

Chapter 1:

# Gretna to Knockupworth Bridge

England Coast Path: Gretna to Allonby - Natural England's Proposals

## Part 1.1: Introduction

<b>Start Point:</b>	<b>River Sark Bridge, Gretna</b> (grid reference: 332713, 566981)
<b>End Point:</b>	<b>Knockupworth Bridge, Carlisle</b> (grid reference: 337278, 553962)
<b>Relevant Maps:</b>	<b>1a to 1j</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 1.1.1 Generally follows a combination of existing walked routes, including public rights of way and minor roads where they exist, and are suitable. In some areas it is no longer possible to walk on the definitive line of the existing public rights of way due to river bank erosion; here we have proposed the most appropriate existing walked route on the ground.
- 1.1.2 Mainly follows the coastline and river banks quite closely, and maintains good views of the river estuaries and the sea.
- 1.1.3 Includes two locations where the trail needs to take a route slightly further inland to take account of key nature conservation concerns, such as avoidance of impact on internationally important populations of over wintering, feeding and breeding birds. See maps 1a to 1d and tables 1.2.1 and 1.2.2 for more details.
- 1.1.4 Includes several sections of new path, specifically between the River Sark and the River Esk. See maps 1a to 1c and the associated tables below for details. A new section of path will also be created on the sea defence bank between Esk Boathouse and Demesne Marsh. See maps 1d to 1e and associated tables below for details.

A new section of path will also be created to link existing public rights of way, on the bank of the River Eden, with the pedestrian walkway over Knockupworth Bridge (the Carlisle northern bypass, over the River Eden). See map 1j and associated tables below for details.

- 1.1.5 From Metal Bridge to Gun Cottage and from Demesne Marsh to Knockupworth Bridge, the trail follows a route similar to that of the former Cumbria Coastal Way.
- 1.1.6 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (see map C of the Overview):
  - Solway Firth Special Area of Conservation (SAC)
  - Upper Solway Flats and Marshes Special Protection Area (SPA)

- Upper Solway Flats and Marshes Ramsar site
- Upper Solway Flats and Marshes Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- All Scheduled Monuments associated with the Hadrian's Wall World Heritage Site

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

- 1.1.7 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion, we took a number of factors into consideration and these are discussed below (see 1.1.8 to 1.1.19 and 1.3.16 to 1.3.20).
- 1.1.8 The majority of the route between the River Sark and the River Esk does not follow any existing walked route and will require the creation of a new path. Whilst we would therefore expect to see a significant change in levels and patterns of access arising from our proposals, we are confident that the alignment proposed will not lead to significant impact on designated features.
- 1.1.9 The route between the River Esk at Metal Bridge, and Esk Boathouse will follow the line of existing public rights of way and minor roads. We believe that levels and patterns of public access on these sections are likely to change to some extent, as a result of our proposals, however we have concluded that our proposals would not be likely to have a significant impact on designated features.
- 1.1.10 There is currently no existing walked coastal route between Esk Boathouse and Demesne Marsh, and it will require the creation of a new path along the sea defence bank. Whilst we would therefore expect to see a significant change in levels and patterns of access arising from our proposals, we are confident that the alignment proposed will not lead to significant impact on designated features.
- 1.1.11 The majority of the route along the northern bank of the River Eden, between Demesne Marsh and Knockupworth Bridge, will follow the walked line of existing public rights of way and minor roads, all of which are very well-used. We believe that levels and patterns of public access on these sections would be unlikely to change significantly as a result of our proposals. Therefore we have concluded that our proposals would not be likely to have a significant impact on designated features.
- 1.1.12 In addition, we have also identified that it would be beneficial to provide information signs at key locations to explain the importance of these habitats, to encourage people to stay on or close to the trail, and to help prevent dogs from disturbing wildlife.

In relation to those nature conservation sites listed above, please refer to our published Access and Sensitive Features Appraisal for more detailed information.

**See part 5b of the Overview - 'Natural environment' - for more information.**

### **Accessibility**

- 1.1.13 Generally, there are few artificial barriers to accessibility on the proposed sections of the trail that make use of existing surfaced paths or minor roads wherever these meet the criteria in the Coastal Access Scheme.
- 1.1.14 The sections of the trail from Halltown Farm via Esk Boathouse to Demesne Marsh and on to Rockcliffe are also reasonably accessible. However other parts of the route covered by this chapter may not be suitable for people with reduced mobility because the trail will follow an uneven grass path through agricultural land and along the bank of the River Eden. Occasionally the path will include steeper ground and in some instances we have proposed to install new steps or ramps.

**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 part 9 of the Overview.

- 1.1.15 Estuaries: This report proposes that the trail should include a route around the English side of the Solway Firth estuary extending as far as the Scottish border near to Gretna. Included, in this chapter, are the rivers Sark and Esk, and one bank of the River Eden. For the River Sark, the trail will extend upstream as far as the road bridge at Gretna which will be the first public foot crossing point over the river. For the River Esk, the trail will extend upstream as far as the road bridge at Metal Bridge which is the first public foot crossing point over the river. For the River Eden, the trail will extend upstream as far as the road bridge at Knockupworth which is the first public foot crossing point over the river. See part 10 of the Overview. The trail covered by this chapter includes parts of these estuary routes.
- 1.1.16 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See table 1.2.1 below for details.
- 1.1.17 At Carr Bed on the bank of the River Eden we have used our discretion to propose the inclusion of an additional, more extensive landward area of Registered Common Land within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owners of these areas of land are content for us to propose this.

**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'.**

- 1.1.18 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.
- 1.1.19 Natural England proposes to restrict or exclude access relevant to this length of coast, as follows:
  - A long-term access exclusion to all areas of intertidal flats and some areas of the saltmarsh in the coastal margin covered by this chapter. This exclusion is proposed under s25A of the Countryside and Rights of Way (CROW) Act (2000) because the land is unsuitable for public access. This exclusion will not affect the route itself. See map F in the Overview for details.
  - A long-term access exclusion to the sea defence banks between the northern end of Mossband Hall Marsh and the eastern end of Mossband Marsh and between Garriestown and the vicinity of Esk Boathouse, to avoid disturbance to birds. This exclusion will operate all year round and will not affect the route itself. See maps I and J in the Overview for details.
  - A long-term access exclusion to some of the fields between the trail and the sea defence bank between Halltown and Esk Boathouse, to avoid disturbance to birds. This exclusion will not affect the route itself. See map J in the Overview for details.
  - A long-term access restriction requiring dogs to be kept on a lead between Esk Boathouse and Demesne Marsh, to avoid disturbance to birds. See map J in the Overview for details.
  - A long-term access exclusion from enclosures between the trail and the sea defence bank, in the vicinity of Esk Boathouse, on grounds of land management (movement of livestock). This exclusion will operate all year round and will not affect the trail itself. See map E in the Overview for details.

