



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

## Report BBS 4: Berwick-upon-Tweed to Marshall Meadows

### Part 4.1: Introduction

<b>Start Point:</b>	<b>Berwick-upon-Tweed (Grid reference: NT 9972 5278)</b>
<b>End Point:</b>	<b>Marshall Meadows (Grid reference: NT 9788 5749)</b>
<b>Relevant Maps:</b>	<b>BBS 4a to BBS 4d</b>

4.1.1 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).

4.1.2 This report covers length BBS 4 of the stretch, which is the coast between Berwick-upon-Tweed and Marshall Meadows. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

### The trail:

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

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

4.2.3 Follows a route similar to the existing Berwickshire Coastal Path.

### 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.

4.2.4 The following designated sites affect this length of coast:

- Berwickshire & North Northumberland Coast Special Area of Conservation (SAC)
- Tweed Estuary Special Area of Conservation (SAC)
- Berwick to St Mary's Marine Conservation Zone (MCZ)
- Northumberland Shore Site of Special Scientific Interest (SSSI)
- Tweed Catchment Rivers – Lower Tweed & Whiteadder Site of Special Scientific interest (SSSI)

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

4.2.5 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.

4.2.6 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:

4.2.7 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 along the cliff top;
- There are steps where it would be necessary to ascend/descend a sharp bank on section BBS-4-S017 FP.

4.2.8 At the intersection of sections BBS-4-S018 and BBS-4-S019 FP, the existing steps over the stone wall will be replaced by a gate, to allow easier access through the wall. We envisage this happening as part of the physical establishment work described in part 7 of the Overview.

4.2.9 At section BBS-4-S017 FP steps will be installed to replace a steep grass slope, so as to make the gradient more manageable. 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:**

4.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Tweed, 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 Berwick Bridge, as indicated by the extent of the trail shown on map(s) 4a.

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

4.2.11 **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 4.3.1 below.

4.2.12 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 4.3.1. 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 4.3.1] 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.**

4.2.13 **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.

4.2.14 Column 4 of table 4.3.1 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 BBS 4a to BBS 4d as the proposed route of the trail.

4.2.15 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 4.3.1, the route is to be at the centre of the line shown on maps BBS 4a as the proposed route of the trail.

### Other future change:

4.2.16 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:

4.2.17 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.

4.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £22,469.85 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.

4.2.19 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- 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 places where new steps and a sleeper bridge would enhance the convenience of the trail.

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	£5,459.00
Surfacing works	£12,180.00
Boundary crossing	£1,900.00
Project management	£2,930.85
<b>Total</b>	<b>£22,469.85 (Exclusive of any VAT payable)</b>

4.2.20 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:**

4.2.21 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).

4.2.22 We estimate that the annual cost to maintain the trail will be £3,545.44 (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 4.3: Proposals Tables

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

### 4.3.1 Section Details: Maps BBS 4a to BBS 4d – Berwick-upon-Tweed to Marshall Meadows

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.2: 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
4a	BBS-4-S001 RD	Public highway	No	No			Detail of any roll back subject to HRA
4a	BBS-4-S002 RD	Public highway	No	No			Detail of any roll back subject to HRA
4a	BBS-4-S003 FW	Public footway (pavement)	No	No	Landward edge of footway	Clarity and cohesion	Detail of any roll back subject to HRA
4a	BBS-4-S004 RD	Public highway	No	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA
4a	BBS-4-S005 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4a	BBS-4-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
4b	BBS-4-S007 RD	Public highway	Yes – Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA
4b	BBS-4-S008 FP	Public footpath	Yes – Normal	No	Landward edge of footpath	Clarity and cohesion	Detail of any roll back subject to HRA
4b	BBS-4-S009 FP	Public footpath	Yes – Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
4b	BBS-4-S010 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4b	BBS-4-S011 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4b	BBS-4-S012 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4b & 4c	BBS-4-S013 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4c	BBS-4-S014	Other existing walked route	Yes – Normal	No			Detail of any roll back subject to HRA
4c	BBS-4-S015 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4c	BBS-4-S016*	Other existing walked route	Yes – Normal	No			Detail of any roll back subject to HRA
4d	BBS-4-S017 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4d	BBS-4-S018 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
4d	BBS-4-S019 FP	Public footpath	Yes – Normal	No			Detail of any roll back subject to HRA
4d	BBS-4-S020 RD BW FP	Public highway	Yes – Normal	No			Detail of any roll back subject to HRA
4d	BBS-4-S021 FP	Public footpath	Yes – Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA

#### 4.3.2 Other options considered: Maps BBS 4a to BBS 4d: Berwick-upon-Tweed to Marshall Meadows

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
4c	BBS-4-S016	We considered aligning the trail along the short section of existing public footpath.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Our proposed route is more direct and is clearly what people are currently using;</li> <li>■ this proposal is made with the support of the landowner;</li> <li>■ 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.</li> </ul>



## Part 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
BBS 4a	Berwick-upon-Tweed to Fisherman's Haven
BBS 4b	Fisherman's Haven to St John's Haven (1)
BBS 4c	Fisherman's Haven to St John's Haven (2)
BBS 4d	St John's Haven (2) to Marshall Meadows

### 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

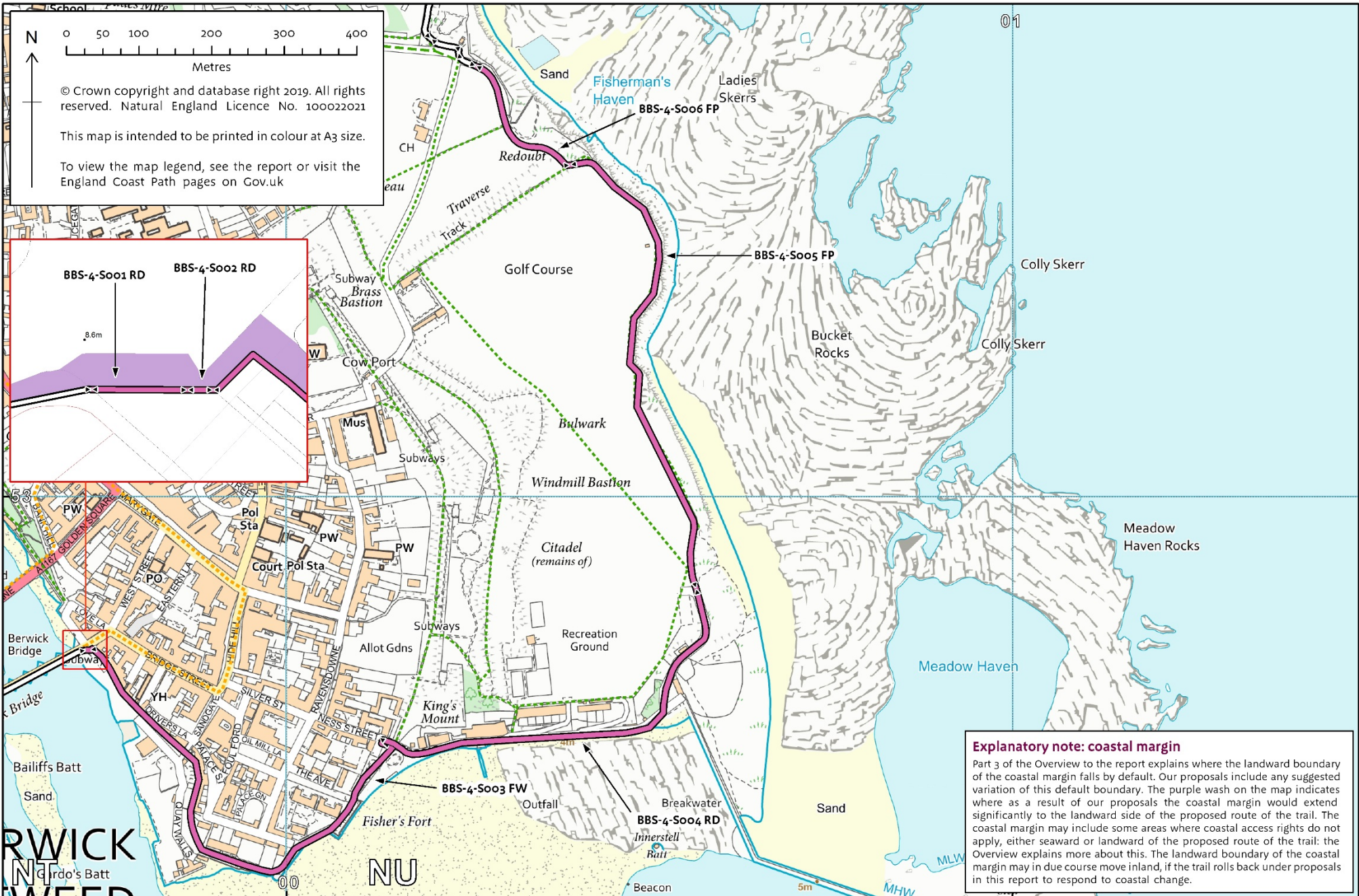
#### Infrastructure status

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.

