



England Coast Path Stretch: Silverdale to Cleveleys

Report SDC 4: Carlisle Bridge, Lancaster to Glasson Dock Swing Bridge

Part 4.1: Introduction

Start Point:	Carlisle Bridge, Lancaster (Grid reference SD 4716 6236)
End Point:	Glasson Dock Swing Bridge (Grid reference SD 4451 5609)
Relevant Maps:	SDC 4a to SDC 4e

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 Silverdale to Cleveleys.

4.1.2 This report covers length SDC 4 of the stretch, which is the coast between Carlisle Bridge, Lancaster and Glasson Dock Swing Bridge. 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 Follows existing walked routes, including public rights of way and minor roads, along all of this length of coast.

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

4.2.3 Follows a route similar to the existing Lancashire Coastal Way and the Bay Cycleway, the path is shared usage with cyclists.

Protection of the environment:

4.2.4 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.

4.2.5 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay and Duddon Estuary Special Protection Area (SPA)
- Morecambe Bay RAMSAR site
- Lune Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Wyre Lune Marine Conservation Zone (MCZ)
- Glasson Dock Scheduled Monument (SM)

Map C in the Overview shows the extent of designated areas along this stretch of coast, including SPAs, SSSIs and Scheduled Monuments.

4.2.6 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

4.2.7 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 in respect of the natural environment; 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:

4.2.8 There are few artificial barriers to accessibility on the proposed route. However, there are places where it may not be entirely suitable for people with reduced mobility because:

- There are steps to either side of the route at Carlisle Bridge, Lancaster (although, 500m further inland, Millennium Bridge offers an unrestricted route to cross the river and continue west to re-join the trail);
- The trail would follow an uneven grass or bare soil path along cliff tops and embankments, through agricultural land and marsh areas; and
- There are two locations where we believe it is necessary to install steps, across steeper ground. We envisage this happening before the new access rights come into force as part of the physical establishment work described in parts 4.2.23 to 4.2.26 of this report.

4.2.9 Between the south side of Carlisle Bridge, Lancaster, and where the trail meets Marsh Lane bridleway at Glasson Dock, there is approximately 6 miles of surfaced path that is likely to be suitable for people with reduced mobility.

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

Where we have proposed exercising statutory discretions:

4.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Lune, 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 Carlisle Bridge, Lancaster, as indicated by the extent of the trail shown on map A2b. The trail covered by this report includes part of the Lune estuary. The remaining part of the Lune Estuary route is covered in Reports SDC 3 and SDC 5.

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

4.2.11 **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.

4.2.12 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.

4.2.13 **Restrictions and/or exclusions:** We have proposed to exclude 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.

4.2.14 Areas of saltmarsh at Aldcliffe Marsh and Glasson have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats along the River Lune are soft and sinking in nature. The saltmarsh 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:

4.2.15 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SDC-4-S001 to SDC-4-S015 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. These exclusions do not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SDC 4A and SDC 4B.

4.2.16 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.

4.2.17 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between New Quay Road and Freeman's Wood (route sections SDC-4-S002 to SDC-4-S006 when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route section SDC-4-OA001 to SDC-4-OA010 on map SDC 4a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.18 By default, an 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 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.

4.2.19 **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.

4.2.20 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 map SDC 4a as the proposed route of the trail.

4.2.21 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.

On sections for which roll-back is not proposed in table(s) 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps SDC 4a to SDC 4e as the proposed route of the trail.

Other future change:

4.2.22 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

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

Establishment of the trail:

4.2.23 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.

4.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £15,732 and is informed by:

- information already held by the access authority;
- 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.

4.1.25 There are a few elements to the overall cost:

- A number of new signs and information boards would be needed on the trail.
- Where the trail runs adjacent to the river Lune (route sections SDC-4-S004 and SDC-4-S005) we propose two new flights of steps to ascend/descend the slope adjacent to the river bank. See map SDC 4a for details.

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
Signs & interpretation	£9,194
Steps	£800
Boundary crossings	£2,308
Clearance, earth works & surfacing	£2,000
Project management	£1,430
Total	£15,732 (Exclusive of any VAT payable)

4.2.26 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, Lancashire 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

4.2.27 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).

