

Chapter 5:

Whitby Abbey to Sandsend Bridge

Coastal Access: Filey to Newport Bridge - Natural England's Proposals

Part 5.1: Introduction

Start Point:	Whitby Abbey (grid reference: NZ 403 113)
End Point:	Sandsend Bridge (grid reference: NZ 860 128)
Relevant Maps:	5a to 5c

Understanding the proposals and accompanying maps:

The Trail:

5.1.1 Our proposed alignment for the trail follows the existing route walked by users of the Cleveland Way. Usually this alignment coincides with an underlying public right of way but occasionally informal diversions have been established, marked out by the regular passage of feet. The main reason for this is that the cliffs along this length of coast are eroding and there are several places where the path people follow in practice along the cliff top has moved inland. Our proposed alignment follows the established walked route, and (subject to approval) would in due course secure it as the route of both National Trails, once we propose replacing the previously approved line of the Cleveland Way with that of the proposed line for England Coast Path.

Our proposed route through Whitby follows that currently recommended to people following the Cleveland Way. The original proposals made for the Cleveland Way in 1969 omitted this section of trail, so it does not formally form part of that route. We intend to remedy this using a varying report once the England Coast Path route is approved.

The existing route meets the criteria set out in the Coastal Access Scheme that Natural England should have specific regard to:

- The safety and convenience of those using the route;
- The desirability of it adhering to the periphery of the coast and providing views of the sea; and
- The desirability of ensuring that, so far as is reasonably practicable, interruptions to it are kept to a minimum.

5.1.2 The trail follows the coastline quite closely and maintains good views of the sea.

Accessibility

5.1.3 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme. However, there are places where it may not be entirely suitable for people with reduced mobility because:

- There are steps in places where it would be necessary to ascend and descend steeply.

See part 5a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising our discretion

The discretions referred to below are explained in more detail in the Overview.

- 5.1.4 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 5.2.1 below.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity. See also Annex C of the Overview - 'Excepted land categories'.

- 5.1.5 The new access rights would also be subject to the excepted land types summarised in Annex C of the Overview, and the national restrictions on activities listed in Annex D. This would be so throughout the coastal margin, but these restrictions would not apply to the existing public rights of way.

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

- 5.1.6 Establishment: Most of this length of trail is in very good condition. Some minor repairs and upgrades will be carried out to the path surface and trail furniture prior to opening, including new waymarking through urban sections of the route in Whitby.
- 5.1.7 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.

Future Change

- 5.1.8 Any part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 5.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 5.1.9 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 5e - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 5.2: Commentary on Maps

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

5.2.1 Section Details – Maps 5a to 5c Whitby Abbey to Sandsend Bridge

Notes on table:

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Column 5 – ‘Yes – see table 5.2.2 means refer to that table below about our likely approach to roll-back on this part of the route.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
5a	FNG-5-S001	Public Highway	Tarmac	Yes: Normal	Landward edge of trail	Not used	None
	FNG-5-S002	Public Footway (pavement)	Tarmac	Yes: Normal	Landward edge of trail	Not used	None
	FNG-5-S003	Public Highway	Steps: Stone	No	Landward edge of trail	Not used	None
	FNG-5-S004	Public Footway (pavement)	Tarmac	No	Landward Pavement edge	Clarity and Cohesion	None
	FNG-5-S005	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	FNG-5-S006	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
	FNG-5-S007	Public Footpath	Tarmac	No	Landward edge of trail	Not used	None
	FNG-5-S008	Other existing walked route	Tarmac	No	Landward edge of trail	Not used	None
	FNG-5-S009	Public Footway (pavement)	Tarmac	No	Landward pavement edge	Clarity and Cohesion	None
	FNG-5-S010	Other existing walked route	Grass	No	Road	Clarity and Cohesion	None
	FNG-5-S011	Public Footpath	Tarmac	No	Fence line	Clarity and Cohesion	None
	FNG-5-S012	Public Footpath	Tarmac	No	Road	Clarity and Cohesion	None
	FNG-5-S013	Public Footpath	Tarmac	Yes: Normal	Fence line	Clarity and Cohesion	None
5b	FNG-5-S014	Public Footpath	Tarmac	Yes: Normal	Landward pavement edge	Clarity and Cohesion	None
	FNG-5-S015	Public Footpath	Tarmac	No	Landward edge of trail	Not used	None
5b, 5c	FNG-5-S016	Public Footway (pavement)	Tarmac	Yes: See table 5.2.2	Landward pavement edge	Clarity and Cohesion	None

5.2.2 Roll-back implementation – more complex situations: Maps 5a to 5c: Whitby Abbey to Sandsend Bridge

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
5c	FNG-5-S016	Buildings and curtilage	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

Note: In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Part 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5c.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Whitby Abbey to Sandsend Bridge

