



England Coast Path Stretch: Amble to Bamburgh

Report ABB 3: Craster to Linkhouse, Beadnell

Part 3.1: Introduction

Start Point:	Craster (Grid reference NU2580 2015)
End Point:	Linkhouse, Beadnell (Grid reference NU2288 3013)
Relevant Maps:	ABB 3a to ABB 3g

3.1.1 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 Amble and Bamburgh.

3.1.2 This report covers length ABB 3 of the stretch, which is the coast between Craster and Linkhouse, Beadnell. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

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

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

3.2.3 Includes two sections of new path at Newton Link House car park (ABB-3-S022) and Beadnell Links (ABB-3-S039). See maps ABB 3d, ABB 3g and associated tables below for details.

3.2.4 Follows a route similar to the existing Northumberland Coast Path and St Oswald's Way, but departs from these 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.

3.2.5 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
- Northumbria Coast Ramsar
- Northumberland Shore Special Site of Scientific Interest (SSSI)
- Castle Point to Cullernose Point SSSI
- Newton Links SSSI

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

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

3.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
ABB 3f	ABB-3-S028 FP	Coastal access rights would be excluded over the area of sand/shingle at the Long Nanny Burn, Low Newton between the 1st April and the 31st August every year	To reduce the risk of disturbance to the little tern breeding colony

3.2.7 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:

3.2.8 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 and bare soil for most of the chapter and, on occasion, sand at Football Hole;
- There are backfilled steps north of Newton Link House car park at section ABB-3-S024;
- There are step stiles at Newton Point at section ABB-3-S017 and Newton Link House car park.

3.2.9 At section ABB-3-S024, the existing steps will be improved and the step stile at ABB-3-S017 will be replaced with a new kissing gate. To make the trail easier to use new pedestrian access to Newton Link House car park will be created, including installing a kissing gate, at the junction between sections ABB-3-S022 and ABB-3-S023. To improve year round accessibility at Football Hole, section ABB-3-S020, a wooden footbridge will be installed. 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:

3.2.10 **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 3.3.1 below.

3.2.11 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 3.3.1. 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 3.3.1 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.

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

3.2.13 At section ABB-3-S028 FP, Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin at the area known as the Long Nanny is to be excluded from 1st April to 31st August each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect breeding little terns from disturbance. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

3.2.14 Little terns have nested here for a number of years and are an important feature of the Northumberland Marine Special Protection Area. The National Trust invest considerable resource into protecting the nest sites from recreational disturbance as well as interpretation of the site for visitors, which will continue. Details of this feature are covered in the Habitats Regulations Assessment that accompanies this report.

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

3.2.15 **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.

3.2.16 Column 4 of Table 3.3.1 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 3a to ABB 3g as the proposed route of the trail.

3.2.17 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 1.3.1, the route is to be at the centre of the line shown on map ABB 3g as the proposed route of the trail.

Other future change:

3.2.18 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:

3.2.19 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.

3.2.20 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £32,545.00 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;
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

3.2.21 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail, so it 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, footbridges 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

Item	Cost
Signs & interpretation	£ 9,300.00
Bridges	£ 3,000.00
Boundary Crossing	£ 4,000.00
Project management	£ 4,245.00
Surfacing works	£12,000.00
Total	£32,545.00 (Exclusive of any VAT payable)

3.2.22 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:

3.2.23 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).

3.2.24 We estimate that the annual cost to maintain the trail will be £6,378.00 (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 3.3: Proposals Tables

