

England Coast Path Stretch: Silecroft to Silverdale

Report SCS 6: Kents Bank to Cove Well, Silverdale

Part 6.1: Introduction

Start Point:	Kents Bank (Grid reference: SD 3969 7526)
End Point:	Cove Well, Silverdale (Grid reference: SD 4567 7551)
Relevant Maps:	SCS 6a to SCS 6e

6.1.1 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 and Silverdale.

6.1.2 This report covers length SCS 6 of the stretch, which is the coast between Kents Bank and Cove Well, Silverdale. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

The trail:

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

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

6.2.3 Utilises the rail service between Grange-Over-Sands and Arnside railway stations to cross the River Kent estuary.

6.2.4 Includes ten sections of new path, in two locations. Both of these are through agricultural land in the vicinity of Far Arnside. See map SCS 6e and associated tables below for details.

6.2.5 Is aligned on the beach or foreshore in four locations: between Arnside coastguard lookout and Grubbins Wood; at New Barns and White Creek; and at the beach at Far Arnside. In relation to some of these locations, we have proposed an optional alternative route, to be available when the main route is affected by high tides. See table 6.3.3 and maps SCS 6c and 6d.

6.2.6 Follows a route similar to the former Cumbria Coastal Way but departs from this in places to more closely follow the coast line and afford better coastal views.

Protection of the environment:

6.2.7 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.

6.2.8 The following designated sites affect this length of coast:

- Morecambe Bay Special Areas of Conservation (SAC)
- Morecambe Bay & Duddon Estuary Special Protection Area (SPA)
- Morecambe Bay Ramsar site
- Morecambe Bay Site of Special Scientific Interest (SSSI) for its wildlife interests
- Arnside Knott SSSI for its wildlife interests
- Far Arnside SSSI for its wildlife interest

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

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

6.2.9 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 6e	SCS-6-S048 to SCS-6-S051	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail near Far Arnside SSSI is aligned inland, avoiding the SSSI. See table 6.3.3. <p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded from the SSSI and adjacent fields at Far Arnside, which are grazed as one unit. See paragraph 6.2.18 and Directions map SCS 6A. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ A fenced corridor for the path through the fields adjacent to the SSSI, in order to separate dogs from livestock and discourage people from accessing the fields. 	To reduce the risk of trampling of vegetation and changes in conservation grazing patterns. (Far Arnside SSSI)

6.2.10 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 in respect of the natural environment, 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; and
- 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:

6.2.11 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because the trail would follow an uneven grass or bare soil path through agricultural land at Grubbins Wood, near Arnside, and through areas of limestone woodland at Frith Wood and Arnside Park, between New Barns Marsh and Far Arnside (see maps SCS 6c to 6e). It is possible to avoid the section through Grubbins Wood by using public paths and roads shown as the optional alternative route between the Coastguard lookout at Arnside and New Barns Marsh (route sections SCS-6-OA001 to SCS-6-OA015).

Additionally, some items of essential infrastructure may be unsuitable for people with reduced mobility, as follows:

- There are concrete steps leading from Kentsford Road, down to the public right of way that leads to Carter Road (see map SCS 6a); and
- We expect to install steps where it would be necessary to cross steeper ground at Grubbins Wood near Arnside and at Frith Wood near New Barns Marsh (see maps SCS 6c and 6d), between the public highway and adjacent fields near to Far Arnside and between the foreshore and higher ground at Far Arnside (map SCS 6e).

However, between Kents Bank and Grange-over-Sands station (see maps SCS 6a and 6b), there is approximately 2.6 Km of surfaced path that is likely to be suitable for people with reduced mobility.

6.2.12 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 6.2.30.

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

Where we have proposed exercising statutory discretions:

6.2.13 **Estuary:** This report 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 that river as far upstream as Grange-over-Sands and Arnside railway stations, as indicated by the extent of the trail shown on maps SCS 6b and 6c. Our proposals for the parts of the estuary not covered by this report are detailed in Report SCS 5, and Reports SDC 1 & SDC 2 of the adjacent Silverdale to Cleveleys stretch.

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

6.2.14 **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 6.3.1 below.

6.2.15 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 6.3.1. 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 6.3.1] 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.

