

# Coastal Access – *Easington to Filey Brigg*



## Representations with Natural England's comments

August 2020

---

### 1. Introduction

This document records the representations Natural England has received on the proposals for Easington to Filey Brigg from persons or bodies. It also sets out any Natural England comments on these representations.

### 2. Background

Natural England's compendium of reports setting out its proposals for improved access to the coast from Easington to Filey Brigg, comprising an overview and five separate length reports, was submitted to the Secretary of State on 28 February 2018. This began an eight-week period during which representations and objections about each constituent report could be made.

In total, Natural England received 35 representations, of which 25 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These 'full' representations are reproduced in Section 3 in their entirety, together with Natural England's comments. Also included in Section 4 is a summary of the 10 representations made by other individuals or organisations, referred to as 'other' representations. Section 5 contains the supporting documents referenced against the representations.

### 3. Representation and comment record

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\1\EFB0013
<b>Organisation/ person making representation</b>	<i>Ramblers Association</i>
<b>Report chapter</b>	<i>Whole report</i>
<b>Route section(s)</b>	
<b>Representation in full</b>	
<p>The Ramblers in the East Yorkshire and Derwent Area welcome the advent of the England Coast Path and have been pleased to work with Natural England on the definition of the route between Easington and Filey Brigg.</p> <p>If Natural England's proposals are accepted, they will create over 30 miles of continuous new public coastal access, which is a tremendous achievement, and we support their proposals wholeheartedly. We would particularly like to highlight the detailed attention given by Natural England to finding a suitable route through the many holiday villages and caravan sites along this stretch of the coastline.</p> <p>We look forward to the formal opening of this section of the path.</p>	
<b>Natural England's comments</b>	
<p>Natural England would like to thank The Ramblers Association for their time spent reviewing our proposals.</p>	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\9\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	<i>Overview</i>
<b>Route section(s)</b>	
<b>Representation in full</b>	

On page 38 of the overview “East Riding of Yorkshire Rights of Way Improvement Plan (draft)” should be “The East Riding of Yorkshire Rights of Way Improvement Plan 2008-2018 (refresh 2011)”

**Natural England’s comments**

Natural England thanks the authority for their thoughtful and detailed representations.

Natural England agrees with observation at acknowledges that this is an error in the overview.

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\10\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 4
<b>Route section(s)</b>	EFB-4-S027

**Representation in full**

Bridlington Footpath No.16 Grid Reference 521513 469175

Marked as Public footpath

This section is Other existing walked footpath. The Public footpath isn’t on any section of the steps.

**Natural England’s comments**

Natural England acknowledges that this is an error and that this is an ‘other existing walked route’, and not a public footpath. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 4c and 4d).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R11\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>

<b>Report chapter</b>	Chapter 4
<b>Route section(s)</b>	EFB-4-S026
<b>Representation in full</b>	
Bridlington Footpath No.16 Grid Reference 520539 468784 to 520714 468843	
Marked as Public footpath	
Between these Grid References the Definitive line of the footpath has gone off the cliff.	
<b>Natural England's comments</b>	
Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public footpath. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 4c).	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\12\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 2
<b>Route section(s)</b>	EFB-2-S061RD - EFB-2-S062KD
<b>Representation in full</b>	
Cliff Lane Mappleton at Grid Reference 522722 443832.	
The access road to the car park and the car park are not publicly maintainable highway.	
<b>Natural England's comments</b>	

Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public highway. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 2k).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\13\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 2
<b>Route section(s)</b>	EFB-2-S069FP
<b>Representation in full</b>	
<p>EFB-2-S069 FP</p> <p>Mappleton BOAT No.3 at Grid Reference 522514 444314</p> <p>Marked as public footpath</p> <p>It is a Byway Open to All Traffic</p> <p>EFB-2-S069 BY</p>	
<b>Natural England's comments</b>	
<p>Natural England acknowledges that this is an error and that this is Byway Open to All Traffic, and not a public footpath. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 2l).</p>	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\14\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 3

<b>Route section(s)</b>	EFB-3-S007FP
<b>Representation in full</b>	
Hornsea Footpath No.21 at Grid Reference 520661 448610	
Marked as public footpath	
The northern end at this Grid Reference has now slipped away down the cliff.	
<b>Specialist input</b>	[Redacted], <i>East Riding of Yorkshire Council, Countryside Access Officer.</i>
Confirmed that the route was passable at present, although recognised that the trail may need to be rolled back in the future.	
<b>Natural England's comments</b>	
Natural England believes the new access right should remain as depicted on Maps 3a and 3b. NE acknowledges that the trail may require to be rolled back in the future.	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\15\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 3
<b>Route section(s)</b>	EFB-3-S009FW
<b>Representation in full</b>	
Hornsea Footpath No.21 at Grid Reference 520578 448764	
Marked as Public footway (pavement)	
It is partly Public footpath (grass). Probably irrelevant as the northern end of EFB-3-S007 FP has slipped away down the cliff.	

**Natural England's comments**

Natural England acknowledges that this is an error and that this is public footpath, and not a public footway (pavement). Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 3b).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R16\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 3
<b>Route section(s)</b>	EFB-3-S010RD

**Representation in full**

Hornsea Bridleway No.1 Grid Reference 520159 449415 to 520141 449462

Marked as Public highway

Between these Grid References there is a 50m gap in the network between the end of the maintainable highway and the start of bridleway.

**Natural England's comments.**

Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public bridleway. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 3b).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R17\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 3
<b>Route section(s)</b>	EFB-3-S013 & EFB-3-S014
<b>Representation in full</b>	

Grid Reference 519702 450796

Marked as Other existing walked route

If south of this Grid Reference is an Other existing walked route where do people go when they get to this point? It must be also a walked route north of this point.

**Natural England's comments**

This section of trail passes through a caravan site which contains no existing identifiable formal or informal walked route Natural England believes the new access right should remain as depicted on Maps 3c.

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\18\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 3
<b>Route section(s)</b>	EFB-3-S027
<b>Representation in full</b>	
Cliff Lane Skipsea Grid Reference 518054 455172	
Marked as Not an existing route	
It is maintainable highway	
EFB-3-S027 RD	
<b>Natural England's comments</b>	
Natural England can confirm that EFB-3-S027 is on a field margin as is correctly shown as not an existing route.	



<b>Representation number</b>	MCA/Easington to Filey Brigg\R\19\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 3
<b>Route section(s)</b>	EFB-3-S040
<b>Representation in full</b>	
Barmston Footpath No.6    Grid Reference 517149 458617	
Marked as Other existing walked route	
At this grid reference there is a section of over 50m of Public footpath	
<b>Natural England's comments</b>	
Natural England acknowledges that this is an error and that this is public footpath, and not other existing walked route. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 3i).	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\20\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 4
<b>Route section(s)</b>	EFB-4-S001CP
<b>Representation in full</b>	
Belvedere Promenade    Grid Reference 517630 465453 to 517462 465094	
Marked as Cycle Track (pedestrian)	
Between these grid references it is Public Footpath	
<b>Natural England's comments</b>	

Natural England acknowledges that this is an error and that this is a public footpath, and not a cycle track (pedestrian). Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 4a).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\21\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 1
<b>Route section(s)</b>	EFB-1-S037 RD
<b>Representation in full</b>	
Marked as public highway at Grid reference 53407 427776. It is not a public highway.	
<b>Natural England's comments</b>	
Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public highway. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 1h).	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\22\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 2
<b>Route section(s)</b>	EFB-2-S001
<b>Representation in full</b>	
Rimswell Footpath No.2 at Grid Reference 532732 429912.	
Marked as Other existing walked route	
If you're implementing the within 10m rule then at this Grid Reference it is Public footpath for some 38m	

**Natural England's comments**

Natural England acknowledges that this is an error and that this is public footpath, and not an 'other existing walked route'. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 2a).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\23\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 2
<b>Route section(s)</b>	EFB-2-S043

**Representation in full**

Seaside Road Aldbrough at Grid Reference 525672 439537.

Marked as Other existing walked route

It is maintainable highway EFB-2-S043 RD

**Natural England's comments**

Natural England acknowledges that this is an error and that this is public highway, and not an 'other existing walked route'. Natural England recommends that the Secretary of State gives consideration to amending the maps accordingly (see Section 5: Revised Maps 2h)

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\24\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 4
<b>Route section(s)</b>	EFB-4-S023FP

<b>Representation in full</b>
Bridlington Footpath No.16 Grid Reference 59966 468577
Marked as Public footpath
At this Grid Reference 35m of the Definitive line has gone off the cliff. This section is Other existing walked footpath.
<b>Natural England's comments</b>
Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public footpath. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 4c).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\25\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 4
<b>Route section(s)</b>	EFB-4-S023FP

<b>Representation in full</b>
Bridlington Footpath No.16 Grid Reference 519854 468496
Marked as Public footpath
At this Grid Reference 100m of the Definitive line has gone off the cliff. This section is Other existing walked footpath.
<b>Natural England's comments</b>
Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public footpath. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 4c).

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\26\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>

<b>Report chapter</b>	Chapter 1
<b>Route section(s)</b>	EFB-1-S032 FP
<b>Representation in full</b>	
25m section marked as public footpath at grid reference 534936 427041. It is not a public footpath.	
<b>Natural England's comments</b>	
Natural England acknowledges that this is an error and that this is an 'other existing walked route', and not a public footpath. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 1g).	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\27\EFB0935
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire Council</i>
<b>Report chapter</b>	Chapter 4
<b>Route section(s)</b>	EFB-4-S011
<b>Representation in full</b>	
Harbour Road Grid Reference 51822 466552 to 518634 466451	
Marked as a public highway and other existing walked route. All public highway between these grid references.	
<b>Natural England's comments</b>	
Natural England acknowledges that this is an error and that this is public highway, and not an 'other existing walked route'. Natural England will propose a formal modification to our proposals to reflect that change (see Section 5: Revised Maps 4b).	

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\29\EFB1232
------------------------------	--

<b>Organisation/ person making representation</b>	<i>North Yorkshire Local Access Forum</i>
<b>Report chapter</b>	Chapter 5
<b>Route section(s)</b>	
<b>Representation in full</b>	
<p>These comments constitute formal advice from the North Yorkshire Local Access Forum. Natural England is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.</p> <p>Comments</p> <p>We thank you for inviting us to comment on Natural England's proposals for the England Coast Path Easington to Filey Brigg. As the Local Access Forum for North Yorkshire, we are only commenting on that part of the route which falls in North Yorkshire.</p> <p>We very much support the introduction of the Coast Path round England which will give increased and better access to coastal walks than currently exists.</p> <p>With regards to the section Easington to Filey Brigg that falls in North Yorkshire, we support your choice of route and are especially pleased to see that some new areas of path are proposed to link with existing paths/roads.</p> <p>We appreciate that the cliffs on this point of the route are very unstable and are constantly being eroded by the sea. We therefore appreciate the need to put the route away from areas likely to be eroded in the near future and to use existing paths/roads which have already been secured from erosion, especially those in the town area of Filey.</p> <p>Probably the "nicest" route to walk is along the beach but this beach is cut off at high tide. We assume that sufficient warning notices will be included as "escape routes" can be hard to access.</p> <p>As a Local Access Forum it is our remit to advise sec 94(4) bodies, such as Natural England, and with this comes the instruction to be as inclusive as possible. Whilst we recognise that the aim of the scheme is to provide a continuous path for walkers, as a Forum it would be wrong if we did not point out our disappointment that by providing for a wider range of users</p>	

where the route is suitable, it would provide Better Value and be more inclusive, reflecting the government's intention. We hope there may be some sections where your team is able to achieve this.

We would also expect to see at least some sections that are specifically suitable for wheelchair and other disabled users.

#### Conclusion

We hope you will find our suggestions constructive which are offered under the LAF's remit to advise section 94(4) bodies. We should also like to engage further on any particular issues arising from this consultation, and look forward to your feedback.

#### Feedback

The Forum requests feedback on the above advice. Please provide this to the Secretary to the Local Access Forum – [redacted]

#### **Natural England's comments**

Natural England would like to thank the North Yorkshire Access Forum for their time spent reviewing our proposals. We note your comments with regards to enabling a wide range of users to access the ECP. In producing these proposals we have attempted to follow the principles set out in sections 4.3.8 to 4.3.11 'Adjustments for disabled people and others with reduced mobility'.

