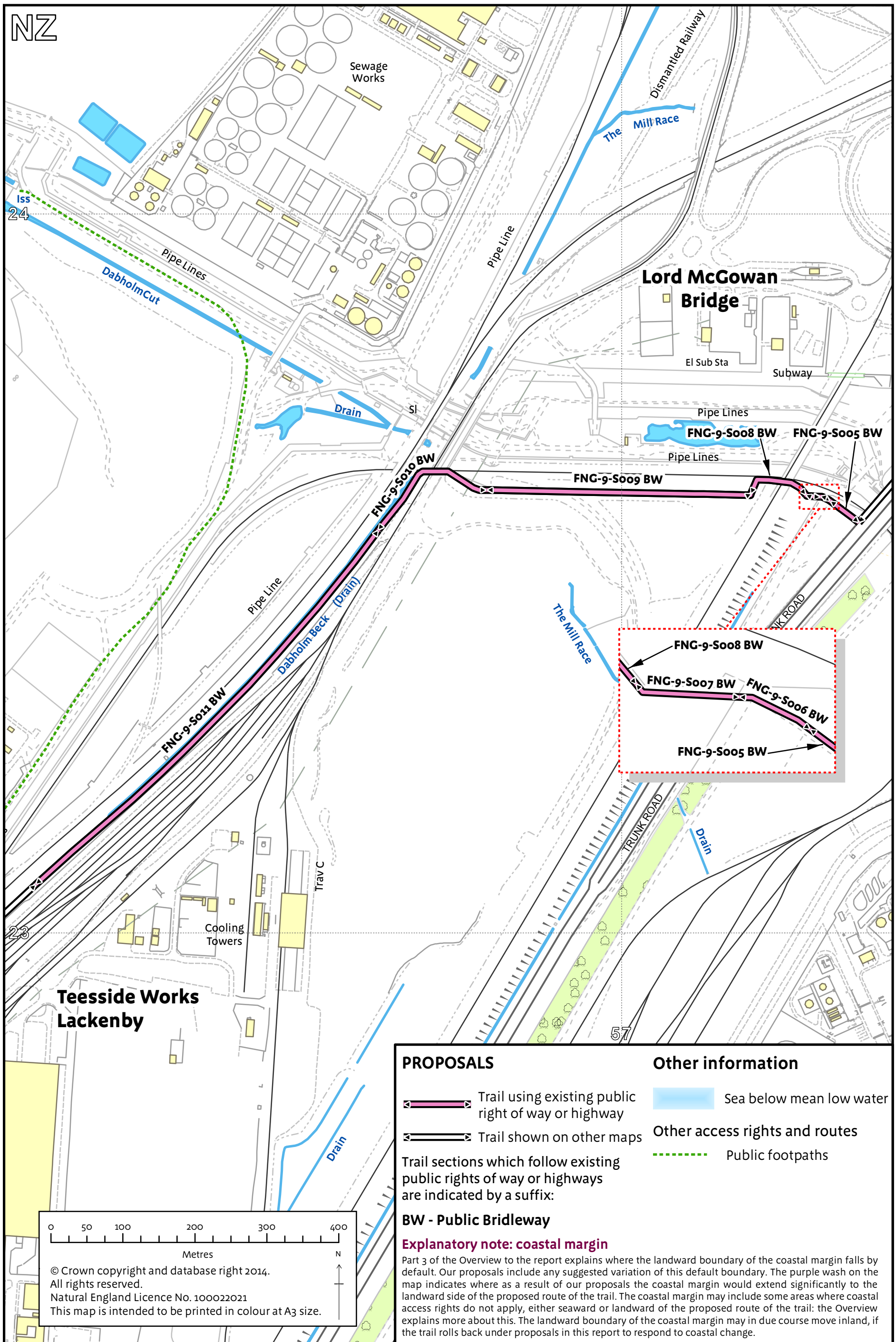
- 9.3.3 Adjacent to route section FNG-9-S001 and FNG-9-S003, the landward boundary of the coastal margin is to coincide with the fence line, the railway fence and the road, as indicated by the coastal margin landward of the trail on map 9a.
- 9.3.4 Adjacent to route sections FNG-9-S004, FNG-9-S017, FNG-9-S019, FNG-9-S022 to FNG-9-S025 and FNG-9-S028 the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 9a, 9f, 9g, 9h and 9i.