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

## **Establishment and ongoing management of the trail**

- 1.1.20 Some physical establishment of the trail will be necessary, in accordance with the general approach described in part 6 the Overview. New 'sleeper' bridges will be required on the marshes to allow users of the trail to cross the many creeks and ditches that are found there.
- 1.1.21 At Esk Boathouse, on trail section GAL-1-S048, we propose to install an 'overpass' to allow unrestricted access to the flood defence bank along the trail, whilst allowing the unhindered movement of livestock to and from the adjacent fields to the livestock handling facilities. See map 1d for details.
- 1.1.22 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**

- 1.1.23 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 river and 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 1.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 1.1.24 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 5f - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.**

## Part 1.2: Commentary on Maps

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

### 1.2.1 Section details – maps 1a to 1j: Gretna to Knockupworth Bridge

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 1.2.2: 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 1.2.3’ 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)
1a	GAL-1-S001*	Not an existing walked route	Tarmac	No	Pavement Edge	Clarity and Cohesion	None
1a	GAL-1-S002*	Not an existing walked route	Grass	No	Pavement Edge	Clarity and Cohesion	None
1a	GAL-1-S003*	Other existing walked route	Grass	Yes – see table 1.2.3	Hedge bank	Clarity and Cohesion	None
1a	GAL-1-S004*	Other existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1a	GAL-1-S005*	Not an existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1a	GAL-1-S006*	Not an existing walked route	Bare Soil	Yes – see table 1.2.3	Fence line	Clarity and Cohesion	Margin
1a	GAL-1-S007*	Not an existing walked route	Grass	Yes – see table 1.2.3	Fence line	Clarity and Cohesion	Margin
1a	GAL-1-S008* & GAL-1-S009*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
1a	GAL-1-S010*	Not an existing walked route	Gravel	No	Track	Clarity and Cohesion	Margin
1a	GAL-1-S011*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
1a	GAL-1-S012*	Not an existing walked route	Block paving	No	Landward edge of trail	Not used	Margin
1a	GAL-1-S013*	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
1a, 1b	GAL-1-S014* & GAL-1-S015*	Not an existing walked route	Gravel	No	Fence line	Clarity and Cohesion	Margin
1b	GAL-1-S016*	Not an existing walked route	Gravel	No	Track	Clarity and Cohesion	Margin
1b	GAL-1-S017*	Not an existing walked route	Tarmac	No	Track	Clarity and Cohesion	Margin
1b	GAL-1-S018*	Not an existing walked route	Gravel	No	Track	Clarity and Cohesion	Margin
1b	GAL-1-S019*	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
1c	GAL-1-S020*	Not an existing walked route	Grass	Yes – see table 1.2.3	Fence line	Clarity and Cohesion	Margin
1c	GAL-1-S021* & GAL-1-S022*	Not an existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	Margin
1c	GAL-1-S023*	Not an existing walked route	Bare Soil	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1c	GAL-1-S024*	Not an existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1c	GAL-1-S025	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
1c	GAL-1-S026	Not an existing walked route	Concrete	No	Landward edge of trail	Not used	None
1c	GAL-1-S027	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
1c	GAL-1-S028	Not an existing walked route	Tarmac	No	Landward edge of trail	Not used	None
1c	GAL-1-S029	Public Footpath	Grass	No	Landward edge of trail	Not used	None
1c	GAL-1-S030	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1c	GAL-1-S031	Public Footpath	Grass	Yes – see table 1.2.3	Hedgerow	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)
1c	GAL-1-S032	Public Footpath	Gravel	No	Various	Clarity and Cohesion	Margin
1c	GAL-1-S033	Public Footpath	Stone: Aggregate	No	Hedgerow	Clarity and Cohesion	Margin
1c	GAL-1-S034	Public Footpath	Tarmac	No	Landward edge of trail	Not used	Margin
1c	GAL-1-S035	Public Footpath	Tarmac	No	Hedgerow	Clarity and Cohesion	Margin
1c	GAL-1-S036 & GAL-1-S037	Public Footpath	Grass	No	Landward edge of trail	Not used	Margin
1c	GAL-1-S038 & GAL-1-S039	Public Footpath	Grass	No	Hedge bank	Clarity and Cohesion	Margin
1d	GAL-1-S040	Public Footpath	Gravel	No	Hedge bank	Clarity and Cohesion	Margin
1d	GAL-1-S041	Public Footpath	Bare Soil	No	Landward edge of trail	Not used	Margin
1d	GAL-1-S042	Public Footpath	Grass	No	Landward edge of trail	Not used	Margin
1d	GAL-1-S043	Other existing walked route	Grass	No	Landward edge of trail	Not used	Margin
1d	GAL-1-S044	Other existing walked route	Gravel	No	Landward edge of trail	Not used	Margin
1d	GAL-1-S045	Public Highway	Tarmac	No	Hedge bank	Clarity and Cohesion	Margin
1d	GAL-1-S046	Public Highway	Grass	Yes – see table 1.2.3	Hedge bank	Clarity and Cohesion	Margin
1d	GAL-1-S047	Not an existing walked route	Grass	Yes – see table 1.2.3	Fence line	Clarity and Cohesion	Margin
1d	GAL-1-S048	Not an existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	Margin
1d, 1e	GAL-1-S049	Not an existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	Trail and margin
1e	GAL-1-S050	Other existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1e	GAL-1-S051	Public Footpath	Bare Soil	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1e	GAL-1-S052	Public Highway	Stone: Aggregate	Yes – see table 1.2.3	Wall	Clarity and Cohesion	None
1e	GAL-1-S053	Other existing walked route	Grass	Yes – see table 1.2.3	Wall	Clarity and Cohesion	None
1f	GAL-1-S054	Public Footpath	Grass	Yes – see table 1.2.3	Wall	Clarity and Cohesion	None
1f	GAL-1-S055	Public Highway	Gravel	Yes – see table 1.2.3	Wall	Clarity and Cohesion	None
1f	GAL-1-S056	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
1f	GAL-1-S057	Public Footpath	Grass	Yes – see table 1.2.3	Road	Clarity and Cohesion	None
1f	GAL-1-S058	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1f, 1g	GAL-1-S059 & GAL-1-S060	Other existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1g	GAL-1-S061	Public Footpath	Grass	Yes – see table 1.2.3	Fence line	Clarity and Cohesion	None
1g	GAL-1-S062	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1g	GAL-1-S063	Public Footpath	Boardwalk or raised walkway	No	Landward edge of trail	Not used	None
1g	GAL-1-S064	Public Footpath	Grass	Yes – see table 1.2.3	Various	Clarity and Cohesion	None
1h	GAL-1-S065	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1h	GAL-1-S066	Public Footpath	Grass	Yes – see table 1.2.3	fence line	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)
1h	GAL-1-S067 to GAL-1-S069	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1h	GAL-1-S070	Public Footpath	Grass	Yes – see table 1.2.3	Hedgerow	Clarity and Cohesion	None
1h, 1i	GAL-1-S071 to GAL-1-S078	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1i	GAL-1-S079	Public Footpath	Gravel	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1i, 1j	GAL-1-S080 to GAL-1-S087	Public Footpath	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1j	GAL-1-S088	Not an existing walked route	Grass	Yes – see table 1.2.3	Landward edge of trail	Not used	None
1j	GAL-1-S089	Not an existing walked route	Grass	No	Hedgerow	Clarity and Cohesion	None
1j	GAL-1-S090	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
1j	GAL-1-S091 & GAL-1-S092	Public Footpath	Concrete	No	Track	Clarity and Cohesion	None
1j	GAL-1-S093	Other existing walked route	Gravel	No	Landward edge of trail	Not used	None
1j	GAL-1-S094	Other existing walked route	Gravel	No	Fence line	Clarity and Cohesion	None
1j	GAL-1-S095	Multi-use route	Tarmac	No	Fence line	Clarity and Cohesion	None
1j	GAL-1-S096 & GAL-1-S097	Multi-use route	Tarmac	No	Pavement edge	Clarity and Cohesion	None

