

Chapter 2:

Waxholme to Hornsea

England Coast Path: Easington to Filey Brigg - Natural England's Proposals

Part 2.1: Introduction

Start Point:	Waxholme (grid reference: TA 3273 2992)
End Point:	Hornsea (grid reference: TA 2111 4731)
Relevant Maps:	2a to 2m

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Follows a combination of new sections of path and existing walked routes, on a combination of public footpaths/footways, public highways, byways and cliff top paths.
- 2.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.1.3 Includes 56 sections of new path on the open coast between Waxholme and Hornsea. See maps 2a to 2m and associated tables below for details.
- 2.1.4 In some areas a significant inland diversion is necessary to take the trail past:
 - A public highway restricted by a traffic regulation order at sections EFB-2-S007 to EFB-2-S011.
 - Land the use of which is regulated by byelaws under section 14 of the Military lands Act 1892 or section 2 of the Military Lands Act 1900 at sections EFB-2-S046 to EFB-2-S054 RD.
 - Land which is currently deemed excepted or inaccessible with specific regard to the safety and convenience of those using the route at EFB-2-S054 RD to EFB-2-S060 (See Future Change, below and part 9 of the Overview).
- 2.1.5 Passes through land that is excepted land under Schedule 1 to the Countryside and Rights of Way Act 2000 by virtue of it being land regulated by byelaws under section 14 of the Military lands Act 1892 or section 2 of the Military Lands Act 1900 (route section EFB-2-S046 to EFB-2-S054 RD). The owner has given a written undertaking to dedicate as coastal margin, if this report is approved, an access strip along the proposed route through the land regulated by byelaws under section 14 of the

Military lands Act 1892 or section 2 of the Military Lands Act 1900. The dedication would remove the excepted land status of this strip and enable coastal access rights to come into effect along it.

Protection of sensitive features:

2.1.6 This part of the coast includes the following sites, designated for nature conservation (See map C of the Overview):

- The Greater Wash proposed Special Protection Area (pSPA) for its wildlife interest.
- The Holderness Inshore Marine Conservation Zone (MCZ) for its wildlife interest.
- Site of deserted village of Grimston, East Garton, 520m north of Grimston Garth (NHLE:102141) for its archaeological interest.

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.

2.1.7 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:

2.1.8 Generally there are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced 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 cliff top;
- There are places where it would be necessary ascend/descend steps at the intersection of EFB-2-S003 and EFB-2-S004. See map 2a.

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

Where we have proposed exercising our discretion:

2.1.9 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 an edge of pavement, edge of road, wall, fence or edge of track to make the extent of the new access right clearer. See table 2.2.1 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'.

2.1.10 Restrictions and/or exclusions: 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.

Establishment and ongoing management of the trail.

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

- New steps at the intersection of EFB-2-S003 and EFB-2-S004.
- Creation of a new gap in fence at the intersection of EFB-2-S008 and EFB-2-S009 RD, and EFB-2-S070.
- New footbridge at the intersection of EFB-2-S008 and EFB-2-S009 RD, EFB-2-S011, EFB-2-S020, the intersection of EFB-2-S023 and EFB-2-S024, the intersection of EFB-2-S024 and EFB-2-S025, the intersection of EFB-2-S028 and EFB-2-S029, EFB-2-S029, the intersection of EFB-2-S029 and EFB-2-S030, EFB-2-S052, and the intersection of EFB-2-S076 and EFB-2-S077.
- New kissing gate at the intersection of EFB-2-S026 FP and EFB-2-S027, EFB-2-S027(x2), the intersection of EFB-2-S027 and EFB-2-S028, the intersection of EFB-2-S067 and EFB-2-S068, and the intersection of EFB-2-S068 and EFB-2-S069.
- New culvert at the intersection of EFB-2-S037 and EFB-2-S038 RD.
- New pedestrian gate at the intersection of EFB-2-S052 and EFB-2-S053, and the intersection of EFB-2-S060 and EFB-2-S061 RD.
- New ramp at the intersection of EFB-2-S058 and EFB-2-S059.
- Construction of a new footway at EFB-2-S065 and EFB-2-S067.

2.1.12 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:

2.1.13 With the exception of Mappleton (EFB-2-S063 RD and EFB-2-S064 FW), all 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 of the Overview. See table(s) 2.2.1 below for details of the sections likely to be affected in the foreseeable future.

- 2.1.14 There is one location (EFB-2-S004) on the length of coast described in this chapter where, at the time of preparing the report, we foresee the need for changes to the access provisions due to managed realignment proposals. These are summarised at part 9 of the Overview. See table(s) 2.2.3 below for details of the sections likely to be affected.
- 2.1.15 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 6f - 'Coastal processes' and 9 - 'Future changes' of the Overview for more information.

Part 2.2: Commentary on Maps

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

2.2.1 Section Details – Map 2a to 2m: Waxholme to Hornsea

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.2: 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 5 – ‘Yes – see table 2.2.3’ means refer to the table below about our likely approach to roll-back on this part of the route.

