

Chapter 6:

Sandsend Bridge to Staithes Beck

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

Part 6.1: Introduction

Start Point:	Sandsend Bridge (grid reference: NZ 860 128)
End Point:	Staithes Beck (grid reference: NZ 781 189)
Relevant Maps:	6a to 6g

Understanding the proposals and accompanying maps:

The Trail:

6.1.1 Apart from the exception listed at table 6.2.2, our proposed alignment for the trail follows the existing route walked by users of the Cleveland Way. Usually this alignment coincides with an underlying public right of way but occasionally informal diversions have been established, marked out by the regular passage of feet. The main reason for this is that the cliffs along this length of coast are eroding and there are several places where the path people follow in practice along the cliff top has moved inland. Our proposed alignment follows the established walked route, and (subject to approval) would in due course secure it as the route of both National Trails, once we propose replacing the previously approved line of the Cleveland Way with that of the proposed line for England Coast Path.

Our proposed route through Staithes follows that currently recommended to people following the Cleveland Way. The original proposals made for the Cleveland Way in 1969 omitted this section of trail, so it does not formally form part of that route. We intend to remedy this using a varying report once the England Coast Path route is approved

The existing route largely meets the criteria set out in the Coastal Access Scheme that Natural England should have specific regard to:

- The safety and convenience of those using the route;
- The desirability of it adhering to the periphery of the coast and providing views of the sea; and
- The desirability of ensuring that, so far as is reasonably practicable, interruptions to it are kept to a minimum.

6.1.2 The trail follows the coastline quite closely and maintains good views of the sea.

6.1.3 This part of the coast includes the following sites, designated for nature conservation (See map C of the Overview):

- Staithes – Port Mulgrave Site of Special Scientific Interest (SSSI)

■ Runswick Bay 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.

- 6.1.4 The Cleveland Way is a well-established and popular National Trail. Our proposed trail alignment follows this existing route. The coastal margin is largely cliff slope and beach. 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

- 6.1.5 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surface 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 where it would be necessary to ascend and descend steeply.

- 6.1.6 At Holms Grove, two existing stiles will be replaced with kissing gates 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.

- 6.1.7 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 6.2.1 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'.

- 6.1.8 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.

- 6.1.9 Establishment: Most of this length of trail is in very good condition. Some minor repairs and upgrades will be carried out to the path surface and trail furniture prior to opening, including the provision of new gates and signage south of Staithes at route sections FNG-6-S038 to FNG-6-S040.
- 6.1.10 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

6.1.11 Any 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 6.2.1 below for details of the sections likely to be affected in the foreseeable future.

6.1.12 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 6.2: Commentary on Maps

