

England Coast Path Stretch:

Silecroft to Silverdale

Report SCS 4: Newbiggin to Greenodd footbridge

Part 4.1: Introduction

Start Point:	Newbiggin (grid reference: SD 2705 6937)
End Point:	Greenodd footbridge (grid reference: SD 3163 8257)
Relevant Maps:	SCS 4a to SCS 4j

4.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Silecroft and Silverdale.

4.1.2 This report covers length SCS 4 of the stretch, which is the coast between Newbiggin and Greenodd footbridge. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

4.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

4.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 4.2: Proposals Narrative

The trail:

4.2.1 Generally follows existing walked routes, including public rights of way and a linear section of open access land, along most of this length. See Map B in the Overview.

4.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

4.2.3 Includes seven sections of new path, at Moat Farm, either side of Aldingham and near Baycliff (see maps SCS 4a to 4c), at Priory Crossing and Sandside (see maps SCS 4e and 4f) and from near Tridley Point to the Greenodd rest area, (see maps SCS 4h to 4i). See also tables in part 4.3 below for details.

4.2.4 Is aligned on the beach or foreshore near Swinestead Lane (see map SCS 4c) and close to the top of the foreshore in several locations including at Aldingham (see maps SCS 4a and 4b), and from Canal Foot to Plumpton (see map SCS 4g), where we have proposed an optional alternative route. In each case, we believe this to be the only or the best option available. See tables 4.3.2 and 4.3.4 for details.

4.2.5 In two areas, the trail diverts inland, to avoid areas that would be excepted from new access rights: at Aldingham (map SCS 4b) and Canal Foot, Ulverston (map SCS 4f). See Annex C of the Overview: Excepted land categories.

4.2.6 Follows a route similar to the former Cumbria Coastal Way, but departs from this to avoid unsuitable areas of the foreshore or where a better, more seaward alignment has been identified.

4.2.7 Passes through land that is excepted land under Schedule 1 to the Countryside and Rights of Way Act 2000 by virtue of it being curtilage of a building (route sections SCS-4-S009 & SCS-4-S010; see map SCS 4a). The owner has agreed in writing to dedicate as coastal margin, if this report is approved, an access strip along the proposed route through the curtilage. The dedication would remove the excepted land status of this strip and enable coastal access rights to come into effect along it.

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

4.2.8 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay & Duddon Estuary Special Protection Area (SPA)
- Morecambe Bay Ramsar site
- Morecambe Bay Site of Special Scientific Interest (SSSI), for its wildlife interest.
- Sea Wood SSSI for its wildlife interest.
- Moat Hill motte and bailey castle and earlier ringwork Scheduled Monument (SM) and
- Moat Farm moated site SM

Map C in the Overview shows the extent of designated areas listed.

The following table brings together design features included in our access proposals to help protect the environment along this length of the coast.

4.2.9 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 4a to 4e and SCS 4g	SCS-4-S016 to SCS-4-S068 and SCS-4-S088 to SCS-4-S092	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail near Elbow Scar, from near Moat Farm to near Ladycroft Cottage (SCS-4-S016 to SCS-4-S018) and near Aldingham & Maskel Scars, from Aldingham Hall to Swinestead Lane, (SCS-4-S023 to SCS-4-S033) is aligned around fields and on roads, avoiding areas of the foreshore used by roosting birds. See table 4.3.3. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ Signs at either end of access routes between the trail and the foreshore at: Elbow Scar, Maskel Scar, Bardsea, Conishead Bank and Plumpton Marsh, raising awareness of the roosts, requesting that people keep to the path at high tide rather than walking on the beach and requesting that dogs be kept on short leads around times of high tide. 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).
SCS 4e to 4f	SCS-4-S073 to SCS-4-S085	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The alignment of the trail along the disused railway between Priory Crossing and Canal Foot (SCS-4-S074 & SCS-4-S075) provides existing screening / wall to seaward side. See table 4.3.3. ■ Coastal access rights would be excluded over land at Carter Pool. See paragraph 4.2.23 and map SCS 4E. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ Effective barriers across any gaps in the existing wall, including the development of scrub to block access to the foreshore. ■ Effective directional signage at Canal Foot, so that it is clear that the ECP heads inland rather than remaining close to the shore. ■ Signs at Priory Crossing and Canal Foot explaining that there is no access on the 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>foreshore and asking people to keep to the path and observe the requirement to keep dogs under effective control. These sign panels will also explain the restrictions that are in place for safety.</p> <ul style="list-style-type: none"> ■ Signage at Canal Foot explaining that there are no coastal access rights across the flats to Chapel Island. 	
SCS 4g and 4h	SCS-4-S099 to SCS-4-S111	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland from Tridley Point to the end of Ashes Wood, thus avoiding areas of the foreshore used by roosting and breeding birds. See table 4.3.3. ■ Coastal access rights would be excluded year-round over the seaward part of the embankment between Ashes Wood and Nab Point (SCS-4-S111). See paragraph 4.2.27 and map SCS 4F. ■ There will also be a year-round restriction requiring that dogs are kept on leads on the line of the trail between Ashes Wood and Nab Point (SCS-4-S111). See paragraph 4.2.25 and map SCS 4F. <p>In addition we will:</p> <ul style="list-style-type: none"> ■ Install two sections of guide fencing: One 450m section in the margin of SCS-4-S101 will deter people and dogs from reaching the foreshore, and a further 969m of double strand wire guide fence will be installed to keep people to the line of the trail on the embankment (SCS-4-S111), away from the foreshore and saltmarsh. ■ Install signs at either end of the embankment (SCS-4-S111) explaining the restrictions and asking people to keep to the path and observe the requirement to keep dogs on leads. 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 4i	SCS-4-S112 to SCS-4-S120	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded seaward of the trail from Nab Point to Arrad Marsh. See paragraph 4.2.27 and map SCS 4G. ■ The trail at Nab Point (SCS-4-S112) will have a seasonal restriction from 1st September to 31st March, with an inland alternative route provided for this period. See table 4.3.2, paragraph 4.2.26 and map SCS 4G. <p>In addition we will:</p> <ul style="list-style-type: none"> ■ Ensure that a hedgerow is reinstated, seaward of the seasonal alternative route (SCS-4-SA001), along with fencing and kissing gates, to encourage walkers to follow the route. These gates will be locked during restriction period. ■ Ensure that the kissing gates remain locked when access to the trail is excluded by direction. Install signs at either end of the seasonal alternative route explaining the restrictions and asking people to keep to the path. 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).

4.2.10 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

4.2.11 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- At several places in this report, the trail is aligned on natural surfaces such as grass, bare soil or beaches which can be uneven underfoot; and
- The trail is aligned through Sea Wood and Ashes Wood over paths often negotiating rocks and tree roots (maps SCS 4c and 4h).

4.2.12 Certain items of essential infrastructure may be challenging for people with reduced mobility to negotiate:

- There are five places where it would be necessary to ascend / descend steps. These are at Sea Croft; just north of Moat Farm (to avoid a dangerous road corner); in Aldingham; at Sea Wood and at Ashes Point (to keep the route above the highest tides). See maps SCS 4a to 4c and 4h; and
- Small bridges have been proposed where we are creating / improving access over watercourses. One or two steps are often necessary at either end of these bridges.

At the majority of these locations it is possible to use other routes to avoid these features. However there is no easy alternative at Ashes Wood, where we are creating new access over difficult terrain.

4.2.13 All existing step stiles will be replaced with kissing gates or pedestrian gates to make them easier to use. We envisage this happening as part of the physical establishment work described below.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

4.2.14 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Leven, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Greenodd footbridge, as indicated by the extent of the trail shown on maps SCS 4c to 4j. Our proposals for the east bank of the Leven Estuary are detailed in Report SCS 5 – Greenodd footbridge to Kents Bank.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

4.2.15 **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 4.3.1 below.

4.2.16 At Swinestead Lane, Baycliff (sections SCS-4-S038 & SCS-3-S039, map SCS 4c), we have used this discretion to limit the landward extent of the coastal margin to the seaward edge of a beach garden. This has had the effect of reducing the area of default coastal margin but provides the most clarity because:

- Walkers would otherwise be unclear as to where their coastal access rights stopped; and
- The boundary of the garden provides an easily identifiable boundary for access users.

4.2.17 Near Canal Foot (section SCS-4-S089, map SCS 4g), we have used this discretion to limit the landward extent of the coastal margin to the bottom of the cliff and the adjoining wall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- The bottom of the cliff, then the wall, provide an easily identifiable boundary for access users.
- There is no clear boundary feature between the cliff top and garden that might otherwise mark the boundary of the coastal margin.

4.2.18 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 4.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above table 4.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed 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.

4.2.19 **Restrictions and/or exclusions:** We have proposed to exclude and restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh / flat.

4.2.20 Areas of saltmarsh at Ashes Wood Marsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats at Mort Bank, Canal Foot and Greenodd Sands are soft and sinking in nature. The saltmarshes and flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusions are proposed:

4.2.21 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SCS-4-S013 to SCS-4-S023, SCS-4-S083 to SCS-4-S084 and SCS-4-S099 to SCS-4-S123 is to be excluded

all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SCS 4A to 4D.

Restriction and exclusion of access for nature conservation purposes.

4.2.22 The area south of Canal Foot is used by ground nesting waders and roosting non-breeding waterbirds. The ground nesting waders are susceptible to disturbance while breeding. The non-breeding birds are susceptible to disturbance while at high tide roosts. This is explained in the Habitat Regulations Assessment and Nature Conservation Assessment which will be published alongside this report. Therefore the following exclusion is proposed:

4.2.23 Access to the land in the coastal margin seaward of route sections SCS-3-S075 to SCS-4-S076 and SCS-4-S083 to SCS-4-S084 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to breeding waders and non-breeding waterbirds. This exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 4E.

