

England Coast Path Stretch: Bamburgh to the Scottish Border (including Holy Island)

Report BBS 2: Holy Island Causeway to Beal

Part 2.1: Introduction

Start Point:	Holy Island Causeway (grid reference: NU 0793 4269)
End Point:	Beal (grid reference: NU 0792 4269)
Relevant Maps:	BBS 2a to BBS 2f

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 Bamburgh and the Scottish Border (including Holy Island).

2.1.2 This report covers length BBS 2 of the stretch, which is the coast between Holy Island Causeway and Beal. 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 Follows existing walked routes, including public rights of way, along virtually all of this length.

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

2.2.3 Follows a route similar to the existing St Cuthbert's Way and St Oswald's Way but departs from this in places in order to remain closer to the sea.

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.

2.2.4 The following designated sites affect this length of coast:

- Berwickshire & North Northumberland Coast Special Area of Conservation (SAC)
- North Northumberland Dunes Special Area of Conservation (SAC)
- Berwick to St Mary's Marine Conservation Zone (MCZ)
- Northumbria Coast Special Protection Area (SPA)
- Lindisfarne Special Protection Area (SPA)
- Northumbria Coast Special Protection Area (SPA)
- Northumberland Marine Special Protection Area (SPA)
- Lindisfarne Ramsar
- Lindisfarne Site of Special Scientific Interest (SSSI) for its wildlife interest

Maps BBS C and BBS D in the Overview show the extent of designated areas listed.

2.2.5 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.

2.2.6 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:

2.2.7 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme. However, 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 would follow an uneven grass or bare soil path.

2.2.8 At sections BBS-2-S002 FP and BBS-2-S003 FP, the existing path will be improved, so as to make it easier to use. 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:

2.2.9 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.10 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.

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

Exclusion of access at Fenham Flats

2.2.12 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S046 and BBS-2-S001 RD is to be excluded year round under section 25A of the Countryside and Rights of Way Act 2000 as the area is unsuitable for public access. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

2.2.13 The saltmarsh and flat here is made up of soft mud. The area is flat giving the tide a large area of change. In addition, conditions underfoot are extremely unpredictable which would not be readily apparent to walkers and can pose a significant risk.

Exclusion (keep to marked routes) of access at Holy Island Sands

2.2.14 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-2-S001 RD and BBS-2-S003 FP is to be excluded year round under section 25A of the Countryside and Rights of Way Act 2000 as the area is

unsuitable for public access. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

2.2.15 The saltmarsh and flat here is made up of soft mud. The area is flat giving the tide a large area of change. In addition, conditions underfoot are extremely unpredictable which would not be readily apparent to walkers and can pose a significant risk.

2.2.16 These directions will not prevent or affect any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration such as the Pilgrim's Way, which, although it is not a right of way, it is well used and managed with poles to follow and refuges (from raising tides) along the way.

2.2.17 Any such use is not prohibited or limited by these arrangements

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

2.2.18 **Other factors affecting access:** At route sections BBS-2-S001 and BBS-2-S028, Holy Island Causeway, public access will be interrupted during high tides when the road will be inundated.

2.2.19 **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.

2.2.20 Column 4 of tables 2.3.1 and 2.3.2 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 BBS 2a to BBS 2f as the proposed route of the trail.

2.2.21 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.

Other future change:

2.2.22 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:

2.2.23 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.

2.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £35,609.75 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.

2.2.25 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- New fencing will be installed along a section that has suffered from erosion. This will give sufficient room for the trail and enhance the user experience.
- Surfacing works will be carried out where necessary.

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	£22,265.00
Surfacing works	£6,300.00
Boundary crossing	£2,400.00
Project management	£4,644.75
Total	£35,609.75 (Exclusive of any VAT payable)

2.2.26 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:

2.2.27 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).

2.2.28 We estimate that the annual cost to maintain the trail will be £4,765.77 (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 BBS 2a to BBS 2f: Holy Island Causeway to Beal

