

Chapter 6:

Cresswell to Leazes Street

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

Part 6.1: Introduction

Start Point:	Cresswell (grid reference: NZ 2935 9356)
End Point:	Leazes Street (grid reference: NZ 2669 0471)
Relevant Maps:	6a to 6i

Understanding the proposals and accompanying maps:

The Trail:

- 6.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 6.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 6.1.3 Includes 9 sections of new path, in one location at Blakemoor and Hemscotthill Links. See maps 6a & 6b and associated tables below for details.
- 6.1.4 Follows a route similar to the existing Northumberland Coast path and the National Cycle Network, but departs from this in places in order to follow a route in keeping with the scheme.
- 6.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See maps C and D of the Overview):
 - Northumbria Coast Special Protection Area (SPA)
 - Northumbria Coast Ramsar site
 - Northumberland Shore Site of Special Scientific Interest (SSSI) for its wildlife interest
 - Hadston Links Site of Special Scientific Interest (SSSI) for its geological interest
 - Cresswell and Newbiggin Shores Site of Special Scientific Interest (SSSI) for its geological interest
 - Cresswell Pond Site of Special Scientific Interest (SSSI) for its wildlife interest

- Low Hauxley Shore Site of Special Scientific Interest (SSSI) for its geological /wildlife 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.

- 6.1.6 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 have identified that it would be necessary to align the route on the landward side of the dunes at Hadston Links in order to mitigate impact of recreational use on the dunes. This proposal is explained further in parts 5 & 9 of the Overview.
- 6.1.7 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:

- 6.1.8 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:

- There are steps and uneven terrain on sections SBA-6-S001 to SBA-6-S009 where the trail follows dunes at Hemscotthill and Blakemoor Links.
- At Section SBA-6-S025 the undulating dunes may not be entirely suitable for people with reduced mobility.

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.

- 6.1.9 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'.

- 6.1.10 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.
- 6.1.11 From time to time it will be necessary to exclude access to the fields seaward of SBA-6-S011 at Chibburn Links. The exclusion is for land management: cattle grazing with calves at foot. This exclusion will not affect the route of the trail and so no alternative or temporary route is needed. The precise dates when the exclusion is to operate would be advertised nearer the time.

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

- 6.1.12 The alternative route between the eastern end of Bay View, Amble and the eastern end of Broom Hill Street, Amble would follow the footway at route section SBA-6-A002 as shown on map 6i and described below in table 6.2.2. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.
- 6.1.13 There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.
- 6.1.14 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 at Blakemoor & Hemscotthill Links, 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:

- 6.1.15 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.
- 6.1.16 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 6i: Cresswell to Leazes Street

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.

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	SBA-6-S001	Not an existing walked route	Grass	Yes - Normal	Landward edge of dune	Not used	None
	SBA-6-S002	Not an existing walked route	Grass	Yes - Normal	Landward edge of dune	Not used	None
	SBA-6-S003*	Not an existing walked route	Grass	Yes - Normal	Landward edge of dune	Not used	None
	SBA-6-S004*	Public Highway	Grass	Yes - Normal	edge of road	Clarity and cohesion	None
	SBA-6-S005*	Not an existing walked route	Grass	Yes - Normal	Landward edge of dune	Not used	None
6b	SBA-6-S006*	Other existing walked route	Sand	Yes - Normal	Fence line	Clarity and cohesion	None
	SBA-6-S007*	Other existing walked route	Sand	Yes - Normal	Fence line	Clarity and cohesion	None
	SBA-6-S008*	Other existing walked route	Grass	Yes - Normal	Fence line	Clarity and cohesion	None
	SBA-6-S009*	Other existing walked route	Grass	Yes - Normal	Landward edge of trail	Not used	None
6c	SBA-6-S010 MU	Multi-use route	Tarmac	No	Landward edge of trail	Not used	None
6d	SBA-6-S011 MU	Multi-use route	Tarmac	No	Landward edge of trail	Not used	Land management – farm animals
	SBA-6-S012 MU	Multi-use route	Gravel	No	Landward edge of trail	Not used	None
	SBA-6-S013 MU	Multi-use route	Gravel	No	Landward edge of trail	Not used	None
	SBA-6-S014 MU	Multi-use route	Gravel	No	Landward edge of trail	Not used	None
6e	SBA-6-S015	Other existing walked route	Grass	No	Landward edge of trail	Not used	None
6f	SBA-6-S016	Other existing walked route	Sand	Yes - Normal	edge of track	Clarity and cohesion	None
6g	SBA-6-S017*	Other existing walked route	Other	Yes - Normal	edge of track	Clarity and cohesion	None
	SBA-6-S018 BW	Public bridleway	Gravel	Yes - Normal	Fence line	Clarity and cohesion	None
	SBA-6-S019 BW	Public bridleway	Gravel	Yes - Normal	Fence line	Clarity and cohesion	None
6h	SBA-6-S020 RD	Public highway	Other	No	Edge of road	Clarity and cohesion	None
	SBA-6-S021	Other existing walked route	Grass	No	Edge of road	Clarity and cohesion	None
	SBA-6-S022 RD	Public highway	Other	No	Landward edge of trail	Not used	None
	SBA-6-S023	Other existing walked route	Grass	Yes - Normal	Landward edge of dune	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)
6h	SBA-6-S024	Other existing walked route	Grass	Yes - Normal	Landward edge of dune	Not used	None
	SBA-6-S025	Other existing walked route	Other	Yes - Normal	Landward edge of dune	Not used	None
6i	SBA-6-S026	Other existing walked route	Gravel	Yes - Normal	Landward edge of path	Clarity and cohesion	None
	SBA-6-S027	Other existing walked route	Gravel	Yes - Normal	Wall	Clarity and cohesion	None
	SBA-6-S028	Other existing walked route	Grass	Yes - Normal	Landward edge of trail	Not used	None
	SBA-6-S029 FP	Public footpath	Tarmac	No	Landward edge of trail	Not used	None
	SBA-6-S030	Other existing walked route	Boardwalk or raised walkway	No	Landward edge of trail	Not used	None
	SBA-6-S031	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	SBA-6-S032	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	SBA-6-S033 FW	Public footway (pavement)	Tarmac	No	Landward edge of trail	Not used	None

