

Chapter 2:

Shields Ferry to Old Hartley

England Coast Path: South Bents to Amble - Natural England's Proposals

Part 2.1: Introduction

Start Point:	Shields Ferry (grid reference: NZ 3562 6781)
End Point:	Old Hartley (grid reference: NZ 3439 7574)
Relevant Maps:	2a to 2g

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 2.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.1.3 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Northumbria Coast Ramsar site
 - Northumberland Shore Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
 - Tynemouth to Seaton Sluice Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
 - Tynemouth Priory Scheduled Ancient Monument (SAM)
 - Coquet to St Mary's (MCZ)

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.

- 2.1.4 The levels and patterns of public access along this length of coast would be unlikely to change significantly as a result of our proposals and we have therefore concluded that our proposals would not be likely to have any significant impact on these features.

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

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

Accessibility:

2.1.5 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.

2.1.6 At the intersection of SBA-2-S002 FW and SBA-2-S003, a bollard will be removed, to allow for easier access to the Western Quay area. We envisage this happening before the new access rights come into force.

At the intersection of SBA-2-S017 MU and SBA-2-S018 FP, a graded slope will be installed to allow for easier access up an incline. We envisage this happening before the new access rights come into force.

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 10 of the Overview.

2.1.7 Estuary: This report proposes that the trail should include a route around the estuary of the River Tyne, extending upstream from the open coast as far as the Shields ferry crossing. See part 10a of the Overview. The trail covered by this chapter includes part of this estuary route.

2.1.8 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 2.2.1 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'.

2.1.9 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.

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

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

At the intersection of sections SBA-2-S002 FW and SBA-2-S003 an existing bollard will be removed to allow for easier access to the Western Quay area.

At the intersections of SBA-2-S017 and SBA-2-S018 a graded slope will be installed to allow for easier access up an incline.

Along section SBA-2-S018 a blocked culvert will be repaired and a new boardwalk will be fitted spanning the culvert. Work to upgrade the path leading to and from the boardwalk will also be completed.

- 2.1.11 Ongoing management: 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:

- 2.1.12 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 2.2.1 below for details of the sections likely to be affected in the foreseeable future.

- 2.1.13 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 2.2: Commentary on Maps

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

2.2.1 Section Details – Maps 2a to 2g: Shields Ferry to Seaton Sluice

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.2: 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.

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)
2a	SBA-2-S001 FW	Public footway (pavement)	Tarmac	No	Various	Clarity and cohesion	None
	SBA-2-S002 FW	Public footway (pavement)	Tarmac	No	Wall	Clarity and cohesion	None
	SBA-2-S003	Other existing walked route	Concrete	No	Landward edge of trail	Not used	None
	SBA-2-S004 FW	Public footway (pavement)	Concrete	No	Pavement edge	Clarity and cohesion	None
	SBA-2-S005 RD	Public highway	Tarmac	No	Landward edge of trail	Not used	None
2b	SBA-2-S006 MU	Public footway (pavement)	Concrete	No	Pavement edge	Clarity and cohesion	None
	SBA-2-S007 RD	Public highway	Tarmac	No	Landward edge of trail	Not used	None
2c & 2d	SBA-2-S008 FW	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	None
2e	SBA-2-S009 FW	Public footway (pavement)	Tarmac	No	Wall	Clarity and cohesion	None
	SBA-2-S010 MU	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	None
2f	SBA-2-S011 MU	Multi use route	Tarmac	No	Landward edge of S15 land	Not used	None
	SBA-2-S012 MU	Multi use route	Tarmac	No	Landward edge of S15 land	Not used	None
	SBA-2-S013 MU	Multi use route	Tarmac	Yes: Normal	Landward edge of trail	Not used	None
	SBA-2-S014 FP	Public footpath	Gravel	Yes: Normal	Landward edge of trail	Not used	None
	SBA-2-S015	Not an existing walked route	Tarmac	Yes: Normal	Landward edge of trail	Not used	None
2g	SBA-2-S016	Other existing walked route	Grass	Yes: Normal	Landward edge of trail	Not used	None
	SBA-2-S017 MU	Multi use route	Tarmac	Yes: Normal	Pavement edge	Clarity and cohesion	None
	SBA-2-S018 FP*	Public footpath	Gravel	Yes: Normal	Landward edge of trail	Not used	None
	SBA-2-S019 MU*	Multi use route	Gravel	Yes: Normal	Fence line	Clarity and cohesion	None

2.2.2 Other options considered: Maps 2a to 2g: Shields Ferry to Seaton Sluice

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
2g	SBA-2-S018 FP and SBA-2-S019 MU	We considered aligning the trail along the public footpath that runs on the cliff edge, as shown on the map.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ In places the public footpath runs very close to the cliff edge, which is eroding. ■ When we visited the site the majority of people were using the proposed route. ■ Our proposal met with approval from the Local Access Authority. ■ Under our proposals, 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.