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
2a, 2b and 2c	BBS-2-S001 RD	Public highway	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA
2d	BBS-2-S002 FP*	Public footpath	Yes – Normal	Yes - dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
2d	BBS-2-S003 FP*	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
2d	BBS-2-S004 BW*	Public bridleway	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
2d	BBS-2-S005 BW	Public bridleway	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
2d	BBS-2-S006 RD*	Public highway	Yes - Normal	No	Road	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
2d	BBS-2-S007 FP*	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2d	BBS-2-S008 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2d	BBS-2-S009 BW	Public bridleway	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
2d	BBS-2-S010 RD	Public highway	Yes – Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S011 FP RD	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S012 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S013	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S014	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S015 FP	Public Footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S016 FP	Public Footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2e	BBS-2-S017 FP	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
2f	BBS-2-S018 FP*	Public footpath	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
2f	BBS-2-S019*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
2f	BBS-2-S020 FP	Public footpath	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
2f	BBS-2-S021	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA
2f	BBS-2-S022 FP*	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2f	BBS-2-S023 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
2f	BBS-2-S024 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2f	BBS-2-S025 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
2f	BBS-2-S026 RD	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
2f	BBS-2-S027 RD	Public highway	Yes – Normal	No			Detail of any roll back subject to HRA
2a 2b 2c	BBS-2-S028 RD	Public highway	Yes – Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA
2a	BBS-2-S029 RD	Public highway	Yes – Normal	No			Detail of any roll back subject to HRA

2.3.2 Other options considered: Maps BBS 2a to BBS 2f: Holy Island Causeway to Beal

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
2d	BBS-2-S002 FP, BBS-2-S003 FP and BBS-2-S004 BW	We considered aligning the trail along the road into the centre of the island to follow the route of the existing St Cuthbert's Way and St Oswald's Way.	<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; ■ this proposal is closer to the sea than the other route and would afford sea views; ■ the other route will remain available for those who wish to use it.
2d	BBS-2-S006 RD and BBS-2-S007 FP	We considered aligning the trail along Heugh Hill, past the viewing tower, as shown on the map.	<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 proposed route is flatter and so more accessible; ■ under our proposals, Heugh Hill would remain available for people to use as part of the spreading room, but would not form part of the designated trail.
2f	BBS-2-S018 FP and BBS-2-S019	We considered aligning the trail along the footpath that sits to the south of our proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of Northumberland County Council; ■ this proposed route is drier under foot; ■ the other route will remain available for those who wish to use it.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
2f	BBS-2-S022 FP and BBS-2-S023 FP	We considered aligning the trail along the footpath that sits to the north of the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of Northumberland County Council; ■ this proposed route is more direct; ■ the other route will remain available for those who wish to use it.

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
BBS 2a	Holy Island Causeway to Chare Ends (1)
BBS 2b	Holy Island Causeway to Chare Ends (2)
BBS 2c	Holy Island Causeway to Chare Ends (3)
BBS 2d	Chare Ends to Cockle Stone
BBS 2e	Cockle Stone to Red Brae
BBS 2f	Red Brae to Chare Ends

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

* Please note that the items in this legend may not all be present on an individual map or report.