6.2.2 Alternative route details. Map 6i

By default, the alternative route will cover the land two metres either side of the approved line for this route. However by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route/optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features. Columns 6a and 6b of this table describe the boundaries of the alternative route strips.

1	2	3	4	5	6a	6b	6c	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)	Seaward boundary of alternative route strip	Landward boundary of alternative route strip (See maps)	Reason for boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
6i	SBA-6-A002	Public Footway (pavement)	Tarmac	No	Landward edge of pavement	Landward edge of pavement	Clarity and cohesion	None

6.2.3 Other options considered: Maps 6a, 6b & 6f: Blakemoor, Hemscotthill and Hadston Links

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
6a & 6b	SBA-6-S003 To SBA-6-S009	We considered aligning the trail along the Coast Road or the beach (current route of the Northumberland Coast Path).	We opted for the proposed route because: <ul style="list-style-type: none"> 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 this was supported by the local access authority.
6g	SBA-6-S017	We considered aligning the trail along the dunes.	We opted for the proposed route because: <ul style="list-style-type: none"> 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 this was supported by the local access authority.

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 6i.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Cresswell to Leazes Street

Proposed route of the trail

- 6.3.1 In relation to route sections SBA-6-S010 to SBA-6-S015 and SBA-6-S020 to SBA-6-S022 and SBA-6-S029 to SBA-6-S033 the route is to be at the centre of the line shown on maps 6a to 6i as the proposed route of the trail.
- 6.3.2 In relation to route sections SBA-6-S001 to SBA-6-S009, SBA-6-016 to SBA-6-S019 and SBA-6-S023 to SBA-6-S028, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map 6a, 6b and 6h as the proposed route of the trail.
- 6.3.3 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

- 6.3.4 Adjacent to route sections SBA-6-S018 to SBA-6-S019, 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 public bridleway and highway shown as the trail on maps 6g and 6h.
- Adjacent to route section SBA-6-S027, the landward boundary of the coastal margin is to coincide with the existing wall which, at the time of writing this report, is landward of the public footpath and highway shown as the trail on map 6i.
- 6.3.5 Adjacent to route sections SBA-6-S004, SBA-6-S016, SBA-6-S017, SBA-6-S020 and SBA-6-S021, the landward boundary of the coastal margin is to coincide with the edge of the track, road or path which, at the time of writing this report, is landward of the public footpath and highway shown as the trail on maps 6f, 6g and 6i.
- 6.3.6 Adjacent to route sections SBA-6-S023 and SBA-6-S024, the landward boundary of the coastal margin is to coincide with landward edge of the dunes as indicated by the coastal margin landward of the trail on map 6h.

Local restrictions and exclusions

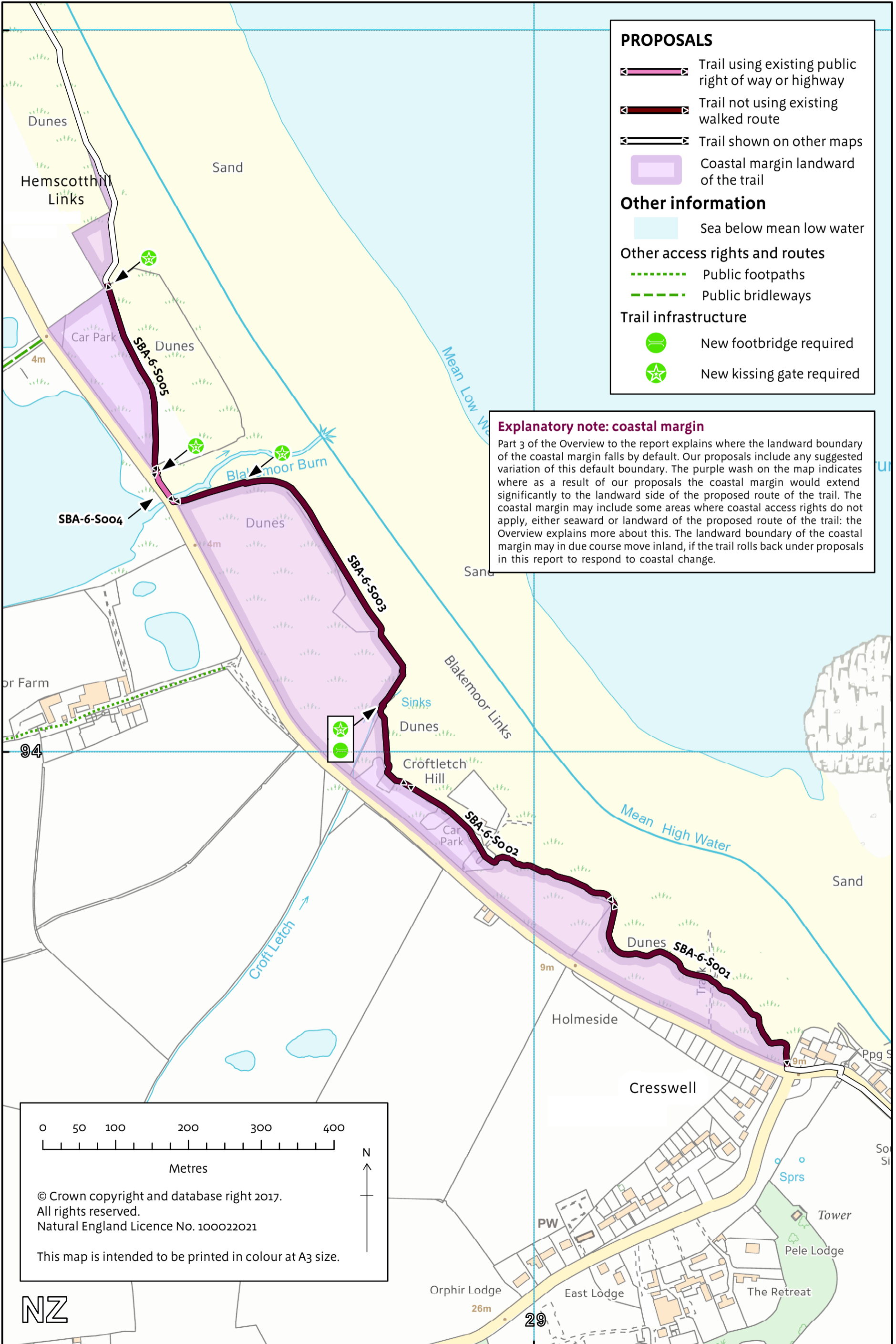
6.3.7 Natural England proposes to restrict or exclude access relevant to this length of coast, as follows:

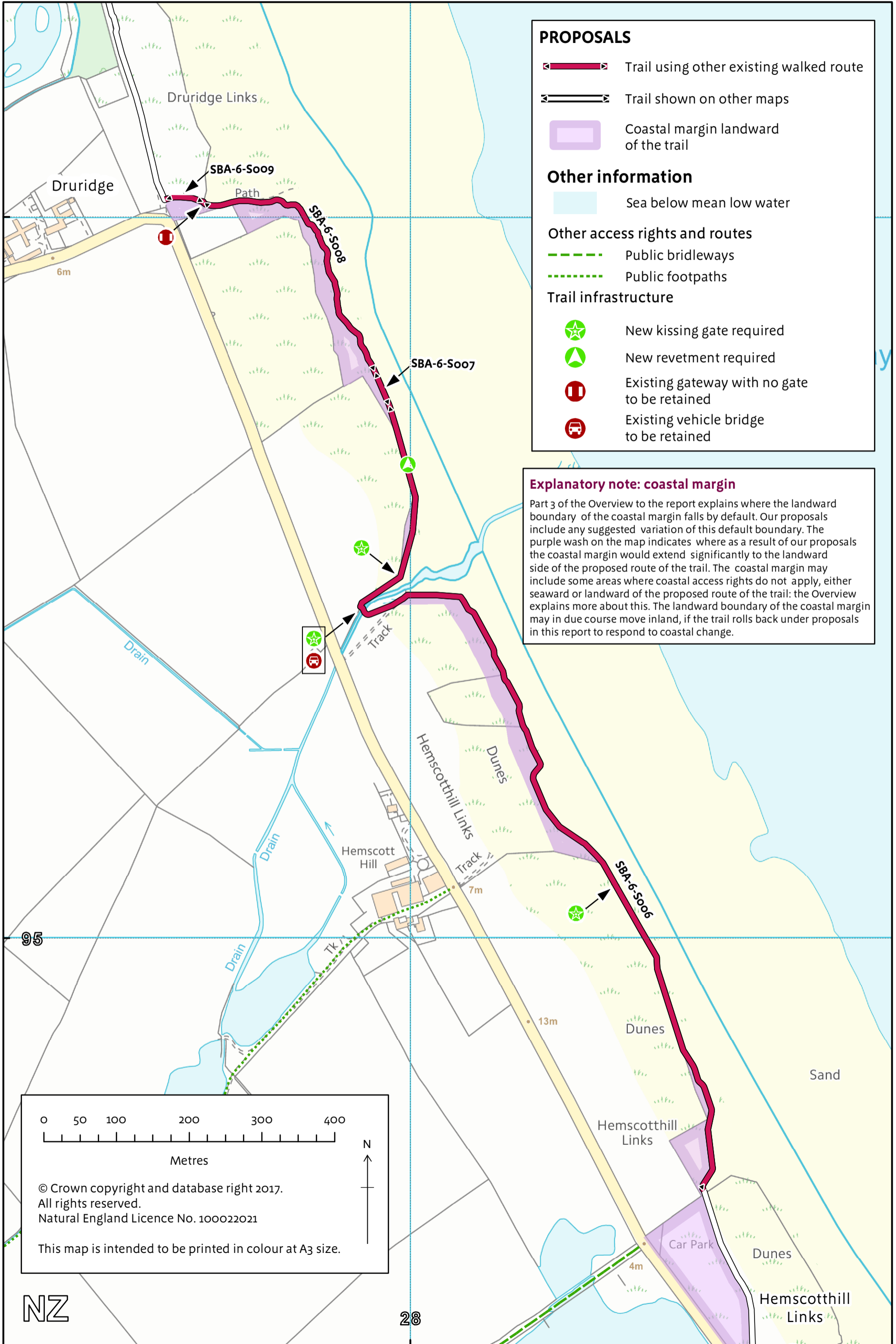
Access to the land to the seaward side of route section SBA-6-S011 is to be excluded by direction under s25(1)(b) of the CROW Act during the period 1st November to 31st April each year to protect the public from livestock. See overview map F.