Part 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2a to 2g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Shields Ferry to Seaton Sluice

Discretion to include an estuary

- 2.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Tyne as far as the Shields Ferry as indicated by the extent of the trail shown on map 2a.

Proposed route of the trail

- 2.3.2 In relation to route sections SBA-2-S013 MU to SBA-2-S019 MU, the route is to be at the centre of the line shown on maps 2f to 2g as the proposed route of the trail.
- 2.3.3 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

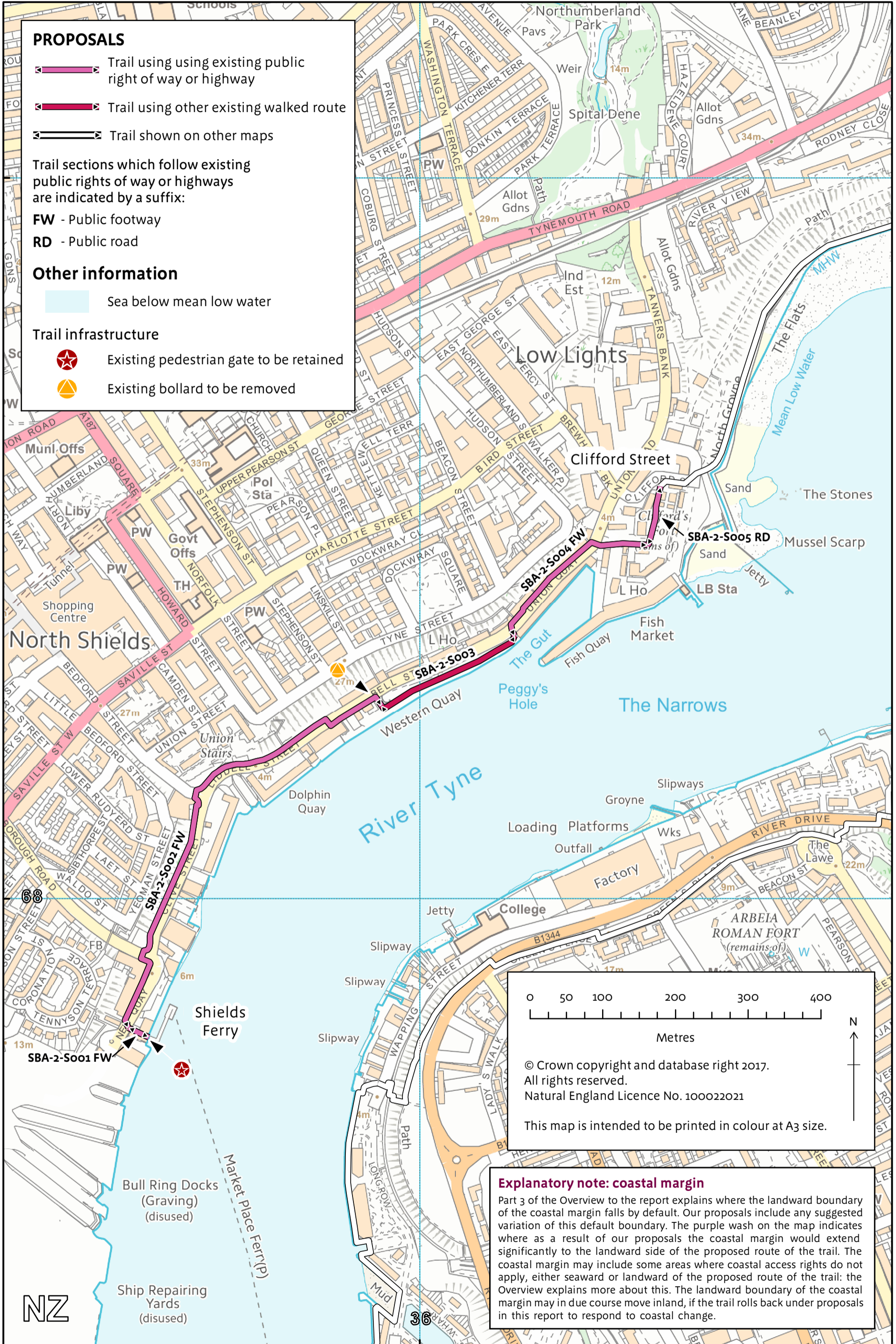
- 2.3.4 Adjacent to route section; SBA-2-S001 FW, the landward boundary of the coastal margin is to coincide with landward edge of various features shown as the trail on map 2a.
- Adjacent to route sections; SBA-2-S002 FW and; SBA-2-S009 FW, the landward boundary of the coastal margin is to coincide with the existing boundary wall which, at the time of writing this report, is landward of the trail shown on maps 2a and 2e.
- Adjacent to route section; SBA-2-S019 MU, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the trail shown on map 2g.
- 2.3.5 Adjacent to route section; SBA-2-S004 FW, SBA-2-S006 MU, SBA-2-S008 FW, SBA-2-S010 MU and SBA-2-S017 MU the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 2a, 2b, 2c, 2d, 2e and 2f.
- 2.3.6 Adjacent to route sections SBA-2-S011 MU and SBA-2-S012 MU, the landward boundary of the coastal margin is to coincide with landward edge of Section 15 land as indicated by the coastal margin landward of the trail on map 2f.

