

Chapter 1:

Sutton Bridge to Fosdyke Bridge

England Coast Path: Sutton Bridge to Skegness - Natural England's Proposals

Part 1.1: Introduction

Start Point:	Sutton Bridge - west side of A17 lifting bridge (grid reference: TF4818 2106)
End Point:	Fosdyke A17 road bridge (grid reference: TF3188 3222)
Relevant Maps:	1a to 1p

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Generally follows existing walked routes, including public rights of way and some beside public highway, along most of this length.
- 1.1.2 Mainly follows the coastline as close as practically possible along sea defences and maintains good views towards the sea across broad stretches of saltmarsh.
- 1.1.3 Includes 7 short sections of new path. These are mostly where connections will be made to cover small gaps that exist in the public right of way network that follows the seabank. See maps 1e,1k,1l,1m & 1o and associated tables below for details.

Protection of sensitive features:

- 1.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - The Wash Special Area of Conservation (SAC)
 - The Wash Special Protection Area (SPA)
 - The Wash Ramsar site
 - The Wash Site of Special Scientific Interest (SSSI) for its geological /wildlife interest
 - The Wash National Nature Reserve (NNR)

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

- 1.1.5 With input from specialists we have considered each of the sites involved and the relevant designations and concluded that for this section of the coast our proposals will not have a detrimental effect.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

See part 6b of the Overview - 'Protection of sensitive features'- for a description of our overall approach and a summary of our conclusions

Accessibility:

- 1.1.6 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:

- The trail would follow an uneven grass or bare soil path along the river/seabank, but only in a few isolated locations would this reduce accessibility

See part 6a 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 part 5 of the Overview.

- 1.1.7 Estuary: This report proposes that the trail should include a route around the Inner Wash Estuary Complex, extending upstream from the open coast as far as Sutton Bridge, Fosdyke Bridge and Boston respectively, which are the first public foot crossing points over the rivers.

See part 5 of the Overview. The trail covered by this chapter includes part of this estuary route on the Inner Wash, Nene and Welland.

- 1.1.8 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 1.2.1 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'.

- 1.1.9 Restrictions and/or exclusions: We have proposed to restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast. For details of these directions, see 1.3.6 in the Formal Proposals Section of this chapter and Part 10 of the Overview.

1.1.10 Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 10 of the Overview - 'Restrictions and exclusions' - for details.

1.1.11 Other factors affecting access:

- At route sections SBS-1-S008RD BY to SBS-1-S009 BY the trail follows an existing byway through the Port of Sutton Bridge. However, with the agreement of the port owners separation between trail users and port traffic will be achieved to enhance safety through an advisory route to be marked on the ground and signage to encourage users to only cross the roadway at safe points.
- At route sections SBS-1-S023FP to SBS-1-S026FP, public access may be interrupted from time to time for short periods to allow operations to proceed on RAF Holbeach Air Weapons Range.

Establishment and ongoing management of the trail

1.1.12 Some minor physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 of the Overview.

- Replacement of stiles and some pedestrian gates in poor condition with new gates to improve accessibility
- Small advisory signs at the principal access points to raise awareness of safety hazards:
 - commercial port activity (SBS-1-S008,SBS-1-S009)
 - saltmarsh (SBS-1-S020, SBS-1-S022,SBS-1-S026,SBS-1-S047,SBS-1-S049)
 - sections where cattle are grazed (SBS-1-S012,SBS-1-S013,SBS-1-S020,SBS-1-S022)
 - and sections adjacent to RAF Holbeach Air Weapons Range (SBS-1-S023 to SBS-1-S026)

1.1.13 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 of the Overview.

See parts 7 - 'Physical establishment of the trail' and 8 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

1.1.14 At the time of preparing the report, we do not foresee any need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 6e - 'Coastal processes' and 9 - 'Future changes' of the Overview for more information.

Part 1.2: Commentary on Maps

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

1.2.1 Section Details – Map(s) 1a to 1p: Sutton Bridge to Fosdyke Bridge

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 1.2.2: Other options considered.

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 6a - certain specific coastal land types are included automatically in the coastal margin where they fall landward of the trail, or connect indirectly with it by touching another part of the coastal margin that itself touches the foreshore at some point.

Column 6b – an asterisk (*) means that the full extent of the mapped default landward coastal margin coincides exactly with the existing boundary feature described in this column.

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
1a	SBS-1-S001 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and Cohesion	None
	SBS-1-S002	Not an existing walked route	Grass	No	No	Landward edge of trail	Not used	None
	SBS-1-S003 RD	Public highway	Tarmac	No	No	Fence/wall beside pavement	Clarity and Cohesion	None
	SBS-1-S004 FW	Public footway (pavement)	Tarmac	No	No	Fence/wall beside pavement	Clarity and Cohesion	None
	SBS-1-S005 FW	Public footway (pavement)	Concrete	No	No	Fence/wall beside pavement	Clarity and Cohesion	None
	SBS-1-S006 RD BY	Public highway	Tarmac	No	No	Fence/wall beside pavement	Clarity and Cohesion	None
	SBS-1-S007 RD BY	Public highway	Tarmac	No	No	Kerb or pavement edge	Clarity and Cohesion	None
	SBS-1-S008 RD BY	Byway open to all traffic	Tarmac	No	No	Kerb or pavement edge	Clarity and Cohesion	None
	SBS-1-S009 BY	Byway open to all traffic	Tarmac	No	No	Kerb or pavement edge	Clarity and Cohesion	None
	SBS-1-S010 BY	Byway open to all traffic	Stone: Aggregate	No	Yes -bank	Landward base of seabank	Not used	None
	SBS-1-S011 BY	Byway open to all traffic	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-1-S012 BY	Byway open to all traffic	Grass	No	Yes - bank	Landward base of seabank	Not used	None
1c	SBS-1-S013 BY	Byway open to all traffic	Stone: Aggregate	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-1-S014 RD	Public Highway	Tarmac	No	No	Landward edge of trail	Not used	None
	SBS-1-S015 FP	Public Footpath	Bare soil: Compacted	No	No	Scrub at edge of garden	Clarity and Cohesion	None
1d	SBS-1-S016 FP	Public Footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-1-S017 FP	Public Footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
1d	SBS-1-S018 FP	Public Footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S019 FP	Public Footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S020 FP	Public Footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1e	SBS-1-S021	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1f	SBS-1-S022 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1g	SBS-1-S023 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	Margin
1g/1h	SBS-1-S024 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	Margin
1i	SBS-1-S025 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	Margin
1i/1j	SBS-1-S026 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	Margin
1k	SBS-1-S027 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S028	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S029 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S030 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S031 BW	Public bridleway	Bare soil: Compacted	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S032 BW	Public bridleway	Bare soil: Compacted	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S033 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S034 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S035	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1l	SBS-1-S036 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S037	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S038 BW	Public Bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1m	SBS-1-S039 BW	Public Bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S040	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S041	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S042	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
1m	SBS-1-S043	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S044	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1m/1n	SBS-1-S045 BW	Public Bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1o	SBS-1-S046 BW	Public Bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-1-S047	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1o/1p	SBS-1-S048 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
1p	SBS-1-S049 BW	Public bridleway	Tarmac	No	No	Landward edge of trail	Not used	None
	SBS-1-S050 RD	Public highway	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None

1.2.2 Other options considered: Maps 1a to 1p: Sutton Bridge to Fosdyke Bridge

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
Map 1a	SBS-1-S003 to SBS-1-S009 BY	We considered aligning the trail along public highways (Bridge Street, New Road and Petts Lane) to avoid passing through Port Sutton Bridge as shown on the map.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Additional safety measures have been agreed with the Port owners to increase separation of trail users from port traffic ■ The highway route includes sections without footways where the traffic is faster than through the port area ■ Anticipated use of this part of the trail is particularly low and only the small proportion who are long distance trail users would be likely to follow the highway route while the larger proportion of existing local users would continue to pass through the port area on the existing right of way. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Part 1.3: Chapter 1 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1p.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Sutton Bridge to Fosdyke Bridge

Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Rivers Nene as far as the Sutton Bridge A17 road bridge and the River Welland as far as the Fosdyke A17 road bridge as indicated by the extent of the trail shown on maps 1a to 1p, as well as the shoreline of the Inner Wash Estuary. For further details see Overview section 5.

Proposed route of the trail

- 1.3.2 The route is to be at the centre of the line shown on maps 1a to 1p as the proposed route of the trail.