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\30\EFB1011
<b>Organisation/ person making representation</b>	<i>RSPB</i>
<b>Report chapter</b>	ASFA and Chapters 4 & 5
<b>Route section(s)</b>	
<b>Representation in full</b>	

The RSPB welcomes Natural England's proposal to include restrictions along this stretch of the England Coastal Path at Bempton, Thornwick Nab, High Holme and Breil, to avoid potential impacts on sensitive features. This restriction is proposed in accordance with section 26 of the Countryside and Rights of Way Act 2000; for the purpose of preserving nature conservation interests of the land in question. The Flamborough and Filey Coast potential Special Protection Area (pSPA) is an extremely important site for breeding seabirds, as well as some species present at other times of year. In 2017, approximately 300,000 seabirds reared about 100,000 chicks. Should all land seaward of the path become open access there is the potential for significant impacts on these breeding seabirds which are also protected by a Site of Special Scientific Interest. The restriction will safeguard seabirds without preventing visitors from continuing to enjoy this remarkable seabird spectacle safely from footpaths and special viewing areas.

Whilst we welcome the proposals for restrictions, we reiterate our call (letter dated 26/04/2017) for a restriction to be considered across the whole of the Flamborough and Filey Coast pSPA better facilitating consistent management across the whole of the protected area. Such an approach would provide greater clarity for stakeholders and the implementation of the Flamborough Head Management Scheme. Variations in seabird density and geology across the pSPA are recognised, and we appreciate that Natural England has proposed restrictions in key areas. We also note that there is potential to submit evidence in support of further restrictions. Should activities prevented in the restricted zones, take place/concentrate/increase in other parts of the pSPA, the RSPB hopes to work with Natural England to ensure any necessary action (e.g. monitoring, stakeholder engagement, extension of restrictions) is taken.

We have held discussions on the need, content and location of signage with Natural England and other relevant parties and welcome a continued joint approach on this in the future.

Ongoing clarity and support from Natural England, in conjunction with Flamborough head Management Scheme, regarding traditional access rights would be welcomed to ensure successful implementation of the restrictions, prevention of impacts on seabirds and a consistent and positive experience of path users. The RSPB would also welcome further clarity in relation to traditional access rights and liability.

**Natural England's comments**



Natural England would like to thank the RSPB for their time reviewing our proposals.

The Access and Sensitive Features Appraisal identified a small risk that our proposals for the coastal margin might undermine visitor management at RSPB Bempton was identified, where visitors are required to stay on the cliff top path or within the viewing areas provided. The project team has identified an area that requires some form of intervention and it therefore proposes that public access rights to parts of the coastal margin are excluded by direction:

- Under s26 of CROW, for the purpose of conserving nature conservation interests of the land in question.

Under the terms of the s26 direction there would be no new access rights: To the coastal margin at RSPB Bempton from the safety fence on the seaward side of the trail to mean low water from 1 March to 30 September each year access will be excluded to reinforce existing management.

There is a small risk that our proposals for the coastal margin might undermine visitor management at Flamborough (Thornwick Nab, High Holme and Breil), where visitors are requested to view nesting seabirds from the path. The project team has identified an area that requires some form of intervention and it therefore proposes that public access rights to parts of the coastal margin are excluded by direction:

- Under s26 of CROW, for the purpose of conserving nature conservation interests of the land in question.

Under the terms of the s26 direction there would be no new access rights: To the coastal margin at Thornwick Nab, High Holme and Breil as indicated on the associated maps from 1 March to 30 September each year access will be excluded to reinforce existing management.

Natural England will liaise with East Riding of Yorkshire Council, the RSPB and Yorkshire Wildlife Trust to ensure appropriate signage is installed including Restriction Signage at Bempton, Thornwick Nab, High Holme and Breil RSPB and YWT reserves.

Natural England welcome a continued joint approach on these sites in the future included the revision of the restrictions if required.

With these restrictions and mitigation in place NE believe the new access proposal is unlikely to have a significant effect on Flamborough Head and Bempton Cliffs SPA, Flamborough Head & Filey Coast pSPA, The Greater Wash pSPA, Flamborough Head SAC and Flamborough Head pSAC, either alone or in combination with other plans or projects, (taking into account any proposed mitigation measures) no further Habitats Regulations assessment is required

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\31\EFB1233
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire &amp; Kingston upon Hull Joint Local Access Forum</i>
<b>Report chapter</b>	Chapter 1
<b>Route section(s)</b>	EFB-1-S027RD
<b>Representation in full</b>	
<p>Chapter 1 (Map 1g). Members of the Joint Local Access Forum have looked at the proposed new sections of path and are quite alarmed at the safety aspects of the road section just south of Withernsea. There is no real safe margin/verge and the road is fast and can be very busy – there is therefore concern that walking along this section would be high risk and potentially an ‘accident waiting to happen’. Forum members have questioned whether there are plans to lay a footway on this part of the route - it is noted that the Overview Document (para 7, page 27) suggests a new stretch of roadside footway would be needed ‘on the southern approach to Withernsea’ but the detail (ie. exact location, length etc) is not clear. The Joint Local Access Team would urge the delivery team to provide further clarity for this section of the route to address concerns over safety.</p> <p>Overall, the delivery team are to be commended for providing an excellent document with concise informative details. However, we trust that the above comments are constructive and fair and will therefore be fully considered by Natural England.</p>	
<b>Natural England’s comments</b>	
<p>Natural England would like to thank the East Riding of Yorkshire &amp; Kingston upon Hull Joint Local Access Forum for their time reviewing our proposals.</p>	

Natural England can confirm that the proposals include the construction of a safe footway for the entire roadside length of the proposed ECP on the southern approach to Withernsea. Natural England will liaise with East Riding of Yorkshire Council's Highway department in order to ensure that the appropriate safety standards are met.

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\32\EFB1233
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire &amp; Kingston upon Hull Joint Local Access Forum</i>
<b>Report chapter</b>	Chapter 2
<b>Route section(s)</b>	EFB-2-S050 and EFB-2-S054 RD

**Representation in full**

Chapter 2 (maps 2i and 2j). In the interests of safety of other vulnerable non-motorised users (cyclists/ horseriders) and the extreme dangers on the adjacent coast road between Cowden and Aldbrough, could the Forum ask the delivery team to approach the MOD/Defence Estates to see if they would upgrade this section to bridleway status thus not only providing for these villages but also giving a link to a much longer, safe off road route from south of Aldbrough to the west of Cowden (via Old Wives Lane Cowden). Upgrading these sections to bridleway status would also improve connectivity and make better use of the existing 'cul-de-sac' byway (Aldbrough BOAT No.4) shown on map 2i.

Overall, the delivery team are to be commended for providing an excellent document with concise, informative details. However, we trust that the above comments are constructive and fair and will therefore be fully considered by Natural England.

**Natural England's comments**

Natural England would like to thank the East Riding of Yorkshire & Kingston upon Hull Joint Local Access Forum for their time reviewing our proposals.

The England Coast Path Programme is concerned with securing right of access on foot. New coastal access rights, whether on the trail or in the margin, are subject to pedestrian rights only.

As per section 2.4 of the coastal access scheme;

*The coastal access rights under section 2(1) of CROW include most types of open-air recreation on foot or by wheelchair, including walking, climbing and picnicking.....*

*.....As on other land accessible under CROW there are general restrictions on the scope of the coastal access rights, which are called “national restrictions” in the*

*Scheme; for example the coastal access rights do not normally include camping, horse riding or cycling.*

This does not prevent other organisations or members of the public from approaching the landowner to ask them to formally dedicate higher rights to sections of the trail to facilitate horse riding, but any such action is beyond the scope of the England Coast Path Implementation Programme.

<b>Representation number</b>	MCA/Easington to Filey Brigg\R\33\EFB1233
<b>Organisation/ person making representation</b>	<i>East Riding of Yorkshire &amp; Kingston upon Hull Joint Local Access Forum</i>
<b>Report chapter</b>	Chapters 1, 2 & 3
<b>Route section(s)</b>	
<b>Representation in full</b>	
<p>Much of the coastline from Easington to Filey Brigg (especially that covered by chapters/maps 1, 2 &amp; 3) suffers from an alarming rate of coastal erosion and frequent monitoring and maintenance will be required to minimise the risk of future accidents due to the Coast Path collapsing. Whilst we appreciate that maintenance funding is not the key purpose of this current consultation, effective maintenance will be vitally important for this section of the Coast Path in particular, and uncertainty over the funding formula for National Trails beyond the current financial year is a genuine concern for the future safety of Path users. The Joint Local Access Forum urges Natural England to address the national issue of National Trails maintenance funding as a matter of priority.</p> <p>Overall, the delivery team are to be commended for providing an excellent document with concise informative details. However, we trust that the above comments are constructive and fair and will therefore be fully considered by Natural England.</p>	

**Natural England's comments**

Natural England would like to thank the East Riding of Yorkshire & Kingston upon Hull Joint Local Access Forum for their time reviewing our proposals.

Natural England note your concerns raised with regards to maintenance funding. Because the trail between Easington and Filey Brigg 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).

Our estimate of the annual cost to maintain the trail is £43,990.20 (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.

#### 4. Summary of 'other' representations

##### Chapter 1:

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\4\EFB1226
<b>Organisation/ person making representation:</b>	[Redacted], Withernsea Environmental Development Ltd
<b>Route section(s):</b>	Chapter 1 EFB S026 - S025
<p><b>Summary of representation:</b> Suggested minor diversion on Map 1F. Withernsea Environmental Development Ltd have just purchased land immediately north and south of Intack Farm House. This stretch of coast is not an existing walked route. It is extremely dangerous to walk and is highly continuously un-predictable, eroded by a combination of wind and sea waves. Withernsea Environmental Development Ltd intends to undertake major works along the seaward side. This will involve substantial machinery (piling, diggers, earth moving machinery, cranes etc) and materials (steel piles, shuttering, rock armour etc.). The project is planned to start in the summer of 2018 and is expected to be on-going for 3 -10 years. For this reason we ask you consider the suggested diversion - this is shown on the map attached below but is an inland route running north of the sewage works, then following Holmpton Road to Intack Farm.</p>	
<p><b>Natural England's comment:</b> Natural England consider the trail to be correctly aligned at this time. Coastal Access rights do not prevent any land from being developed or redeveloped in the future. When this happens, the developed land is likely to become excepted land by the virtue of paragraph 9 of Schedule 1A to CROW, and therefore out-with coastal access rights. We will submit a variation report to the Secretary recommending a change to the trail of landward boundary of spreading room if either is effected in this way in the future in ways that could not be predicted at the time of our report.</p>	

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\34\EFB0059
<b>Organisation/ person making representation:</b>	National Grid
<b>Route section(s):</b>	Chapter 1
<p><b>Summary of representation:</b> Please be mindful of high-pressure gas assets in the vicinity of the coastal stretch - especially Easington above-ground installation.</p>	
<p><b>Natural England's comment:</b> Natural England duly note the information provided.</p>	

## Chapter 2:

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\3\EFB0002
<b>Organisation/ person making representation:</b>	British Horse Society
<b>Route section(s):</b>	Chapter 2 S050 and S054RD
<b>Summary of representation:</b> In the interests of safety for vulnerable and non-motorised users and the extreme danger on the adjacent coast road between Aldbrough and Cowden could we ask the delivery team to approach the MOD/Defence Estates to see if they will upgrade this section to Bridleway thus providing a safe off-road route for the villages but also giving a much needed link in the network.	
<b>Natural England's comment:</b>  Natural England would like to thank the British Horse Society for their time reviewing our proposals.  The England Coast Path Programme is concerned with securing right of access on foot. New coastal access rights, whether on the trail or in the margin, are subject to pedestrian rights only.  As per section 2.4 of the coastal access scheme;  <i>The coastal access rights under section 2(1) of CROW include most types of open-air recreation on foot or by wheelchair, including walking, climbing and picnicking.....</i>  <i>.....As on other land accessible under CROW there are general restrictions on the scope of the coastal access rights, which are called "national restrictions" in the Scheme; for example the coastal access rights do not normally include camping, horse riding or cycling.</i>  This does not prevent other organisations or members of the public from approaching the landowner to ask them to formally dedicate higher rights to sections of the trail to facilitate horse riding, but any such action is beyond the scope of the England Coast Path Implementation Programme.	

