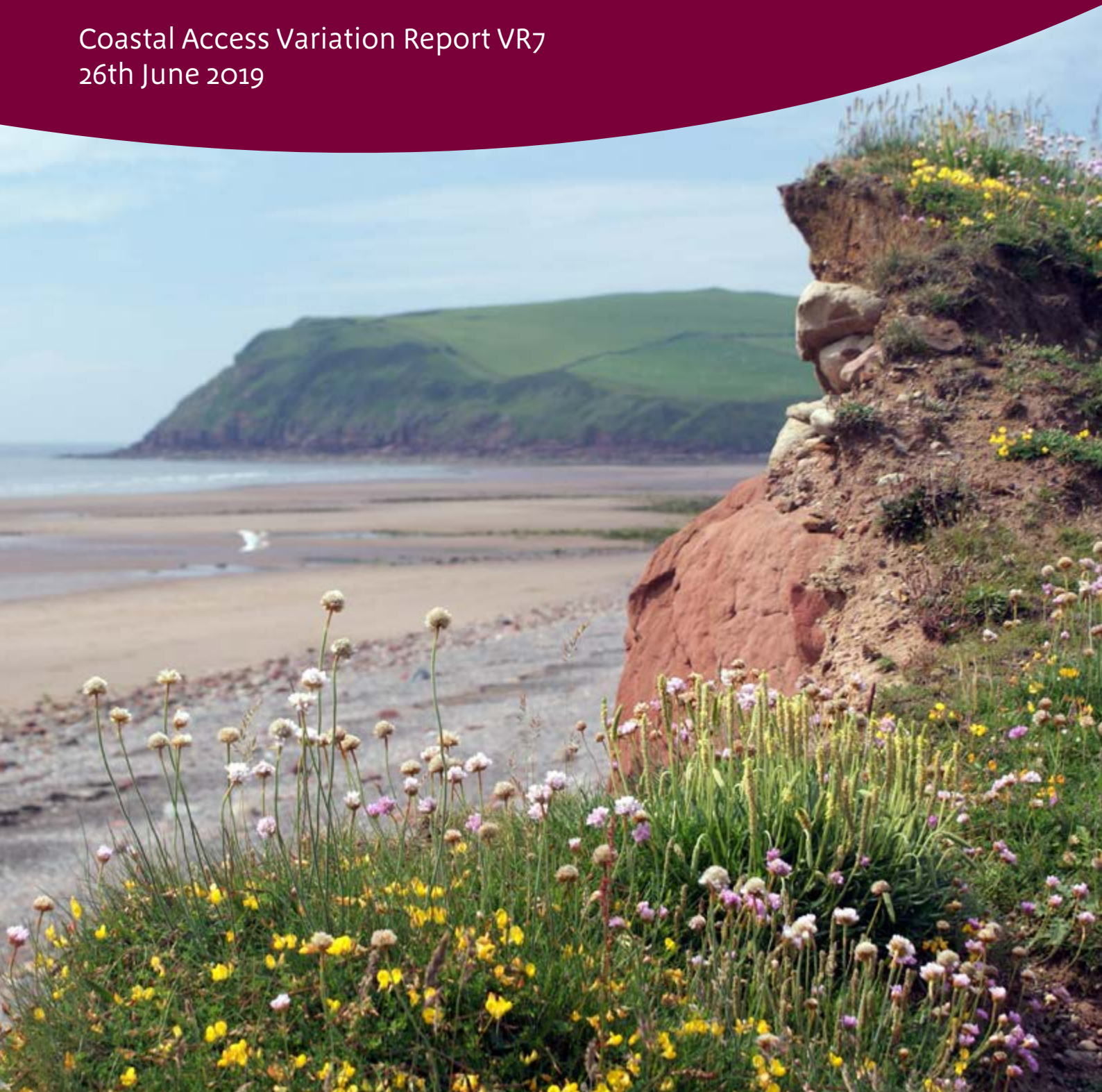


Proposed Changes to the England Coast Path at Nethertown and Sellafield, Cumbria

Natural England's Variation Report to the Secretary of State

Coastal Access Variation Report VR7
26th June 2019



Part 1: Purpose of this report

1.1 Natural England has a statutory duty under the Marine and Coastal Access Act 2009 to improve access to the English coast. The duty is in two parts: one relating to securing a long-distance walking route around the coast; the other to creating an associated “margin” of land for the public to enjoy, either in conjunction with their access along the route line, or otherwise.