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

6.2.1 Section Details – Maps 6a to 6g Sandsend Bridge to Staithes Beck

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 6.2.2: 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 6.2.3 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)
6a	FNG-6-S001	Public Footpath	Tarmac	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S002	Public Footpath	Steps: Timber	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S003	Public Footpath	Stone: Aggregate	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S004	Public Footpath	Steps: Timber	Yes: Normal	Landward edge of trail	Not used	None
6b	FNG-6-S005	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S006	Other existing walked route	Grass	Yes: Normal	Landward edge of trail	Not used	None
6b, 6c	FNG-6-S007	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
6d	FNG-6-S008	Public Footpath	Stone: Aggregate	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S009	Public Footpath	Grass	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S010	Public Footpath	Stone: Aggregate	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S011	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S012	Public Footpath	Steps: Timber	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S013	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S014*	Public Footpath	Grass	Yes: Normal	Fence line	Clarity and Cohesion	None
	FNG-6-S015*	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S016*	Public Footpath	Steps: Timber	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S017*	Public Footpath	Steps: Timber	Yes: Normal	Landward edge of trail	Not used	None
FNG-6-S018*	Other existing walked route	Bare Rock	Yes: Normal	Landward edge of trail	Not used	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)
6e	FNG-6-S019*	Other existing walked route	Sand	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S020*	Other existing walked route	Concrete	Yes: Normal	Landward pavement edge	Clarity and Cohesion	None
	FNG-6-S021*	Public Highway	Tarmac	Yes: Normal	Landward pavement edge	Clarity and Cohesion	None
	FNG-6-S022*	Public Highway	Tarmac	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S023*	Public Footpath	Tarmac	Yes: Normal	Landward pavement edge	Clarity and Cohesion	None
	FNG-6-S024*	Public Footway (pavement)	Tarmac	Yes: Normal	Landward pavement edge	Clarity and Cohesion	None
	FNG-6-S025*	Public Footpath	Tarmac	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S026*	Public Footpath	Stone: Aggregate	Yes: Normal	Fence line	Clarity and Cohesion	None
	FNG-6-S027*	Public Footpath	Stone: Aggregate	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S028	Public Footpath	Grass	Yes: Normal	Fence line	Clarity and Cohesion	None
	FNG-6-S029	Public Footpath	Grass	Yes: Normal	Hedgerow	Clarity and Cohesion	None
6f	FNG-6-S030	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S031	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S032	Public Footpath	Steps: Timber	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S033	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S034	Public Footpath	Stone: Aggregate	Yes: Normal	Fence line	Clarity and Cohesion	None
	FNG-6-S035	Public Highway	Tarmac	Yes: See table 6.2.3	Road	Clarity and Cohesion	None
	FNG-6-S036	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
6g	FNG-6-S037	Public Footpath	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S038*	Not an existing walked route	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S039*	Not an existing walked route	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S040*	Not an existing walked route	Grass	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S041	Public Footpath	Stone: Aggregate	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S042	Public Footpath	Steps: Stone	Yes: Normal	Landward edge of trail	Not used	None
	FNG-6-S043	Public Highway	Tarmac	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S044	Public Footpath	Tarmac	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S045	Public Footway (pavement)	Tarmac	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S046	Other existing walked route	Tarmac	Yes: See table 6.2.3	Landward edge of trail	Not used	None
	FNG-6-S047	Other existing walked route	Tarmac	Yes: See table 6.2.3	Landward edge of trail	Not used	None

6.2.2 Other options considered: Maps 6a to 6g Sandsend Bridge to Staithes Beck

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
6d and 6e	FNG-6-S014 to FNG-6-S024	<p>We considered aligning the trail along a section of disused railway which at its most landward extent is situated one kilometre from mean high water.</p> <p>The start of the route is currently accessible as a Public Right of Way heading eastwards from half way along section FNG-6-S014.</p> <p>Staying on the disused railway, the status of the route then becomes permissive before turning right onto a short section of public highway.</p> <p>The route ends at a crossroads and the intersection between sections FNG-6-S024 and FNG-6-S025.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea. ■ 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 ■ Although the proposed route is briefly aligned along the beach at Runswick Bay, the coastguard and the National Trail Officer for the Cleveland Way have provided assurances that the walked line normally remains dry and accessible at high tide. This route is currently managed as the Cleveland Way.
6e	FNG-6-S025 to FNG-6-027	<p>We considered aligning the trail along a Public Right of Way which runs along the cliff top immediately north of Runswick Bay.</p> <p>The route starts part way along section FNG-6-S024 and appears to head past the seaward side of a row of private gardens then past Caldron Cliff and Calf Peak before re-joining the proposed route at the intersection between FNG-6-S027 and FNG-6-S028.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The rate of erosion on the Public Right of Way adjacent to the private gardens will render the trail inaccessible within the next few years. ■ The proposed route is in good condition and provides a safer alternative. It is currently managed as the Cleveland Way. ■ The cliff top will remain accessible as part of the coastal margin.
6g	FNG-6-S038 to FNG-6-S040	<p>We considered aligning the trail on the existing public footpath that runs to the landward side of the adjacent field parcels as shown on the map.</p> <p>The public footpath is the current line of the Cleveland Way.</p> <p>The Cleveland Way will change alignment to the ECP.</p> <p>No other options were identified for the trail in relation to this map.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea. ■ This proposal is made with the support of the landowner ■ 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 ■ Under our proposals, the public footpath would remain available for people to use, but would not form part of the designated trail.