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)
2a	EFB-2-S001 to EFB-2-S002	Other existing walked route	Gravel	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S003	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S004	Other existing walked route	Gravel	Yes: see table 2.2.3	No	Landward edge of trail	Not used	None
	EFB-2-S005	Other existing walked route	Gravel	Yes: Normal	No	Wall	Clarity and Cohesion	None
2b	EFB-2-S006	Other existing walked route	Tarmac	Yes: Normal	No	Various	Clarity and Cohesion	None
	EFB-2-S007	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S008	Not an existing walked route	Grass	Yes: Normal	No	Fence line	Clarity and Cohesion	None
	EFB-2-S009 RD	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S010 to EFB-2-S013	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S014 FP to EFB-2-S015 FP	Public Footpath	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2b, 2c	EFB-2-S016 to EFB-2-S019	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2c	EFB-2-S020	Not an existing walked route	Bare Soil (compacted)	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S021 RD	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S022	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2d	EFB-2-S023	Not an existing walked route	Bare Soil (compacted)	Yes: Normal	No	Landward edge of trail	Not used	None
2e	EFB-2-S024 to EFB-2-S025	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S026 FP	Public Footpath	Gravel	Yes: Normal	No	Landward edge of trail	Not used	None
2e, 2f	EFB-2-S027 to EFB-2-S030	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2f	EFB-2-S031 to EFB-2-S032	Not an existing walked route	Stone: Aggregate	Yes: Normal	No	Landward edge of trail	Not used	None

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)
2f,2g	EFB-2-S033 to EFB-2-S034	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2g	EFB-2-S035 RD	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S036 to EFB-2-S037	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S038 RD	Public Highway	Tarmac	Yes: Normal	No	Edge of track	Clarity and Cohesion	None
	EFB-2-S039 FP	Public Footpath	Grass	Yes: Normal	No	Edge of track	Clarity and Cohesion	None
	EFB-2-S040 to EFB-2-S042	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2h	EFB-2-S043	Other existing walked route	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S044 to EFB-2-S047	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S048 BY	Byway open to all traffic	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S049 BY	Byway open to all traffic	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
2i	EFB-2-S050 to EFB-2-S051	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2j	EFB-2-S052	Not an existing walked route	Scrub	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S053	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S054 RD*	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
2k	EFB-2-S055 FW*	Public footway (pavement)	Grass	Yes: Normal	No	Pavement edge	Clarity and Cohesion	None
	EFB-2-S056 RD*	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S057*	Not an existing walked route	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S058 to EFB-2-S059*	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S060	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S061 RD to EFB-2-S062 RD	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S063 RD	Public Highway	Tarmac	No	No	Landward edge of trail	Not used	None
2l	EFB-2-S064 FW	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and Cohesion	None
	EFB-2-S065 to EFB-2-S066*	Other existing walked route	Grass	Yes: Normal	No	Pavement edge	Clarity and Cohesion	None
	EFB-2-S067*	Not an existing walked route	Grass	Yes: Normal	No	Road	Clarity and Cohesion	None
	EFB-2-S068*	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None

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)
2l	EFB-2-S069 FP*	Public Footpath	Bare soil (compacted)	Yes: Normal	No	Landward edge of trail	Not used	None
2l,2m	EFB-2-S070 to EFB-2-S078	Not an existing walked route	Grass	Yes: Normal	No	Landward edge of trail	Not used	None
2m	EFB-2-S079	Not an existing walked route	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S080 RD	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None
	EFB-2-S081 FW	Public footway (pavement)	Tarmac	Yes: Normal	No	Pavement edge	Clarity and Cohesion	None
	EFB-2-S082 RD	Public Highway	Tarmac	Yes: Normal	No	Landward edge of trail	Not used	None

2.2.2 Other options considered: Map 2j: Cowden Parva to Cliff House Farm, Map 2k: Cliff House Farm to Mappleton, Map 2l: Mappleton to Rolston Sands.

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
2j and 2k	EFB-2-S054 RD to EFB-2-S056 RD	From EFB-2-S054 RD to EFB-2-S056 RD we considered alignment along the cliff top to the East of Cliff House Farm.	We opted for the proposed route because: <ul style="list-style-type: none"> 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.
2k	EFB-2-S057 to EFB-2-S059	From EFB-2-S057 we considered various alignments through land at Grange Farm then along the cliff edge alongside an arable field before meeting EFB-2-S060.	We opted for the proposed route because: <ul style="list-style-type: none"> 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. the option considered took the trail past land which is deemed inaccessible with specific regard to the safety and convenience of those using the route.
2l	EFB-2-S065 to EFB-2-S069 FP	From EFB-2-S065 to EFB-2-S069 we considered crossing the main road at Grays Farm to initially follow a public footway and then a public highway to Seaview Farm before crossing back over the main road to follow a public byway to meet the end of EFB-2-S069 FP.	We opted for the proposed route because: <ul style="list-style-type: none"> 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. it is closer to the sea and maintains views of the sea. it avoids two road crossings.

2.2.3 Roll-back implementation – more complex situations: Map: 2a Waxholme to Sand le Mere

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
2a	EFB-2-S004	Managed realignment of sea defences.	This stretch of coast is affected by a planned managed realignment. At present the proposal is for the current defences to be breached naturally once the new works are in place. When this breach occurs the trail will roll back to the new sea defences. The timescale for the works is not yet confirmed.

