



# England Coast Path Stretch: Amble to Bamburgh

## Report ABB 2: Alnmouth to Craster

### Part 2.1: Introduction

Start Point:	The Duchess' Bridge, Alnmouth (Grid reference NU2422 1084)
End Point:	Craster (Grid reference NU 2580 2015)
Relevant Maps:	ABB 2a to ABB 2h

2.1.1 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 Alnmouth and Craster.

2.1.2 This report covers length ABB 2 of the stretch, which is the coast between Alnmouth and Craster. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

### The trail:

2.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

2.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

2.2.3 Includes seven sections of new path at Foxton Hall, Alnmouth (ABB-2-S013 and ABB-2-S015 to ABB-2-S020). See map 2b and associated tables below for details.

2.2.4 Follows a route similar to the existing Northumberland Coast Path and St Oswald's Way, but departs from this in places in order to follow a route in keeping with the scheme.

### Protection of the environment:

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.

2.2.5 The following designated sites affect this length of coast:

- Northumbria Coast Special Protection Area (SPA)
- Northumberland Marine SPA
- Berwickshire & North Northumberland Coast Special Area of Conservation (SAC)
- North Northumberland Dunes SAC
- Aln Estuary Marine Conservation Zone (MCZ)
- Coquet to St Mary's MCZ
- Northumbria Coast Ramsar
- Northumberland Shore Special Site of Scientific Interest (SSSI)
- Alnmouth Saltmarsh and Dunes SSSI
- Castle Point to Cullernose Point SSSI
- Howick to Seaton Point SSSI

Maps ABB C and ABB D in the Overview shows the extent of designated areas listed.

2.2.6 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

2.2.7 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:**

2.2.8 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail follows uneven terrain on grass or bare soil for most of the chapter;
- There is a steep climb at Bracken Hill at section ABB-2-S008.

2.2.9 At Bracken Hill on section ABB-2-S008, the steep climb will be improved with a switchback to reduce the gradient and hand rail to make it easier to use. The surfaces will be improved at sections ABB-2-S037 to ABB-2-S040, ABB-2-S046 and ABB-2-S052 to provide a more even surface. We envisage this happening as part of the physical establishment work described below.

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

### **Where we have proposed exercising statutory discretions:**

2.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Aln, 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 Duchess' Bridge, as indicated by the extent of the trail shown on map ABB 2a.

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

2.2.11 **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 2.3.1 below.

2.2.12 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 2.3.1. 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 2.3.1 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.**

2.2.13 **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.

2.2.14 Column 4 of Table 2.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps ABB 2a to ABB 2h as the proposed route of the trail.

2.2.15 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change 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 7 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.

On sections for which roll-back is not proposed in Table 2.3.1, the route is to be at the centre of the line shown on map ABB 2h as the proposed route of the trail.

### Other future change:

2.2.16 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

**See parts 7 - 'Future changes' of the Overview for more information.**

### Establishment of the trail:

2.2.17 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.

2.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £60,720.00 and is informed by:

- information already held by the access authority, Northumberland County Council, in relation to the management of the existing Northumberland Coast Path; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

2.2.19 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail to ensure the trail is clearly marked for users.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, graded paths, surfaces, footbridge and kissing gates would enhance the convenience of the trail. More



significant items of establishment works are shown on the relevant maps accompanying this report.

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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£ 9,100.00
Bridges	£ 7,000.00
Boundary crossing	£ 5,500.00
Project management	£ 7,920.00
Surfacing works	£31,200.00
<b>Total</b>	<b>£60,720.00 (Exclusive of any VAT payable)</b>

2.2.20 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, Northumberland County 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:**

2.2.21 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).

2.2.22 We estimate that the annual cost to maintain the trail will be £6,498.00 (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 2.3: Proposals Tables

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

### 2.3.1 Section Details – Maps ABB 2a to ABB 2h: Alnmouth to Craster

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also Table 2.3.2: 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 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.
4. 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
ABB 2a	ABB-2-S001 CP	Cycle track (pedestrian)	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2a	ABB-2-S002 FP	Public footpath	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2a	ABB-2-S003	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2a	ABB-2-S004 FW	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2a	ABB-2-S005 FW *	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2a	ABB-2-S006 RD *	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA

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
ABB 2a	ABB-2-S007 FW *	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2a	ABB-2-S008 *	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2a	ABB-2-S009 FP *	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2a	ABB-2-S010 FP *	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S011 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S012	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S013	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S014 FP	Public footpath	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2b	ABB-2-S015*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S016*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S017*	Not an existing walked route	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2b	ABB-2-S018*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA

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
ABB 2b	ABB-2-S019*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2b	ABB-2-S020*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2c	ABB-2-S021 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2c	ABB-2-S022 *	Other existing walked route	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2c	ABB-2-S023 FP *	Public footpath	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2c	ABB-2-S024 *	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2c	ABB-2-S025*	Other existing walked route	Yes - Normal	Yes - dune	Landward edge of dune	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2d	ABB-2-S026*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2d	ABB-2-S027*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2d	ABB-2-S028 FW*	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2d	ABB-2-S029 FW	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2d	ABB-2-S030 BY	Byway open to all traffic	Yes - Normal	No	Wall	Clarity and cohesion	Detail of any roll back subject to HRA

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
ABB 2e	ABB-2-S031 *	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2e	ABB-2-S032 BY	Byway open to all traffic	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S033 BY	Byway open to all traffic	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S034 BY	Byway open to all traffic	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S035 BY	Byway open to all traffic	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S036 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S037 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S038 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S039	Other existing walked route	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2f	ABB-2-S040 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2g	ABB-2-S041 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2g	ABB-2-S042 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA

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
ABB 2g	ABB-2-S043 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S044	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S045 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S046 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2h	ABB-2-S047 FP	Public footpath	Yes - Normal	No	Wall	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S048 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S049 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S050 FP	Public footpath	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S051 FP	Public footpath	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S052 FP	Public footpath	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S053 FP	Public footpath	Yes - Normal	No	Wall	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S054 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA

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
ABB 2h	ABB-2-S055 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 2h	ABB-2-S056 RD	Public highway	No	No			Detail of any roll back subject to HRA
ABB 2h	ABB-2-S057 RD	Public highway	No	No			Detail of any roll back subject to HRA
ABB 2h	ABB-2-S058 RD	Public highway	No	No			Detail of any roll back subject to HRA
ABB 2h	ABB-2-S059 FW	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 2h	ABB-2-S060 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA

### 2.3.2 Other options considered: Maps ABB 2a to ABB 2h: Alnmouth to Craster

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 2a	ABB-2-S005 to ABB-2-S007	We considered aligning the trail along Marine Road to meet with Bracken Hill at section ABB-2-S008, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Northumberland Street has a continuous dedicated footway</li> <li>■ Marine Road has a large raised curb at the northern end that reduced accessibility</li> <li>■ 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</li> </ul>



Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 2a	ABB-2-S008 to ABB-2-S010	We considered aligning the trail along a more seaward route, which included existing public footpaths and walked routes that run across and seaward of Alnmouth Village Golf Course	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is a more pleasant route with good views of the sea</li> <li>■ 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</li> <li>■ this proposal is made with the support of the landowner and land occupiers</li> </ul>
ABB 2b	ABB-2-S015 to ABB-2-S020	We considered aligning the trail along a more seaward route, on an existing public footpath running along the top of the foreshore	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the existing path runs along the beach and is not available at all times, due to tidal activity</li> <li>■ it is a more pleasant route with good views of the sea</li> <li>■ 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</li> <li>■ this proposal is made with the support of the landowner and land occupiers</li> </ul>
ABB 2c	ABB-2-S022 to ABB-2-S024	We considered aligning the trail along a more seaward route at Seaton Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ this proposal is made with the support of the Northumberland County Council</li> <li>■ it is more direct and convenient</li> <li>■ 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</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 2c and 2d	ABB-2-S024 to ABB-2-S028	We considered aligning the trail along a more seaward route, on an existing public footpath running along the top of the foreshore	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the public footpath is on a beach</li> <li>■ the proposed route more widely used than the public footpath</li> <li>■ it is a more pleasant route with good views of the sea</li> <li>■ 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</li> <li>■ this proposal is made with the support of the landowner and land occupiers</li> </ul>
ABB 2e	ABB-2-S031	We considered aligning the trail along the existing public byway open to all traffic and the Northumberland Coast Path that runs landward of our proposal, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea and maintains views of the sea</li> <li>■ this proposal is made with the support of the landowner and land occupiers</li> <li>■ 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</li> </ul>

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 2.4: Proposals Maps

### 2.4.1 Map Index

Map reference	Map title
ABB 2a	The Duchess' Bridge to Alnmouth Golf Course at Foxton Hall
ABB 2b	Alnmouth Golf Course at Foxton Hall to Seaton Point
ABB 2c	Seaton Point to Boulmer
ABB 2d	Boulmer
ABB 2e	Boulmer Steel to The Long Walk, Howick Hall
ABB 2f	The Long Walk, Howick Hall to Howick Sea Houses
ABB 2g	Howick Sea Houses to Cullernose Point
ABB 2h	Cullernose Point to Craster
ABB A2a	Estuarial Waters of the Coquet Estuary
ABB A2b	Estuarial Waters of the Aln Estuary

### 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
- South West Coast Path
- Sustrans national routes
- Existing access land