4.2.24 Ashes Wood Marsh, Nab Point and Arrad Marsh are used by roosting non-breeding waterbirds. The non-breeding birds are susceptible to disturbance while on high tide roosts on the saltmarsh. As the upper Leven Estuary currently has very low levels of public access around it, it has the potential to act as a refuge for roosting and feeding birds displaced by disturbance from other areas. The upper Leven Estuary, including the saltmarshes, is used year round by feeding waterbirds, which are susceptible to disturbance while feeding on the marshes and adjacent mudflats. The marshes also have potential to be used by breeding birds. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. Therefore the following restriction and exclusions are proposed:

4.2.25 Access to the line of the England Coast Path on route section SCS-4-S111 is restricted all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000). Under the terms of this direction people will be required to keep their dogs on a lead, in order to prevent disturbance to roosting non-breeding waterbirds, feeding waterbirds (year round) and breeding birds. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 4F.

4.2.26 Access to the line of the England Coast Path on route section SCS-4-S112 is to be excluded between September 1st and March 31st each year, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to roosting birds. The exclusion will have no legal effect on land where coastal access rights do not apply. An alternative route will be provided during the times that access along the main route is excluded. See Directions Map SCS 4G.

4.2.27 Access to the land in the coastal margin seaward of route sections SCS-4-S111 to SCS-4-S120 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to roosting and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps 4F and 4G.

4.2.28 These directions will not prevent or affect:

- any existing local use of the land by right where such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or

- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

4.2.29 Alternative routes: An alternative route is to operate at times when access to route section SCS-4-S112 is excluded under the terms of the directions described in paragraphs 4.2.19 to 4.2.20 above. It would be advertised by the access authority and owner with appropriate signs. The alternative route at Nab Point is to be at the centre of the line shown as route section SCS-4-A001 on map SCS 4i. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.30 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between SCS-4-S087 to SCS-4-S093 when it is periodically affected by high tides. The optional alternative route is to be at the centre of the line shown as SCS-4-OA001 to SCS-4-OA014 on map SCS 4g. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.31 By default, an alternative route/optional 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/optional 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 4.3.2 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.

4.2.32 Coastal erosion: Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

4.2.33 Column 4 of tables 4.3.1 and 4.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SCS 4a to 4e and SCS 4g to 4i as the proposed route of the trail.

4.2.34 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change 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 7 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.

4.2.35 On sections for which roll-back is not proposed in tables 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps SCS 4a to 4j as the proposed route of the trail.

Other future change:

4.2.36 There are also places described in this report where we foresee the need for future changes to the proposed access provision for other reasons. These are summarised at part 7 of the Overview.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

4.2.37 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. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

4.2.38 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £308, 290 and is informed by:

- information already held by the access authority, Cumbria County Council, in relation to the management of the existing public rights of way network;
- 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.

4.2.39 The trail will create 12.9 km of new access rights and therefore establishment cost is proportionately higher on these sections to facilitate the creation of the proposed trail. There are a number of main elements to the overall cost:

- A significant amount of new way-marking and interpretation / advisory panels would be needed on the trail, in particular where it is necessary to show the extent of any restrictions;
- All existing step stiles will be replaced with kissing gates or pedestrian gates and, alongside the new route creation, new gates, and related boundary improvements will be required in some locations;
- New guide fencing will be installed and existing screening will be upgraded alongside the trail at certain sensitive locations such as:
 - From Priory Cottage to Sandside on SCS-4-S075 (map SCS 4f);
 - North of Tridley Point on SCS-4-S101 (map SCS 4h);
 - Between Ashes Wood and Nab Point on SCS-4-S111 (map SCS 4h); and
 - For the alternative route at Nab Point, SCS-4-A001 (map SCS 4i).
- A significant proportion of the route is not on existing road / pavement or public right of way and, in some sections, the drainage and path surfacing need to be upgraded or repaired. This will enhance the convenience of the trail and will prevent footfall from widening the walked route particularly:
 - Near Moat Farm (map SCS 4a);
 - East of Aldingham (map SCS 4b);
 - By the road entrance to Sea Wood (map SCS 4c);
 - On the track past Plumpton Marsh (map SCS 4g), with further work expected from Network Rail to improve drainage to railway underpass;
 - Within Ashes Wood (map SCS 4h) and near Plumpton Cottage Farm (map SCS 4i); and
 - On the path parallel with the A590 from Greenodd rest area to Greenodd footbridge (map SCS 4j).

- New steps would be necessary on the trail:
 - At Sea Croft and just north of Moat Farm (map SCS 4a);
 - In Aldingham (map SCS 4b);
 - At Sea Wood (map SCS 4c); and
 - In Ashes Wood (map SCS 4h).
- At some places, new footbridges, sleeper bridges or stepping stones will be required in some locations, such as:
 - At Moat Farm and near Ladycroft Cottage (map SCS 4a);
 - South of Sea Wood (map SCS 4c);
 - Between Tridley Point and Ashes Wood (map SCS 4h); and
 - Near Plumpton Cottage Farm (map SCS 4i)

More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signage & interpretation	£36,559
Boundary crossings	£69,960
Fencing and other screening	£54,630
Drainage, surfacing and path repairs	£66,895
Steps	£10,710
Bridges and stepping stones	£41,510
Project management costs	£28,026
Total	£308,290 (Exclusive of any VAT payable)

4.2.40 Once the Secretary of State’s decision on our report has been notified, 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:

4.2.41 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

4.2.42 We estimate that the annual cost to maintain the trail will be **£10,344** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 4.3: Proposals Tables

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

4.3.1 Section Details – Maps 4a to SCS 4j - Newbiggin to Greenodd footbridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – See table 4.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. 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) is shown in this column where appropriate. “No” means none present on this route section.
5. 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	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 4a	SCS-4-S001	Other existing walked route	Yes - See table 4.3.4	No	Track	Clarity and cohesion	
SCS 4a	SCS-4-S002	Other existing walked route	Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
SCS 4a	SCS-4-S003	Public footpath	Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
SCS 4a	SCS-4-S004* to SCS-4-S006*	Other existing walked route	Yes - See table 4.3.4	No			
SCS 4a	SCS-4-S007*	Public footpath	No	No			
SCS 4a	SCS-4-S008*	Public highway	No	No	Road	Clarity and cohesion	
SCS 4a	SCS-4-S009*	Not an existing walked route	No	No	Wall	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 4a	SCS-4-S010*	Not an existing walked route	No	No			
SCS 4a	SCS-4-S011* to SCS-4-S013*	Not an existing walked route	Yes - See table 4.3.4	No			
SCS 4a	SCS-4-S014*	Other existing walked route	Yes - See table 4.3.4	No	Wall	Clarity and cohesion	
SCS 4a	SCS-4-S015* to SCS-4-S017*	Not an existing walked route	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
SCS 4a	SCS-4-S018*	Not an existing walked route	Yes - See table 4.3.4	No			
SCS 4b	SCS-4-S019	Other existing walked route	Yes - See table 4.3.4	Yes - beach			
SCS 4b	SCS-4-S020 and SCS-4-S021	Other existing walked route	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4b	SCS-4-S022	Other existing walked route	No	No	Road	Clarity and cohesion	
SCS 4b	SCS-4-S023*	Public highway	No	No	Road	Clarity and cohesion	
SCS 4b	SCS-4-S024*	Not an existing walked route	No	No			
SCS 4b	SCS-4-S025*	Not an existing walked route	No	No	Hedgerow	Clarity and cohesion	
SCS 4b	SCS-4-S026*	Not an existing walked route	No	No			
SCS 4b	SCS-4-S027* to SCS-4-S029*	Not an existing walked route	Yes - See table 4.3.4	No			
SCS 4b	SCS-4-S030*	Other existing walked route	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4b	SCS-4-S031*	Public highway	No	No	Road	Clarity and cohesion	
SCS 4c	SCS-4-S032*	Not an existing walked route	No	No	Path	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 4c	SCS-4-S033*	Not an existing walked route	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
SCS 4c	SCS-4-S034*	Public highway	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4c	SCS-4-S035*	Other existing walked route	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4c	SCS-4-S036 to SCS-4-S039	Other existing walked route	Yes - See table 4.3.4	No	Track	Clarity and cohesion	
SCS 4c	SCS-4-S040	Other existing walked route	Yes - See table 4.3.4	Yes - cliff			
SCS 4c	SCS-4-S041* to SCS-4-S042*	Other existing walked route	Yes - See table 4.3.4	Yes - cliff			
SCS 4c to 4d	SCS-4-S043* to SCS-4-S048*	Other existing walked route	Yes - See table 4.3.4	No			
SCS 4d	SCS-4-S049* to SCS-4-S050*	Other existing walked route	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4d	SCS-4-S051 to SCS-4-S054	Other existing walked route	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4d	SCS-4-S055	Public bridleway	Yes - See table 4.3.4	No	Hedge	Clarity and cohesion	
SCS 4d	SCS-4-S056*	Other existing walked route	Yes - See table 4.3.4	No	Hedge	Clarity and cohesion	
SCS 4d	SCS-4-S057*	Other existing walked route	Yes - See table 4.3.4	No			
SCS 4d	SCS-4-S058	Other existing walked route	No	No	Hedge	Clarity and cohesion	
SCS 4d	SCS-4-S059	Public highway	No	No	Road	Clarity and cohesion	
SCS 4d	SCS-4-S060	Public footpath	No	No	Path	Clarity and cohesion	
SCS 4d	SCS-4-S061	Public footpath	No	No	Fence line	Clarity and cohesion	
SCS 4d	SCS-4-S062*	Other existing walked route	No	No	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 4d	SCS-4-S063*	Other existing walked route	No	No			
SCS 4e	SCS-4-S064*	Public highway	No	No	Road	Clarity and cohesion	
SCS 4e	SCS-4-S065* and SCS-4-S066*	Other existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SCS 4e	SCS-4-S067	Public footpath	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SCS 4e	SCS-4-S068 and SCS-4-S069	Public footpath	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
SCS 4e	SCS-4-S070	Public footpath	Yes - See table 4.3.4	No			
SCS 4e	SCS-4-S071	Public footpath	Yes - See table 4.3.4	No	Tree line	Clarity and cohesion	
SCS 4e	SCS-4-S072	Public footpath	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
SCS 4e	SCS-4-S073*	Not an existing walked route	Yes - See table 4.3.4	No			
SCS 4e to 4f	SCS-4-S074* to SCS-4-S078*	Other existing walked route	No	No			
SCS 4f	SCS-4-S079*	Not an existing walked route	No	No			
SCS 4f	SCS-4-S080	Public highway	No	No			
SCS 4f	SCS-4-S081	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 4f	SCS-4-S082	Public highway	No	No			
SCS 4f	SCS-4-S083	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 4f	SCS-4-S084 to SCS-4-S087	Public highway	No	No	Road	Clarity and cohesion	
SCS 4g	SCS-4-S088*	Public highway	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SCS 4g	SCS-4-S089*	Public footpath	Yes - See table 4.3.4	No	Bank	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 4g	SCS-4-S090*	Other existing walked route	Yes - See table 4.3.4	Yes - cliff			
SCS 4g	SCS-4-S091*	Public footpath	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
SCS 4g	SCS-4-S092* to SCS-4-S095*	Public footpath	Yes - See table 4.3.4	No	Track	Clarity and cohesion	
SCS 4g	SCS-4-S096	Public footpath	No	No	Track	Clarity and cohesion	
SCS 4g	SCS-4-S097 and SCS-4-S098*	Public footpath	Yes - See table 4.3.4	No	Track	Clarity and cohesion	
SCS 4g	SCS-4-S099*	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and cohesion	
SCS 4g	SCS-4-S100*	Public footpath	No	No			
SCS 4h	SCS-4-S101*	Not an existing walked route	No	No			
SCS 4h	SCS-4-S102* to SCS-4-S106*	Not an existing walked route	Yes - See table 4.3.4	No	Wall	Clarity and cohesion	
SCS 4h	SCS-4-S107* to SCS-4-110	Not an existing walked route	Yes - See table 4.3.4	No			
SCS 4h	SCS-4-S111*	Not an existing walked route	Yes - See table 4.3.4	Yes - bank			
SCS 4i	SCS-4-S112* and SCS-4-S113*	Not an existing walked route	Yes - See table 4.3.4	No			
SCS 4i	SCS-4-S114* to SCS-4-S118*	Not an existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SCS 4i	SCS-4-S119* and SCS-4-S120*	Not an existing walked route	No	No			
SCS 4j	SCS-4-S121*	Other existing walked route	No	No	Various	Clarity and cohesion	Landward margin to cover amenity grass at parking spot then bank beside road
SCS 4j	SCS-4-S122*	Public footpath	No	No	Road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 4j	SCS-4-S123*	Public footpath	No	No	Pavement edge	Clarity and cohesion	

