



England Coast Path Stretch: Aust to Brean Down

Report ABD 6: Wain's Hill to Huckers Bow

Part 6.1: Introduction

Start Point:	Wain's Hill (Grid reference ST 3924 7064)
End Point:	Huckers Bow (Grid reference ST 3473 6620)
Relevant Maps:	ABD 6a to ABD 6f

6.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Aust to Brean Down.

6.1.2 This report covers length ABD 6 of the stretch, which is the coast between Wain's Hill and Huckers Bow. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

6.1.3 The report explains how we propose to implement the England Coast Path ("the trail") on this part of the stretch, and details the likely consequences in terms of the wider 'Coastal Margin' that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections ("roll-back"), if this proves necessary in the future because of coastal change.

6.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 6.2: Proposals Narrative

The trail:

6.2.1 There are no public rights of way along the coast between Wain's Hill and Huckers Bow.

6.2.2 The trail follows an existing walked route as far as Kingston Pill (map ABD 6a).

6.2.3 From Kingston Pill to Huckers Bow (maps ABD 6b to ABD 6e), it follows a new path which would be on or just behind the seawall in most places, offering regular views of the Severn and its tributaries whilst minimising visual disturbance to feeding and roosting waterbirds. At Huckers Bow it meets an existing walked route leading to Middle Hope.

6.2.4 It includes an inland diversion around Wharf Farm (map ABD 6c). See table 6.3.3 for details of why we consider this necessary.

6.2.5 The new path along the south bank of the River Yeo (see map ABD 6d) would operate from 16th May to 30th June inclusive – see below. At other times it would be closed to prevent increased disturbance to wintering and migratory waterbirds, which roost there in significant numbers from July to mid-May. An alternative route would operate for the rest of the year. See map ABD 6f and paragraph 6.2.8 below for details.

Protection of the environment:

6.2.6 In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

6.2.7 The following designated sites affect this length of coast:

- Severn Estuary Special Area of Conservation (SAC)
- Severn Estuary Site of Special Scientific Interest (SSSI)
- Severn Estuary Special Protection Area (SPA)
- Severn Estuary Ramsar site

Map C in the Overview shows the extent of designated areas listed. The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

6.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
Directions Maps ABD 6A and 6B	ABD-6-S001 to ABD-6-S060	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Coastal access rights to land seaward of route sections ABD-6-S007 to ABD-6-S060 would be excluded to protect non-breeding waterbirds, to the extent shown	To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting along the shoreline. The waterbirds are sensitive to disturbance and protected features

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>on Directions Maps ABD 6A and 6B (see paragraph 6.2.20).</p> <ul style="list-style-type: none"> ■ Coastal access rights to flats and lower saltmarsh seaward of route sections ABD-6-S001 to ABD-6-S006 would be excluded to the extent shown on Directions Map ABD 6A because the land is unsuitable for access (see paragraph 6.2.18). 	<p>of the Severn Estuary Special Protection Area and Ramsar site.</p>
<p>ABD 6a</p>	<p>ABD-6-S012</p>	<p>We will install:</p> <ul style="list-style-type: none"> ■ A waymarker post on the lower seawall just north of Kingston Pill, directing walkers along the short linking path to the proposed route. ■ A prominent fingerpost at the junction of ABD-6-S012 and ABD-6-S013, to draw walkers from the lower seawall along the linking path to the onward route. ■ A notice at the junction of ABD-6-S012/S013, explaining sensitivity of roosting and feeding waterbirds and asking people to keep to the path to the south. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds roosting and feeding on Kingston Pill.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>
<p>ABD 6b</p>	<p>ABD-6-S013 to ABD-6-S014</p>	<p>We will install:</p> <ul style="list-style-type: none"> ■ A willow screen between ABD-6-S013 and the sea as shown on map ABD 6b. ■ A notice at the junction of ABD-6-S013 /S014 to explain this measure. ■ A screen positioned below the horizon formed by the existing bank to reduce the effect on existing sightlines for waterbirds. The screen will be cut annually by North Somerset Council to 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds roosting and feeding on Kingston Pill.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>encourage dense growth, maintain estuary views for walkers and sightlines for roosting birds. Sheep netting will be used to prevent dogs from getting through the screen while growth thickens.</p>	
ABD 6b	ABD-6-S016 to ABD-6-S017	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Route section ABD-6-S017 positioned landward of the bank crest. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Seaward of ABD-6-S017, a fence with wire mesh and one strand of wire between the route and the bank crest. ■ A raised viewpoint on ABD-6-S017, in the scrub near the junction with ABD-6-S016. To the south of the viewpoint, the route will be positioned below the horizon formed by the bank crest. ■ An observation screen on the bank crest, adjacent to ABD-6-S017 near the junction with ABD-6-S018. ■ A notice on the gate leading to the seawall at the junction of ABD-6-S016/S017, to remind walkers to keep to the path heading south. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds roosting on the lower seawall.</p> <p>The waterbirds are sensitive to disturbance and are part of the Severn Estuary Special Protection Area for birds.</p>
ABD 6c	ABD-6-S018 to ABD-6-S031	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned landward of Wharf Farm (see table 6.3.3 other options considered) 	<p>The detailed design of these measures arises principally from the land management considerations set out in paragraph 6.2.26, but also serves to avoid any increased disturbance to waterbirds feeding and roosting</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> Access rights to Wharf Farm are excluded to the extent shown on Directions map ABD 6B. 	along the shoreline seaward of the farm.
ABD 6c	ABD-6-S018	<ul style="list-style-type: none"> Direction requiring path users to keep dogs on leads on this part of the route (see paragraph 6.2.23 and Directions Map ABD 6B). <p>In addition, we will install:</p> <ul style="list-style-type: none"> Notices on the gates at either end of this part of the route, explaining the requirement to keep dogs on a lead. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds roosting in the adjoining field.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>
ABD 6c	ABD-6-S030	<ul style="list-style-type: none"> Willow screen between ABD-6-S030 and the pools as shown on map ABD 6c. Fabricated observation screen overlooking the pools from ABD-6-S030. Temporary fencing between the screen and the pools to protect it from grazing animals. Screen to be cut annually by North Somerset Council to encourage dense growth initially. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting on the pools.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>
ABD 6d	ABD-6-S032 to ABD-6-S033	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> Direction to require people to keep dogs on leads (for the reasons given in paragraph 6.2.29). Notices on gates at either end to explain requirement and ask people to keep to the path. <p>The above measures are primarily for land management reasons but will also help reduce disturbance.</p> <p>In addition we will install:</p>	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting in the river channel.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> ■ A new wing fence and field gate near the junction of ABD-6-S033/34 to discourage people from walking along the disused bank seaward of the route. 	
ABD 6d	ABD-6-S034 to ABD-6-S041	<p>The trail will be aligned landward of the bank crest, out of sight of birds in the river channel and saltings.</p> <p>In addition we will:</p> <ul style="list-style-type: none"> ■ Move the existing fence and plantings along ABD-6-S035/S036 to accommodate path on landward side. ■ Install prominent fingerposts at either end of section ABD-6-S041 and where it joins/leaves the lower 'roman' bank so people can easily follow the path. ■ Install notices at either end of the roman bank reminding trail users to keep to the waymarked route, keeping their dogs with them and using a lead if necessary. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting in the river channel.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>
ABD 6d/e	ABD-6-S047 to ABD-6-S050	<p>The route would be closed from 16th May to 30th June (see paragraphs 6.2.27 to 6.2.29). To facilitate this:</p> <ul style="list-style-type: none"> ■ The Ramblers will unlock pedestrian gates giving access to the riverbank on the 15th May (pm), and lock them on 1st July (am). ■ Signposts at either end will be adjusted accordingly, on the same dates. <p>This part of the path may be closed at an earlier date between 16th June and 30th June, in the event that the local WeBS counter reports to Natural England significant numbers of curlew or juvenile shelduck</p>	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting in the river channel.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>returning to this sector during that period.</p> <p>The alternative route shown in orange on map D2 available at all other times.</p> <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ Notices at either end to explain sensitivity. ■ A screen at junction of ABD-6-S049/S050 to allow people to view birds upstream without disturbing them. 	
ABD 6e	ABD-6-S050 to ABD-6-S054	<p>Route section ABD-6-S051 is aligned along the landward toe of the seawall. Route sections ABD-6-S052 to ABD-6-S054 are aligned further inland. These route sections are all out of sight of any waterbirds roosting or feeding on the foreshore.</p> <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ A new notice, gate and wing fences on the seawall at the junction of ABD-6-S050 with ABD-6-S051, to discourage trespass along the top of the seawall in the direction of St Thomas Head. ■ Guide fencing and notices at either end of route section ABD-6-S051, and at the ramp in the middle, to encourage users to keep to the path and keep their dogs with them using a lead if necessary. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting seaward of this part of the route.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>
ABD 6e	ABD-6-S055 to ABD-6-S056	<p>Route section ABD-6-S055 is aligned on landward edge of the bank crest, where path users will be less visible to waterbirds feeding or roosting in the river channel.</p>	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting on the Banwell.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>In addition there will be:</p> <ul style="list-style-type: none"> ■ A direction requiring dogs to be on leads (see Directions Map ABD 6B and paragraph 6.2.32). ■ Notices at each end to explain this restriction. ■ Short lengths of guide fencing and waymarker posts at intervals to encourage users to keep to the path. 	<p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>
ABD 6e	ABD-6-S057 to ABD-6-S059	<p>Route section ABD-6-S058 is aligned along the landward toe of the bank. In addition we will install:</p> <ul style="list-style-type: none"> ■ New stock fencing seaward of ABD-6-S057 and ABD-6-S058 to discourage access along the bank top. ■ Notices at either end of ABD-6-S058 to explain this. 	<p>To reduce the risk of disturbance by recreational users to non-breeding waterbirds feeding and roosting on the Banwell.</p> <p>The waterbirds are sensitive to disturbance and protected features of the Severn Estuary Special Protection Area and Ramsar site.</p>