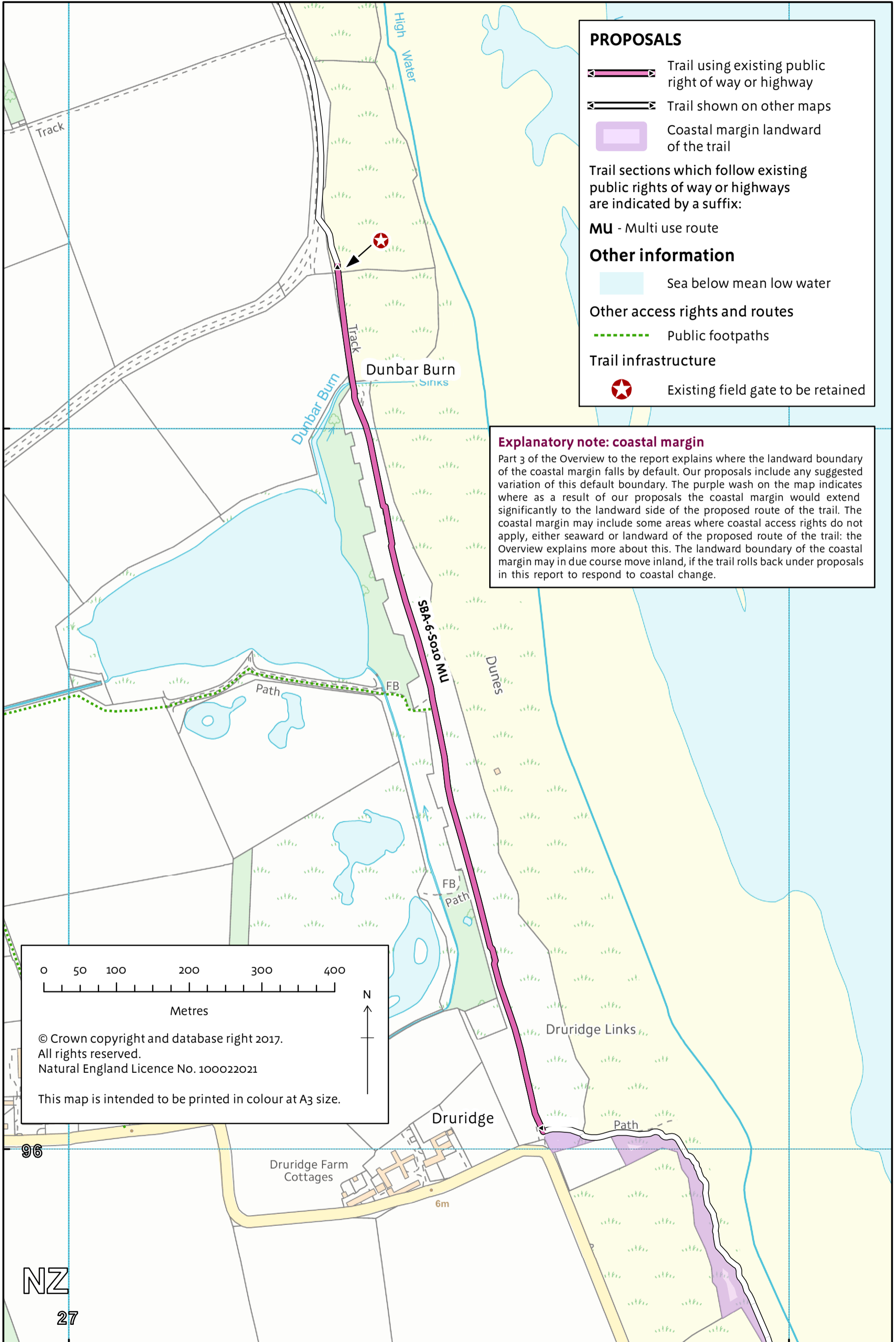
Refer to Part 9 of the Overview for further details.