4.3.2 Alternative routes and optional alternative route details – Maps 4g and SCS 4i - Newbiggin to Greenodd footbridge

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 4.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. 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	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SCS 4i	SCS-4-A001	Not an existing walked route	Yes – See table 4.3.4	Fence line		A new fence and hedgerow would be established along the seaward boundary of this section
SCS 4g	SCS-4-OA001	Road	No	Road	Road	
SCS 4g	SCS-4-OA002 to SCS-4-OA005	Public Footpath	No	Track	Track	
SCS 4g	SCS-4-OA006	Other existing walked route	No	Track	Track	
SCS 4g	SCS-4-OA007	Other existing walked route	No			
SCS 4g	SCS-4-OA008	Public Footpath	No			
SCS 4g	SCS-4-OA009	Other existing walked route	No	Track	Track	
SCS 4g	SCS-4-OA010	Public Footpath	No			

1	2	3	4	5a	5b	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SCS 4g	SCS-4-OA011	Other existing walked route	No			
SCS 4g	SCS-4-OA012	Road	No	Road	Road	
SCS 4g	SCS-4-OA013 and SCS-4-OA014	Public Footpath	No	Track	Track	

4.3.3 Other options considered: Maps 4a to SCS 4j - Newbiggin to Greenodd footbridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 4a	SCS-4-S004 to SCS-4-S006	We considered aligning the trail on the existing footpath across the fields near Moat Farm.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea; and ■ This proposal is made with the support of the landowners. ■ The public footpath has a diversion and modification order submitted to change its alignment to that of our proposal.
SCS 4a	SCS-4-S006 to SCS-4-S011	We considered aligning the trail on the seaward side of the buildings and curtilage at Moat Farm	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The seaward route would disrupt business use of the equestrian centre. ■ Even though it is further from the sea, the proposed route has better views of the sea and takes in both Scheduled Monument sites (see 4.2.8 above and part 6c in the Overview). ■ This proposal is made with the support of the landowner, having received an undertaking to dedicate from the landowner (see 4.2.7 above).
SCS 4a	SCS-4-S012 to SCS-4-S018	We considered options to avoid the rocky foreshore east of Moat Farm. This included road crossings or aligning on top of the sea defences that protect the coast road, then either walking on the verge, or creating a new route in the fields then using a section of the foreshore where it becomes sandy.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The road and very narrow verge are not considered safe for walkers, with crossing points ruled unsuitable in consultation with Cumbria Highways. ■ It was not considered feasible to construct a walkway on the sea defence gabions. (See Part 7 Future Change in the Overview). <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 4b to 4c	SCS-4-S023 to SCS-4-S035	We considered a more seaward route from Aldingham to Swinestead Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This is a rocky section of shore, considered unsuitable underfoot for a National Trail. ■ The foreshore becomes impassable at high tides on this part of the coast. ■ There are several scars along this section where birds, which are sensitive to disturbance, are known to rest around the high tides. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
SCS 4b	SCS-3-S031	We considered aligning the trail through the fields seaward of the proposed route, or using the lower fork of Leythey Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This is a very quiet lane with only occasional vehicles using it for access. ■ The higher elevation of the lane allows better views of the coast as well as better walking underfoot. ■ We believe that this route strikes a fairer balance between public and private interests.
SCS 4c to 4d	SCS-4-S041 to SCS-4-S050	We considered aligning the trail at the top of the foreshore in front of Sea Wood or on the existing walked line through the edge of the woodland.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing walked line through the edge of the woodland provides better walking underfoot. ■ The land at the top of the foreshore floods during the higher tides; ■ It is a popular existing route; and ■ This proposal is made with the support of the landowner. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 4d	SCS-4-S056 to SCS-4-S057	We considered aligning the trail on the bridleway in a sunken lane behind Wadhead Hill or along an existing seaward walked line across Wadhead Hill which Cumbria County Council expect to be dedicated as a public right of way.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea; ■ It is a popular existing route. ■ This proposal is made with the support of the landowner. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
SCS 4d to 4e	SCS-4-S062 to SCS-4-S066	We considered aligning the trail along a public right of way from Cooper Lane to Conishead Bank or an existing walked line landward of it.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The coastline has suffered significant erosion and the remaining route was unsuitable underfoot and likely to be lost completely in further erosion events; and ■ It is a popular existing walked route.
SCS 4e to 4f	SCS-4-S073 to SCS-4-S079	We considered aligning the route on an existing public right of way, landward of the proposed route, which follows a disused railway.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is better underfoot than the public right of way and creates a pleasant path, screened from bird roosting area; and ■ It was not possible to find a more seaward route near Carter Pool due to safety and nature conservation concerns. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme, particularly in terms of the margin created across the fields.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 4g	SCS-4-S088 to SCS-4-S092	<p>We considered aligning the route:</p> <ul style="list-style-type: none"> ■ Along a tidal section of public right of way to Plumpton Hall, ■ Along the existing inland public rights of way, or ■ Creating a route through the disused quarries and around small paddocks. 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The seaward public right of way is a very popular route currently, which is the most convenient option except for a period during the higher tides; and ■ The second option was not reasonably direct, does not adhere to the periphery of the coast and did not strike a fair balance. ■ The final option would require significant cost and there were safety concerns with the crags and old quarry faces.
SCS 4g	SCS-4-S093 to SCS-4-S095	<p>We considered a combination of other potential routes, further inland, including some parts of the disused railway bed.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and has better views of the sea; ■ Other route options were less direct, would be further from the coast, significantly less convenient and would be less likely to strike a fair balance. ■ We are working with Cumbria County Council and Network Rail to address the issue of the occasionally flooded public right of way.
SCS 4g	SCS-4-S098 to Report SCS 5	<p>We considered the potential to construct a footbridge attached to the Leven Viaduct which crosses the Leven between Tridley Point in this Report and Capes Head, seaward of the trail on Report map SCS 5d.</p>	<p>We opted for the proposal route because:</p> <ul style="list-style-type: none"> ■ The character of the estuary is distinctly coastal, at least as far upstream as Greenodd footbridge. ■ A route close to Tridley Point has the potential to disturb the eider creche using the area. ■ A feasibility study has yet to be undertaken and the projected costs and timeframe mean this is not a viable option for the England Coast Path currently. <p>See parts 5 and 7 of the Overview.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 4h and 4i	SCS-4-S101 to SCS-4-S114	We considered a more seaward route from Tridley Point to Arrad Marsh, including the public right of way which goes to the water's edge.	<p>We opted for the proposal route because:</p> <ul style="list-style-type: none"> ■ The public right of way is unmarked and difficult to follow on the ground on this section. ■ The pond shown on the map on section SCS-4-107 has been drained and is no longer an obstacle. ■ The land seaward of Ashes Wood and the embankment from there to Nab Point is inundated at high tides and we are proposing to exclude access to much of the coastal margin in this area due to the danger to public safety. See 4.2.19 above. ■ It has good views of the sea for the majority of the route. ■ We are proposing a seasonal restriction at Nab Point to avoid disturbance to a roost. See 4.2.19 above.
SCS 4f to 4j	SCS-4-S084 to SCS-4-S123	We also noted that an existing byway crosses the intertidal area between Ulverston and Cark	<p>We opted for the proposed route because</p> <ul style="list-style-type: none"> ■ This route option is inundated on every tide. And is therefore not available all of the time, with the tide coming in unpredictably over the 2.5km in question, in a way which would put the public, and particularly strangers to the area, at significant risk. ■ Even when the tide is out the terrain on this option makes for difficult and hazardous walking. For these reasons, and following advice from the Coastguard, RNLI other Bay Rescue organisations we did not consider aligning the England Coast Path along this route. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