Landward boundary of coastal margin

- 1.3.3 Adjacent to route sections SBS-1-S001FW, SBS-1-S007RD BY, SBS-1-S008 RD BY and SBS-1-S009 BY and on section SBS-1-050 RD the landward boundary of the coastal margin is to coincide with landward edge of the footway or kerb as shown on maps 1a and 1p.
- 1.3.4 Adjacent to route sections SBS-1-S003 to SBS-1-S006 the landward boundary of the coastal margin is to coincide with the existing boundary fence and at SBS-1-S015 it will coincide with scrub or hedge at the edge of the garden as indicated by the coastal margin landward of the trail on map 1a and 1c respectively.
- 1.3.5 Adjacent to route section SBS-1-S023 FP to SBS-1-S026 FP the landward boundary of the coastal margin is the default width of the trail which passes through an area of land that is otherwise excepted because of its use as a military training area, as shown on map 1g to 1j.

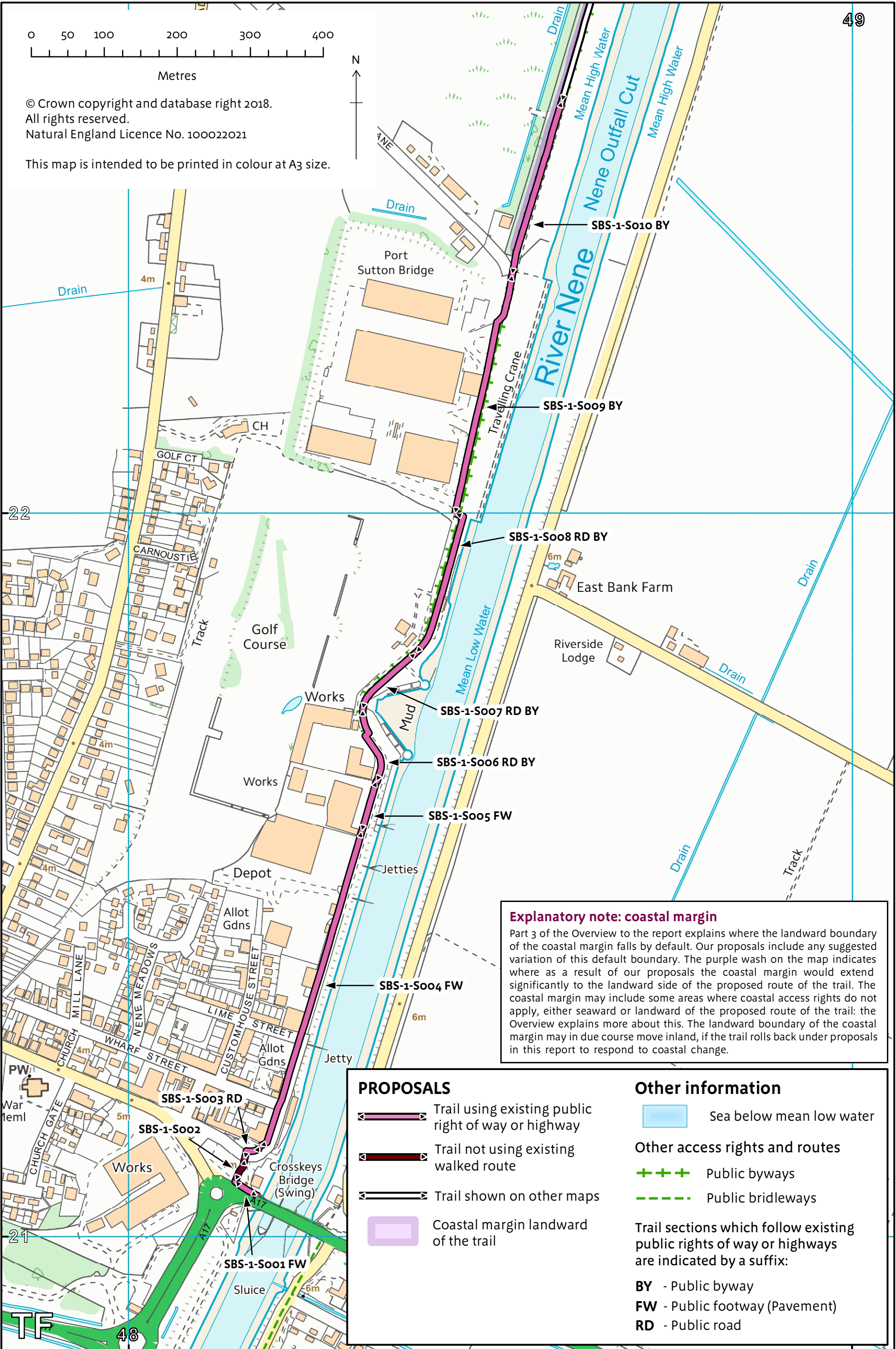
Local restrictions and exclusions

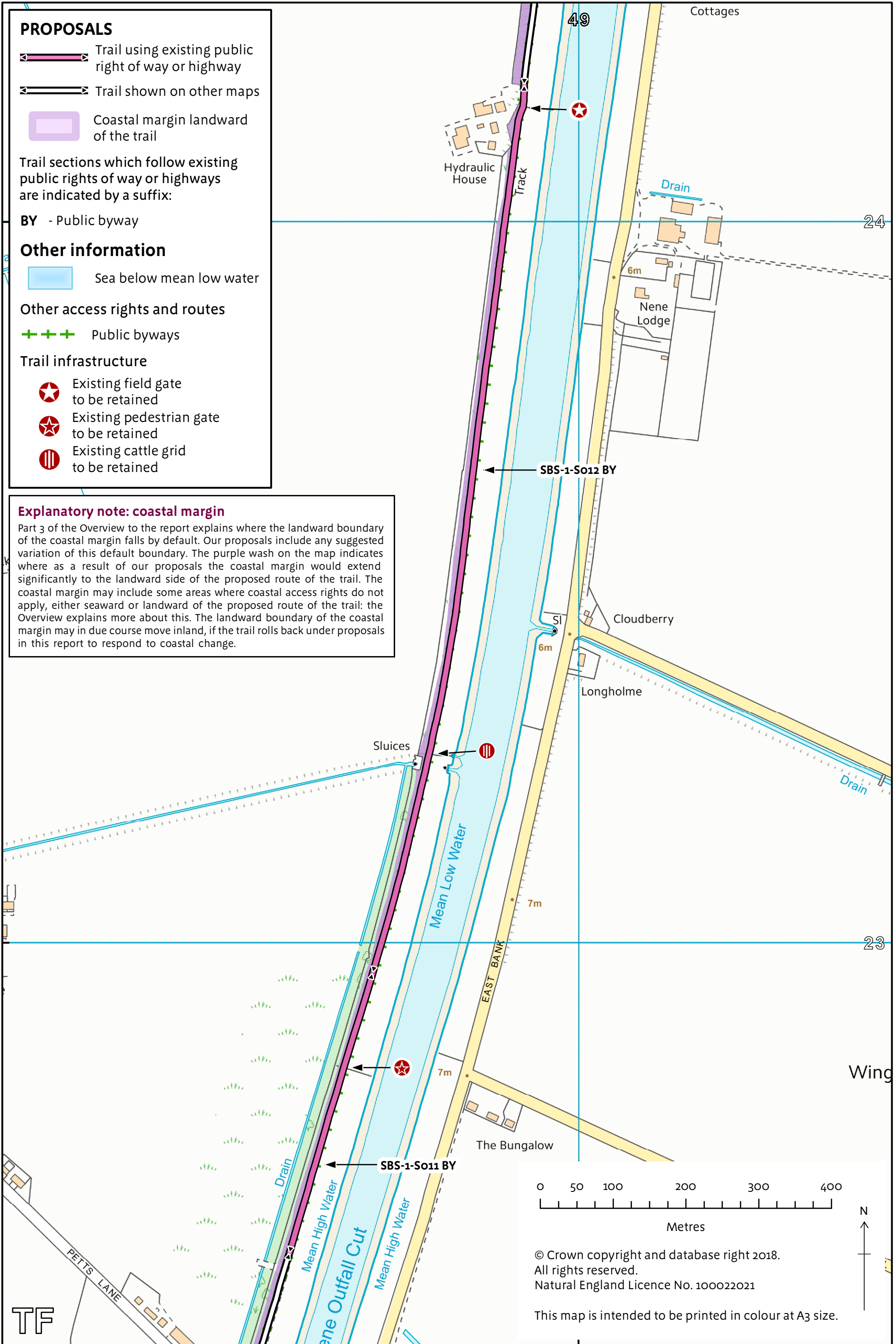
- 1.3.6 Natural England proposes to restrict or exclude access relevant to this length of coast, as follows:

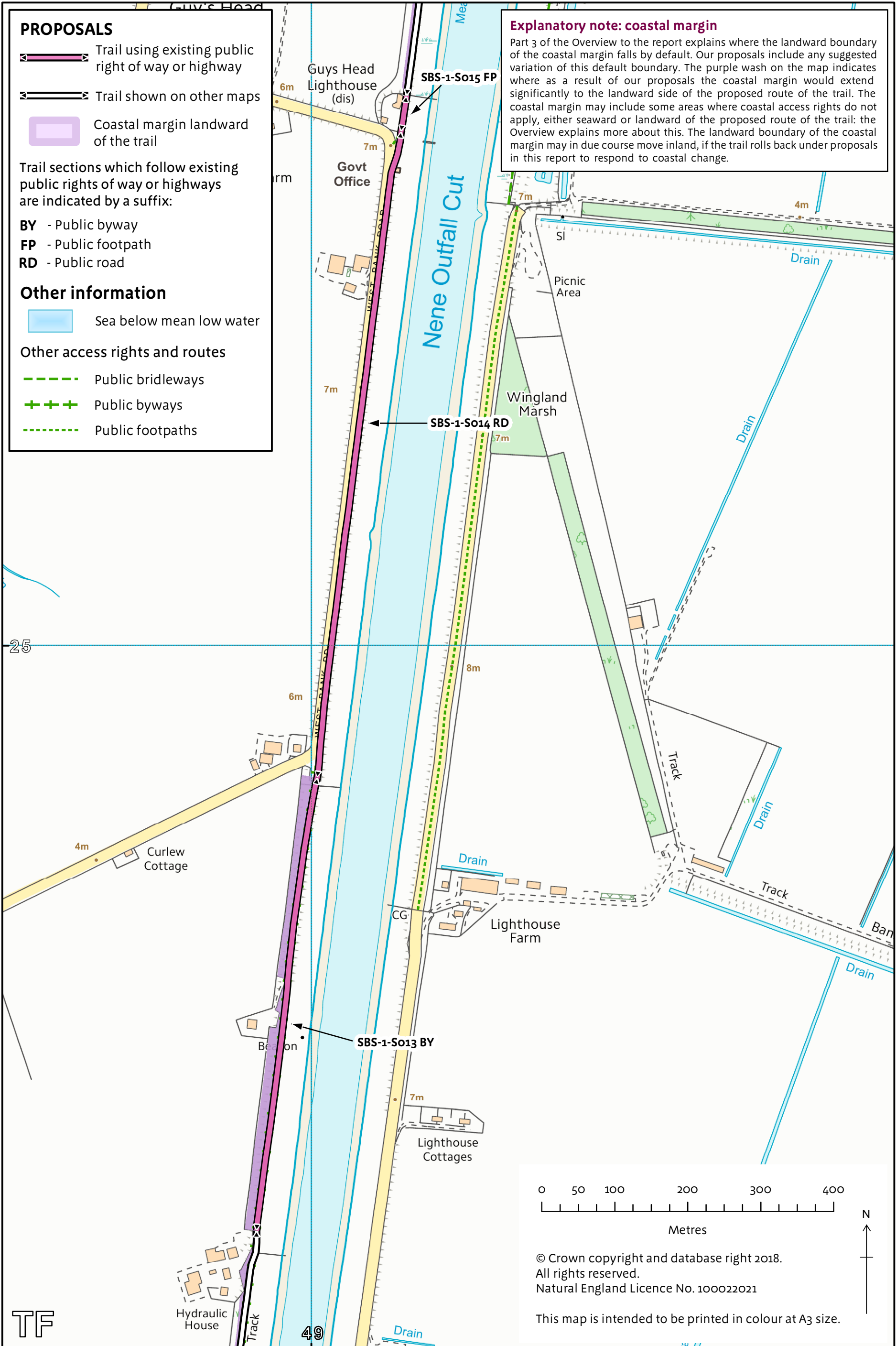
Access to the saltmarsh and flats in the margin will be excluded year round, seaward of route sections SBS-1-S017FP to SBS-3-S048BW, because we are satisfied that the land is unsuitable for public access.

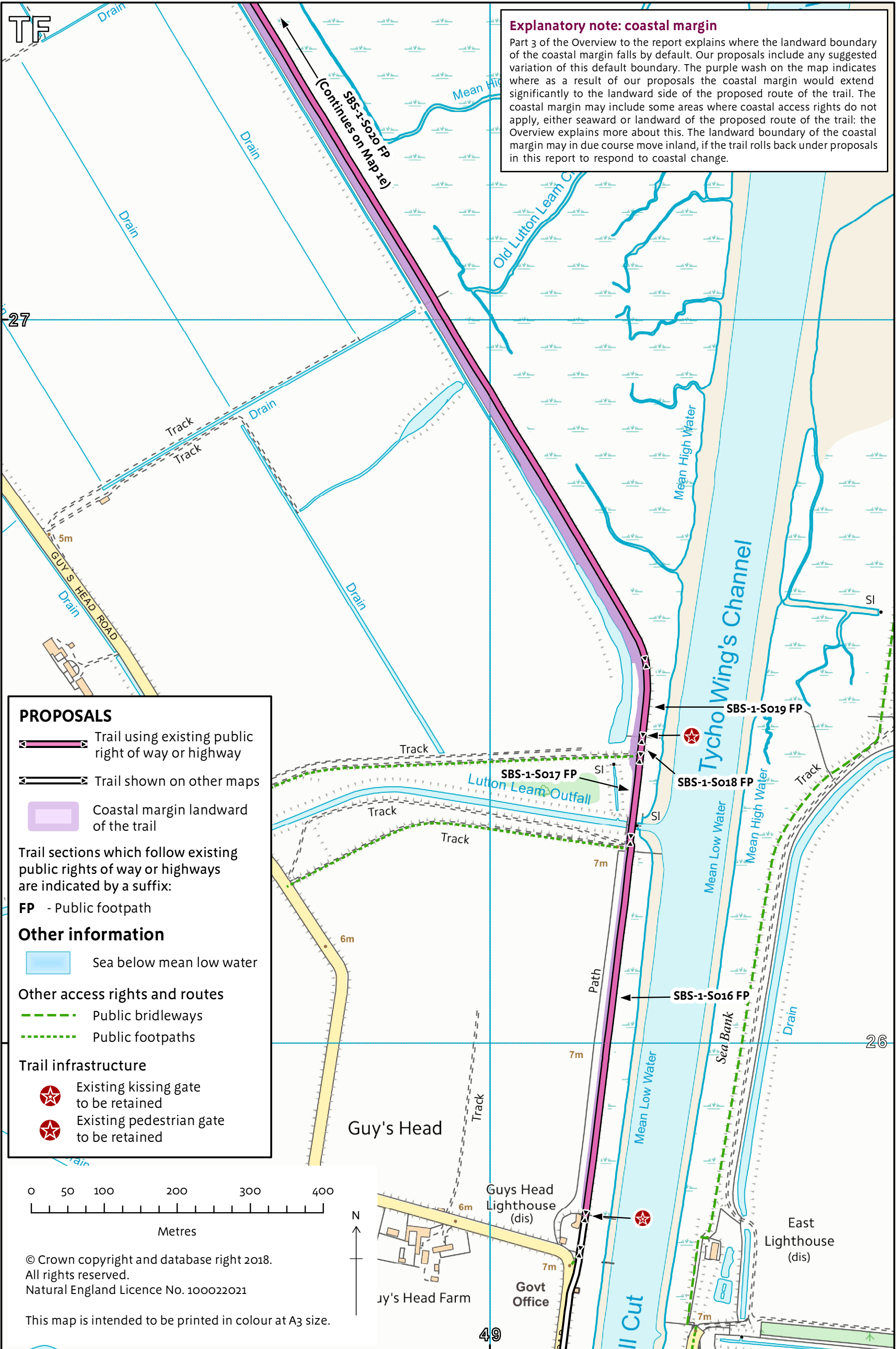
(Note - some of the land seaward of the trail is excepted from the coastal access rights because it is subject to military byelaws)

Please refer to Part 10 of the Overview and see maps D and E for further details.