Local restrictions and exclusions

- 9.3.5 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-9-S001 to FNG-9-S013 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 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:

BW - Public Bridleway

Explanatory note: coastal margin

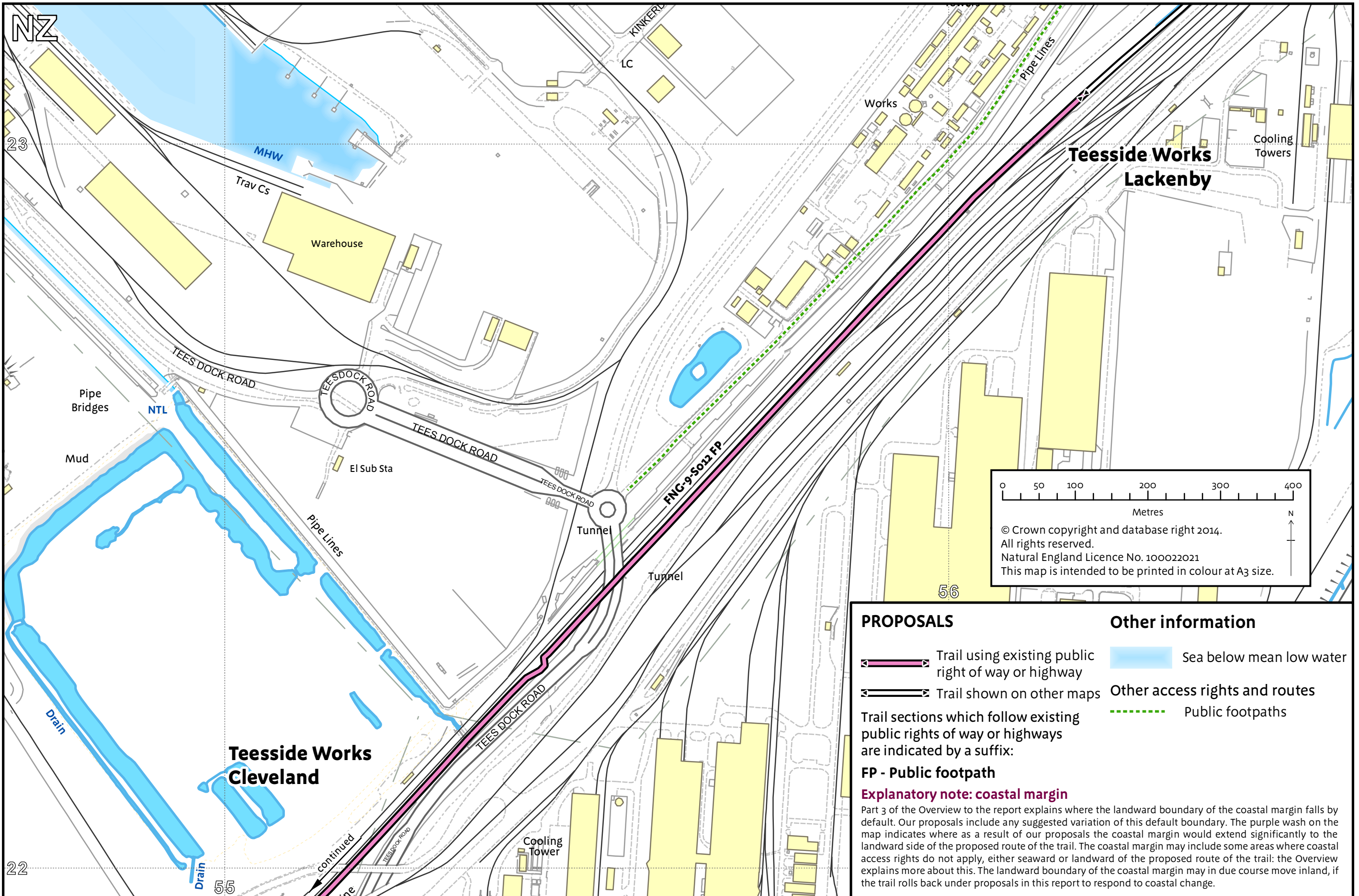
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.