1.2 On 28th September 2015 the Secretary of State approved Natural England’s proposals relating to the Whitehaven to Silecroft stretch in Cumbria: <https://www.gov.uk/government/collections/england-coast-path-whitehaven-to-silecroft>. The public rights of access to this stretch have yet to commence. Since approval of the report, it has become clear because of changing circumstances that further changes are necessary to the route of the England Coast Path. This report contains Natural England’s proposals relating to two of those changes, which are at the following locations shown on the overview map below:

- Nethertown railway station; and
- North of Sellafield nuclear decommissioning site

In order for these proposed changes to come into force they must be approved by the Secretary of State.

1.3 It is recommended that Natural England’s approved [report](https://www.gov.uk/government/consultations/england-coast-path-from-whitehaven-to-silecroft-comment-on-proposals) (<https://www.gov.uk/government/consultations/england-coast-path-from-whitehaven-to-silecroft-comment-on-proposals>) relating to this stretch is read in conjunction with this report. In particular the Overview provides context to many of the issues discussed within this variation report.

1.4 Overview Map – Location of variation proposals:



Part 2: Variation at Nethertown railway station

Start Point: Lane north of Nethertown station (grid reference: NX 98586 07938)
End Point: Path south of Nethertown station (grid reference: NX 98669 07803)
Relevant Map: VR7a
Length of proposed varied route: 162 metres

2.1 Introduction

Reason for variation:

2.1.1 Network Rail (NR) supported the route we originally proposed, at and around Nethertown station. On that basis it was approved by the Secretary of State. The proposed route lay immediately landward of the boundary fence around NR's works compound, adjacent to the southern end of the railway platform at the landward side of Nethertown station. It entered NR land at the north-eastern corner of this compound, before passing along the disused platform. We proposed this route originally on the grounds that it met all the main requirements within the approved Coastal Access Scheme and was an existing walked route (thus apparently avoiding the need to create a new route in the area).

2.1.2 However, there has been some change of situation locally. During more recent discussions with NR around trail establishment, it has become apparent that:

- The fence on the landward side of the works compound has been replaced on a slightly different alignment, meaning that the approved route now sits partially within the compound rather than entirely landward of it.
- This area, next to the disused station platform, is now more actively used as a fenced NR storage compound, and contains various hazards on or adjacent to the approved route that were not previously present.
- NR is now taking a more risk averse approach to access through the compound and along the raised, disused station platform, which is now used for NR vehicle access to the adjacent works compound. NR would now insist on expensive new infrastructure such as safety barriers being installed there as a condition of any route establishment. In fact, there is insufficient space on the disused platform (and above the underpass in particular) to accommodate the ECP alongside any vehicle movements, whilst maintaining public safety. As a result, NR feel the approved route as a whole is incompatible with their operational and safety requirements.

2.1.3 Aside from this issue of impracticability we are advised by NR that, should work proceed to establish the approved route on the ground, these works would cost in the region of £100,000. This is a broad estimate only – exact figures could only be

obtained by commissioning detailed design and costing work via Network Rail, which would in itself have an appreciable cost. Additional substantial costs, not included in this estimate, would likely be incurred by the involvement of the electricity supplier.

2.1.4 A more pleasant potential route is available along field edges just inland of the station and compound area. The most southerly part of this proposed variation seeks to reposition the trail so that it remains on the landward side of the works compound (accommodating NR's recent realignment of the boundary fence). The more northerly part of the proposed variation would then continue on this field-edge route, just landward of the disused station platform, underpass and minor access road. The proposed variation has been discussed with the affected landowners, and is broadly accepted as the most appropriate of the available options.

2.1.5 Although establishing the route along this more pleasant line would cost more than we had originally estimated the approved route would cost to establish, we expect it to cost at least £95,000 less than attempting to establish the approved route under the new circumstances described above. The estimated costs of establishing the varied route would be:

Surfacing	£11,500
Gates and fence upgrades	£2,900
Signage	£230
Other	£600
Total	£15,230

2.1.6 Adopting this more pleasant route, as this variation report now proposes, has the additional advantage that if the station site were at any future point to be brought back into greater operational use, this would not affect the ECP route.

2.2 Proposals Narrative

The Trail:

2.2.1 Our proposal (see map VR7a) is to re-route the path to the landward side of the current compound fence, disused station platform and underpass, at the bottom of the coastal slope (proposed route sections WHS-VR7-S001 to WHS-VR7-S004). The realigned trail would extend to a length of 162 metres, at a maximum of 15 metres landward of the approved route line and would still pass within 50 metres of the station entrance (allowing for easy access to the station as required).

2.2.2 We believe that the proposed variation will offer a more convenient and attractive route for long distance walkers and local people alike as it offers a safe

route away from the increased hazards associated with the railway station and compound, as well as improving accessibility by creating a new route which is not reliant on the current stile.