### 1.2.2 Other options considered: maps 1a to 1j: Gretna to Knockupworth Bridge

Maps	Section numbers	Option(s) considered	Reasons for not proposing this option as the route
1a to 1c	GAL-1-S001 to GAL-1-S024	We considered aligning the trail along the existing public highway that runs from Gretna to Metal Bridge.	We opted for the proposed route because it is closer to and maintains better views of the sea.  We also sought advice from Cumbria County Council's Highways department in relation to public safety concerns and concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
1a to 1c	GAL-1-S007 to GAL-1-S021	We considered aligning the trail along the sea defence wall that runs along the landward side of Mossband Hall and Mossband marshes.	We opted for the proposed route because it limits the possible disturbance to areas of national and international importance for the overwintering, feeding and breeding of resident and migratory birds. The proposed route also avoids part of an existing sea defence bank that is covered by an HSE directive to exclude public access due to ongoing civil engineering works.
1c & 1d	GAL-1-S033 to GAL-1-S049	We considered aligning the trail along the sea defence wall that runs from Garriestown to the vicinity of Esk Boathouse.	We opted for the proposed route because it limits possible disturbance to areas of national and international importance for the overwintering, feeding and breeding of resident and migratory birds.

### 1.2.3 Roll-back implementation – more complex situations: Gretna to Knockupworth Bridge

Maps	Section numbers	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
1a, 1c to 1j	GAL-1-S004 to GAL-1-S007, GAL-1-S020 to GAL-1-S024, GAL-1-S030 & GAL-1-S031, GAL-1-S046 to GAL-1-S055, GAL-1-S057 to GAL-1-S062 and GAL-1-S064 to GAL-1-S088	Solway Firth SPA/SAC and associated SSSIs.	If it is no longer possible to find a viable route seaward of the designated sites, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public. Our published Access and Sensitive Features Appraisal will also be reviewed as part of this process.

## Part 1.3: Chapter 1- Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1j.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Gretna to Knockupworth Bridge

#### Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Sark as far as Sark road bridge at Gretna, as indicated by the extent of the trail shown on map 1a; the River Esk as far as Metal Bridge as indicated by the extent of the trail shown on map 1c; and the River Eden as far as the road bridge over the River Eden at Knockupworth as indicated by the extent of the trail shown on map 1j.

#### Proposed route of the trail

- 1.3.2 In relation to route sections GAL-1-S001 & GAL-1-S002, GAL-1-S008 to GAL-1-S019, GAL-1-S025 to GAL-1-S029, GAL-1-S032 to GAL-1-S045, GAL-1-S056, GAL-1-S063 and GAL-1-S089 to GAL-1-S097 the route is to be at the centre of the line shown on maps 1a to 1d, 1f, 1g and 1j as the proposed route of the trail.
- 1.3.3 In relation to route sections GAL-1-S003 to GAL-1-S007, GAL-1-S020 to GAL-1-S024, GAL-1-S030, GAL-1-S031 and GAL-1-S046 to GAL-1-S055, GAL-1-S057 to GAL-1-S062 and GAL-1-S064 to GAL-1-S088 the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 1a and 1c to 1j as the proposed route of the trail.
- 1.3.4 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

- 1.3.5 Adjacent to route sections GAL-1-S001, GAL-1-S002, GAL-1-S096 and GAL-1-S097, the landward boundary of the coastal margin is to coincide with the edge of the pavement which is shown as the trail on maps 1a and 1j.
- 1.3.6 Adjacent to route sections GAL-1-S010, GAL-1-S016 to GAL-1-S018, GAL-1-S091 and GAL-1-S092 the landward boundary of the coastal margin is to coincide with the edge of the track which is landward of the trail as shown on maps 1a, 1b and 1j.
- 1.3.7 Adjacent to route sections GAL-1-S013 to GAL-1-S015, GAL-1-S019, GAL-1-S094 and GAL-1-S095 the landward boundary of the coastal margin is to coincide with the fence which is landward of the trail as shown on maps 1a, 1b and 1j.
- 1.3.8 Adjacent to route sections GAL-1-S033, GAL-1-S035 and GAL-1-S089 the landward boundary of the coastal margin is to coincide with the hedgerow which is landward of the trail as shown on maps 1c and 1j.