Explanatory note: coastal margin
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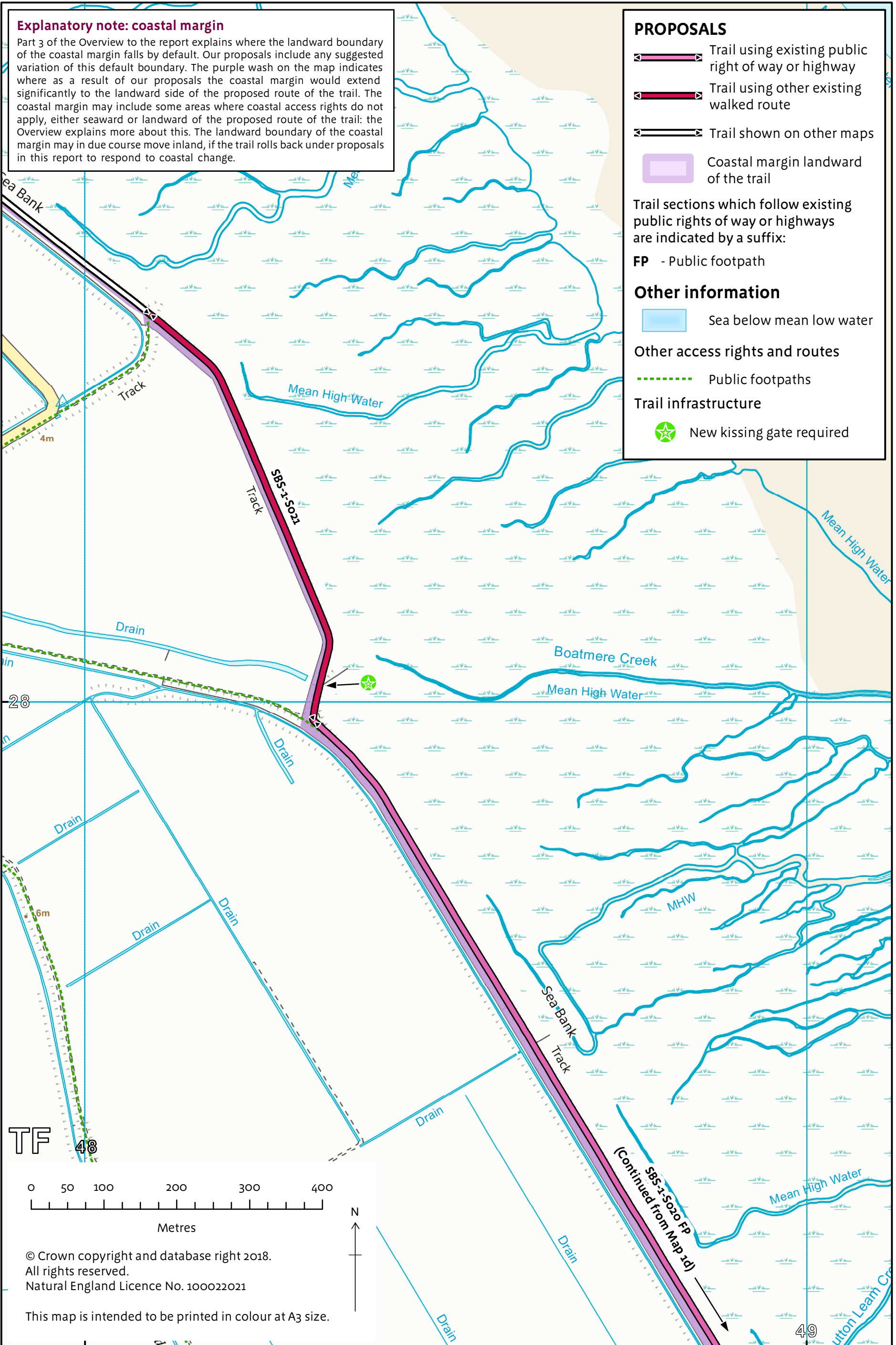
PROPOSALS

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

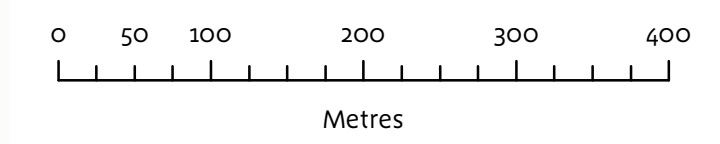
Trail sections which follow existing public rights of way or highways are indicated by a suffix:
FP - Public footpath

Other information

- Sea below mean low water
- Public footpaths
- Trail infrastructure
- New kissing gate required