#### Infrastructure types

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

##### Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

##### Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

##### Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

##### Miscellaneous:

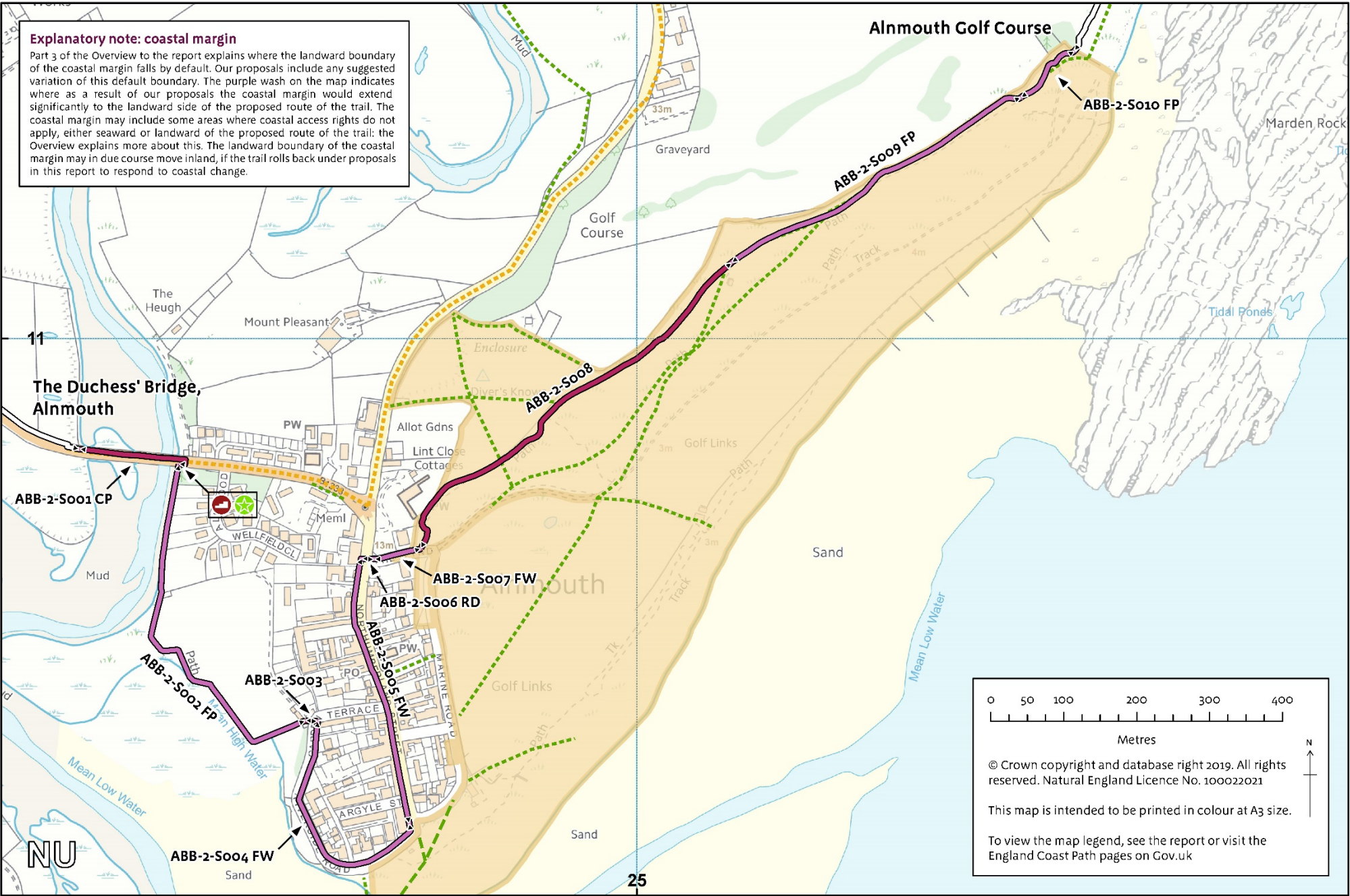
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