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

Exclusion of access for land management purposes

6.2.17 Due to the small size of Far Arnside SSSI and the sensitivity of the calcareous grassland to damage by trampling, there is a concern that the condition of the SSSI may be impacted following the introduction of coastal access rights. The SSSI is grazed as part of the conservation management and, based on research on other sites, we believe that both people alone and people with dogs could regularly displace the livestock within the grazing enclosures, resulting in a disruption to the grazing

patterns and, as a consequence, impact on the SSSI condition. This is explained in the Nature Conservation Assessment for this site which will be published alongside this report. Therefore the following exclusion is proposed:

6.2.18 Access to the land in the coastal margin adjacent to route sections SCS-6-S048 to SCS-6-S051 is to be excluded all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). 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 6A.

Exclusion of access to the saltmarsh / flat.

6.2.19 Areas of saltmarsh at Kents Bank and Grange over Sands have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats at Kents Bank, Grange over Sands, Arnside and Silverdale 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:

6.2.20 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SCS-6-S001 to SCS-6-S008, SCS-6-S012 to SCS-6-S035 and SCS-6-S054 to SCS-6-S062 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 6B to 6D.

6.2.21 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.

6.2.22 An **optional alternative** route is to operate as an optional diversion from the ordinary route between route sections SCS-6-S018 and SCS-6-S033 (the Coastguard Lookout to New Barns Marsh) when it is periodically affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-6-OA001 to SCS-6-OA015 on maps SCS 6c and 6d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

6.2.23 An **optional alternative** route is to operate as an optional diversion from the ordinary route between route sections SCS-6-S033 and SCS-6-S041 (New Barns to White Creek) when it is periodically affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-6-OA016 to SCS-6-OA018 on map SCS 6d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

6.2.24 By default, 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 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 6.3.2 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.

6.2.25 Other factors affecting access: Between the Coastguard Lookout and Beachwood House (route sections SCS-6-S018 and SCS-6-S025) public access may be interrupted from time to time for short periods to allow launch and recovery of boats and rescue service craft. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

6.2.26 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.

6.2.27 Column 4 of tables 6.3.1 and 6.3.2 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 6a to 6e as the proposed route of the trail.

6.2.28 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 6.3.1 and 6.3.2, the route is to be at the centre of the line shown on maps SCS 6a to 6e as the proposed route of the trail.

Other future change:

6.2.29 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:

6.2.30 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.

6.2.31 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £251,345.00 and is informed by:

- information already held by the access authority, Cumbria County Council, in relation to the management of the existing public access provision on this part of the coast;

- 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.

6.2.32 There are four main elements to the overall cost:

- New directional signage and new advisory/information panels will be needed along the entire length of coast covered by these coastal access proposals;
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps and some surfacing works would enhance the convenience of the trail;
- On agricultural land, south of Lane House Farm, Far Arnside (route section SCS-6-S049), extensive path creation works are required. These include fencing, resurfacing and the installation of steps, gates and signage relating to important nature conservation concerns on Far Arnside SSSI, as well as for land management purposes; and
- Between the beach, off Cove Rd, Far Arnside and Cove Well Lane, Silverdale (route sections SCS-6-S053 to SCS-4-S063), it will be necessary to undertake extensive path creation. This will include surfacing, gates, fencing and the installation of numerous long back-filled steps.

Establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Path creation, drainage and surfacing works	£119,400
Signage, directional, advisory, interpretational and on road markings	£33,351
Boundary crossings	£27,330
Fencing and dry stone walling	£15,660
Steps including refurbishment of existing	£5,475
Scrub clearance and tree canopy lift	£26,760
Project management	£23,369
Total	£251,345 Exclusive of any VAT payable

6.2.33 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:

6.2.34 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).

6.2.35 We estimate that the annual cost to maintain the trail will be **£4,515** (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 6.3: Proposals Tables