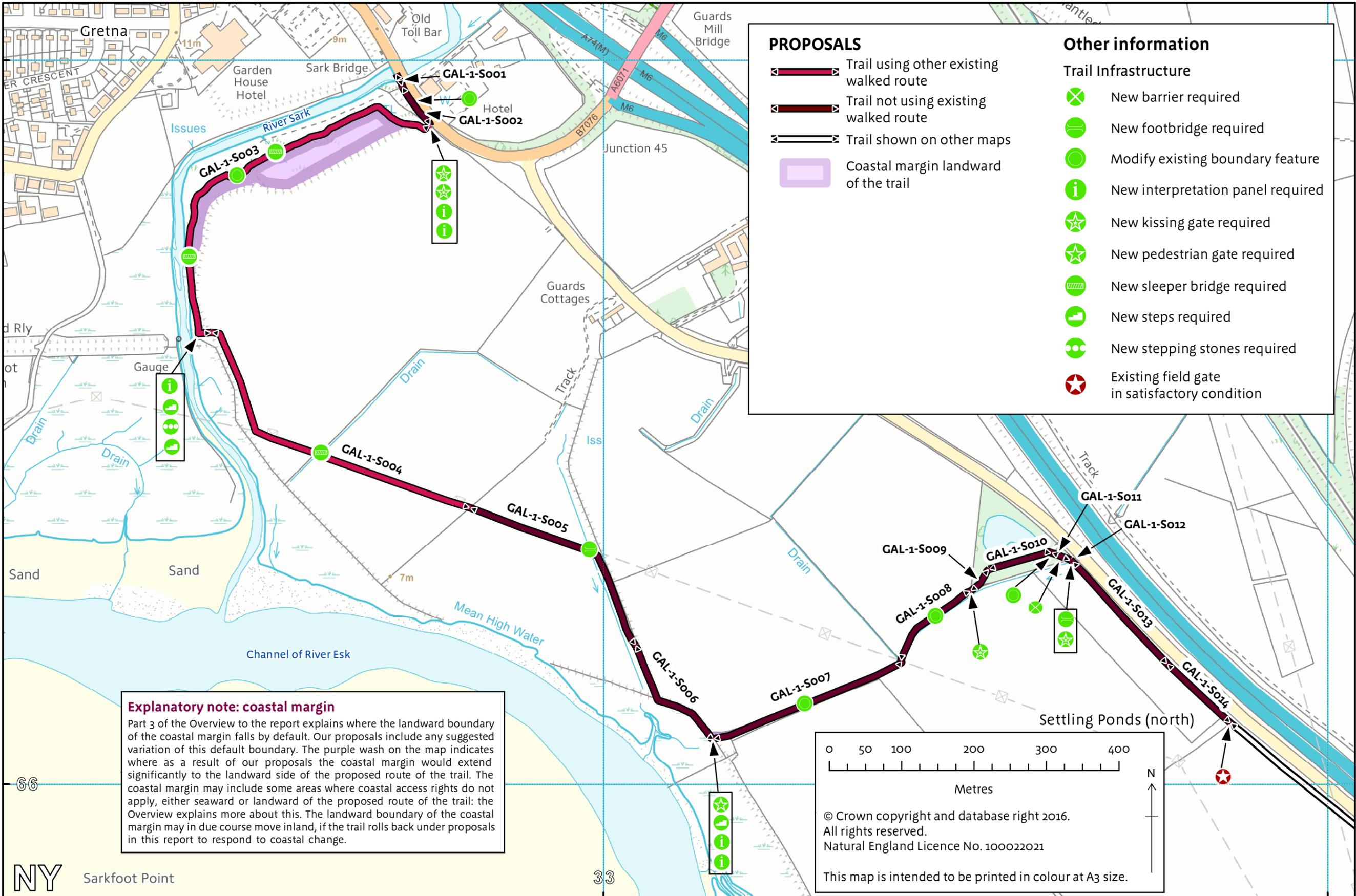
- 1.3.9 Adjacent to route sections GAL-1-S038 to GAL-1-S040 and GAL-1-S045 the landward boundary of the coastal margin is to coincide with the hedge bank which is landward of the trail as shown on maps 1c and 1d.
- 1.3.10 Adjacent to route section GAL-1-S032 the landward boundary of the coastal margin is to coincide with various boundary features that are landward of the trail as shown on map 1c.
- 1.3.11 Adjacent to route sections GAL-1-S003, GAL-1-S031, GAL-1-S046 and GAL-1-S070 the landward boundary of the coastal margin is to coincide with the hedge bank or hedgerow which, at the time of writing this report, is landward of the trail as shown on maps 1a, 1c, 1d and 1h.
- 1.3.12 Adjacent to route sections GAL-1-S006, GAL-1-S007, GAL-1-S020, GAL-1-S047, GAL-1-S061 and GAL-1-S066 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 trail as shown on maps 1a, 1c, 1d, 1g and 1h.
- 1.3.13 Adjacent to route sections GAL-1-S052 to GAL-1-S055 the landward boundary of the coastal margin is to coincide with the wall which, at the time of writing this report, is landward of the trail as shown on maps 1e and 1f.
- 1.3.14 Adjacent to route section GAL-1-S064 the landward boundary of the coastal margin is to coincide with various boundary features which, at the time of writing this report, are landward of the trail as shown on map 1g.
- 1.3.15 Adjacent to route section GAL-1-S057 the landward boundary of the coastal margin is to coincide with the road which, at the time of writing this report, is landward of the trail as shown on map 1f.