#### Infrastructure status

Each 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





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

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

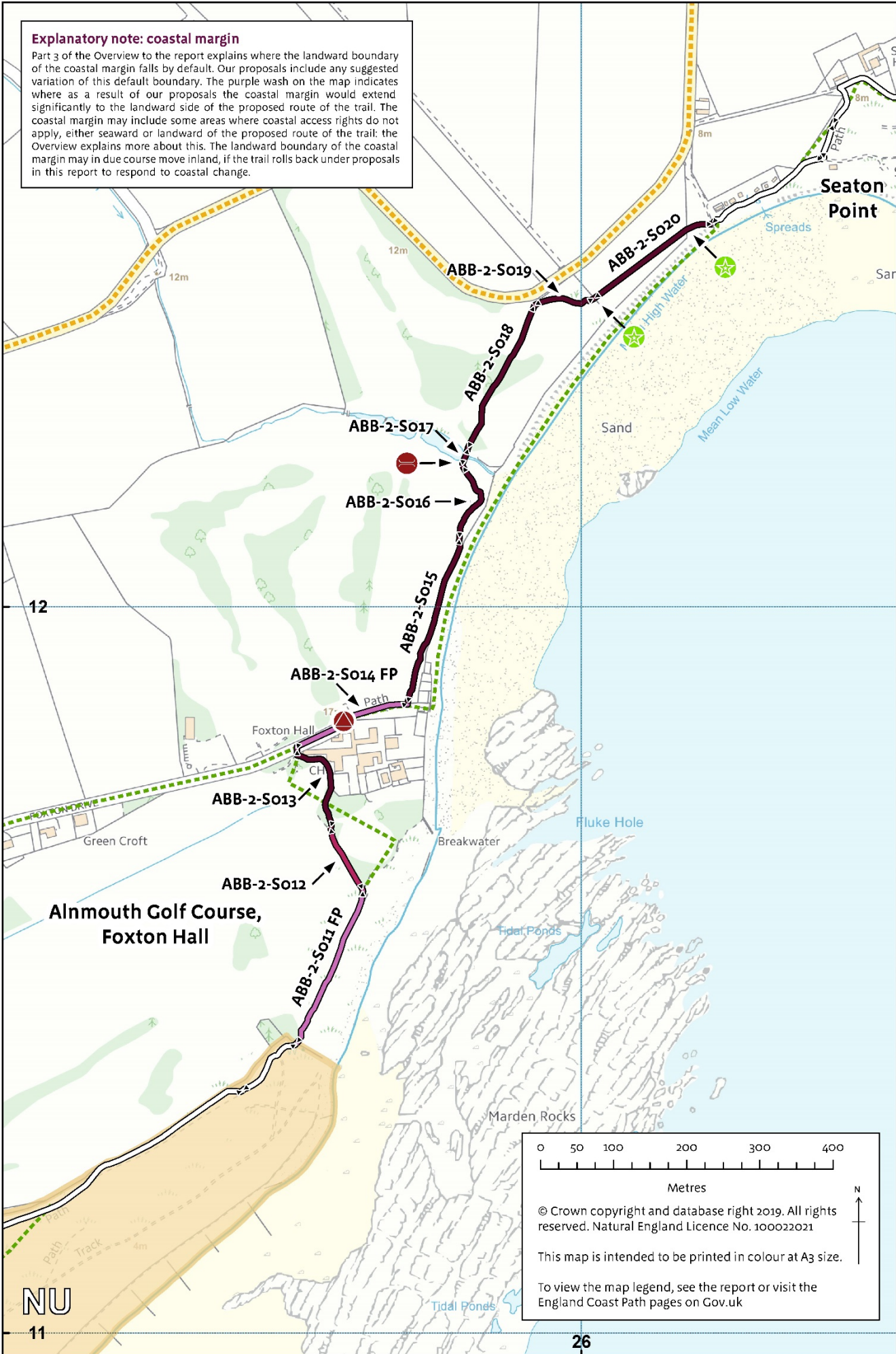
Map ABB 2a: The Duchess' Bridge to Alnmouth Golf Course at Foxton Hall