4.2.28 We estimate that the annual cost to maintain the trail will be **£4,662** (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 SDC 4a to SDC 4e – Carlisle Bridge, Lancaster to Glasson Dock Swing Bridge

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
SDC 4a	SDC-4-S001 and SDC-4-S002	Cycleway	No	No	Pavement edge	Clarity and cohesion	
SDC 4a	SDC-4-S003	Other existing walked route	No	No			
SDC 4a	SDC-4-S004	Other existing walked route	Yes - See table 4.3.4	No			
SDC 4a	SDC-4-S005	Public footpath	Yes - See table 4.3.4	No	Tree line	Clarity and cohesion	
SDC 4b	SDC-4-S006* and SDC-4-S007*	Public footpath	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
SDC 4b	SDC-4-S008* and SDC-4-S009*	Public footpath	No	Yes - bank			
SDC 4b to 4e	SDC-4-S010* and SDC-4-S011	Cycleway	No	No			
SDC 4e	SDC-4-S012	Other existing walked route	No	No	Various	Clarity and cohesion	Landward margin boundary will follow edge of carpark, hedge and fence
SDC 4e	SDC-4-S013	Byway open to all traffic	No	No			
SDC 4e	SDC-4-S014	Cycleway	No	No	Various	Clarity and cohesion	Landward margin boundary will follow edge of path and tree line
SDC 4e	SDC-4-S015	Public footway (pavement)	No	No	Various	Clarity and cohesion	Landward margin boundary will follow edge of path and wall
SDC 4e	SDC-4-S016*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 4e	SDC-4-S017*	Public highway	No	No			
SDC 4e	SDC-4-S018*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 4e	SDC-4-S019*	Public highway	No	No			
SDC 4e	SDC-4-S020*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

4.3.2 Alternative routes and optional alternative route details – Map SDC 4a - Carlisle Bridge, Lancaster to Glasson Dock Swing Bridge

Key notes on table:

1. Column 4 – ‘No’ means no roll-back is proposed for this route section.
2. 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
SDC 4a	SDC-4-OA001	Public footway (pavement)	No	Pavement edge	Pavement edge	
SDC 4a	SDC-4-OA002	Public highway	No			
SDC 4a	SDC-4-OA003	Public footway (pavement)	No	Pavement edge	Pavement edge	
SDC 4a	SDC-4-OA004	Public highway	No			
SDC 4a	SDC-4-OA005	Public footway (pavement)	No	Pavement edge	Pavement edge	
SDC 4a	SDC-4-OA006	Public highway	No			
SDC 4a	SDC-4-OA007	Public bridleway	No			
SDC 4a	SDC-4-OA008 to SDC-4-OA010	Public footpath	No	Fence line	Fence line	

4.3.3 Other options considered: Maps SDC 4b and SDC 4e - Carlisle Bridge, Lancaster to Glasson Dock Swing Bridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SDC 4b	SDC-4-S006 to SDC-4-S010	We considered aligning the trail along the public footpath and dismantled railway via Freemans Wood to Railway Crossing Lane.	<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. <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>
SDC 4e	SDC-4-S016 to SDC-4-S020	We considered routes through Glasson Dock and around the dock on the marsh.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is more direct and avoids the busy, operational docks and boat yards at Glasson Dock. <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: Map SDC 4a - Carlisle Bridge, Lancaster to Glasson Dock Swing Bridge

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SDC 4a	SDC-4-S004 and SDC-4-S005	<ul style="list-style-type: none"> ■ Morecambe Bay Special Area of Conservation (SAC) ■ Morecambe Bay/ Duddon Estuary Special Protection Area (SPA) ■ Morecambe Bay Ramsar site ■ Lune Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest 	<ul style="list-style-type: none"> ■ 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. ■ Consideration will be given to possible impacts of rollback on the environment, including further assessment under the Habitats Regulations where necessary. ■ In reaching all of the above judgements 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
SDC 4a	Carlisle Bridge to Freeman's Wood
SDC 4b	Freeman's Wood to Railway Crossing Lane, Aldcliffe
SDC 4c	Railway Crossing Lane, Aldcliffe to Lancaster Waste Water Treatment Works, Stodday
SDC 4d	Lancaster Waste Water Treatment Works, Stodday to Seafeld Plantation
SDC 4e	Seafeld Plantation to Glasson Dock Swing Bridge
Directions Map SDC 4A	River Lune and Aldcliffe Marsh: Proposed direction under s25A CROW
Directions Map SDC 4B	Glasson: Proposed direction under s25A 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
-  Series of marker posts