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

6.3.1 Section Details: Maps SCS 6a to SCS 6e – Kents Bank to Cove Well, Silverdale

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 6.3.4 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 6a	SCS-6-S001	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
SCS 6a	SCS-6-S002	Public footpath	No	No	Wall	Clarity and cohesion	
SCS 6a	SCS-6-S003 and SCS-6-S004	Public footpath	No	No	Various	Clarity and cohesion	Boundaries include fence and wall
SCS 6a	SCS-6-S005	Public highway	No	No			
SCS 6a	SCS-6-S006	Other existing walked route	No	No	Seaward edge of road	Clarity and cohesion	
SCS 6a	SCS-6-S007	Other existing walked route	No	No	Landward edge of path	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 6b	SCS-6-S008	Other existing walked route	No	No	Landward edge of promenade	Clarity and cohesion	
SCS 6c	SCS-6-S009	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SCS 6c	SCS-6-S010	Public Footway (pavement)	No	No	Various	Clarity and cohesion	Boundaries include wall and fence
SCS 6c	SCS-6-S011	Public highway	No	No			
SCS 6c	SCS-6-S012	Public Footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
SCS 6c	SCS-6-S013	Public highway	No	No			
SCS 6c	SCS-6-S014	Public Footway (pavement)	No	No	Wall	Clarity and cohesion	
SCS 6c	SCS-6-S015	Public highway	No	No			
SCS 6c	SCS-6-S016	Public Footway (pavement)	No	No	Wall	Clarity and cohesion	
SCS 6c	SCS-6-S017	Public highway	No	No			
SCS 6c	SCS-6-S018	Public footpath	Yes - See table 6.3.4	No	Wall	Clarity and cohesion	
SCS 6c	SCS-6-S019 to SCS-6-S021	Public footpath	Yes - See table 6.3.4	No	Wall	Clarity and cohesion	
SCS 6c	SCS-6-S022	Other existing walked route	Yes - See table 6.3.4	No			
SCS 6c	SCS-6-S023 and SCS-6-S024	Public footpath	Yes - See table 6.3.4	No	Wall	Clarity and cohesion	
SCS 6c	SCS-6-S025*	Public footpath	Yes - See table 6.3.4	No	Base of slope	Clarity and cohesion	
SCS 6c	SCS-6-S026*	Other existing walked route	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
SCS 6c	SCS-6-S027* to SCS-6-S030*	Other existing	Yes - See table 6.3.4	No			

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
		walked route					
SCS 6d	SCS-6-S031*	Other existing walked route	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
SCS 6d	SCS-6-S032*	Public footpath	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
SCS 6d	SCS-6-S033 and SCS-6-S034	Public footpath	Yes - See table 6.3.4	No	Wall	Clarity and cohesion	
SCS 6d	SCS-6-S035	Public footpath	Yes - See table 6.3.4	No	Hedge bank	Clarity and cohesion	
SCS 6d	SCS-6-S036 to SCS-6-S038	Other existing walked route	Yes - See table 6.3.4	No			
SCS 6d	SCS-6-S039*	Other existing walked route	Yes - See table 6.3.4	No			
SCS 6d	SCS-6-S040*	Public footpath	Yes - See table 6.3.4	No			
SCS 6d	SCS-6-S041*	Other existing walked route	Yes - See table 6.3.4	No			
SCS 6d	SCS-6-S042*	Public footpath	Yes - See table 6.3.4	No			
SCS 6d	SCS-6-S043	Public footpath	Yes - See table 6.3.4	No	Landward edge of path	Clarity and cohesion	
SCS 6d	SCS-6-S044	Other existing walked route	Yes - See table 6.3.4	No	Landward edge of path	Clarity and cohesion	
SCS 6e	SCS-6-S045	Public footpath	Yes - See table 6.3.4	No	Landward edge of path	Clarity and cohesion	
SCS 6e	SCS-6-S046	Public footpath	No	No	Landward edge of path	Clarity and cohesion	
SCS 6e	SCS-6-S047*	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
SCS 6e	SCS-6-S048*	Public highway	No	No	Various	Clarity and cohesion	Boundaries include wall and fence
SCS 6e	SCS-6-S049*	Not an existing	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
		walked route					
SCS 6e	SCS-6-S050*	Public highway	No	No			
SCS 6e	SCS-6-S051*	Public highway	No	No	Seaward edge of road	Clarity and cohesion	
SCS 6e	SCS-6-S052*	Not an existing walked route	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
SCS 6e	SCS-6-S053* to SCS-6-S055*	Other existing walked route	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
SCS 6e	SCS-6-S056*	Not an existing walked route	Yes - See table 6.3.4	No	Fence line	Clarity and cohesion	
SCS 6e	SCS-6-S057* to SCS-6-S059*	Not an existing walked route	No	No			
SCS 6e	SCS-6-S060* to SCS-6-S062*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 6e	SCS-6-S063	Public highway	No	No			

6.3.2 Optional alternative route details: Maps SCS6a to SCS6e - Kents Bank to Cove Well, Silverdale

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 6.3.4’ 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 6c	SCS-6-OA001 to SCS-6-OA004	Public footpath	No	Wall	Wall	
SCS 6c	SCS-6-OA005	Public highway	No			
SCS 6c	SCS-6-OA006	Public Footway (pavement)	No	Pavement edge	Wall	
SCS 6c	SCS-6-OA007	Public highway	No	Wall		
SCS 6c	SCS-6-OA008	Public Footway (pavement)	No	Pavement edge	Wall	
SCS 6c	SCS-6-OA009	Public highway	No			
SCS 6c	SCS-6-OA010	Public Footway (pavement)	No	Pavement edge	Wall	
SCS 6c	SCS-6-OA011	Public highway	No			
SCS 6c	SCS-6-OA012	Public Footway (pavement)	No	Pavement edge	Wall	

