

England Coast Path Stretch: Silecroft to Silverdale

Report SCS 5: Greenodd footbridge to Kents Bank

Part 5.1: Introduction

Start Point: Greenodd footbridge (grid reference: SD 3163 8257)

End Point: Kents Bank (grid reference: SD 3969 7526)

Relevant Maps: SCS 5a to SCS 5n

5.1.1 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 Silecroft Beach Car Park to Cove Well, Silverdale.

5.1.2 This report covers length SCS 5 of the stretch, which is the coast between Greenodd footbridge and Kents Bank. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

5.2.1 Mainly follows the coastline quite closely, and maintains good views of the sea and estuary.

5.2.2 Includes sections of new path in four locations:

- From the southern end of Roudsea Wood and Mosses NNR to Low Frith (see maps SCS 5b to 5c).
- From South of Old Park to Crook Wheel, Cark (see maps SCS 5d to 5f).
- From Cark Airfield to Holy Well Lane (see map SCS 5j).
- From Allthwaite water treatment works to Kirkhead Road, Kents Bank (see map SCS 5l).

See also associated tables below for details.

5.2.3 Follows a similar line to the former Cumbria Coastal Way, between Sand Gate Farm and West Plain Farm, near Flookburgh (maps SCS 5g & 5h), and for short sections from Holy Well Lane, around Wyke Farm, to Allthwaite water treatment works (maps SCS 5j to 5l), but departs from this in other places to more closely follow the coast and to afford better coastal views.

Protection of the environment:

5.2.4 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.

5.2.5 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC);
- Morecambe Bay & Duddon Estuary Special Protection Area (SPA);
- Morecambe Bay Ramsar site;
- Roudsea Woods and Mosses SAC;
- Morecambe Bay Site of Special Scientific Interest (SSSI) for its wildlife interest.
- Roudsea Wood and Mosses SSSI for its wildlife interest.
- Skelwith Hill SSSI for its wildlife interest.
- Barker Scar SSSI for its wildlife interest.
- Humphrey Head SSSI for its wildlife interest.
- Roudsea Wood and Mosses National Nature Reserve (NNR).
- World War II aircraft pens, other airfield remains and defences of the former airfield of RAF Cark Scheduled Monument (SM).

Map C in the Overview shows the extent of designated areas listed.

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

5.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 5a	SCS-5- S008 to SCS-5-S011	We will install stock-proof fencing to the east of Mearness Farm, on the seaward side of the route alongside the sections of the trail indicated, for a total length of approximately 160m.	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).
SCS 5a and 5b	SCS-5-S011 to SCS-5-S019	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland through Roudsea Woods and Mosses SAC, avoiding areas used by roosting, feeding and breeding birds. See table 5.3.3. ■ Coastal access rights to all the non-agricultural land seaward of the trail, between Mearness Farm and Skelwith Hill, is to be excluded all year round. See paragraph 5.2.34 and map SCS 5L. ■ Coastal access rights on the proposed trail through Roudsea Wood and Mosses NNR are to be restricted, so that dogs must be kept on a lead all year round. See paragraph 5.2.33 and map SCS 5L. <p>In addition we will:</p> <ul style="list-style-type: none"> ■ Install signs at entrances to the NNR and at key locations along the trail, explaining the sensitivity and asking people to keep to the path and observe the requirement to keep dogs on leads. Ensure that a land management access track which leads into the coastal margin will be blocked with brash to discourage people from leaving the ECP. 	<p>To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds, (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).</p> <p>To reduce the risk of disturbance to hazel dormouse, trampling of sensitive vegetation and disturbance to the deer management regime. (Roudsea Woods and Mosses SAC / SSSI / NNR)</p>
SCS 5c and 5d	SCS-5-S022 to SCS-5-S030	The following design features are described elsewhere in this report:	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> ■ Coastal access rights to the saltmarshes between the northern end of Little Arrad and Park Head are to be excluded all year round. See paragraph 5.2.36 and map SCS 5M. <p>In addition we will install:</p> <p>Signs at key locations along the trail explaining the sensitivity and asking people to keep to the path.</p>	and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).
SCS 5d	SCS-5-S031 to SCS-5-S034	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights to the old seawall at Barker Scar are to be excluded all year round. See paragraph 5.2.38 and map SCS 5N. <p>In addition we will install:</p> <p>Signs at locations along the trail where access would be possible, explaining the sensitivity and asking people to keep out of restricted areas.</p>	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).
SCS 5e and 5f	SCS-5-S047 to SCS-5-S054	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights around Chapel Island are to be excluded all year. See paragraph 5.2.40 and map SCS 5O. <p>In addition we will install:</p> <p>Signs at locations along the trail where access would be possible, explaining the sensitivity and asking people to keep out of restricted areas</p>	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).
SCS 5g to 5f	SCS-5-S045 to SCS-5-S057	We will install signage at access points to the ECP asking people to keep dogs under effective control, and not to allow them to roam onto the marsh.	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 5i to 5j	SCS-5-S059 to SCS-5-S063	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The proposed trail is to be aligned on the landward side of the existing sea defence bank and its associated drainage ditch between Lakeland Leisure Park and Holy Well Lane in order to avoid disturbance to areas used by roosting and breeding birds. (SCS-5-S059 to SCS-5-S063). See table 5.3.3. ■ Coastal access rights to the saltmarsh at Out Marsh (SCS-5-S060 to SCS-5-S064) are to be excluded all year round. See paragraph 5.2.42 and map 5P. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ A 600m section of stock-proof fencing to the seaward side of the proposed trail, adjacent to Cark Airfield and behind the existing sea defence embankment (SCS-5-S063). ■ Signs at key locations along the trail explaining the sensitivity and asking people to keep out of restricted areas and keep dogs on leads. 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).

5.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- Habitats Regulations Assessments relating to any potential impact on the conservation objectives of European sites (as listed at 5.2.5 above); and
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Parts 6b and 6c of the Overview include some contextual information about protecting the environment along this length of coast.

Accessibility:

5.2.8 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, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail would follow rocky headlands at Mearness Point (see map SCS 5a) and Little Arrad (see map SCS 5c) and uneven grass or bare soil paths through agricultural fields between Holker Farm and Crook Wheel (see maps SCS 5e to 5f), to the East of Cark Airfield (see map SCS 5j) and around Humphrey Head (see map SCS 5k); and
- There would be long back-filled steps in places where it would be necessary to cross steeper ground at Abbot Hall Wood, near Kents Bank (see map SCS 5l).

5.2.9 All existing step stiles will be replaced with kissing gates or pedestrian gates to make them easier to use. We envisage this happening before the new access rights come into force, 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:

5.2.10 **Estuaries:** This report proposes that the trail should contain sections aligned on the estuary of the River Leven, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Leven as far as Greenodd footbridge, as indicated by the extent of the trail shown on maps SCS 5a to 5g. Our proposals for the west bank of the estuary are detailed in Report SCS 4 (maps SCS 4c to 4j).

5.2.11 This report also proposes that the trail should contain sections aligned on the estuary of the River Kent, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Kent as far as Kents Bank railway station, as indicated by the extent of the trail shown on map SCS 5l. Our proposals for the east bank of the estuary are detailed in Report SCS 6, Report SDC 1 and Report SDC 2 of the adjacent Silverdale to Cleveleys stretch.

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

5.2.12 **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 5.3.1 below.

5.2.13 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 5.3.1. 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 5.3.1] 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.

5.2.14 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.

Restrictions and exclusion of access for land management purposes

5.2.15 The grazing marsh at High Frith and Low Frith (Hazelhurst Point) is grazed at times of low tides throughout the year. At high tides the livestock are moved off the marsh to areas behind the line of the England Coast Path. Experience in other areas of the coast show that dogs off-lead can disrupt this activity. Therefore the following restriction is proposed:

5.2.16 Access to the line of the England Coast Path on route sections SCS-5-S026 to SCS-5-S029 is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep their dogs on a lead for the purpose of land management. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5A.

5.2.17 When the main route at SCS-5-S026 to SCS-5-S028 is unavailable due to high tides, users of the England Coast Path will be directed along an optional alternative route at Hazlehurst Point (SCS-5-OA006 to SCS-5-OA010). This route will pass through an area that is important for both livestock and game bird management throughout the year. Dogs off of a lead could disrupt these land management activities. Therefore the following restriction is proposed:

5.2.18 Access to the line of the England Coast Path on route sections SCS-5-OA007 to SCS-5-OA010 is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep their dogs on a lead for the purpose of land management. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5A.

5.2.19 Sand Gate Marsh is grazed at times of low tides throughout the year. At high tides the livestock are moved off the marsh to areas behind the line of the England Coast Path. Experience in other areas of the coast show that dogs off-lead can disrupt this activity. Therefore the following restriction is proposed:

5.2.20 Access to the line of the England Coast Path on route sections SCS-5-S046 to SCS-5-S047 is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep their dog on a lead for the purpose of land management. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5B.

5.2.21 Lakeland Leisure Park maintains a dogs on leads policy for all its guests. Unrestricted public access under the coastal access rights is not compatible with the current management of the site. Therefore the following restriction is proposed:

5.2.22 Access to the line of the England Coast Path on route sections SCS-5-S059 to SCS-5-S062 is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep their dog on a lead for the purpose of land management. The restrictions will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5C.

5.2.23 The line of the England Coast Path follows the top of a flood bank at East Plain and Cark Airfield. During the year regular maintenance is carried out to the flood bank by the Environment Agency. Public access under the coastal access rights is not compatible with the management of the flood bank during these times. Therefore the following exclusion is proposed:

5.2.24 Access to the line of the England Coast Path on route sections SDC-5-S057 to SDC-5-S067 is to be excluded, for up to 5 days each year, by outline direction under section 24 of the Countryside and Rights of Way Act (2000), for the purpose of land management. The exclusion will have no legal effect on land where coastal access rights do not apply. An alternative route will be provided during the times that access along the main route is excluded. See Directions Map 5D.

5.2.25 Abbott Hall maintains a dogs on leads policy for all its guests. Unrestricted public access under the coastal access rights is not compatible with the current management of the site. Therefore the following restrictions are proposed:

5.2.26 Access to the line of the England Coast Path on route sections SCS-5-S087 to SCS-5-S092 and land in the associated coastal margin is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep their dogs on a lead for the purpose of land management. The restrictions will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5E.

Exclusion of access for land management and public safety purposes

5.2.27 Old Park Wood currently has controlled access, requiring visitors (mainly from the caravan park or who have a permit) to remain on promoted marked routes and for those with dogs to keep it on a lead. The wood is used for a number of land management purposes, some related to estate management for Environmental Stewardship purposes i.e. deer culling, and some for income generation i.e. low level driven shoots. Unrestricted public access under the coastal access rights is not compatible with the current management / commercial operation of the site. Therefore the following restrictions and exclusions are proposed:

5.2.28 Access to the line of the England Coast Path on route sections SCS-5-S032 to SCS-5-S034 is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep their dogs on a lead for the purpose of land management. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5F.

5.2.29 Access to the land in the coastal margin adjacent to route sections SCS-5-S031 to SCS-5-S034 is to be excluded all year round by direction, under sections 24 and section 25(1)(b) of the Countryside and Rights of Way Act (2000), for the purpose of land management and public safety. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5F.

Exclusion of access to the saltmarsh / flat

5.2.30 Areas of saltmarsh at Old Park Wood, Low Marsh and Out Marsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats at Mearness Farm, Roudsea Wood and Mosses NNR, Cartmel Sands, Cartmel Wharf and Humphrey Head are soft and sinking in nature. The saltmarshes and flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusions are proposed:

5.2.31 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SCS-5-S001 to SCS-5-S011, SCS-5-S015 to SCS-5-S021, SCS-5-S031 to SCS-5-S037, SCS-5-S049 to SCS-5-S062, SCS-5-S070 to SCS-5-S078 and SCS-5-S081 to SCS-5-S092 is to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as it is unsuitable for public access. These exclusions do not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SCS 5G to SCS 5K.

Restriction and exclusion of access for nature conservation purposes

5.2.32 Woodlands within and adjacent to Roudsea Wood and Mosses SAC support a population of hazel dormice. The species is protected under the Conservation of Habitats and Species Regulations 2010 and the Wildlife and Countryside Act 1981 (as amended) and disturbance of this species may result in causing an offence under either of these pieces of legislation. This species can be susceptible to disturbance by walkers and dogs. This is explained in the Habitat Regulations Assessment for this site which will be published alongside this report. Therefore the following restrictions and exclusions are proposed:

5.2.33 Access to the line of the England Coast Path on route sections SCS-5-S017 to SCS-5-S018 is to be restricted all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep dogs on leads to prevent disturbance to hazel dormice. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5L.

5.2.34 Access to the land in the coastal margin seaward of route sections SCS-5-S011 to SCS-5-S019 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to hazel dormice. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5L.

5.2.35 The saltmarsh at High Frith and Low Frith (Hazelhurst Point) is used by roosting non-breeding waterbirds. The non-breeding birds are susceptible to disturbance while on high tide roosts on the saltmarsh. As the upper Leven Estuary currently has very low levels of public access around it, it has the potential to act as a refuge for roosting and feeding birds displaced by disturbance from other areas. The upper Leven Estuary, including the saltmarshes, is used year round by feeding waterbirds, which are susceptible to disturbance while feeding on the marshes and adjacent mudflats. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. Therefore the following exclusion is proposed:

5.2.36 Access to the land in the coastal margin seaward of route sections SCS-5-S022 to SCS-5-S030 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5M.

5.2.37 The marsh and flats at Old Park Wood and Cartmel Sands are used by non-breeding waterbirds. The non-breeding birds are susceptible to disturbance while on high tide roosts on the saltmarsh. The Leven Estuary, including the saltmarshes, is used by feeding waterbirds, which are susceptible to disturbance year round while feeding on the marshes and adjacent mudflats. We have proposed that access rights to the marsh and flats are excluded under section 25A because we consider them to be unsuitable for public access. However the floodbank at Barker Scar does not meet the criteria to be included in the section 25A exclusion, and people walking along this floodbank could cause disturbance to the feeding and roosting birds. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. Therefore the following exclusion is proposed:

5.2.38 Access to the land in the coastal margin seaward of route section SCS-5-S031 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5N.

5.2.39 Chapel Island supports the most successful eider breeding colony in the north west of England. Eider are ground nesting birds and are highly susceptible to disturbance while breeding. The foreshore is used by roosting non-breeding waterbirds. The non-breeding birds are susceptible to disturbance while on high tide roosts on the foreshore. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. We have proposed that access rights to the flats around Chapel Island are excluded under section 25A because we consider these areas to be unsuitable for public access. However Chapel Island does not meet the criteria to be included in the section 25A exclusion. Therefore the following exclusion is proposed:

5.2.40 Access to the land in the coastal margin seaward of route section SCS-5-S033 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5O.

5.2.41 Out Marsh (East Plain) is an important site for breeding waders. These ground nesting birds are susceptible to disturbance while breeding. The marsh is relatively undisturbed and supports large roosts of non-breeding waterbirds. The non-breeding birds are susceptible to disturbance while on high tide roosts on the saltmarsh. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. We have proposed that access rights to part of the marsh are excluded under section 25A because we consider it to be unsuitable for public access. However the flood bank at East Plain / Cark Airfield and the grazing marsh at Out Marsh do not meet the criteria to be included in the section 25A exclusion. Therefore the following exclusion is proposed:

5.2.42 Access to the land in the coastal margin seaward of route sections SCS-5-S060 to SCS-5-S064 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 5P.

5.2.43 These directions will not prevent or affect:

- Any existing local use of the land by right where such use is not covered by coastal access rights.
- Any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- Use of any registered rights of common or any rights at common law or by Royal Charter etc.

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.

5.2.44 **Alternative routes:** An alternative route is to operate at times when access to route sections SCS-5-S057 to SCS-5-S067 (on maps SCS 5i and 5j) is excluded under the terms of the direction described in paragraphs 5.2.23 and 5.2.24 above. The alternative route is to be at the centre of the line shown as route sections SCS-5-A001 to SCS-5-A006 on map SCS 5n (part of this route following the same alignment as SCS-5-OA024 to SCS-5-OA026, as described at 5.2.48 below). It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.45 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-5-S001 and SCS-5-S015 when parts of this route are subject to high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-5-OA001 to SCS-5-OA005 on map SCS 5a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.46 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-5-S025 and SCS-5-S029, when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-5-OA006 to SCS-5-OA010 on map SCS 5c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.47 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-5-S039 and SCS-5-S043 when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-5-OA011 to SCS-5-OA016 on map SCS 5f. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.48 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-5-S043 to SCS-5-S057, when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-5-OA015 to SCS-5-OA028 on maps SCS 5f and 5m. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.49 By default, an alternative route and an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route and the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 5.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

5.2.50 **Other factors affecting access:** At route sections SCS-5-S056 and SCS-5-OA028, West Plain Farm, public access may be interrupted from time to time, for short periods, to allow Bay Rescue to launch its emergency vehicles. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

5.2.51 **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 change

5.2.52 Column 4 of tables 5.3.1 and 5.3.2 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 SCS 5a to 5n as the proposed route of the trail.

5.2.53 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 tables 5.3.1 or 5.3.2, the route is to be at the centre of the line shown on maps SCS 5a to 5n as the proposed route of the trail.

Other future change:

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

Establishment of the trail:

5.2.55 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.

5.2.56 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £ 701,331 and is informed by:

- information already held by the access authority, Cumbria County Council in relation to the management of their existing public rights of way network;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

5.1.57 There are a number of main elements to the overall cost:

- 19.3 kilometres of the 34.3 kilometres (56%) of the proposed route in this SCS report consists of new access. Therefore a large number of new signs and gates will be needed to establish the new access proposed in this report.
- Significant amounts of scrub clearance and surfacing work is required at a number of locations to facilitate the creation of the proposed trail:
 - At route section SCS-5-S011, works are required to reinstate existing track south of Roudsea Wood NNR;
 - At route sections SCS-5-S034 near Holker Farm, scrub clearance, surface clearing, surface levelling and gravel surfacing required to create a suitable trail;
 - Along route sections SCS-5-S035 to SCS-5-S037, between Holker Farm and Crook Wheel, removal of accumulated ditch spoil and surface levelling is required to create a suitable trail; and
 - Along route sections SCS-5-S087 to SCS-5-S090 scrub clearance, surface levelling and grading along with new gravel surface are required to create a suitable trail through Abbot Hall wood, along with surface clearance and repairs to the bound surface of the path through Abbot Hall grounds.

- New fencing will be installed alongside the trail in support of nature conservation and land management priorities at key locations adjacent to the trail:
 - At route sections SCS-5-S008 to SCS-5-SCS014 (Mearness Farm - for nature conservation purposes);
 - At route section SCS-5-S034 (Holker Farm - for land management purposes); and
 - At route section SCS-5-S063 (Out Marsh, East Plain - for nature conservation purposes).
- New sheep-handling facilities are to be created landward of and adjacent to route section SCS-5-S023, at Skelwith Pool. This is to compensate for the required removal of the existing sheep handling facilities situated on Skelwith Pool culvert, which will now form part of our proposals, as the crossing point over Skelwith Pool. See map SCS 5c.
- On the access track leading to Sand Gate Marsh from Cark (route sections SCS-5-S044 and SCS-5-S045), a new 65 metre raised walkway will be required to facilitate passage through this area, avoiding the effects of frequent tidal inundation. See map SCS 5f.
- On agricultural land close to the junction of the proposed England Coast Path and Holy Well Lane (route section SCS-5-S065), a new footbridge will be required to cross an existing land drain. See map SCS 5j.
- Even on existing public and permissive paths, much of the infrastructure will need to be upgraded or replaced, in order that it meets the required standard.