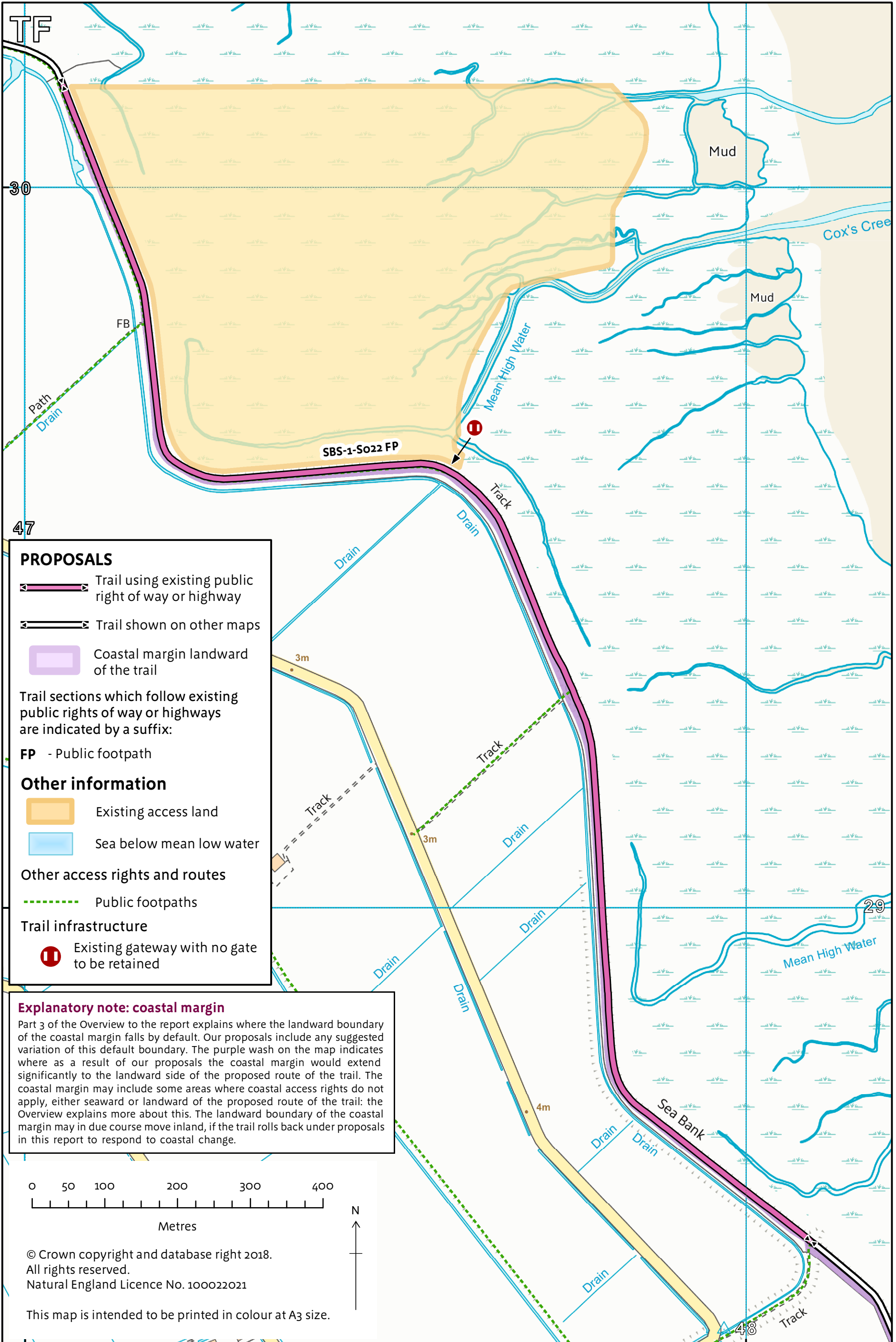
TF 48

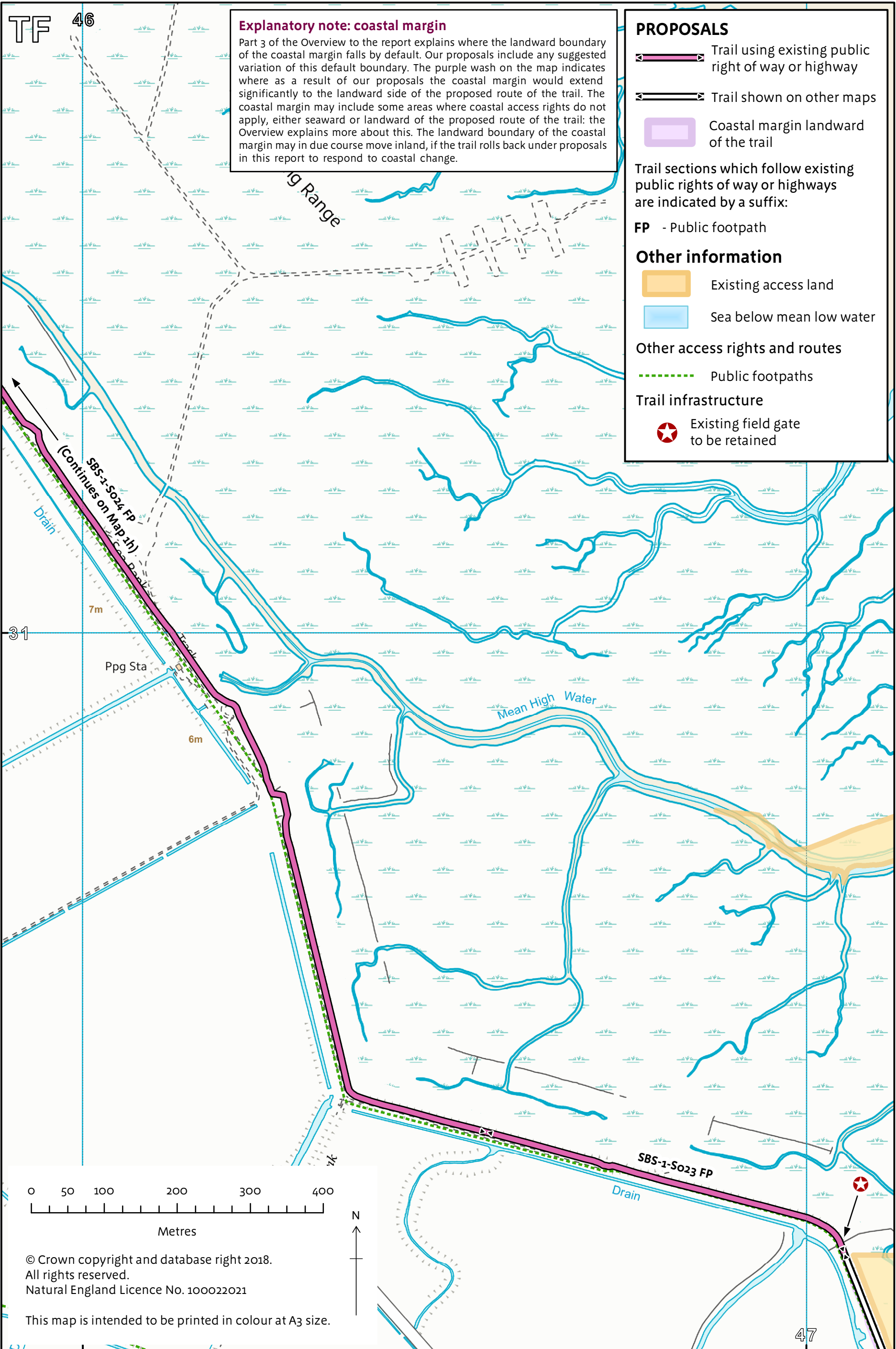


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49



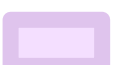




Explanatory note: coastal margin

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PROPOSALS

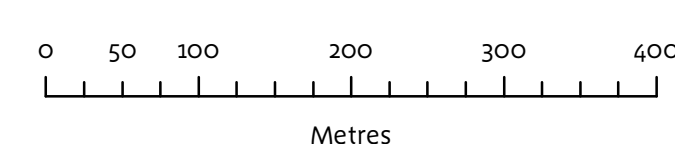
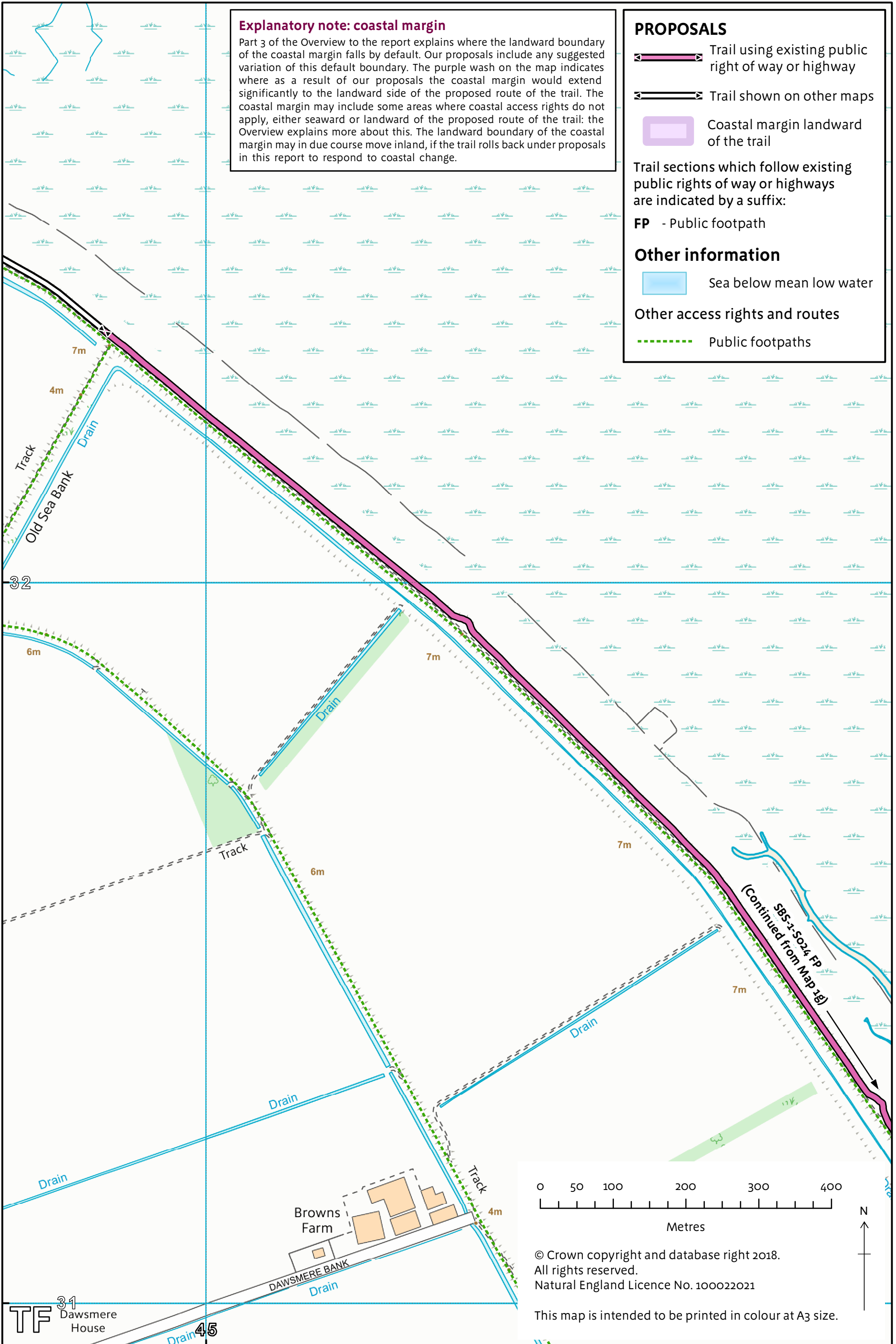
-  Trail using existing public right of way or highway
-  Trail shown on other maps
-  Coastal margin landward of the trail

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

FP - Public footpath

Other information

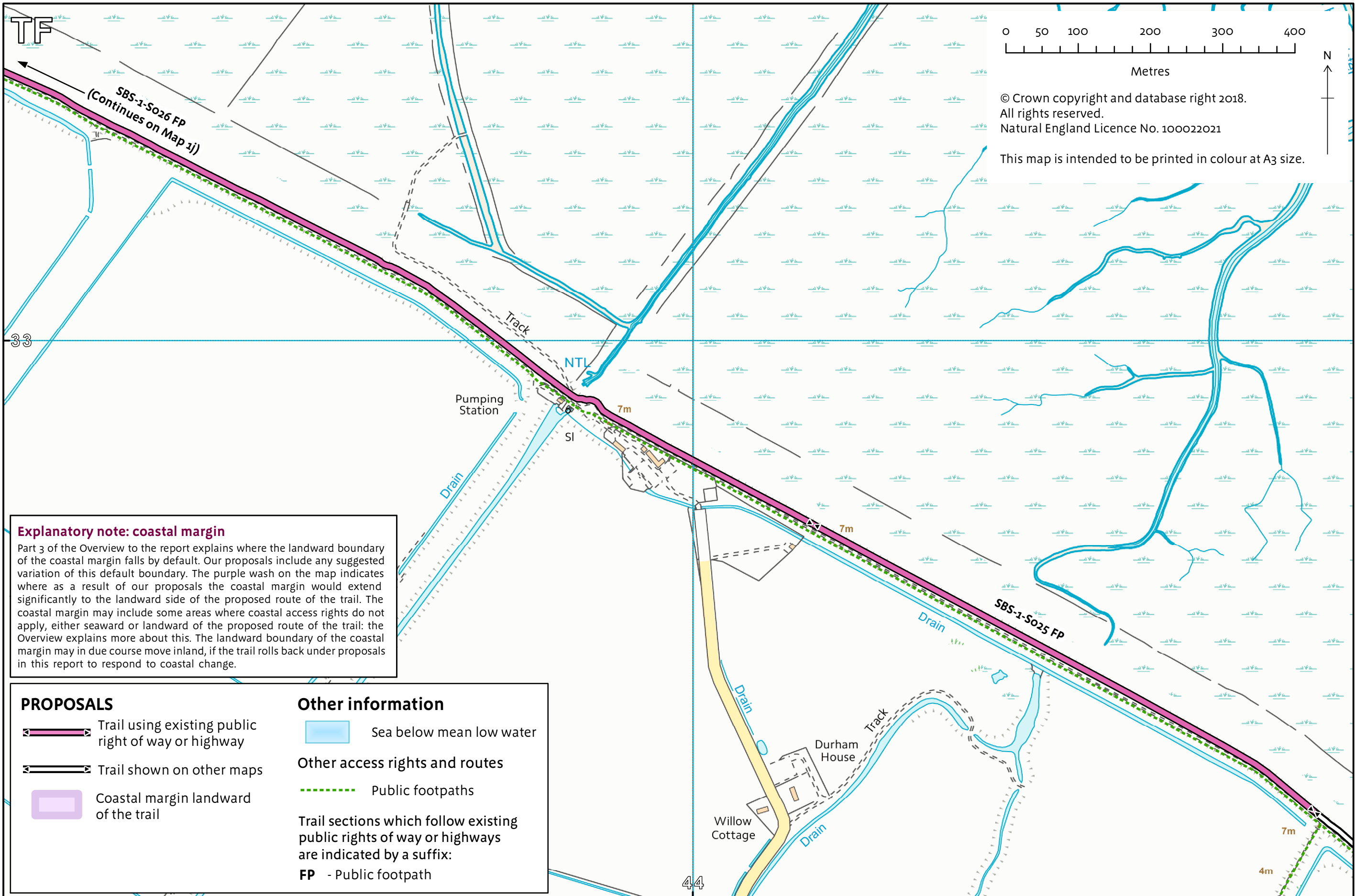
-  Sea below mean low water
-  Other access rights and routes
-  Public footpaths