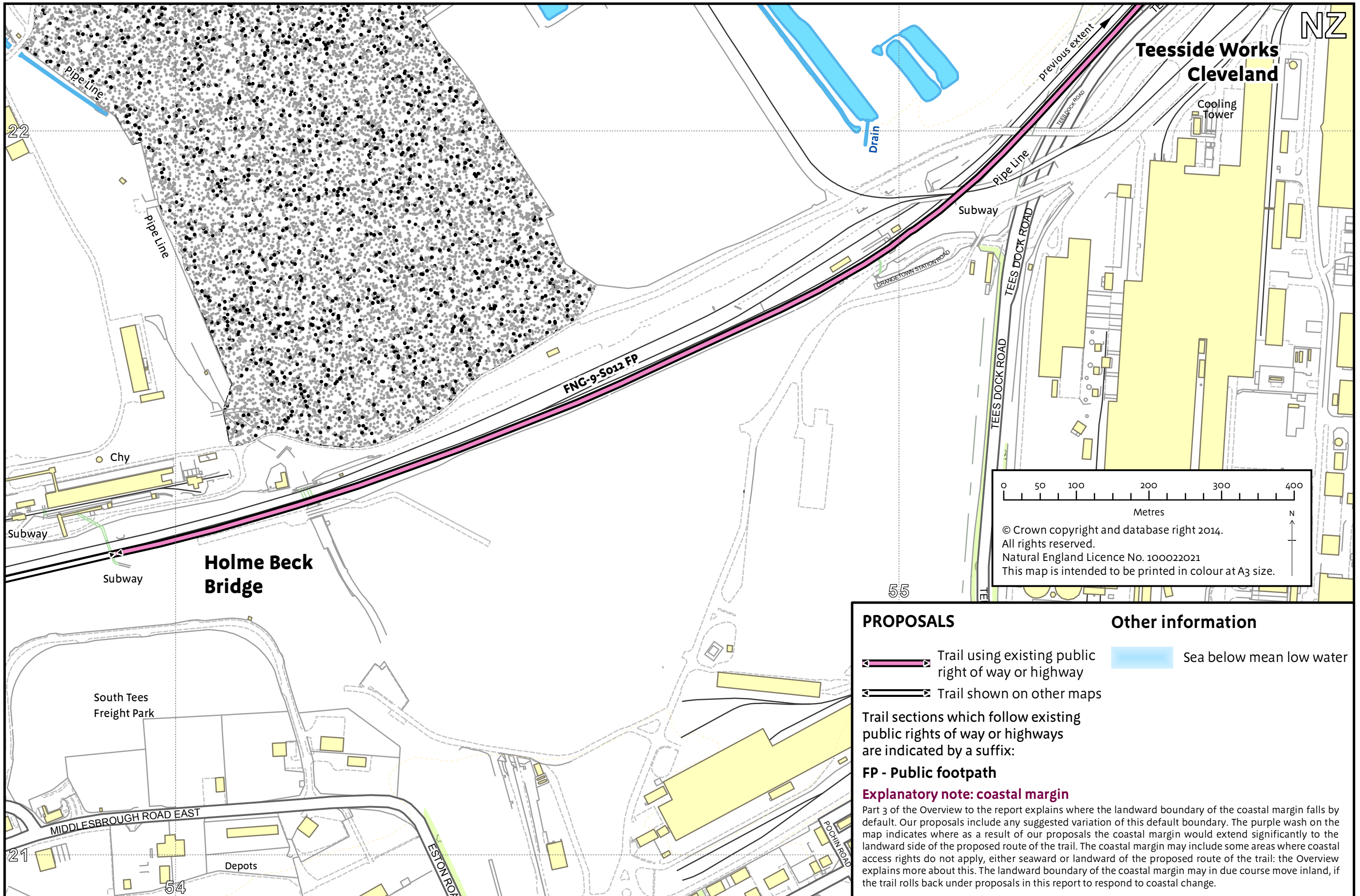
Other information

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

0 50 100 200 300 400
Metres

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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:

FP - Public footpath

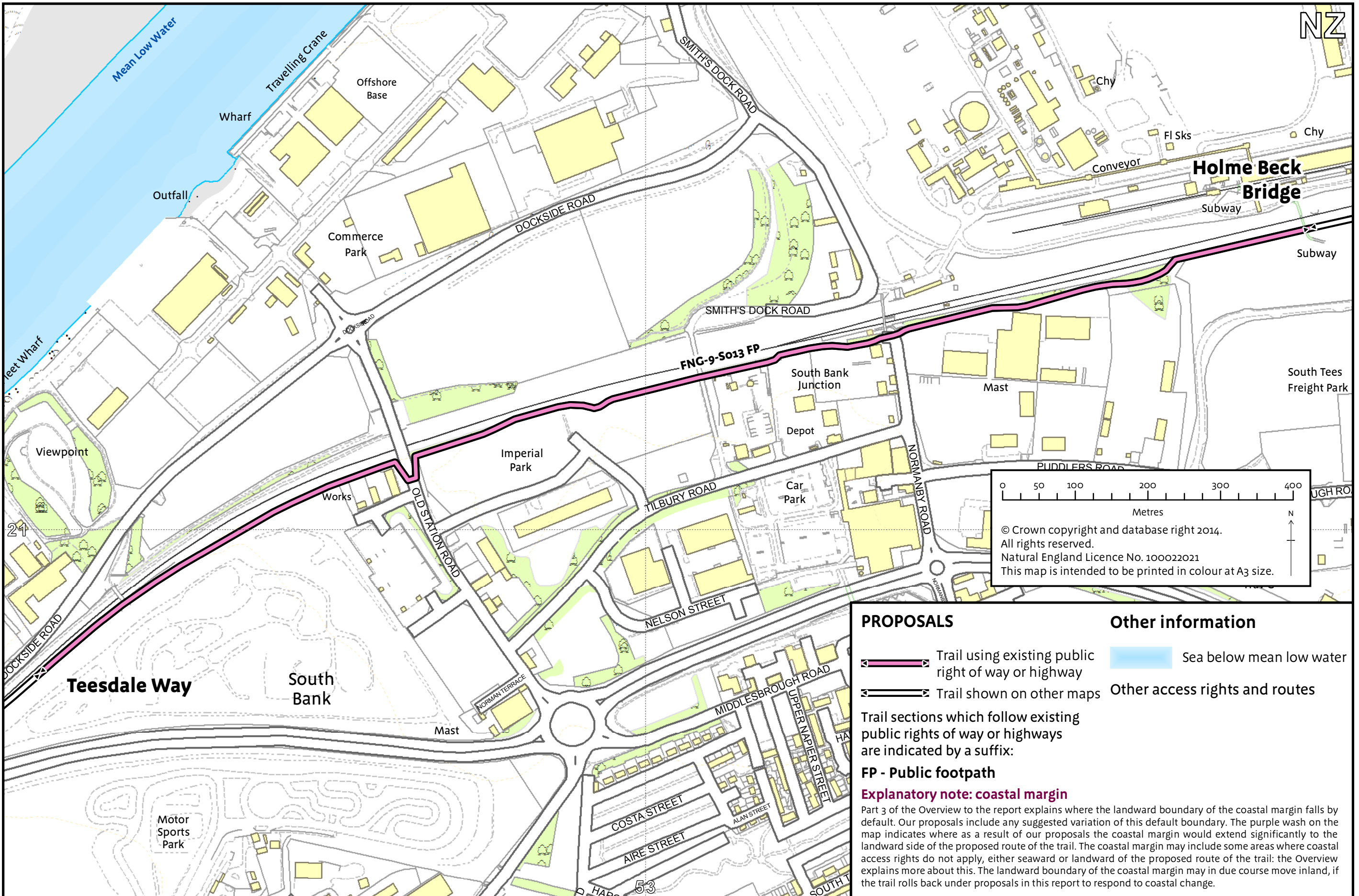
Explanatory note: coastal margin

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

Map 9d Teesside Works Lackenby to Holme Beck Bridge

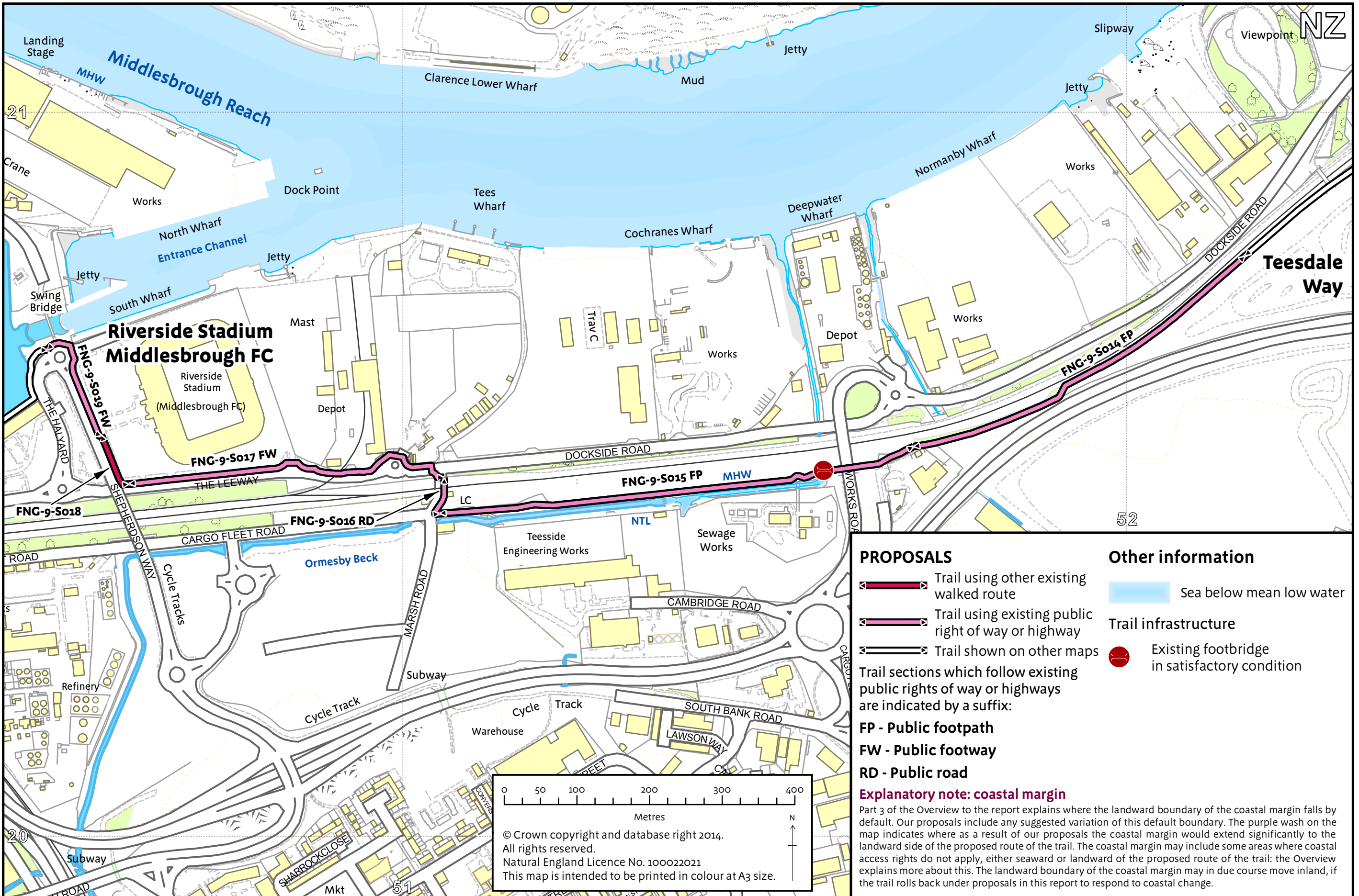


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<p>PROPOSALS</p> <ul style="list-style-type: none"> Trail using existing public right of way or highway Trail shown on other maps <p>Trail sections which follow existing public rights of way or highways are indicated by a suffix:</p> <p>FP - Public footpath</p> <p>Explanatory note: coastal margin</p> <p>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.</p>	<p>Other information</p> <ul style="list-style-type: none"> Sea below mean low water Other access rights and routes
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Map 9e Holme Beck Bridge to Teesdale Way