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

3.3.1 Section Details – Maps ABB 3a to ABB 3g: Craster to Linkhouse, Beadnell

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also Table 3.3.2: 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 3a	ABB-3-S001 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3a	ABB-3-S002 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3a	ABB-3-S003 *	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3a	ABB-3-S004 *	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3a	ABB-3-S005 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3b	ABB-3-S006 FP	Public footpath	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 3b	ABB-3-S007 *	Other existing walked route	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3b	ABB-3-S008 *	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3c	ABB-3-S009 *	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3c	ABB-3-S010 *	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3c	ABB-3-S011 *	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3c	ABB-3-S012 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3c	ABB-3-S013 FP	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3c	ABB-3-S014 FP	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3c	ABB-3-S015 FP	Public footpath	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3c	ABB-3-S016 FP	Public footpath	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3d	ABB-3-S017	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3d	ABB-3-S018 *	Other existing walked route	Yes - Normal	Yes - dune			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 3d	ABB-3-S019 *	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3d	ABB-3-S020 *	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3d	ABB-3-S021 *	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3d	ABB-3-S022 *	Not an existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3e	ABB-3-S023	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 3e	ABB-3-S024	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3e	ABB-3-S025 FP	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3e	ABB-3-S026 FP	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3e	ABB-3-S027 *	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3f	ABB-3-S028 FP *	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3f	ABB-3-S029 *	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
ABB 3f	ABB-3-S030 *	Other 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 3f	ABB-3-S031 *	Other existing walked route	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S032	Other existing walked route	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S033 RD *	Public highway	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S034 FW *	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S035 FW *	Public footway (pavement)	No	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S036 FW *	Public footway (pavement)	No	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S037 FW	Public footway (pavement)	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 3g	ABB-3-S038 *	Other existing walked route	Yes - Normal	Yes- dune			Detail of any roll back subject to HRA
ABB 3g	ABB-3-S039 *	Not an existing walked route	Yes - Normal	Yes- dune			Detail of any roll back subject to HRA

3.3.2 Other options considered: Maps ABB 3a to ABB 3g: Craster to Linkhouse, Beadnell

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 3a	ABB-3-S003 to ABB-3-S004	We considered aligning the trail along an existing public right of the way and the route of the Northumberland Coast Path landward of the proposal, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ avoids less accessible terrain ■ this proposal is made with the support of the landowner
ABB 3b	ABB-3-S007 to ABB-3-S008	We considered aligning the trail along the existing public right of way seaward of Dunstanburgh Golf Course, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route maintains views of the sea and is more direct ■ it does not obstruct the play ■ this proposal is made with the support of the landowner and the golf course ■ 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 <p>Under our proposals, the public footpath would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p>
ABB 3c	ABB-3-S009 to ABB-3-S011	We considered aligning the trail along the existing footpath that runs through Dunstanburgh Golf Course and Embleton Links, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route maintains views of the sea ■ it does not obstruct the play where it would have run though the golf course ■ this proposal is made with the support of the landowner and the golf course ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 3d	ABB-3-S018 to ABB-3-S022	We considered aligning the trail along the existing footpath that runs landward of our proposed route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route is more coastal ■ the route maintains views of the sea ■ this proposal is made with the support of the landowner ■ 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
ABB 3e	ABB-3-S027	We considered aligning the trail along the existing footpath that runs landward of our proposed route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route is more coastal ■ the route maintains views of the sea ■ this proposal is made with the support of the landowner ■ 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
ABB 3e and ABB 3f	ABB-3-S027 to ABB-3-S028	We considered aligning the trail closer to the sea at Newton Links	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner ■ the route avoids aligning closer to the little tern nesting site ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 3f	ABB-3-S029 to ABB-3-S031	We considered aligning the route along the trail along the public footpath that runs along Swinhoe Links	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the existing public footpath is not well used and does not provide a continuous route ■ the proposed route is actually the main walking route used by the public in this location ■ we had the full support of landowners
ABB 3g	ABB-3-S033 to ABB-3-S035	We considered aligning the trail seaward of Beadnell Lime Kilns	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route is more direct and mainly maintains views of the sea ■ the route avoids using the beach ■ 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
ABB 3g	ABB-3-S036	We considered aligning the trail around Dell Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the route is more direct and maintains views of the sea ■ this proposal is made with the support of the landowner ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 3g	ABB-3-S038 and ABB-3-S039	We considered aligning the trail along the multi-user route and Northumberland Coast Path beside the B1340, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and provides views of the sea ■ this proposal is made with the support of the landowner ■ 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