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\5\EFB1229
<b>Organisation/ person making representation:</b>	Private individual
<b>Route section(s):</b>	Chapter 2

**Summary of representation:**

My representation is as a family member. Until 2014 I was an occupier of [redacted]. I now regularly stay with my father when my brother is not at home (weekly). I have seen and experienced the increase of traffic down this dead end road. Since the introduction of the car park on the cliff top field and the beach access (in recent years), created by my father and brother to try and alleviate historical car parking issues down East Newton Road, this has always been a popular location for beach anglers, I have experienced and witnessed an increase in contentious, aggression and payment issues regarding the car park. For example, if people are unable to pay for their parking they will come to the house at all hours. Or, if they can't pay or resolve payment, they then park along the single track road, in passing places and along the verge, which particularly in harvest time causes farm vehicle access issues. My concern is that if we have a coastal path routed along this already busy stretch of single track road, my family will experience an increase in all the above issues. Should someone experience access issues while walking the coastal path eg. they try to use the ramp at East Newton, and can't because it's eroded for example, which happens regularly, I can foresee that they will also head to Glebe House. On business that isn't ours. Or is it? Whose responsibility will it be? Also there will be an added environmental impact. An increase in rubbish. What happens if the family decide to close the car park or no longer maintain the ramp after it's been used for a number of years by people who use the coastal path? Will the family have the power to do so, or will it have been established as a coastal path right of way to the beach? There has been a significant rise in tensions along this single track road since the car parking facility began. Neighbours beyond us, towards the end of the road have experienced this too. However, I speak for myself and my family. I am concerned for my father. A good way to gain an insight into the tensions is below (and [redacted] refers to evidential documents, which is a link to Facebook). I realise that my representation is based on personal experience and not based on documents, but is about the personal, there are times when I don't want to answer the door when I am at the house. I am concerned about further and increased visitor (and car) pressure on our lives.

**Natural England's comment:**

Natural England would like to thank [redacted] for taking time to respond to our proposals.

Natural England has passed on her concerns about car parking, the surface of the road and litter to the local authority, the East Riding of Yorkshire Council, for their consideration, as such issues are beyond the scope of this legislation.

Decisions with regards to the future of the car park will be subject to discussions between the landowner and local authority.

Incidents of aggression and anti-social behaviour are police matters and are out-with the scope of this legislation.

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\8\EFB1230
<b>Organisation/ person making representation:</b>	Aldbrough Women's Institute
<b>Route section(s):</b>	Chapter 2



	EFB-2-S056 and S054RD
<p><b>Summary of representation:</b></p> <p>With regard to safety of horse riders/cyclists and the very real dangers of the adjacent coast road between Cowden and Aldbrough it would seem appropriate to upgrade this section to a bridleway. The safety of all users is paramount.</p>	
<p><b>Natural England's comment:</b></p> <p>Natural England would like to thank the Aldbrough Women's Institute for their time reviewing our proposals.</p> <p>The England Coast Path Programme is concerned with securing right of access on foot. New coastal access rights, whether on the trail or in the margin, are subject to pedestrian rights only.</p> <p>As per section 2.4 of the coastal access scheme;</p> <p><i>The coastal access rights under section 2(1) of CROW include most types of open-air recreation on foot or by wheelchair, including walking, climbing and picnicking.....</i></p> <p><i>.....As on other land accessible under CROW there are general restrictions on the scope of the coastal access rights, which are called "national restrictions" in the Scheme; for example the coastal access rights do not normally include camping, horse riding or cycling.</i></p> <p>This does not prevent other organisations or members of the public from approaching the landowner to ask them to formally dedicate higher rights to sections of the trail to facilitate horse riding, but any such action is beyond the scope of the England Coast Path Implementation Programme. .</p>	

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\35\EFB1009
<b>Organisation/ person making representation:</b>	Private individual
<b>Route section(s):</b>	Chapter 2 EFB-2-S072
<p><b>Summary of representation:</b></p> <p>"My background experience includes over 30 years living by the side of ERYC's poorly maintained Trans Pennine Trail and also many years of voluntary practical involvement with the mowing and conservation of ERYC's 50 verge nature reserves which it eventually abandoned.</p> <p>1. I wish to protest that the forms that you have provided exclude my grounds for objection, namely ;-</p> <p>Long term supervision and maintenance will be insufficient because the formulaic estimate for annual maintenance is grossly inadequate.</p>	

It is unacceptable that your restrictive format prevents my raising of concerns re the man hours which will be needed to deal with recurring safety issues, legal issues arising from accidents on the cliffs, continual re-siting of gates and replacement of signs following erosion, unrestricted access onto adjacent land, loose dogs, motorbikes, arson, vandalism. The cost of organising, supervising and maintaining an effective mowing regime will increase steadily in the years to come.

The Access Team is already hard-pressed with huge burden of the existing network.

I would be grateful if you can let me have sight of any impact assessment following the proposed clearances for public access on Cowden Range.

The potential effect on the badger population, orchids, deer and owls will be of interest in this locally significant nature haven. Your forms preclude my objection as I am not the owner.

I would be grateful if you can confirm that a further consultation will be carried out re Rose Villa as indicated on page 28 of your report to the Secretary of State.

I would appreciate a response to the above protest as this may inform my actions when future problems develop.

**Natural England's comment:** Natural England would like to thank you for your time taken to reviewing our proposals.

Natural England note your concerns raised with regards to maintenance funding. Because the trail between Easington and Filey Brigg 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).

Our estimate of the annual cost to maintain the trail is £43,990.20 (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.

In developing our proposals, Natural England has a statutory obligation under the Marine and Coastal Access Act 2009 to consider the impact of our proposals on Nature Conservation. This is documented in the Access and Sensitive Features appraisal for this stretch and is available at GOV.UK.

Once the Secretary of State's decision on our report has been notified, we, or the relevant access authority acting on our behalf, will consult further with affected landowners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed. All such works would conform to the published standards for National Trails and other criteria described in our coastal access scheme.

Incidents of illegal activities, acts of aggression and anti-social behaviour are police matters and are out-with the scope of this legislation.

### **Chapter 3:**

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\6\EFB0043
-------------------------------	--

<b>Organisation/ person making representation:</b>	Glendon Estates
<b>Route section(s):</b>	Chapter 3 EFB3 - S047, EFB3-S048, EFB3-S049 & EFB3-S050

**Summary of representation:**

Please supply details of how you propose to stop users of the new footpath from trespassing on to land to the West of the proposed footpath  
How do you propose to demarcate on the ground what you have marked on Map 3j as the footpath if you are not proposing to construct a fence on the landward side of it to prevent trespass from it  
The farm tenants of this land have Environmental Stewardship strips in places along the Cliff face for the benefit of wildlife and the habitat – please issue dispensations to enable the stewardship options to be continued despite the existence of the footpath imposed upon them  
How do you intend to prevent trespassers accessing the field margins (for Stewardship and Cross compliance purposes) between fields which end at the cliff top and will look as though they are also footpaths – use of these by pedestrians wearing a path will contravene cross compliance and stewardship rules  
My client is concerned that the coastal erosion in the vicinity of Earl’s Dyke end will lead to the need for constant replacement of the footbridge  
My client is also concerned that any culvert under the bridge leading land water to the sea may block and such work must be therefore be approved in advance by the relevant drainage Board  
My client is anxious that the location of the bridge and access on Earl’s Dyke banksides does not prejudice a rare population of Teasels on the North bank of Earl’s Dyke  
My client requests that the design of the footbridge reflects the historic nature of Earl’s Dyke the builder of which (an Earl of Albermarle) is believed to be a descendant of William the Conqueror’s sister

**Natural England’s comment:** Natural England propose that through appropriate signage and regular mowing the alignment of the trail will be clear and easy to follow. The ECP creates no new rights landward of the trail, which marks the landward extent of the coastal margin, nor does it create any right to trespass.

Natural England acknowledge the difficult issues with regards to the England Coast Path Alignment and agri-environment scheme compliance. It remains the agreement holder’s responsibility to ensure that they are in full compliance with their schemes.

Natural England acknowledge the concern raised with regards to the potential erosion impacts on the proposed bridge at Earl’s Dyke. The proposed bridge location is as advised by East Riding of Yorkshire Council in order to give a 35 year bridge life at current erosion rates. The Internal Drainage Board have been consulted with regards to the bridge location and necessary consents will be secured.

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R17\EFB0092
<b>Organisation/ person making representation:</b>	Ulrome Seaside Caravan Co Ltd

<b>Route section(s):</b>	Chapter 3 EFB-3-S036
<p><b>Summary of representation:</b> The proposed footpath at the Sands lane Ulrome entrance to the stretch of footpath referred to as EFB-3-S036 shows a new entrance through a fence giving access into Seaside Caravan Park. This new proposed opening should be protected by a pedestrian access kissing gate to prevent motorcycle, ATV and 4-wheel drive access through the caravan park and to assist the maintenance of security for caravan owners who leave their caravans unattended at certain times of the year. As this proposal is imposed upon the caravan site owner the facility of a gate should be provided at the expense of those requiring this new access</p>	
<p><b>Natural England's comment:</b> Natural England agree with this representation and that a suitable gate should be installed. Natural England recommends that the Secretary of State gives consideration to amending the maps accordingly (see Section 5: Revised Maps 3h)</p>	

#### Chapter 4:

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R2\EFB0101
<b>Organisation/ person making representation:</b>	Yorkshire Wildlife Trust
<b>Route section(s):</b>	Chapter 4 EFB-4-S067 FP to EFB-4-S095 FP
<p><b>Summary of representation:</b> Yorkshire Wildlife Trust manages and partly owns our Flamborough Cliffs nature reserve (trail numbers EFB-4-S067 FP to EFB-4-S095 FP). We welcome the consultation process and we are pleased to note that our previous comments have been taken into account for the routing of this section of the Coastal Path. We welcome the provision of improved access to visitors along the Yorkshire coast. We support the provision of footpath surface improvements, steps and interpretation to promote better use and understanding of our coast. We would like to make the following specific comments: Access restrictions during breeding bird season We welcome the access restrictions during the breeding bird season to prevent disturbance from path users to breeding birds at Flamborough (Thornwick Nab, High Holme and Breil). We are however concerned about how such access restrictions will be enforced. Yorkshire Wildlife Trust does not have a constant presence at the nature reserve due to limited staff resource, therefore it may be difficult to enforce access restrictions without a warden present. If visitors are used to accessing part of the site for half of the year it may be difficult to restrict access during the breeding bird season. We therefore would like to request additional information on how Natural England aims to enforce this restriction. EFB-4-S072 FP This section of the trail is within our Flamborough Cliffs Nature Reserve. This section of path is very muddy in winter and can be potentially hazardous to visitors, especially if it is</p>	

going to have increased use as part of the Coastal Path. The poor state of the path is causing encroachment from the footpath onto the adjacent footpath by visitors. Any improvements to this section of the footpath would be welcomed in order to ensure visitor safety and prevent damage to grassland habitats. The laying of a stone path or the provision of steps on this section of footpath would be particularly useful.

EFB-4-So81 FP and EFB-4-So83 FP

We note that new pedestrian gates are to be installed on these sections of the trail. Yorkshire Wildlife Trust recently removed gates in these locations in order to permit grazing of the site. The addition of gates in these locations are therefore not required for the management of the site and we would like to request that gates are not installed in these locations.

EFB-4-S086 and EFB-4-S085

We note that new pedestrian gates are to be installed in these sections of the path. Yorkshire Wildlife Trust has recently installed new gates in these sections and therefore do not need replacing yet, therefore the new gates are surplus to current needs. Yorkshire Wildlife Trust would however welcome the provision of other infrastructure in our Flamborough Cliffs nature reserve, such as interpretation on the ecological and heritage importance of this section of the coastal path to increase path user's knowledge and awareness of the site and promote responsible path use.