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
Path creation, drainage and surfacing works	£230,917
Surface and scrub clearance, including surface levelling	£104,860
Signage, directional, advisory and interpretational	£73,870
Boundary crossings	£123,710
Fencing and dry stone walling	£44,830
Steps	£1,550
Sleeper and foot bridges	£23,959
Agricultural infrastructure	£14,500
Raised walkway (65m)	£16,200
Large stones for barrier in car park	£1,500
Other	£1,841
Project management	£63,594
Total	£701,331 Exclusive of any VAT payable

5.2.58 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, Cumbria 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:

5.2.59 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).

5.2.60 We estimate that the annual cost to maintain the trail will be **£16,179** (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 5.3: Proposals Tables

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

5.3.1 Section Details: Map SCS 5a to SCS 5n - Greenodd footbridge to Kents Bank.

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 5.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 5a	SCS-5-S001	Public footpath	No	No	Bridge parapet	Clarity and cohesion	
SCS 5a	SCS-5-S002* and SCS-5-S003*	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
SCS 5a	SCS-5-S004* to SCS-5-S009*	Other existing walked route	Yes - See table 5.3.4	No	Fence line	Clarity and cohesion	
SCS 5a	SCS-5-S010*	Other existing walked route	Yes - See table 5.3.4	No	Edge of path	Clarity and cohesion	
SCS 5a	SCS-5-S011*	Other existing walked route	Yes - See table 5.3.4	No	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 5a	SCS-5-S012*	Other existing walked route	Yes - See table 5.3.4	No	Fence line	Clarity and cohesion	
SCS 5a	SCS-5-S013*	Other existing walked route	Yes - See table 5.3.4	No	Edge of track	Clarity and cohesion	
SCS 5a	SCS-5-S014*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 5a	SCS-5-S015*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCS 5b	SCS-5-S016*	Cycle track (pedestrian)	No	No	Fence line	Clarity and cohesion	
SCS 5b	SCS-5-S017*	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
SCS 5b	SCS-5-S018*	Not an existing walked route	Yes - See table 5.3.4	No	Various	Clarity and cohesion	Boundaries include fence and hedge line
SCS 5b to 5c	SCS-5-S019 to SCS-5-S021	Not an existing walked route	Yes - See table 5.3.4	No			
SCS 5c	SCS-5-S022	Not an existing walked route	Yes - See table 5.3.4	No	Track	Clarity and cohesion	
SCS 5c	SCS-5-S023 to SCS-5-S025	Not an existing walked route	Yes - See table 5.3.4	No			
SCS 5c	SCS-5-S026* and SCS-5-S027*	Not an existing walked route	Yes - See table 5.3.4	No	Hedge bank	Clarity and cohesion	
SCS 5c	SCS-5-S028	Not an existing walked route	Yes - See table 5.3.4	No	Fence line	Clarity and cohesion	
SCS 5c	SCS-5-S029	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SCS 5d	SCS-5-S030*	Public highway	No	No	Track	Clarity and cohesion	
SCS 5d	SCS-5-S031*	Public highway	No	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 5d	SCS-5-S032*	Other existing walked route	No	No	Landward edge of track	Clarity and cohesion	
SCS 5e	SCS-5-S033*	Not an existing walked route	No	No	Landward edge of track	Clarity and cohesion	
SCS 5e to 5f	SCS-5-S034* and SCS-5-S035*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 5f	SCS-5-S036* and SCS-5-S037*	Not an existing walked route	No	No			
SCS 5f	SCS-5-S038*	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
SCS 5f	SCS-5-S039	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SCS 5f	SCS-5-S040	Public footpath	No	No	Various	Clarity and cohesion	Boundaries include landward edge of track and walls
SCS 5f	SCS-5-S041 and SCS-5-S042	Public footpath	No	No	Landward edge of track	Clarity and cohesion	
SCS 5f	SCS-5-S043	Public footpath	No	No	Hedge	Clarity and cohesion	
SCS 5f	SCS-5-S044 and SCS-5-S045	Other existing walked route	No	No	Hedge	Clarity and cohesion	
SCS 5f	SCS-5-S046	Other existing walked route	Yes - Normal	No	Wall	Clarity and cohesion	
SCS 5f	SCS-5-S047	Other existing walked route	Yes - See table 5.3.4	No	Landward edge of track	Clarity and cohesion	
SCS 5g	SCS-5-S048 and SCS-5-S049	Public footpath	Yes - See table 5.3.4	No	Wall	Clarity and cohesion	
SCS 5g	SCS-5-S050 to SCS-5-S052	Public footpath	Yes - See table 5.3.4	No	Fence line	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 5g	SCS-5-S053 to SCS-5-S055	Public footpath	Yes - See table 5.3.4	No	Wall	Clarity and cohesion	
SCS 5h	SCS-5-S056*	Public footpath	Yes - See table 5.3.4	No	Landward edge of embankment	Clarity and cohesion	
SCS 5i	SCS-5-S057* and SCS-5-S058*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 5i	SCS-5-S059*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 5i	SCS-5-S060*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 5i	SCS-5-S061* and SCS-5-S062*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 5j	SCS-5-S063*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 5j	SCS-5-S064*	Not an existing walked route	No	No			
SCS 5j	SCS-5-S065*	Not an existing walked route	No	No	Edge of footbridge	Clarity and cohesion	
SCS 5j	SCS-5-S066* and SCS-5-S067*	Not an existing walked route	No	No			
SCS 5j	SCS-5-S068*	Public highway	No	No	Hedge bank	Clarity and cohesion	
SCS 5k	SCS-5-S069*	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
SCS 5k	SCS-5-S070 to SCS-5-S074	Other existing walked route	No	No			
SCS 5k	SCS-5-S075	Public bridleway	No	No	Wall	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 5k	SCS-5-S076	Other existing walked route	Yes - See table 5.3.4	No	Various	Clarity and cohesion	Boundaries include hedge and wall
SCS 5k	SCS-5-S077 and SCS-5-S078	Public footpath	Yes - See table 5.3.4	No			
SCS 5l	SCS-5-S079	Public footpath	Yes - See table 5.3.4	No	Wall	Clarity and cohesion	
SCS 5l	SCS-5-S080	Public footpath	Yes - See table 5.3.4	No			
SCS 5l	SCS-5-S081	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SCS 5l	SCS-5-S082	Not an existing walked route	No	No	Hedge bank	Clarity and cohesion	
SCS 5l	SCS-5-S083 and SCS-5-S084	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 5l	SCS-5-S085 to SCS-5-S087	Not an existing walked route	No	No			
SCS 5l	SCS-5-S088	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 5l	SCS-5-S089 to SCS-5-S091	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SCS 5l	SCS-5-S092	Other existing walked route	No	No	Edge of track	Clarity and cohesion	

5.3.2 Alternative routes and optional alternative route details: Map SCS 5a to SCS 5n - Greenodd footbridge to Kents Bank.

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 5.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SCS 5a	SCS-5-OA001	Public footpath	No		Fence line	
SCS 5a	SCS-5-OA002	Other existing walked route	No		Fence line	
SCS 5a	SCS-5-OA003 and SCS-5-OA004	Public footpath	No		Edge of track	
SCS 5a	SCS-5-OA005	Not an existing walked route	No	Track	Fence line	
SCS 5c	SCS-5-OA006	Not an existing walked route	Yes - Normal			
SCS 5c	SCS-5-OA007	Not an existing walked route	No		Wall	
SCS 5c	SCS-5-OA008	Not an existing	No	Track	Fence line	

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
		walked route				
SCS 5c	SCS-5-OA009	Not an existing walked route	No	Track	Hedgerow	
SCS 5c	SCS-5-OA010	Not an existing walked route	No	Track	Track	
SCS 5f	SCS-5-OA011	Public highway	No	Various		Boundary walls and hedgerow
SCS 5f	SCS-5-OA012	Public footpath	No	Various	Fence line	Boundary walls and hedgerow
SCS 5f	SCS-5-OA013	Public footpath	No	Wall	Wall	
SCS 5f	SCS-5-OA014	Public footpath	No	Wall	Hedge bank	
SCS 5f	SCS-5-OA015 and SCS-5-OA016	Public footpath	No			
SCS 5f	SCS-5-OA017	Public footpath	No	Hedge bank	Hedge bank	
SCS 5m	SCS-5-OA018	Public highway	No			
SCS 5m	SCS-5-OA019	Public footway (pavement)	No	Pavement edge	Pavement edge	
SCS 5m	SCS-5-OA020	Public footway (pavement)	No	Pavement edge	Various	
SCS 5m	SCS-5-OA021	Public footway (pavement)	No	Pavement edge	Pavement edge	
SCS 5m	SCS-5-OA022	Public highway	No	Pavement edge		
SCS 5m	SCS-5-OA023 and SCS-5-OA024	Public footway (pavement)	No	Pavement edge	Pavement edge	
SCS 5m	SCS-5-OA025	Public highway	No			

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SCS 5m	SCS-5-OA026	Public footway (pavement)	No	Pavement edge	Pavement edge	
SCS 5m	SCS-5-OA027	Public highway	No			
SCS 5m	SCS-5-OA028	Public footpath	No		Wall	
SCS 5n	SCS-5-A001	Public footpath	No		Wall	
SCS 5n	SCS-5-A002	Public highway	No			
SCS 5n	SCS-5-A003	Public footway (pavement)	No	Pavement edge	Pavement edge	
SCS 5n	SCS-5-A004	Public highway	No			
SCS 5n	SCS-5-A005	Public footway (pavement)	No	Pavement edge	Pavement edge	
SCS 5n	SCS-5-A006	Public highway	No	Hedge bank	Hedge bank	

5.3.3 Other options considered: Map SCS 5a to SCS 5n - Greenodd footbridge to Kents Bank.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 5a	SCS-5-S002 to SCS-5-S014	We considered aligning the trail along the existing public footpath and existing permissive route that leads to Mearness Farm. This now forms our optional alternative route (SCS-5-OA001 to SCS-5-OA005 as shown on map 5a).	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is currently well used as an existing permissive path, is closer to the sea and maintains views of the sea. <p>We therefore 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>
SCS 5a and 5b	SCS-5-S011 to SCS-5-S018	We considered aligning the trail along the seaward edge of Roudsea Wood and Mosses NNR.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This route option would have created unacceptable levels of disturbance to feeding, breeding, roosting and ground nesting birds that are susceptible to disturbance. <p>We therefore 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>
SCS 5a and 5b	SCS-5-S011 to SCS-5-S018	We considered aligning the trail behind the sea defence embankment that runs from Mearness Farm to Roudsea Wood, then through Windy Hills on an alignment below the overhead power lines before joining an existing access track near to Roudsea Tarn.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Following discussions with our own nature conservation colleagues and with officers of Cumbria County Council (who would be responsible for installing and maintaining any infrastructure associated with the England Coast Path), it became apparent that this route option was not feasible. The installation of the necessary infrastructure would cause unacceptable levels of damage to the flora of the designated site. <p>We therefore 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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 5c	SCS-5-S026 and SCS-5-S027	We considered aligning the trail inland from the southern end of Little Arrad, before joining the existing main access track immediately south of High Frith which then heads south towards Low Frith. This option now forms the optional alternative route that avoids Hazelhurst Point during periods of tidal inundation (Route sections SCS-5-OA006 to SCS-5-OA010).	<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 ■ The use of the proposed alternative route as a main route, would have conflicted with the existing game bird rearing and commercial shoot operations. <p>We therefore 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>
SCS 5d	SCS-5-S031 and SCS-5-S032	We considered aligning the trail around the seaward perimeter of Old Park Wood, around Park Head, along the base of Barker Scar as far as Capes Head, before continuing around the southern boundary of Old Park on existing trails. It might then re-join the main estate access track at the junction of proposed trail sections SCS-5-S032 and SCS-5-S033.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The other route option described would have conflicted with existing land management interests and activities. <p>We therefore 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>
SCS 5d and 5e	SCS-5-S030 to SCS-5-S035	We considered aligning the trail around the seaward perimeter of Old Park Wood, around Park Head and along the base of Barker Scar as far as Capes Head, before continuing south east, adjacent and parallel to the existing railway embankment, past Raven's Barrow Point, Raven's Barrow and Marsh Plantation as far as the disused quarry to the south of Holker Farm.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The other route option described would have conflicted with the existing game bird rearing and commercial shoot operations. ■ Following consultation with Cumbria County Council we came to the conclusion that it was not possible to create a sustainable and viable route around the duck pond at Raven's Barrow Point. <p>We therefore 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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 5e and 5f	SCS-5-S033 to SCS-5-S038	We considered aligning the trail on the existing surfaced track from the eastern side of Holker Farm, over Grize Pool Bridge and on to Cark Wheel.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This route option would have passed through the main farmstead with the potential for disruption of the day to day movements of livestock and farm machinery. <p>We therefore 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>
SCS 5i and 5j	SCS-5-S057 to SCS-5-S067	We considered aligning the trail on the existing Public Highway from West Plain Farm along Moor Lane and down Willow lane to Holly Well Lane. This option now forms the alternative route that avoids the Out Marsh embankment seaward of Cark Airfield (Route sections SCS-5-A001 to SCS-5-A006 shown on map SCS 5n).	<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 <p>We therefore 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>
SCS 5i to 5k	SCS-5-S058 to SCS-5-S069	We considered aligning the trail on the sea defence embankment from a point mid-way along the embankment in front of Lakeland Leisure Park, around Rougholme Point to the southern end of Holly Well Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The other route option described would have conflicted with existing nature conservation objectives by causing disturbance to high tide roosting, feeding and breeding birds. ■ The other option described would also have had the potential of preventing livestock from using the sea defence embankment as a high tide refuge. <p>We therefore 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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 5a to 5f	SCS-5-S001 to SCS-5-S038	We also noted that an existing byway crosses the intertidal area between Ulverston and Cark.	<p>We opted for the proposed route because</p> <ul style="list-style-type: none"> ■ The cross-bay byway is inundated on every tide, being therefore unavailable to walkers for considerable periods each day. The rising tide comes in an unpredictable way over the 2.5km in question, which would put the public, and particularly strangers to the area, at significant risk. ■ Even when the tide is out the terrain on this route makes for difficult and hazardous walking. For these reasons, and following advice from the Coastguard, RNLi other Bay Rescue organisations we did not consider aligning the England Coast Path along this route. <p>We therefore 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>

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.

5.3.4 Roll-back implementation – more complex situations: Map SCS 5a to SCS 5n - Greenodd footbridge to Kents Bank.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 5a	SCS-5-S004 to SCS-5-S013	Agricultural dwelling, outbuildings, animal yards and curtilages.	<p>If it is no longer possible to find a viable route seaward of the specified excepted land i.e. buildings, curtilage and animal yards/pens, we will choose a route landward of these excepted land categories, following discussions with owners and occupiers.</p> <p>In reaching all of the above judgements we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
SCS 5b and 5c	SCS-5-S018 to SCS-5-S028	Roudsea Wood and Mosses SSSI, Skelwith Hill SSSI, Morecambe Bay SPA, SAC, RAMSAR and SSSI,	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) [continue to] pass through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching all of the above judgements we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
SCS 5f to 5h	SCS-5-S047 to SCS-5-S056	Morecambe Bay SPA, SAC, RAMSAR and SSSI.	As above
SCS 5k	SCS-5-S076 to SCS-5-S080	Morecambe Bay SPA, SAC, RAMSAR and SSSI, Agricultural dwelling, outbuildings, animal yards and curtilages.	As above

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
SCS 5a	Greenodd footbridge to Windy Hills
SCS 5b	Windy Hills to Skelwith Hill
SCS 5c	Skelwith Hill to Low Frith
SCS 5d	Low Frith to Old Park Wood
SCS 5e	Old Park Wood to Holker Farm Quarry
SCS 5f	Holker Farm Quarry to Sandgate Farm
SCS 5g	Sandgate Farm to Gully Nab
SCS 5h	Gully Nab to West Plain Farm
SCS 5i	West Plain Farm to Cark Airfield
SCS5 j	Cark Airfield to Pigeon Cote Lane
SCS 5k	Pigeon Cote Lane to Wyke Farm
SCS 5l	Wyke Farm to Kents Bank
SCS 5m	Sandgate Farm to West Plains Farm (optional alternative route)
SCS 5n	West Plains Farm to Holy Well Lane (alternative route)
Directions map SCS 5A	High Frith and Low Frith (Hazelhurst Point): Proposed Direction under s24 CROW
Directions map SCS 5B:	Sand Gate Marsh: Proposed Direction under s24 CROW
Directions map SCS 5C	Lakeland Leisure Park: Proposed Direction under s24 CROW
Directions map SCS 5D	East Plain and Cark Airfield: Proposed Direction under s24 CROW
Directions map SCS 5E	Abbott Hall: Proposed Direction under s24 CROW
Directions map SCS 5F	Old Park Wood: Proposed Direction under s24 and s25(1)(b) CROW

Map reference	Map title
Directions map SCS 5G	Mearness Farm: Proposed Direction under s25A CROW
Directions map SCS 5H	Roudsea Wood and Mosses National Nature Reserve: Proposed Direction under s25A CROW
Directions map SCS 5I	Old Park Wood: Proposed Direction under s25A CROW
Directions map SCS 5J	Cartmel Sands and Old Park Wood: Proposed Direction under s25A CROW
Directions map SCS 5K	Cartmel Wharf, Humphrey Head, Low Marsh and Out Marsh: Proposed Direction under s25A CROW
Directions map SCS 5L	Roudsea Wood and Mosses NNR: Proposed Direction under s26(3)(a) CROW
Directions map SCS 5M	High Frith and Low Frith (Hazelhurst Point): Proposed Direction under s26(3)(a) CROW
Directions map SCS 5N	Flood bank at Barker Scar: Proposed Direction under s26(3)(a) CROW
Directions map SCS 5O	Chapel Island: Proposed Direction under s26(3)(a) CROW
Directions map SCS 5P	Out Marsh: Proposed Direction under s26(3)(a) CROW

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:

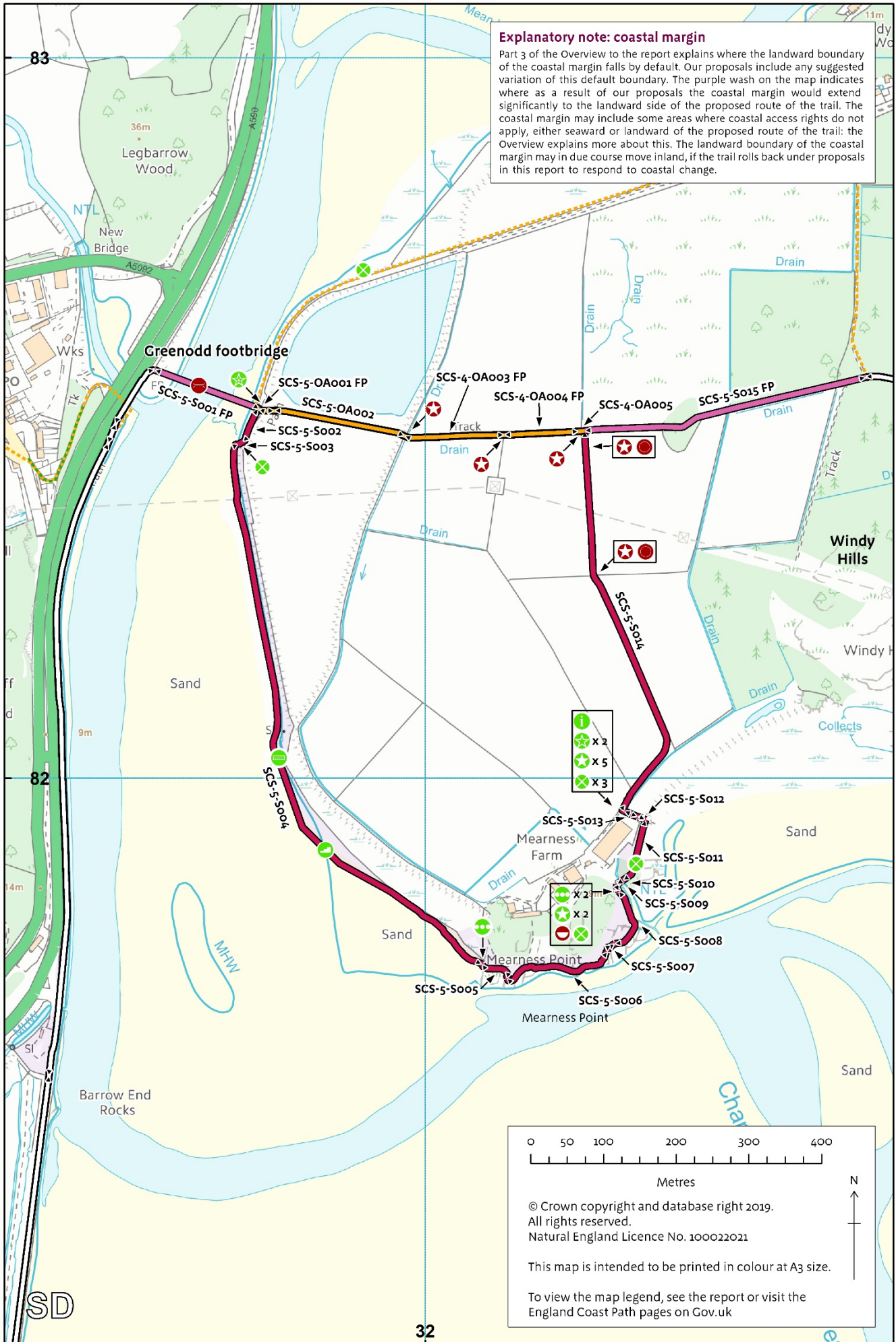
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

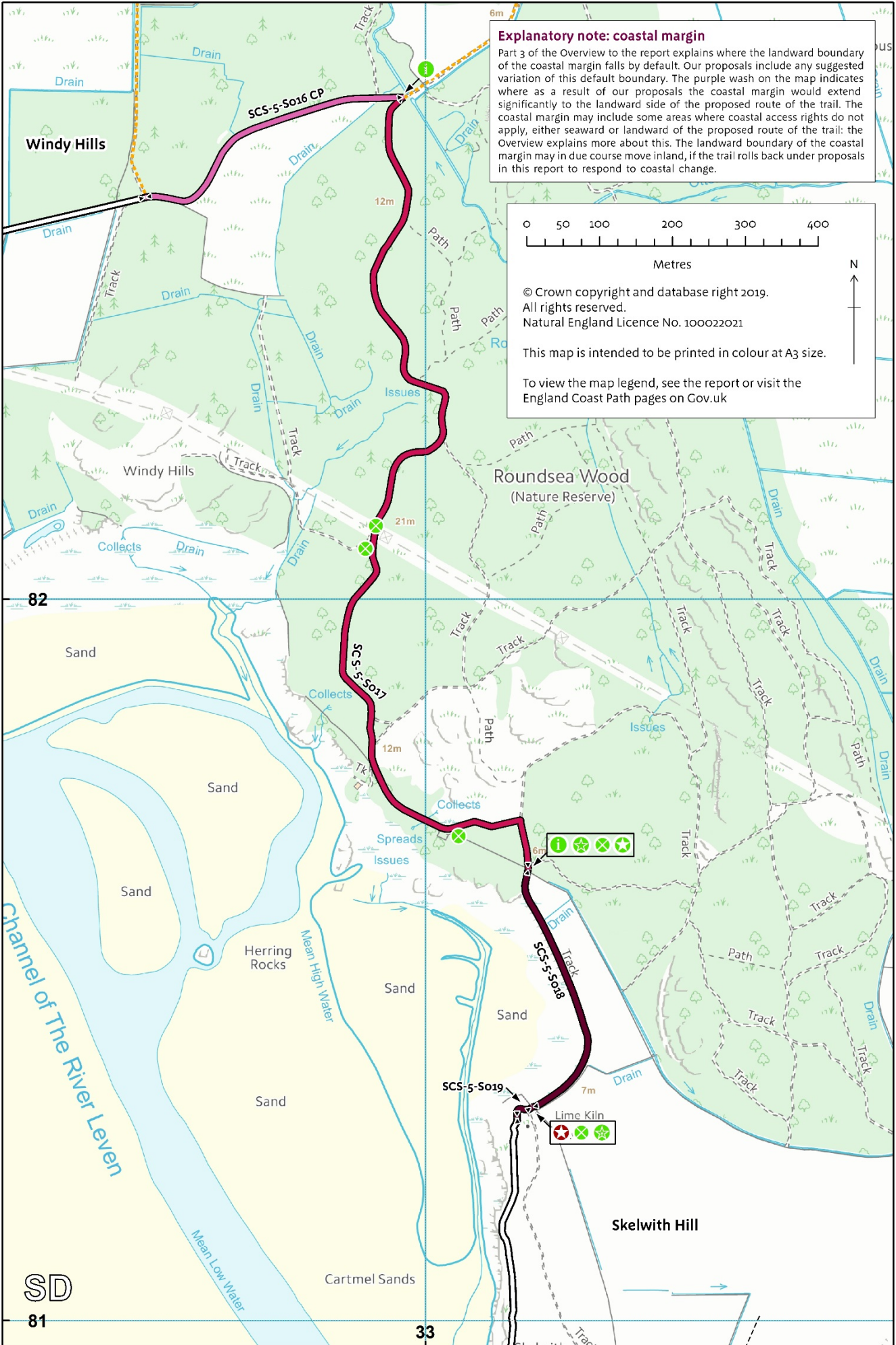
Infrastructure status

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

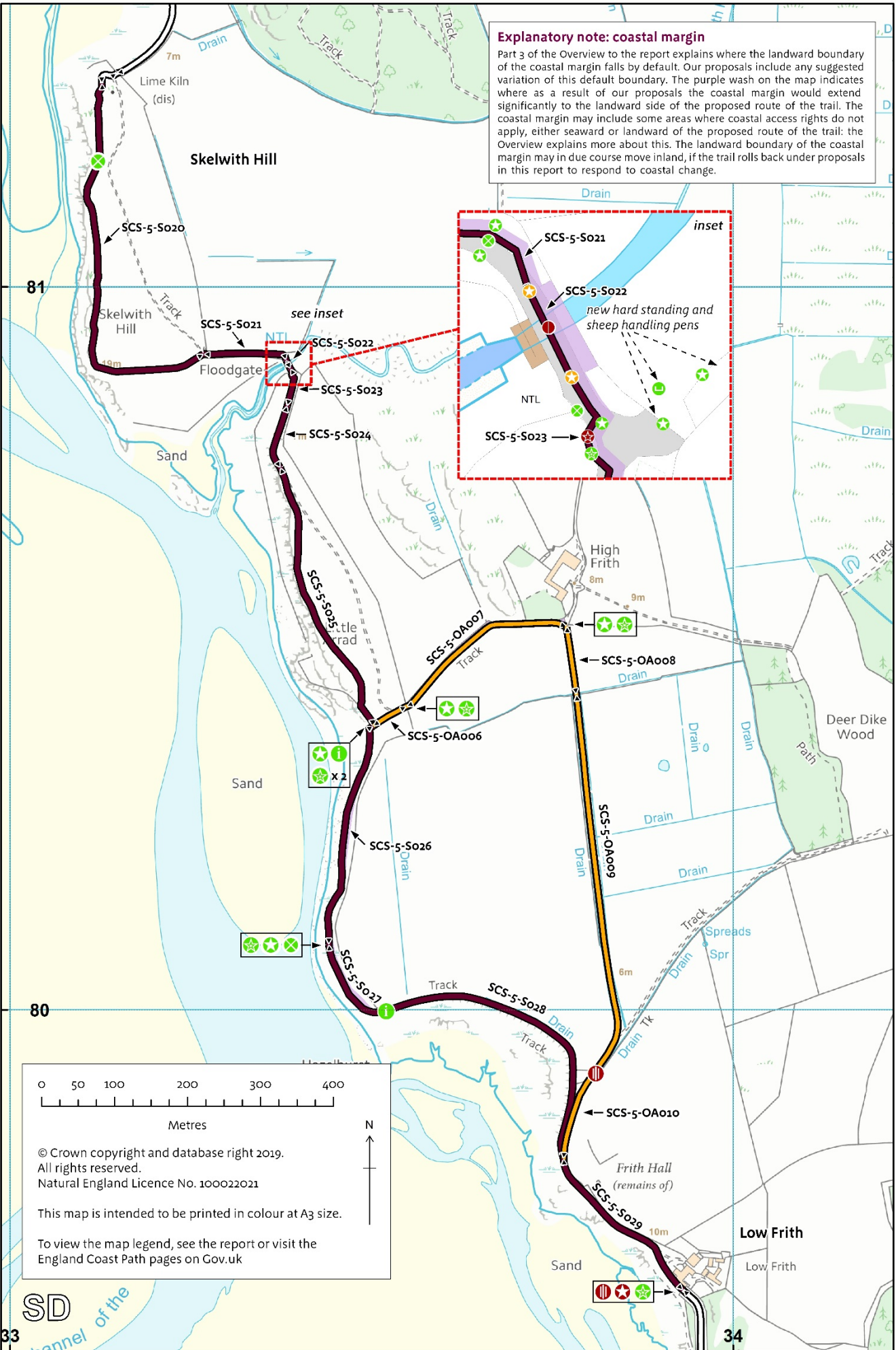
* Please note that the items in this legend may not all be present on an individual map or report.





Explanatory note: coastal margin

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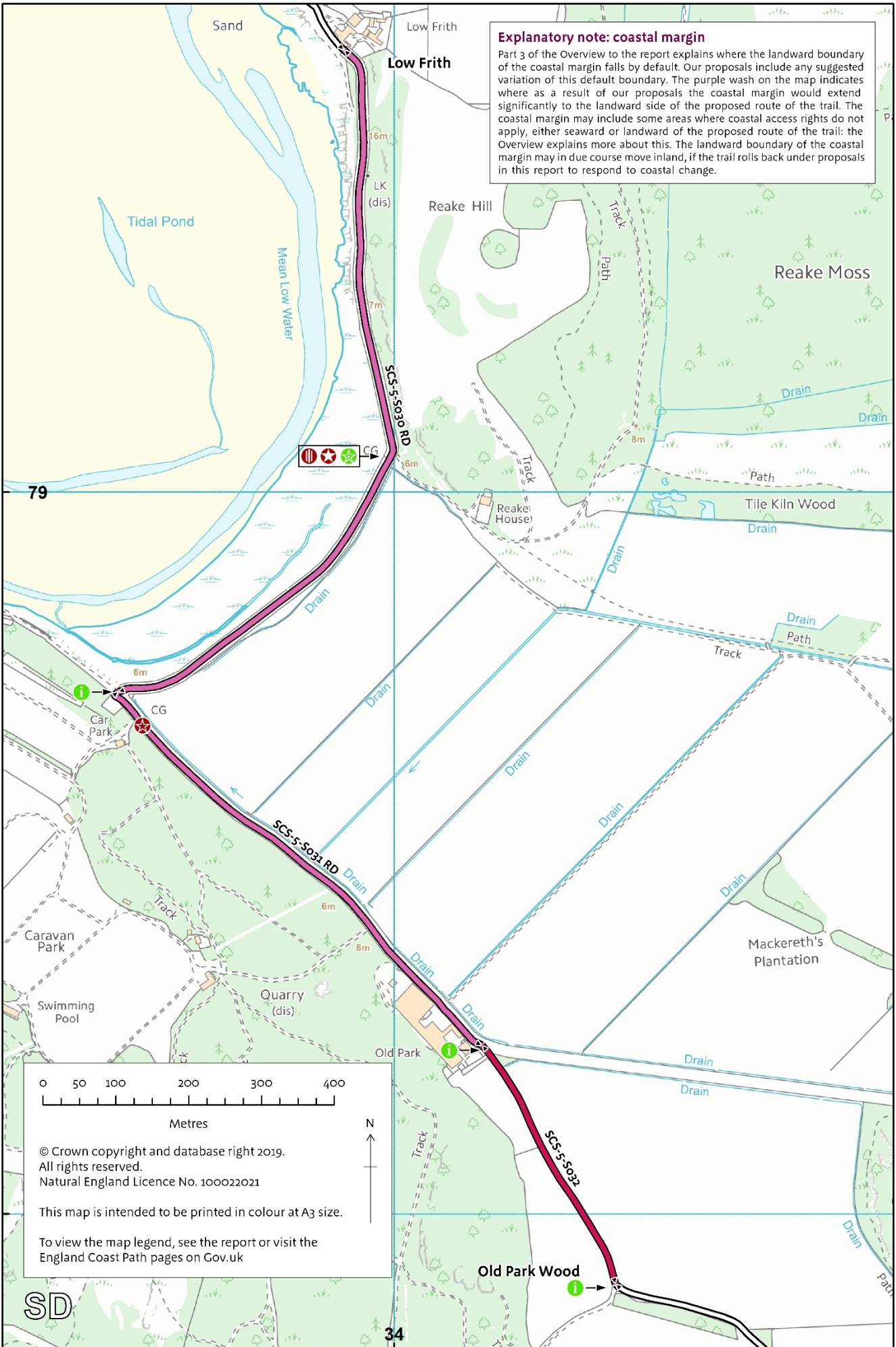


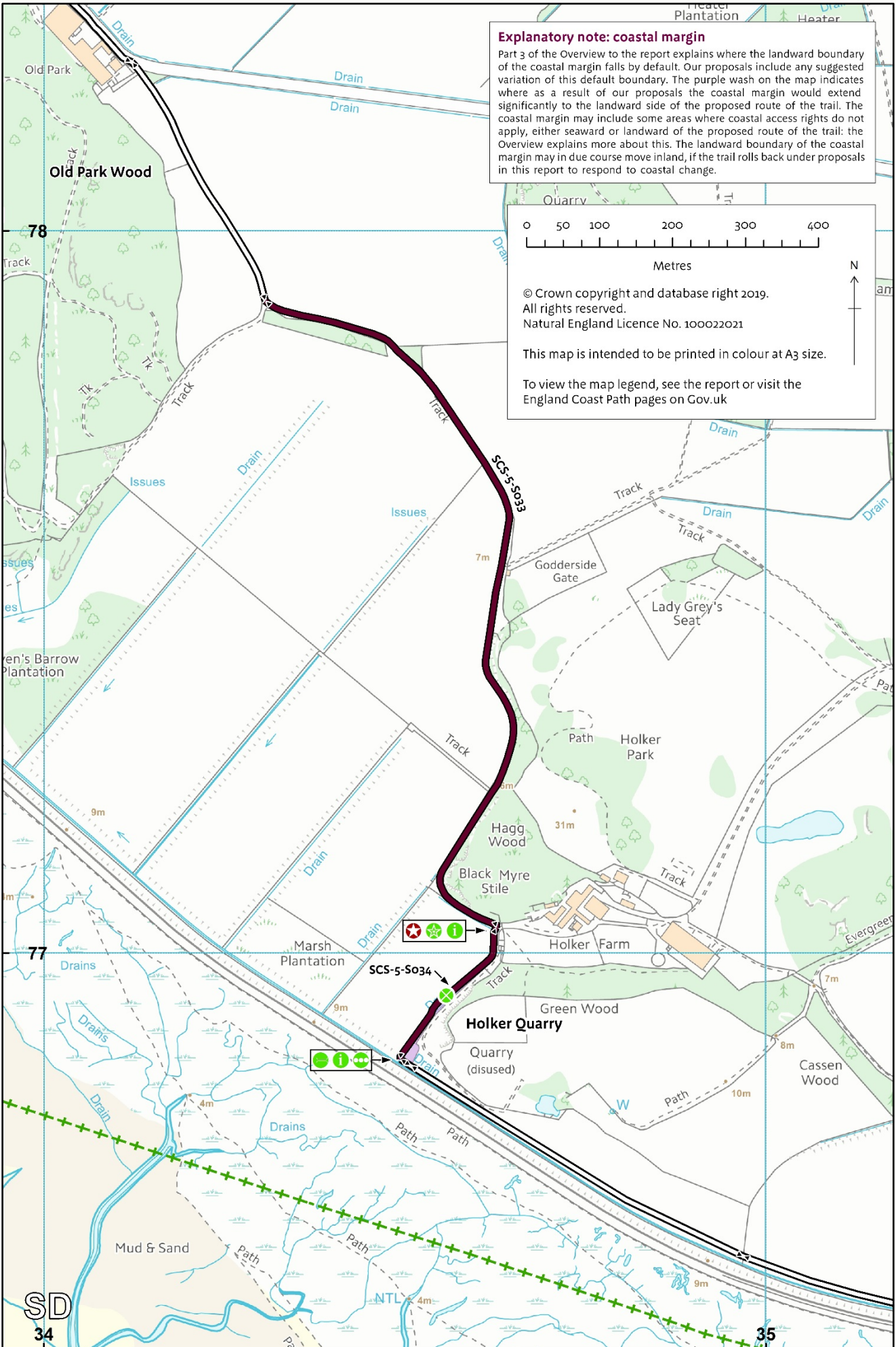
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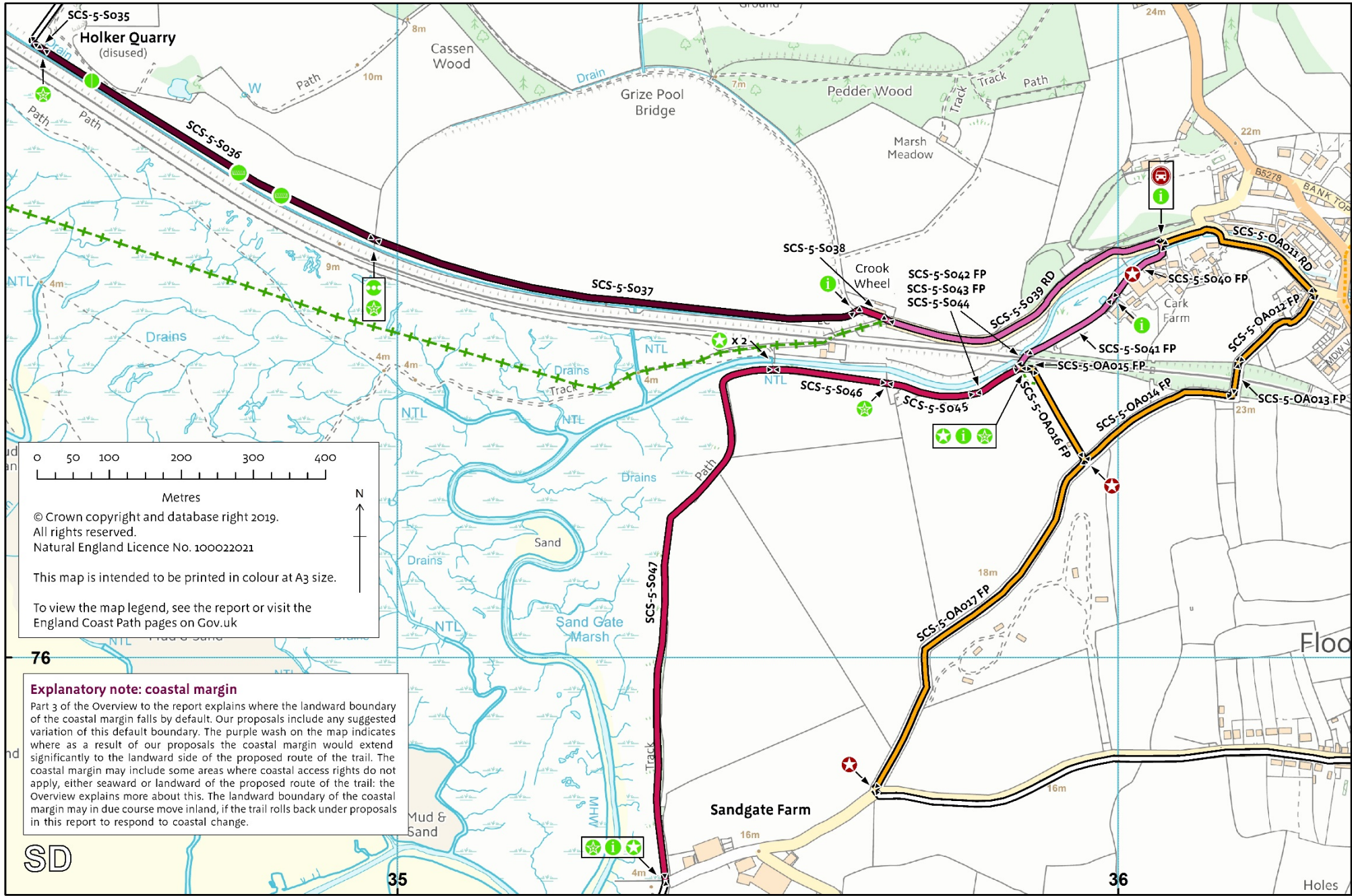
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To view the map legend, see the report or visit the
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Explanatory note: coastal margin