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 6c	SCS-6-OA013	Public Footway (pavement)	No	Wall	Landward edge of pavement edge	
SCS 6d	SCS-6-OA014	Public footpath	No	Wall	Boundaries include wall, fence and hedge	
SCS 6d	SCS-6-OA015	Public footpath	Yes - See table 6.3.4		Wall	
SCS 6d	SCS-6-OA016	Public footpath	Yes - See table 6.3.4		Wall	
SCS 6d	SCS-6-OA017	Public footpath	No	Seaward edge of track		
SCS 6d	SCS-6-OA018	Public footpath	No	Seaward edge of track		

6.3.3 Other options considered: Maps 6a to 6e - Kents Bank to Cove Well, Silverdale

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 6c and 6d	SCS-6-S025 to SCS-6-S032	We considered aligning the trail along the public footpath that runs along the foreshore to the front of Grubbins Wood as shown on the map.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It remains available at most states of the tide; ■ It already exists as a permissive path; and ■ It provides a better surface for those with reduced mobility. <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> <p>Under our proposals, the public footpath would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p>
SCS 6d	SCS-6-S039 to SCS-6-S042	We considered aligning the trail along the public footpath that runs along the foreshore to the front of Frith Wood and across White Creek to Arnside Park.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It remains available at all states of the tide; and ■ It provides a better surface for those with a reduced mobility. <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> <p>Under our proposals, the public footpath would remain available for people to use as part of the spreading room, but would not form part of the designated trail</p>
SCS 6e	SCS-6-S047 to SCS-6-S050	We considered aligning the trail through the seaward edge of agricultural fields between Stoney Gap, Far Arnside and the beach at Far Arnside.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The other route option described would have compromised the existing nature conservation land management. The management of this site relies on a carefully balanced grazing regime, and the presence of walkers with or without dogs along this option would have deterred cattle from grazing the lower levels of the SSSI. ■ The other route option described would not have struck a fair balance, in terms of the criteria described in chapter 4 of the scheme. <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 6e	SCS-6-S048 to SCS-5-S060	We considered aligning the trail along the existing public footpath that runs from Cove Road, at its junction with Farm Lane, across agricultural land and down through Holgate Caravan Park onto Cove Road, Silverdale.	<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. ■ Of concerns raised by Cumbria County Council Highways over crossing Cove Road at the exit point from Holgate's Caravan Park. <p>We therefore concluded overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the scheme.</p>
SCS 6e	SCS-6-S056 to SCS-6-S062	We considered aligning the trail along the seaward boundary of the former Leeds Children's Holiday Home. Through the adjoining woodland seaward of the cricket pitch, and heading inland through the adjoining agricultural field and re-joining the public highway	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The topography of the land seaward of the site does not provide any opportunity for a safe path to be created.
SCS 6a to 6e	SCS-6-S001 to SCS-6-S063	We also noted that an existing byway crosses Warton Sands the intertidal area between Kents Bank in Cumbria and Hest Bank in Lancashire. Please refer to SDC Reports	<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 12.5km 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 and the Queens Guide for Morecambe Bay 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.

6.3.4 Roll-back implementation – more complex situations: Maps 6a to 6e - Kents Bank to Cove Well, Silverdale

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 6c SCS 6d	SCS-6-S018 to SCS-6-S026 and SCS-6-S033 to SCS-6-S035	Private house and gardens	<p>If it is no longer possible to find a viable route seaward of the specified excepted land i.e. buildings, curtilage and gardens, we will choose a route landward of it, 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 6c to 6e	SCS-6-S027 to SCS6-S032 and SCS-6-S036 to SCS-6-S045	Arnside Knott SSSI	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA) 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. In reaching this judgement 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. Consideration will also be given to possible impacts of rollback on the environment, including further assessment under the Habitats Regulations where necessary.</p>
SCS 6e	SCS-6-S052 to SCS-6-S056	Public Highway unsuitable for access on foot	<p>If it is no longer possible to find a viable route seaward of the Public Highway (Cove Rd) at the beach at Far Arnside. We will choose a route landward of it, following discussions with owners and occupiers.</p> <p>In reaching this judgement 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 6c to 6e	SCS-6-S019 to SCS-6-S031 SCS-6-S024 to SCS-6-S026 SCS-6-S031 to SCS-6-S035 and	Morecambe Bay SPA, SAC, Ramsar & SSSI	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA) 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>