6.2.3 Roll-back implementation – more complex situations: Maps 6a to 6g Sandsend Bridge to Staithes Beck

Map(s)	Section numbers(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
6a, 6d, 6f and 6g	FNG-6-S001 to FNG-6-S002, FNG-6-S008 to FNG-6-S009, FNG-6-S035, FNG-6-S041, and FNG-6-S043 to FNG-6-S047	Buildings and curtilage	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

Note: In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Part 6.3: Chapter 6 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 6a to 6g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Sandsend Bridge to Staithes Beck

Proposed route of the trail

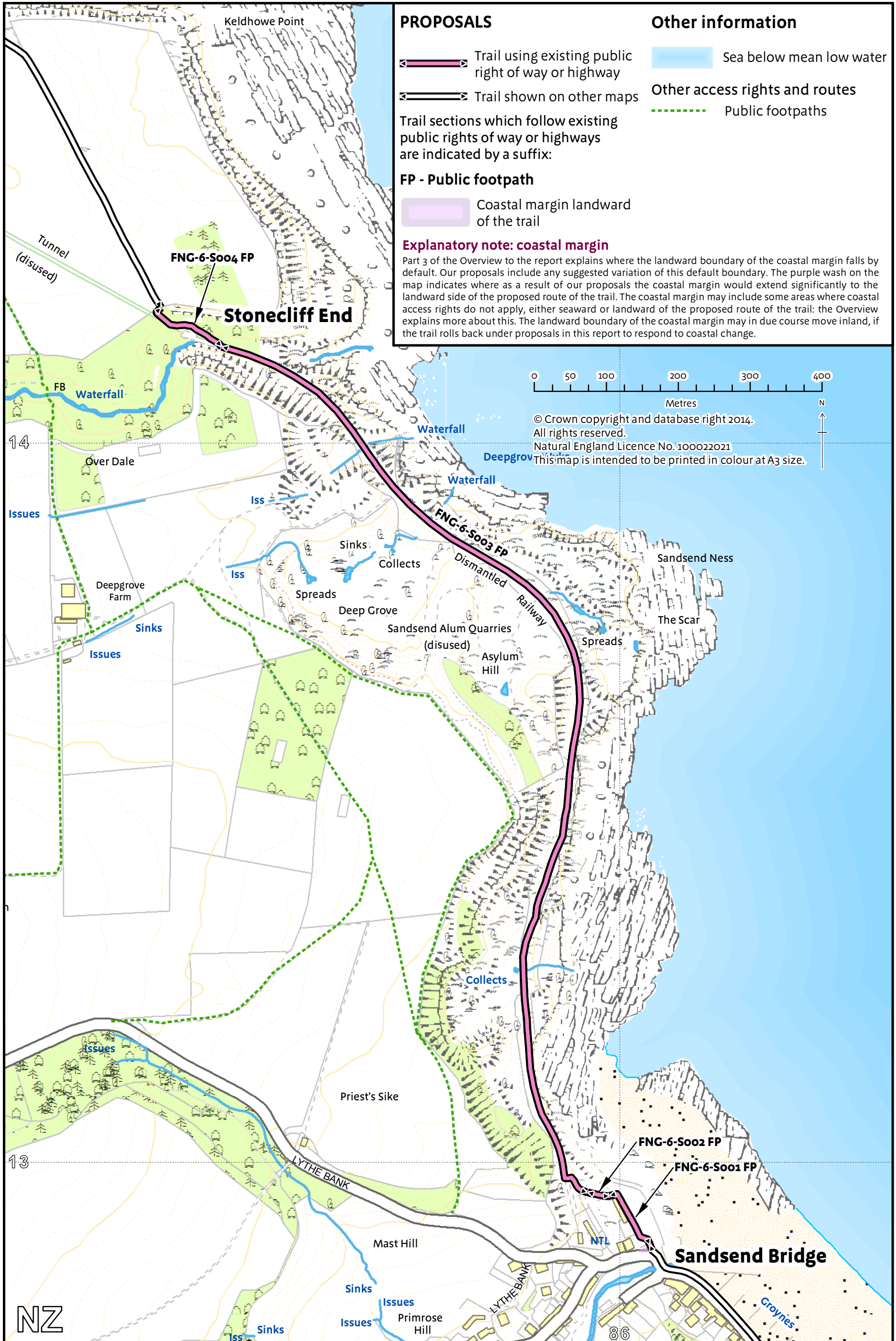
- 6.3.1 In relation to route sections FNG-6-S001 to FNG-6-S047, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 6a to 6g as the proposed route of the trail.
- 6.3.2 If at any time any part of a route section listed in the previous 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.