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TF 31 Dawsmere House

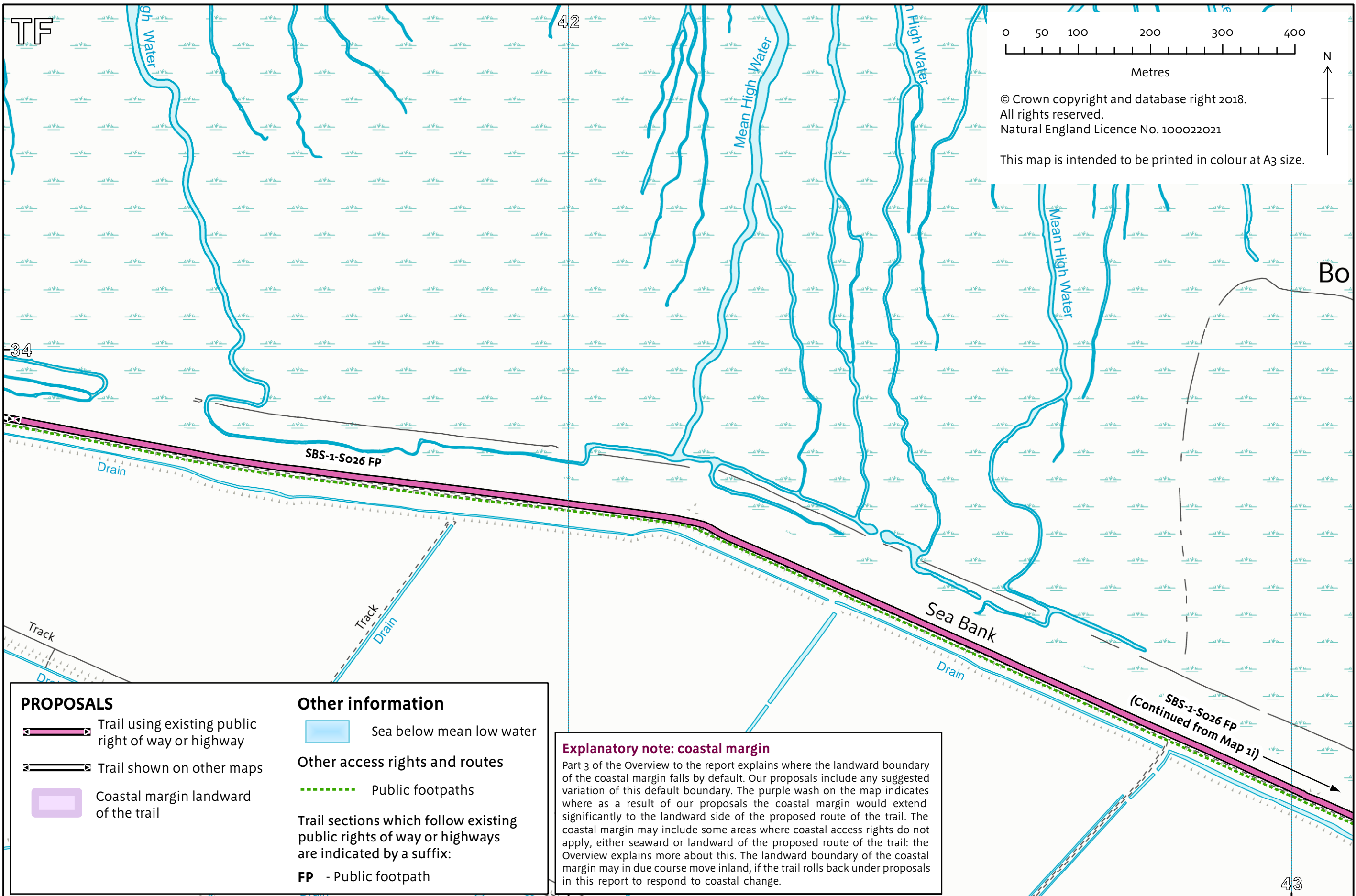
Brown's Farm
 DAWSMERE BANK




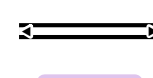

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PROPOSALS	Other information
Trail using existing public right of way or highway	Sea below mean low water
Trail shown on other maps	Other access rights and routes
Coastal margin landward of the trail	Public footpaths
	Trail sections which follow existing public rights of way or highways are indicated by a suffix:
	FP - Public footpath



Map 1i RAF Holbeach Durham's Road



PROPOSALS

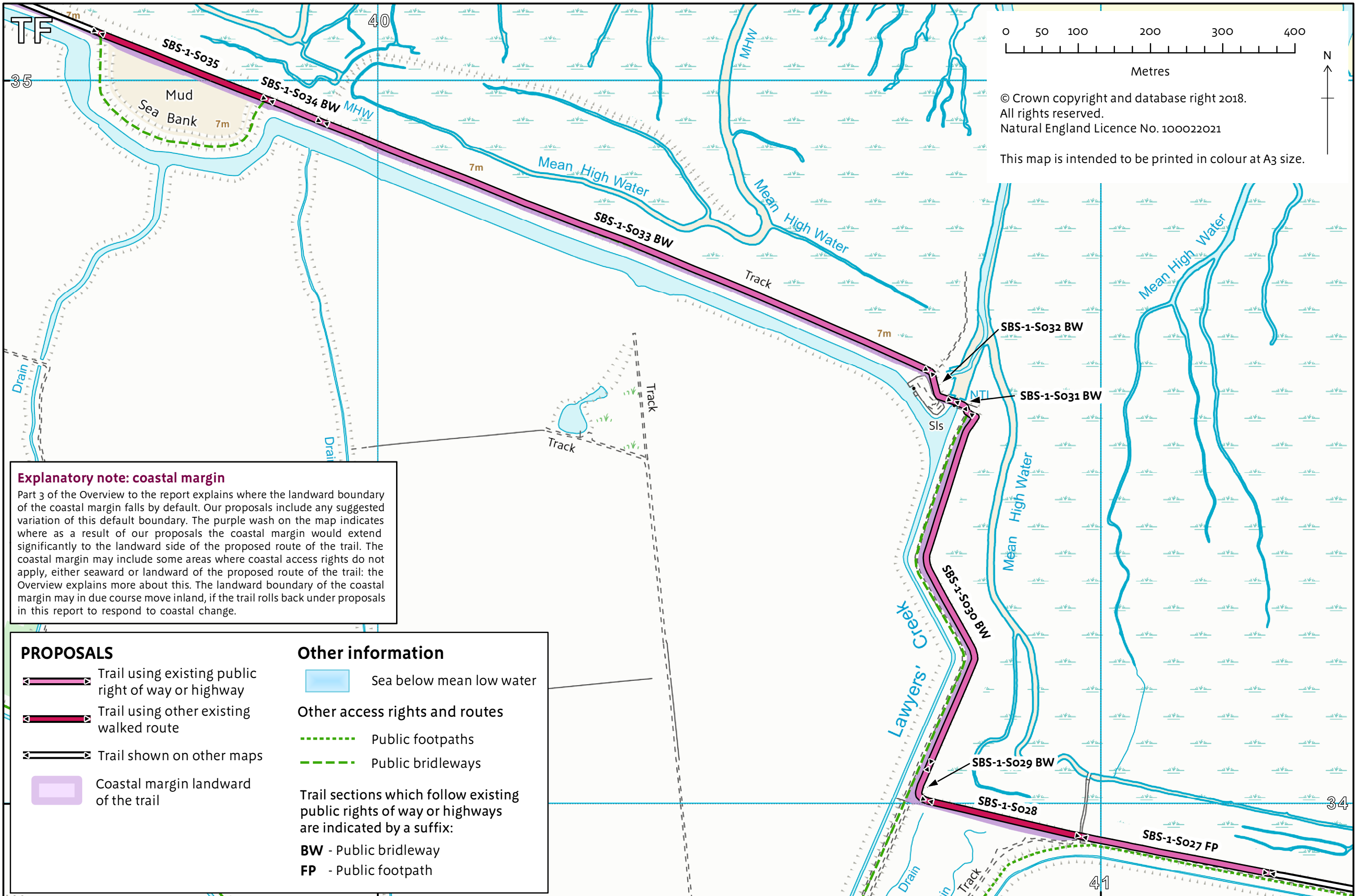
-  Trail using existing public right of way or highway
-  Trail shown on other maps
-  Coastal margin landward of the trail