4.3.4 Roll-back implementation – more complex situations: Maps SCS 4a to SCS 4e and SCS 4g to SCS 4i - Newbiggin to Greenodd footbridge

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 4i SCS 4a to 4e and SCS 4g to 4i	SCS-4-A001 SCS-4-S004 to SCS-4-S006, SCS-4-S016 to SCS-4-S018, SCS-4-S027 to SCS-4-S030, SCS-4-S033, SCS-4-S040 to SCS-4-S046, SCS-4-S065 to SCS-4-S070, SCS-4-S091, SCS-4-S097 to SCS-4-S099 and SCS-4-S102 to SCS-4-S117.	Morecambe Bay Special Areas of Conservation SAC Morecambe Bay & Duddon Estuary SPA Morecambe Bay Ramsar site and Morecambe Bay SSSI.	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SM) whose designated features are sensitive to public access, 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) [continue to] pass through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>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.</p>
SCS 4a to 4e and SCS 4g to 4i	SCS-4-S001 to SCS-4-S003, SCS-4-S011 to SCS-4-S015, SCS-4-S019 to SCS-4-S021 SCS-4-S034 to SCS-4-S039, SCS-4-S051 to SCS-4-S057, SCS-4-S071 to SCS-4-S073, SCS-4-S088 to SCS-4-S090, SCS-4-S092 to SCS-4-S095 and SCS-4-S118.	<p>Morecambe Bay Special Areas of Conservation SAC</p> <p>Morecambe Bay & Duddon Estuary SPA</p> <p>Morecambe Bay Ramsar site and</p> <p>Morecambe Bay SSSI.</p> <p>Excepted land at Seacroft Park, the Coast Road (A5087), Wadhead Hill (for planned lodge development site) the railway at Plumpton and in the settlements</p>	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of the golf course, caravan site or other areas of excepted land, we will choose a route landward of it, following discussions with owners and occupiers. ■ If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SM) whose designated features are sensitive to public access, 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) [continue to] pass through the site, if appropriate or (b) if necessary, be routed landward of it. <p>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.</p>

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 4c and 4d	SCS-4-S040 to SCS-4-S050	Sea Wood SSSI Adjacent to: Morecambe Bay Special Areas of Conservation SAC Morecambe Bay & Duddon Estuary SPA Morecambe Bay Ramsar site and Morecambe Bay SSSI.	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SM) whose designated features are sensitive to public access, 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) [continue to] 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.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
SCS 4a	Seawood, Newbiggin to Ladycroft Cottage, Aldingham
SCS 4b	Ladycroft Cottage, Aldingham to Maskel Point
SCS 4c	Maskel Point to Sea Wood
SCS 4d	Sea Wood to Red Lane
SCS 4e	Red Lane to Priory Crossing
SCS 4f	Priory Crossing to Canal Foot
SCS 4g	Canal Foot to Tridley Point
SCS 4h	Tridley Point to Nab Point
SCS 4i	Nab Point to Greenodd rest area
SCS 4j	Greenodd rest area to Greenodd footbridge
Directions Map SCS 4A	Mort Bank: Proposed direction under s25A CROW
Directions Map SCS 4B	Canal Foot: Proposed direction under s25A CROW
Directions Map SCS 4C	Ashes Wood Marsh and Greenodd Sands: Proposed direction under s25A CROW
Directions Map SCS 4D	Greenodd Sands: Proposed direction under s25A CROW
Directions Map SCS 4E	Canal Foot: Proposed direction under s26(3)(a) CROW
Directions Map SCS 4F	Ashes Wood Marsh to Nab Point: Proposed direction under s26(3)(a) CROW
Directions Map SCS 4G	Arrad Marsh and Nab Point: Proposed direction under s26(3)(a) CROW

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

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.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

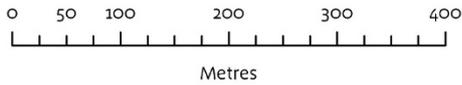
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.

Explanatory note: coastal margin

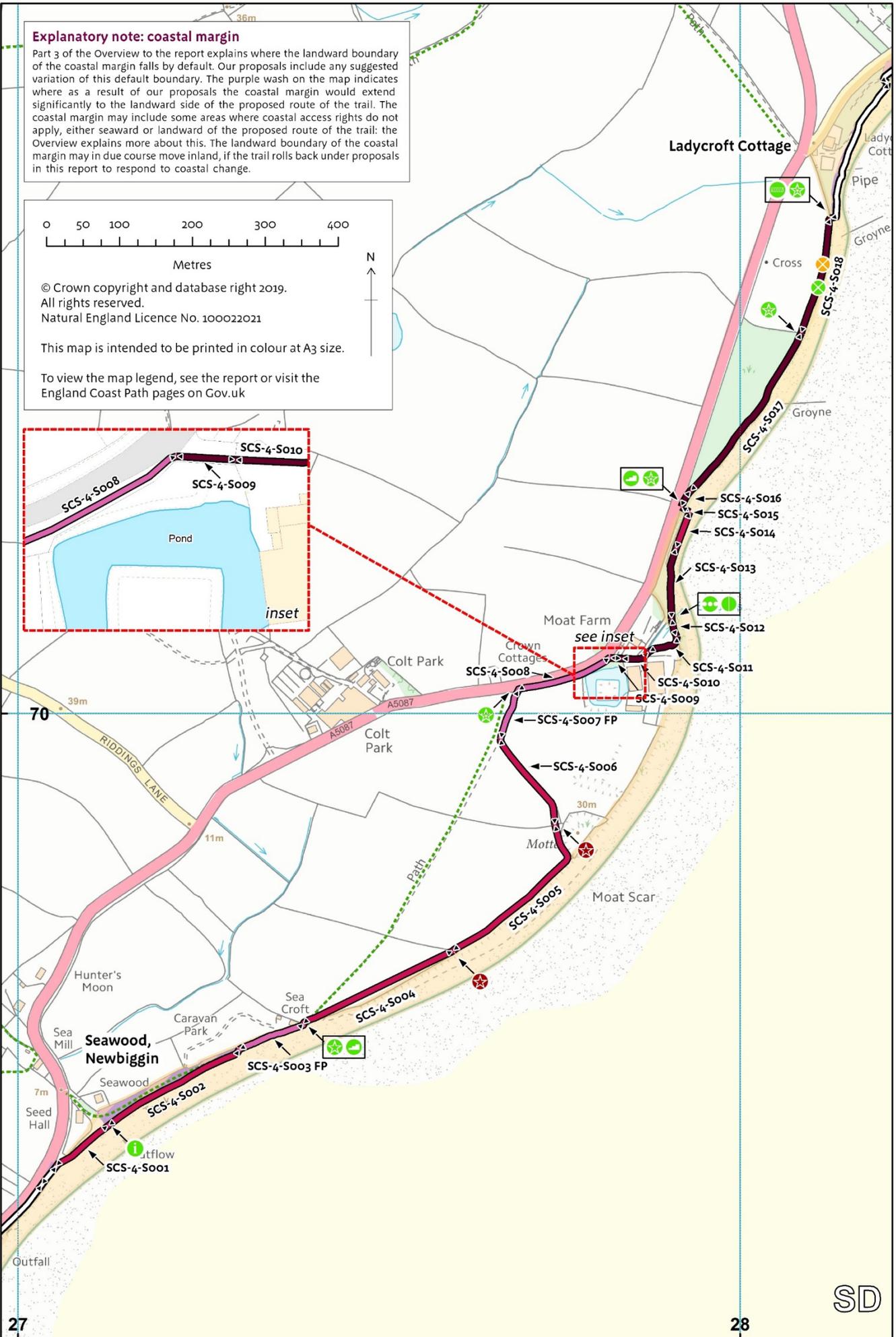
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



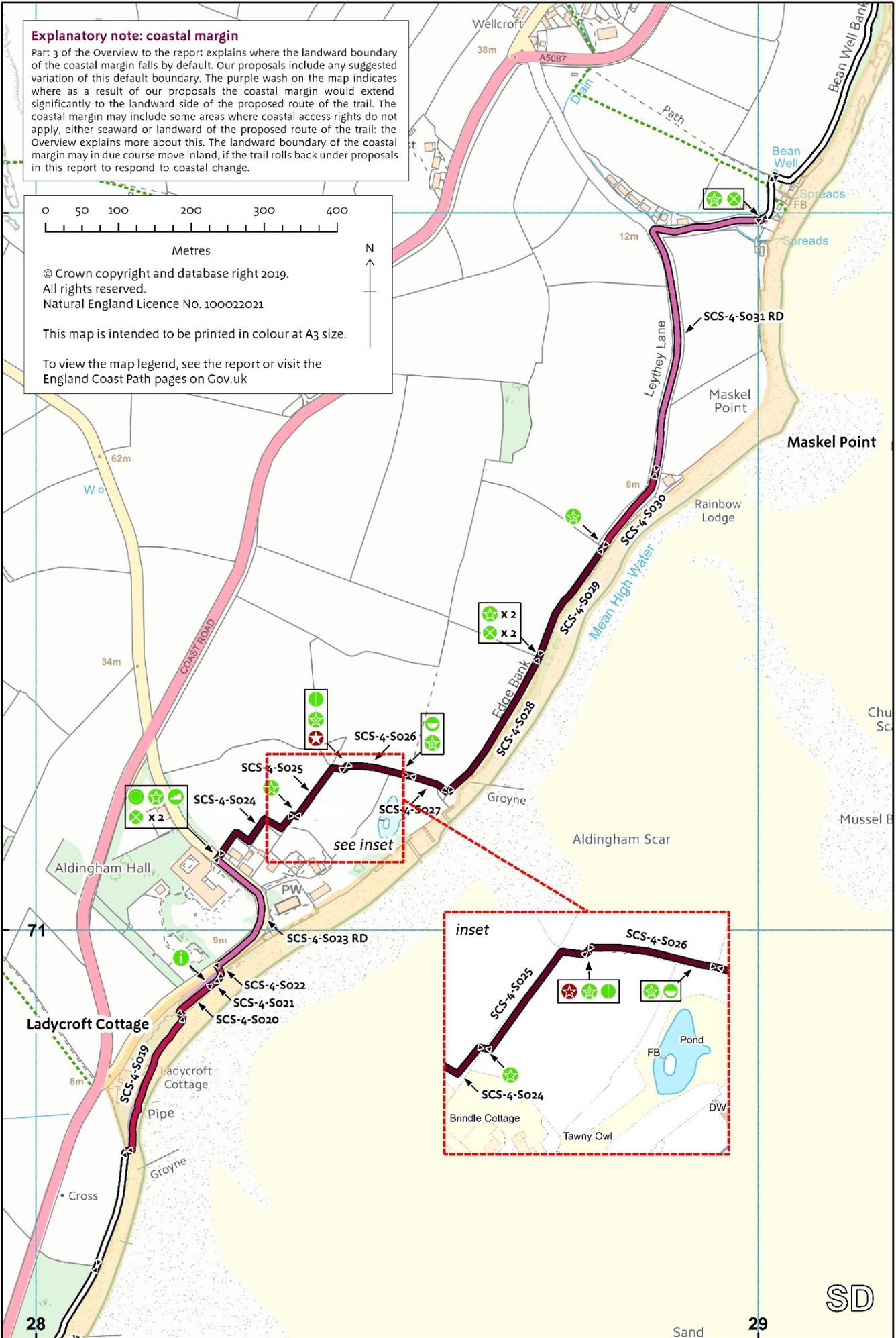
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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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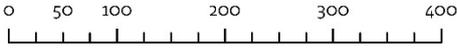
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Explanatory note: coastal margin