Infrastructure status

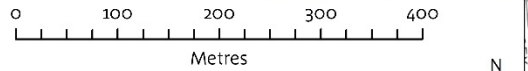
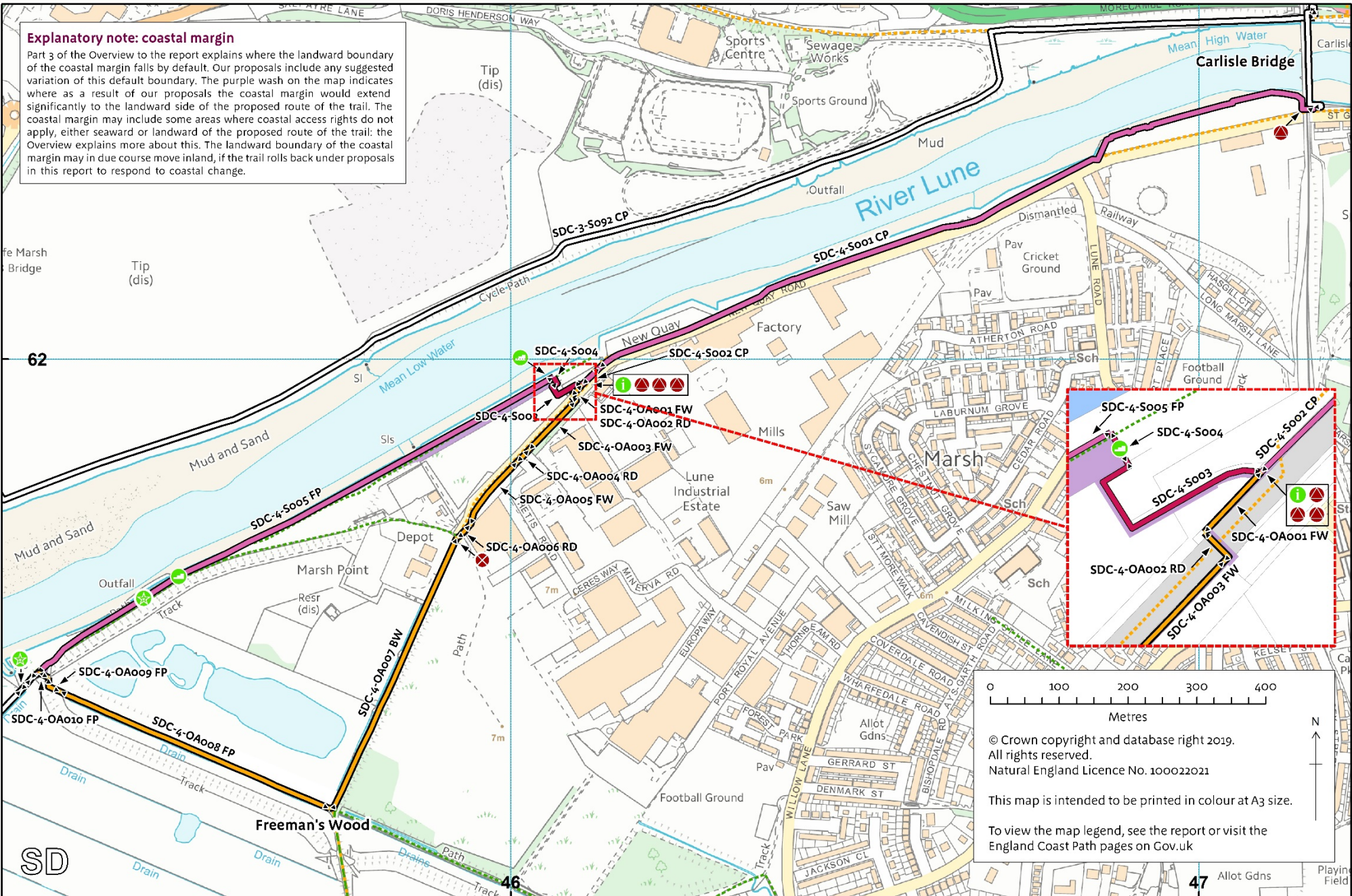
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

-  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.