6.2.9 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

6.2.10 The existing coastal terrain is often challenging for people with reduced mobility.

6.2.11 This is frequently the case on this length of coast because:

- The surface of the floodbanks and field edges that the trail would follow are uneven; and
- There are slopes where it is necessary to ascend/descend the floodbanks.

6.2.12 There are few artificial barriers to accessibility on the proposed route, which makes use of level ground wherever possible. There would be new gates and bridges where needed to allow the trail to cross the rhynes (ditches), fences and hedges that divide farms and fields.

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

Where we have proposed exercising statutory discretions:

6.2.13 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Severn, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as M48 Severn Bridge, as indicated by the extent of the trail shown on map A2.

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

6.2.14 **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.

6.2.15 In some places we have used this discretion to limit the landward extent of the coastal margin to fences on the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because the fence provides an easily identifiable boundary for access users.

6.2.16 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 6.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 6.3.1] explaining what this means in practice.

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

6.2.17 **Restrictions and/or exclusions:** We have proposed to exclude or restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Mudflat at Wain's Hill

6.2.18 Access to the mud in the coastal margin at Wain's Hill will be excluded all year round, seaward of route sections ABD-6-S001 to ABD-6-S006. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that the land is unsuitable for public access. The exclusion does not affect the route, nor will it prevent or affect people's traditional access to moored boats, and it will have no legal effect on land where coastal access rights do not apply. See Directions Map ABD 6A for further detail.

6.2.19 A significant extent of soft mud is exposed during low tide at Woodspring Bay which becomes rapidly inundated when the tide rises. The mud and the lower areas of saltmarsh on the edge of the mud do not provide a safe walking surface and are subject to frequent tidal inundation. Most of the mud and lower saltmarsh overlaps with a more extensive area of margin with all year round nature conservation concerns where coastal access rights are excluded under S26(3)(a) of the CROW Act. Where there is no overlapping nature conservation concern at Wains Hill access will be excluded all year round under S25A of the CROW Act.

Non-breeding waterbirds feeding and roosting on the shoreline

6.2.20 Access to the coastal margin will be excluded all year round between Clevedon Pill and Hucker's Bow, seaward of route sections ABD-6-S007 to ABD-6-S060. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect resident, wintering and passage waterbirds from disturbance. This exclusion will not affect the route itself. See Directions Maps ABD 6A and 6B and the Habitats Regulations Assessment accompanying this report for further detail.

6.2.21 Internationally protected bird species use the intertidal areas and adjacent land and are present all year round. The Habitats Regulations Assessment concluded that allowing access seaward of the trail would cause an adverse effect on the integrity of the Severn Estuary SPA and Ramsar site by disturbing the internationally protected bird species using the site.

Non-breeding waterbirds roosting on fields at Channel View

6.2.22 People must keep dogs on a short lead on the trail all year round on route section ABD-6-S018. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage birds from disturbance. See Directions Map ABD 6B and the Habitats Regulations Assessment accompanying this report for further detail.

6.2.23 Internationally protected bird species, notably curlew and whimbrel, regularly use the fields as a roost site. The Habitats Regulations Assessment concluded that allowing access along the field edge with dogs off lead would cause an adverse effect on the integrity of the Severn Estuary SPA and Ramsar site by disturbing the internationally protected waterbirds using the site. As waterbirds are present here at most times of the year and to provide clarity to the public, we are proposing to restrict dogs to short leads on this short section of path all year round.

Biosecurity of rare breed cattle at Wharf Farm

6.2.24 Access to the coastal margin will be excluded all year round at Wharf Farm, seaward of route sections ABD-6-S018 to ABD-6-S031. This is proposed under Section 24 of the Countryside and Rights of Way Act (2000) to protect farm biosecurity for rare breed cattle. This exclusion will not affect the route itself. See Directions Map ABD 6B for further detail.

6.2.25 Wharf Farm owns the Stonmour Herd of Shorthorn cattle. The Rare Breeds Survival Trust have advised us that this small breeding herd are a uniquely pure bloodline of shorthorn cattle to which all risks should be minimised. In this unusual case, we propose an exclusion whilst a breeding programme is being actively pursued.

Waterbirds roosting and feeding on the Congresbury Yeo

6.2.26 Access to the trail on the south side of the Congresbury Yeo will be excluded for the necessary period annually, on route sections ABD-6-S047 to ABD-6-S049. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage waterbirds from disturbance. During the exclusion period an alternative route will be provided. See Directions Map ABD 6B and the Habitats Regulations Assessment accompanying this report for further detail.