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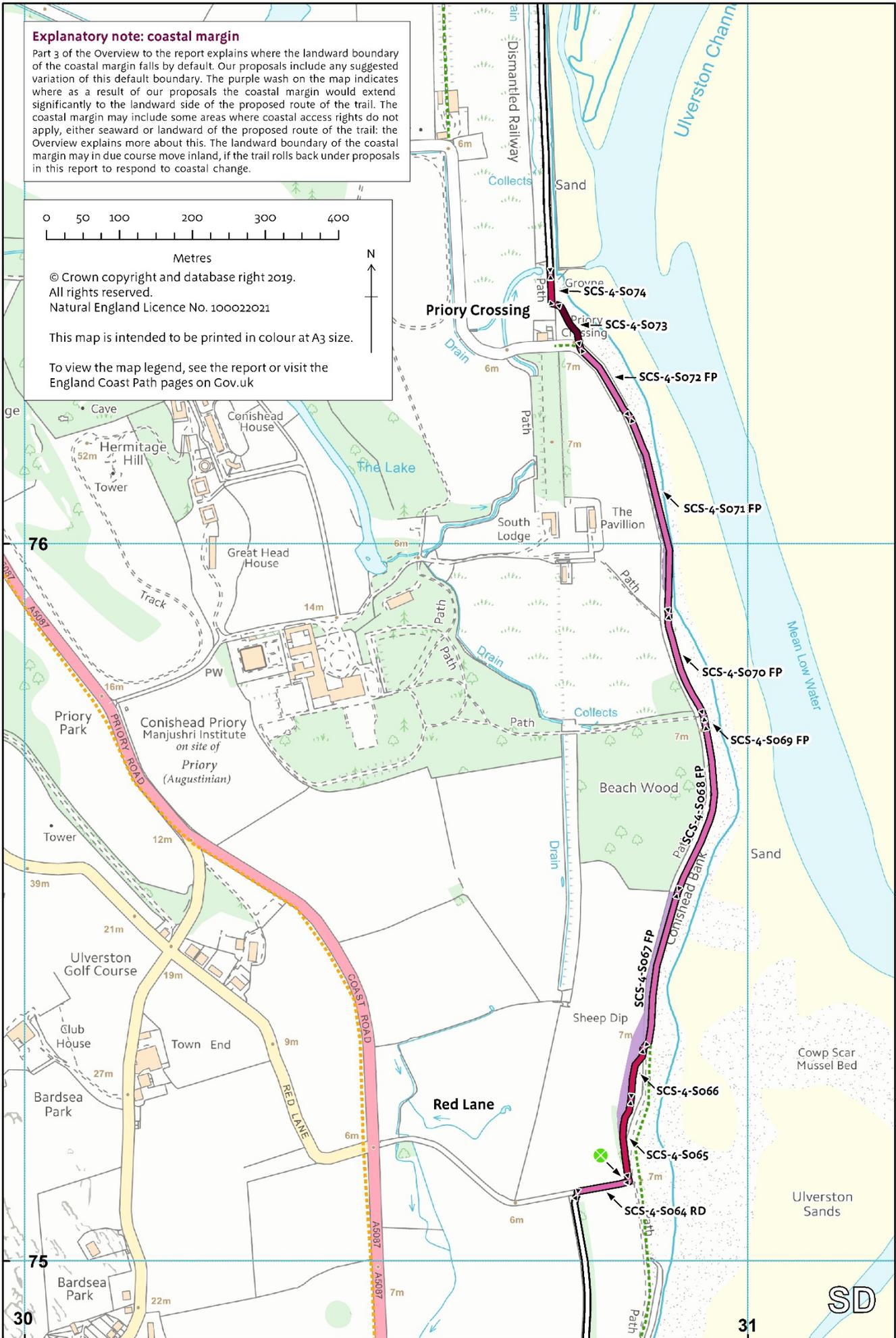


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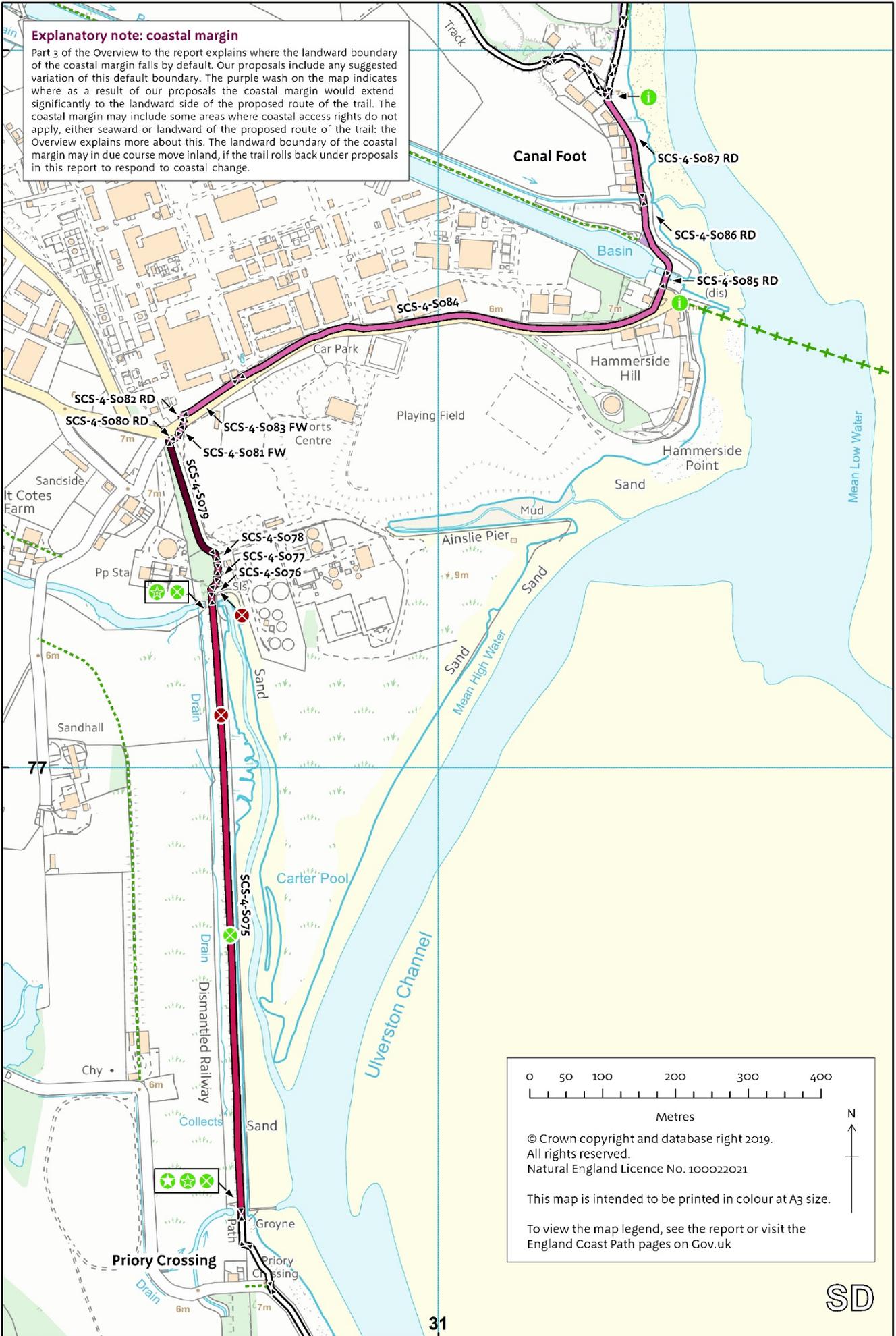
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map SCS 4e: Red Lane to Priory Crossing

Explanatory note: coastal margin

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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.