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 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2a to 2m.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Waxholme to Hornsea

Proposed route of the trail

- 2.3.1 In relation to route sections EFB-2-S063 RD and EFB-2-S064 FW, the route is to be at the centre of the line shown on the maps 2k and 2l as the proposed route of the trail.
- 2.3.2 In relation to route sections EFB-2-S001 to EFB-2-S062 RD and EFB-2-S065 to EFB-2-S082 RD, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 2a to 2m as the proposed route of the trail.
- 2.3.3 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 to link with other parts of the route that need to roll back in direct response to such changes;
- 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 9 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

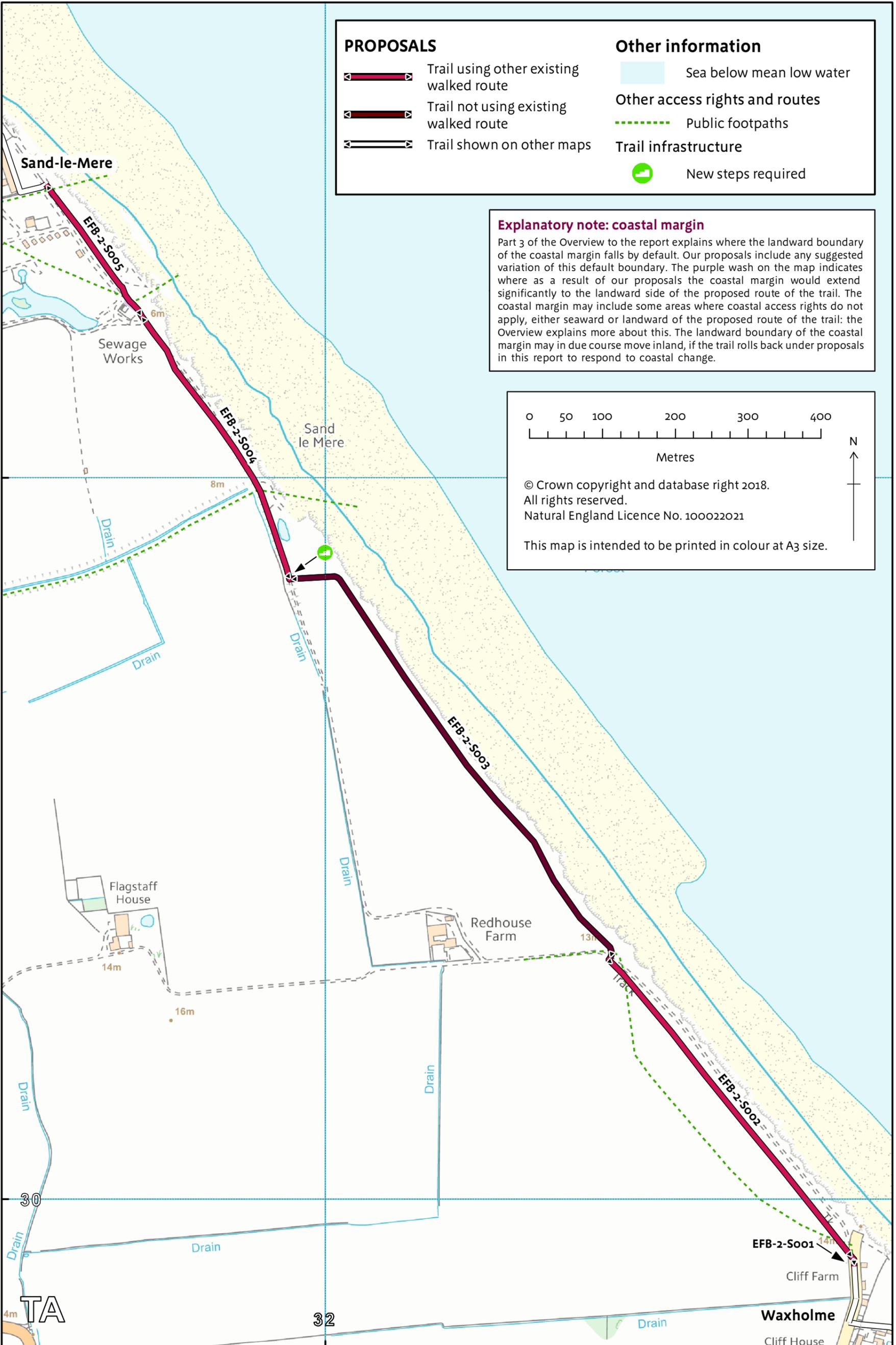
- 2.3.4 Adjacent to route sections EFB-2-S005, EFB-2-S006 and EFB-2-S008 the landward boundary of the coastal margin is to coincide with the wall, various and fence respectively which, at the time of writing this report, are landward of the proposed route shown as the trail on maps 2a and 2b.
- 2.3.5 Adjacent to route sections EFB-2-S038 RD to EFB-2-S039 RD, EFB-2-S055 FW, EFB-2-S064 FW to EFB-2-S067 and EFB-2-S081 FW the landward boundary of the coastal margin is to coincide with the landward edge of the track, pavement or road shown as the trail on maps 2g, 2k, 2l and 2m.

Local restrictions and exclusions

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

Alternative routes

- 2.3.7 There are no proposals for alternative routes in relation to this length of coast.