Explanatory note: coastal margin

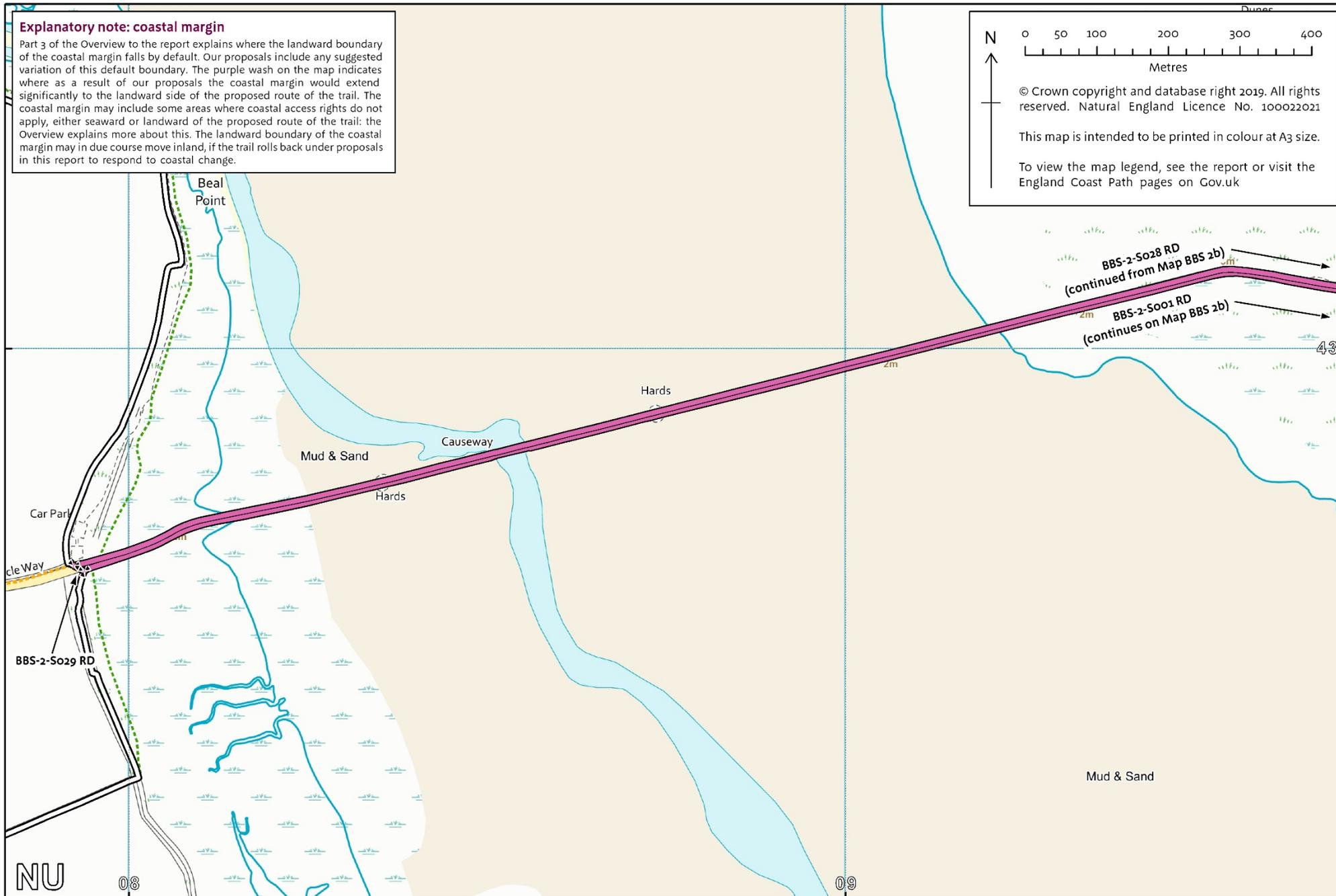
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