6.2.27 Internationally protected waterbirds, notably redshank and shelduck, regularly use the river channel and river bank for feeding and roosting. The Habitats Regulations Assessment concluded that allowing access to the trail and adjacent margin during this period would cause an adverse effect on the integrity of the Severn Estuary SPA and Ramsar site by disturbing the internationally protected bird species using the site. The trail will be open for a minimum of one month between 16th May and 30th June each year. When the gates at each end of this section are locked the trail is closed and a signed

alternative route is available through the village of Wick St Lawrence. A member of the local Ramblers group will unlock the gates on 15th May (pm) and relock the gates on 1st July (am) each year.

6.2.28 This part of the path may be so closed at an earlier date between 16th June and 30th June, in the event that the local WeBS counter reports to Natural England significant numbers of curlew or juvenile shelduck returning to this sector during that period.

Visitor management at Blake's Pools nature reserve

6.2.29 Accompanied dogs must be kept on a short lead on the trail at Blake's Pools Nature Reserve all year round, on route sections ABD-6-S032 to ABD-6-S033, This replicates the existing restriction on permitted access use at this site, and is proposed under Section 24 of the Countryside and Rights of Way Act (2000) to maintain the existing management of visitors to the site. See Directions Map 6B for further detail.

6.2.30 Blake's Pool Nature Reserve is managed by Avon Wildlife Trust and currently offers its members access by permit only, with the proviso that any dogs must be kept on a lead whilst on site. The introduction of coastal access rights will remove the need for a permit to access the site, but the Trust wishes to maintain their existing management on site requiring visitors to keep dogs on a lead. In seeking to strike a fair balance between the interests of the public in having a right of access over the margin within the reserve and the interests of the Trust in managing the land over which coastal access rights would be conferred, we are proposing to restrict dogs to short leads to replicate the existing restriction on permitted access use at this site.

Feeding and roosting waterbirds on the River Banwell

6.2.31 Accompanied dogs must be kept on a short lead on the trail along the River Banwell all year round, on route sections ABD-6-S055 to ABD-6-S056. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage waterbirds from disturbance. See Directions Map ABD 6B and the Habitats Regulations Assessment accompanying this report for further detail.

6.2.32 Internationally protected waterbirds (notably redshank) use the river channel and river bank for feeding and roosting. The Habitats Regulations Assessment concluded that allowing access with dogs could cause an adverse effect on the integrity of the Severn Estuary SPA and Ramsar site by disturbing the internationally protected bird species using the site. As waterbirds are present here at most times of the year and to provide clarity to the public, we are proposing to restrict dogs to short leads on this short section of path all year round.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

6.2.33 **Alternative routes:** Access rights to the trail between Samsons Sluice and Wick Warth would be excluded between 1st July and 15th May each year to prevent increased disturbance to wintering and migratory shorebirds. An alternative route would operate at times when the exclusion is in force and would be signposted.

6.2.34 The alternative route would follow route sections ABD-6-A001 to ABD-6-A009 as shown on map 6f and described in table 6. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

6.2.35 By default, an alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 6.3.2

describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

6.2.36 Other factors affecting access: At route section ABD-6-S043 (map ABD 6d), walkers may be interrupted from time to time for short periods at Samsons Sluice while essential maintenance is carried out to the sluice. This may take place without any need for local restriction on the new access rights to give effect to it formally. It would be advertised on the National Trails website so that walkers can check if the sluice is open before they set out.

6.2.37 Coastal erosion: Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

6.2.38 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps ABD 6a to ABD 6f as the proposed route of the trail.

Other future change:

6.2.39 North Somerset Council have plans for a new cycle route between Clevedon and Weston-Super-Mare. The cycle route is likely to cross the Congresbury Yeo in the same place as our proposed route of the England Coast Path at Tutshill Sluice. Some adjustments may be necessary to the physical access infrastructure in the area around the sluice to accommodate both walkers and cyclists but we do not anticipate any need to change the walking route itself. We will continue to work closely with North Somerset Council to ensure that the needs of walkers, cyclists, farmers and others are taken into account.

6.2.40 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 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

6.2.41 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

6.2.42 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £270,600 and is informed by:

- information already held by the access authority, North Somerset Council
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

6.2.43 There are four main elements to the overall cost:

- Signs and notices - to direct people along the route and explain any special considerations such as sensitive wildlife;
- Access furniture – gates, footbridges, ramps, steps and surface works to enable path users to cross field boundaries and get up and down embankments;
- Fences, screens and hides to discourage path users and their dogs from leaving the path in places where doing so might disturb roosting or feeding waterbirds; and
- Fences and farm gates to separate the path from livestock, to help farmers adapt to the new access arrangements.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & notices	£13,700
Access furniture & surfacing	£130,200
Wildlife fencing, screens and hides	£55,500
Stock fencing and farm gates	£46,600
Project management	£24,600

Total **£270,600 (Exclusive of any VAT payable)**

6.2.44 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, North Somerset Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

6.2.45 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

6.2.46 We estimate that the annual cost to maintain the trail will be £5400 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 6.3: Proposals Tables