Other information

-  Sea below mean low water
- Other access rights and routes**
-  Public footpaths
- Trail sections which follow existing public rights of way or highways are indicated by a suffix:
FP - Public footpath

Explanatory note: coastal margin

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Explanatory note: coastal margin

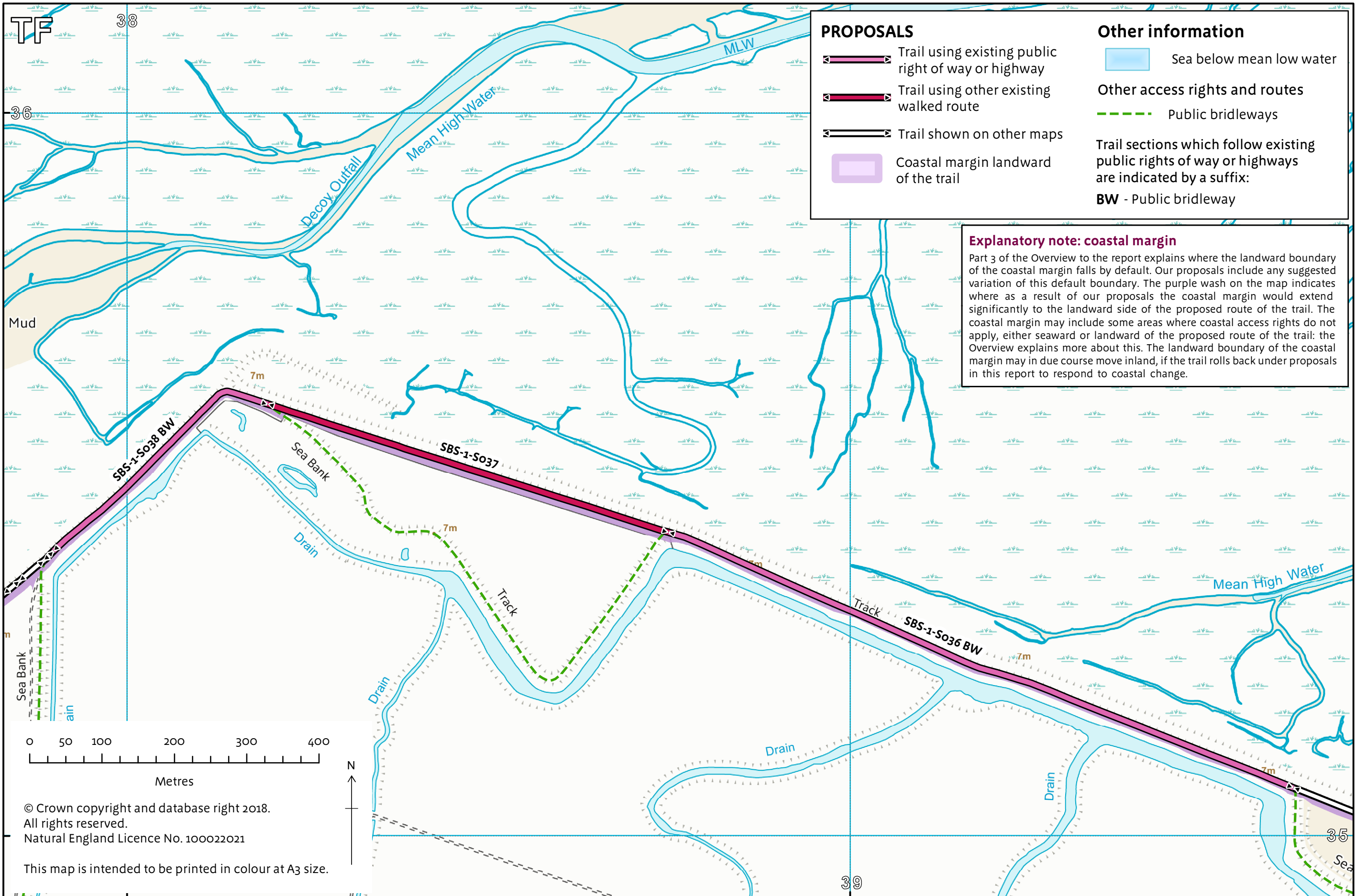
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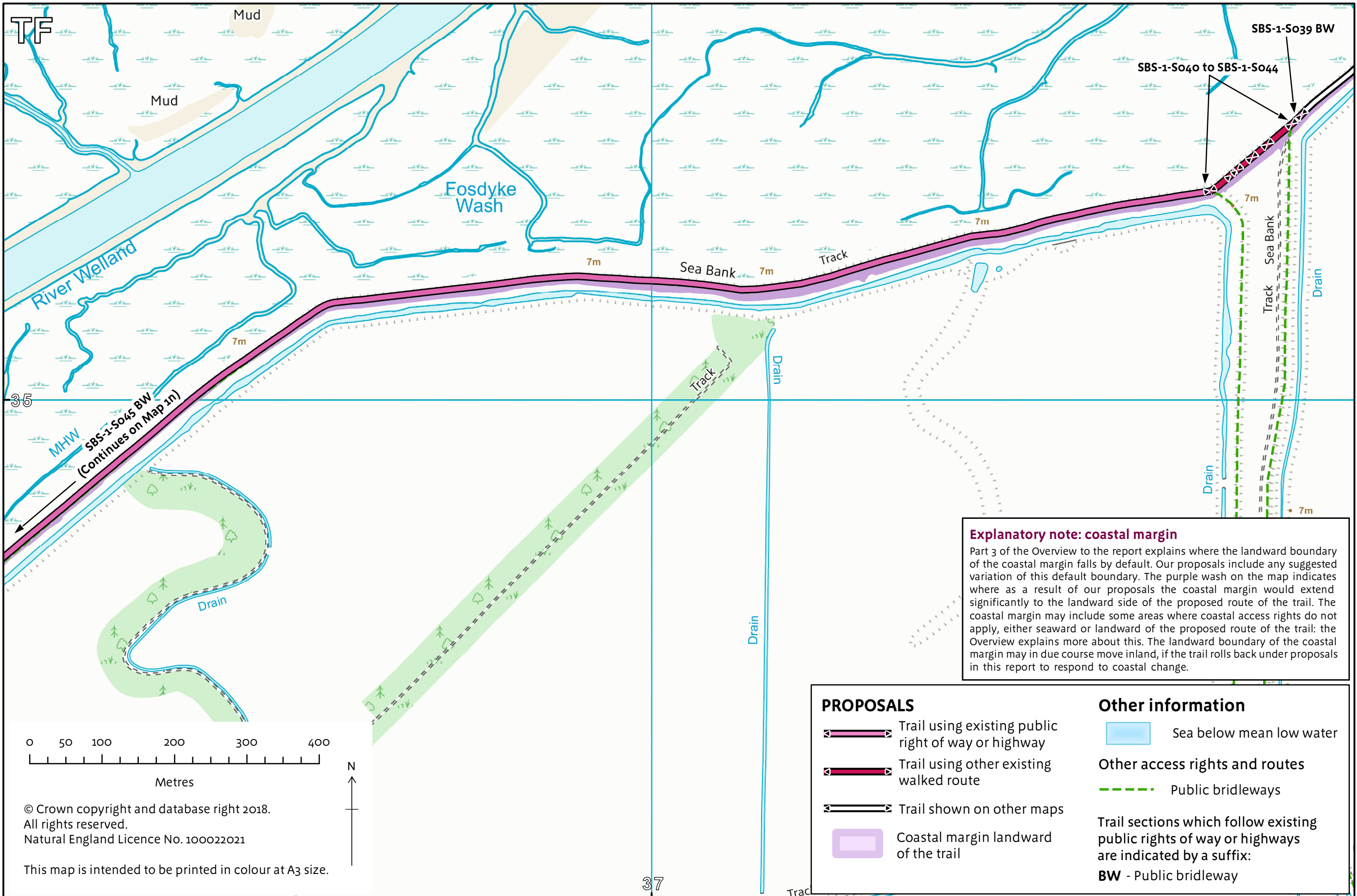
PROPOSALS