Map 9f Teesdale Way to Riverside Stadium (Middlesbrough FC)

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Metres
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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:

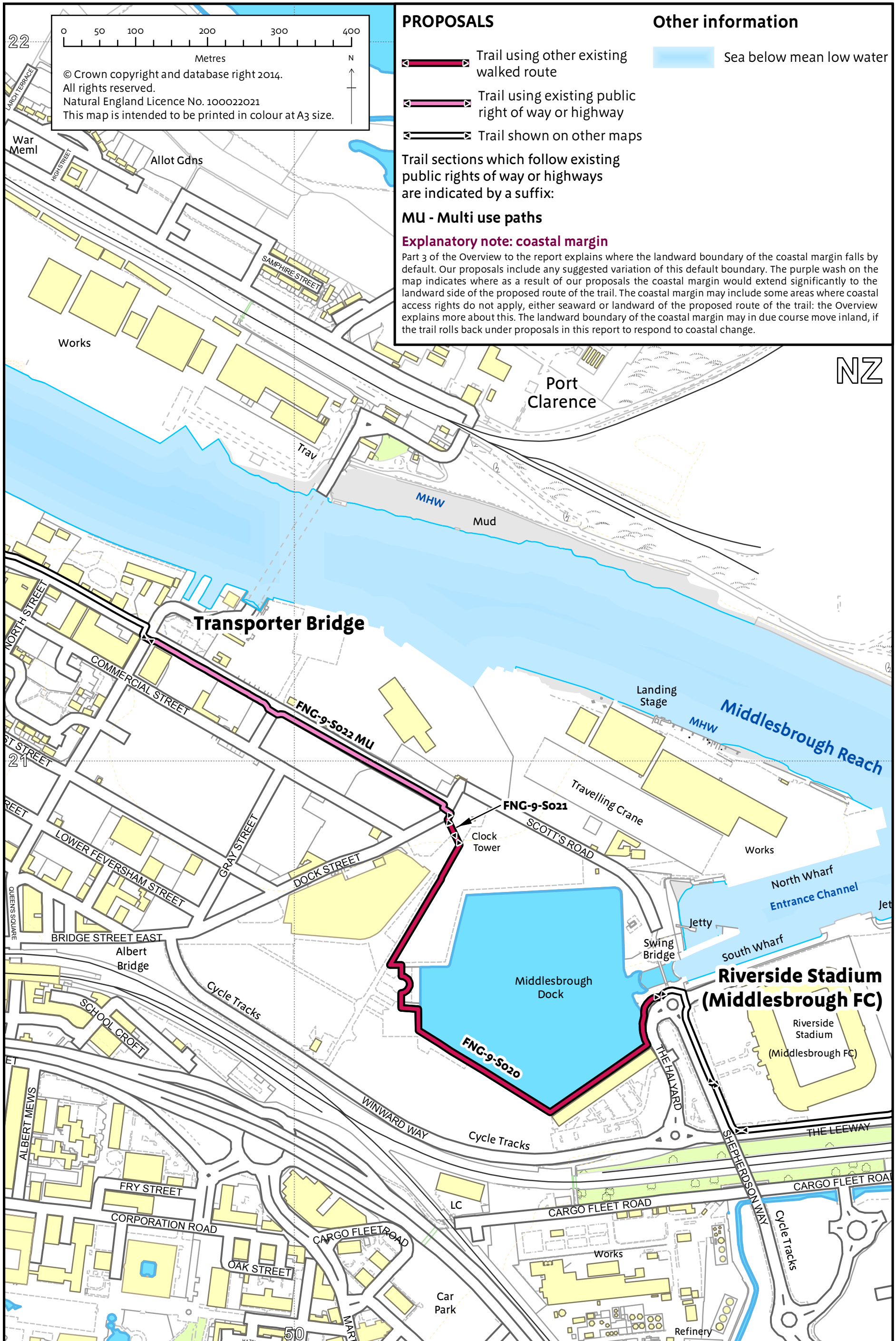
- FP - Public footpath**
- FW - Public footway**
- RD - Public road**

