

## Chapter 5:

# Spital Point to Cresswell

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

## Part 5.1: Introduction

<b>Start Point:</b>	<b>Spital Point</b> (grid reference: NZ 3098 8688)
<b>End Point:</b>	<b>Cresswell</b> (grid reference: NZ 2935 9356)
<b>Relevant Maps:</b>	<b>5a to 5d</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 5.1.1 Follows a combination of new sections of path, existing walked routes, promenades, public footpaths and public footways.
- 5.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 5.1.3 Includes 8 sections of new path, at Newbiggin Golf Links, Lyne Sands and Cresswell Links.
- 5.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
  - Northumberland Coast Special Protection Area (SPA)
  - Northumberland Coast Ramsar site
  - Northumberland Shore Site of Special Scientific Interest (SSSI) for its wildlife interest
  - Cresswell and Newbiggin Shores (SSSI) for its geological interest
  - 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.

5.1.5 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:**

5.1.6 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:

- At SBA-5-S002, the trail would follow an uneven grass, bare soil or sand path along the route from the Club House at Newbiggin Golf Club to Lyne Sands.

- Also at section SBA-5-S002, Lyne sands, to ascend/descend the dunes.

- At SBA-5-S004, by the mine water treatment works Lynemouth, to ascend/descend the bund.

5.1.7 At the junction between SBA-5-S004 and SBA-5-S005 FW just southwest of the River Lyne crossing, the existing informal gap will be improved, so as to make it 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 part 10 of the Overview.

5.1.8 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 5.2.1 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'.**

5.1.9 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.

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

- Warning signage on section SBA-5-S002 for ECP users passing the golf course.
- Steps to ascend and descend the dunes on section SBA-5-S002.
- Bespoke bollard at the northern end of section SBA-5-S002 to prevent motorbike access to Lyne Sands.
- ‘Sleeper’ bridge on section SBA-5-S004 over the drainage channel.
- New gap in the palisade fence at the junction between SBA-5-S004 and SBA-5-S005 FW opposite the sewage works at the River Lyne.
- Moving a roadside wall to create safer access along SBA-5-S010, on the coast road at Snab Point.

5.1.11 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:**

5.1.12 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 5.2.1 below for details of the sections likely to be affected in the foreseeable future.

5.1.13 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 5.2: Commentary on Maps

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

### 5.2.1 Section Details – Maps 5a to 5d: Spital Point to Cresswell

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 5.2.2: 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)
5a	SBA-5-S001 FW	Public footway (pavement)	Tarmac	No	Path	Clarity and cohesion	None
5b	SBA-5-S002*	Other existing walked route	Sand	Yes - Normal	Landward edge of trail	Not used	None
5c	SBA-5-S003	Other existing walked route	Gravel	No	Fence line	Clarity and cohesion	None
	SBA-5-S004	Not an existing walked route	Other	Yes - Normal	Fence line	Clarity and cohesion	None
	SBA-5-S005 RD	Public highway	Tarmac	No	Landward edge of trail	Not used	None
	SBA-5-S006	Other existing walked route	Grass	Yes - Normal	Road	Clarity and cohesion	None
	SBA-5-S007	Other existing walked route	Grass	Yes - Normal	Road	Clarity and cohesion	None
5d	SBA-5-S008 RD	Public highway	Tarmac	No	Road	Clarity and cohesion	None
	SBA-5-S009	Other existing walked route	Grass	No	Road	Clarity and cohesion	None
	SBA-5-S010*	Not an existing walked route	Grass	No	Wall	Clarity and cohesion	None
	SBA-5-S011 FW	Public footway (pavement)	Tarmac	No	Wall	Clarity and cohesion	None
	SBA-5-S012 FW	Public footway (pavement)	Tarmac	Yes - Normal	Path	Clarity and cohesion	None

### 5.2.2 Other options considered: Maps 5b and 5d: Newbiggin Moor and proposal opposite Snab Point

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
5b	SBA-5-S002	We considered aligning the trail along the western boundary of Newbiggin Moor Golf Links.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>It is closer to the sea and maintains views of the sea.</li> <li>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 and were supported by the local access authority.</li> <li>We considered the criteria as set out in chapter 5 of the Coastal Access Scheme, and followed the existing de facto access used by local residents.</li> </ul>
5d	SBA-5-S010	We considered moving the path into the field west of the Coast Road. This was considered necessary to safely continue past the pinch point located between the north and south car parks at Snab Point.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>Under our proposals the route is contained with the public highway on a wider and safer grass verge.</li> <li>We felt that creating a gap through the wall would be needed to use a field route and this would create an unnecessary risk to the landowner of trespass, a common problem in this area.</li> <li>We concluded that our proposal created the best balance between public and private interests as set out in part B of the Coastal Access Scheme.</li> </ul>

## Part 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5d.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Spital Point to Cresswell

#### Proposed route of the trail

- 5.3.1 In relation to route sections SBA-5-S001, SBA-5-S003, SBA-5-S005 and SBA-5-S008 to SBA-5-S011 the route is to be at the centre of the line shown on maps 5a, 5c and 5d as the proposed route of the trail.
- 5.3.2 In relation to route sections SBA-5-S002, SBA-5-S004, SBA-5-S006, SBA-5-S007 and SBA-5-S012 the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 5b, 5c and 5d as the proposed route of the trail.
- 5.3.3 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

- 5.3.4 Adjacent to route sections SBA-5-S003 and SBA-5-S004, the landward boundary of the coastal margin is to coincide with the palisade fence which, at the time of writing this report, is landward of the proposed line shown as the trail on map 5c.

Adjacent to route sections SBA-5-S010 and SBA-5-S011, 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 proposed line shown as the trail on map 5d.

- 5.3.5 Adjacent to route sections SBA-5-S001 and SBA-5-S012, the landward boundary of the coastal margin is to coincide with landward edge of the footway shown as the trail on maps 5a and 5d.
- 5.3.6 Adjacent to route sections SBA-5-S006 to SBA-5-S008, the landward boundary of the coastal margin is to coincide with the Coast Road, as indicated by the coastal margin landward of the trail on maps 5c and 5d.

#### Local restrictions and exclusions

- 5.3.7 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

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