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32

EFB-2-S001

Cliff Farm

Waxholme

Cliff House

Sewage Works

Sand le Mere

Flagstaff House

Redhouse Farm

14m

16m

13m

Drain

Drain

Drain

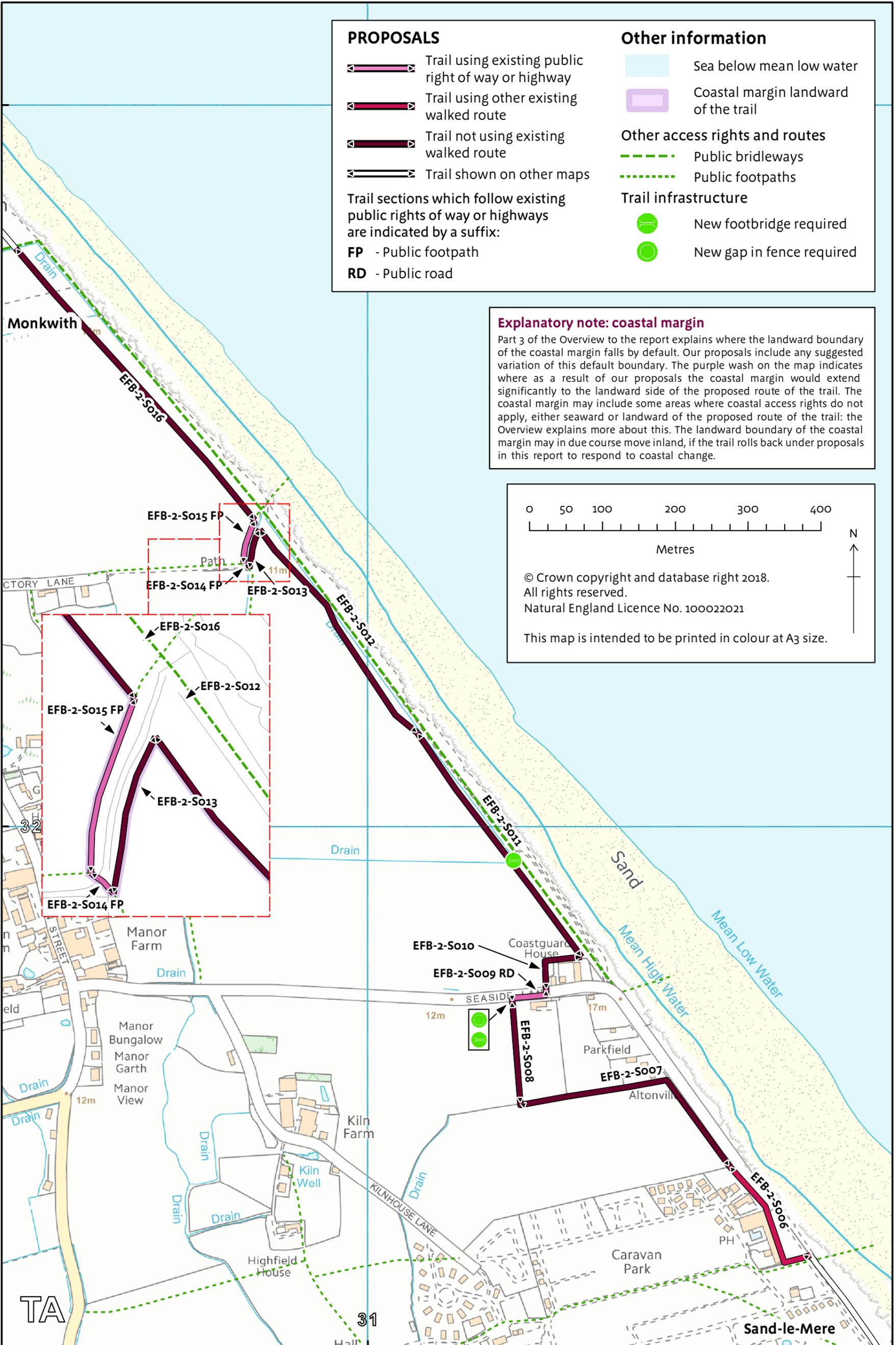
8m

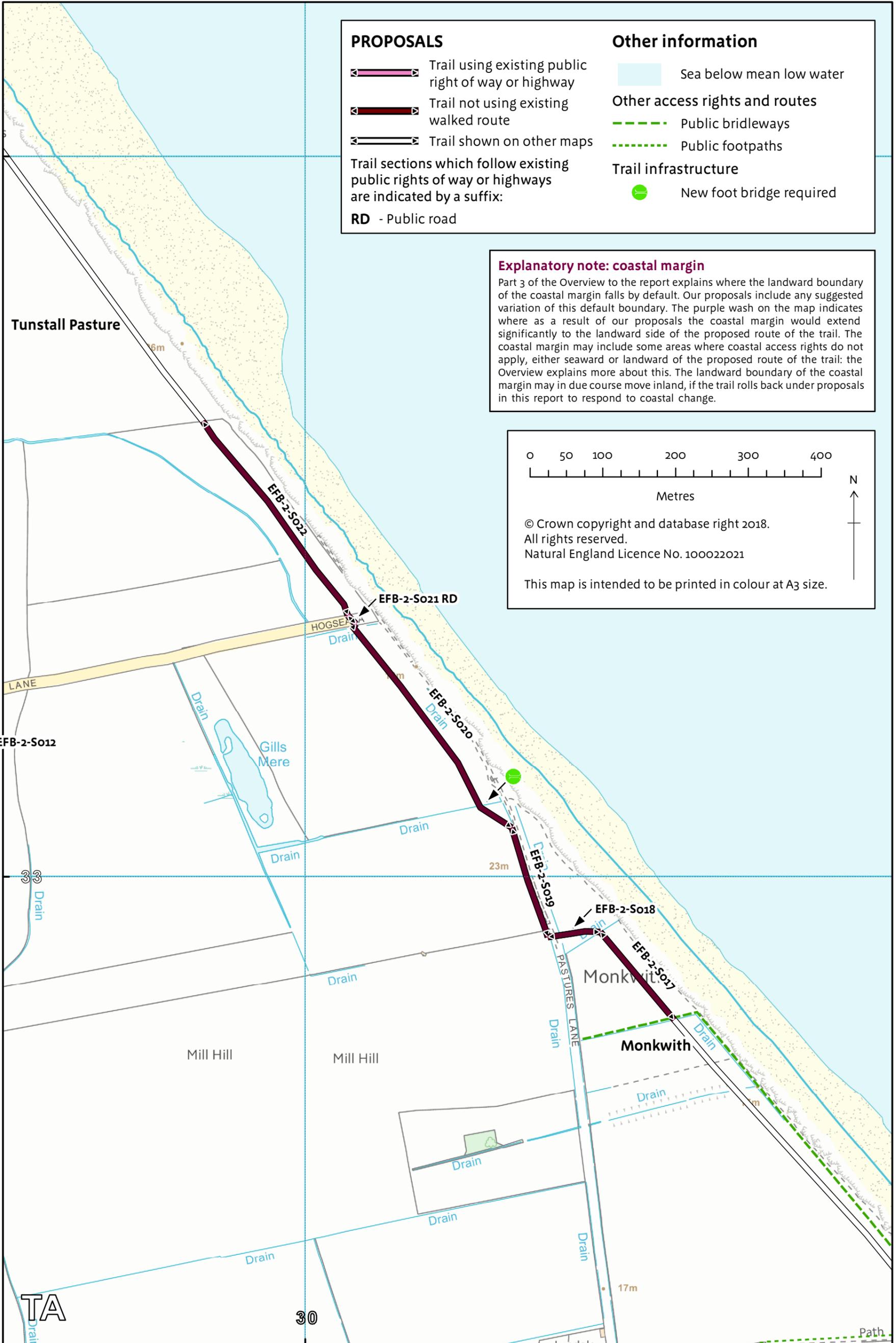
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