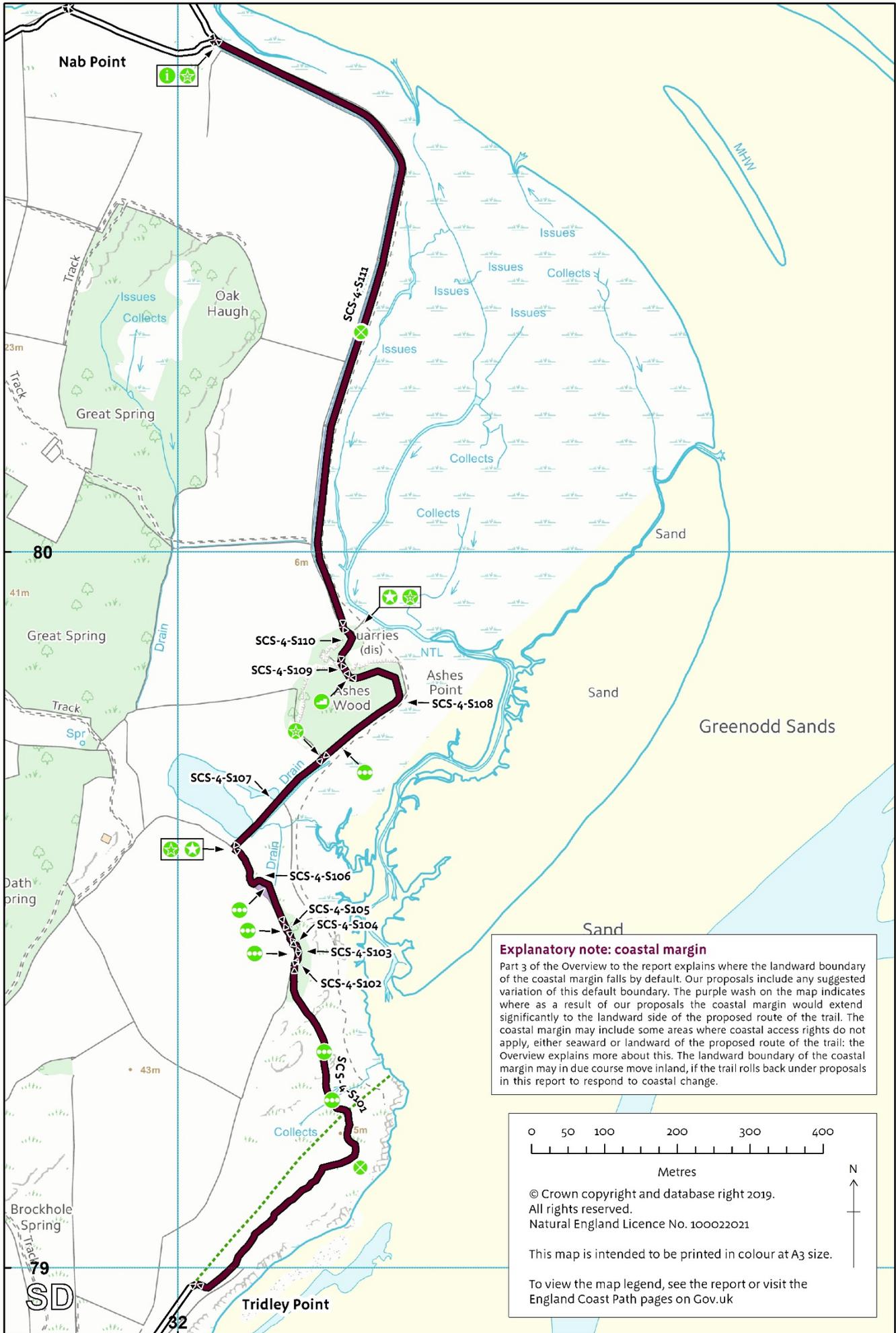
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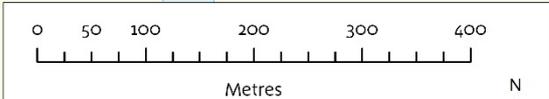
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