Proposed route of the trail

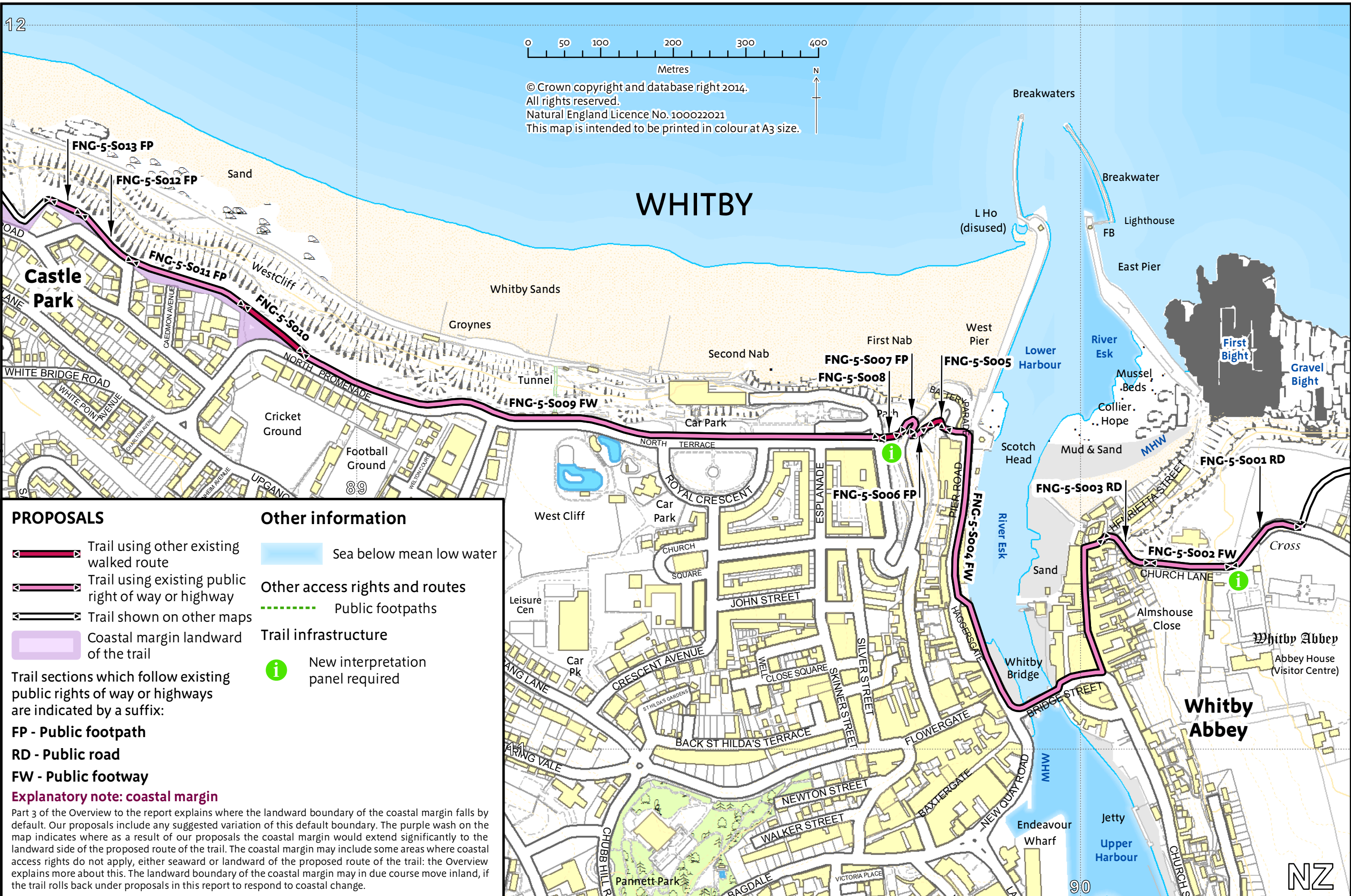
- 5.3.1 In relation to route sections FNG-5-S003 to FNG-5-S012 and section FNG-5-S015, the route is to be at the centre of the line shown on maps 5a and 5c.
- 5.3.2 In relation to route sections FNG-5-S001, FNG-5-S002, FNG-5-S013, FNG-5-S014 and FNG-5-S016, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 5a to 5c as the proposed route of the trail.
- 5.3.3 If at any time any part of a route section listed in the previous paragraph needs, in Natural England's view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 8 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

Landward boundary of coastal margin

- 5.3.4 Adjacent to route sections FNG-5-S004, FNG-5-S009, FNG-5-S014 and FNG-5-S016, the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 5a to 5c.
- 5.3.5 Adjacent to route sections FNG-5-S010 to S013, the landward boundary of the coastal margin is to coincide with the fence line or road, as indicated by the coastal margin landward of the trail on maps 5a.

Local restrictions and exclusions

- 5.3.6 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.



PROPOSALS

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

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

- FP - Public footpath**
- RD - Public road**
- FW - Public footway**

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.

Other information

- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Trail infrastructure**
- New interpretation panel required