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 3.4: Proposal Maps

3.4.1 Map Index

Map reference	Map title
ABB 3a	Craster to Dunstanburgh Castle
ABB 3b	Dunstanburgh Castle to Embleton Bay
ABB 3c	Embleton Bay to Low-Newton-by-the-Sea
ABB 3d	Low-Newton-by-the-Sea to Newton Links
ABB 3e	Newton Links to Long Nanny Burn
ABB 3f	Long Nanny Burn to Beadnell
ABB 3g	Beadnell to Linkhouse
ABB 3A	Long Nanny Burn proposed direction under s26(3)(a) CRow – sensitive wildlife

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

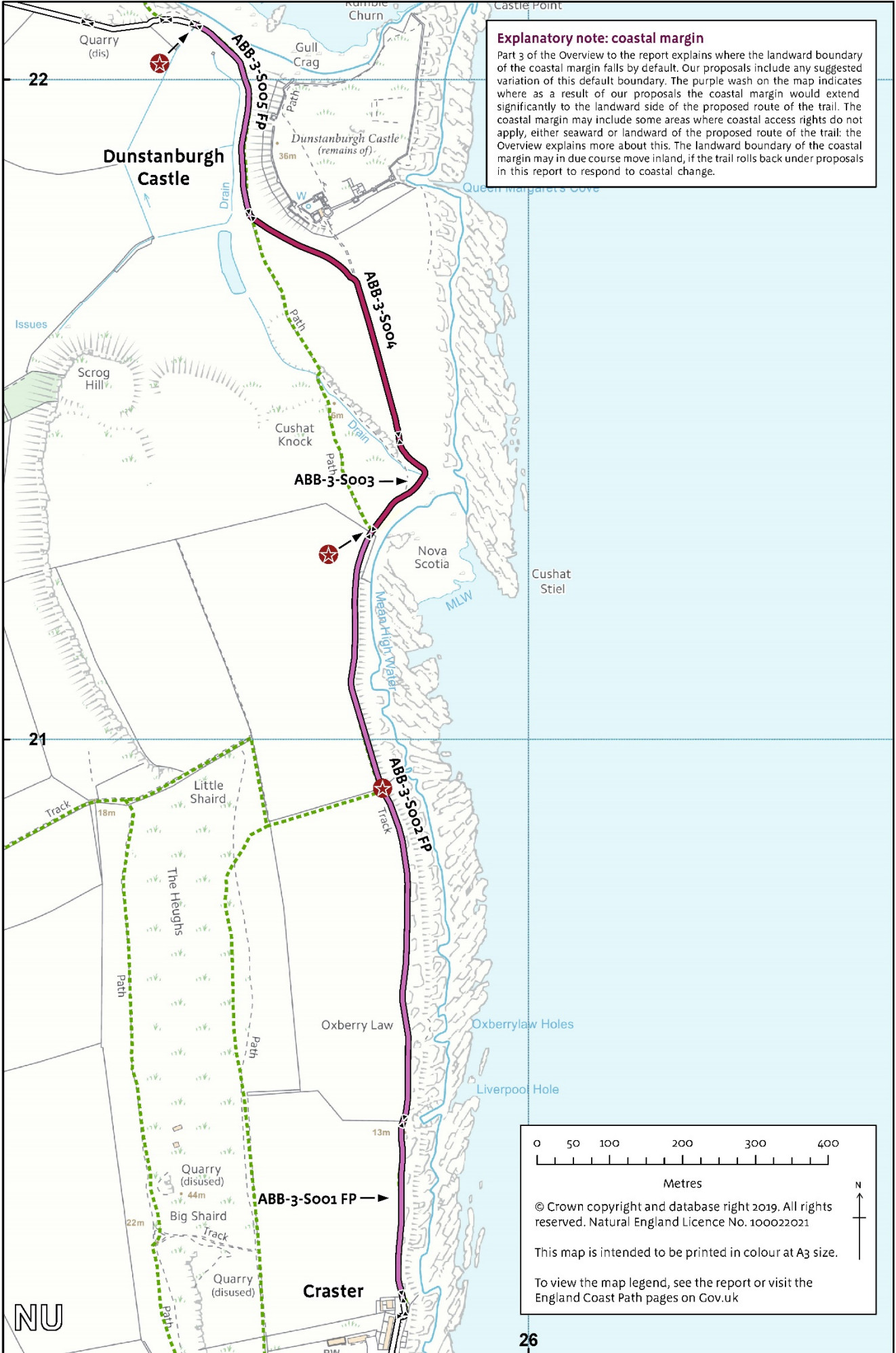
For status of each, where shown on map, see colour codes below