Map ABB 2b: Alnmouth Golf Course at Foxton Hall to Seaton Point

Map ABB 2b: Alnmouth Golf Course at Foxton Hall to Seaton Point

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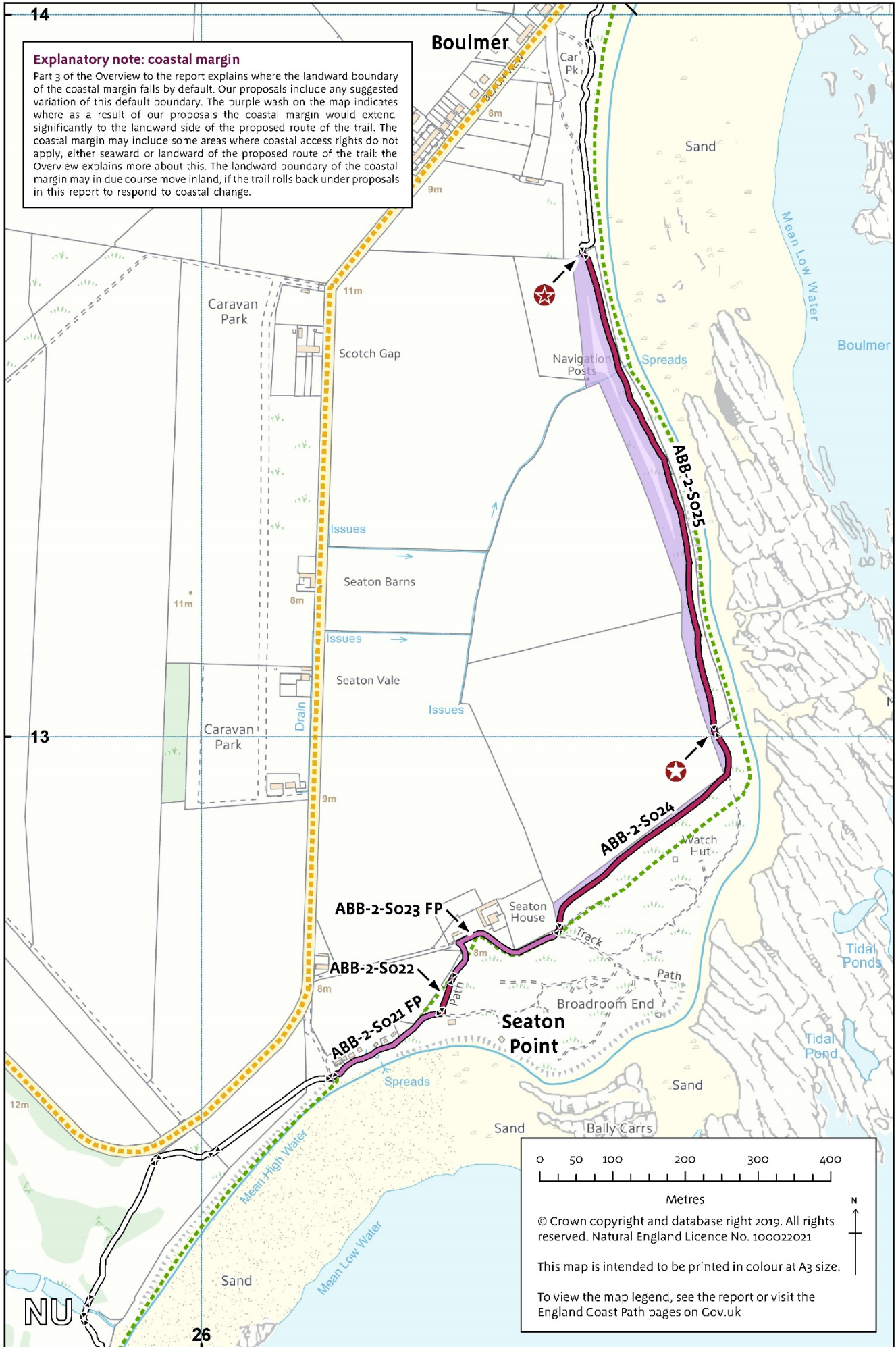