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

6.3.1 Section Details: Maps ABD 6a to ABD 6f: Wain’s Hill to Huckers Bow

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 6a	ABD-6-S001	Other existing walked route	No	No	Landward edge of track	Clarity and cohesion	
ABD 6a	ABD-6-S002	Other existing walked route	No	Yes - bank	Wall	Clarity and cohesion	
ABD 6a	ABD-6-S003	Other existing walked route	No	Yes - bank	Wall	Clarity and cohesion	
ABD 6a	ABD-6-S004 to	Other existing	No	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	ABD-6-S005	walked route					
ABD 6a	ABD-6-S006	Other existing walked route	No	Yes – bank/ barrier			
ABD 6a	ABD-6-S007	Other existing walked route	No	No	Fence	Clarity and cohesion	
ABD 6a	ABD-6-S008	Other existing walked route	No	No	Fence	Clarity and cohesion	
ABD 6a	ABD-6-S009 to ABD-6-S011	Other existing walked route	No	Yes - bank	Fence	Clarity and cohesion	
ABD 6a	ABD-6-S012*	Other existing walked route	No	Yes - bank			
ABD 6b	ABD-6-S013 to ABD-6-S014*	Not an existing walked route	No	Yes - bank	Fence	Clarity and cohesion	
ABD 6b	ABD-6-S015*	Not an existing walked route	No	Yes - bank			
ABD 6b	ABD-6-S016*	Not an existing walked route	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 6b	ABD-6-S017*	Not an existing walked route	No	Yes - bank			
ABD 6c	ABD-6-S018*	Not an existing walked route	No	Yes - bank			
ABD 6c	ABD-6-S019*	Not an existing walked route	No	Yes - bank			
ABD 6c	ABD-6-S020*	Not an existing walked route	No	No			
ABD 6c	ABD-6-S021*	Not an existing walked route	No	No			
ABD 6c	ABD-6-S022 to ABD-6-S024*	Not an existing walked route	No	No			
ABD 6c	ABD-6-S025*	Not an existing walked route	No	No			
ABD 6c	ABD-6-S026 to ABD-6-S029*	Not an existing walked route	No	No			
ABD 6c	ABD-6-S030*	Not an existing	No	No	Screen	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					
ABD 6c	ABD-6-S031*	Not an existing walked route	No	No			
ABD 6d	ABD-6-S032 to ABD-6-S033*	Not an existing walked route	No	Yes - bank			
ABD 6d	ABD-6-S034*	Not an existing walked route	No	No	Fence	Clarity and cohesion	
ABD 6d	ABD-6-S035 to ABD-6-S036*	Not an existing walked route	No	No	Ditch	Clarity and cohesion	
ABD 6d	ABD-6-S037 to ABD-6-S038*	Not an existing walked route	No	No			
ABD 6d	ABD-6-S039*	Not an existing walked route	No	No			
ABD 6d	ABD-6-S040 to ABD-6-S041*	Not an existing walked route	No	No			
ABD 6d	ABD-6-S042 to ABD-6-S043*	Not an existing walked route	No	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 6d	ABD-6-S044*	Not an existing walked route	No	Yes – barrier			
ABD 6d	ABD-6-S045*	Not an existing walked route	No	Yes – bank	Fence/wall	Clarity and cohesion	
ABD 6d	ABD-6-S046*	Not an existing walked route	No	Yes – barrier			
ABD 6d	ABD-6-S047 to ABD-6-S049*	Not an existing walked route	No	Yes - bank			
ABD 6e	ABD-6-S050*	Not an existing walked route	No	Yes - bank			
ABD 6e	ABD-6-S051*	Not an existing walked route	No	No	Ditch	Clarity and cohesion	
ABD 6e	ABD-6-S052 to ABD-6-S053*	Not an existing walked route	No	No	Fence	Clarity and cohesion	
ABD 6e	ABD-6-S054*	Not an existing walked route	No	Yes - bank			
ABD 6e	ABD-6-S055*	Not an existing	No	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					
ABD 6e	ABD-6-S056*	Not an existing walked route	No	Yes – bank and barrier			
ABD 6e	ABD-6-S057*	Not an existing walked route	No	Yes - bank			
ABD 6e	ABD-6-S058 to ABD-6-S059*	Not an existing walked route	No	Yes - bank			
ABD 6e	ABD-6-S060*	Other existing walked route	No	Yes – bank and barrier			

6.3.2 Alternative routes and optional alternative route details: Map 6f: Samsons Sluice to Wick Warth

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
ABD 6f	ABD-6-A001 to ABD-6-A002	Not an existing walked route	No	Fence	Fence	Clarity and Cohesion
ABD 6f	ABD-6-A003 to ABD-6-A004	Public road	No	Seaward edge of road	Landward edge of road	Clarity and Cohesion
ABD 6f	ABD-6-A005	Restricted byway	No	Ditch	Ditch	Clarity and Cohesion
ABD 6f	ABD-6-A006	Not an existing walked route	No	Ditch	Ditch	Clarity and Cohesion
ABD 6f	ABD-6-A007 to ABD-6-A009	Not an existing walked route	No	Default: seaward edge of trail	Ditch	Clarity and Cohesion

6.3.3 Other options considered: Maps ABD 6a to ABD 6f: Wain’s Hill to Huckers Bow

We considered various options for the trail along this part of the coast in order to strike a fair balance between:

- walkers’ preferences (with reference to the criteria in chapter 4 of the Coastal Access Scheme),
- the risk of increased disturbance to migratory and wintering shorebirds, which feed on the foreshore and roost at several locations on or near the sea wall.

Concerns from farmers, in particular about the potential for walkers or their dogs to transmit disease to livestock (biosecurity).

These options fall into three broad categories:

- Inland routes
- Alternative routes, acting as seasonal inland diversions, in order to reduce risks at sensitive periods.
- Small-scale variations on the proposed route, in order to address localised concerns

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 6b to ABD 6d	ABD-6-S013 to ABD-6-S042	<p>Along the seawall from Kingston Pill to Tutshill sluice</p> <p>We first considered a route along the top of the seawall between Kingston Pill and Tutshill sluice. This would pass directly through or adjacent to a number of places where shorebirds roost on or near the sea wall.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is reasonably direct ■ It maintains close proximity to the sea except at Wharf Farm ■ It provides frequent views of the sea ■ It affords opportunities to view feeding and roosting shorebirds without disturbing them. ■ It includes measures to address farmers’ concerns about biosecurity, including the inland diversion at Wharf Farm (see below)