EFB-4-S095 FP

Yorkshire Wildlife Trust would like to highlight that this section of the trail already has numerous paths. It can be confusing for path users to know which is the correct path that they wish to take, and can lead to encroachment onto the grassland habitats if users take the wrong path and want to cut back to their original path. We would therefore welcome the installation of clear signage of this section of the Coastal Path in particular in order to ensure that users walk the correct trail.

#### **Natural England's comment:**

Enforcement of access restrictions during breeding bird season

When Natural England restrict access it removes the CROW access rights, so any person on the land (unless they have some other right to be there) are trespassers and could be prosecuted as such. This would be remain to the landowner to enforce.

EFB-4-S072 FP

Natural England will consider improvements of this section of the trail with East Riding of Yorkshire Council and Yorkshire Wildlife Trust at the establishment stage of the trail creation.

EFB-4-S081 FP and EFB-4-S083 FP

Natural England acknowledges that these gates are no longer required due to changes in land management. Natural England recommends that the Secretary of State gives consideration to amending the maps accordingly (see Section 5: Revised Maps 4g)

EFB-4-S086 and EFB-4-S085

Natural England acknowledges that these gates no longer require replacing. Natural England recommends that the Secretary of State gives consideration to amending the maps accordingly (see Section 5: Revised Maps 4g)

EFB-4-S095 FP

Natural England will consider waymarking improvements of this section of the trail with East Riding of Yorkshire Council and Yorkshire Wildlife Trust at the establishment stage of the trail creation.

<b>Representation number:</b>	MCA\Easington to Filey Brigg\R\28\EFB1231
<b>Organisation/ person making representation:</b>	Flamborough Head European Marine Site Scheme
<b>Route section(s):</b>	Chapter 4 and 5 EFB-4-S022 FP to EFB-5-S003 FP

**Summary of representation:**

Land seaward of route sections EFB-4-S022 FP to EFB-5-S003 FP (Part of the Flamborough and Filey Coast pSPA)

Easington to Filey Brigg and Filey Brigg to North Gare. The latter section was approved in 2016 after undergoing consultation in 2014. Splitting the designated area between two sections of the England Coast Path has resulted in differing management measures being applied to areas within the same site in response to the same issue, i.e. disturbance to breeding seabirds via access to the cliff face. At Filey Brigg, somewhat vague codes of conduct have been established with the local angling club and British Mountaineering Council which ask that users avoid disturbing seabirds 'where possible'. In contrast, along certain sections of the Flamborough headland, restrictions to coastal access rights are being proposed to prevent disturbance.

Whilst I welcome the efforts to reduce disturbance on site, and it is accepted that Filey Brigg and Flamborough Head are very different geologically (which results in differing levels of access and, indeed, the volume of seabirds nesting on the cliffs), it is disappointing that there was not a more coordinated approach to disturbance management across the protected area. Similarly, the general lack of communication with the Flamborough Head European Marine Site (EMS) Management Scheme and other partners, until very recently, has compounded the issues. Had Natural England engaged with the partnership responsible for managing this internationally-important area from the outset, rather than the piecemeal approach which was employed, the disparity within the site and the ambiguity of the codes of conduct at Filey, could have been avoided.

Interpretation of the coastal access guidance has revealed that any access restrictions which are implemented at Flamborough will not affect any existing arrangements (formal or informal) for recreational users to access the cliff face. Again, this is welcomed as there are successful arrangements in place with specific user groups which allow controlled recreational access to the cliffs whilst maintaining protection of the sensitive site. However, this does raise questions of the validity of coastal access restrictions. Presumably, under this level of management, any existing activity can continue, as long as it can be claimed that there is at least a 'traditional tolerance' of the activity. Furthermore, if any new recreational user can request access from the landowner, and have access granted without any formal process for approving such activities with Natural England, it is unclear how access restrictions prevent disturbance. Likewise, more clarity is needed on whether the landowner would be liable for any disturbance which did occur, as a result of allowing access to the cliff face despite access restrictions, both under the England Coast Path regulations and the Wildlife and Countryside Act. I am currently seeking further clarification on the liability associated with landowners directly from the England Coast Path team. Throughout this process, I have been informed that the Access and Sensitive Features Appraisal is a proxy for a full Habitats Regulations Assessment, which would be expected of any other organisation proposing a plan or project within a designated site. I am concerned that the ambiguity within the Filey codes of conduct and the questionable validity of the coastal access restrictions would not sufficiently meet the requirements of a Habitats Regulations Assessment, should one be applied to this project. Although the

current level of access to the cliff face is minimal, I cannot be confident that these measures would prevent any disturbance from occurring as a result of the implementation of the England Coast Path.

The Management Scheme partnership will be communicating the management measures at both Flamborough and Filey to various user groups and visitors, which will place an additional burden on the resources of the Management Scheme. As such, I have requested further guidance and advice from Natural England on how best to achieve this, despite the disparities, and would expect this support to continue after designation. As the proposals move forward, appropriate signage and on-site notices may also have to be considered. Full involvement of the Management Scheme and other partners in the development of any signage, would be appreciated and would ensure that communication is consistent and accurate across the EMS.

**Natural England's comment:** Natural England would like to thank the Flamborough Head European Marine Site Scheme for their time reviewing our proposals.

The Access and Sensitive Features Appraisal identified a small risk that our proposals for the coastal margin might undermine visitor management at RSPB Bempton was identified, where visitors are required to stay on the cliff top path or within the viewing areas provided. The project team has identified an area that requires some form of intervention and it therefore proposes that public access rights to parts of the coastal margin are excluded by direction:

- Under s26 of CROW, for the purpose of conserving nature conservation interests of the land in question.

Under the terms of the s26 direction there would be no new access rights: To the coastal margin at RSPB Bempton from the safety fence on the seaward side of the trail to mean low water from 1 March to 30 September each year access will be excluded to reinforce existing management.

There is a small risk that our proposals for the coastal margin might undermine visitor management at Flamborough (Thornwick Nab, High Holme and Breil), where visitors are requested to view nesting seabirds from the path. The project team has identified an area that requires some form of intervention and it therefore proposes that public access rights to parts of the coastal margin are excluded by direction:

- Under s26 of CROW, for the purpose of conserving nature conservation interests of the land in question.

Under the terms of the s26 direction there would be no new access rights: To the coastal margin at Thornwick Nab, High Holme and Breil as indicated on the associated maps from 1 March to 30 September each year access will be excluded to reinforce existing management.

Natural England will liaise with East Riding of Yorkshire Council, the RSPB and Yorkshire Wildlife Trust to ensure appropriate signage is installed including Restriction Signage at Bempton, Thornwick Nab, High Holme and Breil RSPB and YWT reserves.

Natural England welcome a continued joint approach on these sites in the future included the revision of the restrictions if required.

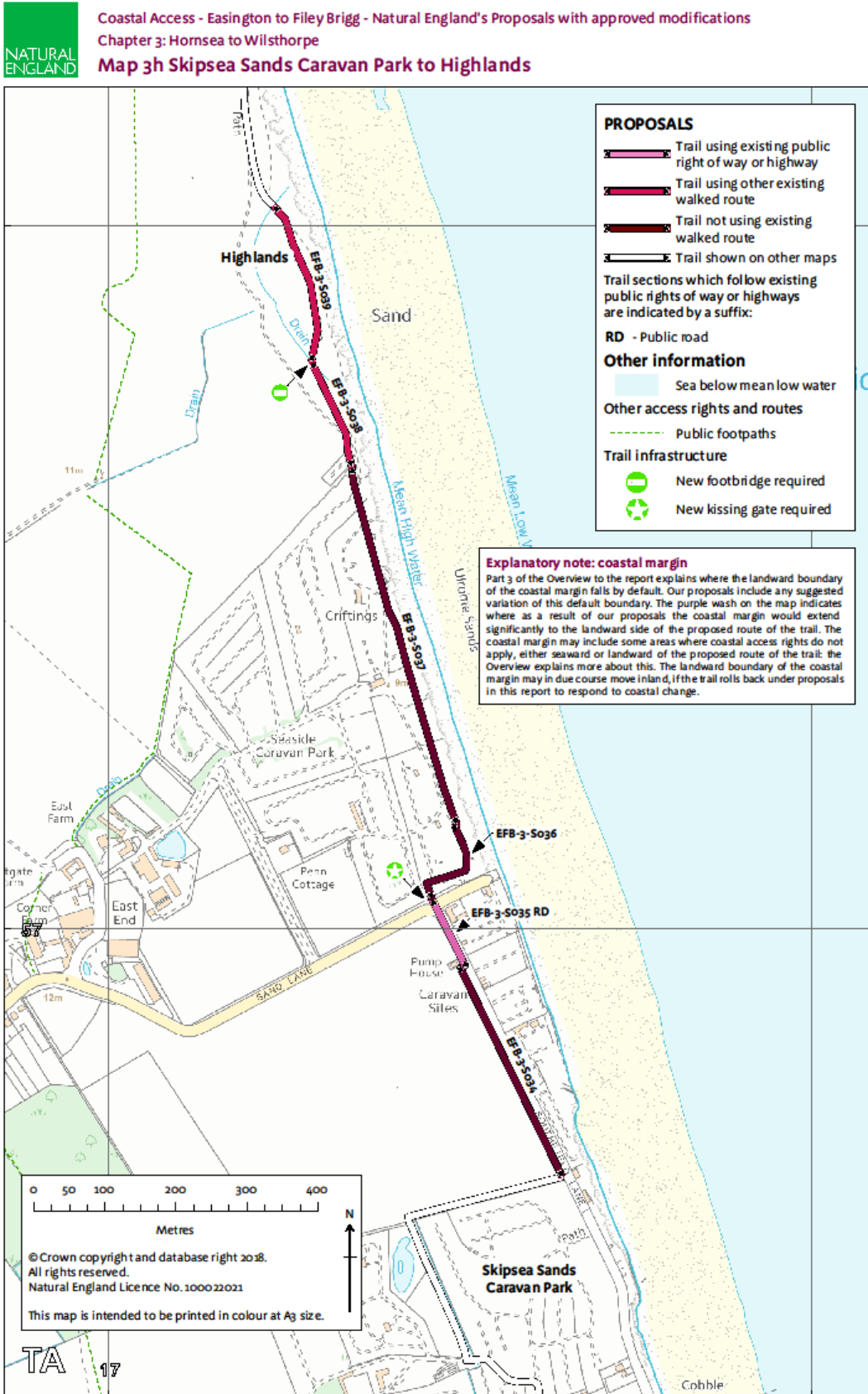
With these restrictions and mitigation in place NE believe the new access proposal is unlikely to have a significant effect on Flamborough Head and Bempton Cliffs SPA, Flamborough Head & Filey Coast pSPA, The Greater Wash pSPA, Flamborough Head