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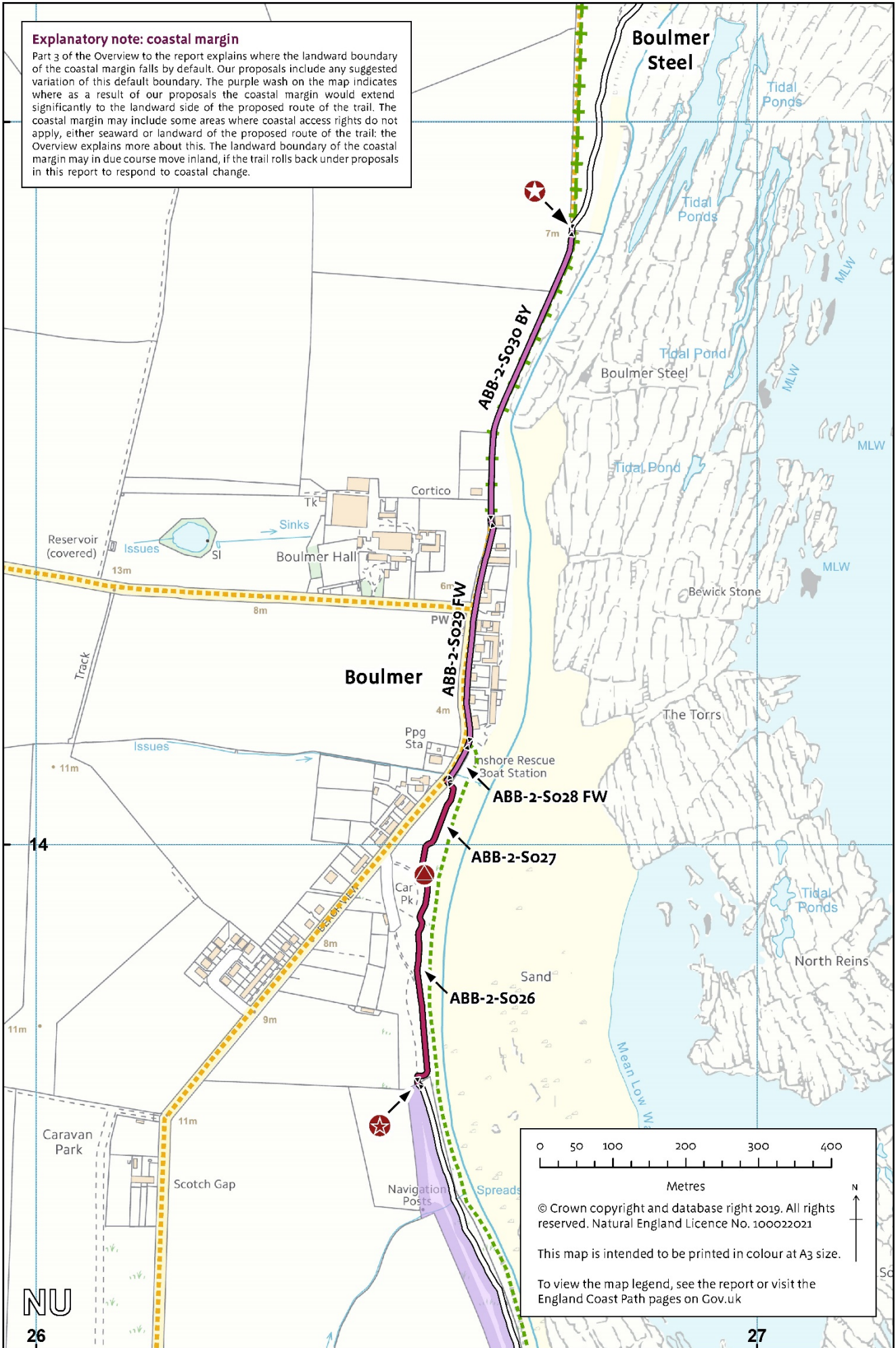
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**Explanatory note: coastal margin**  
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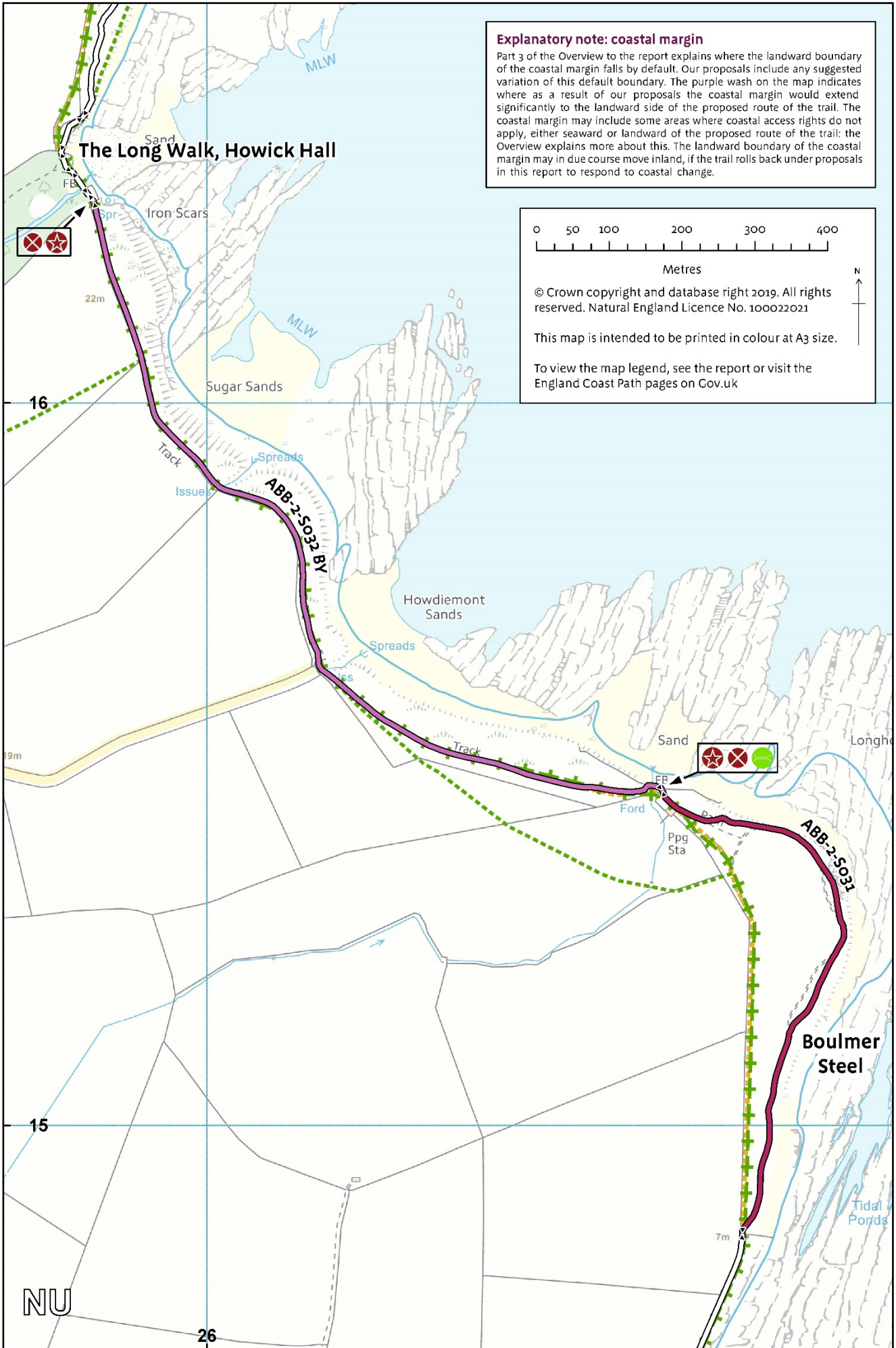