Map BBS 4a Berwick-upon-Tweed to Fisherman's Haven



**Explanatory note: coastal margin**  
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**Explanatory note: coastal margin**

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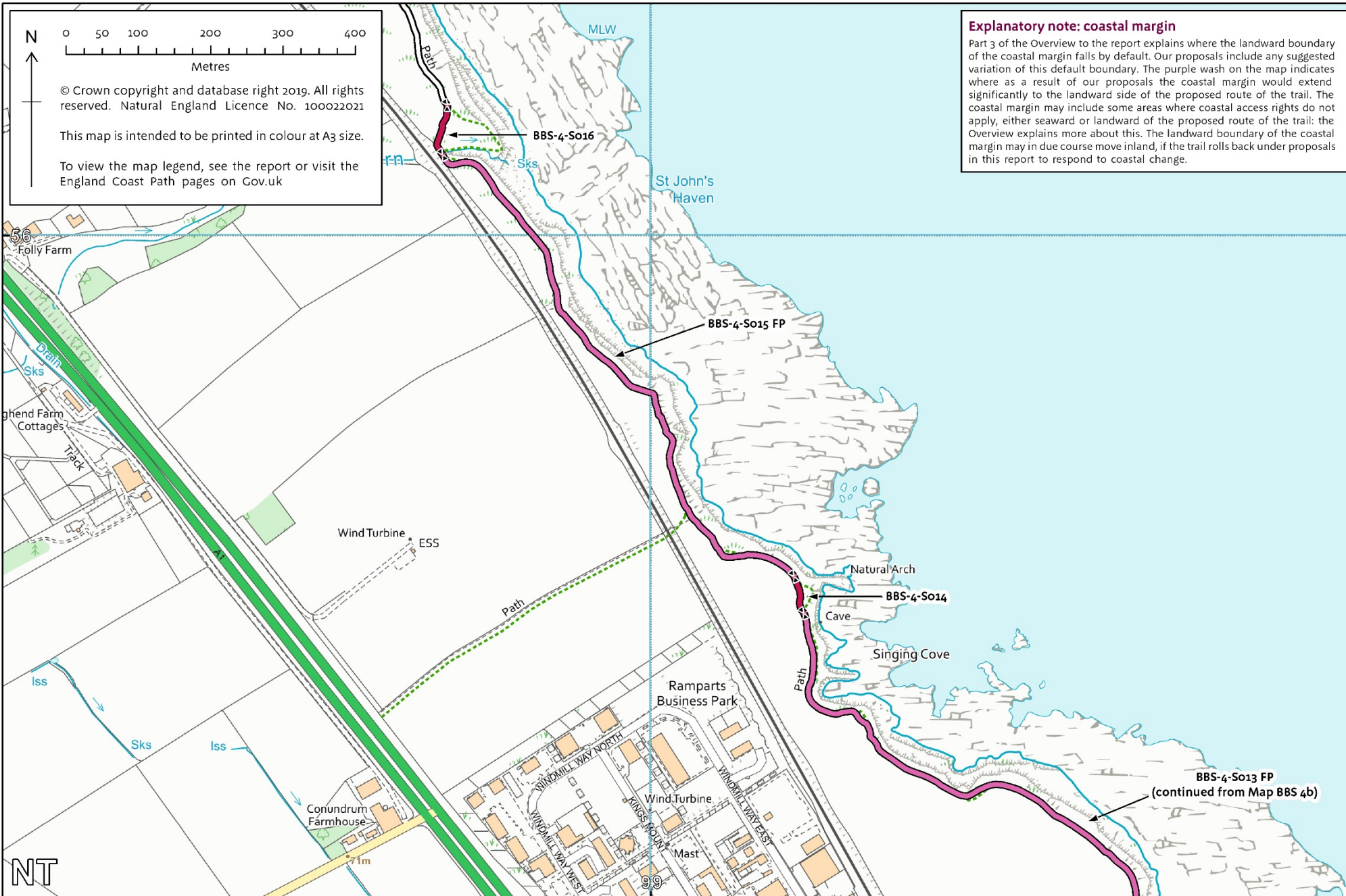
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This map is intended to be printed in colour at A3 size.