2.2.3 Options for varied route alignment included the foreshore, the road, and the seaward edge of fields at the top of the slope, landward of the current proposal. The foreshore and road were discounted during development of original proposals, as being incompatible with key criteria in the approved Scheme (the former being unavailable at all states of the tide and the latter being too narrow to provide a safe route). We think the proposed route better strikes the required fair balance than the top of the slope. It is closer to the sea, is more convenient for public transport users accessing the station, is closest to the currently walked route, and crosses only two agricultural enclosures rather than four. While current Ordnance Survey maps show a public footpath along the edge of the top fields, this has apparently not been walked in living memory, has no access at either end and, although it appears on the definitive map as maintained by Cumbria County Council, there is some doubt as to whether this line has been recorded correctly. Older maps instead show a footpath from Nethertown village to the station itself stopping at the station boundary and this is the route still being used today.

2.2.4 The proposed trail consists of a path with a combination of natural, flagstone and crushed stone surfaces.

Protection of the environment:

2.2.5 No internationally or nationally designated sites will be affected by the proposed variation.

Protected species may be present at this location and appropriate precautions will need to be taken when planning and carrying out works on site. Cumbria County Council will ensure compliance with any relevant legislation during establishment stage.

With these provisos, Natural England is satisfied that the proposed variation is made in accordance with relevant environmental protection legislation.

Accessibility:

2.2.6 As on the adjacent sections of approved route, the proposed route is likely to be unsuitable for some people with reduced mobility because of the terrain. Kissing gates rather than stiles will be used to pass through physical boundaries, to avoid creating new barriers to accessibility whilst ensuring control of grazing stock. While some small steps may be required in association with these gates, ramps are

proposed instead of steps where possible, and on longer slopes. We would also improve surfacing on some parts, by means of levelling, flagging or crushed stone. In these ways we will aim to ensure that any access infrastructure will not be the limiting factor for less mobile walkers.

Where we have proposed exercising statutory discretions:

Landward boundary of the coastal margin:

2.2.7 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, so as to make the extent of the new access rights clearer. These proposals are shown where relevant in table 2.3.1 below.

See part 3 of the Overview to the original report - ‘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.

Restrictions and/or exclusions:

2.2.8 Access rights to the seaward margin (which would increase very slightly under the variation proposals) would be subject to the excepted land rules and the national restrictions on coastal access rights. We do not propose any additional local restrictions or exclusions.

Coastal erosion:

2.2.9 In the absence of any roll-back proposal, the route proposed by this variation report is to be at the centre of the line shown on map VR7a as the proposed route of the trail.

Other Future Change:

2.2.10 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the parts of the coast described in this variation report.

Establishment of the trail:

2.2.11 If the Secretary of State approves our variation proposals, and further to our conversations with land managers during the route planning stage, Cumbria County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are

needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our approved Coastal Access Scheme.

2.2.12 Summary of cost implications:

Original cost estimate for establishment of approved route = £3,500

Latest cost estimate for establishment of approved route = £100,000

Cost estimate for establishment of proposed varied route = £15,230

Maintenance of the trail:

2.2.13 Ongoing maintenance of the trail would be necessary from time to time. This variation would make no significant change to our overall estimate for the approved route, as set out in our report to the Secretary of State on 15th October 2014.