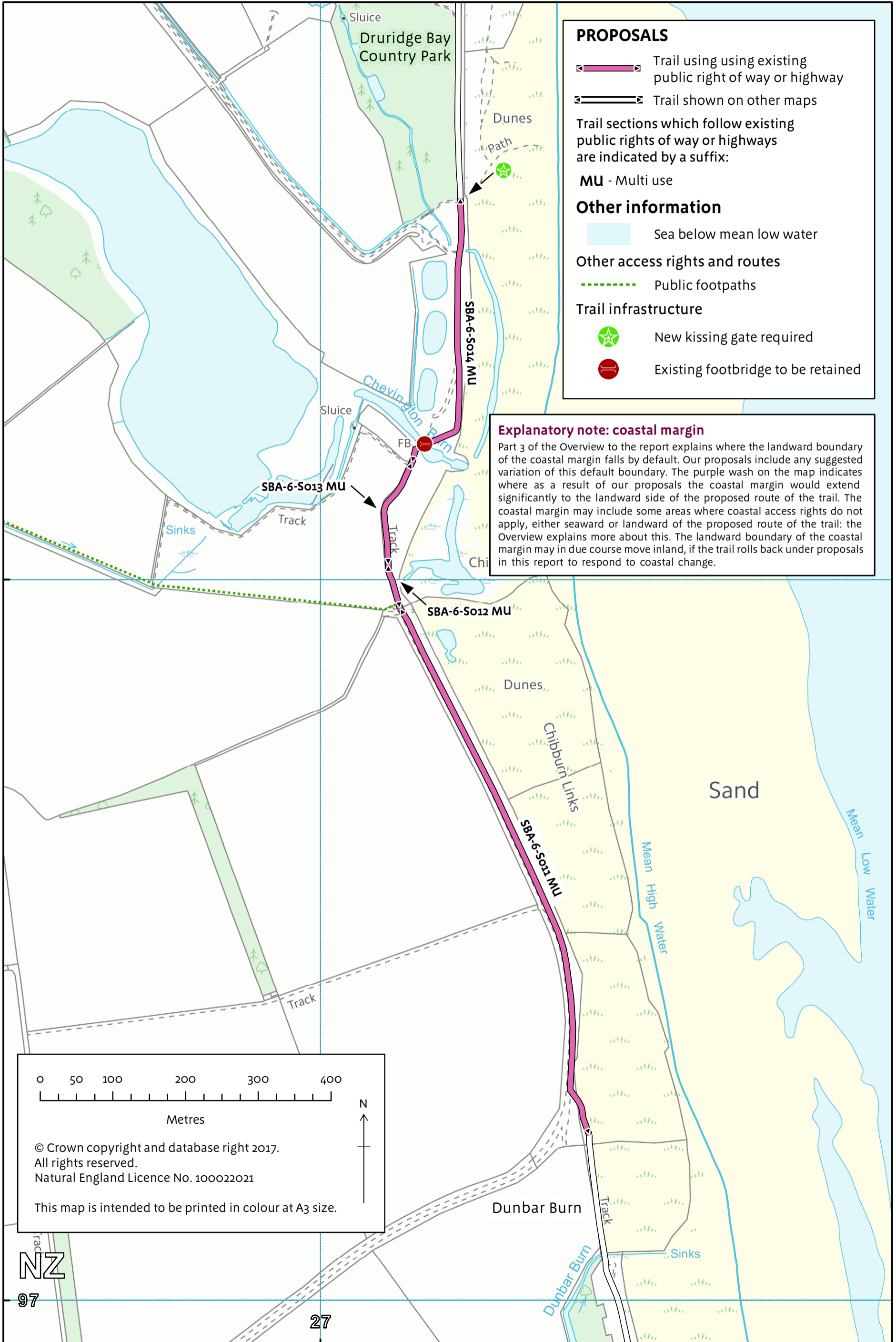
Alternative routes

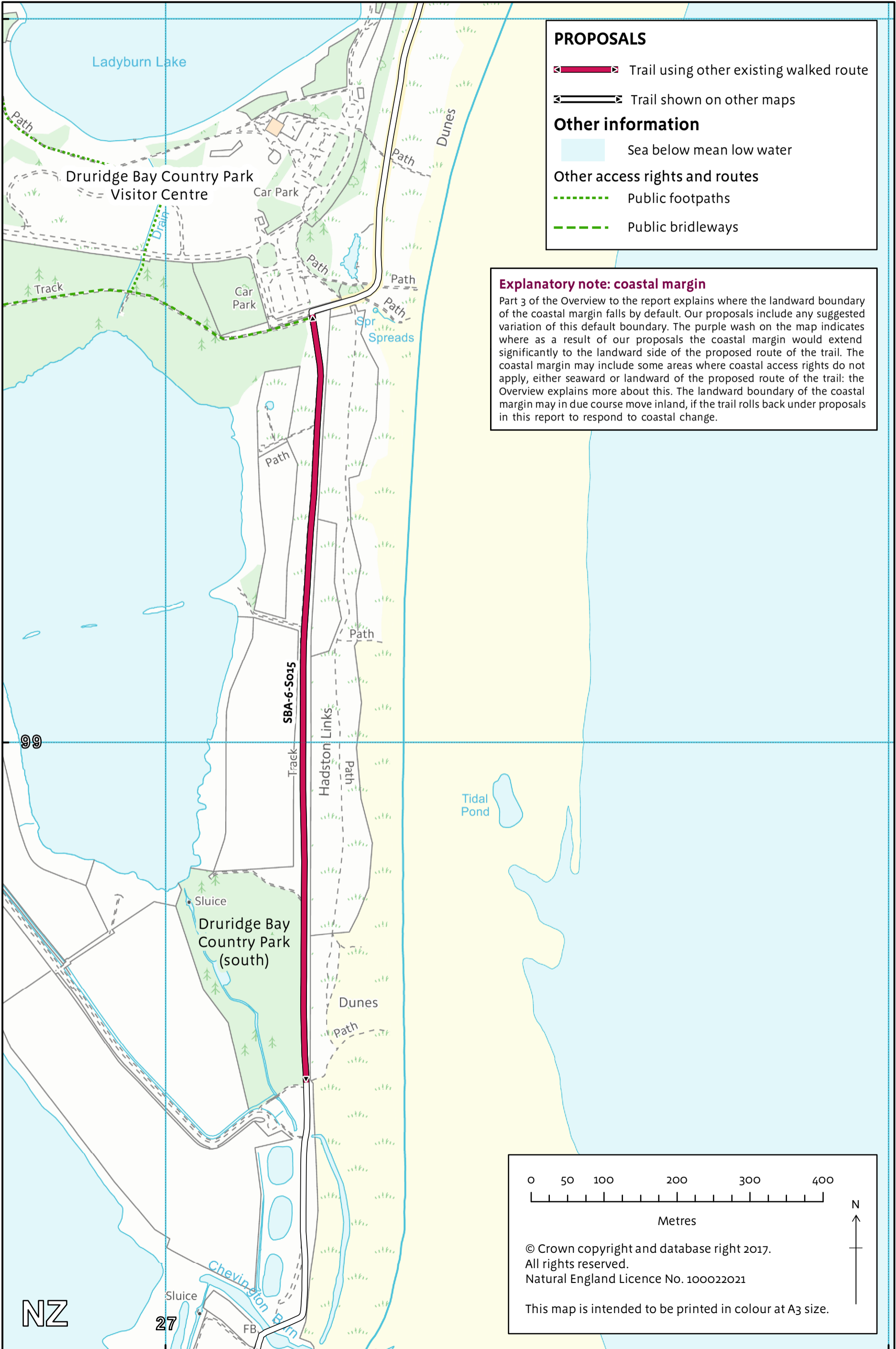
6.3.8 An alternative route is to operate at times when access to route sections SBA-6-S030 & SBA-6-S031 is prevented due to bad weather affecting the South Jetty and South Pier. The alternative route is to be at the centre of the line shown as route section SBA-6-A002 on map 6i.