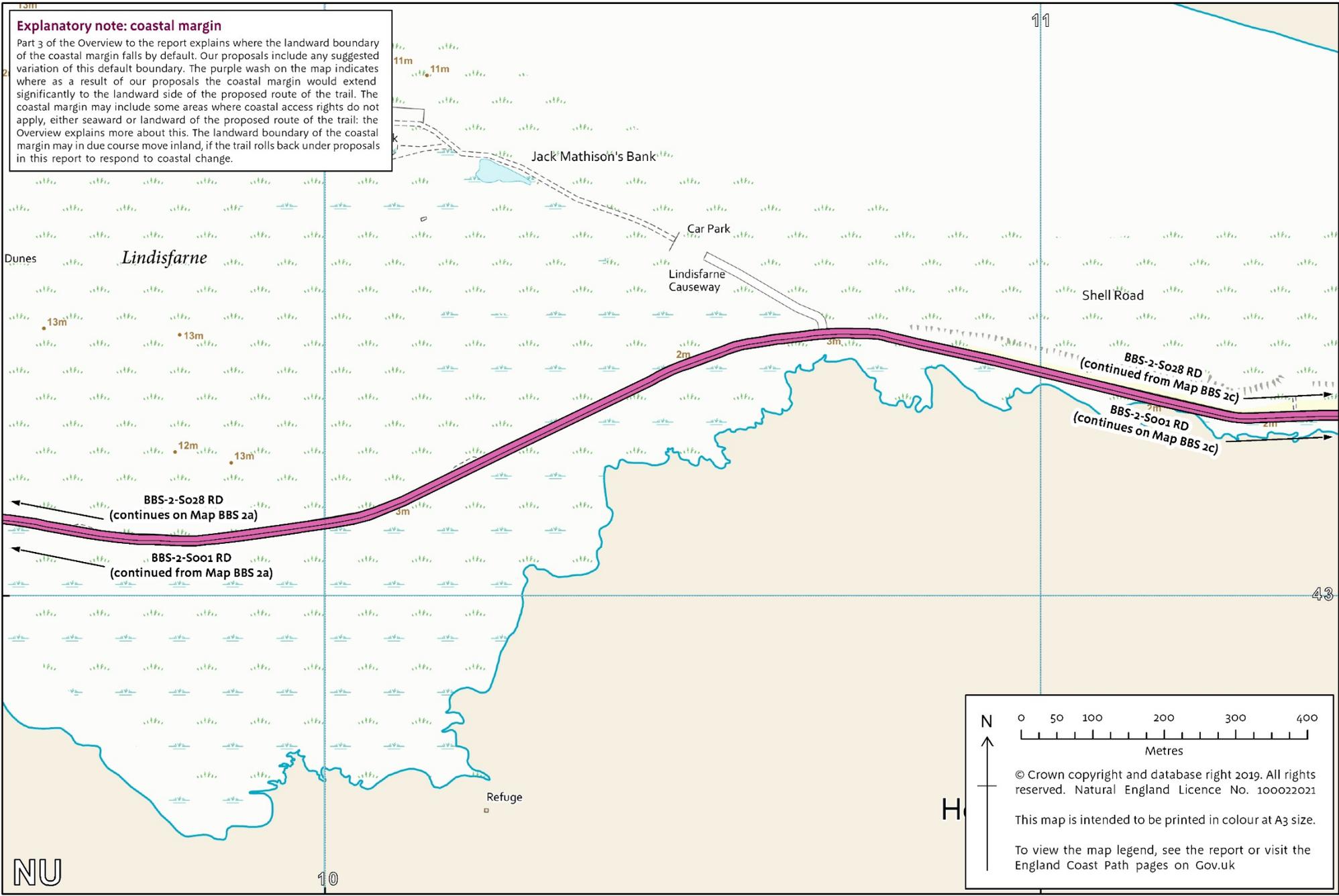
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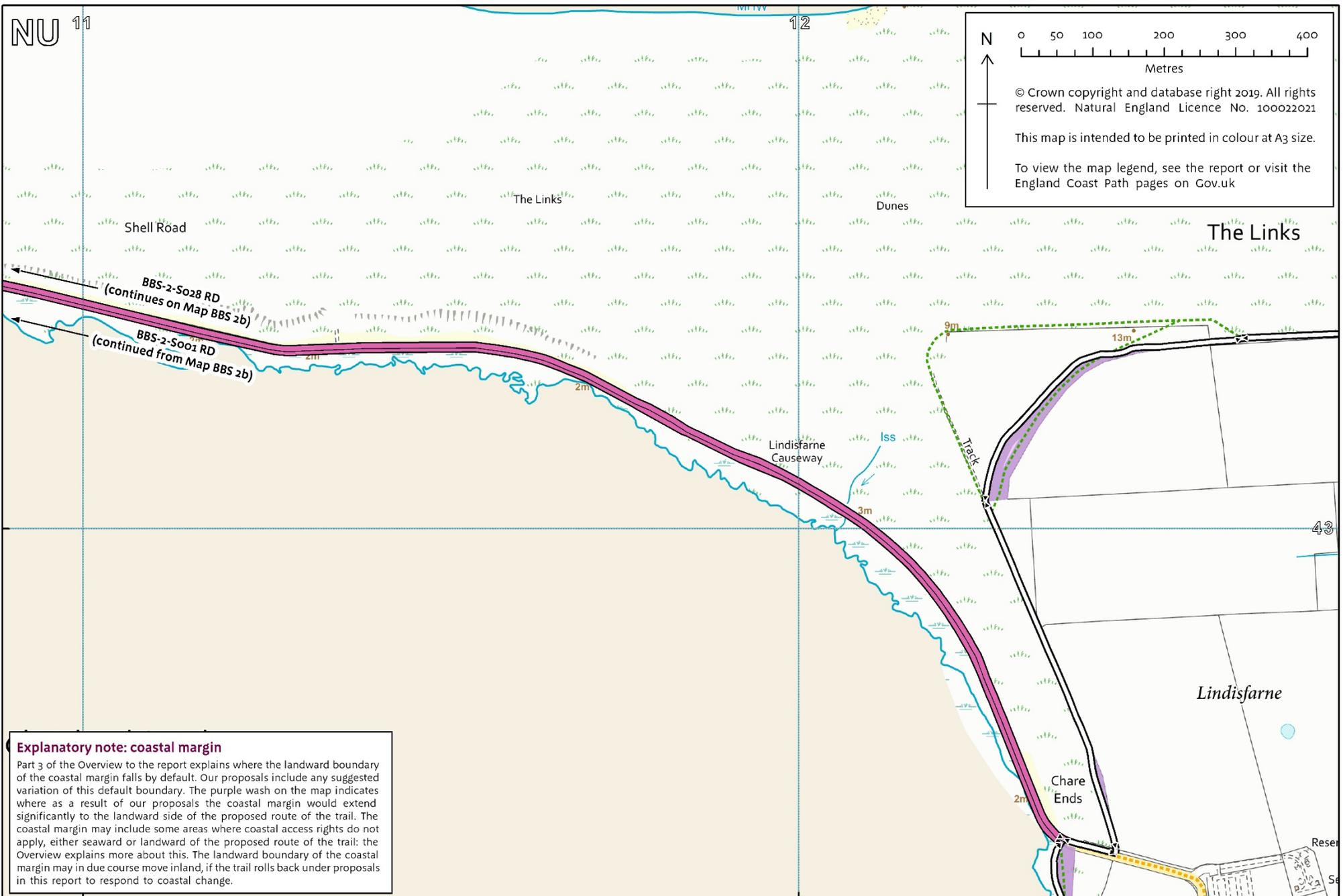