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	SCS-6-S052 to SCS-6-S054		In reaching this judgement 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. Consideration will also be given to possible impacts of rollback on the environment, including further assessment under the Habitats Regulations where necessary.
SCS 6d	SCS-6-OA15 and SCS-6-OA16	Private house and gardens	<p>If it is no longer possible to find a viable route seaward of the specified excepted land i.e. buildings, curtilage and gardens, we will choose a route landward it, following discussions with owners and occupiers.</p> <p>In reaching this judgement 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> <p>Linked to SCS-6-S033 to SCS-5-S035 (above).</p>
SCS 6d	SCS-6-OA015 and SCS-6-OA016	Morecambe Bay SPA, SAC, Ramsar & SSSI	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA) 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 this judgement 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. Consideration will also be given to possible impacts of rollback on the environment, including further assessment under the Habitats Regulations where necessary.</p> <p>Linked to SCS-6-S033 to SCS-6-S035 (above).</p>

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 6.4: Proposals Maps

6.4.1 Map Index

Map reference	Map title
SCS 6a	Kents Bank to Yew Tree Playing Fields
SCA 6b	Yew Tree Playing Fields to Grange – Over – Sands Station
SCS 6c	Arnside Station to Grubbins Wood, Arnside
SCS 6d	Grubbins Wood, Arnside to Far Arnside
SCS 6e	Far Arnside to Cove Well, Silverdale
Directions Map SCS 6A	Far Arnside: Proposed direction under S24 CROW
Directions Map SCS 6B	Kents Bank and Grange-Over-Sands: Proposed direction under S25A CROW
Directions Map SCS 6C	Arnside: Proposed direction under S25A CROW
Directions Map SCS 6D	Silverdale: Proposed direction under S25A 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:

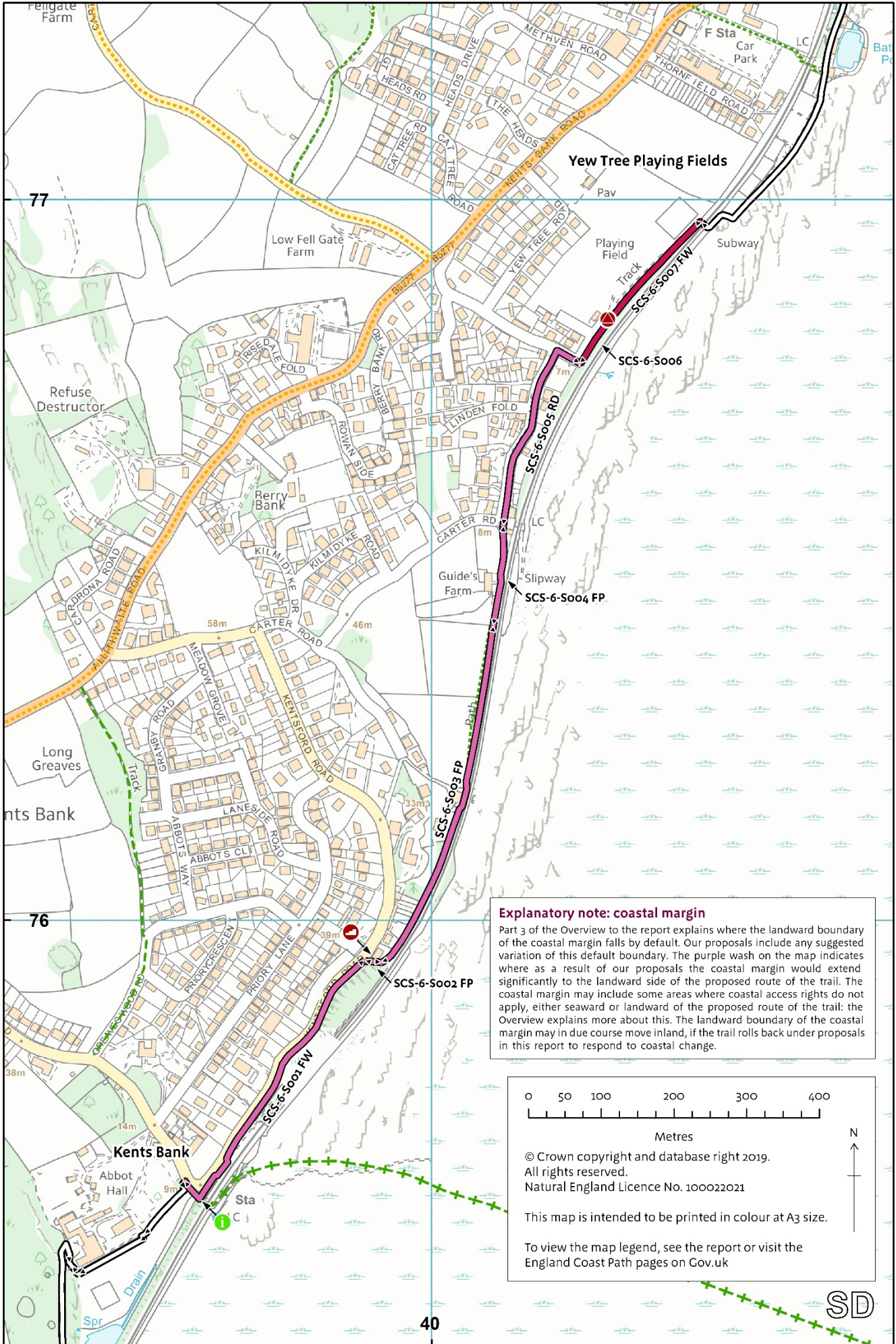
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