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 6a to ABD 6d	ABD-6-S011, or ABD-6-S016 or ABD-6-S021 to ABD-6-S042	<p>Inland routes from Kingston Pill to Tutshill sluice</p> <p>We considered various options for inland routes on this part of the coast. These would avoid passing some or all of the most sensitive shorebird roosting sites between Kingston Pill and Tutshill Sluice. They involve leaving the sea wall via existing tracks:</p> <p>near Kingston Pill (ABD-6-S011); or</p> <p>Channel View (ABD-6-S016); or</p> <p>Wharf Farm (ABD-6-S021)</p> <p>These tracks lead to various potential routes incorporating narrow lanes and parts of the old Weston, Clevedon and Portishead railway track bed to reach Tutshill sluice.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It maintains closer proximity to the sea than any of the inland routes ■ It is more pleasant and direct ■ It affords views of the sea ■ It affords opportunities to view feeding and roosting shorebirds without disturbing them. ■ It includes measures to address farmers' concerns about biosecurity <p>The local highway authority advised us that some parts of the local road network were not safe enough to form part of a promoted walking route;</p> <p>The coastal margin resulting from a more inland route would include significantly more inland pasture.</p>
ABD 6a to ABD 6d	Between ABD-6-S011 and ABD-6-S042	<p>Seasonal diversions from Kingston Pill to Tutshill sluice</p> <p>We also considered various options involving seasonal diversions to avoid some or all of the sensitive areas between Kingston Pill and Tutshill sluice:</p> <p>1. A main or 'ordinary' route broadly following the seawall, which would be open for six weeks between mid-May and the end of June when migratory birds are not present on this part of the Severn estuary in significant numbers.</p> <p>2 An 'alternative' route -which would operate for the remainder</p>	<p>We opted for the proposed route, which includes sections on or just behind the seawall, because:</p> <ul style="list-style-type: none"> ■ A route all along the seawall would afford better sea views, but it would only be available for six weeks each year. ■ The proposed route offers many of the advantages of a route along the seawall, in terms of the recreational criteria in chapter 4 of the Scheme, and would be available all year round. ■ It affords opportunities to view roosting shorebirds without disturbing them. ■ It offers more clarity and certainty for walkers than a 'two-route' solution. ■ It is designed to address farming concerns.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		of the year – following one of the inland options described elsewhere in the table.	See also Wharf Farm below for an explanation of why we opted for the proposed route at that specific location in preference to a main route along the seawall and an alternative route further inland.
ABD 6b	ABD-6-S013	<p>Kingston Pill</p> <p>We considered several options for the route at Kingston Pill in order to avoid increased disturbance to birds roosting by the flood bank and address concerns that dogs may transmit diseases to livestock. The farmer currently stores farmyard manure on top of the sea wall at this location.</p> <p>i. A route along the top of the sea wall, with the proposed screen closer to the bank crest. This would require the farmer to store farmyard manure in a different location.</p> <p>ii. A route along the landward toe of the bank, out of sight of birds and fenced to separate walkers from livestock</p> <p>iii. A fenced route along the landward edge of the adjoining field.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It would afford sea views to walkers; ■ The proposed screen would protect roosting birds from disturbance; ■ The trail can be separated from livestock by a new fence; ■ The farmer could continue to store farmyard manure on top of the bank if he chose to; and ■ He could continue to graze the saltmarsh seaward of the screen if he wished to. <p>Overall we concluded that the proposed route struck the best balance between farming, wildlife and recreation interests.</p>
ABD 6b/6c	ABD-6-S017 and ABD-6-S018	<p>Channel View</p> <p>We considered leaving the sea wall at route section ABD-6-S016 and following a former sea wall that is visible on map ABD 6b, re-joining the proposed route at the junction of sections ABD-6-S018 and ABD-6-S019.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea ■ It affords more sea views ■ It affords opportunities to view roosting shorebirds without disturbing them. ■ It reduces the proximity of walkers to livestock, which helps to address concerns about biosecurity.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ We understand that the land owners agree to it.
ABD 6c	Junction of ABD-6-S017 and ABD-6-S018 to junction of ABD-6-S031 and ABD-6-S032	<p>Wharf Farm</p> <p>At Wharf Farm, we set out to find a route that would:</p> <ul style="list-style-type: none"> ■ avoid increased disturbance to migratory and wintering shorebirds that roost on the seawall; and ■ help biosecurity measures put in place to protect a herd of rare breed cattle. <p>We considered two other options to meet these objectives in addition to the proposed route:</p> <ul style="list-style-type: none"> ■ ‘seasonal’ routes - a main route along the seawall between mid-May and end of June, with an alternative (more inland) route in operation at other times of year. ■ a route behind the main sea bank, fenced to separate it from grazing land to either side 	<p>In relation to option (a), we opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ A route along the seawall would only be open for a short period each year; ■ A fence would still be necessary, for biosecurity reasons, to separate the route along the sea wall from the grazing land adjoining it; ■ The seawall is flooded on spring tides and heavy items of debris are often washed up there in storm conditions; ■ The fence would need to be very robust to withstand these conditions; ■ The fence would separate some land from the rest of the farm, which would reduce the available area for the rare breed cattle to graze. <p>In relation to option (b), we opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The fenced route option (b) offers only limited advantages over the proposed route in terms of sea views and proximity to the sea; ■ The fences would separate some land from the rest of the farm, which would reduce the available area for the rare breed cattle to graze. <p>Overall we concluded that the proposed route struck a more appropriate balance in terms of the criteria described in chapters 4 and 5 of the Coastal Access Scheme.</p>
ABD 6d	ABD-6-S034 to ABD-6-S041	<p>Mill Leaze</p> <p>We considered various options to align a route around the tidal inlet at Mill Leaze Sluice including:</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It avoids disruption to wildfowling seaward of route sections ABD-6-S033 to ABD-6-S038; ■ It avoids increased disturbance to birds roosting and feeding seaward of the route,

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		<ul style="list-style-type: none"> ■ a route along the top of the main sea bank; ■ a route in the fields landward of the main sea bank <p>The proposed route includes some fenced sections at the toe of the bank, some unfenced sections along the edge of fields landward of the main sea bank and a section that is partly raised, on a redundant sea bank landward of the main one (ABD-6-S040).</p>	in particular seaward of route sections ABD-6-S039 and ABD-6-S040.
ABD 6d	ABD-6-S044 to ABD-6-S046	<p>Tutshill sluice to Samsons sluice</p> <p>We considered aligning the trail along the existing farm access track between the sluices.</p>	<p>We opted for a newly constructed path adjoining the farm access but separated from it by the existing fence because:</p> <ul style="list-style-type: none"> ■ It affords views of the tidal river and closer proximity to it; and ■ It is safer and reduces the impact on the farmer, by separating walkers from cattle and farm vehicles using the track for the majority of its length.
ABD 6d and ABD 6e	Junction of ABD-6-S046 and ABD-6-S047 to section ABD-6-S060	<p>Seawall from Samsons Sluice to Huckers Bow</p> <p>We first considered a route along the top of the seawall between Samsons Sluice and Huckers Bow. This would pass directly through or adjacent to a number of places where shorebirds roost on or near the sea wall.</p>	<p>We opted for the proposed route, which combines sections on the seawall and just behind it because:</p> <ul style="list-style-type: none"> ■ It is reasonably direct ■ It maintains close proximity to the sea ■ It provides frequent views of the sea ■ It includes measures to protect feeding and roosting shorebirds, including sections that are just landward of the seawall ■ It would work in conjunction with an alternative route between Samsons Sluice and Wick Warth which would operate at times of year when birds are present in significant numbers.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			It includes measures to address concerns about livestock (see also Wick Warth and New Bow to Huckers Bow below).
ABD 6d and ABD 6e	Between ABD-6-S046 and ABD-6-S060	<p>Inland routes from Samsons Sluice to Huckers Bow</p> <p>We considered various options for inland routes along all or part of this part of the coast, all following the old railway track from Samsons Sluice to Wick Road, then following existing public rights of way or roads to rejoin the coast at Wick Warth or Huckers Bow.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It maintains closer proximity to the sea; ■ It affords views of the sea; ■ It is more pleasant to walk along; ■ It affords opportunities to view feeding and roosting shorebirds without disturbing them; ■ It includes fences and other measures to address farmers' concerns about the new access; and ■ The coastal margin resulting from a more inland route would include significantly more inland pasture.
ABD 6d and ABD 6f	Between ABD-6-S046 and ABD-6-S050	<p>Samsons Sluice to Wick Warth</p> <p>We considered a route along the toe of the main sea bank between Samsons Sluice and Wick Warth in order to avoid increased disturbance to shorebirds roosting on the land seaward of the main bank.</p> <p>The report instead proposes a route along the top of the main sea bank and a seasonal diversion along existing tracks and lanes through Wick St Lawrence.</p>	<p>We opted for the proposed route along the bank top (and the seasonal alternative route) because:</p> <ul style="list-style-type: none"> ■ It affords sea views and close proximity to the sea for the period in Spring each year when it would be open; ■ The ground at the toe of the bank is often very wet and unpleasant to walk in winter; ■ Such ground conditions increase the likelihood that walkers would walk along the top of the bank where they would be visible to roosting birds; ■ The bank top route and seasonal alternative can be established for modest public investment. ■ We understand that the affected land owners agree to it.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 6e	Junction of ABD-6-S049 and ABD-6-S050 to junction of ABD-6-S053 and ABD-6-S054	Wick Warth We considered aligning the route along the rear sea wall between these two points, which also affords views of the sea.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It combines sea views with appropriate protection for roosting shorebirds; ■ It reduces the scope for walkers to come into close proximity with cattle; ■ It avoids the area between the sea walls which is used for clay pigeon shooting; ■ It was suggested to us by the farmer.
ABD 6e	ABD-6-S055	River Banwell We also considered a route along the western side of the sea bank, closer to the creek.	We opted for the proposed route on the eastern side of the sea bank because: <ul style="list-style-type: none"> ■ people or dogs on the eastern side are less likely to be visible to shorebirds roosting or feeding in the creek; and ■ the eastern side of the bank affords comparable views of the sea.
ABD 6e	ABD-6-S058 and ABD-6-S059	The proposed route combines a section of a fenced route along the landward toe of the bank (ABD-6-S057) with a section of unfenced route along the top of the bank (ABD-6-S058). We also considered a route completely along the toe of the bank.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It reduces the risk of disturbance to shorebirds roosting in the creek; ■ The fence, which was the suggestion of the land owner, also reduces the scope for walkers to come into close contact with cattle; ■ It affords some additional views of the sea. <p>Overall we concluded that the proposed route struck a more appropriate balance in terms of the criteria described in chapters 4 and 5 of the Coastal Access Scheme.</p>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