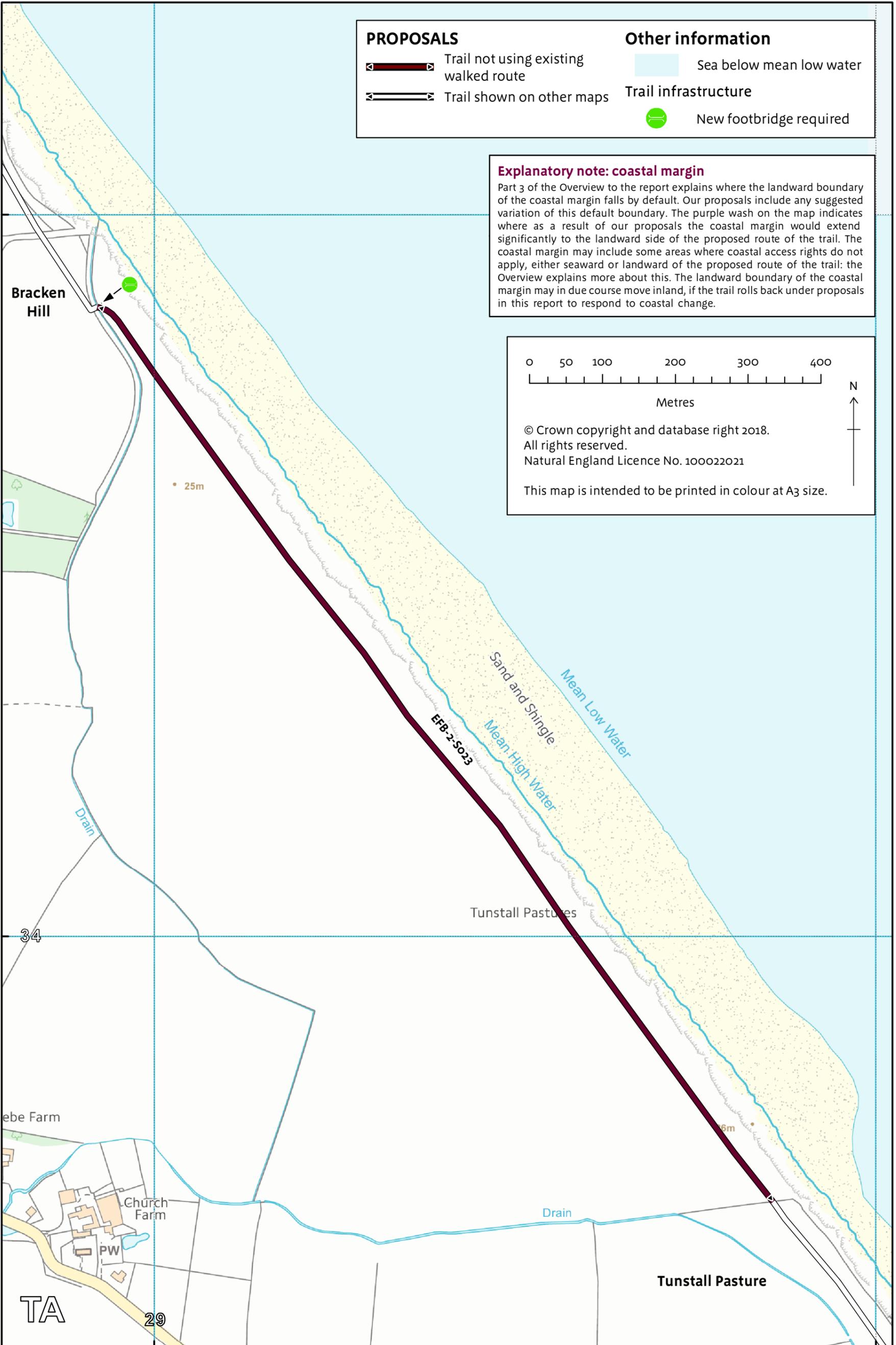
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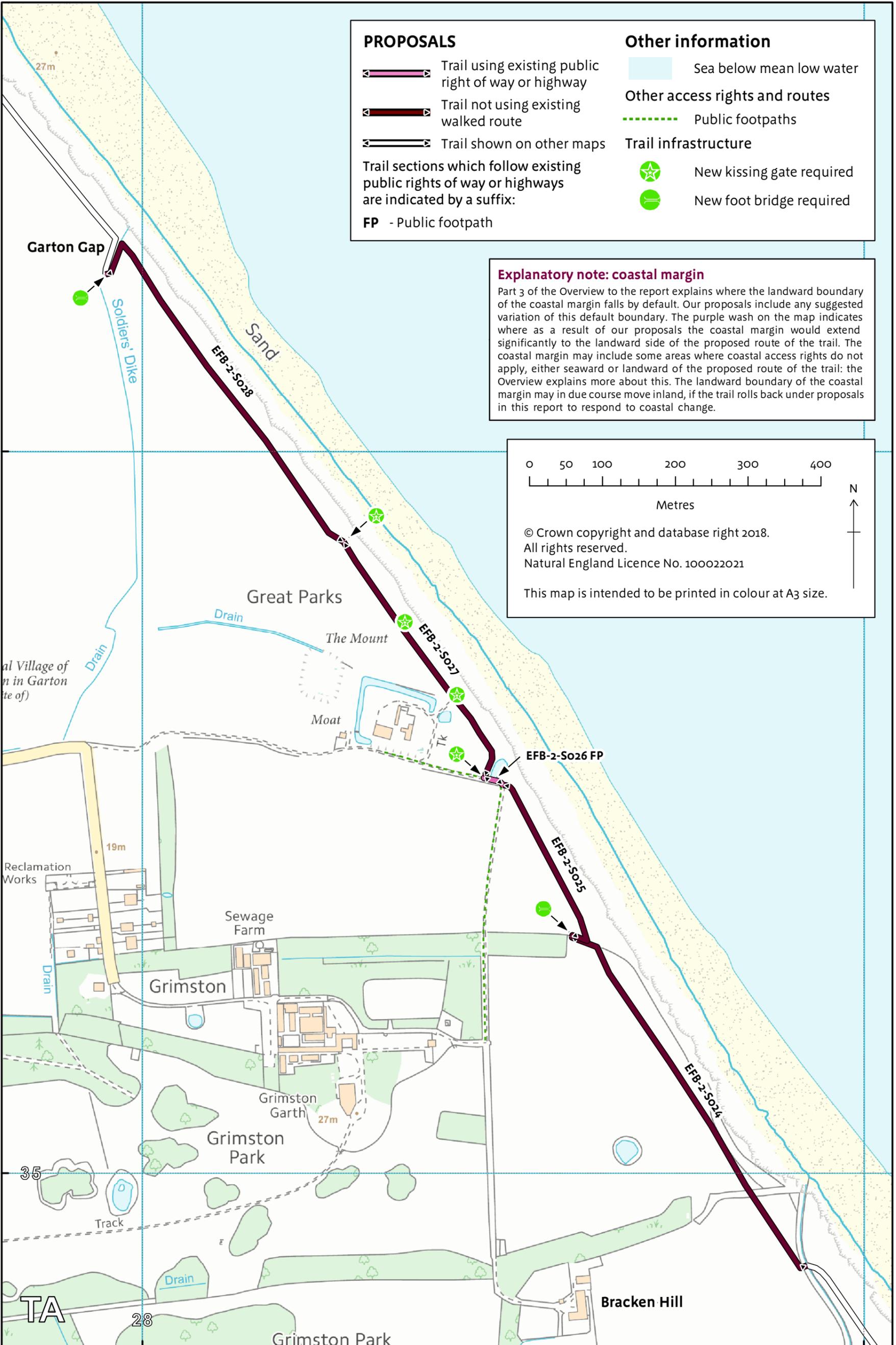