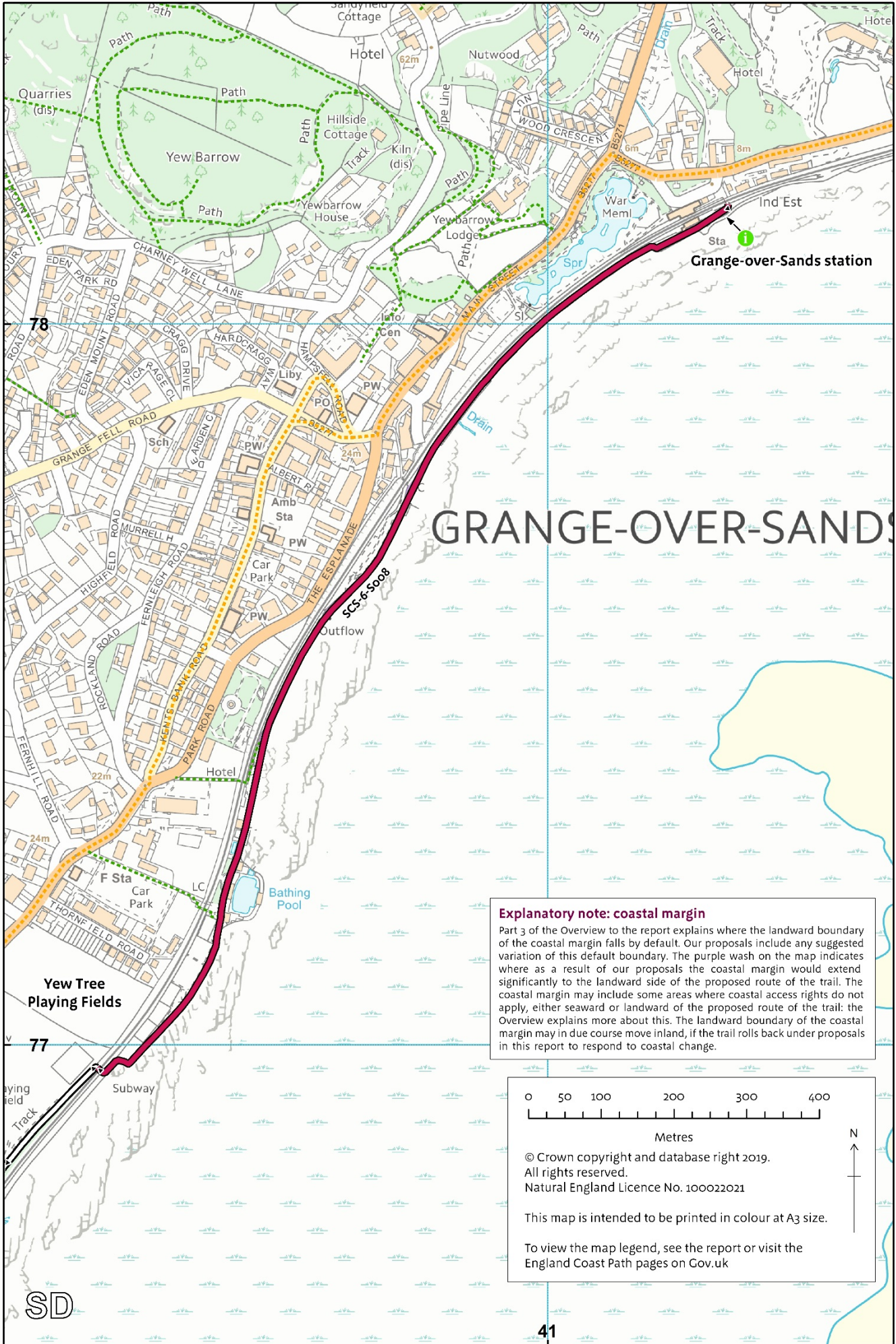
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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