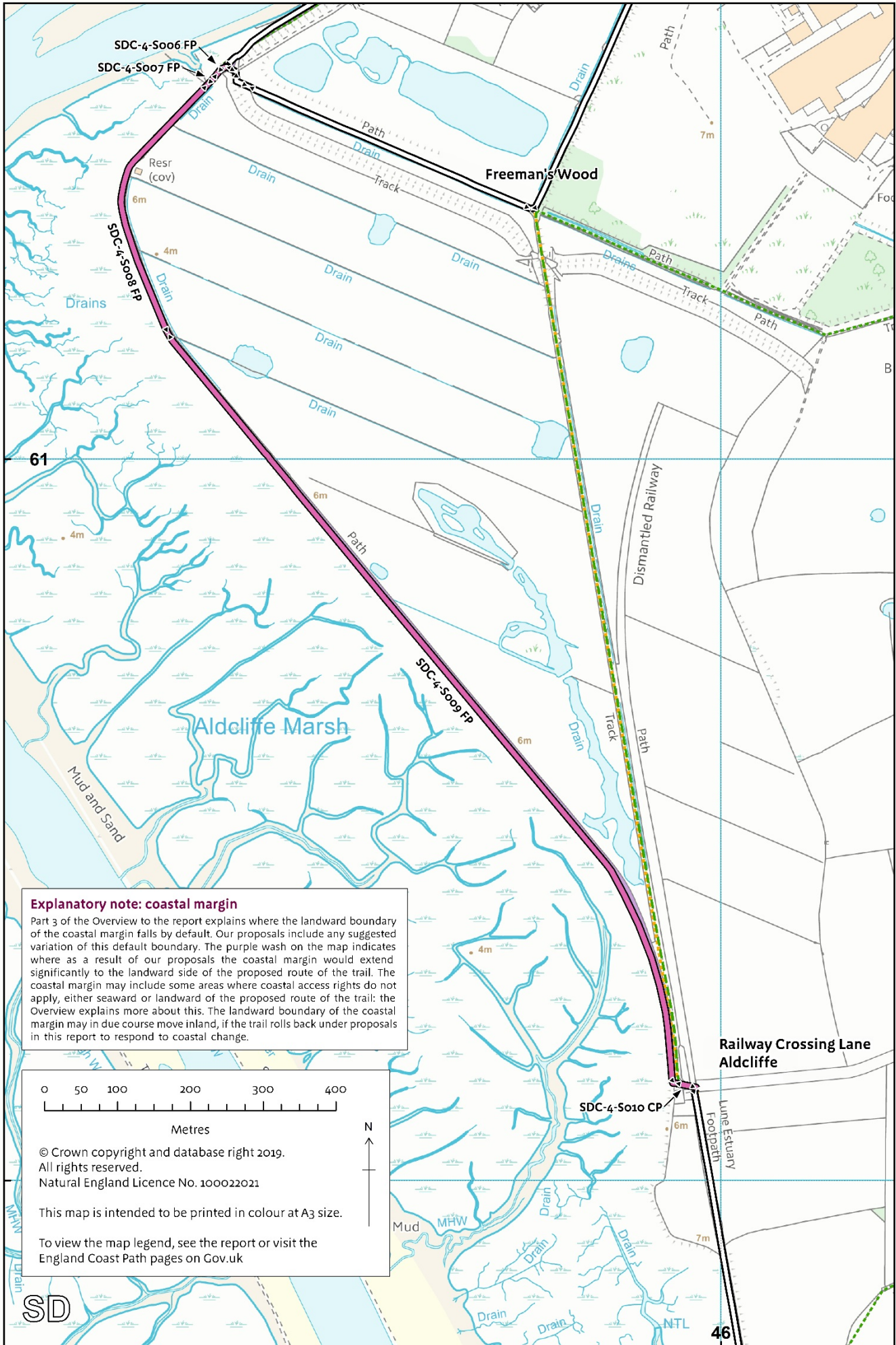
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 England Coast Path pages on Gov.uk