Part 6.4: Proposals Maps

6.4.1 Map Index

Map reference	Map title
ABD 6a	Wain's Hill to Kingston Pill
ABD 6b	Kingston Pill to Channel View
ABD 6c	Channel View to Blake's Pools
ABD 6d	Blake's Pools to Wick Warth
ABD 6e	Wick Warth to Huckers Bow
ABD 6f	Samson's Sluice to Wick Warth via Wick St Lawrence
Directions Map ABD 6A	Proposed exclusions: Wain's Hill to Huckers Bow
Directions Map ABD 6B	Proposed exclusions: Wain's Hill to Huckers Bow

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

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

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- Sustrans national routes
- Existing access land

Infrastructure types

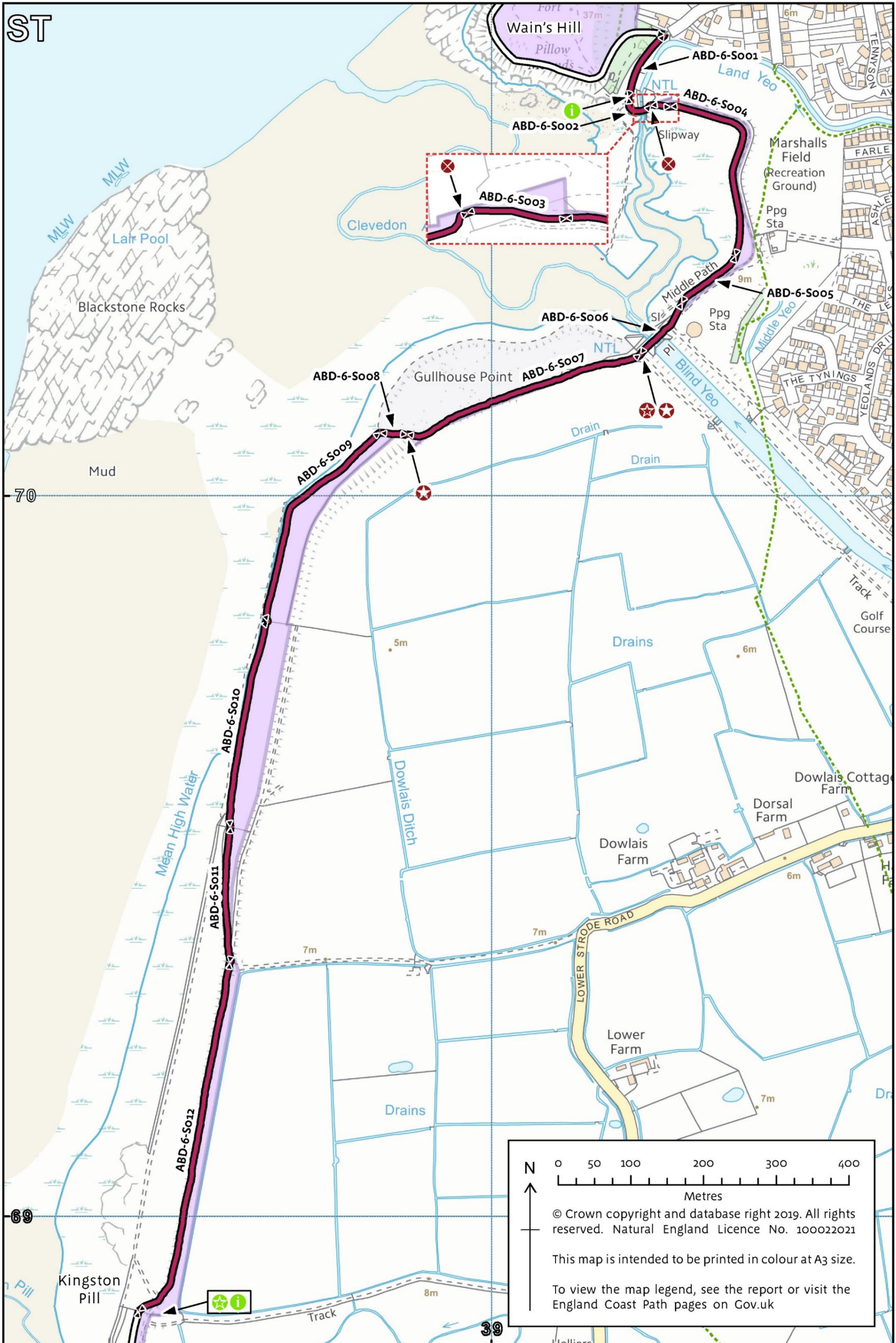
For status of each, where shown on map, see colour codes below