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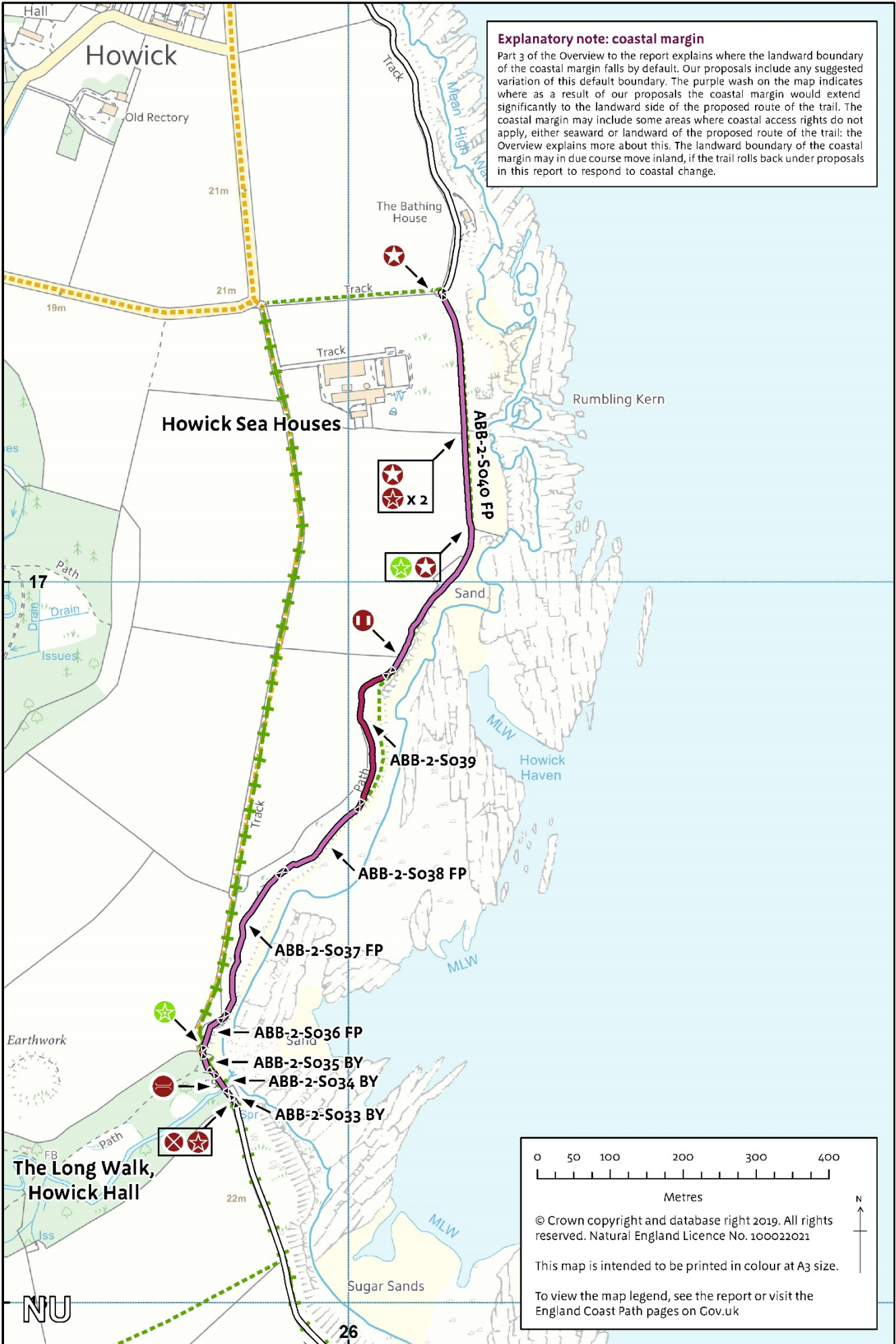
This map is intended to be printed in colour at A3 size.