SD

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Playin Field



Explanatory note: coastal margin
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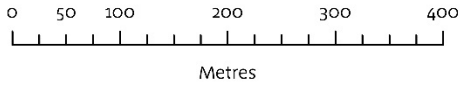
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Explanatory note: coastal margin

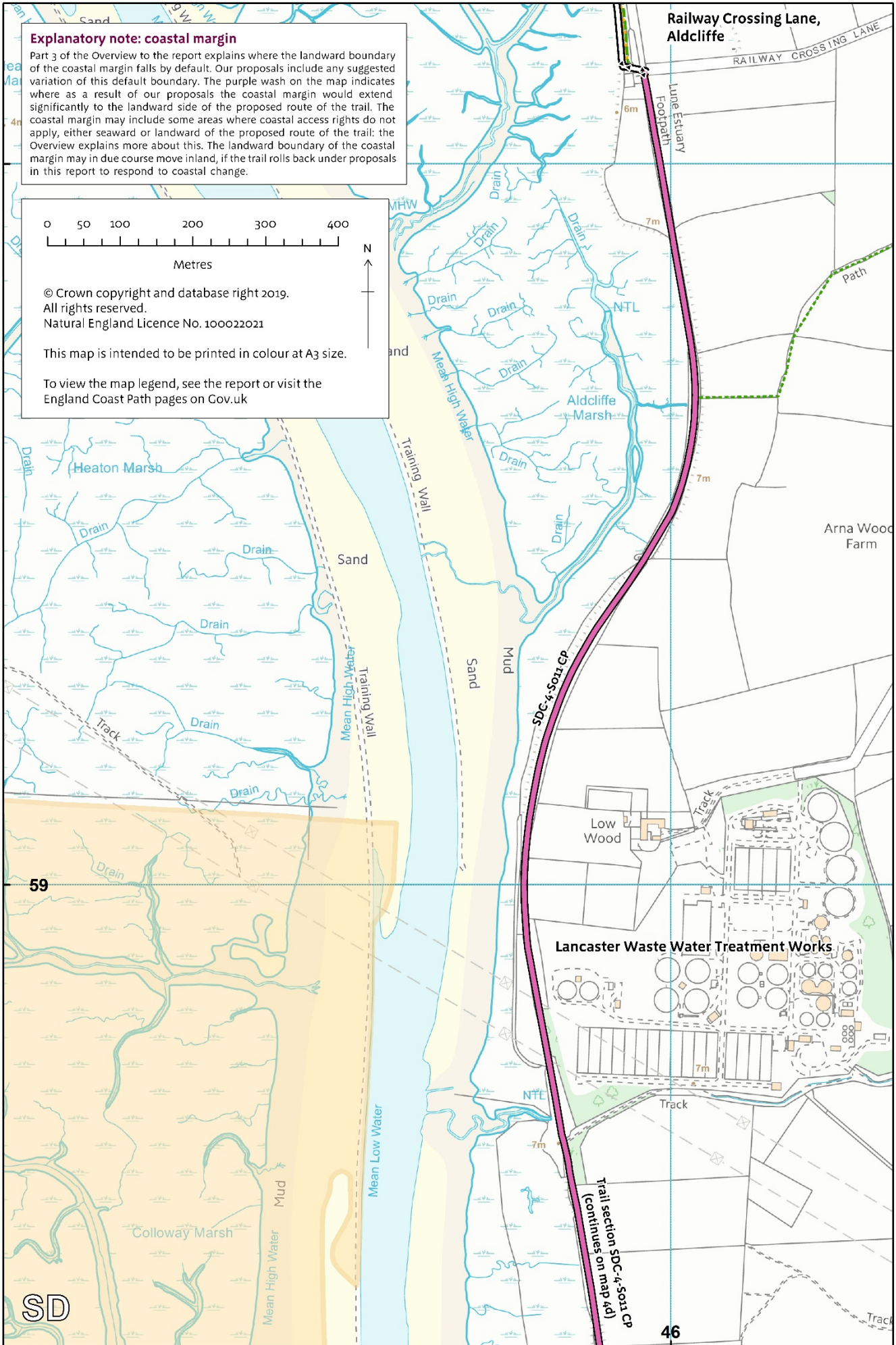
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail; the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.