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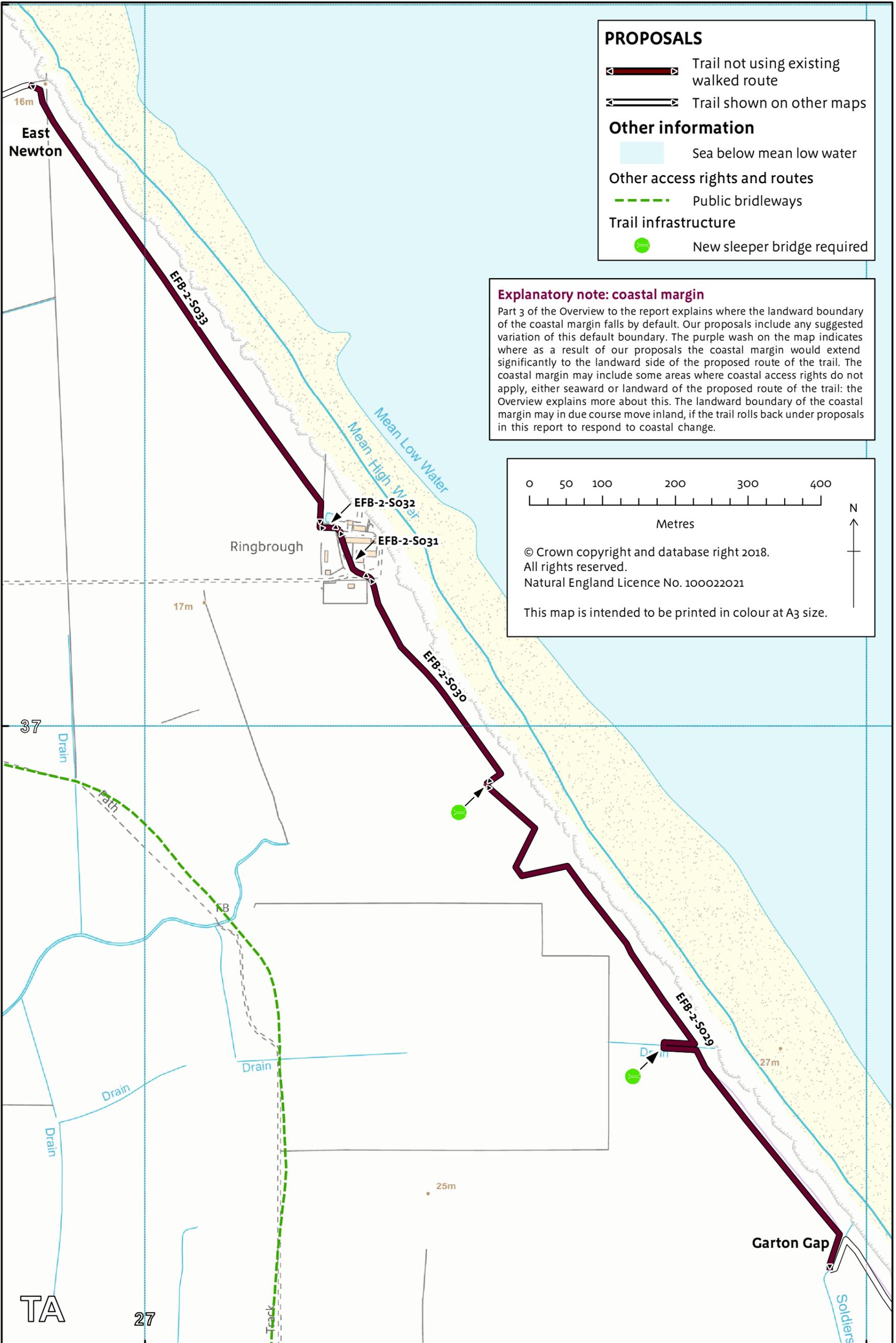
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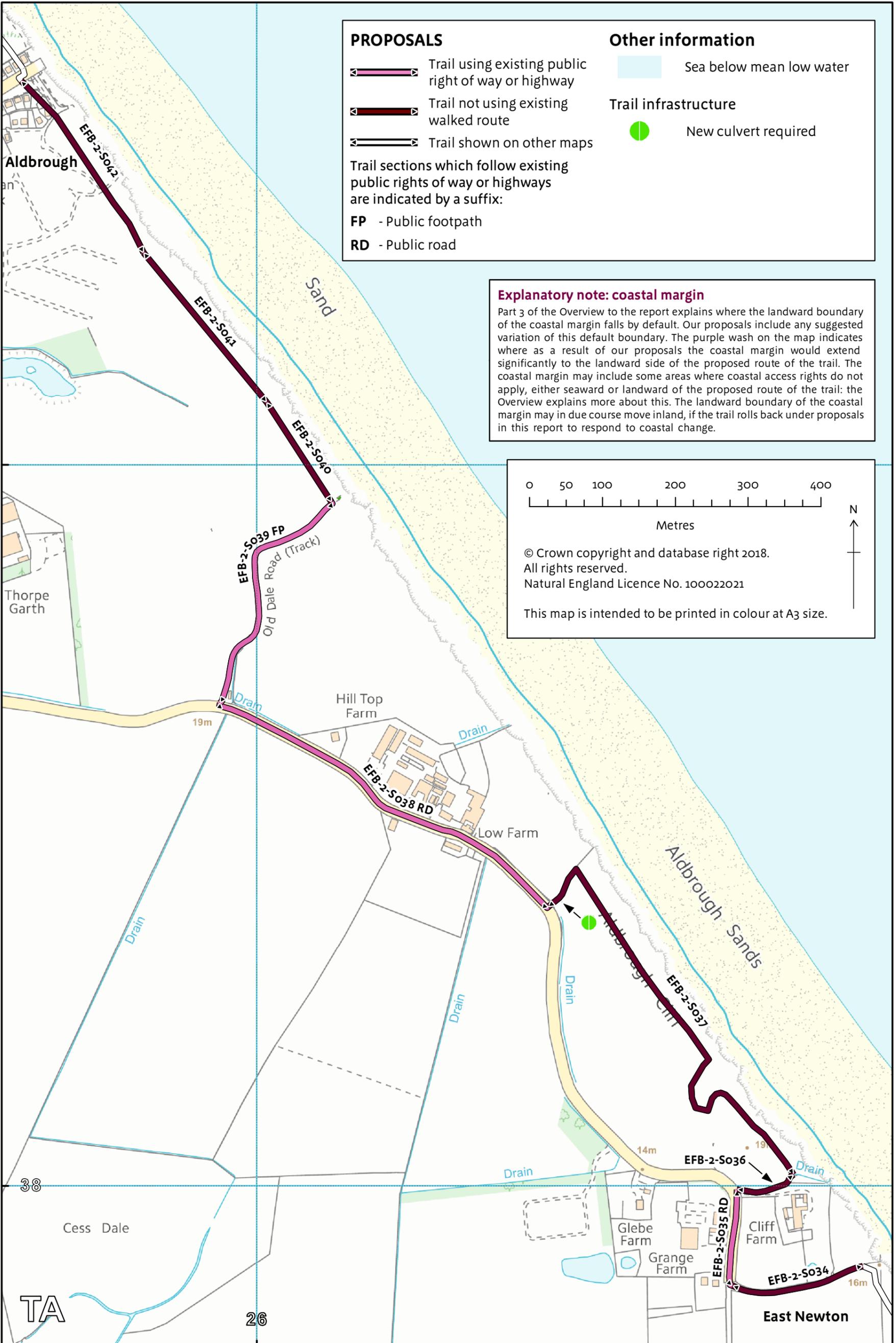