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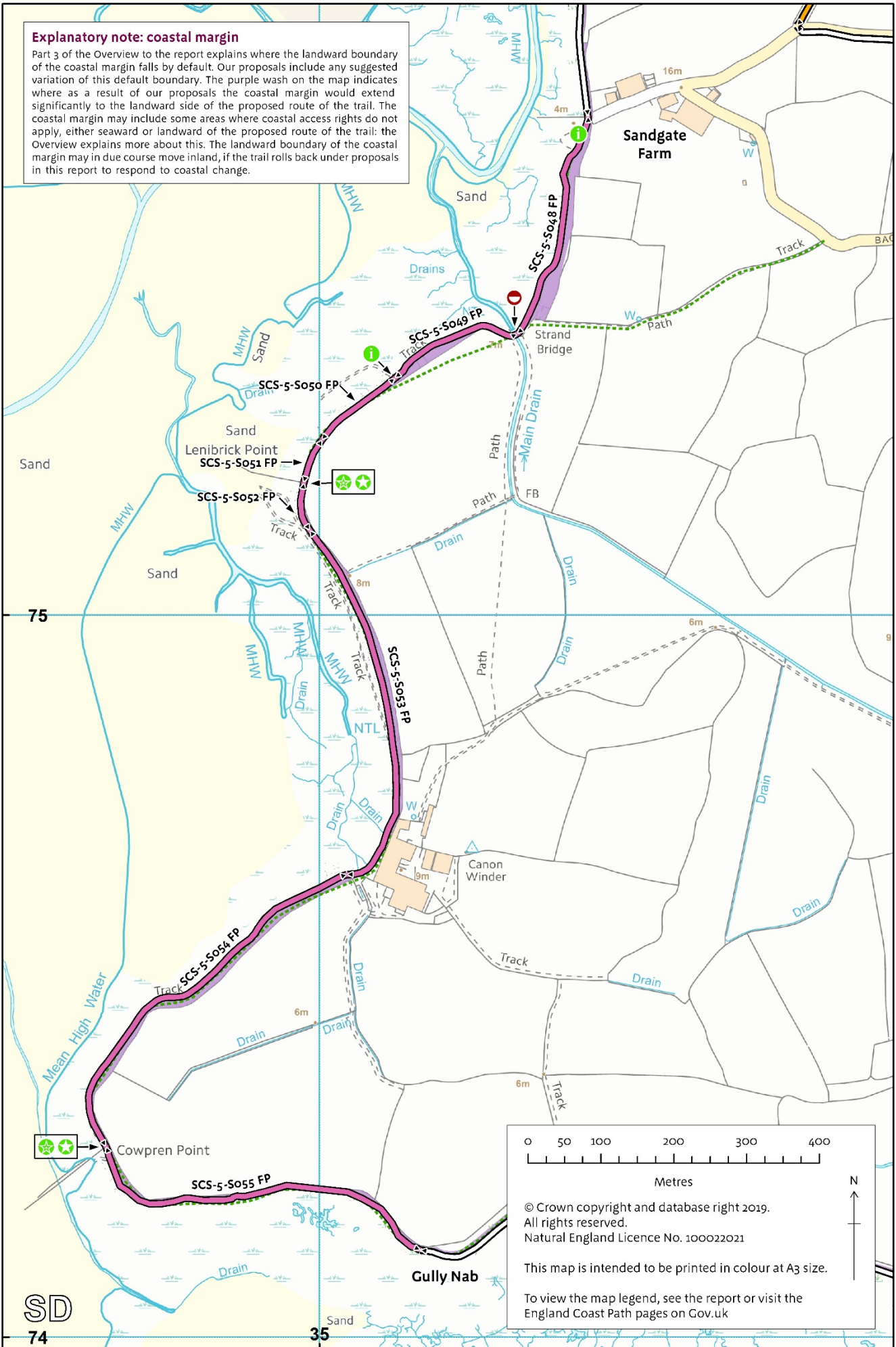
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Holes

Explanatory note: coastal margin

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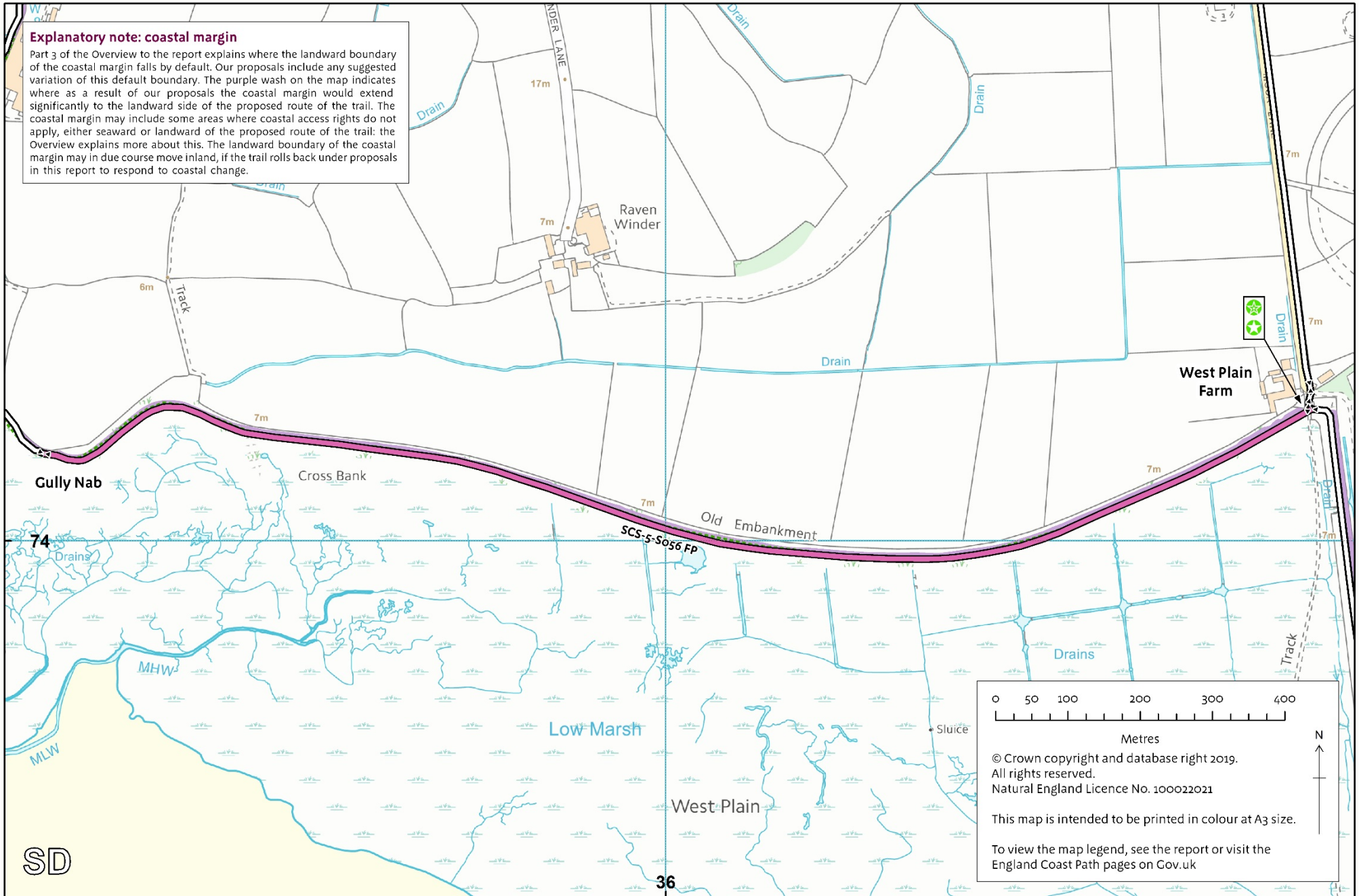
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To view the map legend, see the report or visit the
England Coast Path pages on Gov.uk

Map SCS 5h: Gully Nab to West Plain Farm

Explanatory note: coastal margin

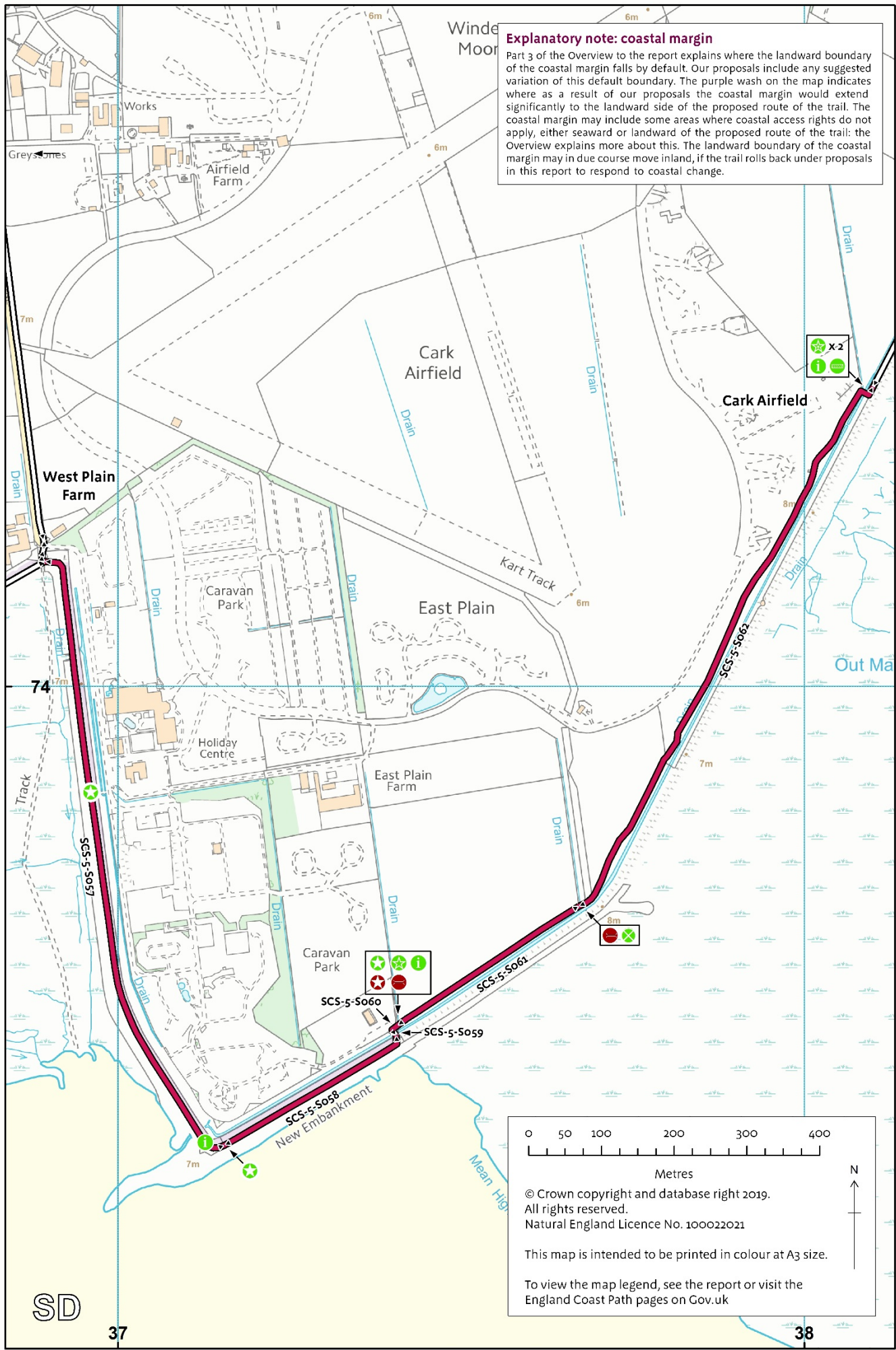
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Map SCS 5h: Gully Nab to West Plain Farm