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Map SDC 4c: Railway Crossing Lane, Aldcliffe to Lancaster Waste Water Treatment Works, Stodday

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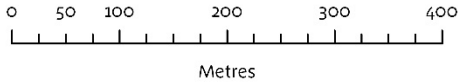
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Trail section SDC 4-5011 CP
(continues on map 4d)

Explanatory note: coastal margin

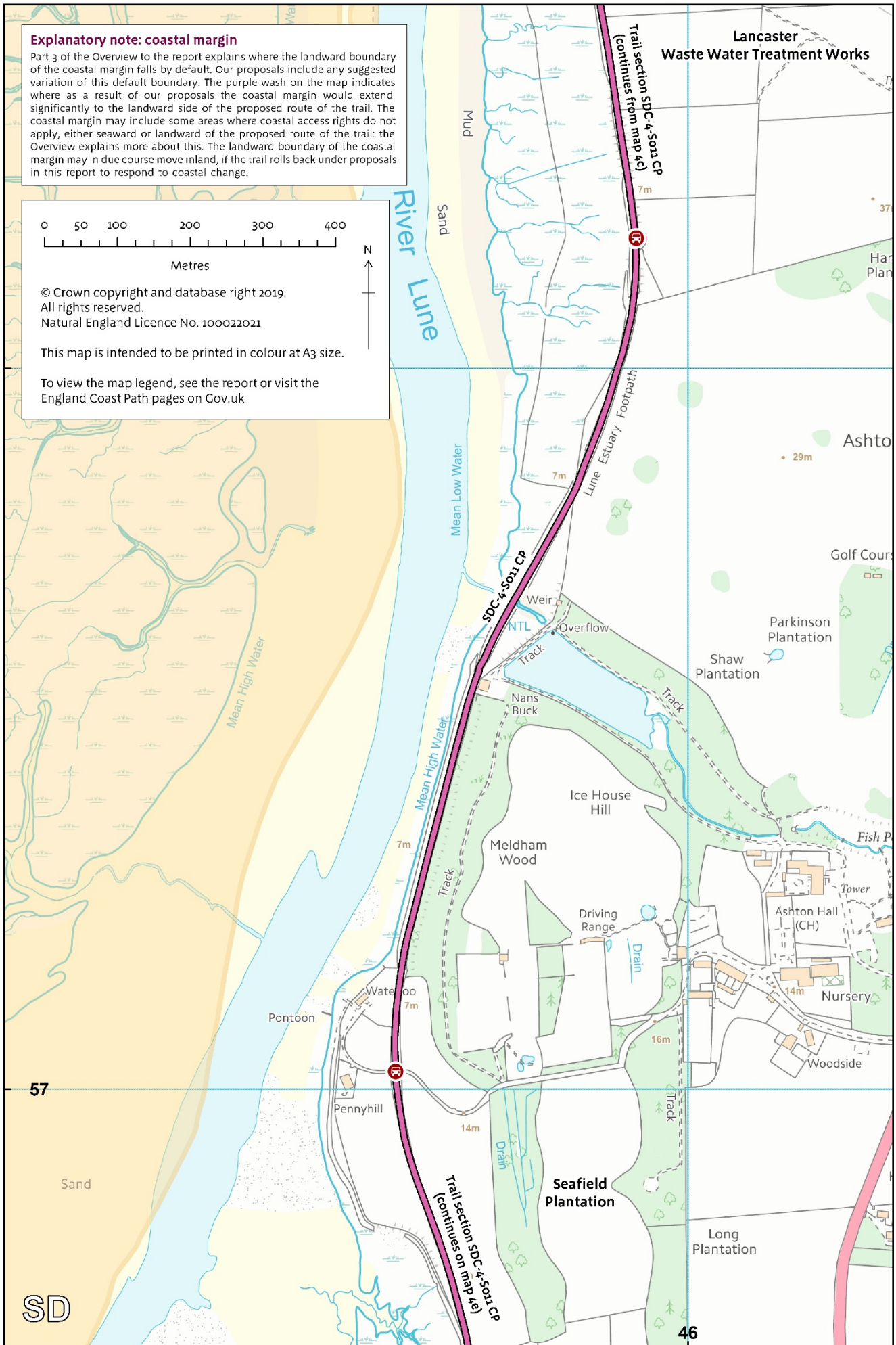
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