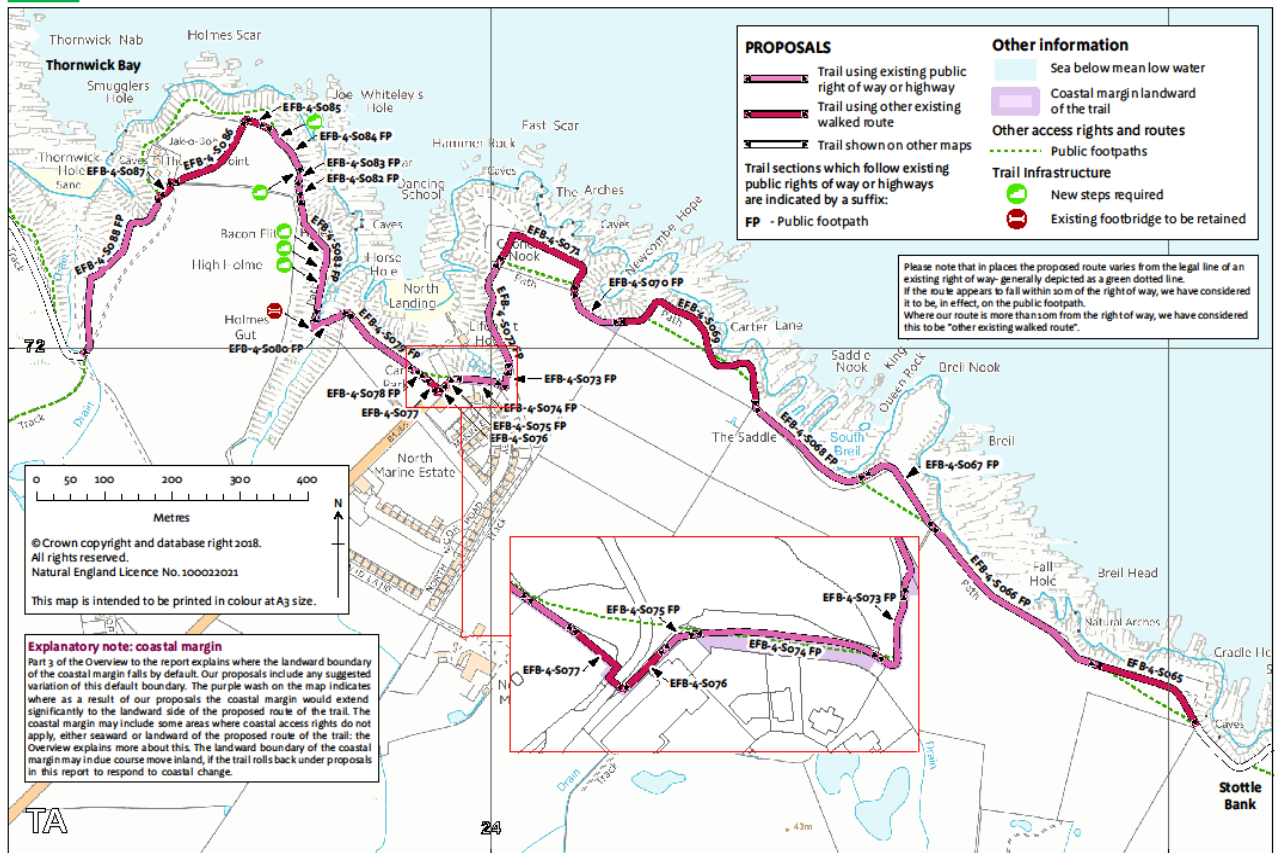
SAC and Flamborough Head pSAC, either alone or in combination with other plans or projects, (taking into account any proposed mitigation measures) no further Habitats Regulations assessment is required.