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

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 Metres
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Explanatory note: coastal margin
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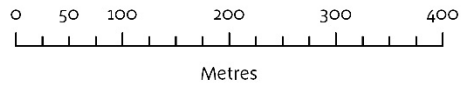
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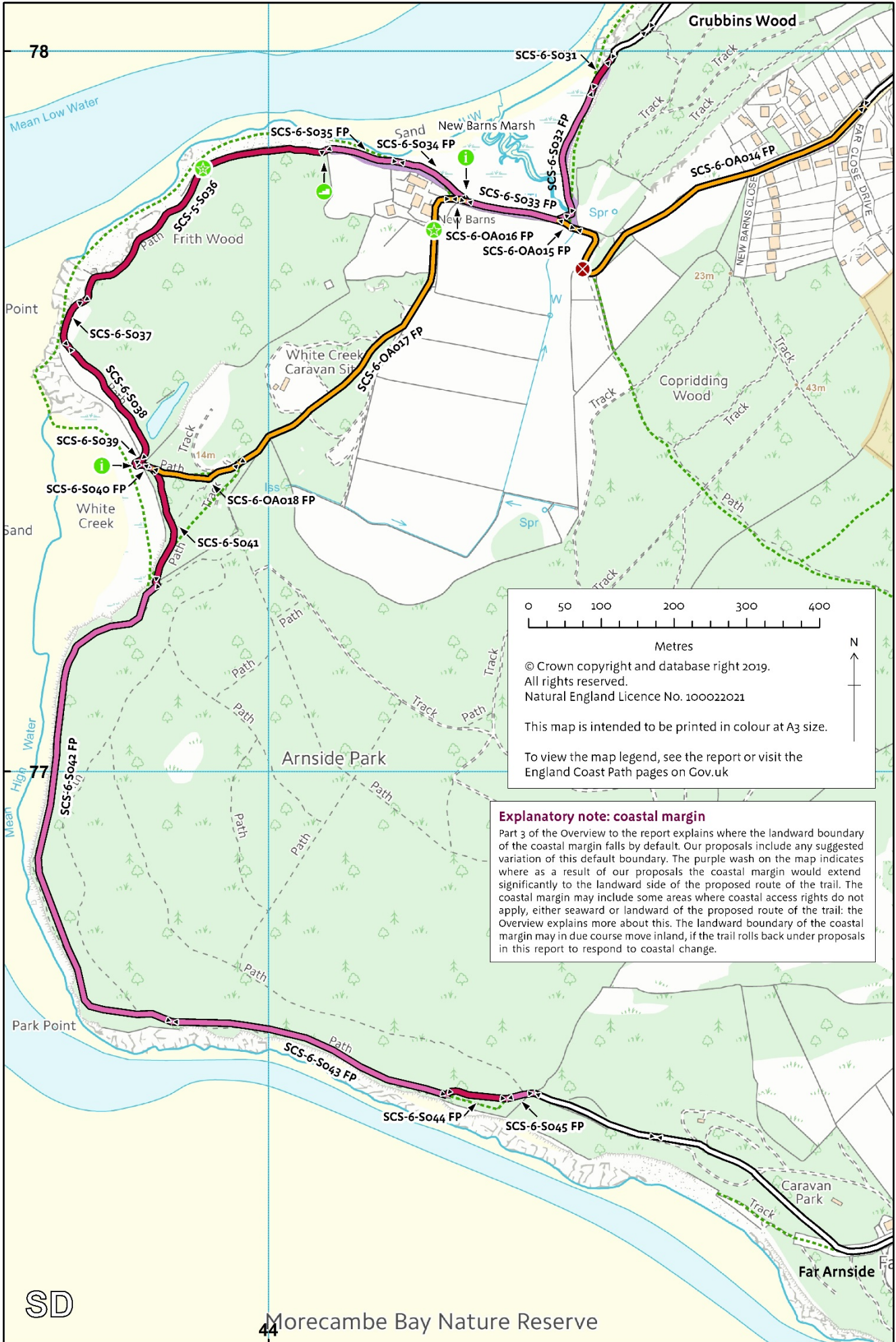