### **Local restrictions and exclusions**

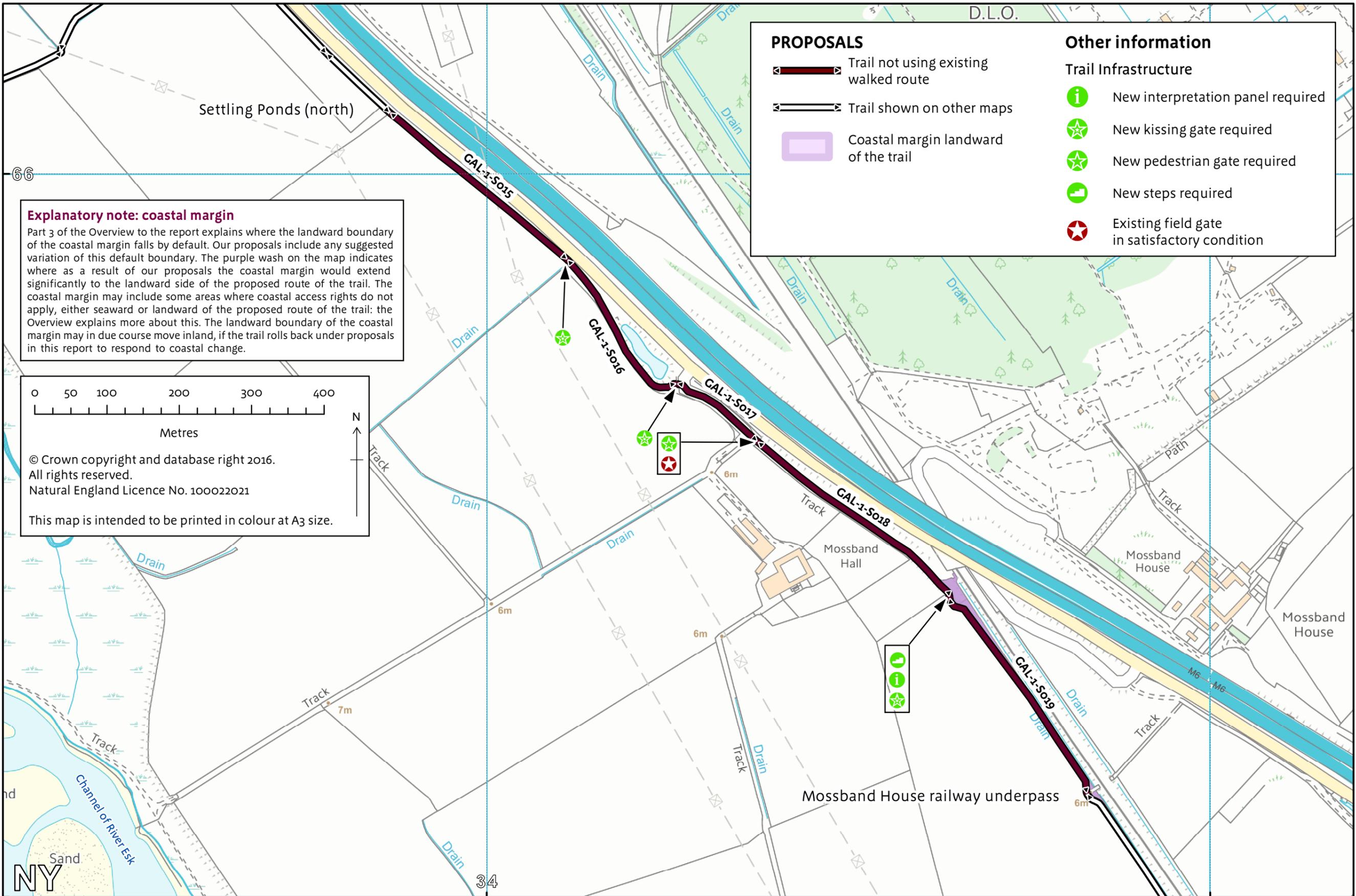
- 1.3.16 We propose a long-term access exclusion to all areas of saltmarsh and intertidal flats adjacent to sections GAL-1-S006 to GAL-1-S022 and GAL-1-S032 to GAL-1-S049. This exclusion is proposed under s25A of the Countryside and Rights of Way Act (2000) because the land is unsuitable for public access. This exclusion will be in operation all year round and does not affect the route itself. See map F in the Overview for details.
- 1.3.17 We propose to permanently exclude access to the sea defence bank adjacent to sections GAL-1-S006 to GAL-1-S020 and GAL-1-S033 to GAL-1-S048. This exclusion is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds. This exclusion will be in operation all year round. See map I in the Overview for details.
- 1.3.18 We propose to permanently exclude access to the fields in the coastal margin adjacent to sections GAL-1-S043 to GAL-1-S046. This exclusion is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds. This exclusion will be in operation all year round. See map J in the Overview for details.
- 1.3.19 We propose to permanently exclude access to the small enclosures between the sea defence bank and section GAL-1-S047. This exclusion is proposed under s24 of the Act for land management purposes. This exclusion will be in operation all year round. See map E in the Overview for details.
- 1.3.20 We propose a permanent access restriction requiring dogs to be kept on a lead on section GAL-1-S049. This exclusion is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds. This restriction will be in operation all year round. See map J in the Overview for details.