2.3 Proposals Tables

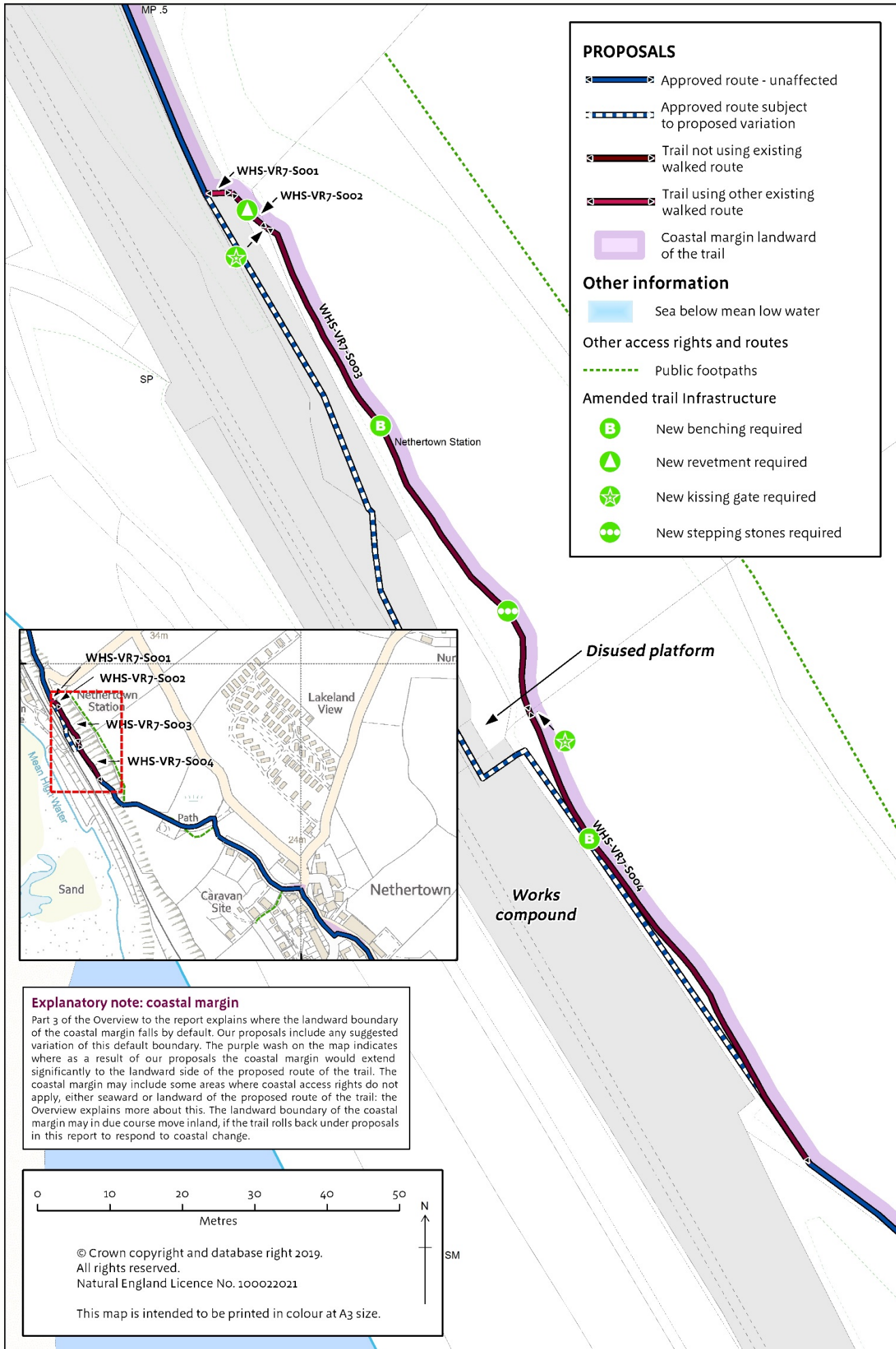
Table 2.3.1 Main Trail Section Details - Map VR7a, Nethertown railway station

Key notes on table:

- Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
- Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary in Annex B to the 2014 Overview) is shown in this column where appropriate. “No” means none present on this route section.
- Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See part 8 of 2014 report Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal
VR7a	WHS-VR7-S001	Other existing walked route	No	No		
VR7a	WHS-VR7-S002	Not an existing walked route	No	No	Wall	Clarity and cohesion
VR7a	WHS-VR7-S003 and WHS-VR7-S004	Not an existing walked route	No	No		

2.4 Proposals Map



Part 3: Variation north of Sellafield nuclear decommissioning site

Start Point: Viaduct over the river Ehen (grid reference: NY 01546 04086)
End Point: Sellafield railway station (grid reference: NY 02131 03392)
Relevant Maps: VR7b and VR7c
Length of proposed varied route: 1.08 km

3.1 Introduction

Reason for variation:

3.1.1 Our original alignment of the ECP in this area, as approved by the Secretary of State, reflected an offer at the time by NR to remove a disused railway siding in order to create a sufficiently wide corridor within which the path could pass and could be fenced off from the active railway line. NR undertook to install this fencing and to undertake themselves the removal of the siding. These works would have segregated the path from the land used for the purposes of a railway, and thereby avoided the path corridor being regarded as excepted land for the purposes of CROW access rights.

3.1.2 However under its new local representation (see above), NR now advises that the siding is being returned to operational use and cannot be removed, which means there is not physically space for the ECP to pass through the corridor in question. Neither are NR willing to provide the required new fence, even if there had been room to do so. The land in question would therefore reasonably be regarded as part of the land used for the purposes of the railway, and therefore excepted land.

3.1.3 It would have been preferable from the outset, in any case, for the ECP to pass instead on the seaward edge of the land that lies at the top of the slope above this 'railway corridor', along a line similar to that of the former Cumbria Coastal Way (CCW). However at the time our original proposals were developed, the whole of that area was part of the proposed construction site for a new Moorside Nuclear Power Station. Given the clear intention to develop the land in this way, but at that stage the uncertainty as to precise layout etc., it would have made no sense for us to propose any specific route alignment across the land in question.