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

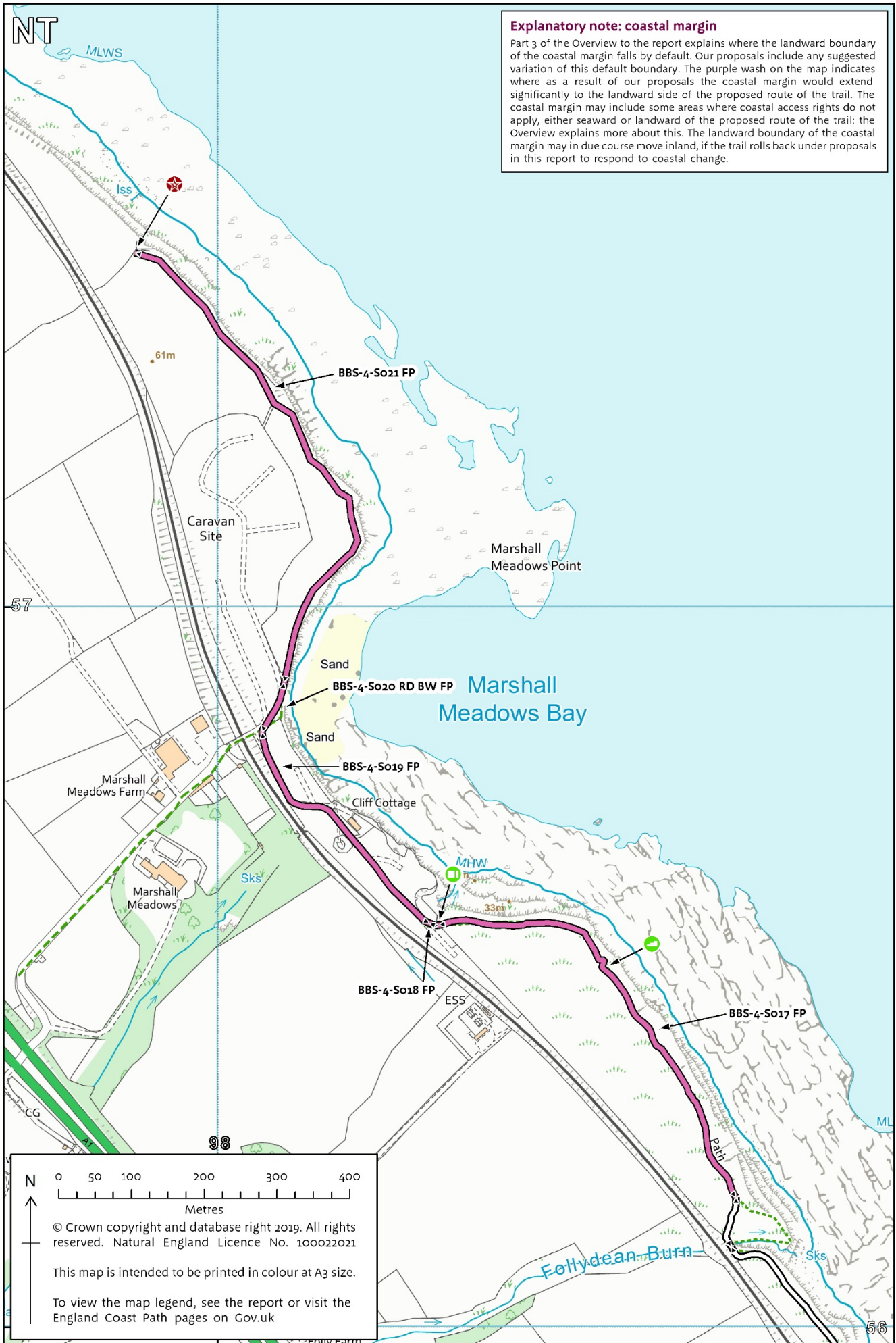
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**Map BBS 4c Fisherman's Haven to St John's Haven (2)**





**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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