- | Bridges: | 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 |

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



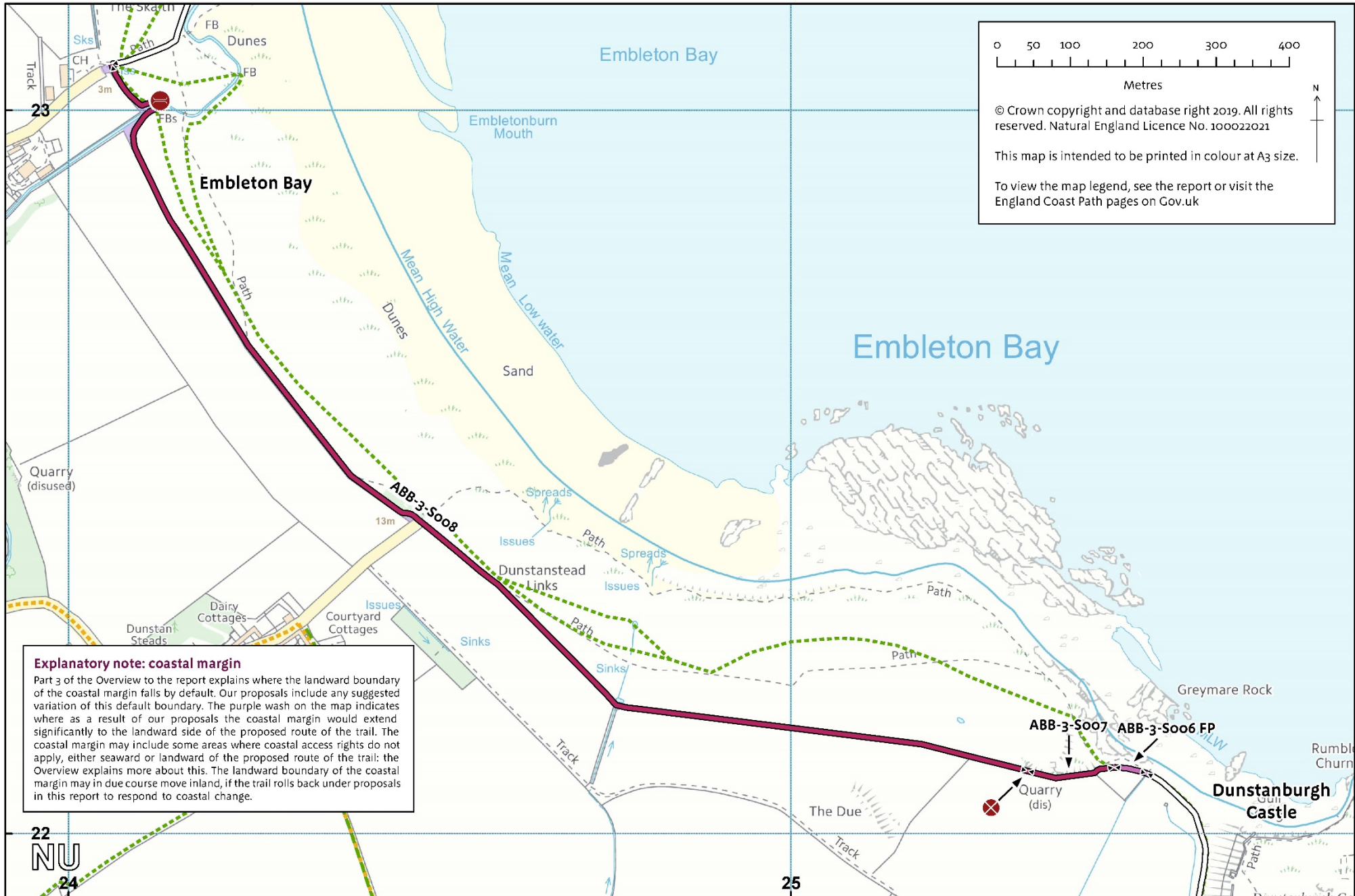
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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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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