SD

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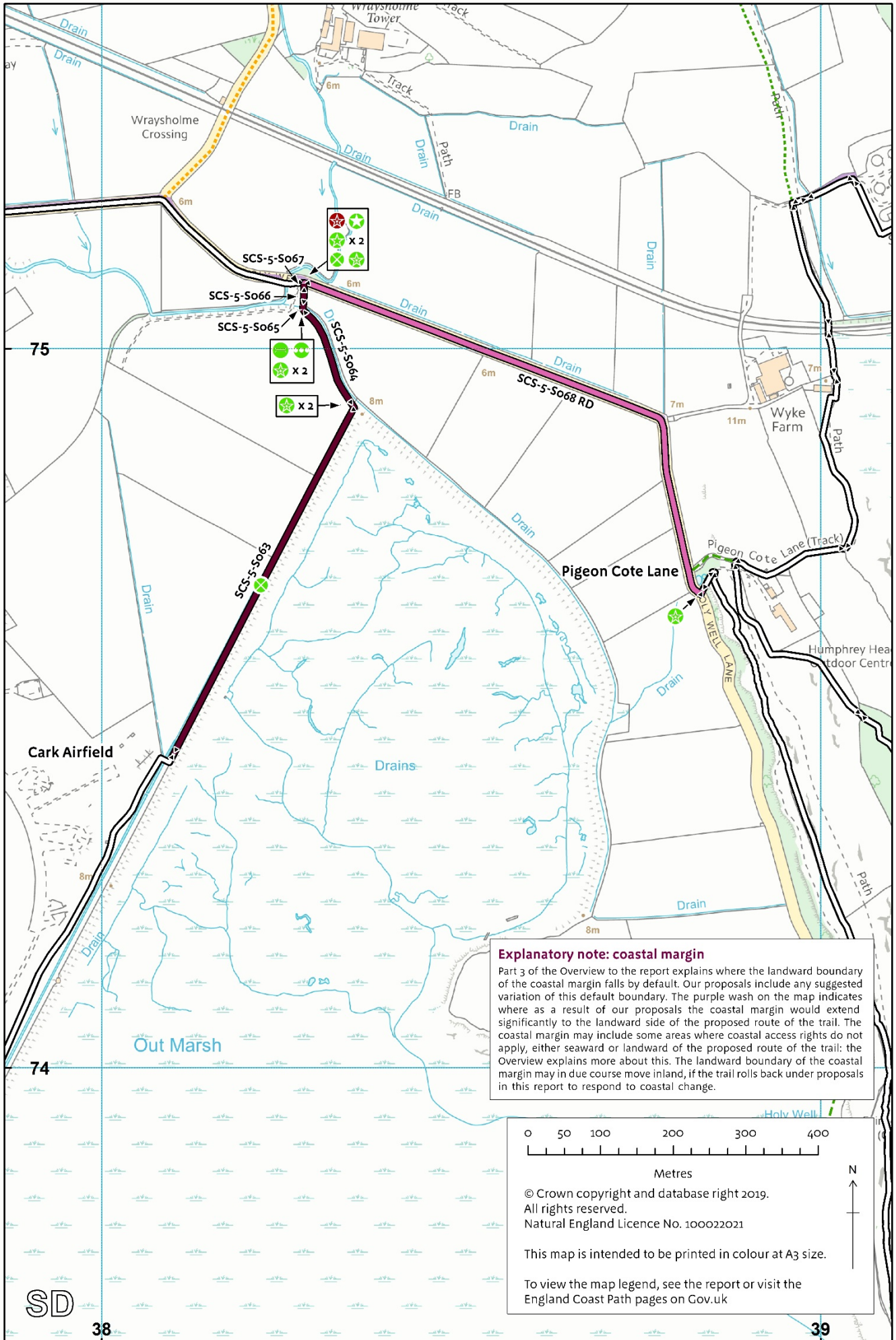
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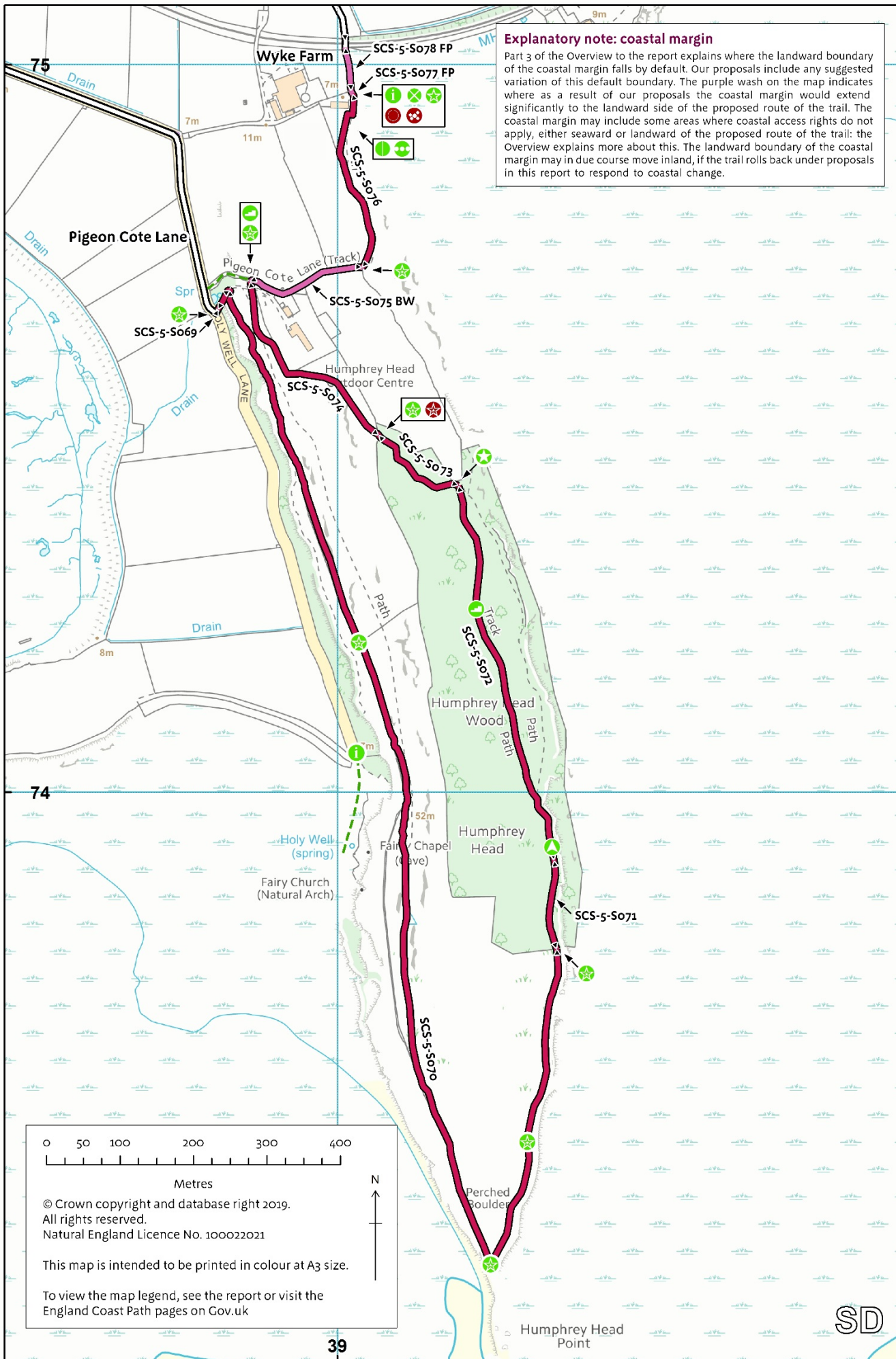
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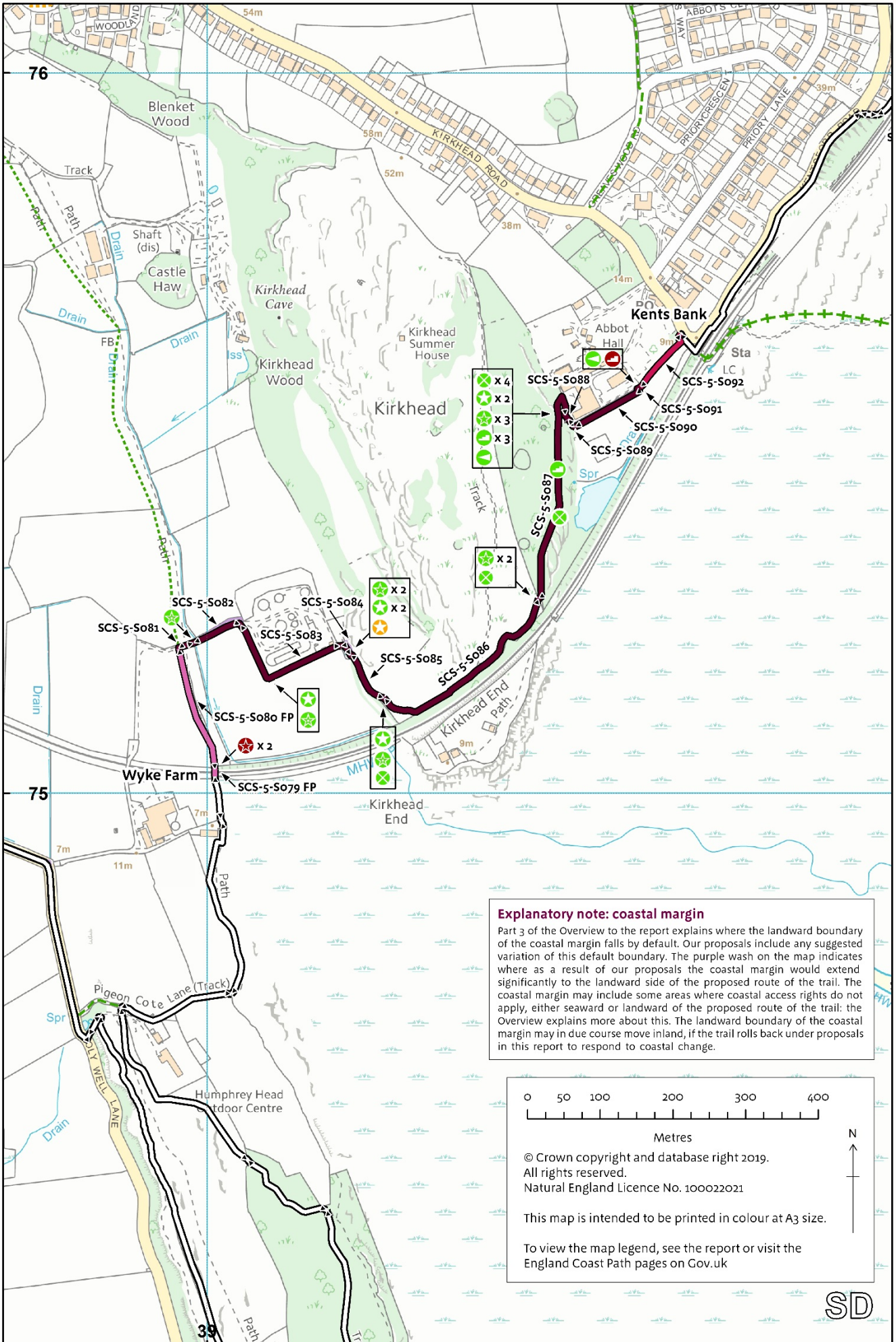
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Explanatory note: coastal margin

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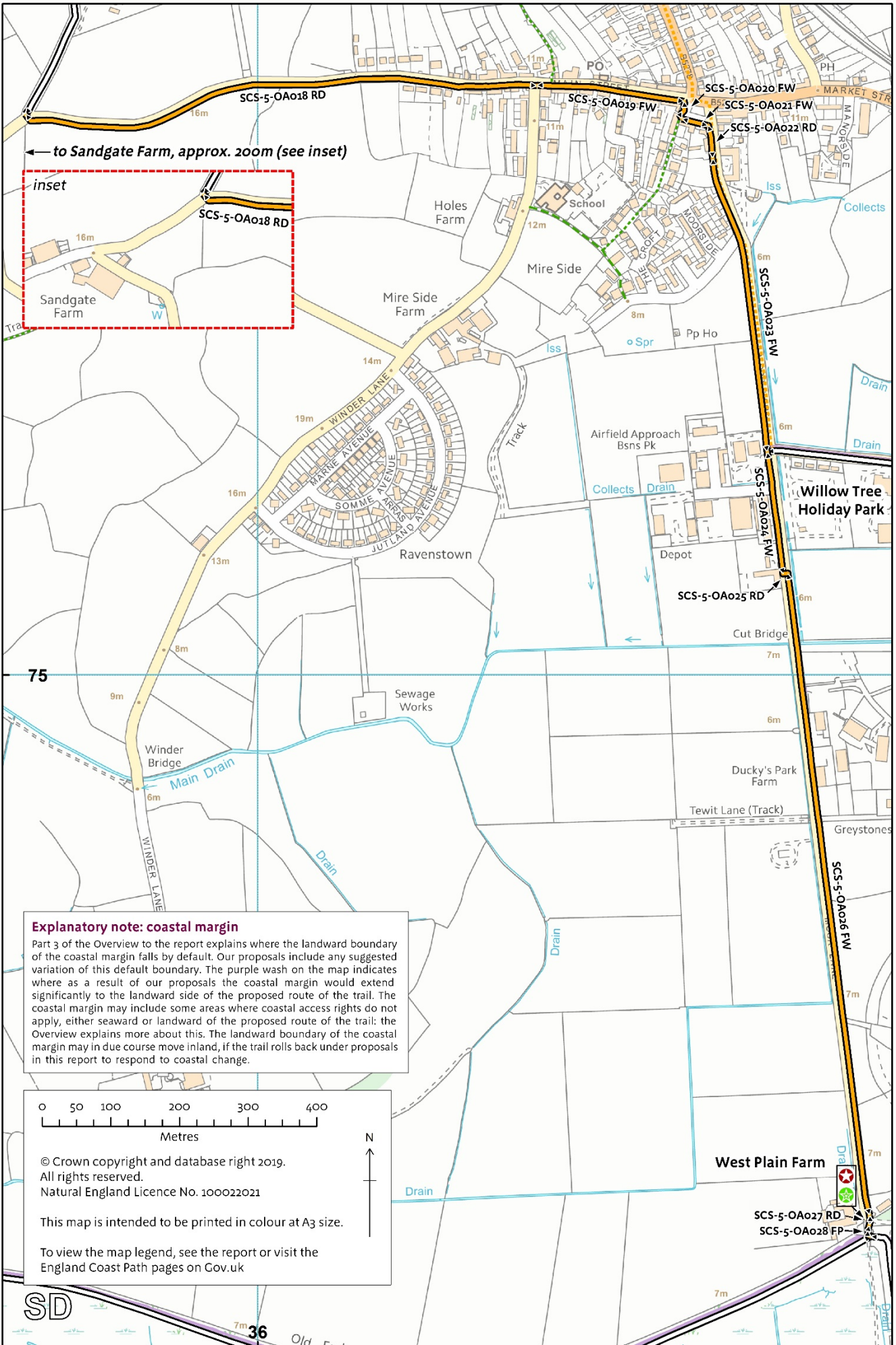
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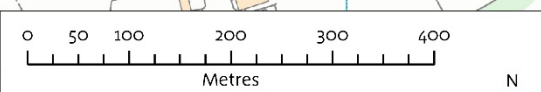
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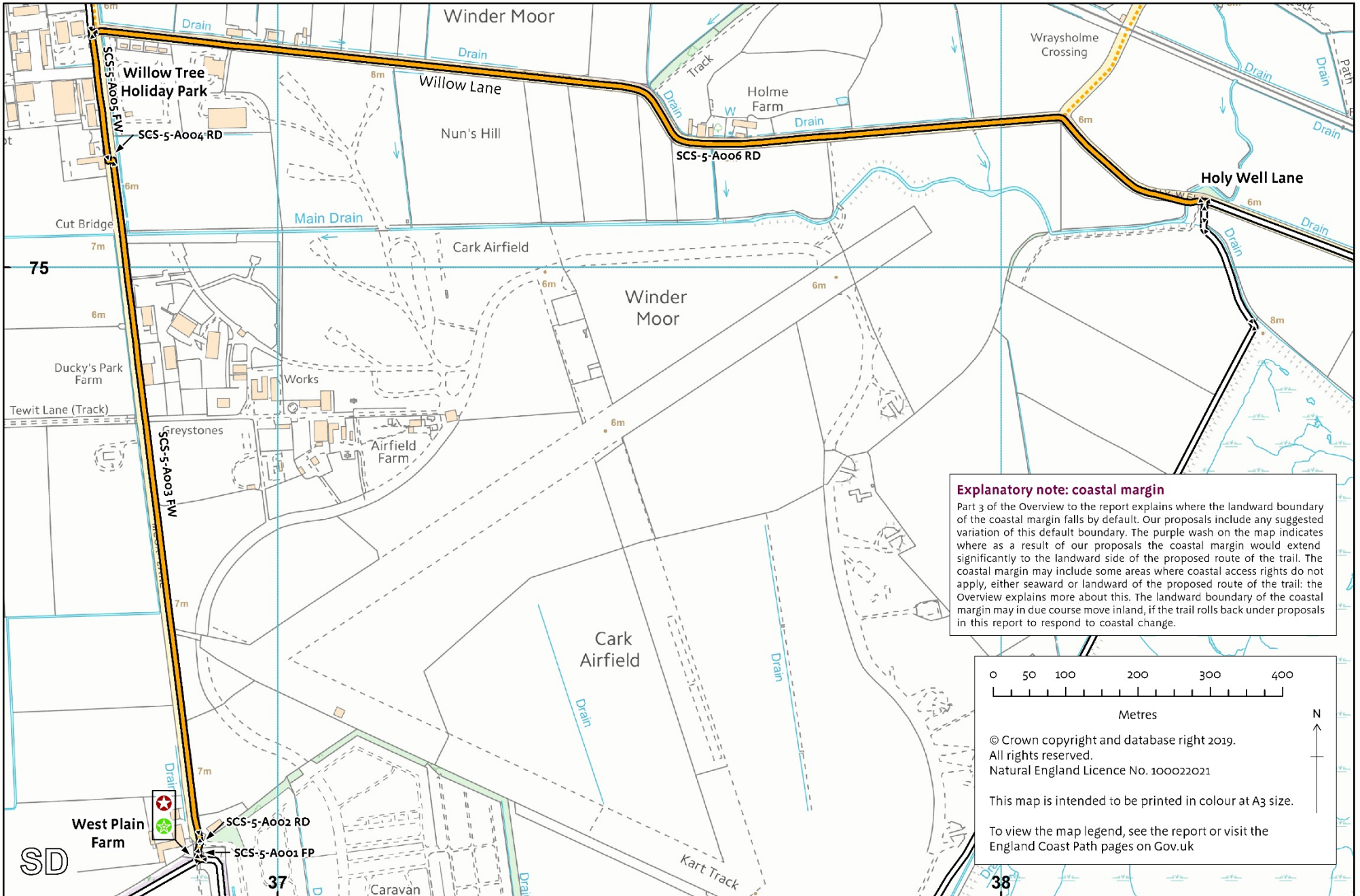
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Map SCS 5n: West Plains Farm to Holy Well Lane via Willow Lane (alternative route)