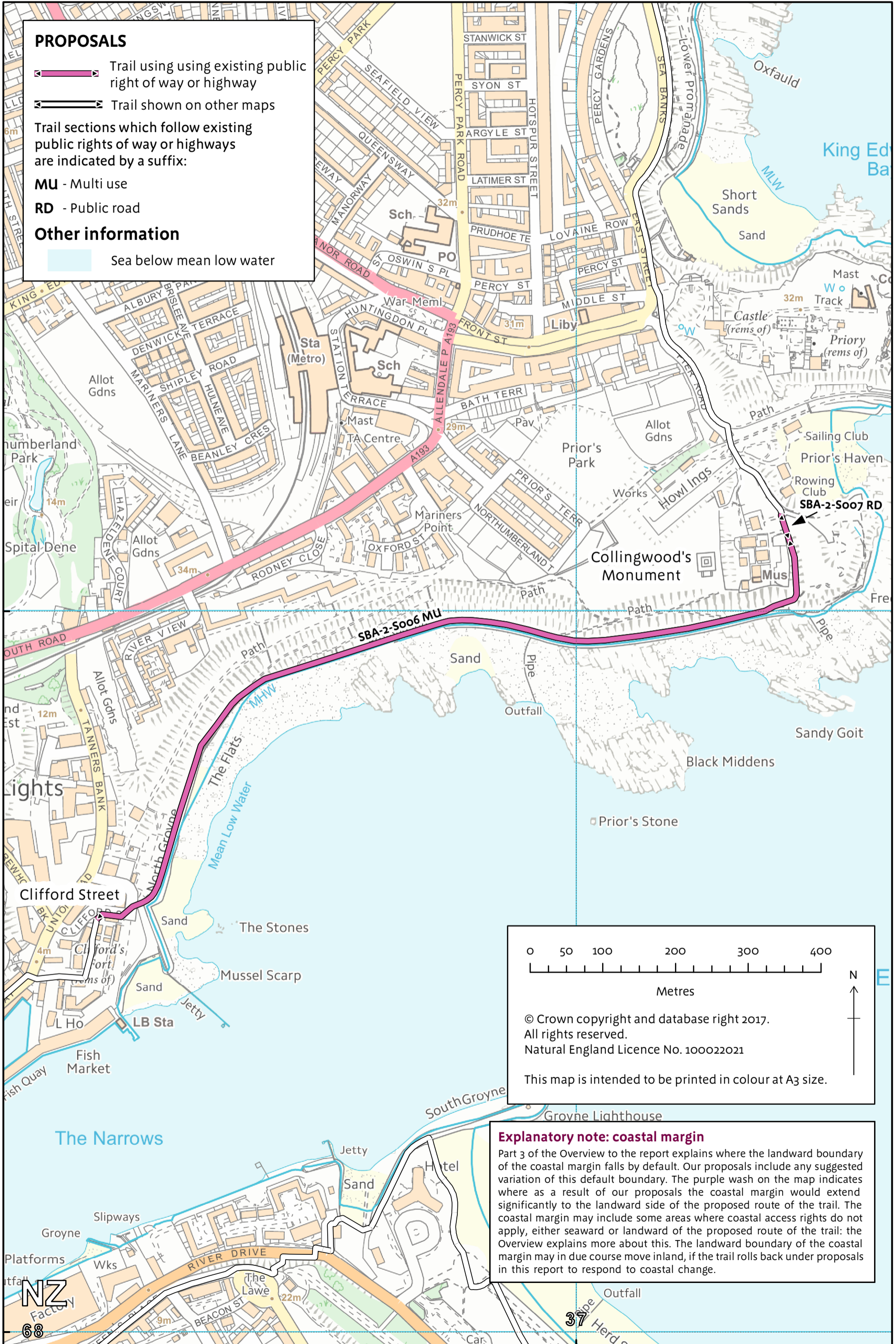
Local restrictions and exclusions

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

Alternative Routes

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





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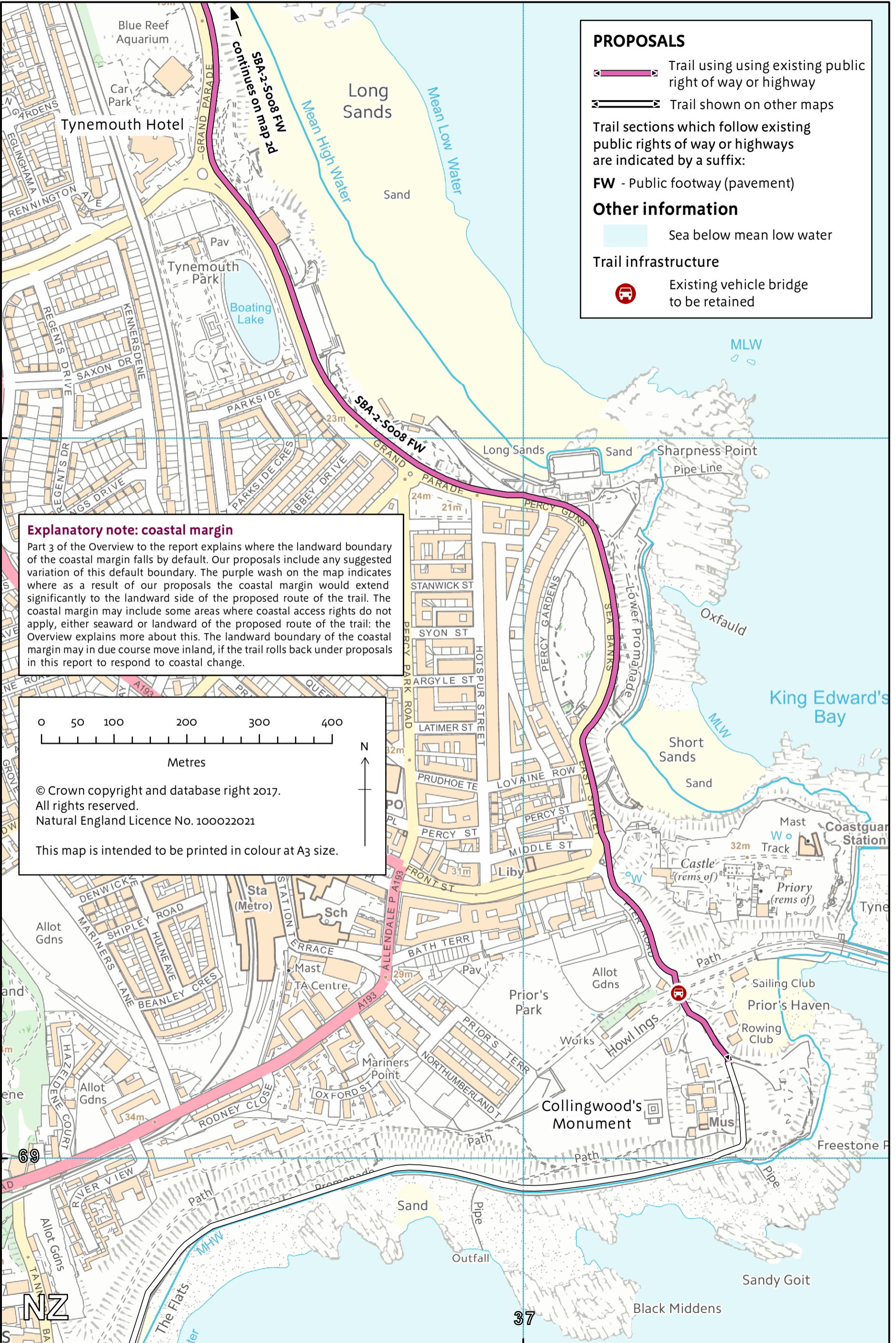