3.1.4 The situation in this area has now changed. For various reasons the Moorside development is no longer likely to happen in the short to medium term, if at all (the developer – Nugen – has been liquidated by its owners, Toshiba). In these

circumstances the key legal interests – Sellafield Ltd and the Nuclear Decommissioning Authority (NDA) – are now content for the ECP to largely follow the former line of the CCW along the higher ground on the seaward side of the former development site. The proposed varied route would descend the slope on Network Rail land, protected by a newly installed fence, before passing under the elevated ‘pipe bridge’ and on to Sellafield station. Network Rail has been fully consulted and is content with these proposals, subject to discussions around means of access required during establishment.

3.1.5 In summary, the route can no longer pass through the ‘railway corridor’ as originally agreed with NR; but it may now pass on the seaward side of the former development site, along a preferred alignment on or close to the original line of an existing promoted route. In the circumstances we are proposing the variation of the approved route onto the latter alignment, as shown on map VR7b.

3.1.6 The agreement of Sellafield Ltd and the NDA to the route following this varied alignment is conditional on being able to close it at times when this is necessary in connection with any emergency, operational or maintenance works on the pipeline that passes from Sellafield through this area. We are happy to give an outline direction to this effect, with the ECP diverted at such times along an alternative route shown also on map VR7b.

3.1.7 We considered the alternative route (as described at 3.2.14 below) as forming part of the varied main route; we discounted this partly because it is less consistent with the approved Coastal Access Scheme (being further from the sea and not maintaining views of the sea) and partly because it raised concerns in relation to Sellafield site security.

3.2 Proposals narrative

The Trail:

3.2.1 Our proposal (see map VR7b) is, from north to south, to re-route the path between the Ehen viaduct and Sellafield station, including an alternative route available when the main trail may occasionally be closed for operational reasons (see 3.2.10 to 3.2.14 below). The realigned main trail would extend to a length of 1.08km, at a maximum of 50 metres landward of the approved route.

3.2.2 The proposed route would cross the common from the railway viaduct over the River Ehen, on a slightly different route to the former Cumbria Coastal Way, to avoid using the existing but disused steep flight of steps (proposed route sections WHS-VR7-S005 to WHS-VR7-S007). It would then follow a strip of common land along the top of the slope (section WHS-VR7-S008), before entering an agricultural field at NY017039. Before reaching the Sellafield site itself, the path will exit the field to drop gradually down the slope, passing directly underneath the pipe bridge, then in a

corridor past an existing works compound and on to Sellafield station, where it will join the previously approved route on the existing cycle path to Seascale.

3.2.3 As a consequence of these proposed changes, the area of coastal margin would be slightly increased (although much of the increased area would be excepted as a result of being operational railway land).

3.2.4 Options for varied route alignment included a longer stretch on the seaward edge of fields at the top of the slope, landward of the current proposal. The foreshore and cycle route were discounted during development of original proposals – neither being consistent with the approved Coastal Access Scheme criteria (the former would not provide a continuous route and the latter deviates considerably inland). We think the proposed route better strikes the required fair balance than remaining in the fields as far the Sellafield boundary fence, because it is closer to and has better views of the sea, crosses only one agricultural enclosure rather than two, and avoids the need for a steep flight of steps.

3.2.5 The proposed trail consists of a path predominantly of natural surface but with part being more industrial in nature. The proposed route will be considerably more natural in feel than the approved route, with greater separation from the railway for much of its extent.

Protection of the environment:

3.2.6 No internationally or nationally designated sites will be affected by the proposed variation.

3.2.7 Protected species are known to be present on this site. A site visit with officers from Cumbria County Council has been carried out to check the feasibility of installing the proposed new section of path and a preliminary ecological appraisal of the proposed route has been carried out by an ecological consultant on behalf of Cumbria County Council. This concludes that the proposed alignment would be unlikely to impact on sensitive features but recommends precautions to be observed whilst works are carried out on site. Cumbria County Council will ensure compliance with any relevant legislation during establishment stage.

3.2.8 With these provisos, Natural England is satisfied that the proposed variation is made in accordance with relevant environmental protection legislation.

Accessibility:

3.2.9 Like the approved route, the proposed route is likely to be unsuitable for some people with reduced mobility because of the terrain. We will aim to ensure that any access infrastructure will not be the limiting factor for less mobile walkers.

While we have been unable to completely avoid sloping ground, we have chosen a route alignment which avoids the need for steps altogether where possible.