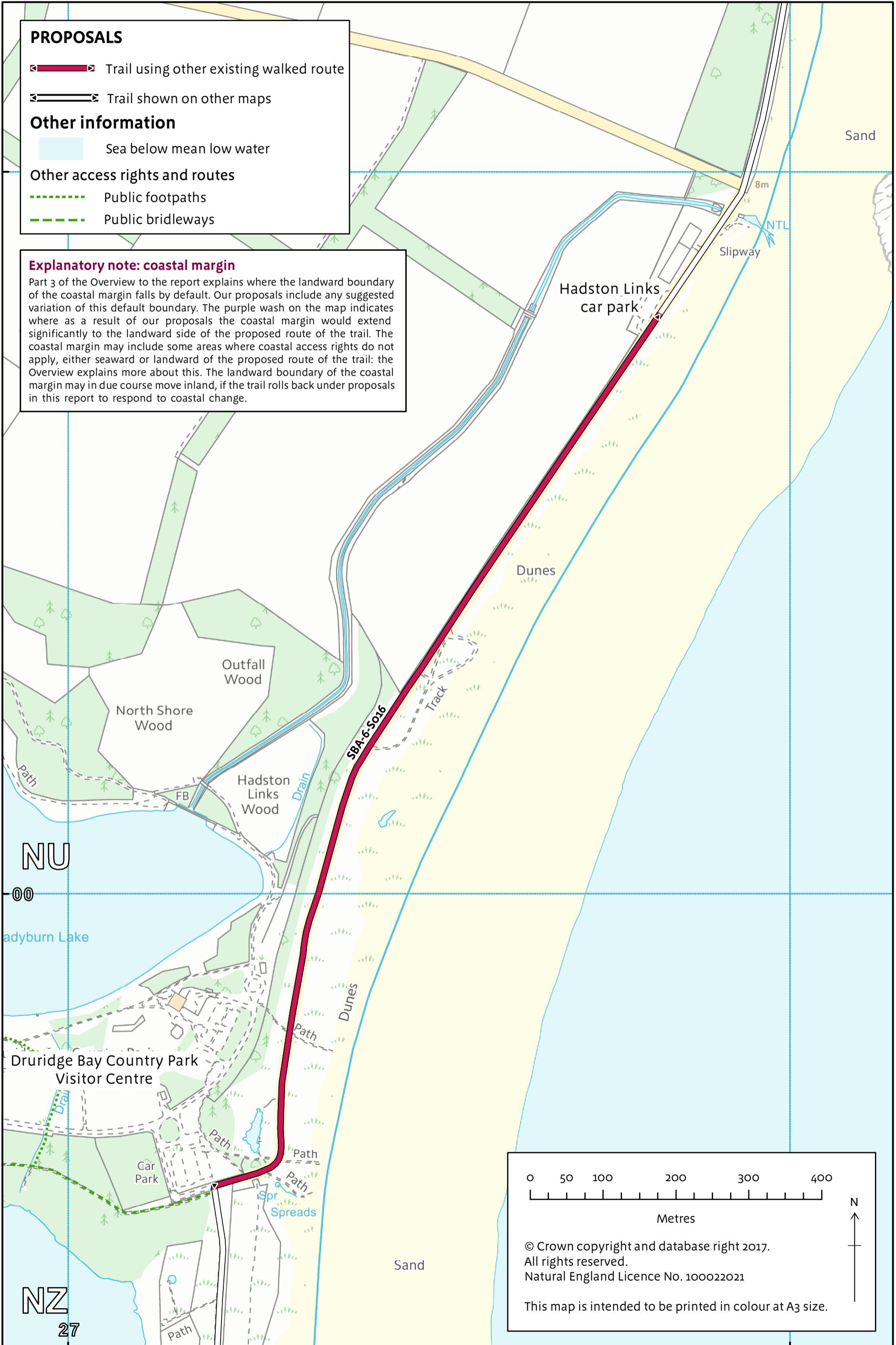


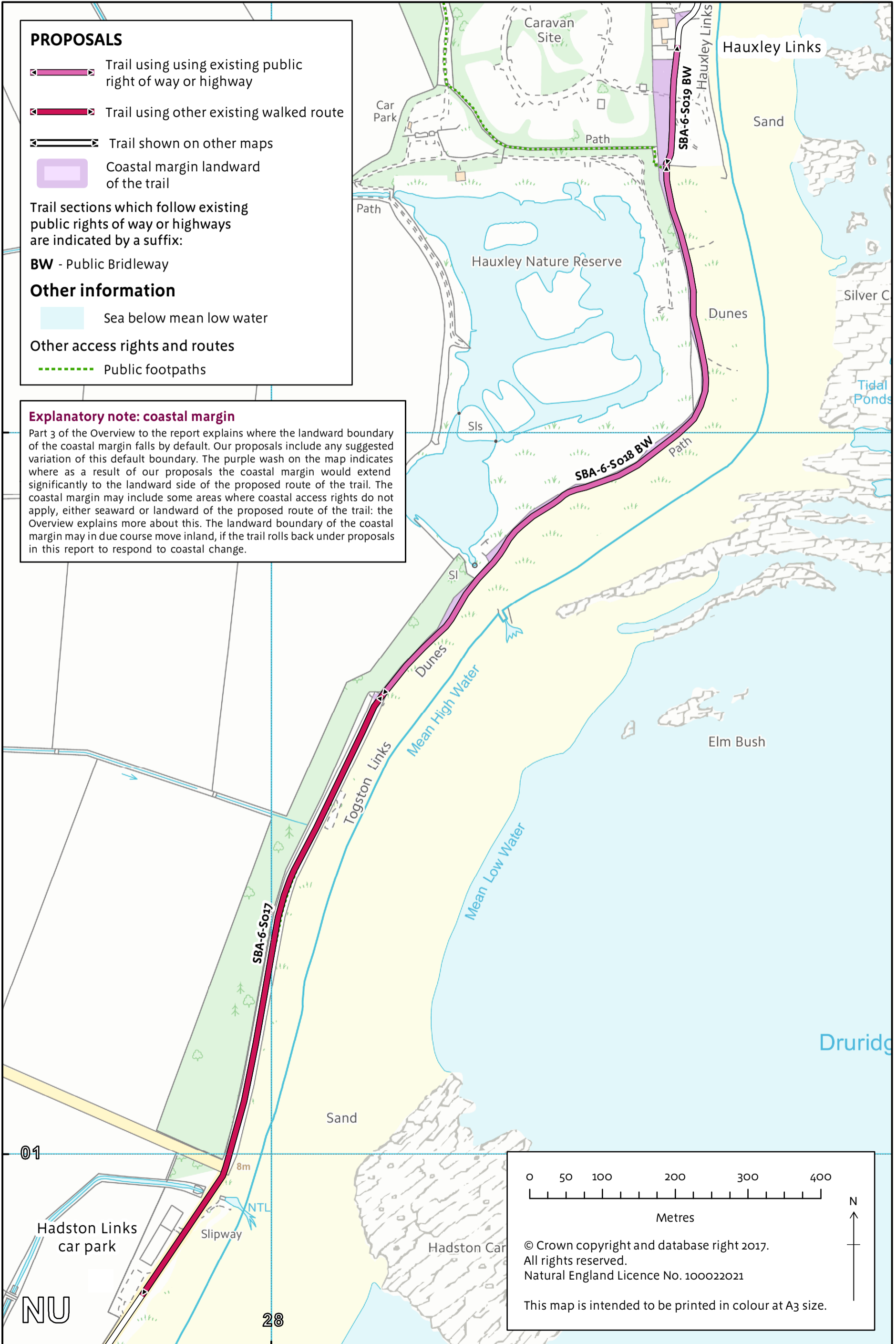


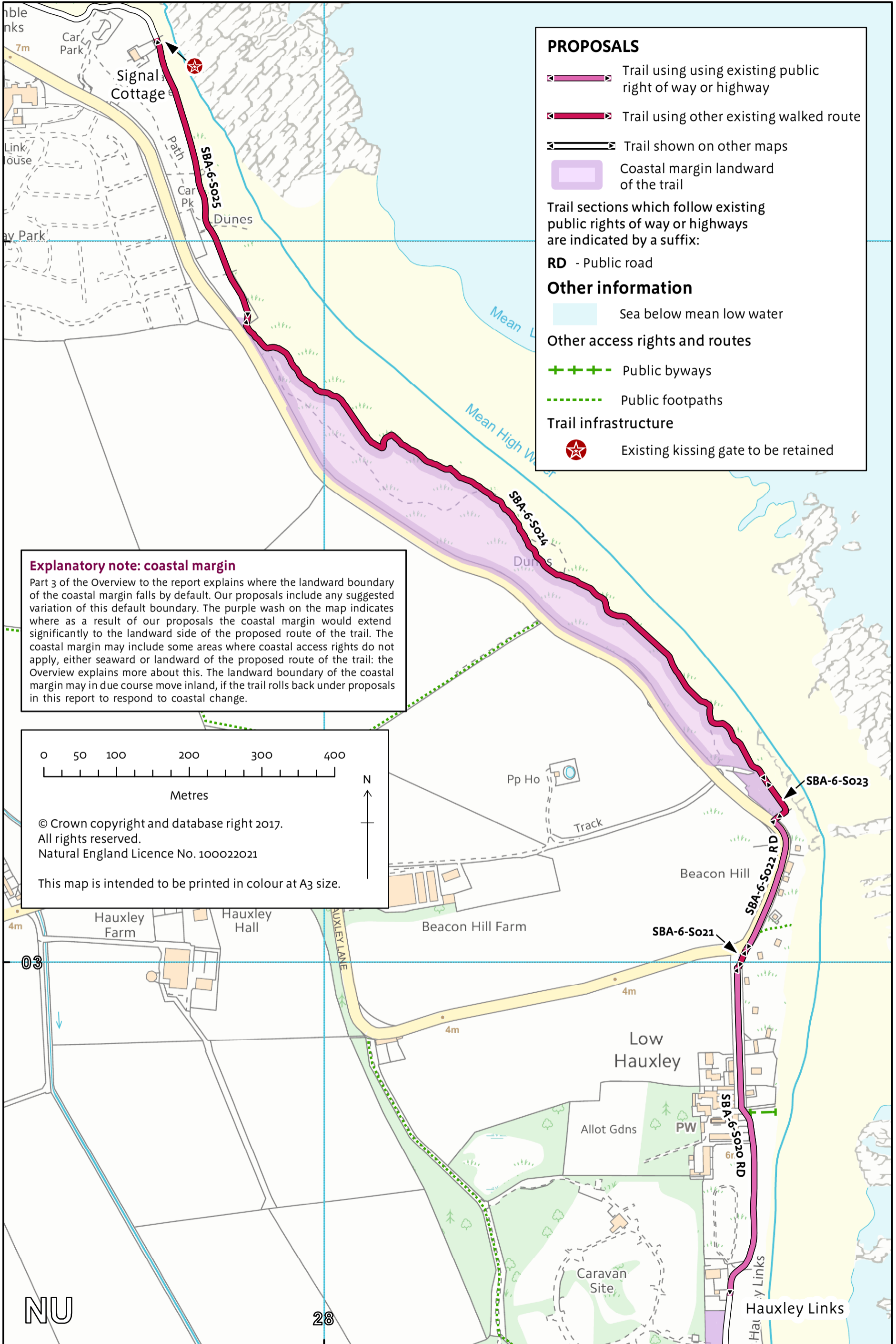
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PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