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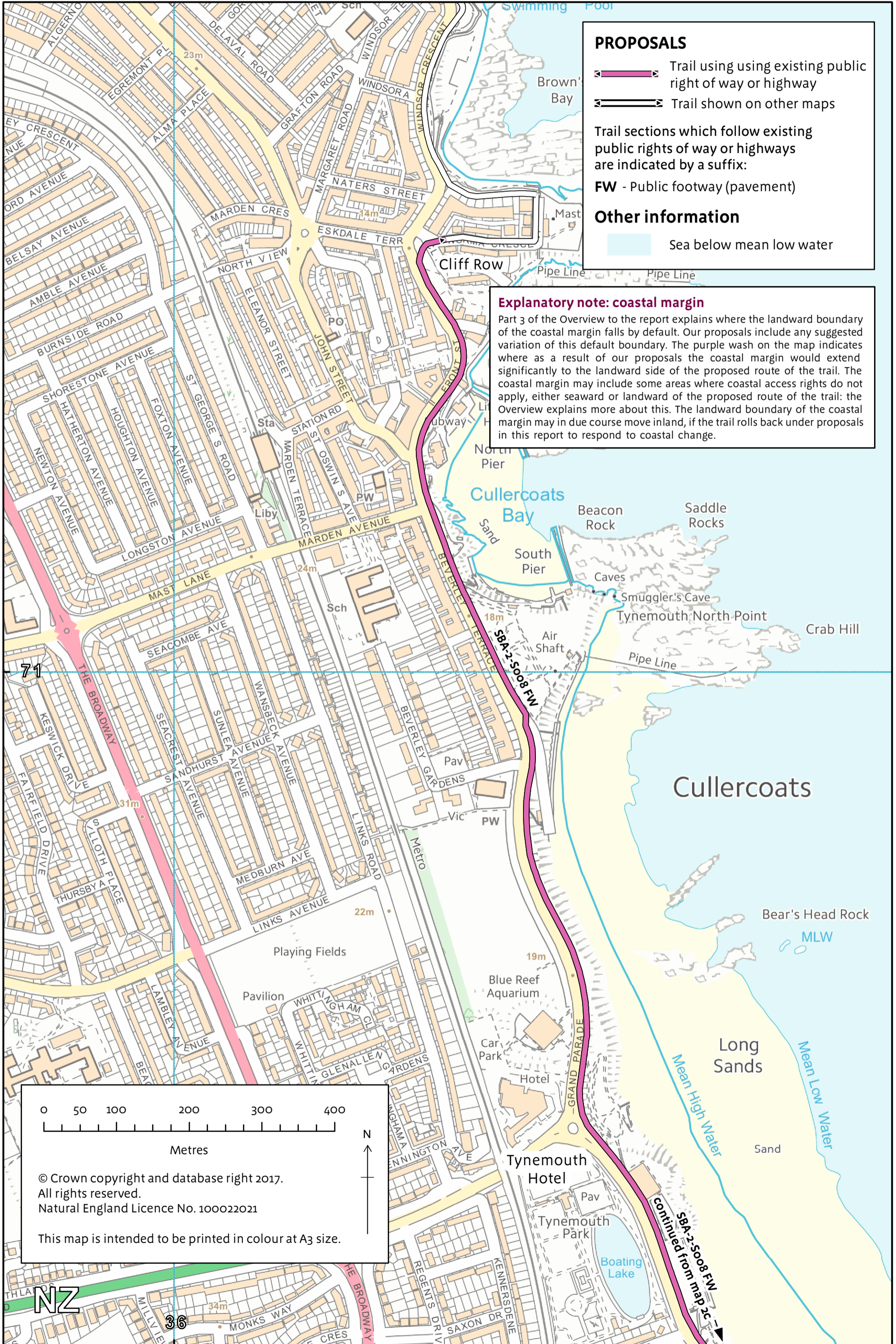
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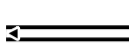
Explanatory note: coastal margin

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 shown on other maps

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

FW - Public footway (pavement)

Other information

 Sea below mean low water

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.

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