Where we have proposed exercising statutory discretions:

Landward boundary of the coastal margin:

3.2.10 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. These proposals are shown where relevant in table 3.3.1 below.

See part 3 of the Overview to the original report - ‘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.

Restrictions and/or exclusions:

3.2.11 We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) along this section of coast.

3.2.12 Access to route sections WHS-VR7-S010 to WHS-VR7-S018 is to be excluded by outline direction, under s24 and s25(1)(b) of the Countryside and Rights of Way Act (2000) at times when this is required to enable short-term emergency, maintenance or operational works to be carried out (see map VR7c).

3.2.13 A previously approved long-term access exclusion affecting the coastal margin (relating to earlier operational requirements at Sellafield) will no longer be applicable and so will not be implemented. Access rights to the seaward margin would be subject to the excepted land rules and the national restrictions on coastal access rights.

See Annex D of the Overview to the original report for detail of the national restrictions on coastal access rights.

Alternative routes:

3.2.14 An alternative route is to operate at times when access to route sections WHS-VR7-S010 to WHS-VR7-S018 is excluded under the terms of the outline direction described in paragraph 3.2.11 above. It would be advertised by the site owner/manager with temporary signs. The alternative route is to be at the centre of the line shown as route sections WHS-VR7-A001 to WHS-VR7-A013 on map VR7b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

3.2.15 By default, an alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 3.3.2 describe

the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

Coastal erosion:

3.2.16 In the absence of any roll-back proposal, the route is to be at the centre of the line shown on map VR7b as the proposed route of the trail.

Other Future Change:

3.2.17 At the time of preparing the report, no further development projects have been brought to our attention which would pose any need for further future changes to the access provisions proposed for the length of coast described in this variation report. However, should future development be proposed, the England Coast Path will not be a barrier to this and if necessary we would propose a further variation.

3.2.18 In the event that any plan for the development of a new nuclear facility might be resurrected at some point in the future, we would expect to conduct the same level of negotiations as with Nugen previously, including the need to accommodate changes to the ECP during both development and operational phases, at the developer's expense. However, any such requirement for change would seem unlikely to arise within the next decade, if at all.

Establishment of the trail:

3.2.19 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State.

3.2.20 Our estimate of the capital costs for these works is £34,480 plus estimated fees of around £5,000 or above due to Network Rail for works clearance and supervision (where such works unavoidably involve working over the boundaries of NR land). This is an increase around £20,000 compared to the original route set out in our report to the Secretary of State on 15th October 2014. However, based on the new approach being taken by NR in this area, we now believe that the true cost of establishing the currently approved route would be very much higher than that estimate, even if it were possible at all, and that the proposed varied route would lead to a considerable cost saving against that benchmark.

3.2.21 Summary of cost implications:

Original cost estimate for establishment of approved route = £19,750

Latest cost estimate for establishment of approved route – unknown but perhaps in excess of £100,000

Cost estimate for establishment of proposed varied route = £39,800

The establishment cost estimate figure above refers only to establishment of the main trail. The alternative route includes a section of public footpath requiring improvement, and will be managed as a separate rights of way improvement project.

3.2.22 These estimates are informed by:

- information already held by the access authority, Cumbria County Council;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route, including Nuclear Decommissioning Authority, Sellafield Ltd and Network Rail.

3.2.23 There are three main elements to the overall capital costs:

- The surface of the proposed route is currently not walked and requires some improvement to enhance the convenience of the trail, including vegetation clearance, benching and levelling, some drainage, a section of revetment and 2m of steps.
- Kissing gates, pedestrian gates and way-marking to facilitate access.
- Security fencing will ensure the safety and security of walkers and dogs in proximity to operational land.

More significant items of establishment works are shown on map VR7b.

3.2.24 If the Secretary of State approves our report, and further to our conversations with land managers during the route planning stage, Cumbria County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

3.2.25 Ongoing maintenance of the trail would be necessary from time to time. This variation would make no significant change to our overall estimate for the approved route, as set out in our report to the Secretary of State on 15th October 2014.