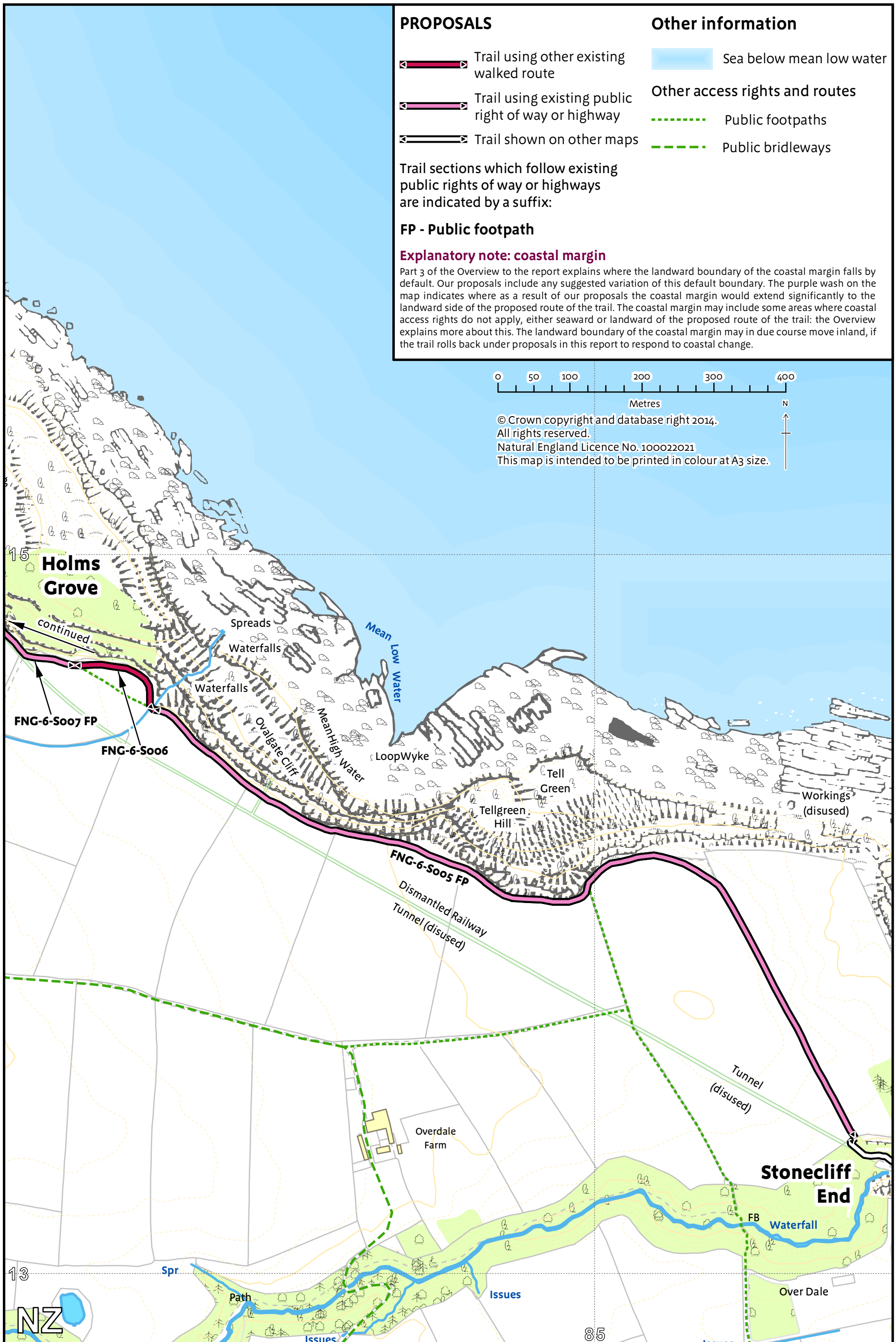
Landward boundary of coastal margin

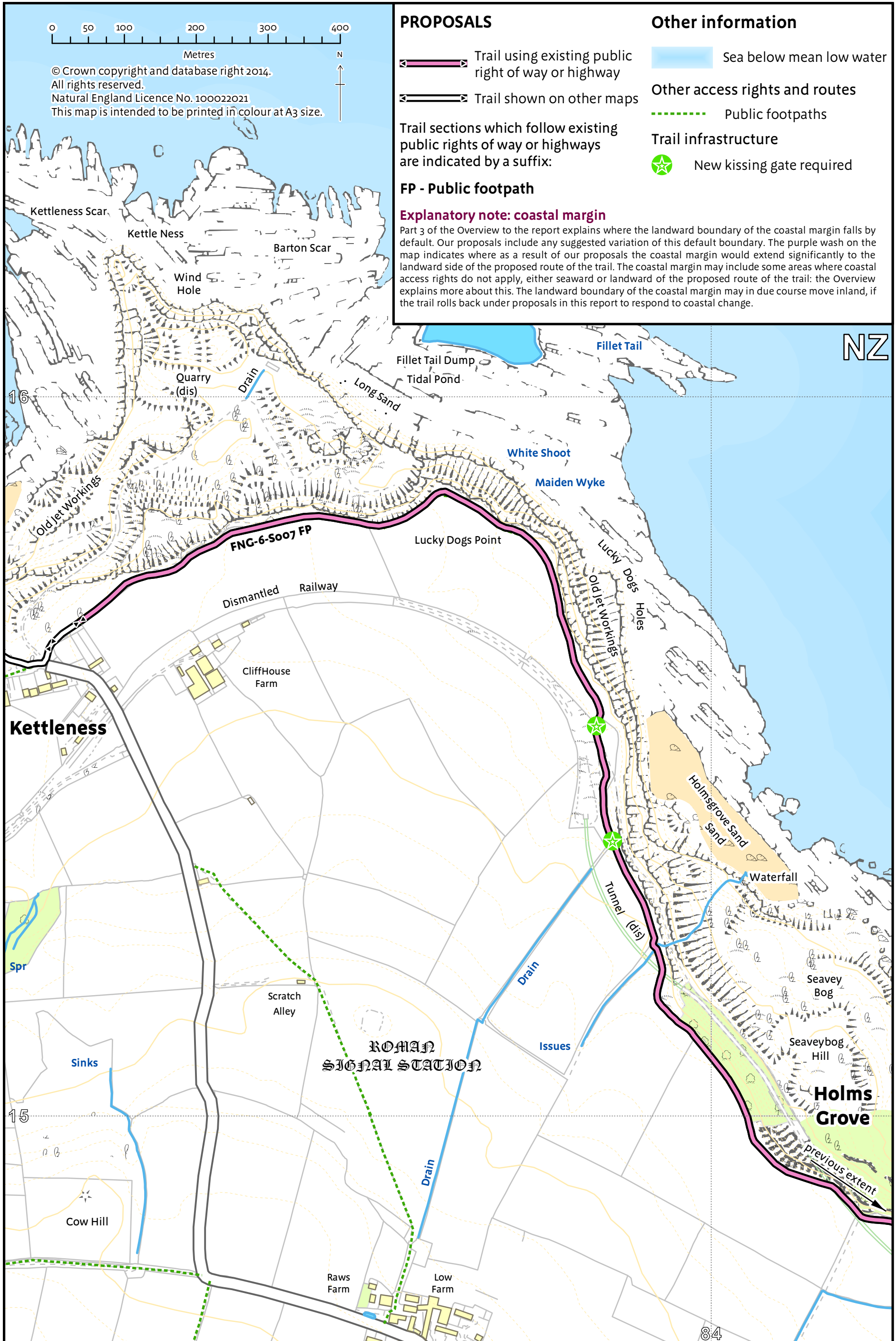
- 6.3.3 Adjacent to route sections FNG-6-S014, FNG-6-S026, FNG-6-S028, FNG-6-S029 and FNG-6-S034, the landward boundary of the coastal margin is to coincide with fence line or hedgerow which, at the time of writing this report, is landward of the public footpath shown as the trail on maps 6d to 6f.
- 6.3.4 Adjacent to route section FNG-6-S020, FNG-6-S021, FNG-6-S023, FNG-6-S024 and FNG-6-S035, the landward boundary of the coastal margin is to coincide with landward edge of the pavement edge or road shown as the trail on maps 6e and 6f.