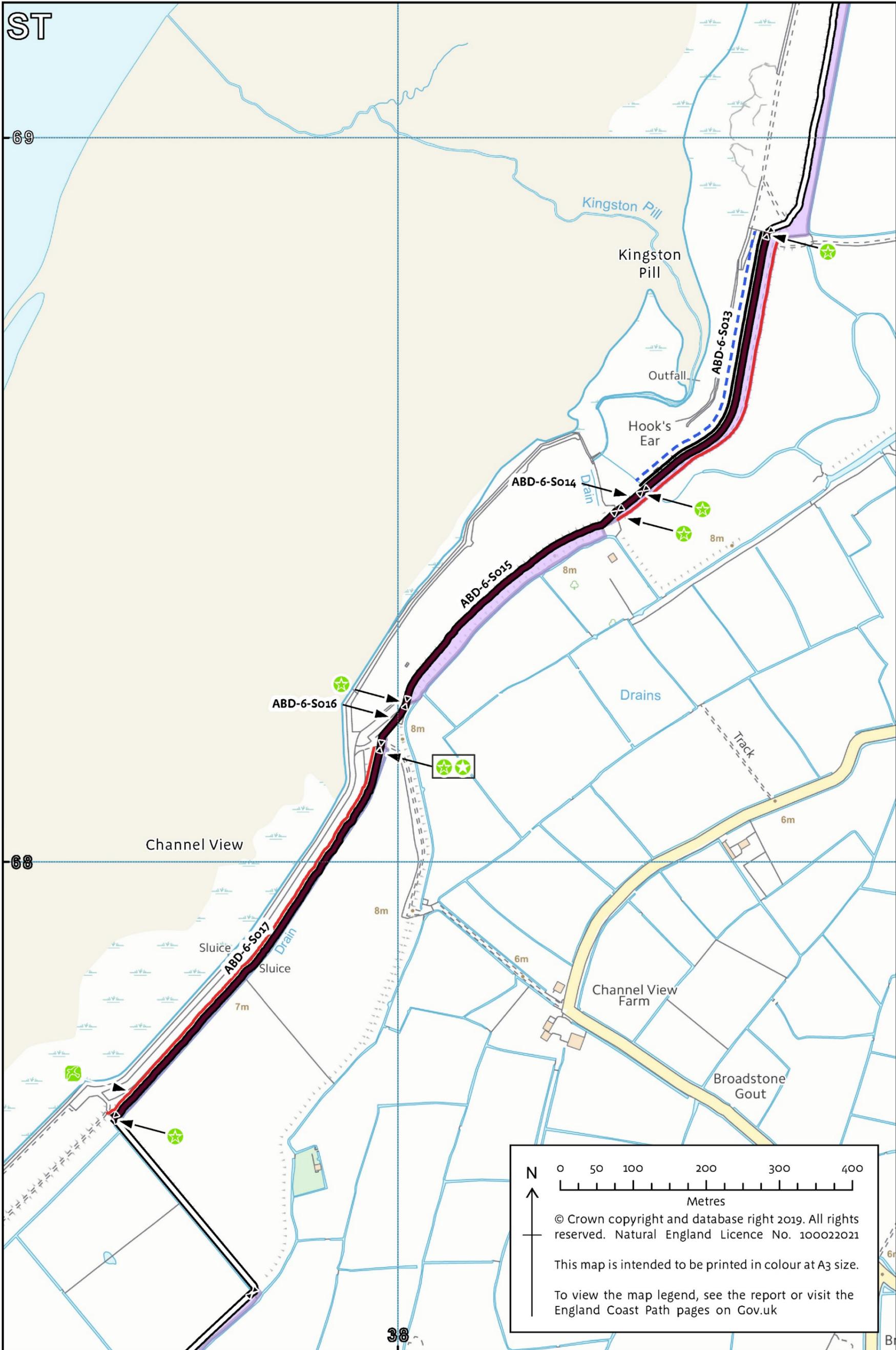
- | | | |
|-----------------------|------------------|----------------------|
| Bridges: | Stiles: | Gates: |
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |
| New fence | New screen/hedge | |

Infrastructure status

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

- Existing steps to be retained
- New steps required
- Existing steps to be removed