Explanatory note: coastal margin
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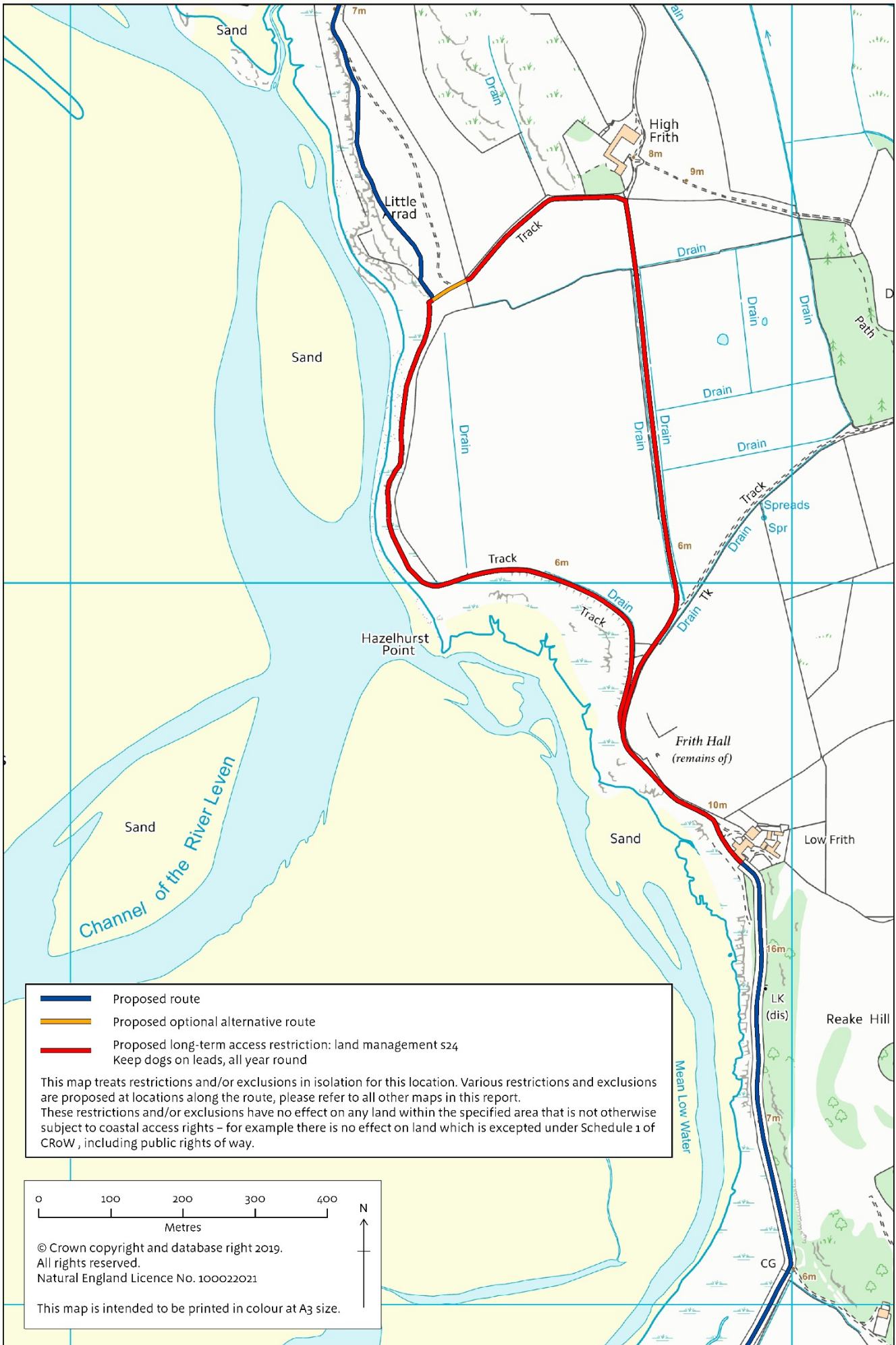
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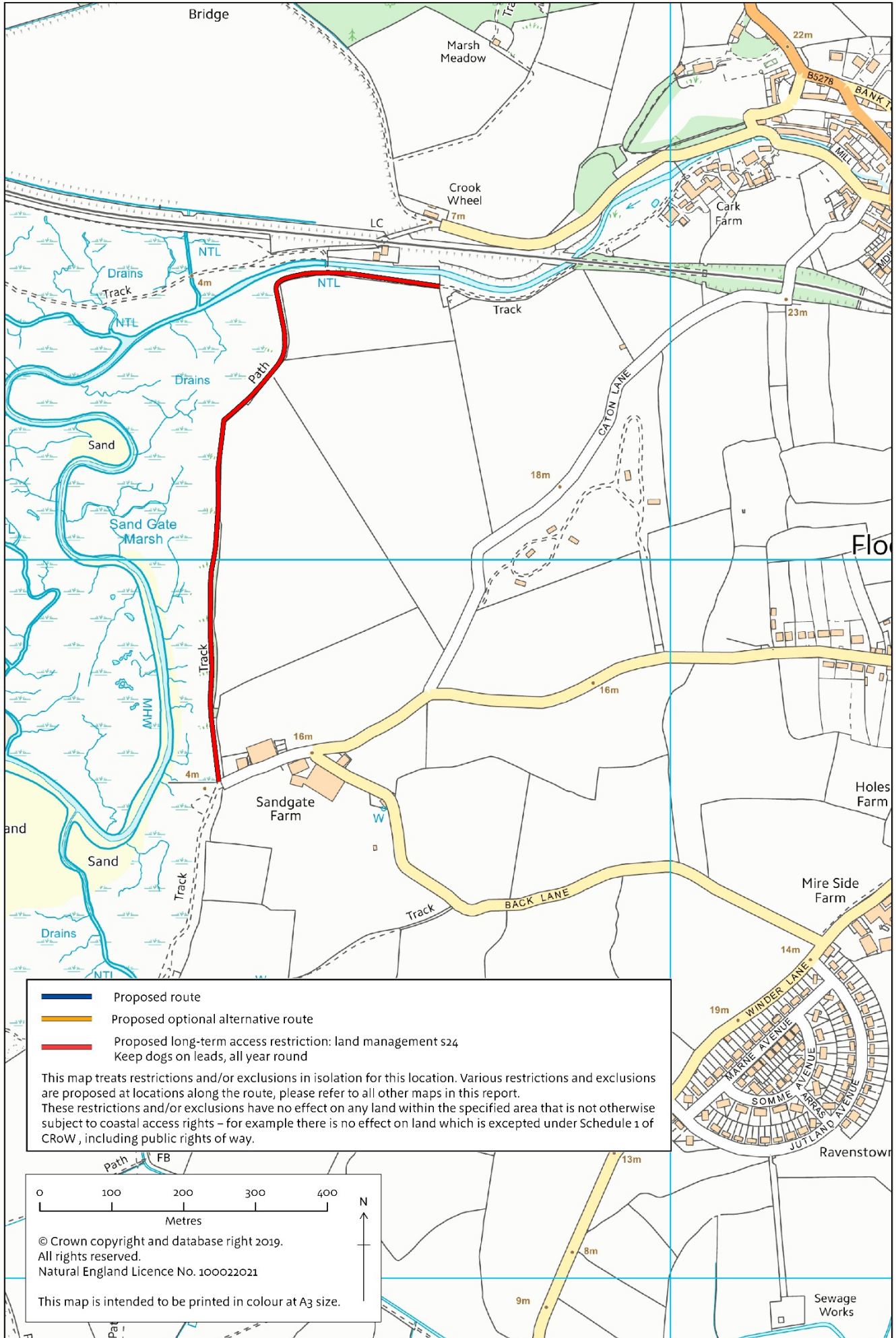
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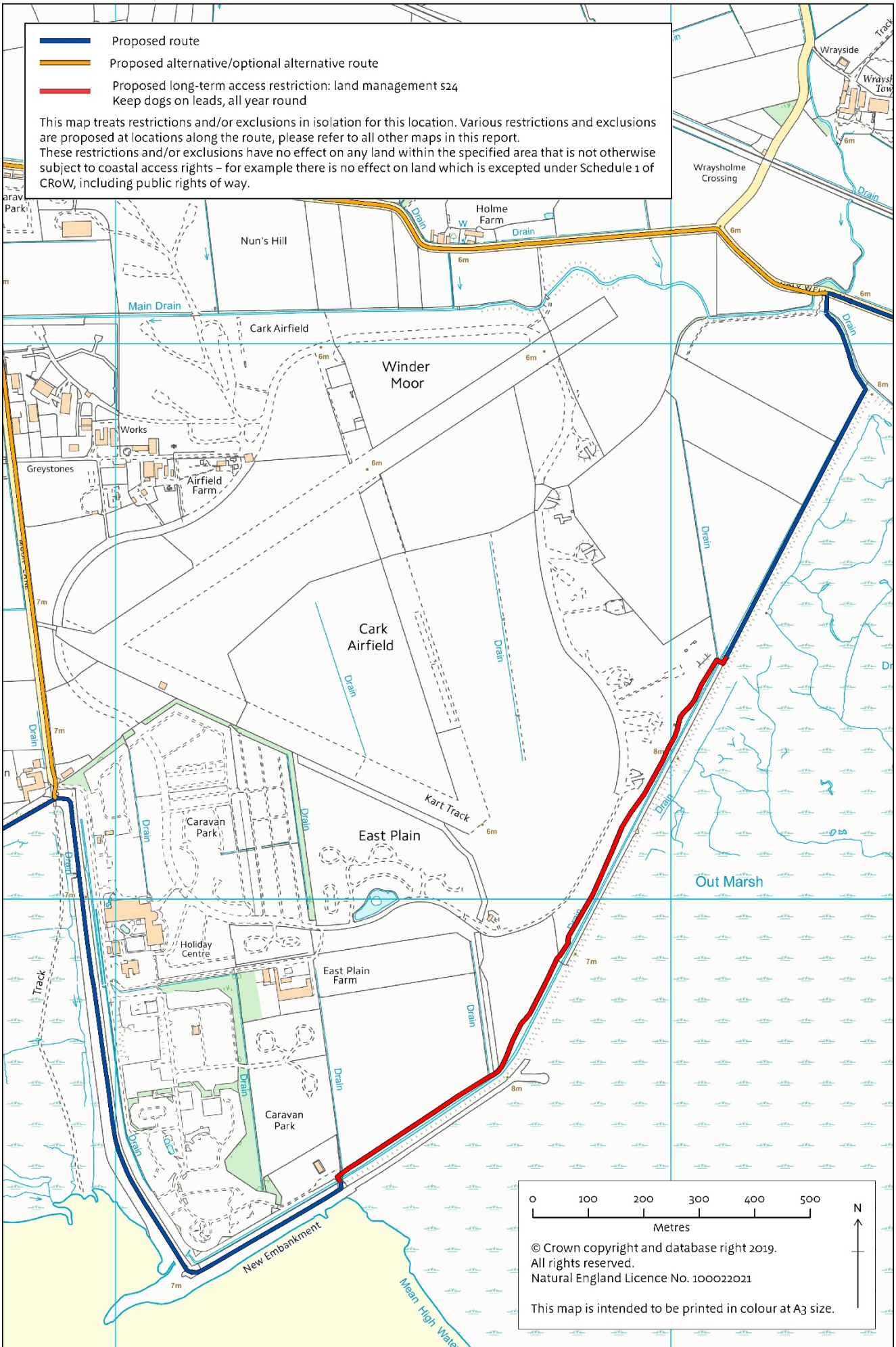
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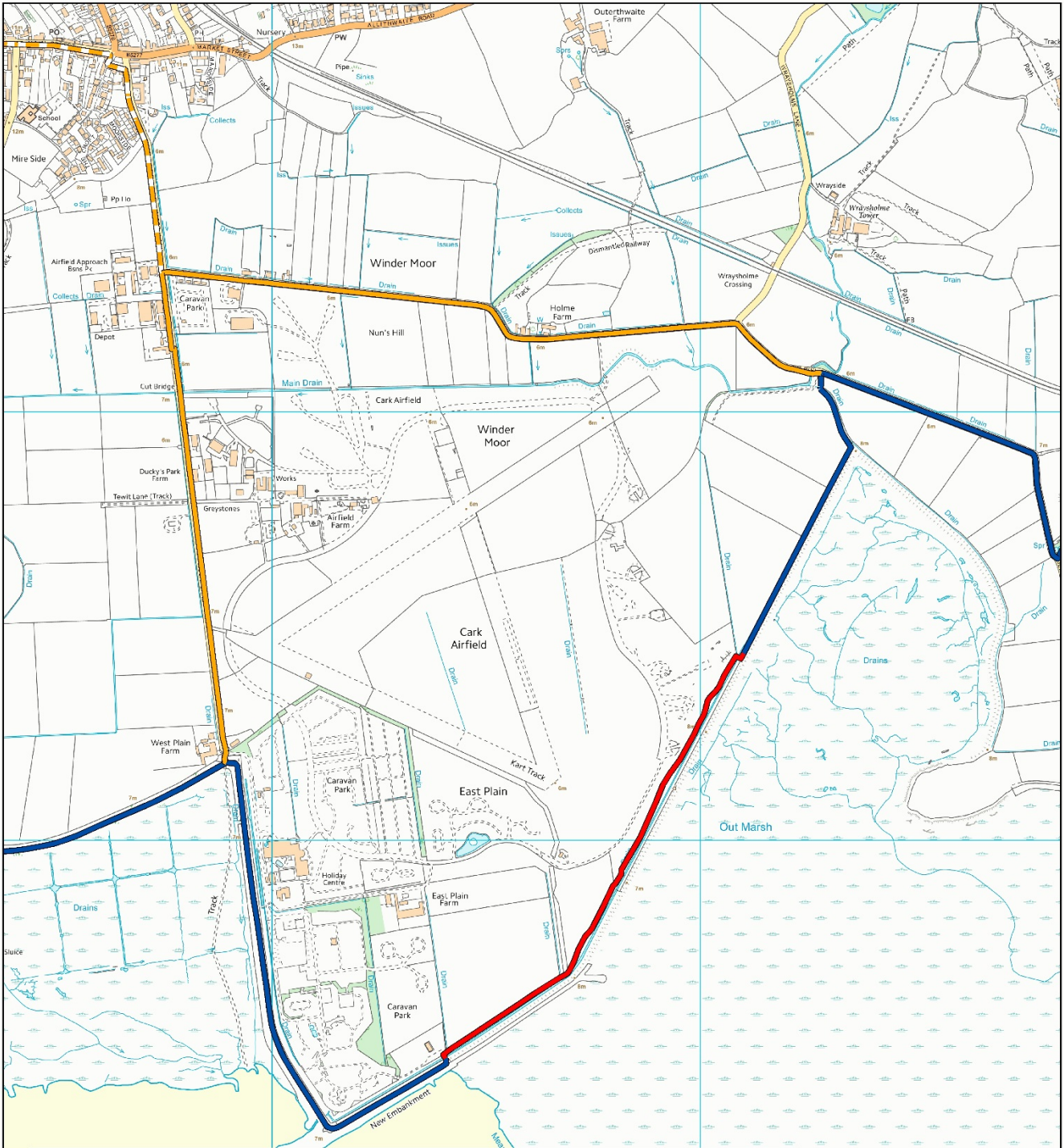
Map SCS 5n: West Plains Farm to Holy Well Lane via Willow Lane (alternative route)

Directions Map 5A: High Frith and Low Frith (Hazelhurst Point)









- Proposed route
- Proposed alternative route
- - - Proposed optional alternative route
- Proposed outline access exclusion: land management s24
No public access for up to 5 days each year

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report.
 These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CRoW, including public rights of way.

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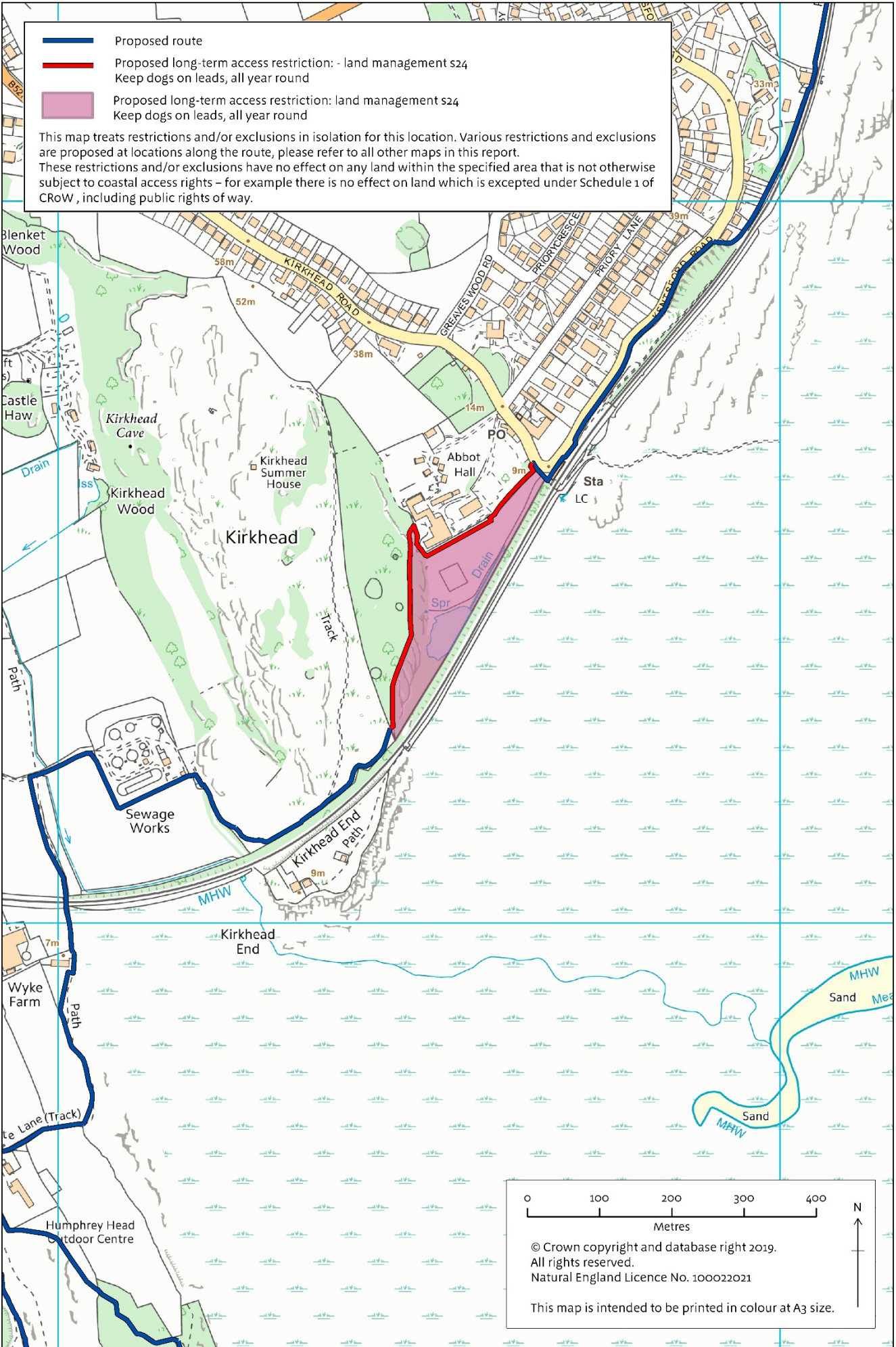
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Directions Map 5E: Abbot Hall

- Proposed route
- Proposed long-term access restriction: - land management s24
Keep dogs on leads, all year round
- Proposed long-term access restriction: land management s24
Keep dogs on leads, all year round

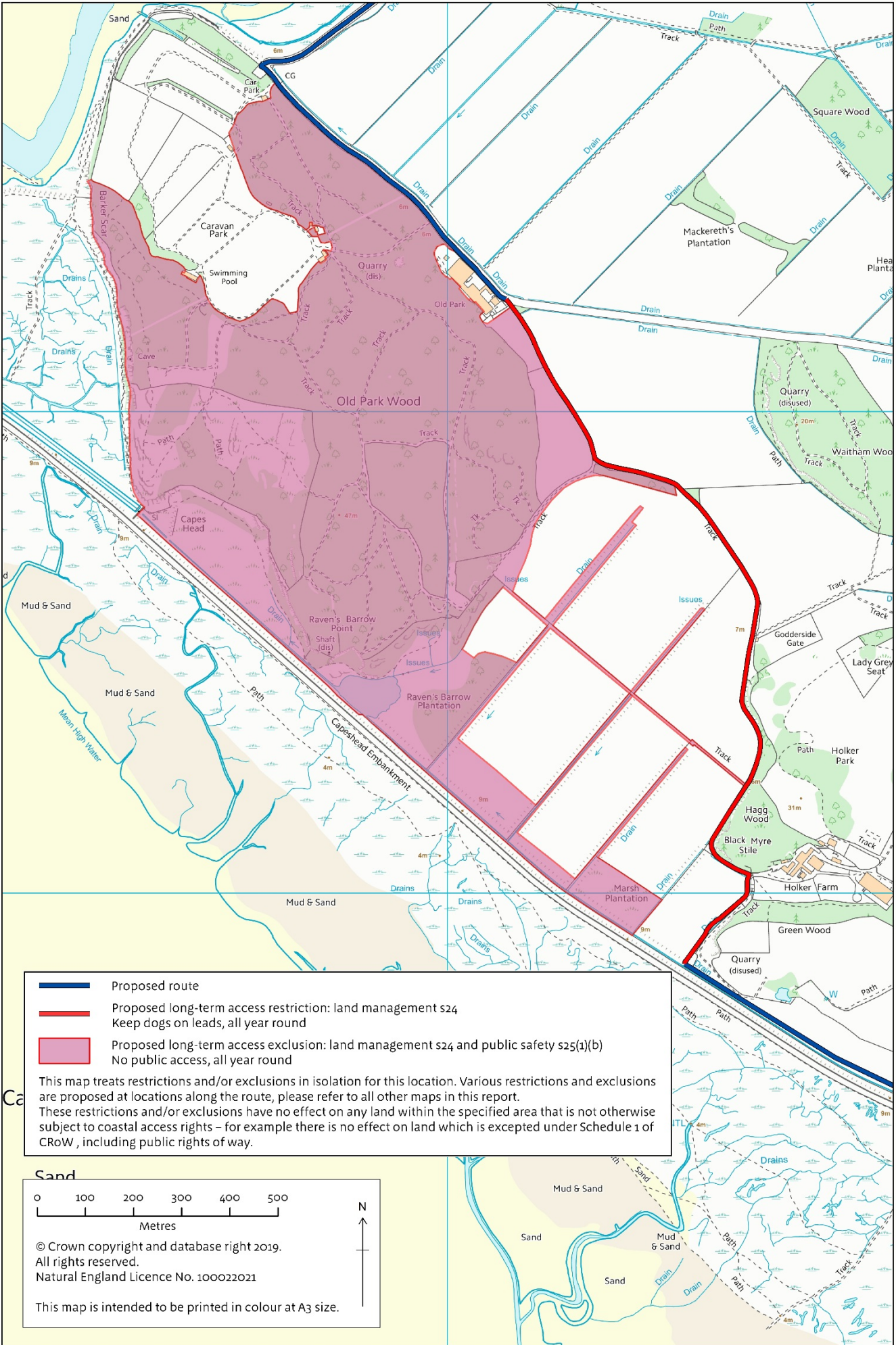
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CRoW, including public rights of way.