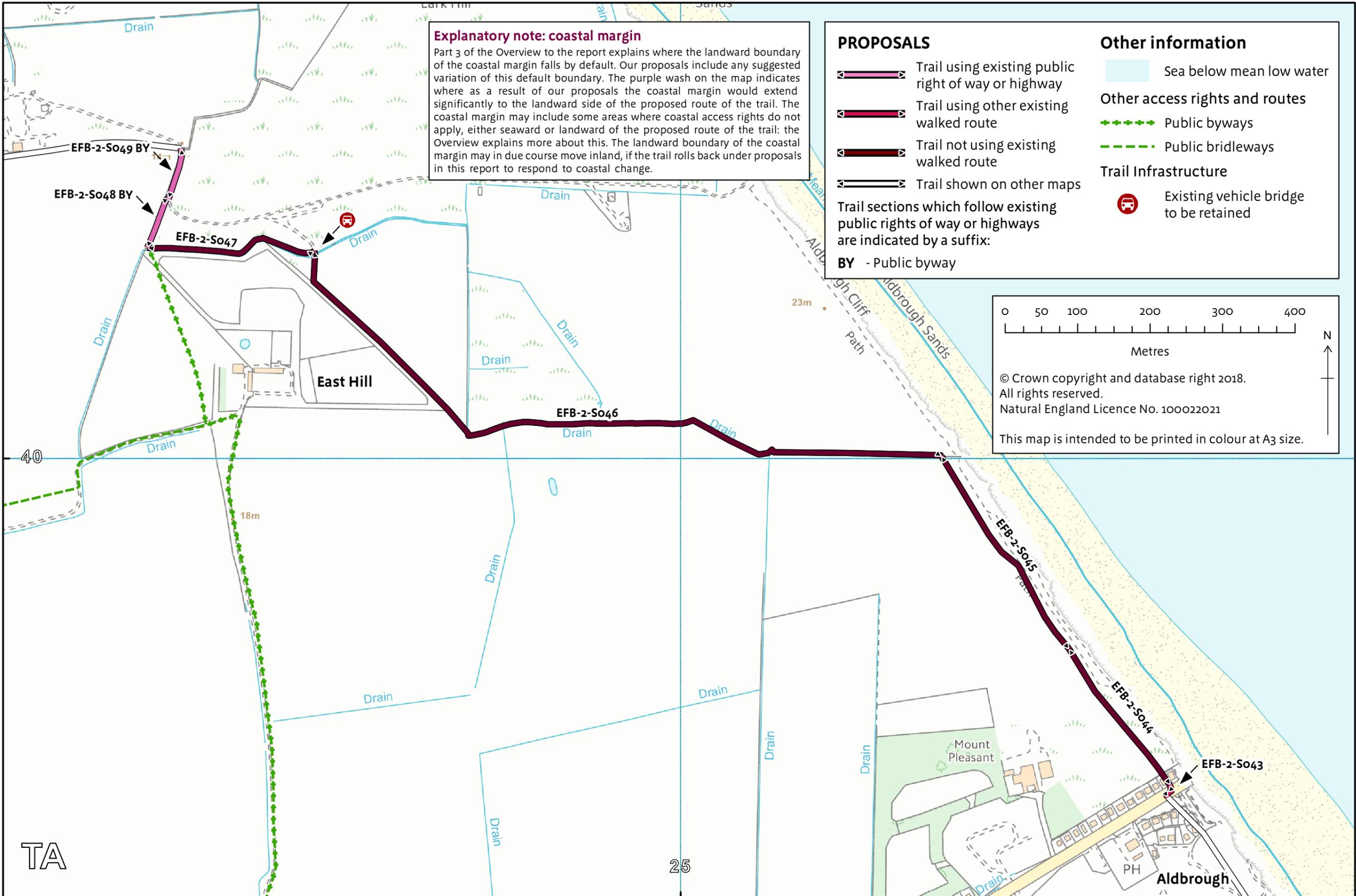












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25