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Metres

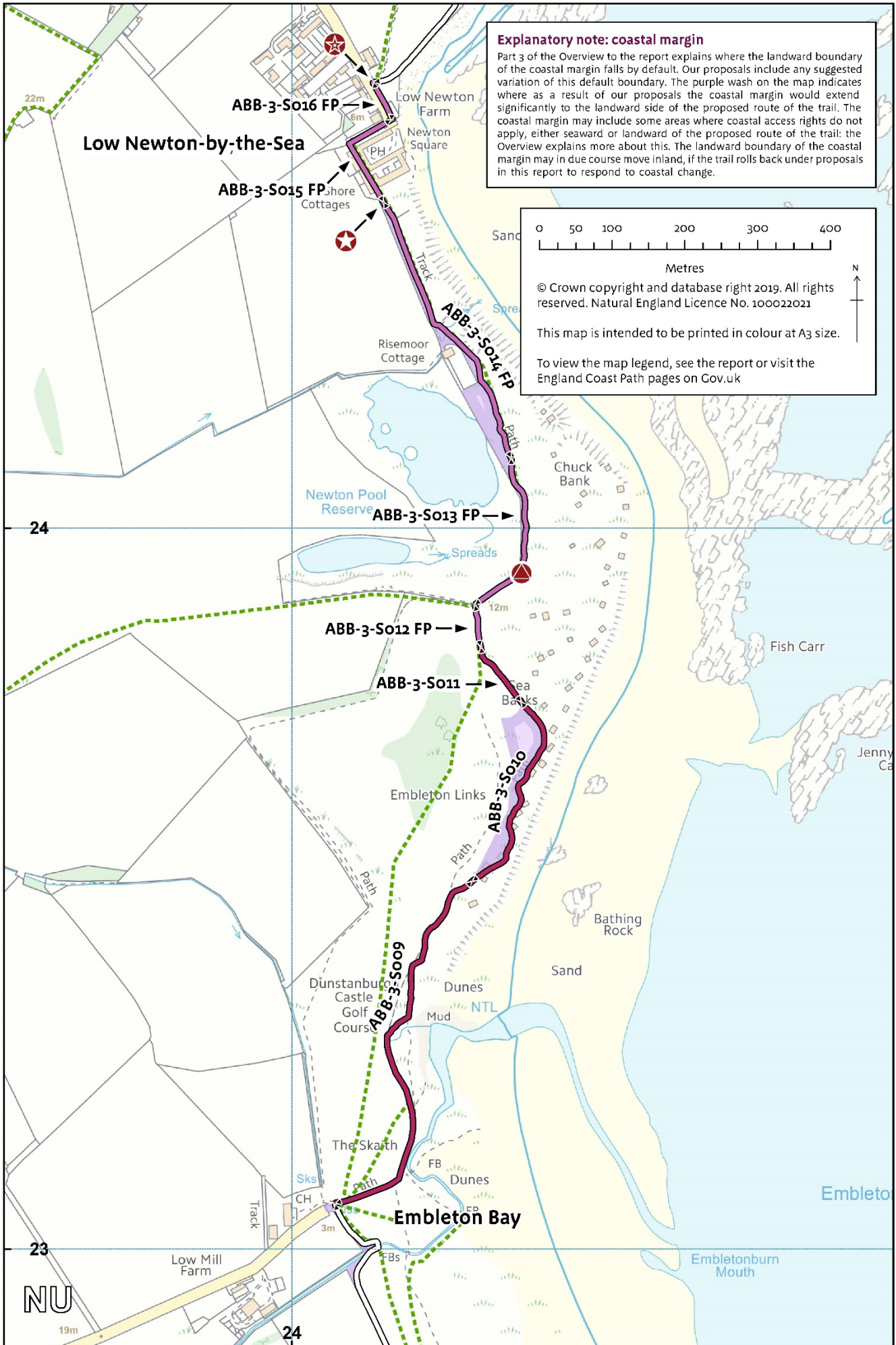
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This map is intended to be printed in colour at A3 size.