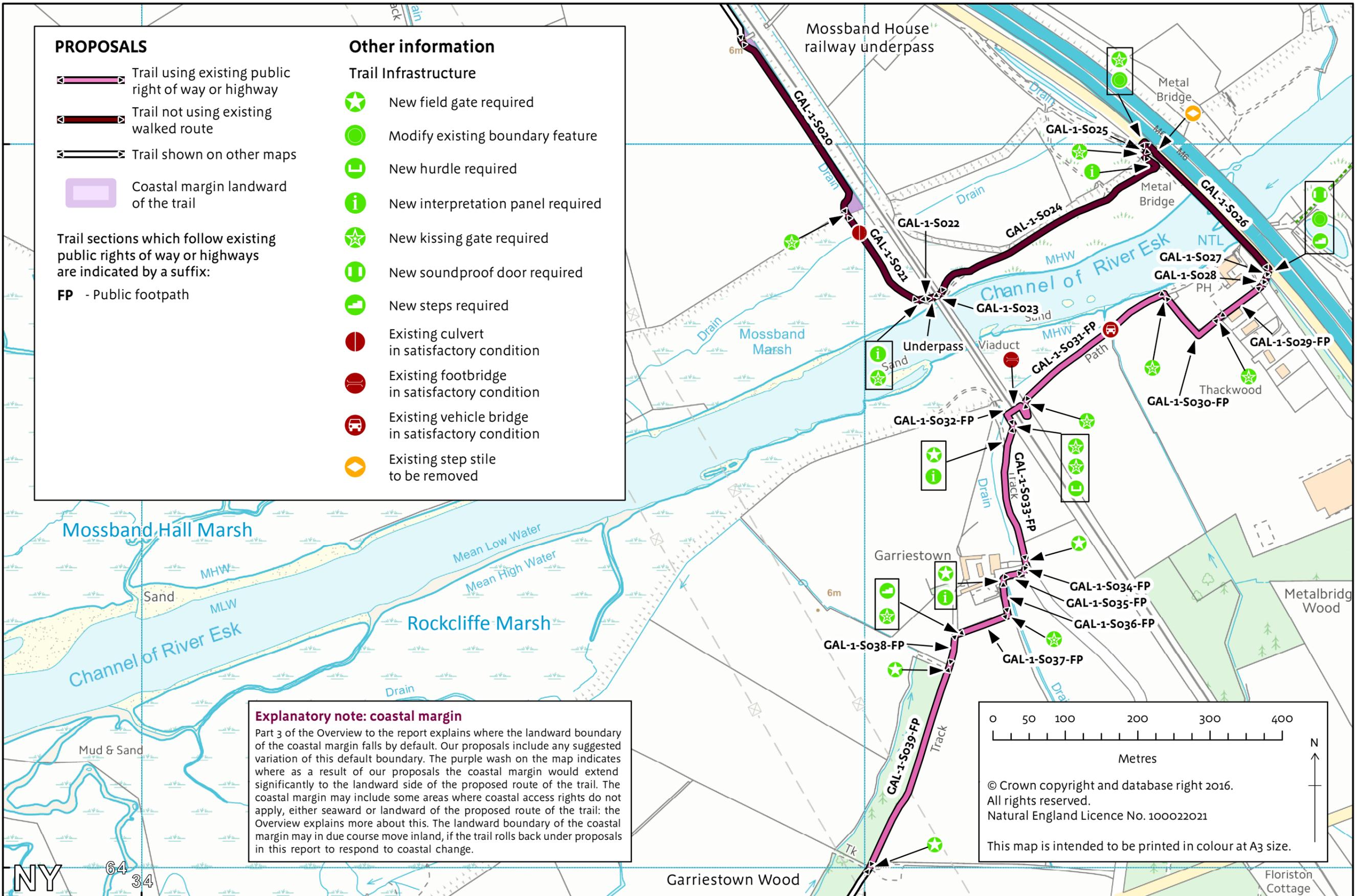
### **Alternative routes**

- 1.3.21 There are no proposals for alternative routes in relation to this length of coast.



Map 1a Sark Bridge to Settling Ponds (north)

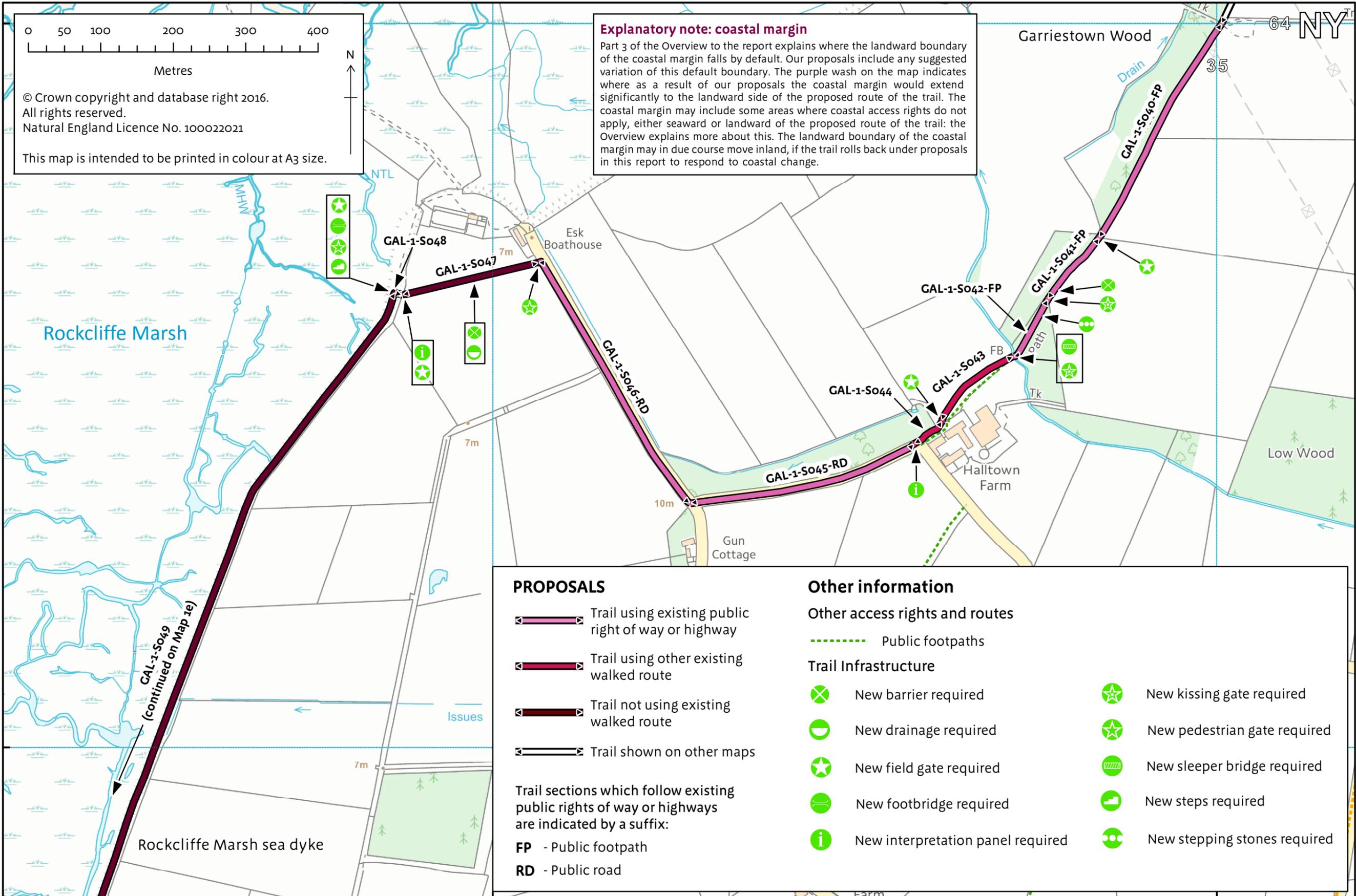




NY 64 34

Garriestown Wood

Floriston Cottage



**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.

**PROPOSALS**

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- 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