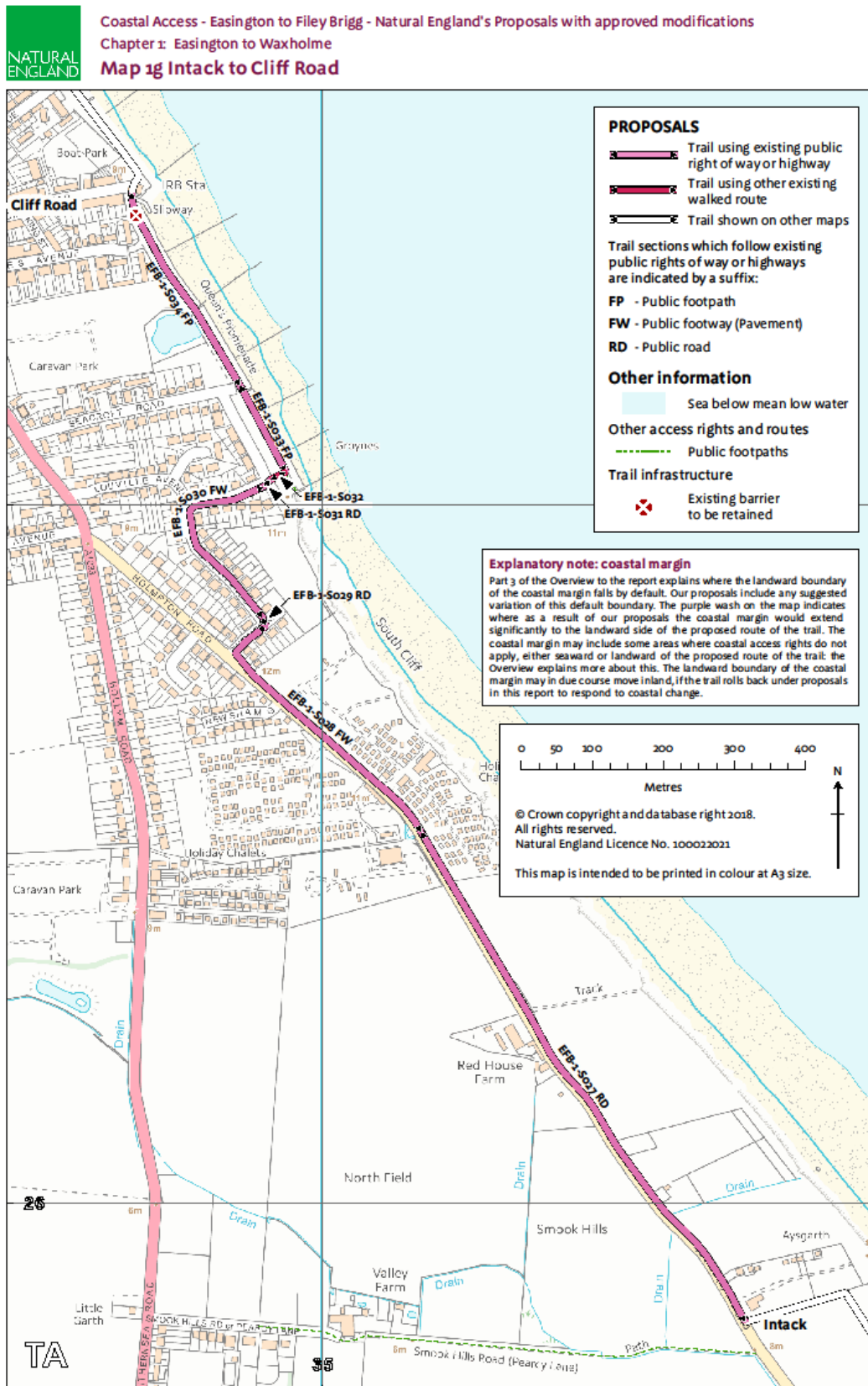
# 5. Supporting documents

## Revised maps 3h and 4g



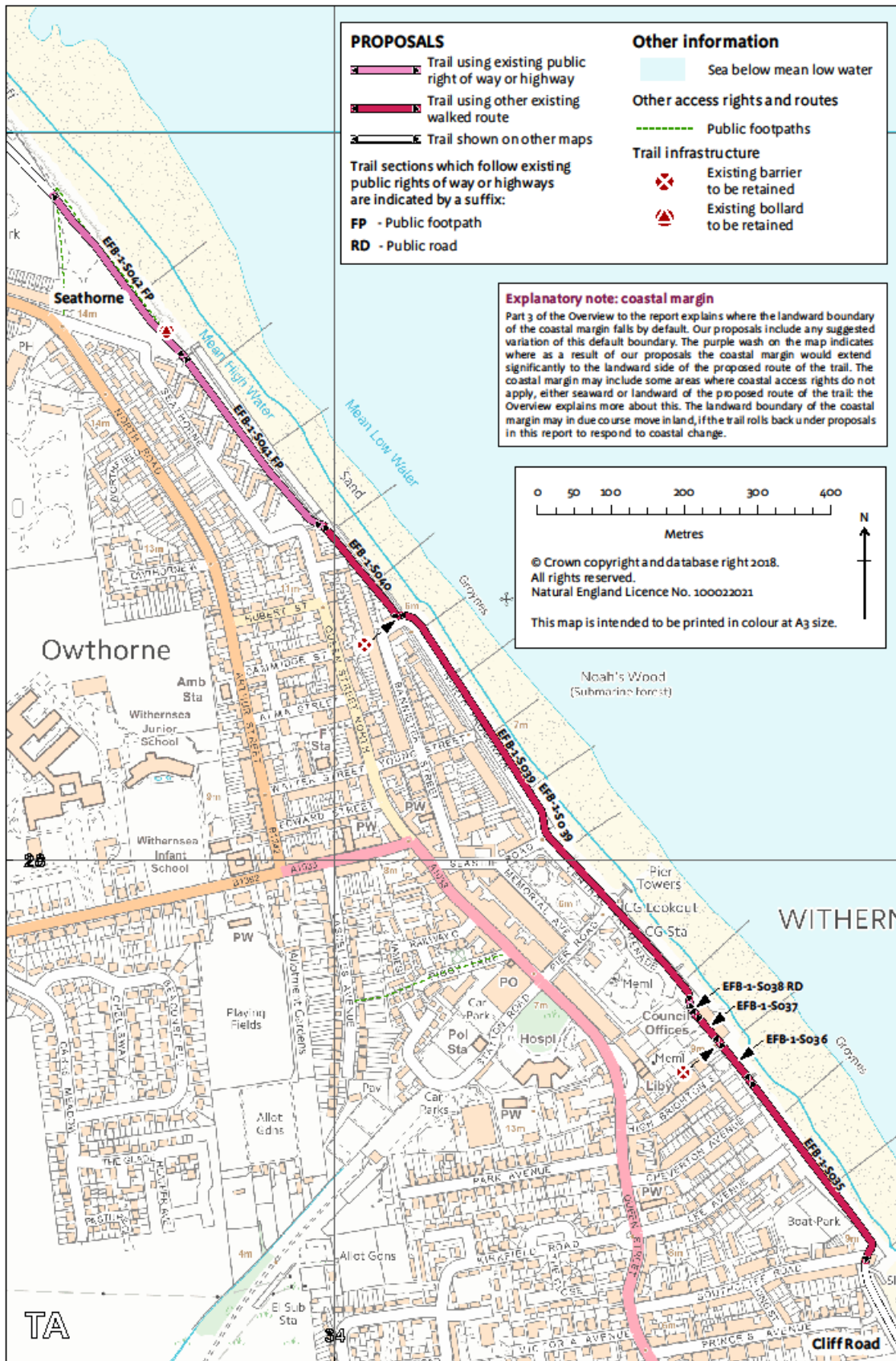


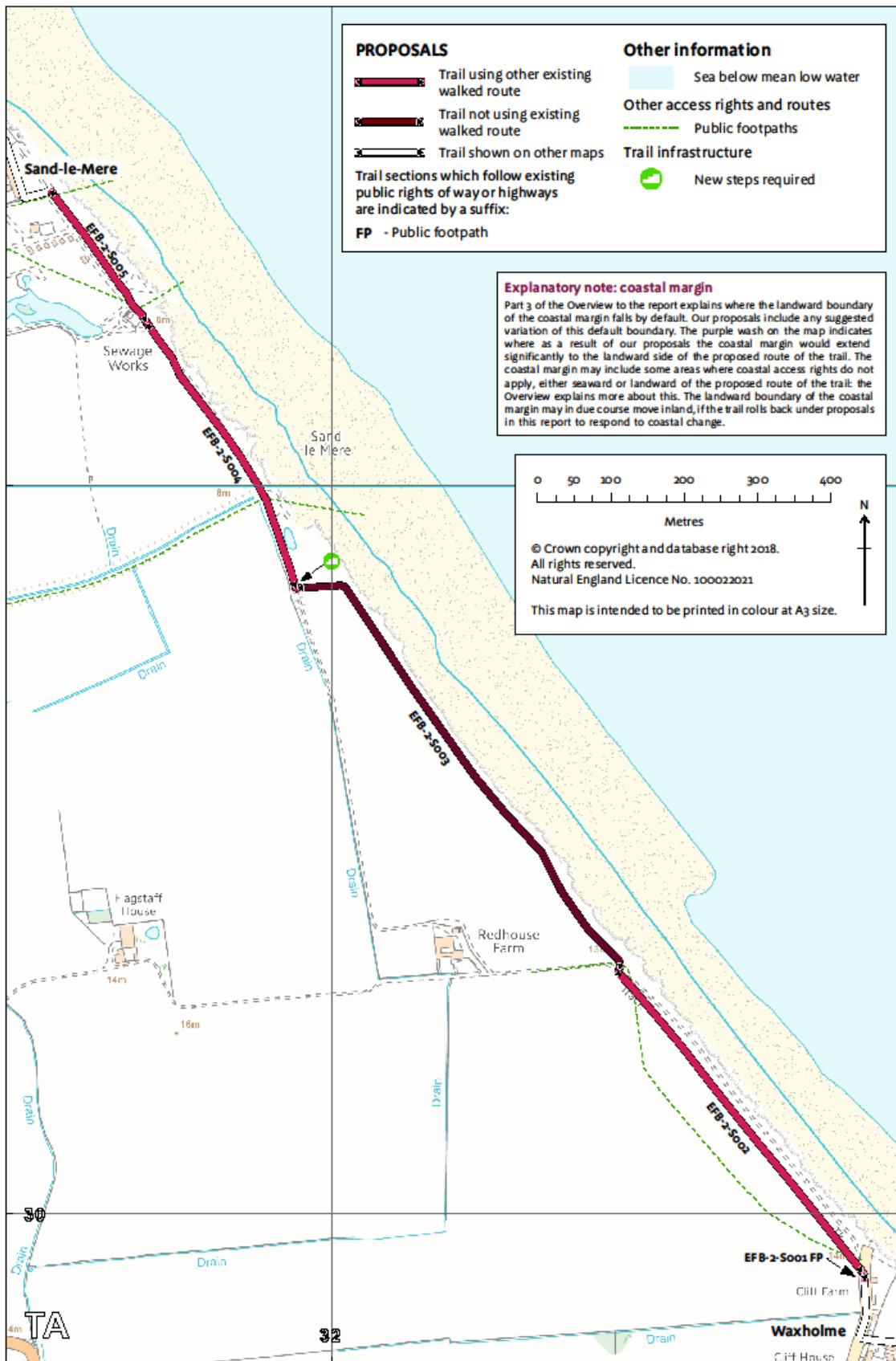
Revised map as indicated in Natural England's comments. Maps 1g, 1h, 2a, 2h, 2k, 2l, 3b, 3i, 4a, 4b, 4c and 4d.