Explanatory note: coastal margin

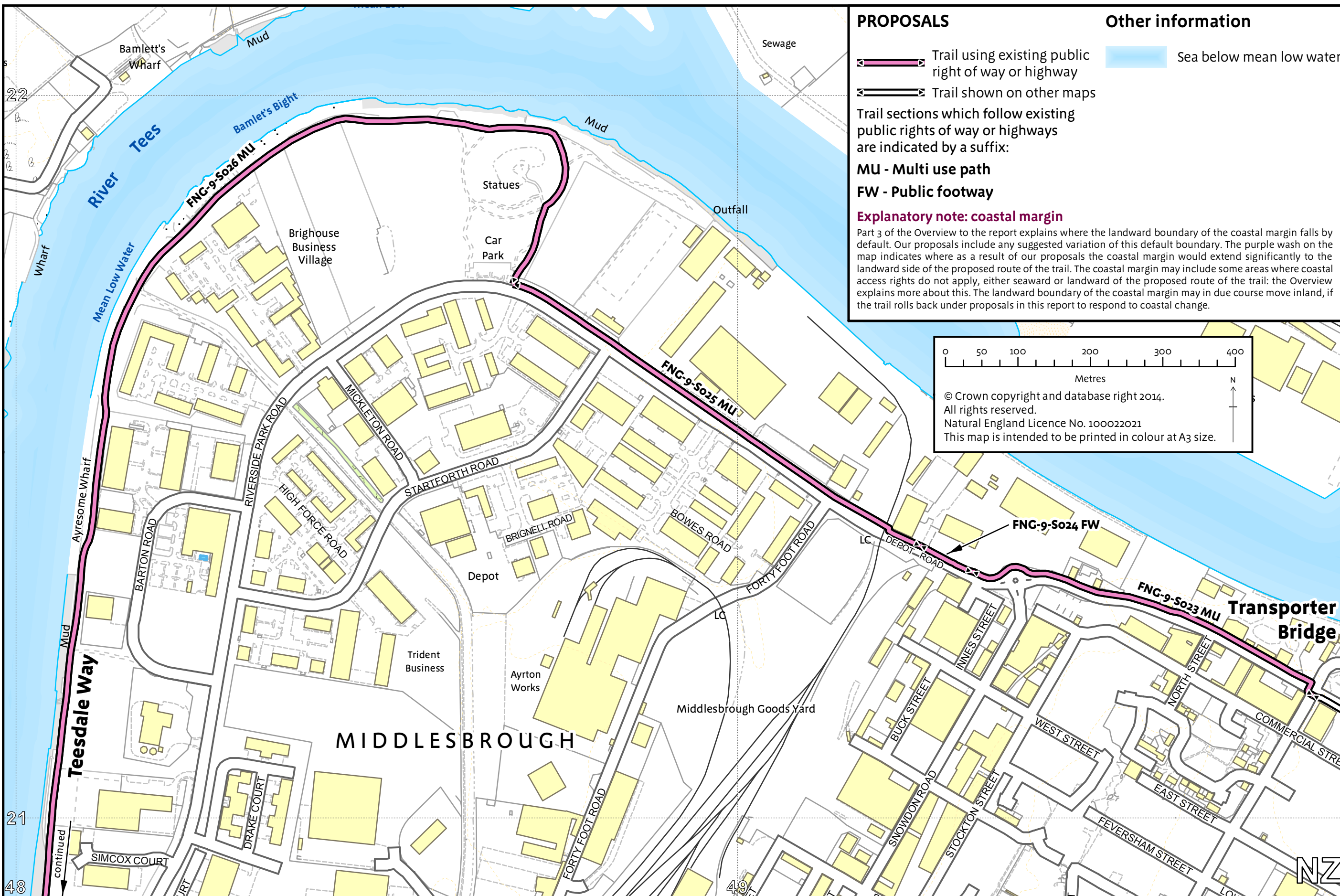
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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
- Existing footbridge in satisfactory condition



Map 9g Riverside Stadium (Middlesbrough FC) to Transporter Bridge



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:

- MU - Multi use path**
- FW - Public footway**

Explanatory note: coastal margin

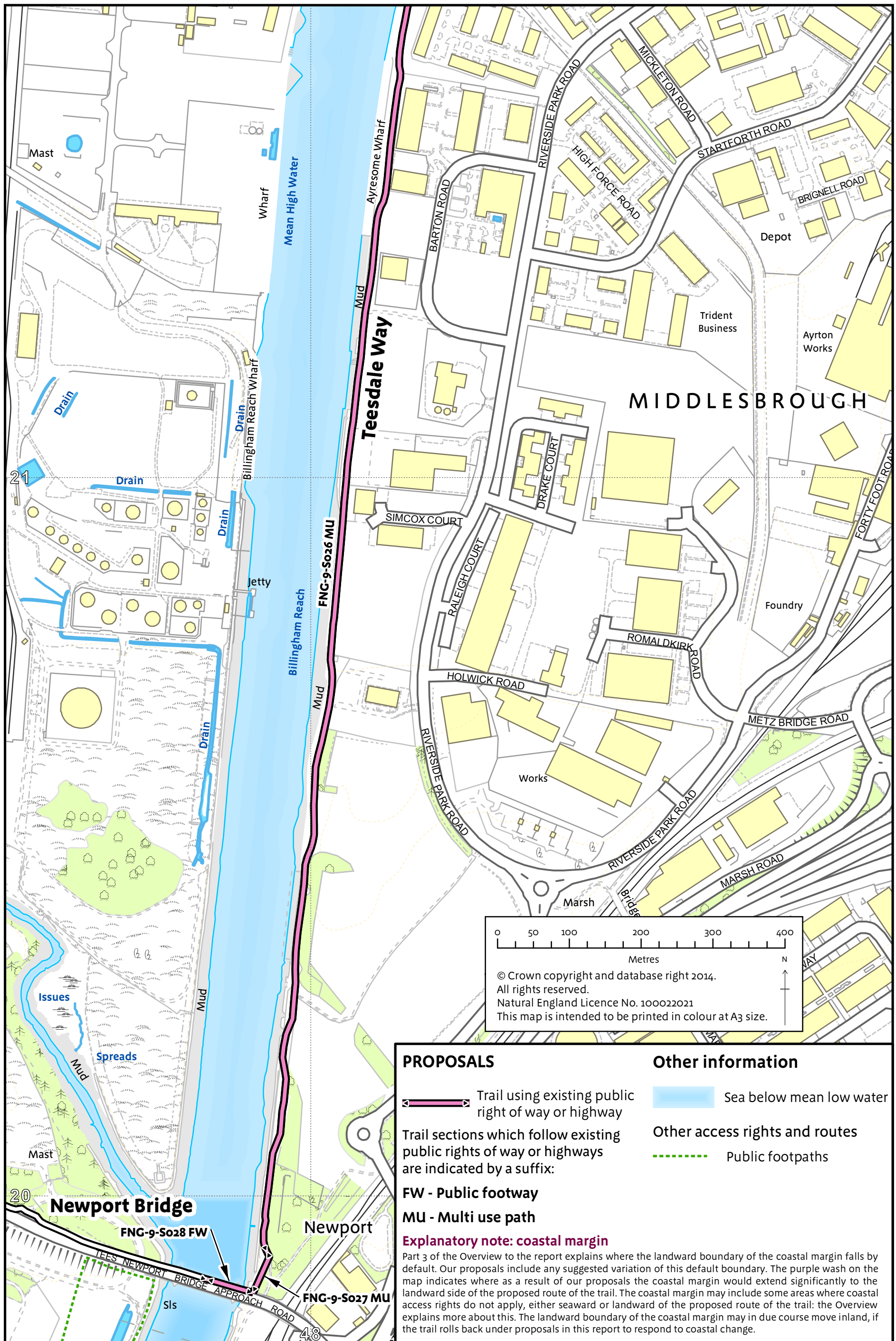
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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

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NZ

PROPOSALS

- Trail using existing public right of way or highway
- Trail sections which follow existing public rights of way or highways are indicated by a suffix:
FW - Public footway
MU - Multi use path

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