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

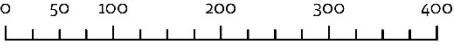
Explanatory note: coastal margin

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.



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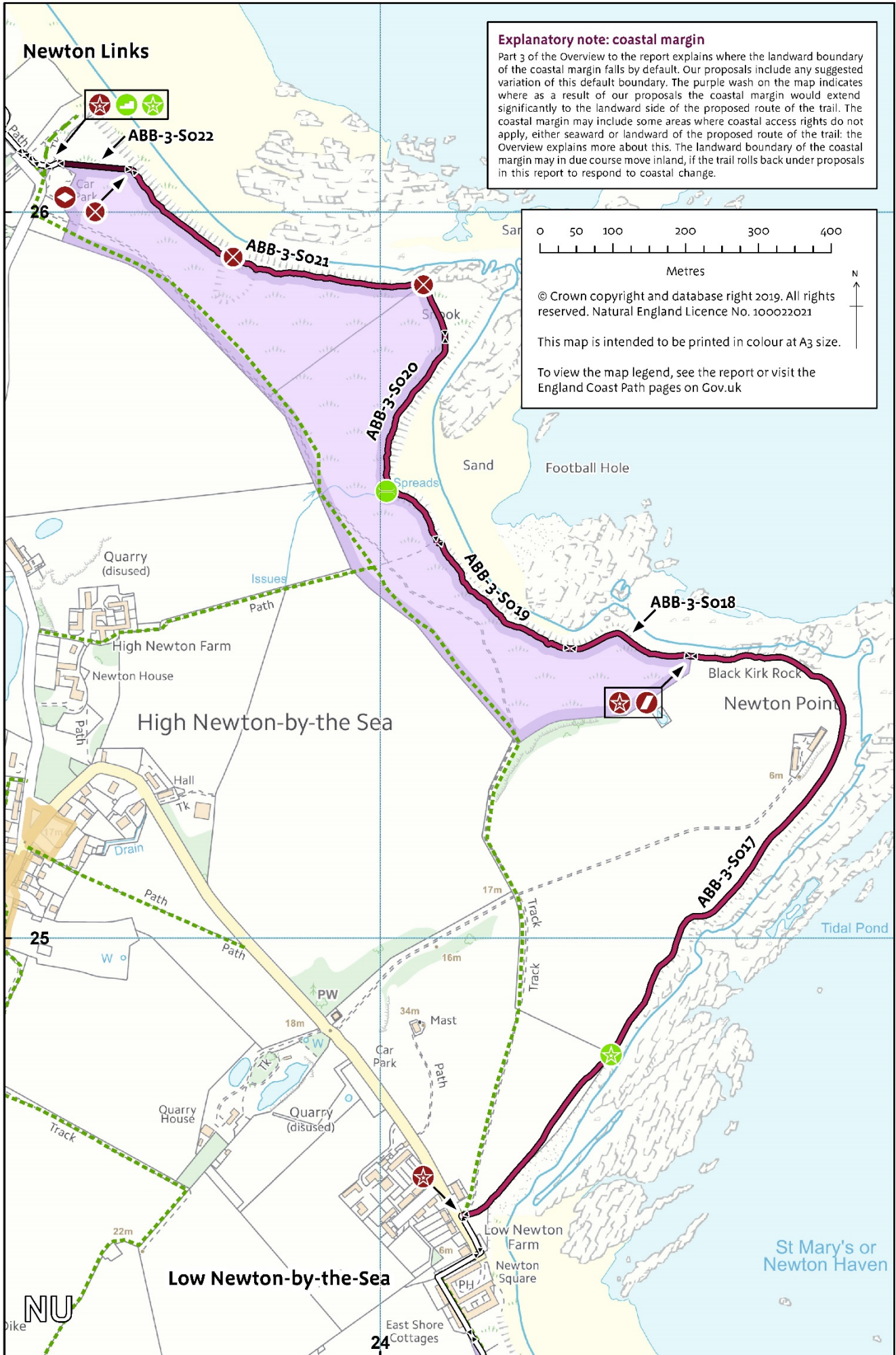
Metres