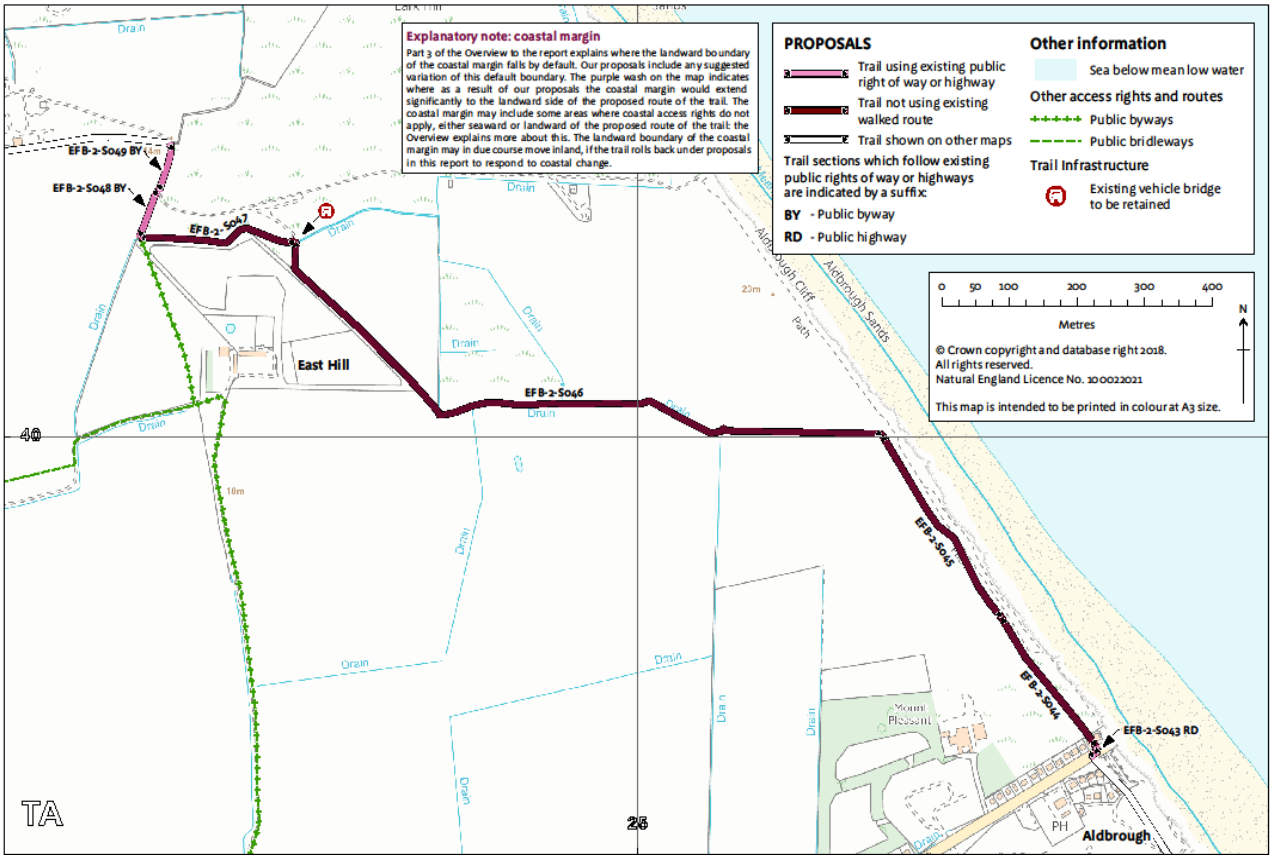


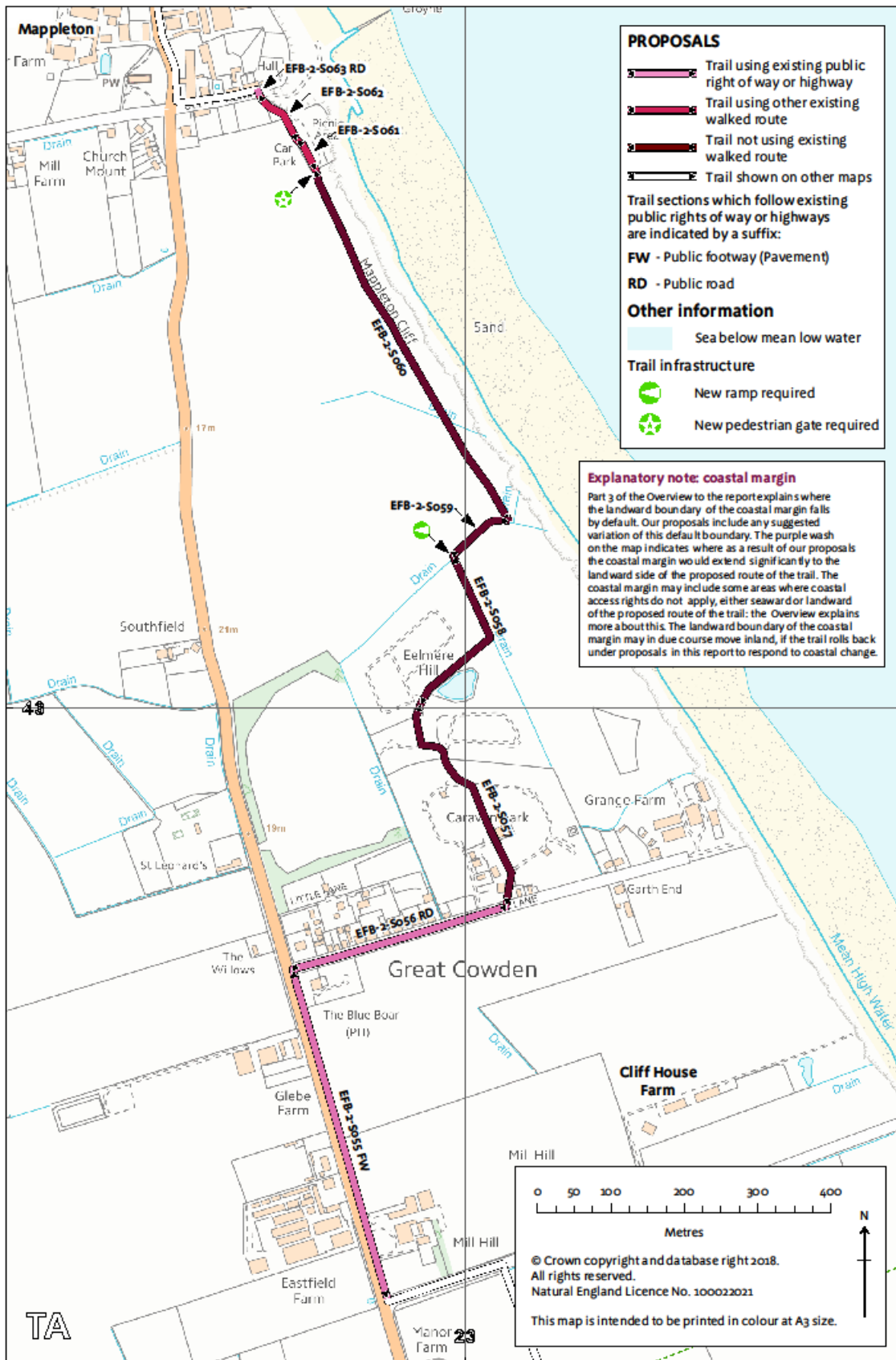
Map 1g Intack to Cliff Road



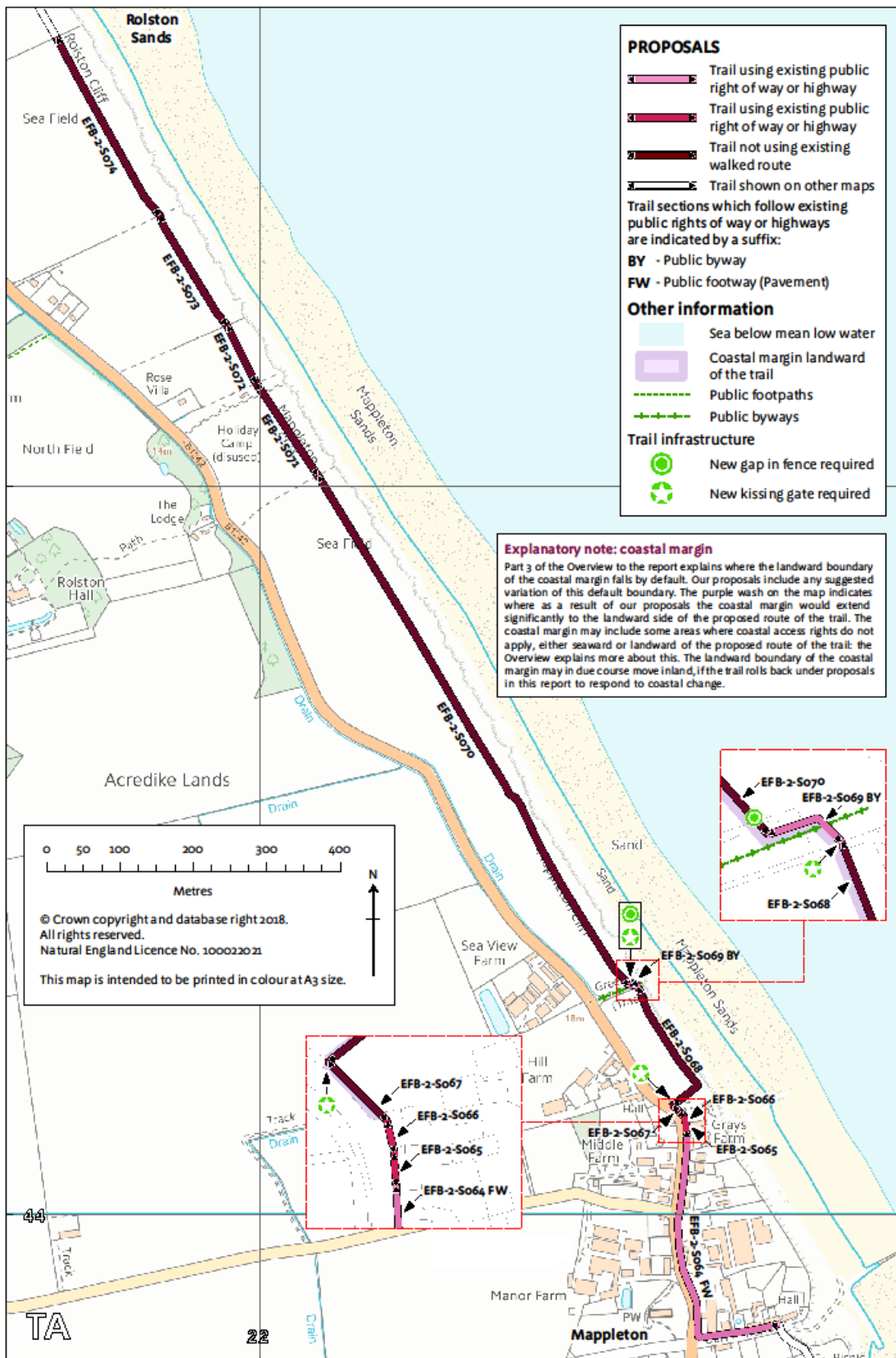




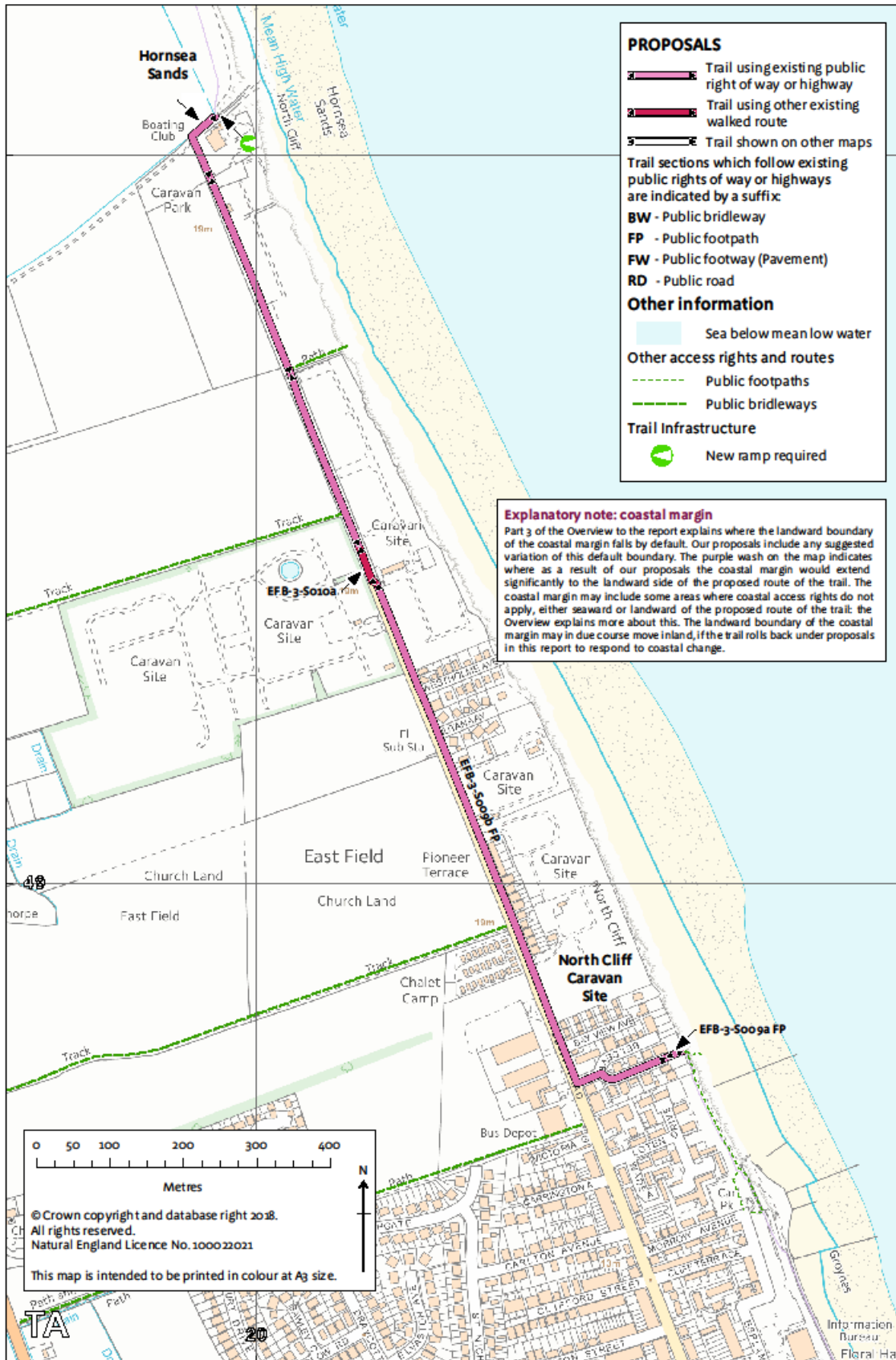




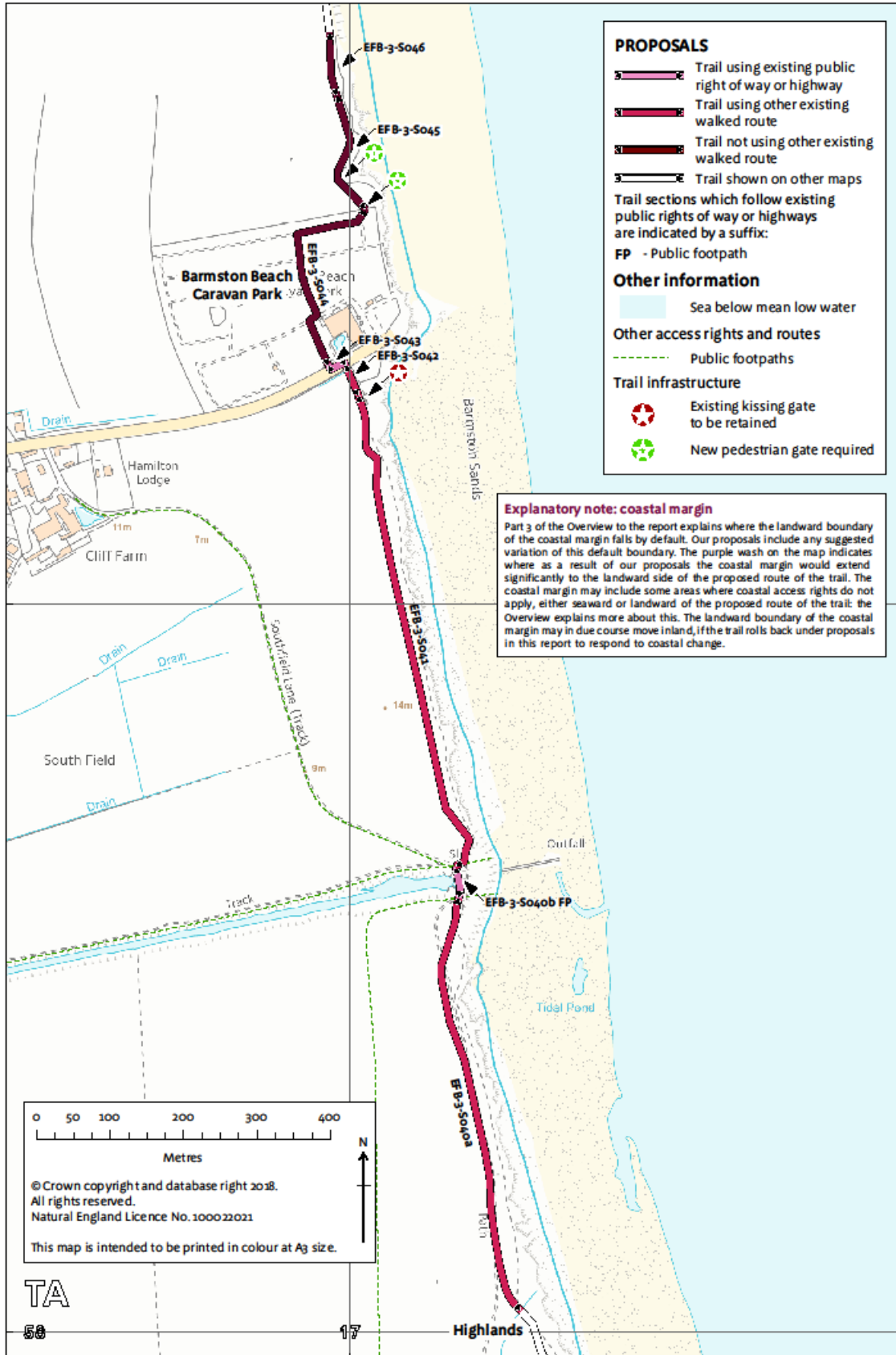


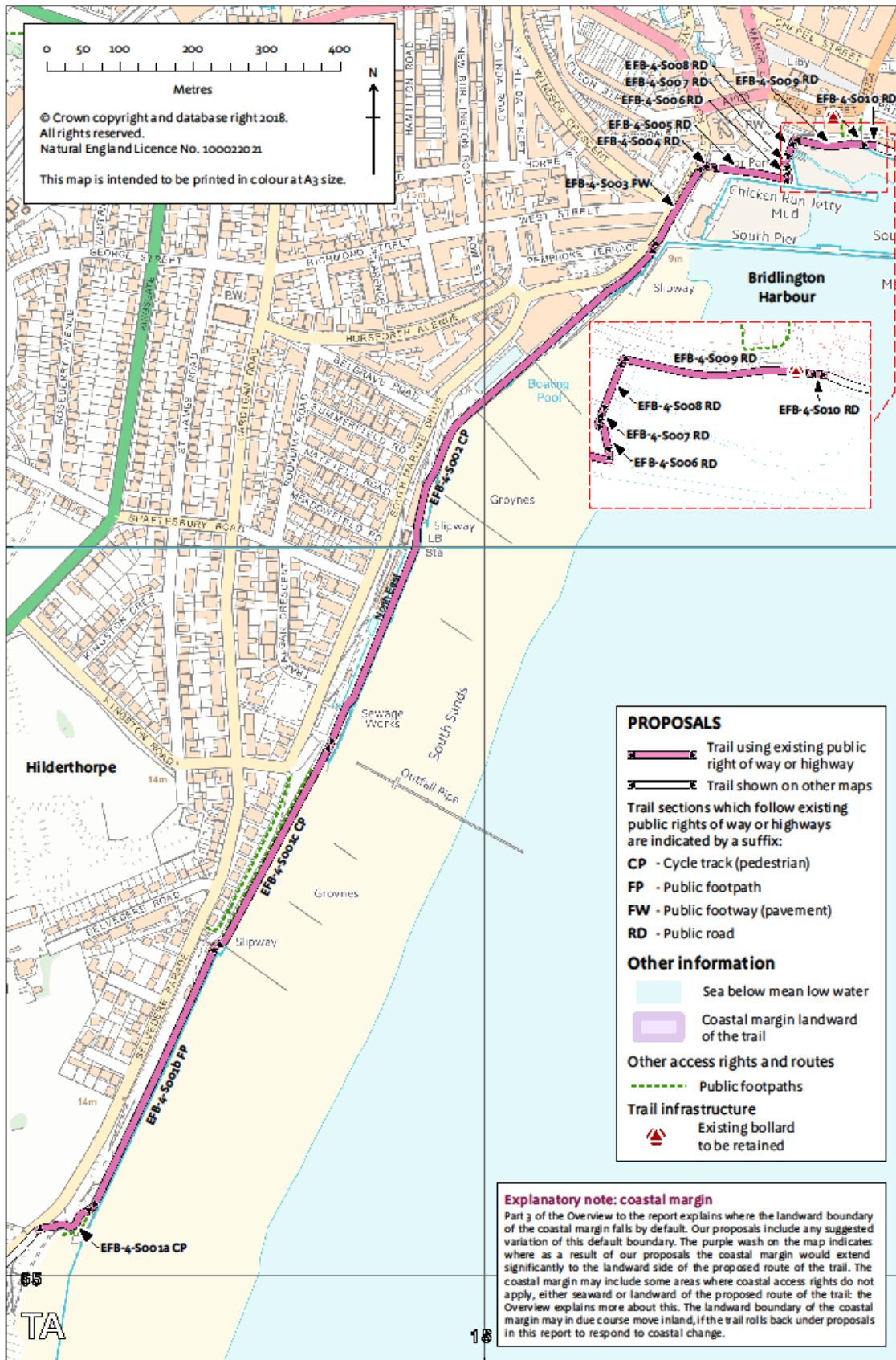




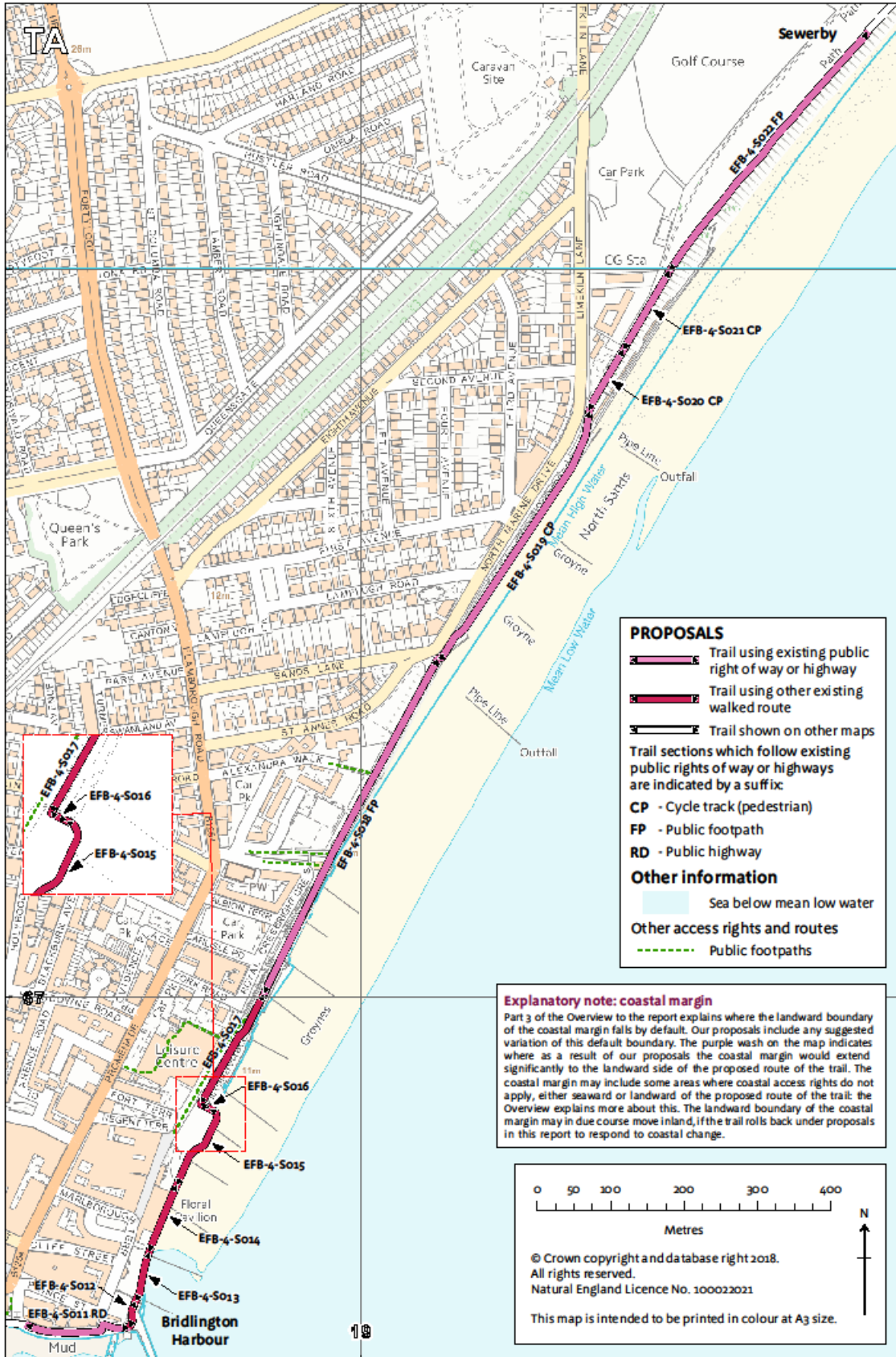


Map 3i Highlands to Barmston Beach Caravan Park