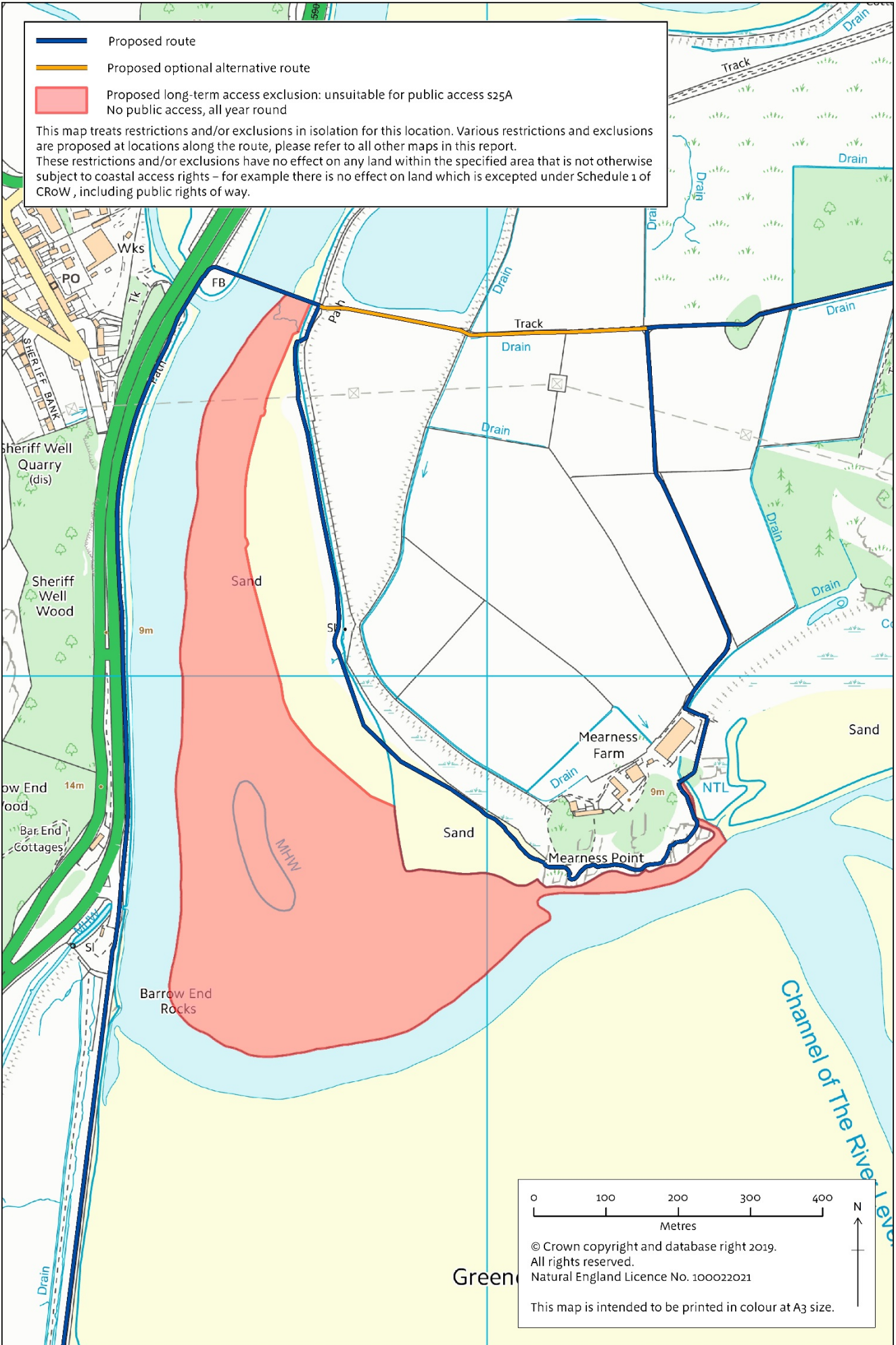
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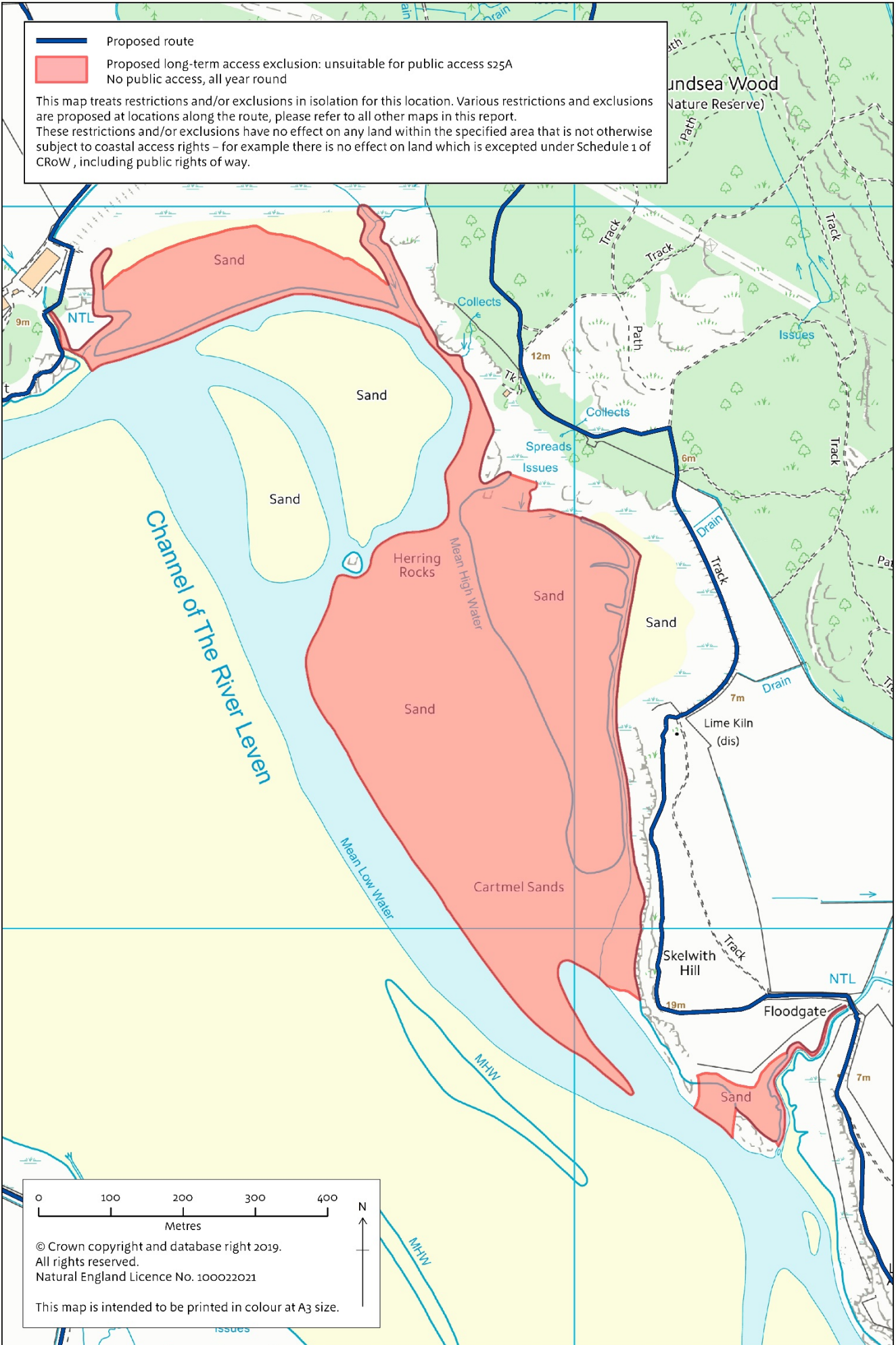
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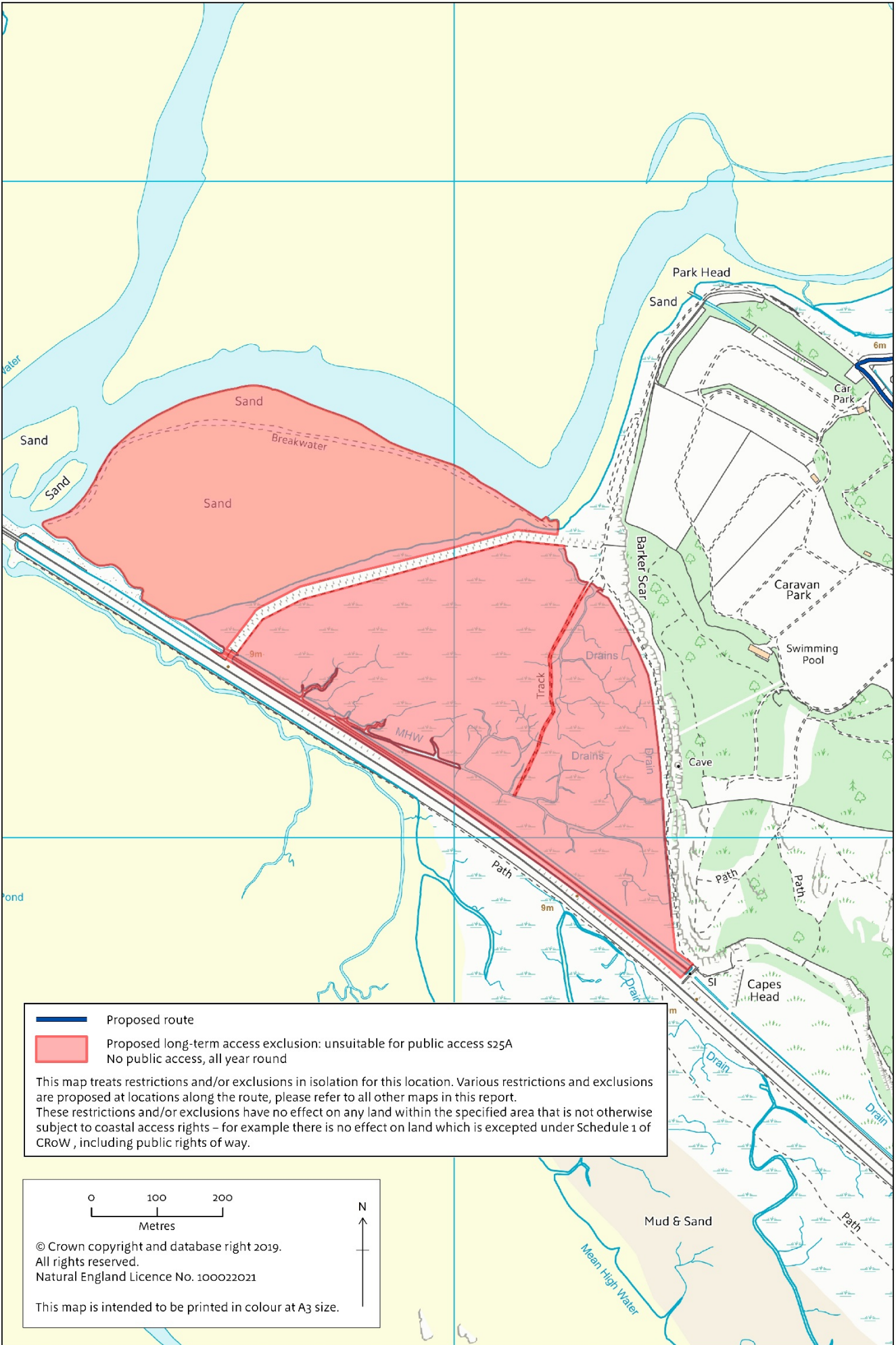