SD



Explanatory note: coastal margin

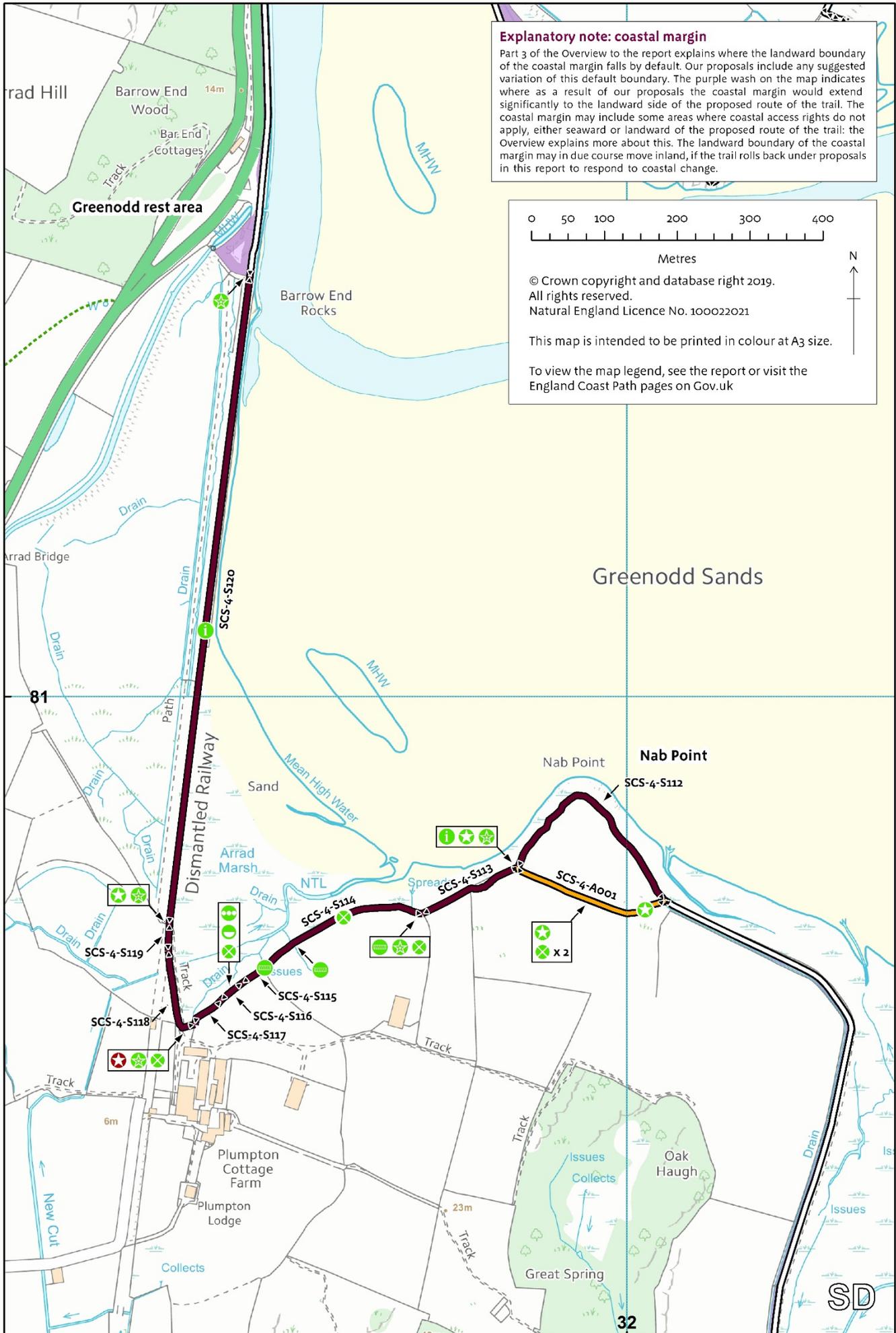
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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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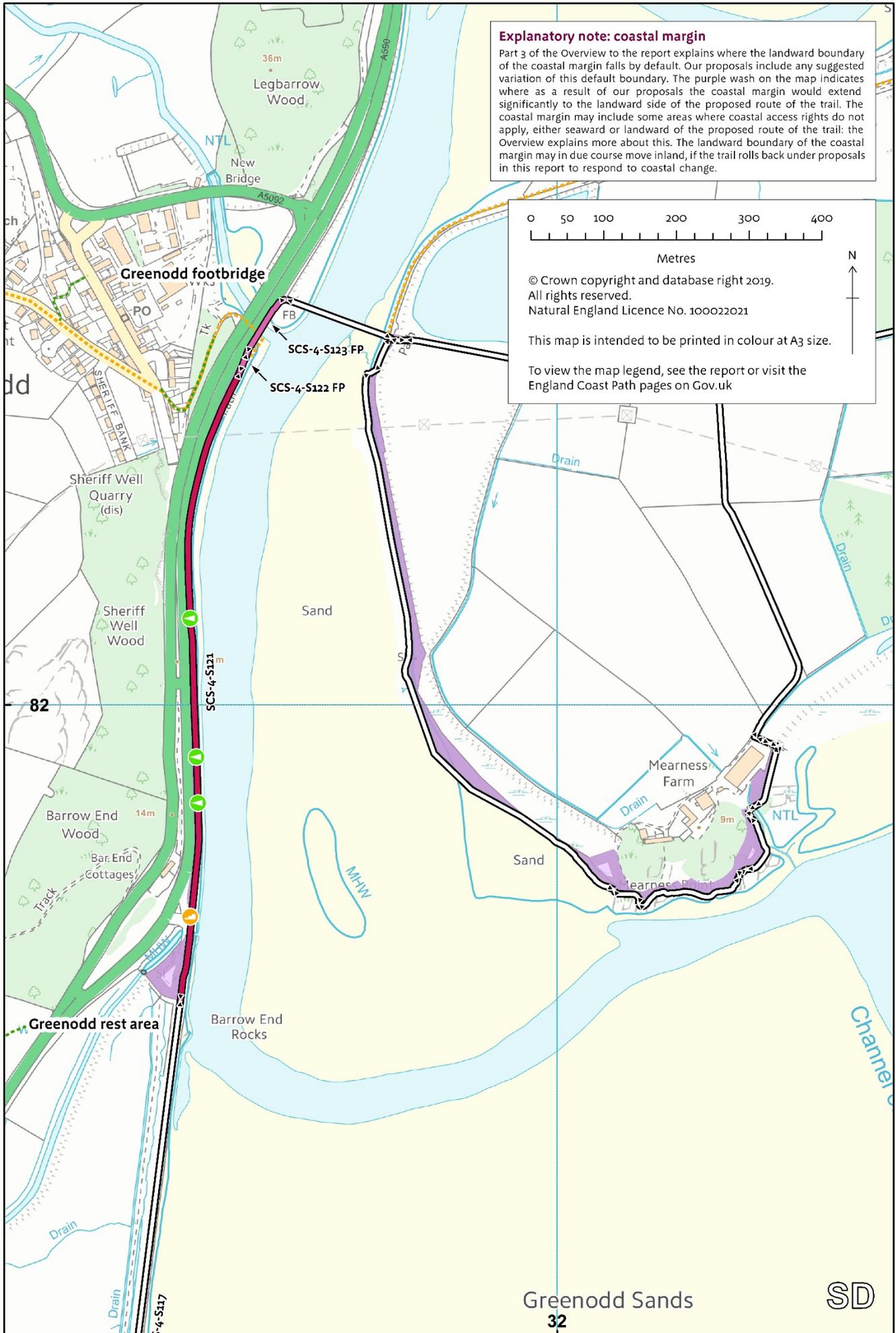
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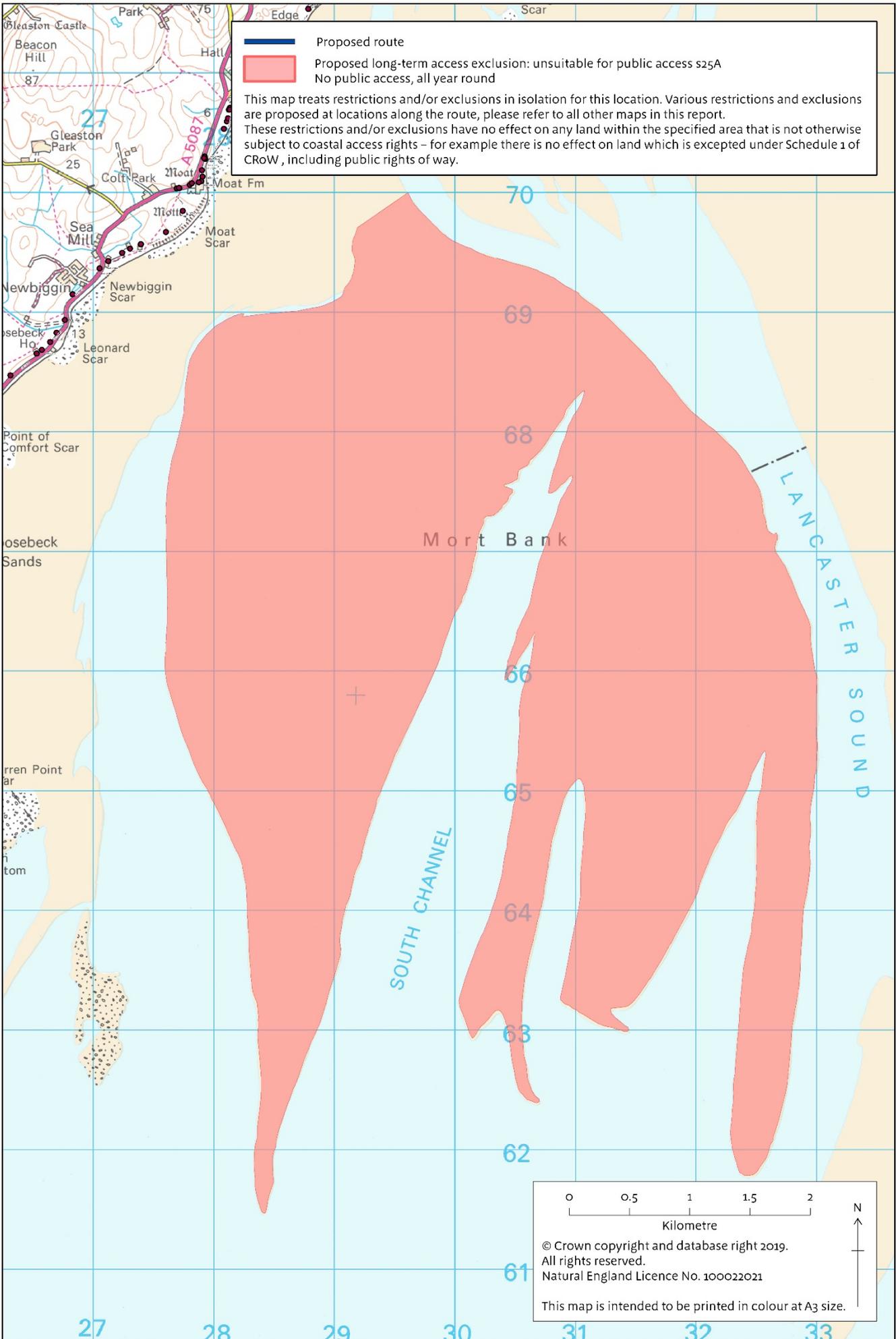
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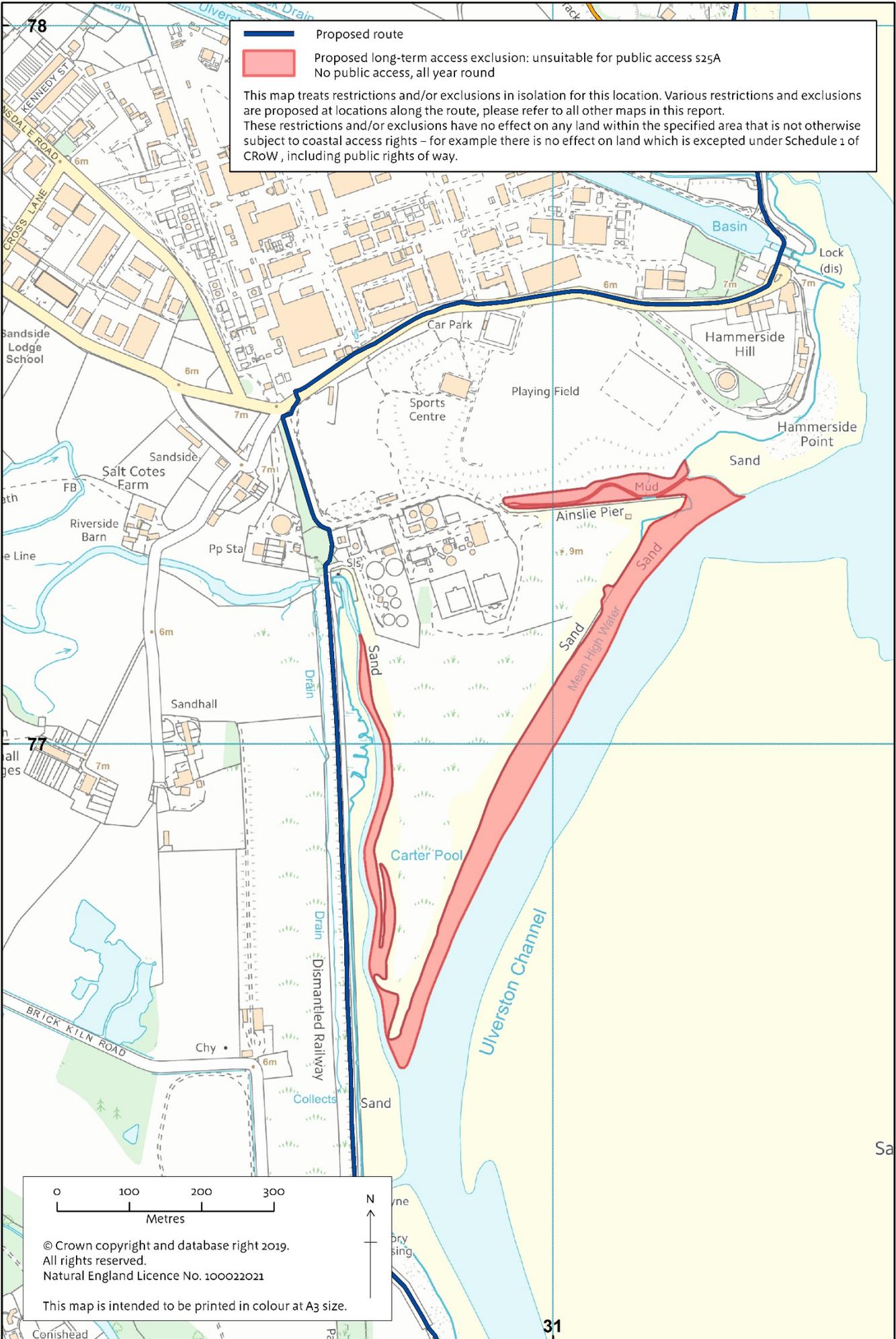
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map SCS 4i: Nab Point to Greenodd rest area