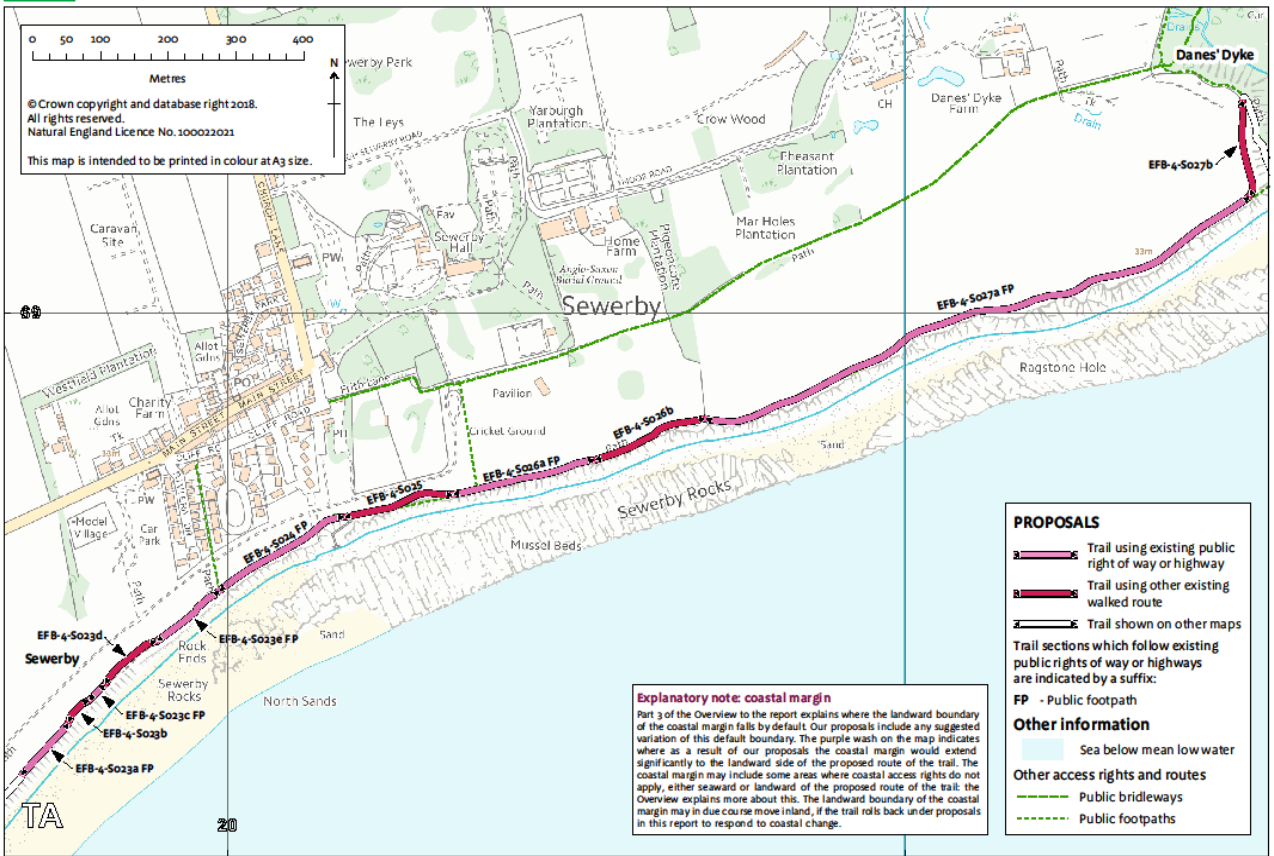




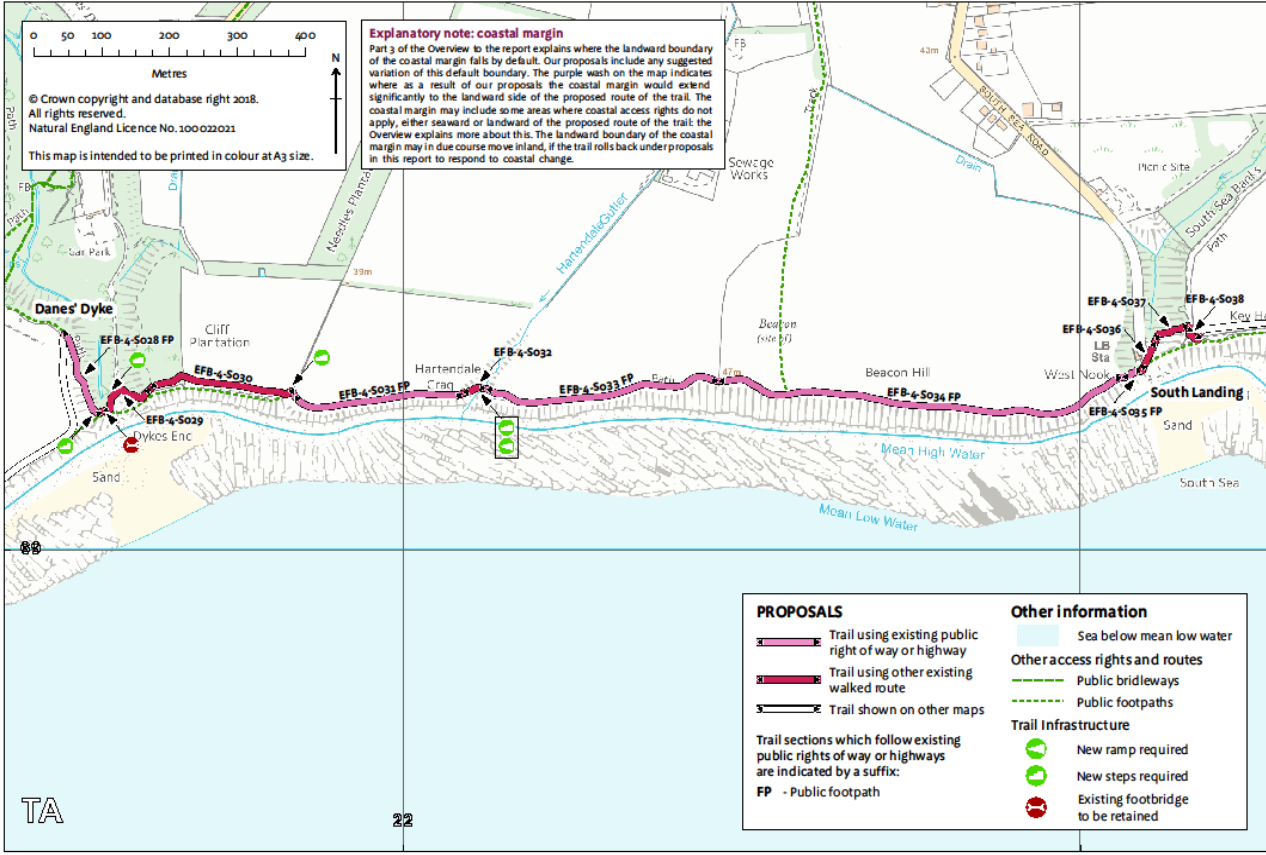




**NATURAL ENGLAND**  
 Coastal Access - Easington to Filey Brigg - Natural England's Proposals with approved modifications  
 Chapter 4: Wiltshire to Speeton Moor  
**Map 4c Sewerby to Danes' Dyke**



Map 4c Sewerby to Danes' Dyke



Map 4d Danes' Dyke to South Landing

TA

22