**Other information**

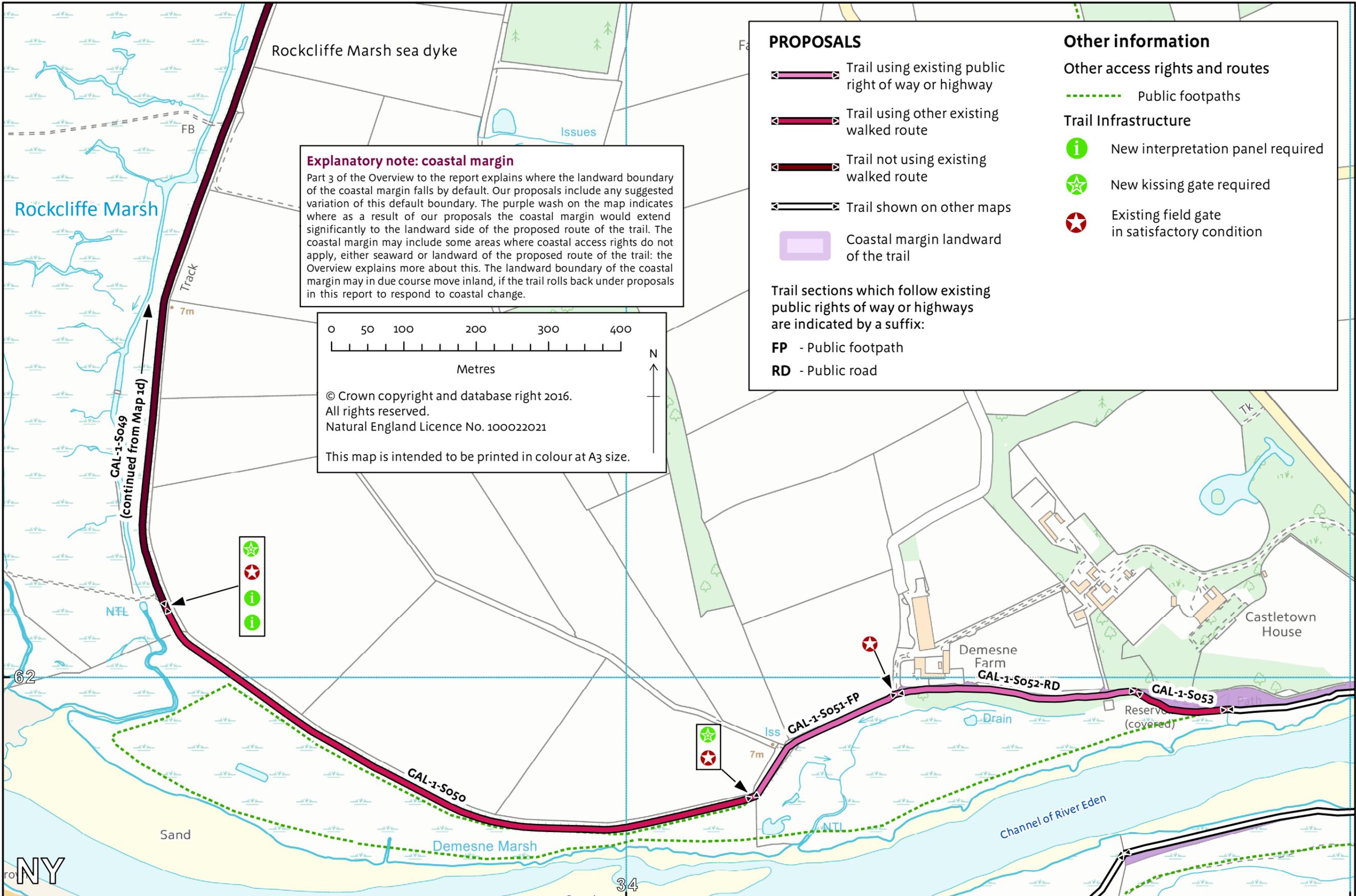
**Other access rights and routes**

- Public footpaths

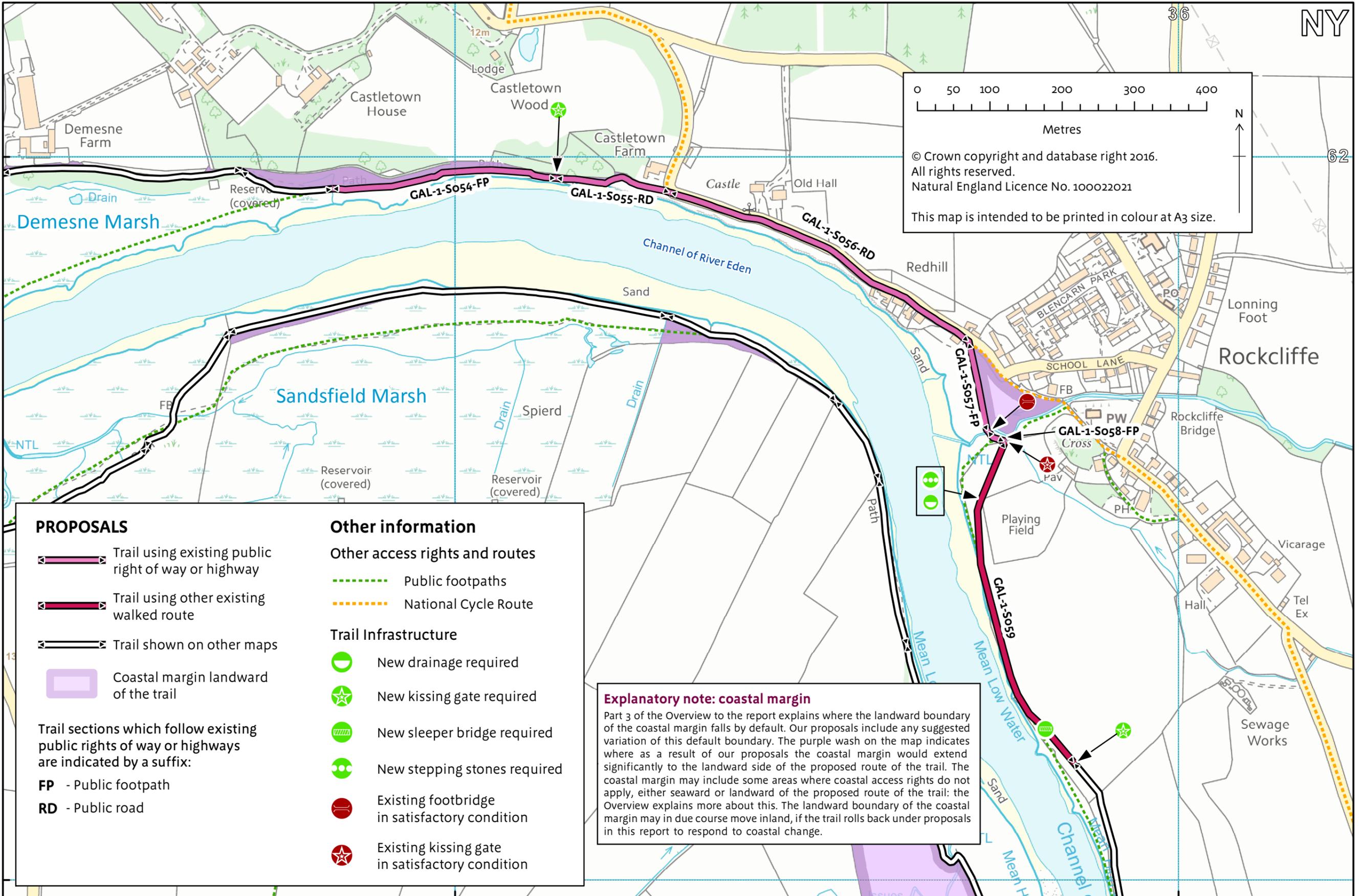
**Trail Infrastructure**

- New barrier required
- New drainage required
- New field gate required
- New footbridge required
- New interpretation panel required
- New kissing gate required