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

RD - Public road

Other information

- Sea below mean low water

Other access rights and routes

- Public byways
- Public footpaths

Trail infrastructure

- Existing kissing gate to be retained

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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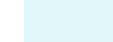





Explanatory note: coastal margin

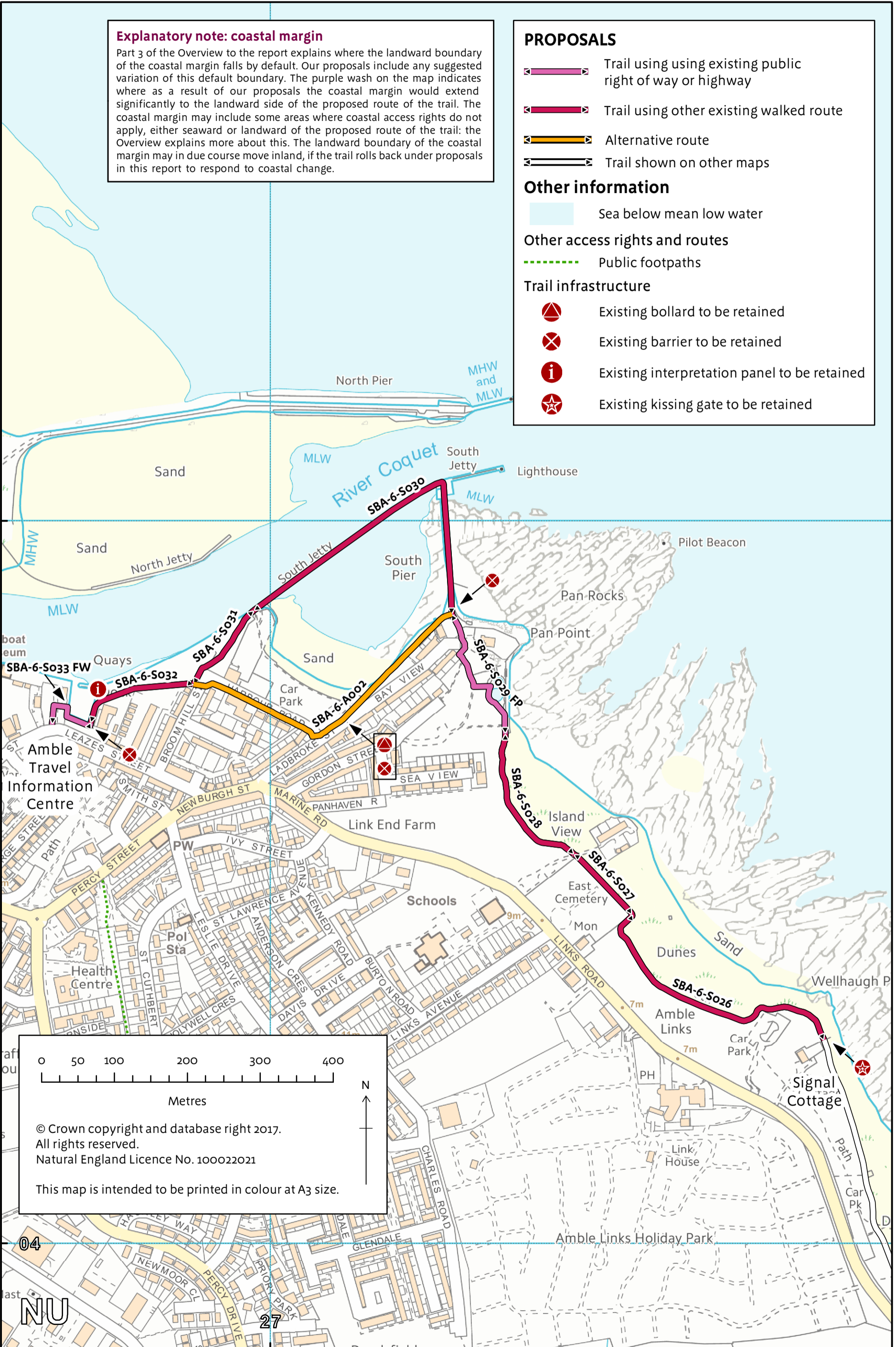
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PROPOSALS

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

Other information

-  Sea below mean low water
- Other access rights and routes**
-  Public footpaths
- Trail infrastructure**
-  Existing bollard to be retained
-  Existing barrier to be retained
-  Existing interpretation panel to be retained
-  Existing kissing gate to be retained



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