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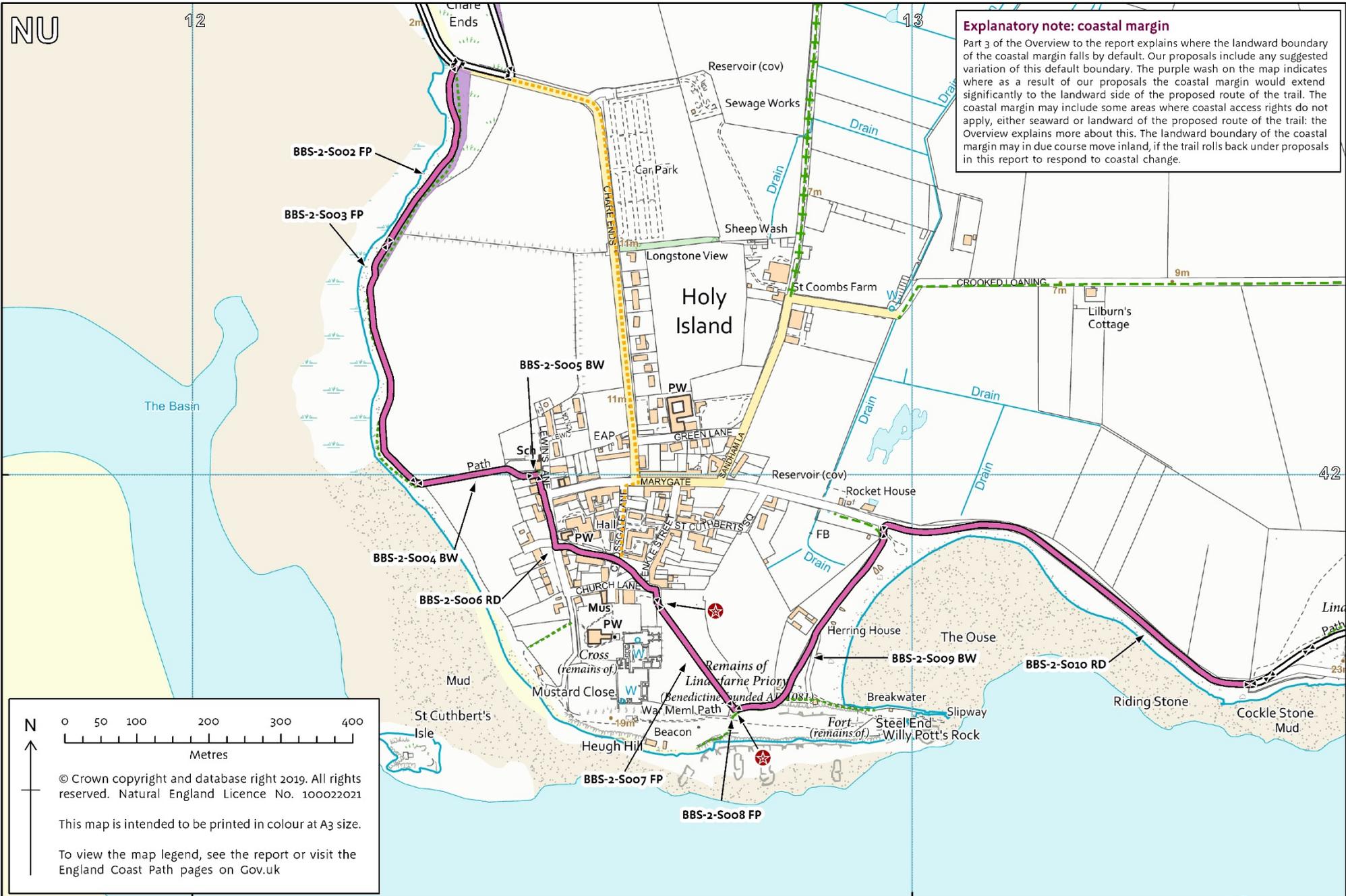
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