Map SDC 4d: Lancaster Waste Water Treatment Works, Stodday to Seafield Plantation

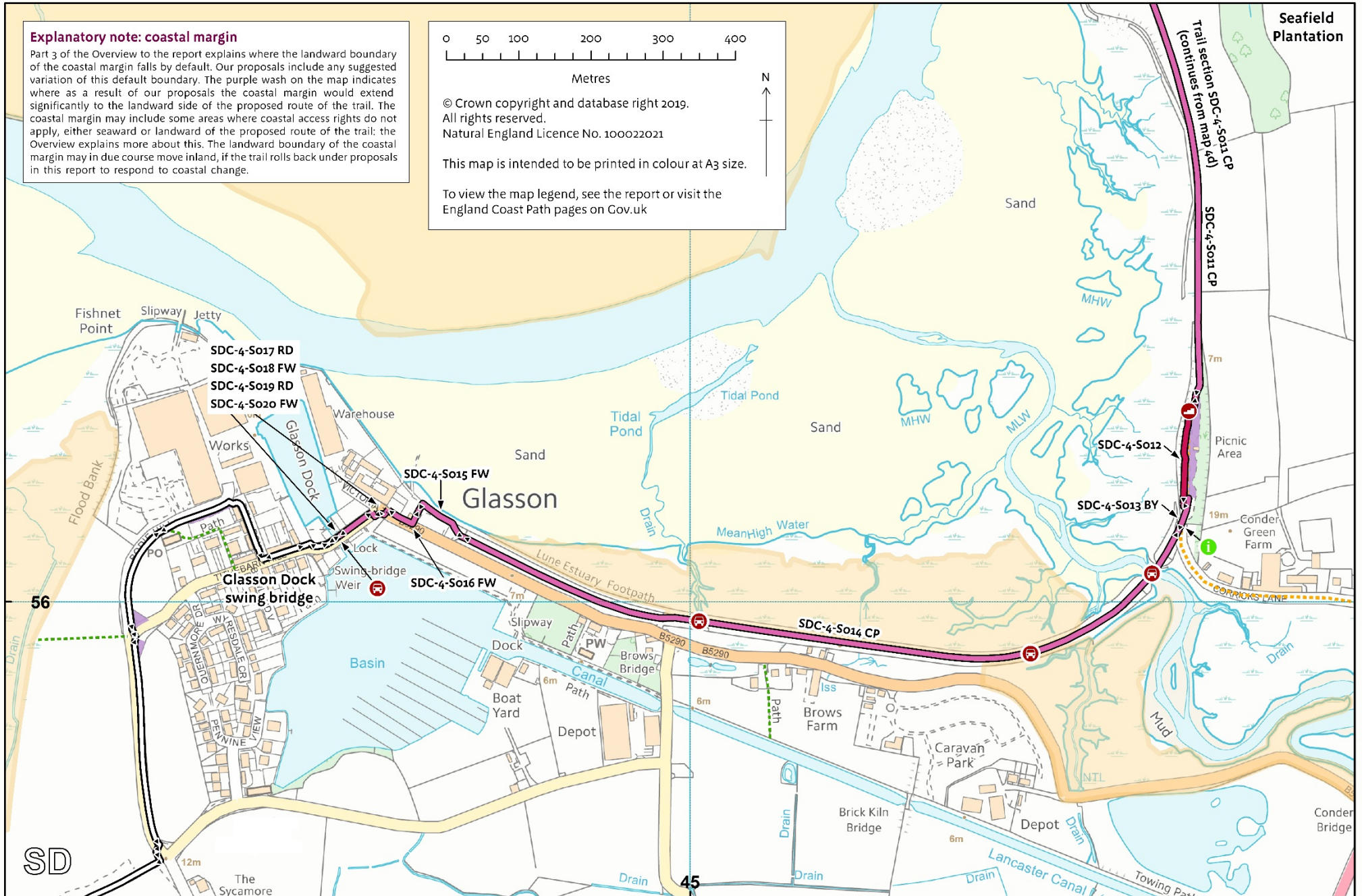
Explanatory note: coastal margin

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Map SDC 4e: Seafield Plantation to Glasson Dock swing bridge