Local restrictions and exclusions

- 6.3.5 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.







0 50 100 200 300 400
Metres
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This map is intended to be printed in colour at A3 size.

PROPOSALS

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

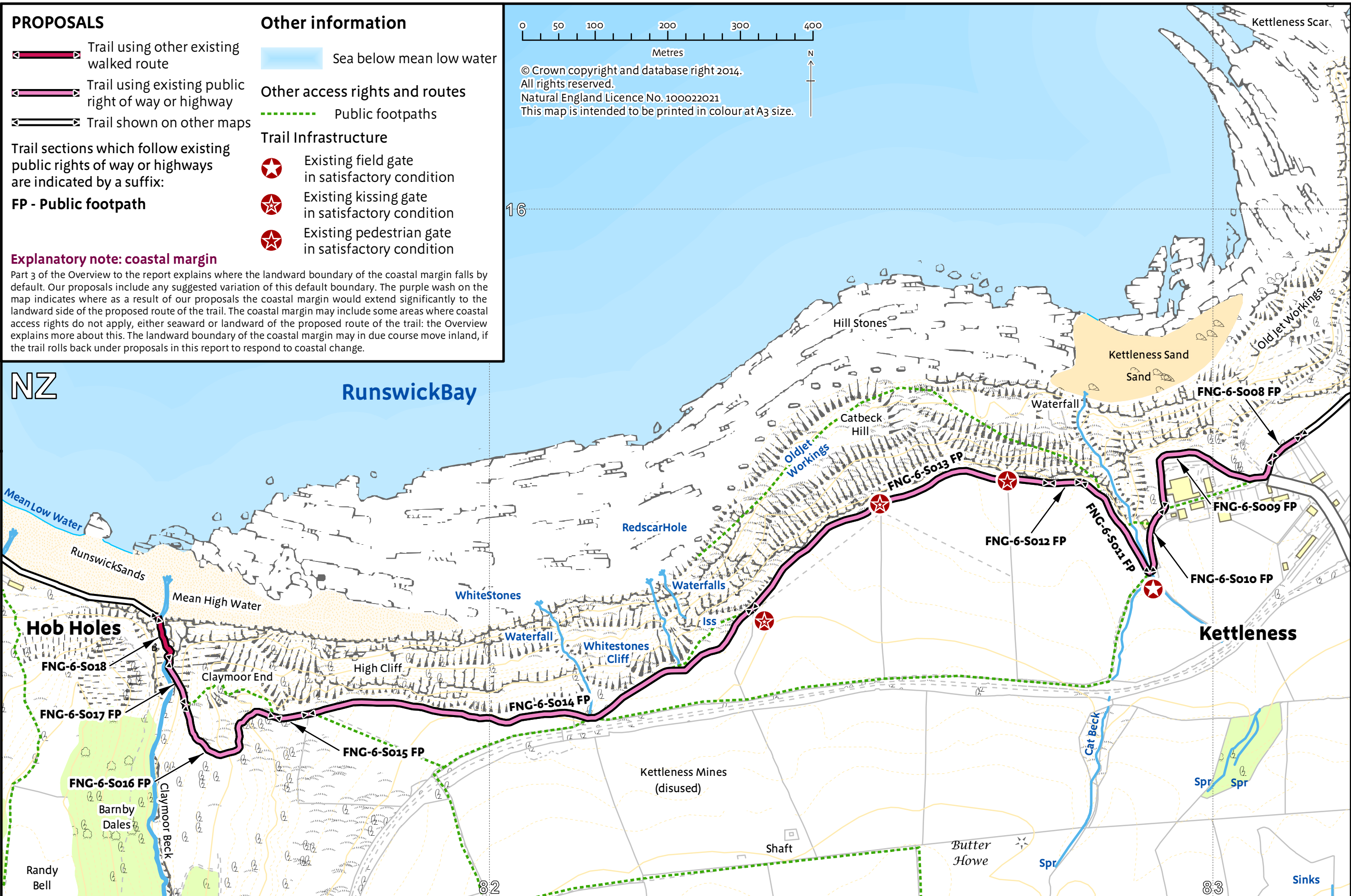
Trail sections which follow existing public rights of way or highways are indicated by a suffix:

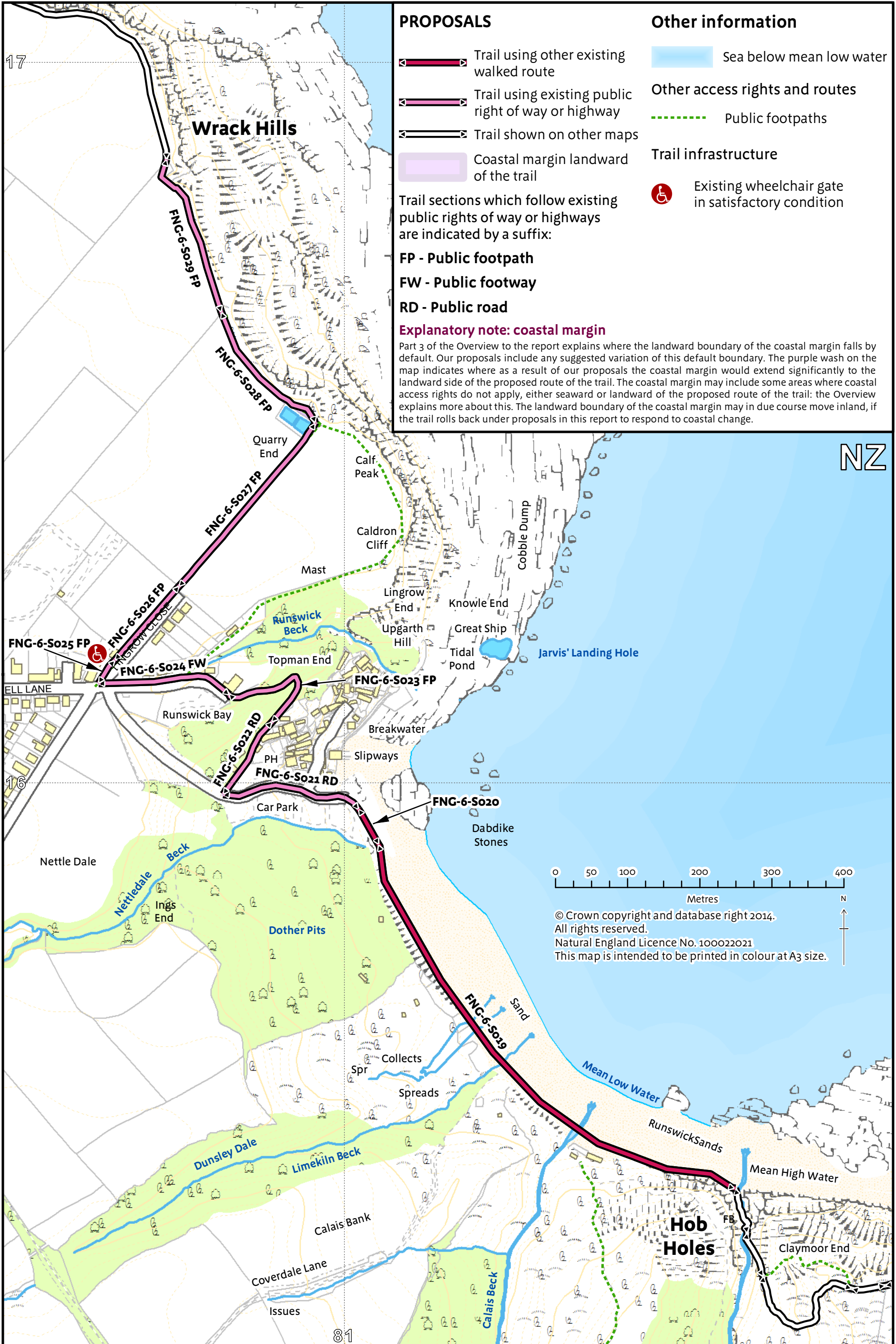
FP - Public footpath

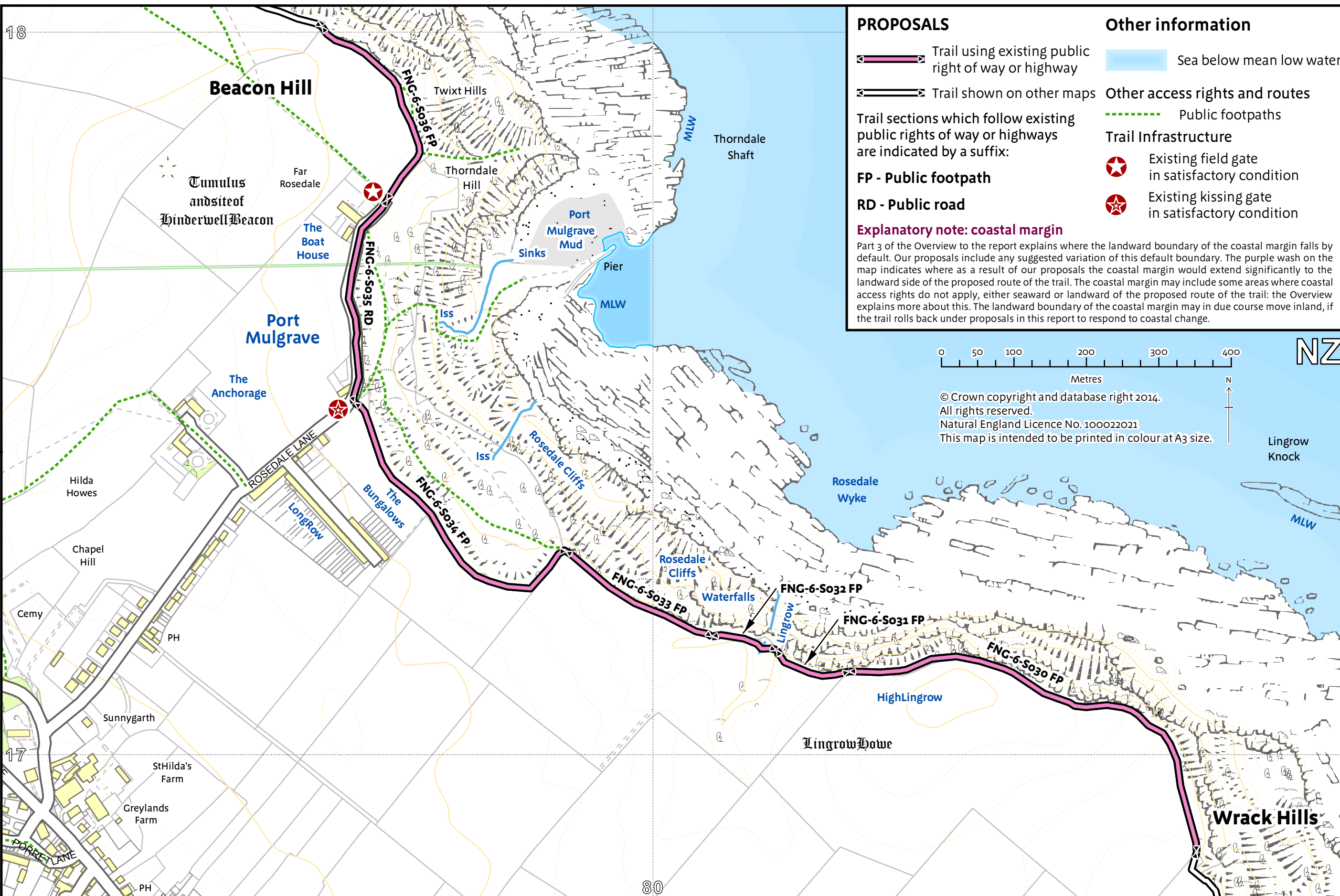
Explanatory note: coastal margin
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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
- Other access rights and routes
- Public footpaths
- Trail infrastructure
- New kissing gate required







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

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

Other access rights and routes

Public footpaths

Trail Infrastructure

Existing field gate in satisfactory condition

Existing kissing gate in satisfactory condition