- New pedestrian gate required
- New sleeper bridge required
- New steps required
- New stepping stones required

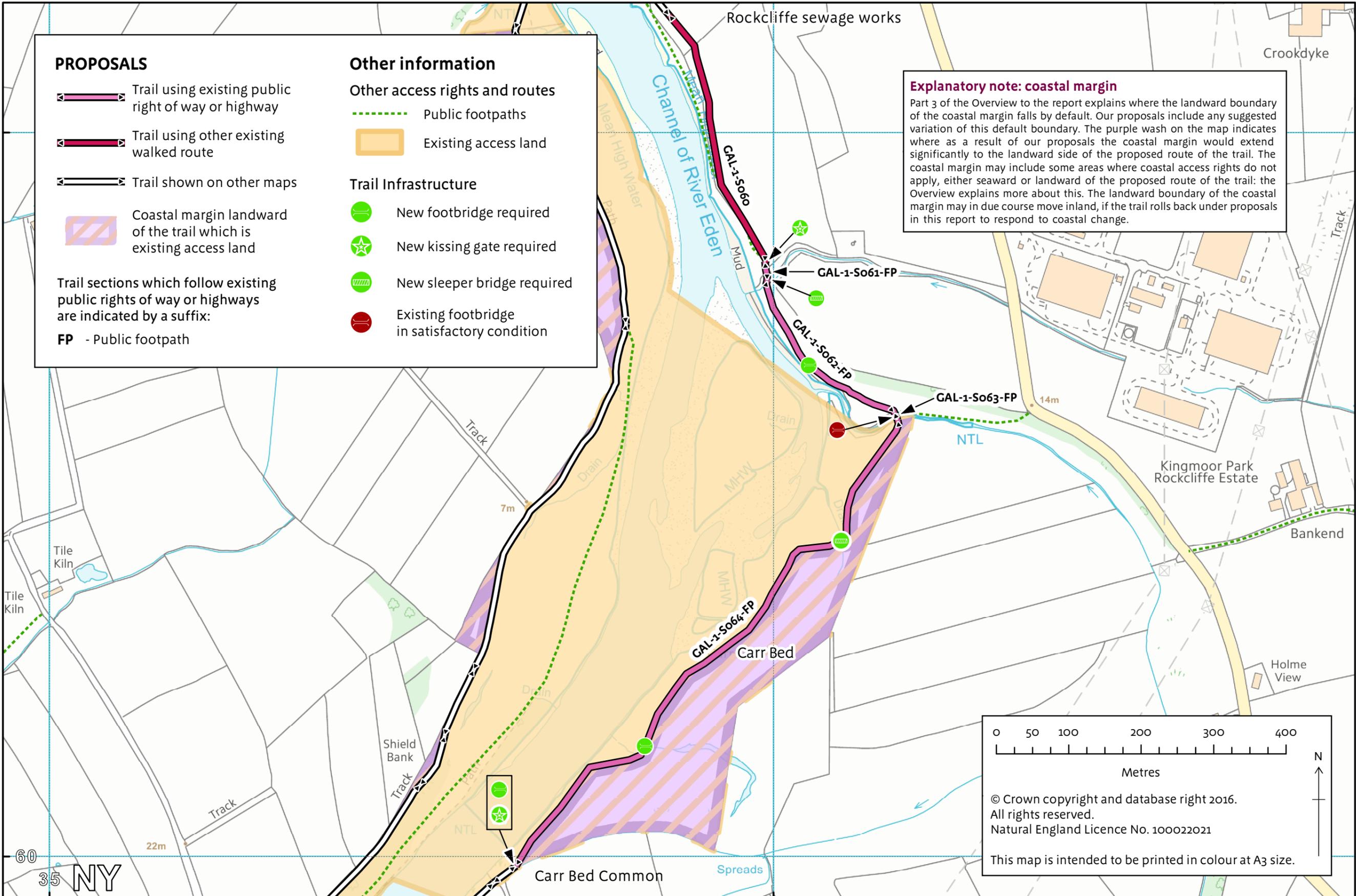
Map 1d Garriestown Wood to Rockcliffe Marsh sea dyke



Map 1e Rockcliffe Marsh sea dyke to Castletown House



Map 1f Castletown House to Rockcliffe sewage works



Map 1g Rockcliffe sewage works to Carr Bed Common