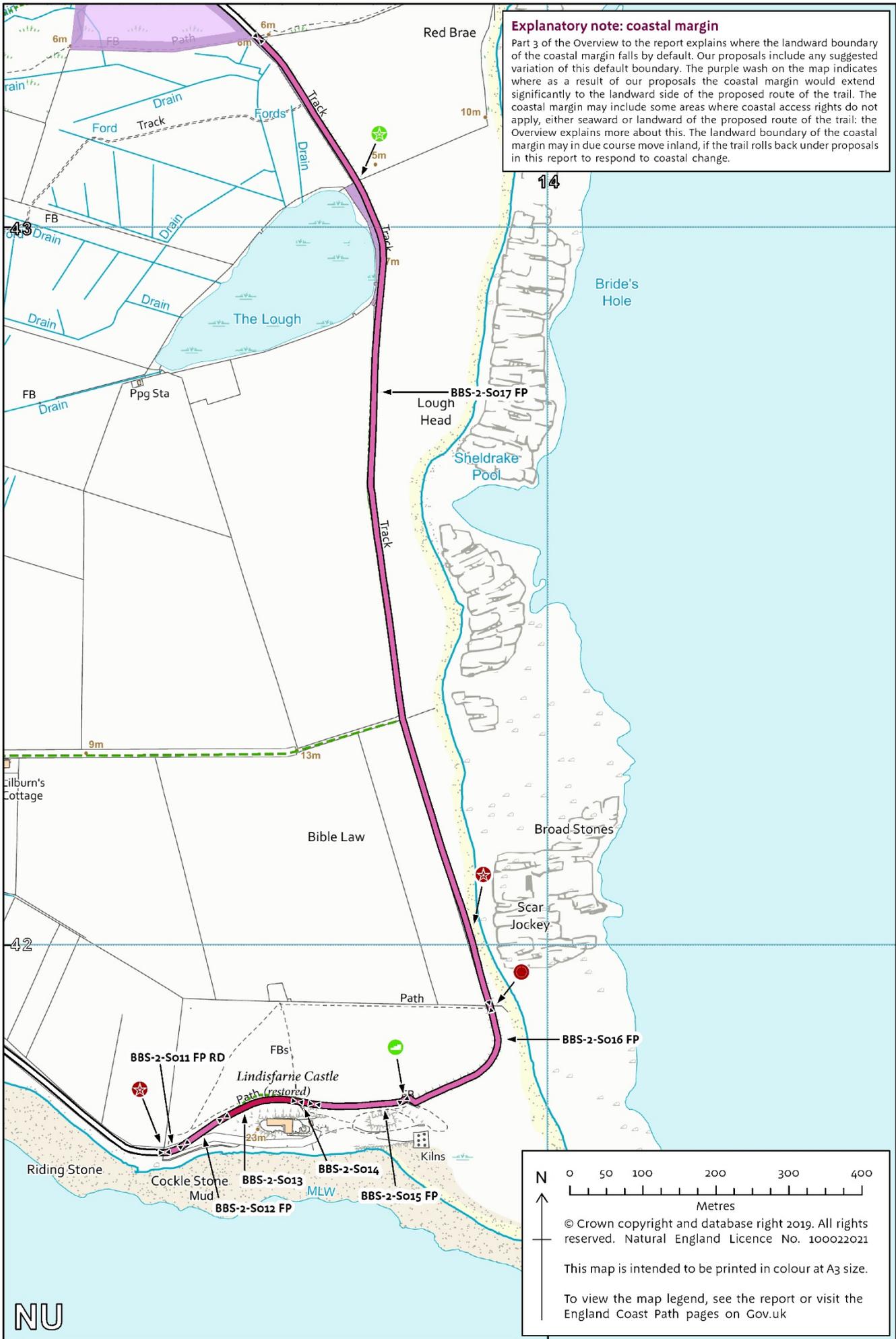


Map BBS 2c Holy Island Causeway to Chare Ends (3)





Explanatory note: coastal margin
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Explanatory note: coastal margin

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