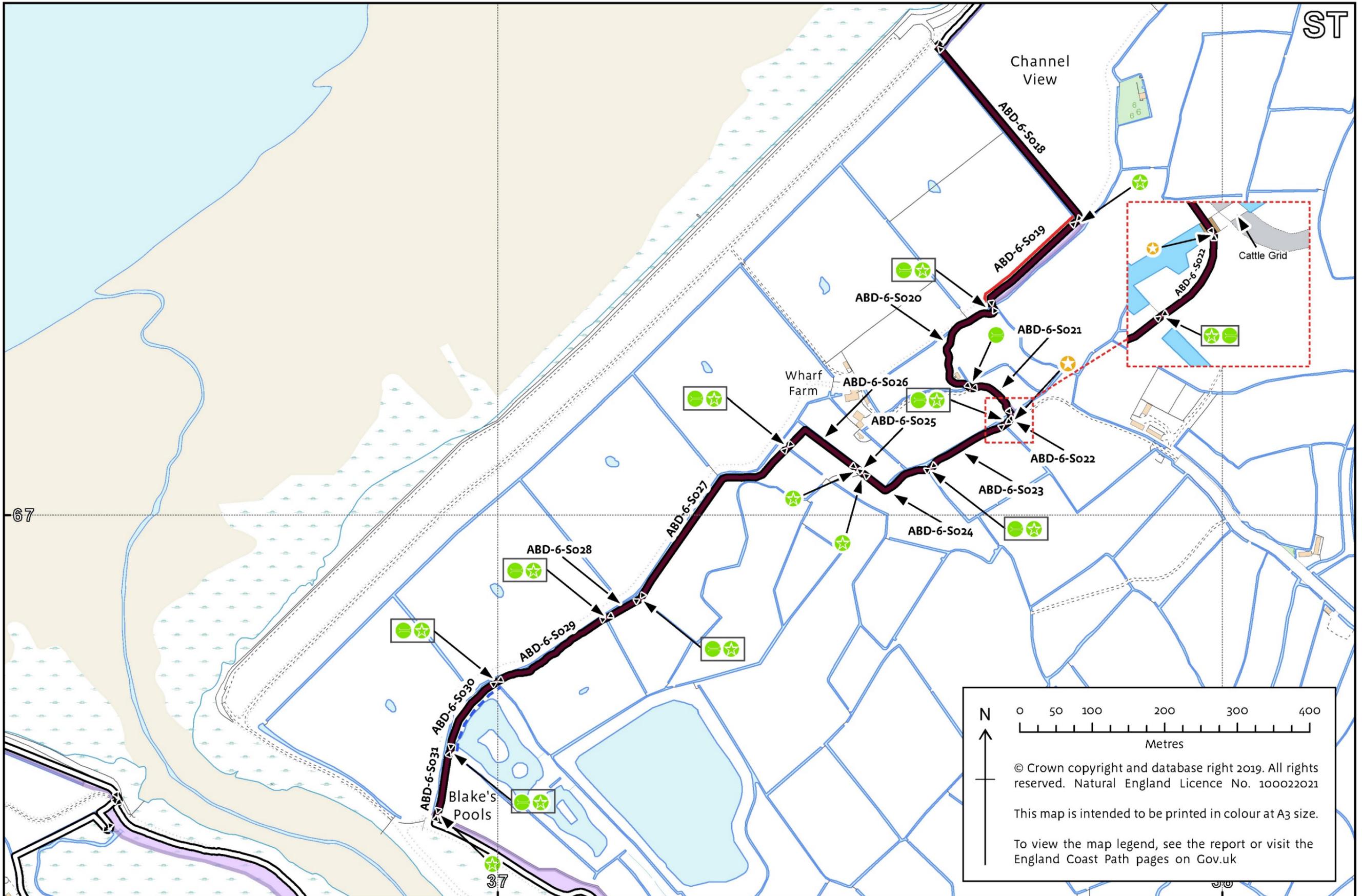


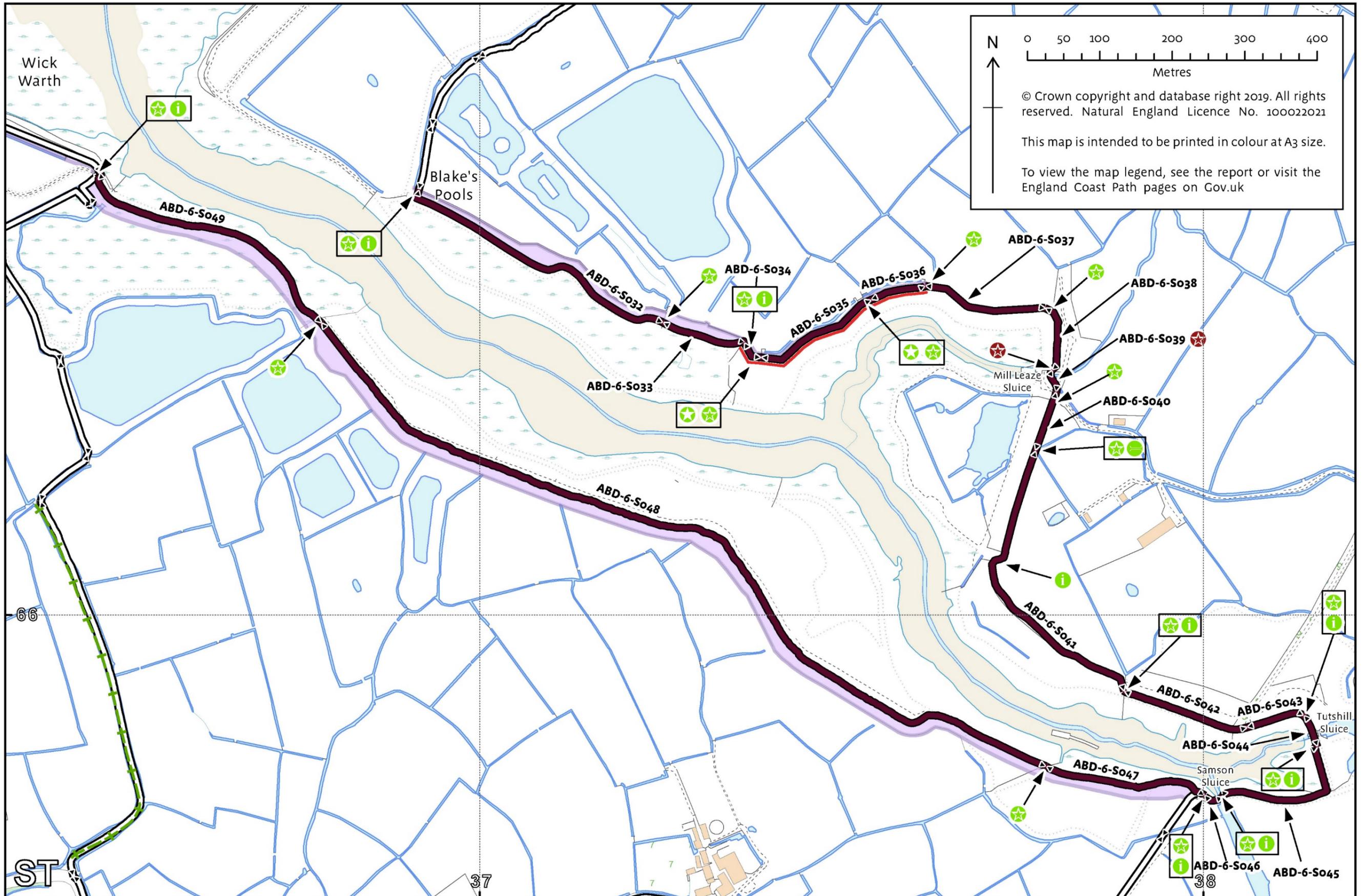


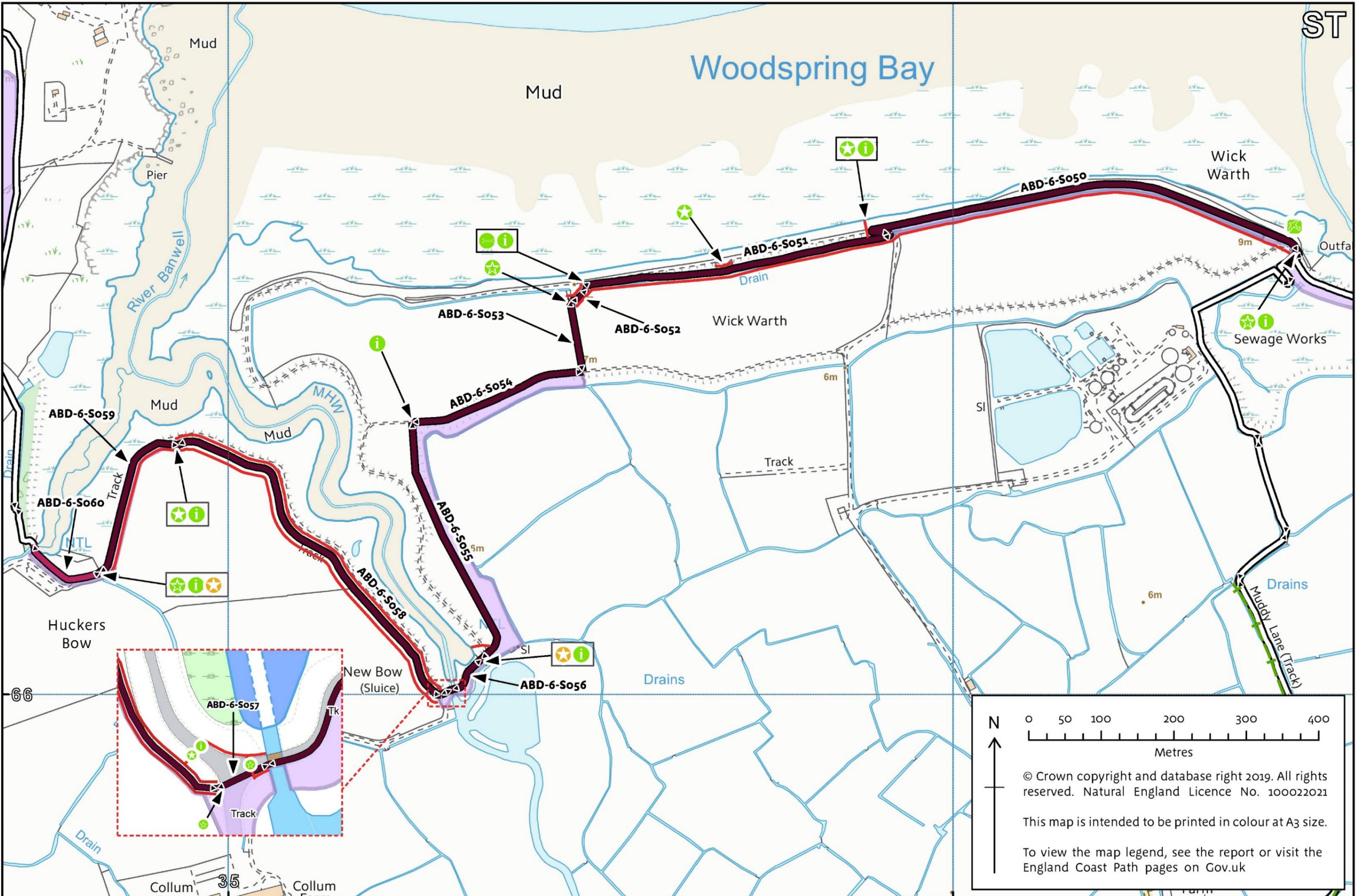
Map ABD 6b Kingston Pill to Channel View

N
↑
0 50 100 200 300 400
Metres
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This map is intended to be printed in colour at A3 size.
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map ABD 6c Channel View to Blake's Pools







N
↑

0 50 100 200 300 400
Metres

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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map ABD 6f Samson's Sluice to Wick Warth Via Wick St Lawrence