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

Other information

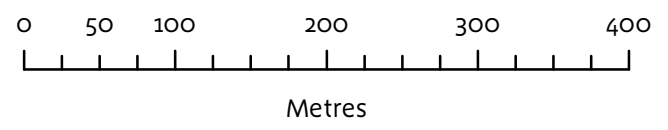
- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Public bridleways
- Trail sections which follow existing public rights of way or highways are indicated by a suffix:
- BW** - Public bridleway
- FP** - Public footpath



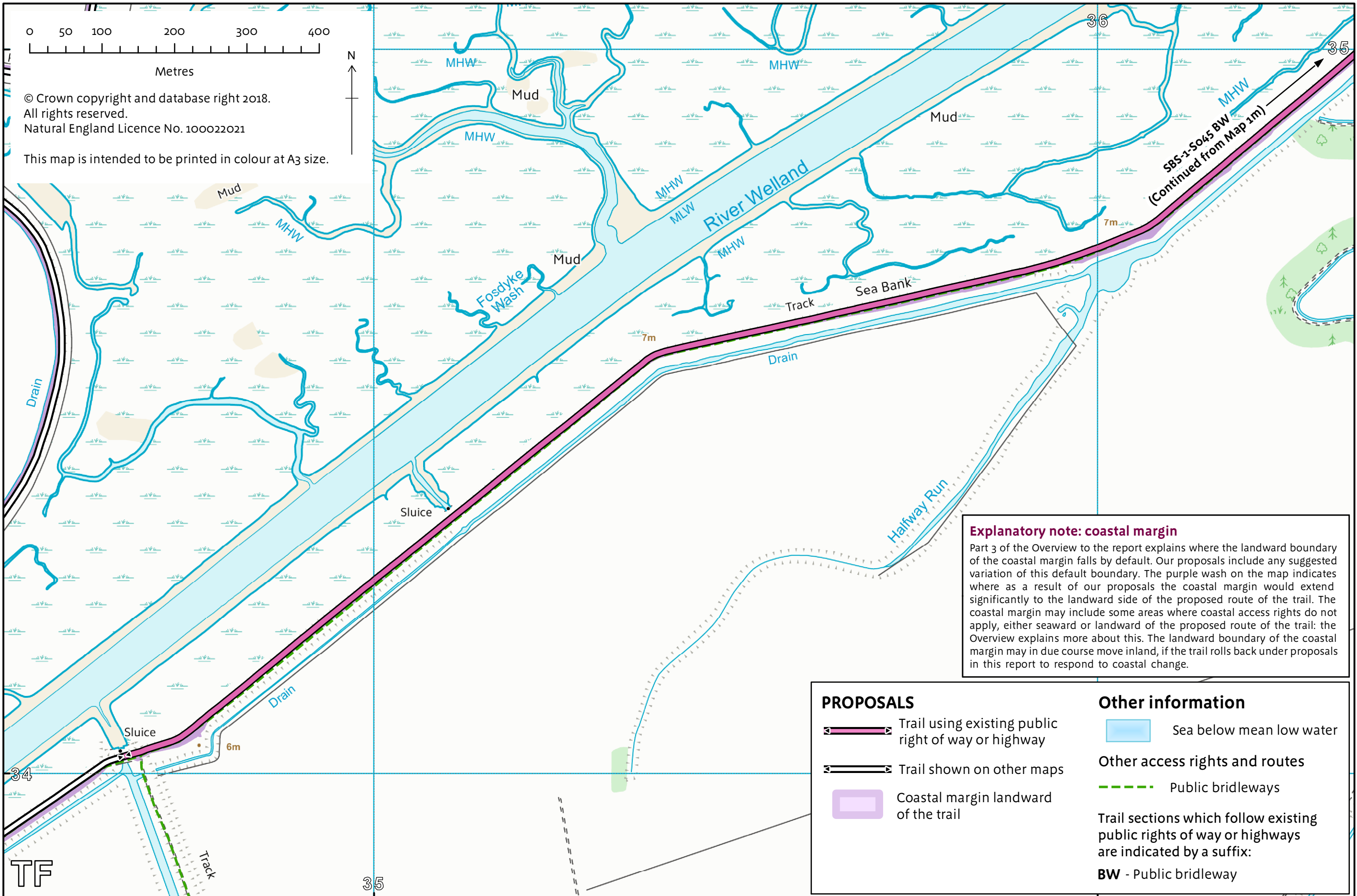


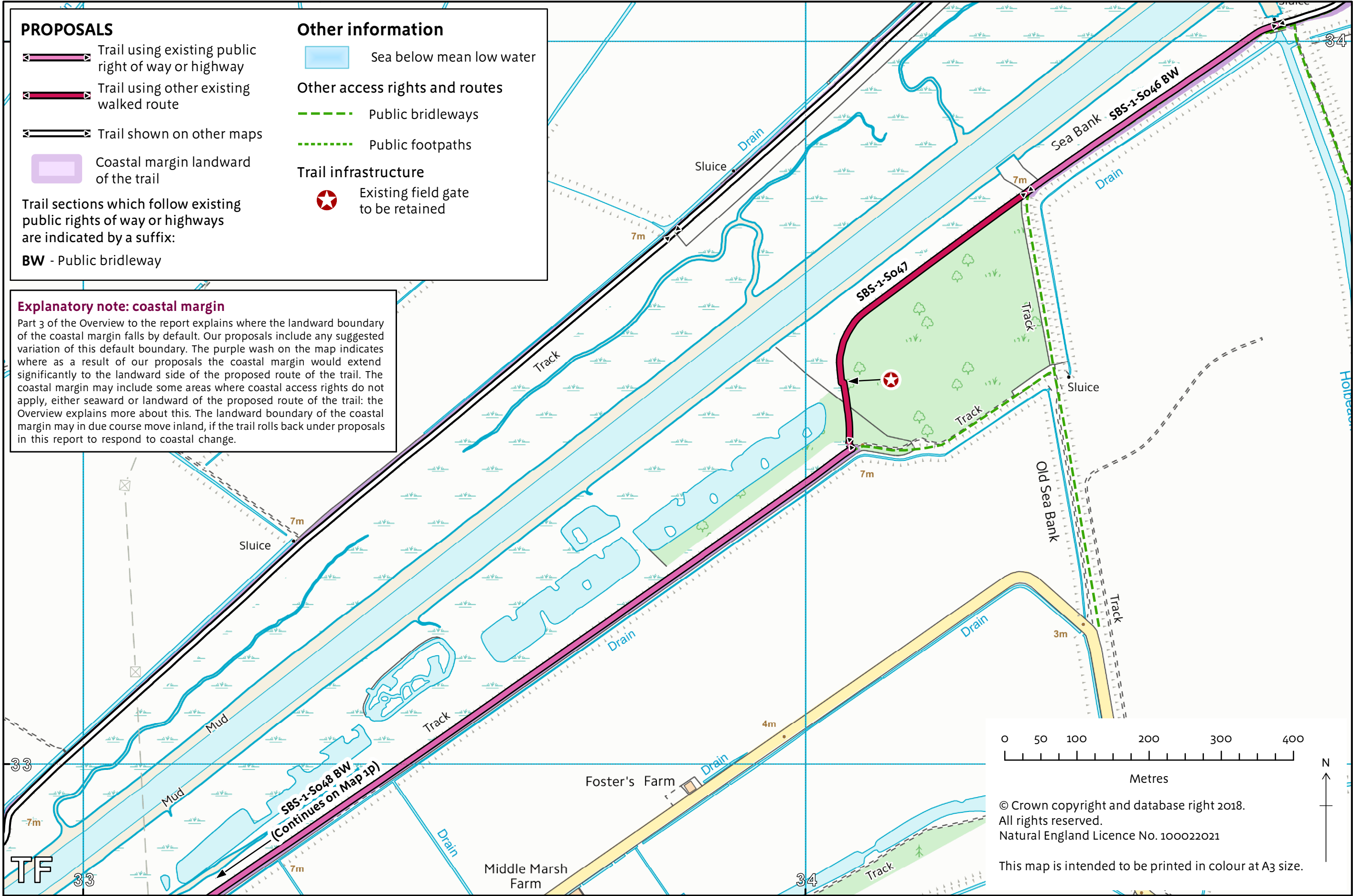
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PROPOSALS	Other information
Trail using existing public right of way or highway	Sea below mean low water
Trail using other existing walked route	Other access rights and routes
Trail shown on other maps	Public bridleways
Coastal margin landward of the trail	Trail sections which follow existing public rights of way or highways are indicated by a suffix: BW - Public bridleway



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