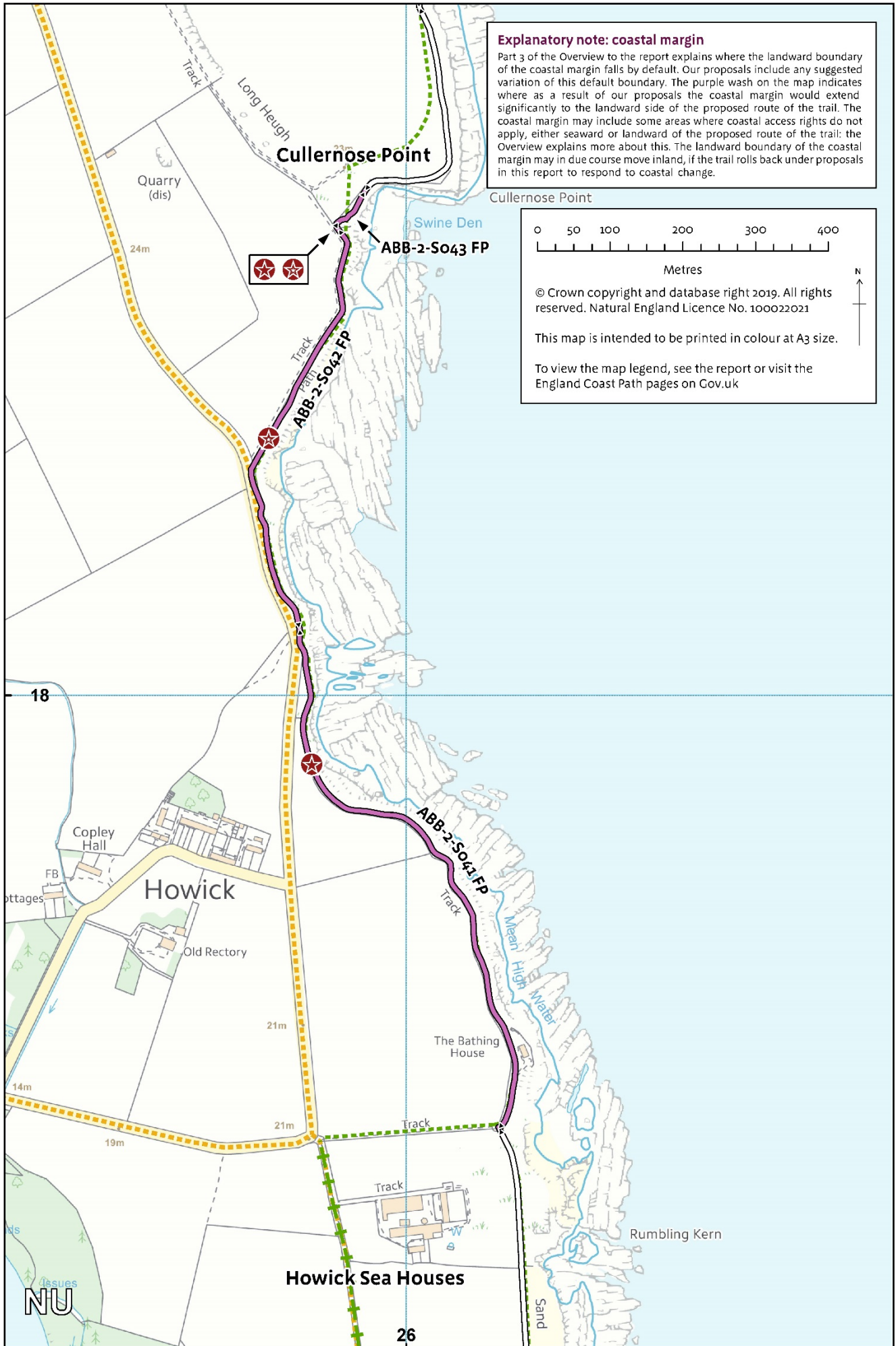
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk





Map ABB 2f: The Long Walk, Howick Hall to Howick Sea Houses

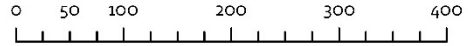




**Explanatory note: coastal margin**

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

Cullernose Point



Metres

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Map ABB 2h: Cullernose Point to Craster

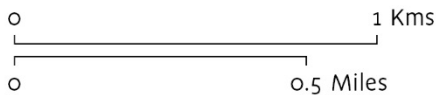




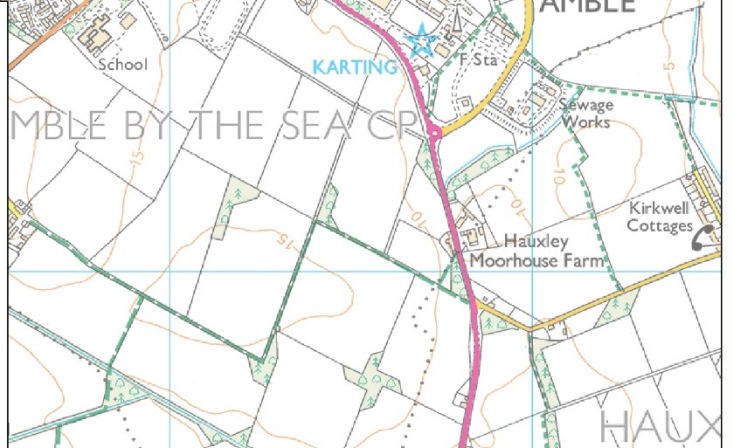
# Map A2a: Estuarial Waters of the Coquet Estuary



- Proposed route
- First bridge with pedestrian access
- Seaward limit of the estuarial waters of the River Coquet
- Estuarial waters of the River Coquet



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# Map A2b: Estuarial Waters of the Aln Estuary