3.3 Proposals Tables

Table 3.3.1 Main Trail Section Details - Map VR7b, north of Sellafield

Key notes on table:

- Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
- Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary in Annex B to the 2014 Overview) is shown in this column where appropriate. “No” means none present on this route section.
- Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See part 8 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal
VR7b	WHS-VR7-S005 to WHS-VR7-S007	Not an existing walked route	No	No		
VR7b	WHS-VR7-S008	Not an existing walked route	No	No	Fence line	Clarity & cohesion
VR7b	WHS-VR7-S009	Not an existing walked route	No	No	Track	Clarity & cohesion
VR7b	WHS-VR7-S010 to WHS-VR7-S014	Not an existing walked route	No	No		
VR7b	WHS-VR7-S015 to WHS-VR7-S017	Not an existing walked route	No	No	Fence line	Clarity & cohesion
VR7b	WHS-VR7-S018	Other existing walked route	No	No		

Table 3.3.2 Alternative Route Trail Section Details: Map VR7b, north of Sellafield

Key notes on table:

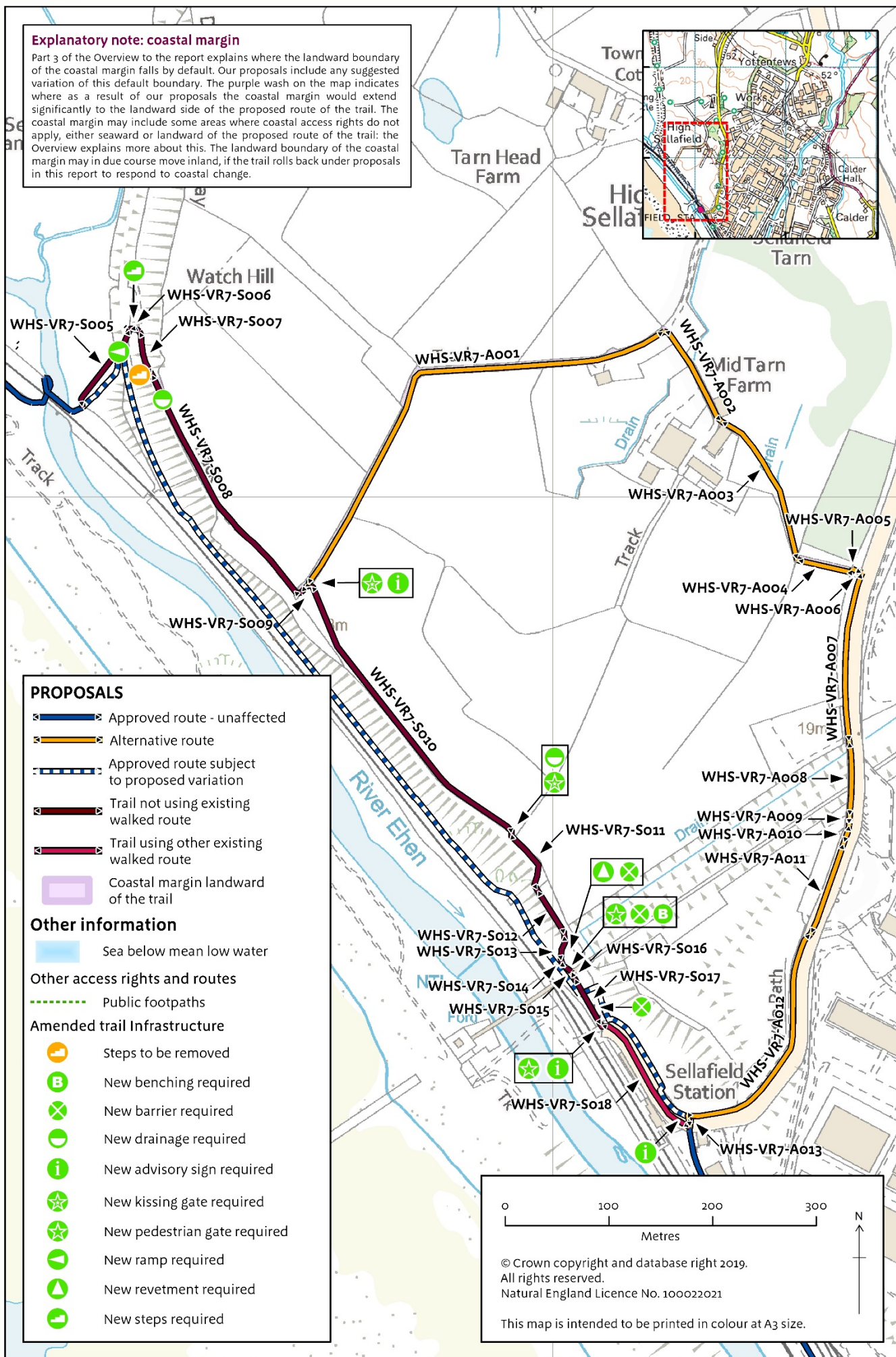
- Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
- Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