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Map ABB 3d: Low-Newton-by-the-Sea to Newton Links



Explanatory note: coastal margin
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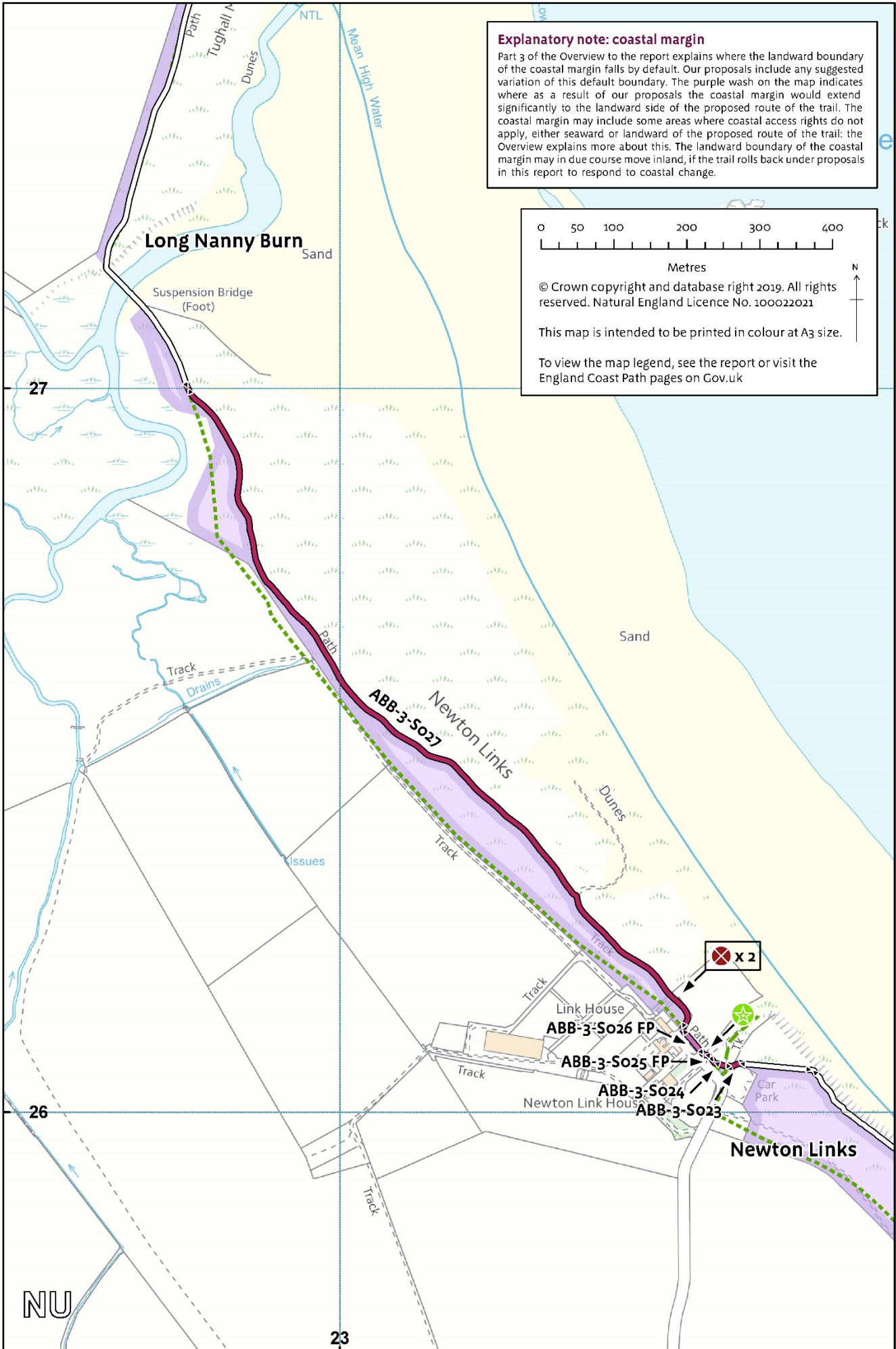
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Metres