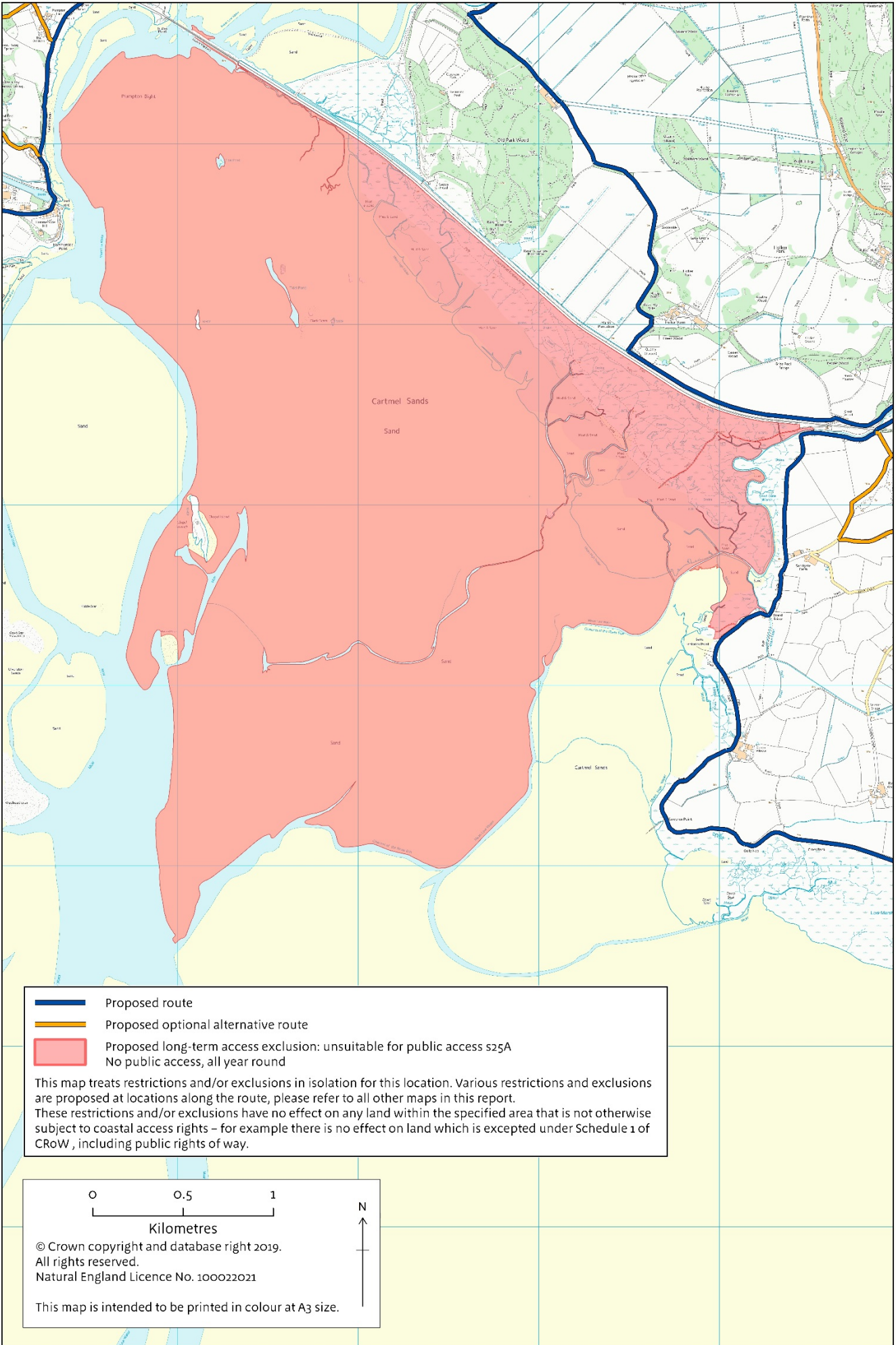
Directions Map 5C: Mearness Farm



Directions Map 5H: Roudsea Wood and Mosses National Nature Reserve

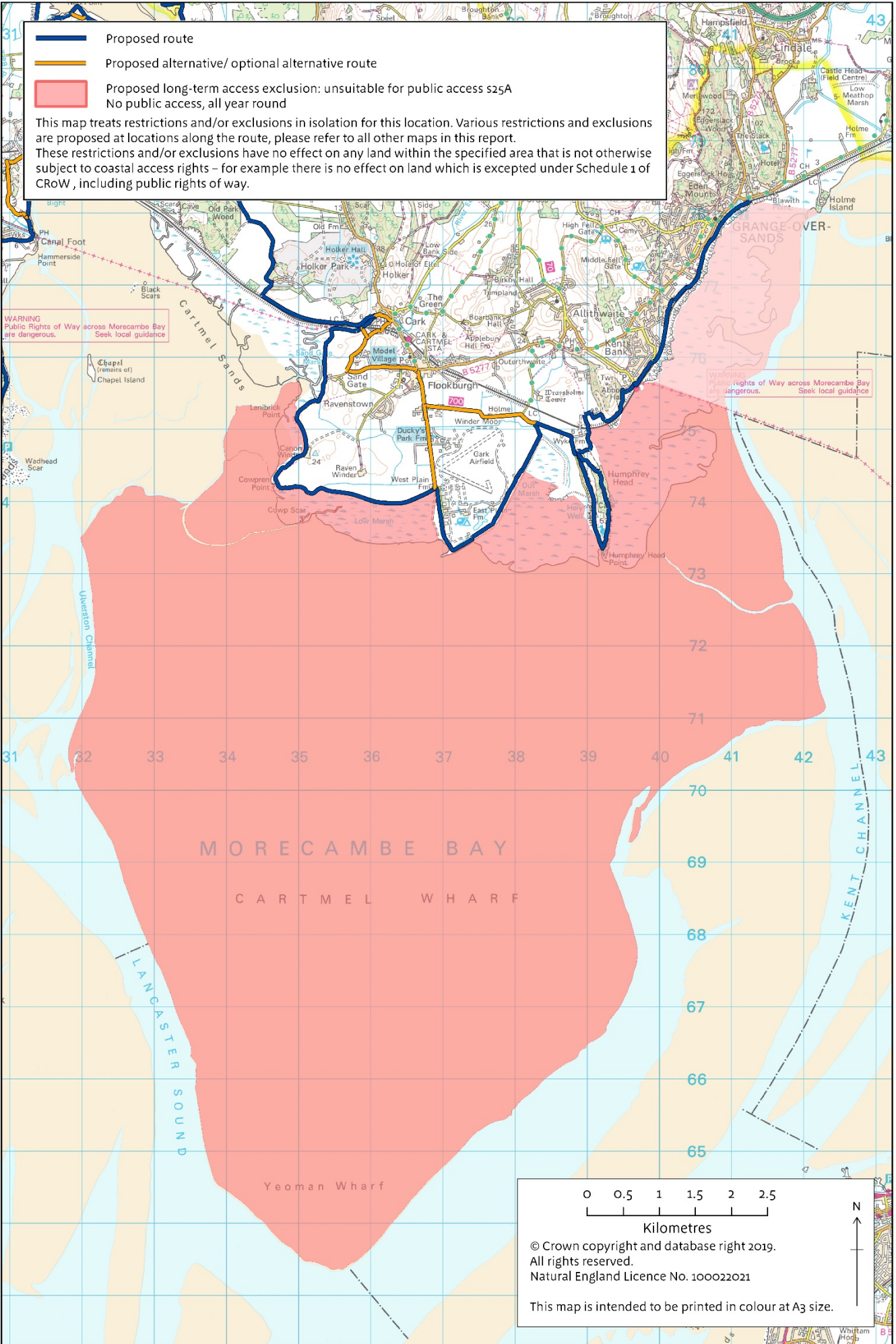




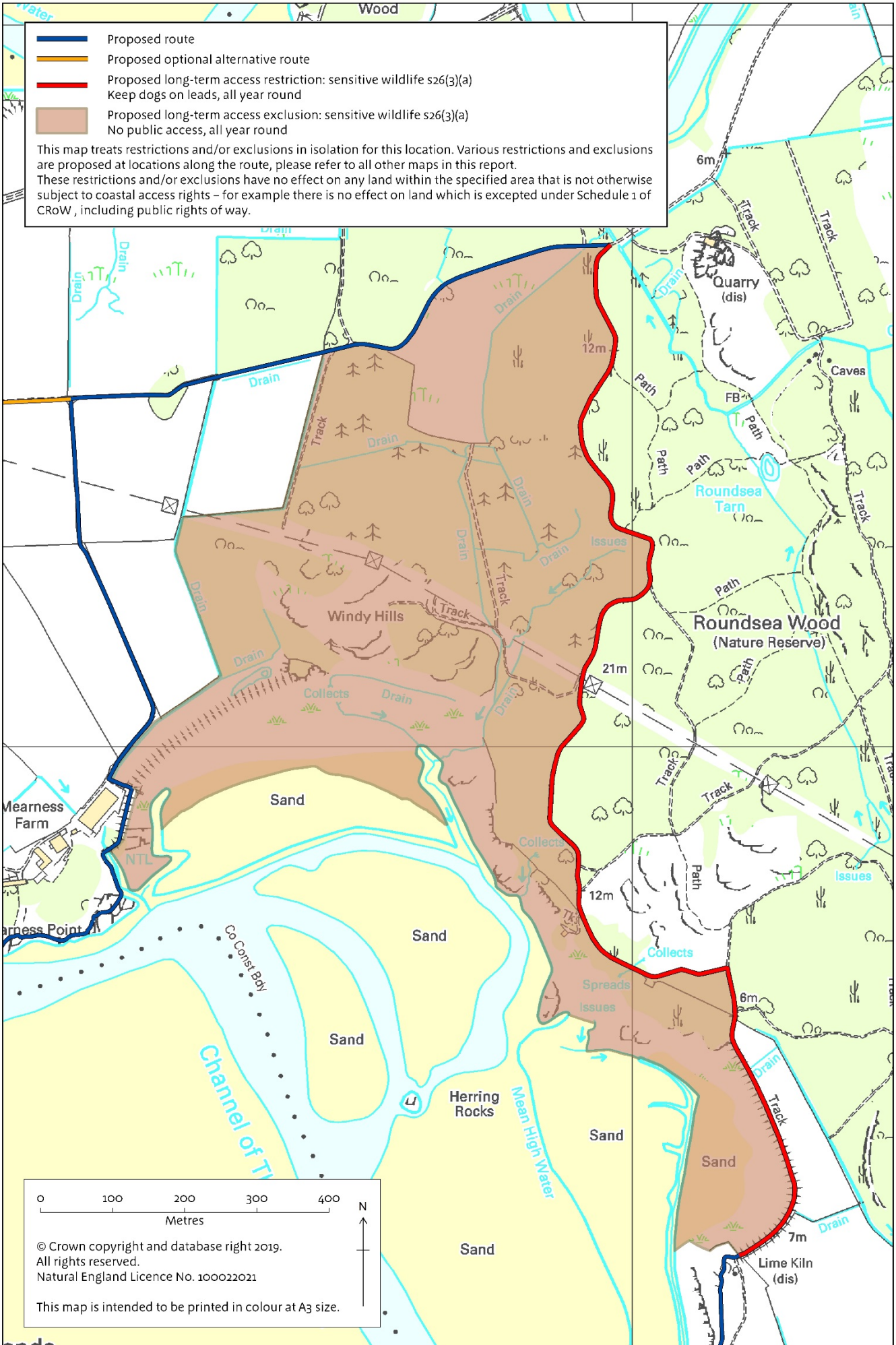


Directions Map 5K: Cartmel Wharf, Humphrey Head, Low Marsh and Out Marsh

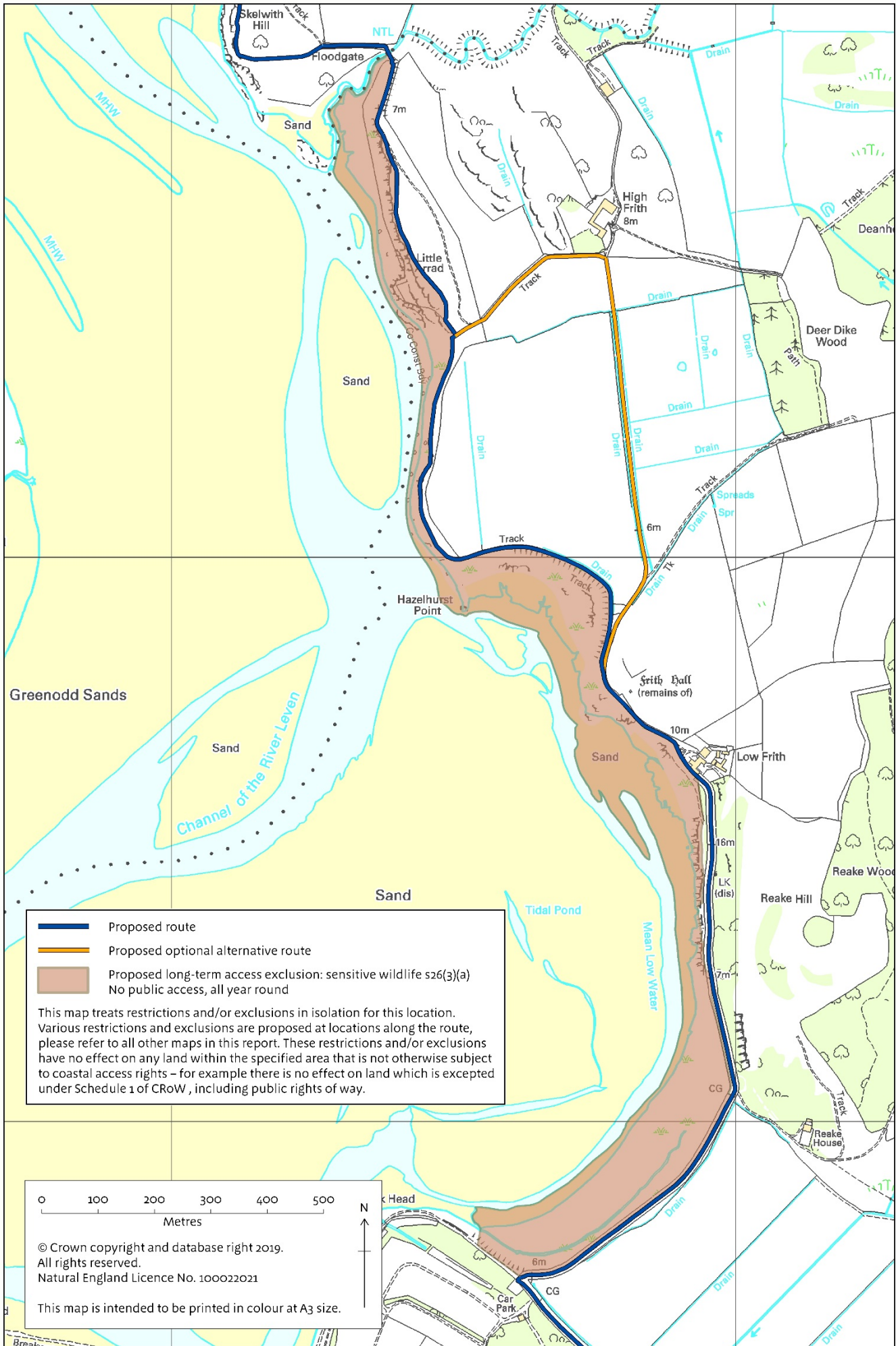
Directions Map 5K: Cartmel Wharf, Humphrey Head, Low Marsh and Out Marsh

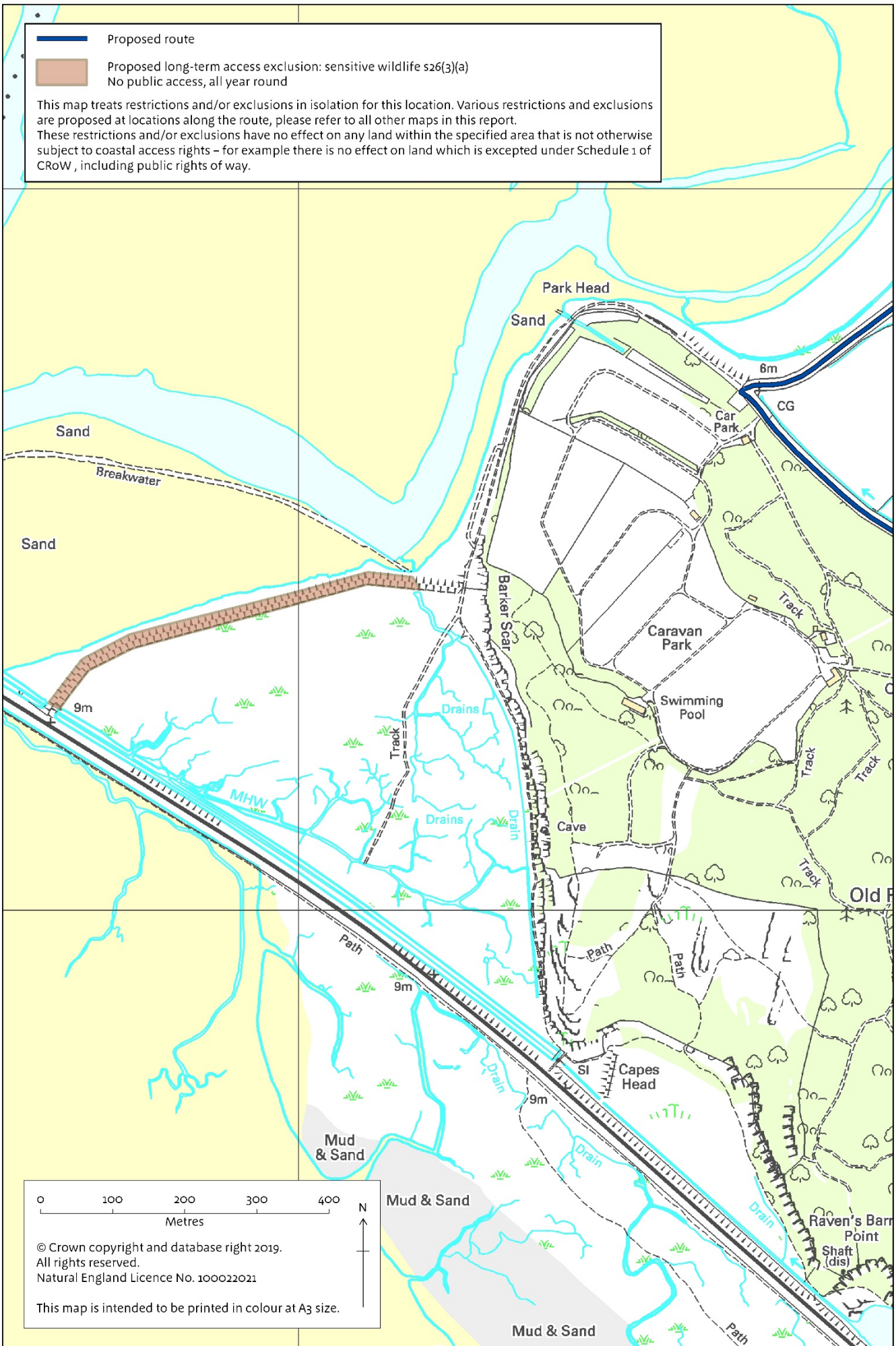


Directions Map 5L: Roudsea Wood and Mosses National Nature Reserve

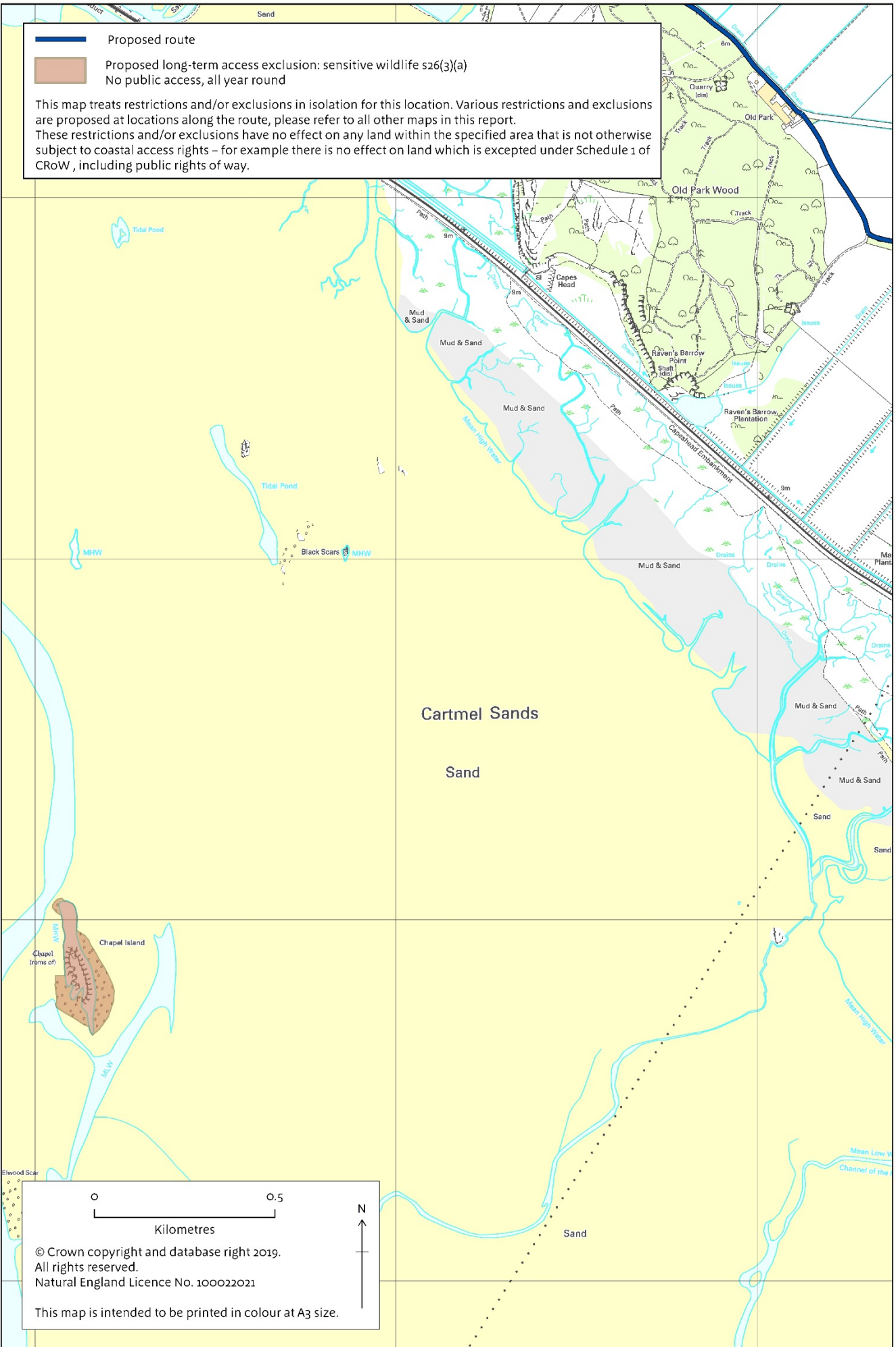


Directions Map 5M: High Frith and Low Frith (Hazelhurst Point)








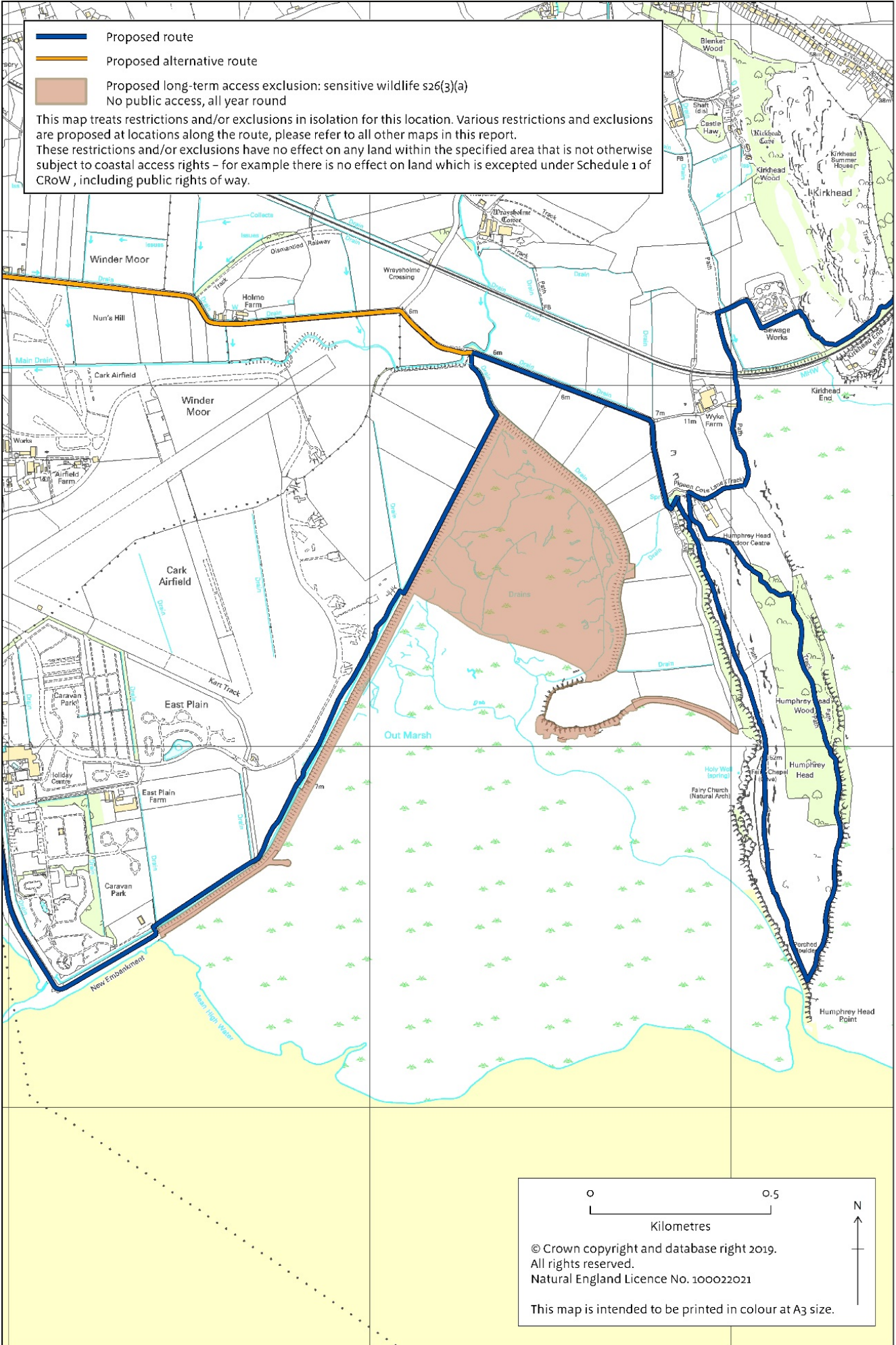
Directions Map 50: Chapel Island



Directions Map 5P: Out Marsh

-  Proposed route
-  Proposed alternative route
-  Proposed long-term access exclusion: sensitive wildlife s26(3)(a)
No public access, all year round

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CRow, including public rights of way.



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