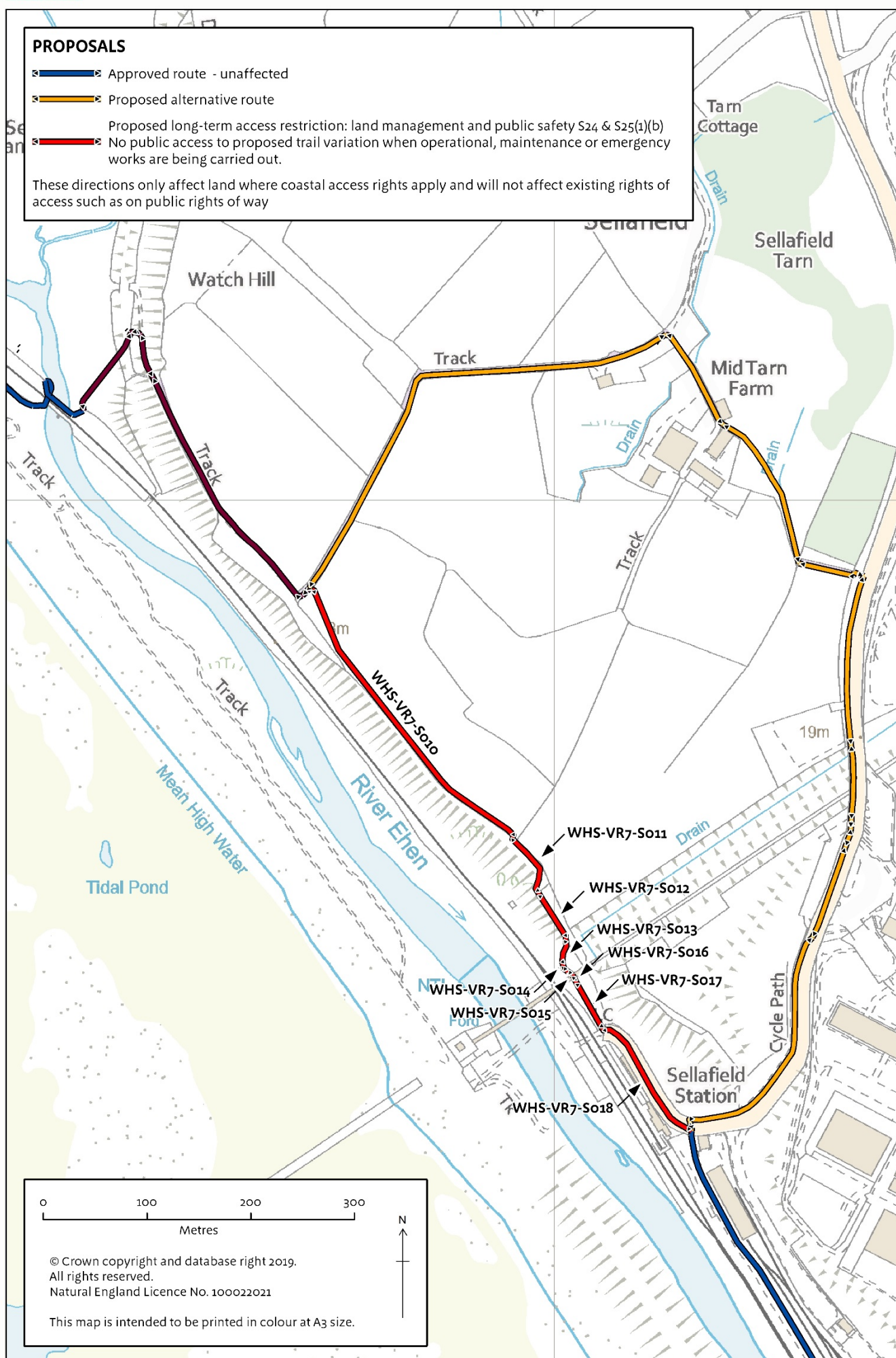
1	2	3	4	5a	5b
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See part 8 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip
VR7b	WHS-VR7-A001	Not an existing walked route	No	Track	Track
VR7b	WHS-VR7-A002	Public footpath	No	Track	Track
VR7b	WHS-VR7-A003	Public footpath	No		
VR7b	WHS-VR7-A004	Public footpath	No		Fence line
VR7b	WHS-VR7-A005 and WHS-VR7-A006	Public highway	No	Fence Line	
VR7b	WHS-VR7-A007 and WHS-VR7-A008	Public highway	No	Fence line	Road
VR7b	WHS-VR7-A009 and WHS-VR7-A010	Public highway	No		Road
VR7b	WHS-VR7-A011	Public highway	No	Pavement edge	Pavement edge
VR7b	WHS-VR7-A012	Cycleway	No	Fence line	Fence line
VR7b	WHS-VR7-A013	Public highway	No		

3.4 Proposals Maps

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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