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Map ABB 3d: Low-Newton-by-the-Sea to Newton Links

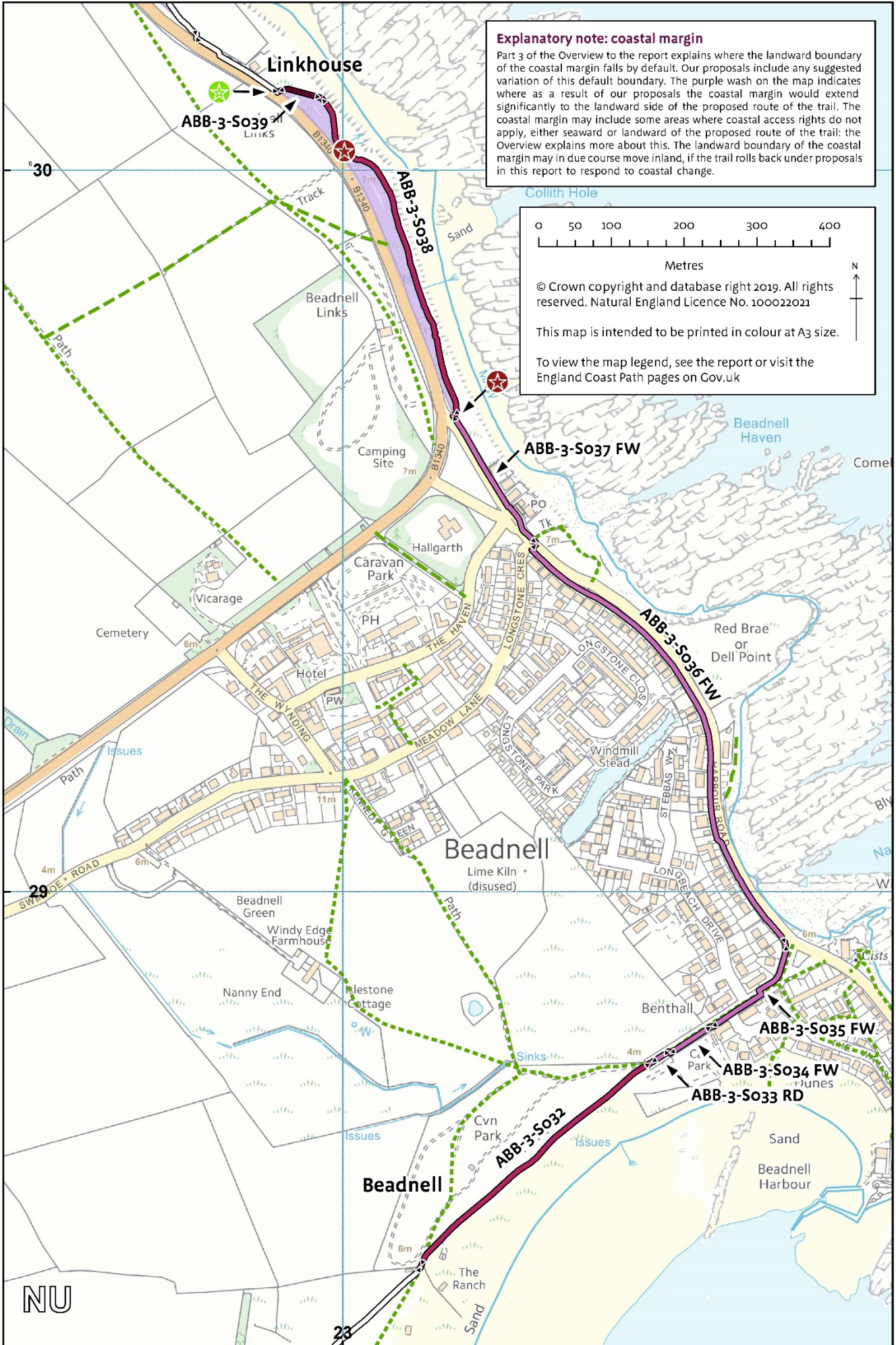


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Map ABB 3f: Long Nanny Burn to Beadnell





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Directions Map ABB 3A