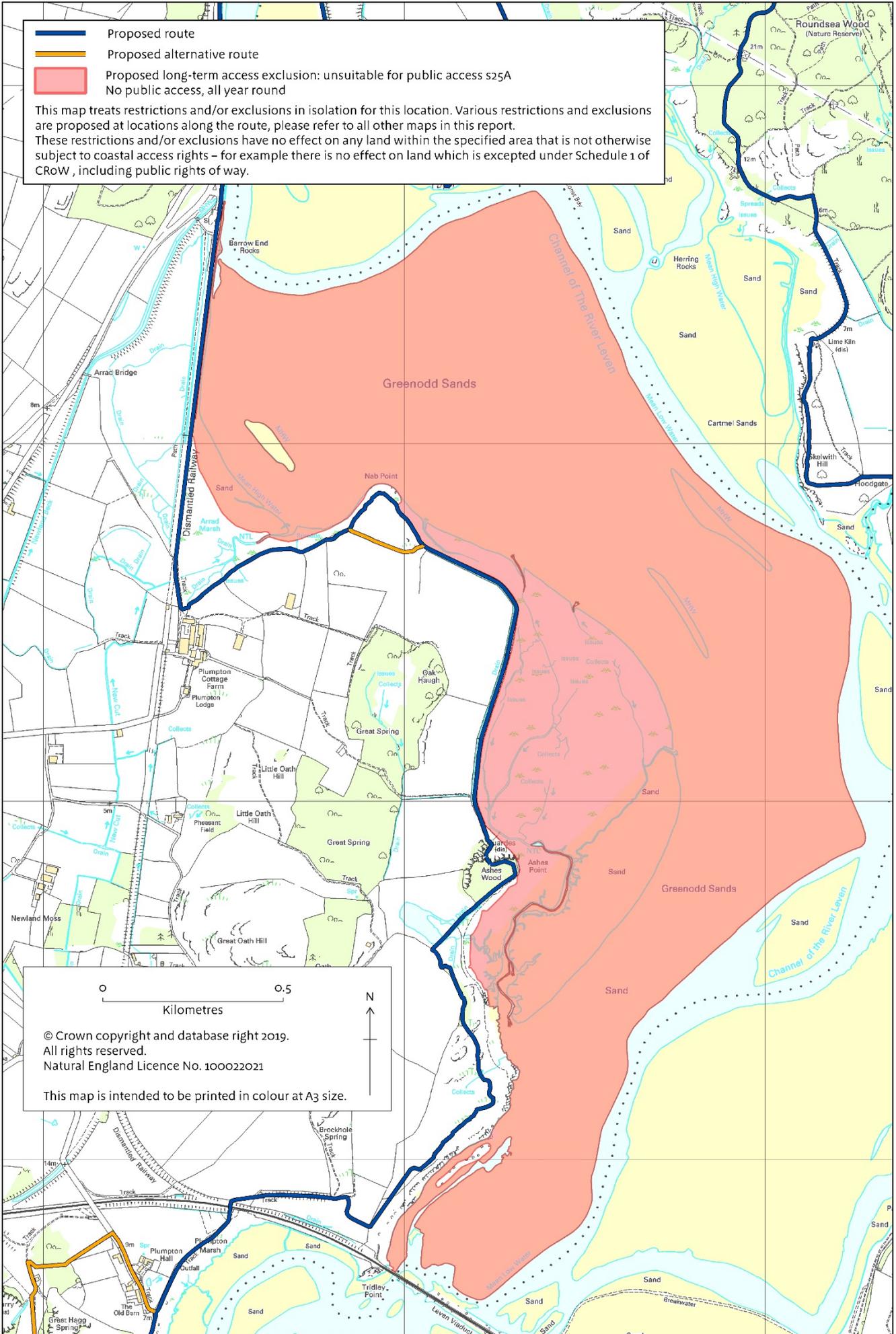
Directions Map SCS 4A: Mort Bank





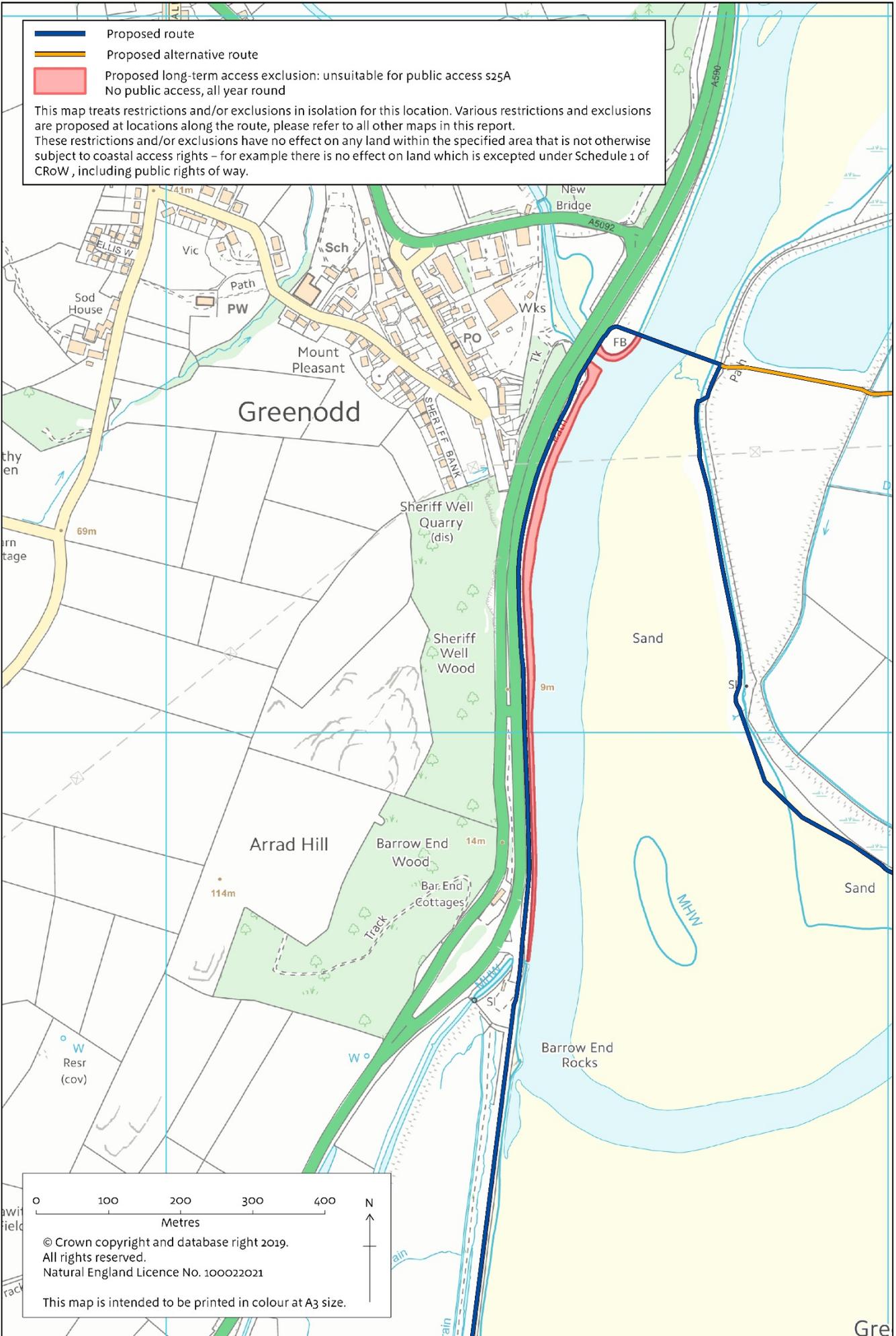
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-  Proposed route
-  Proposed alternative route
-  Proposed long-term access exclusion: unsuitable for public access s25A
No public access, all year round

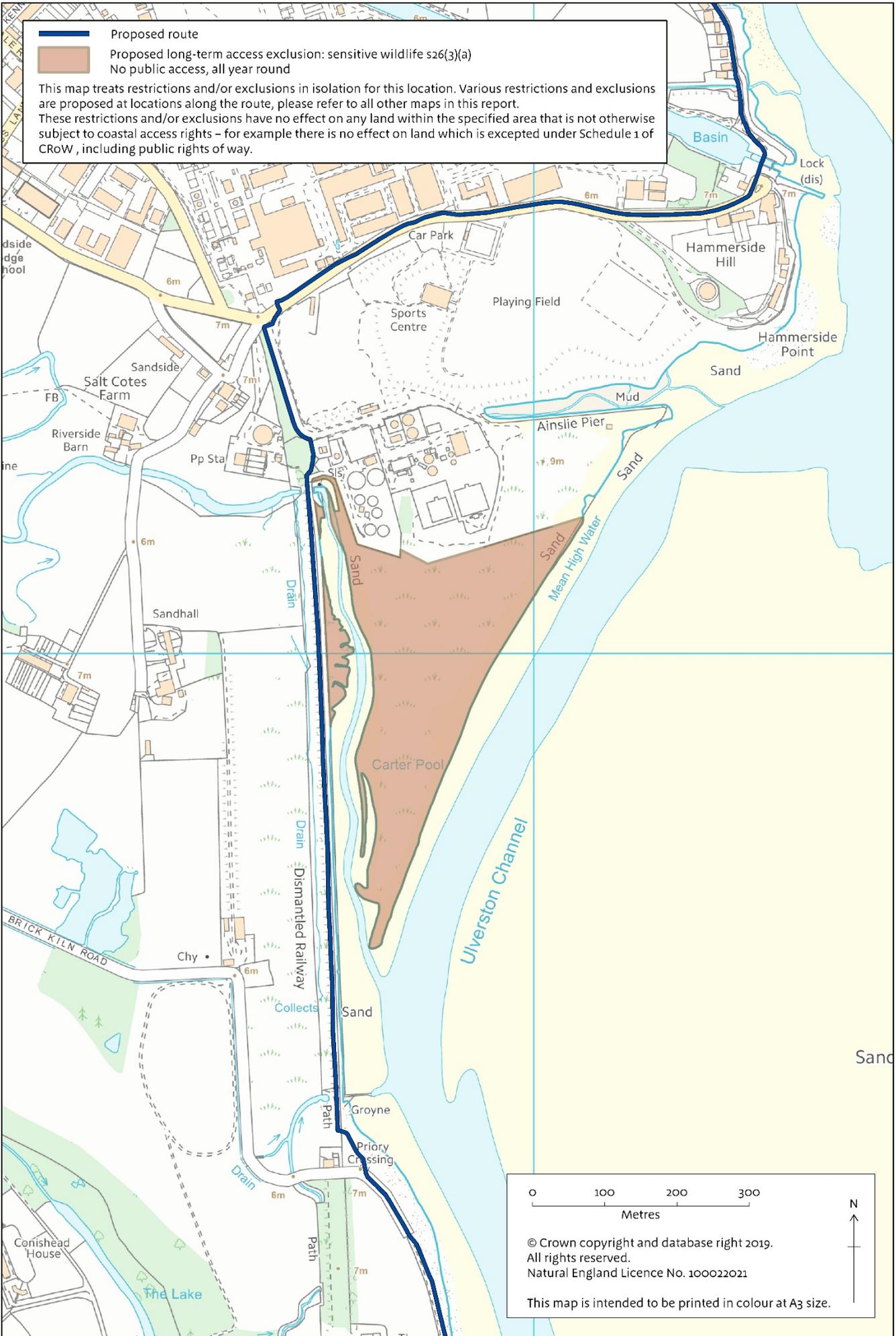
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CRow, including public rights of way.



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Directions Map SCS 4F: Ashes Wood Marsh to Nab Point