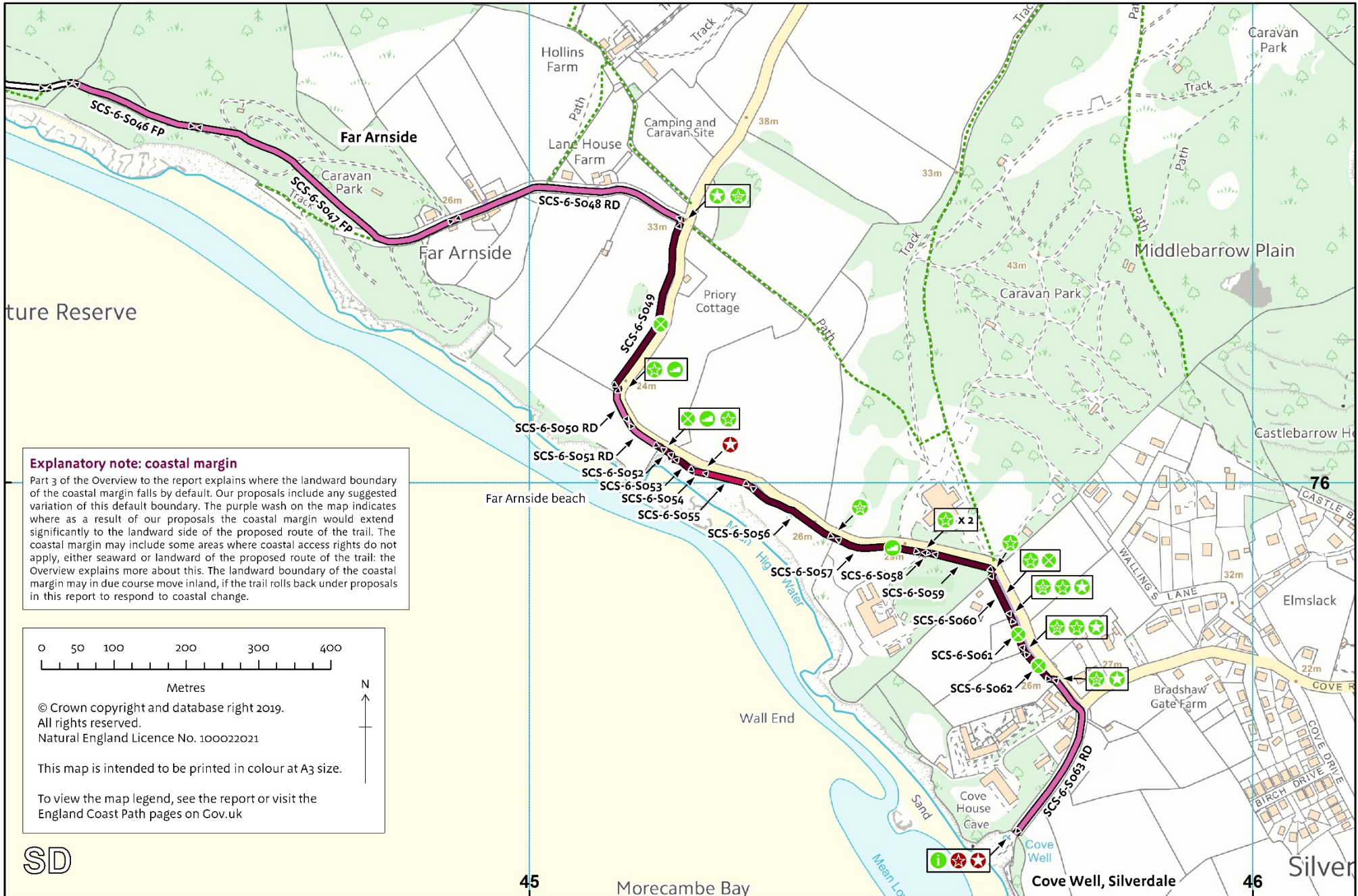
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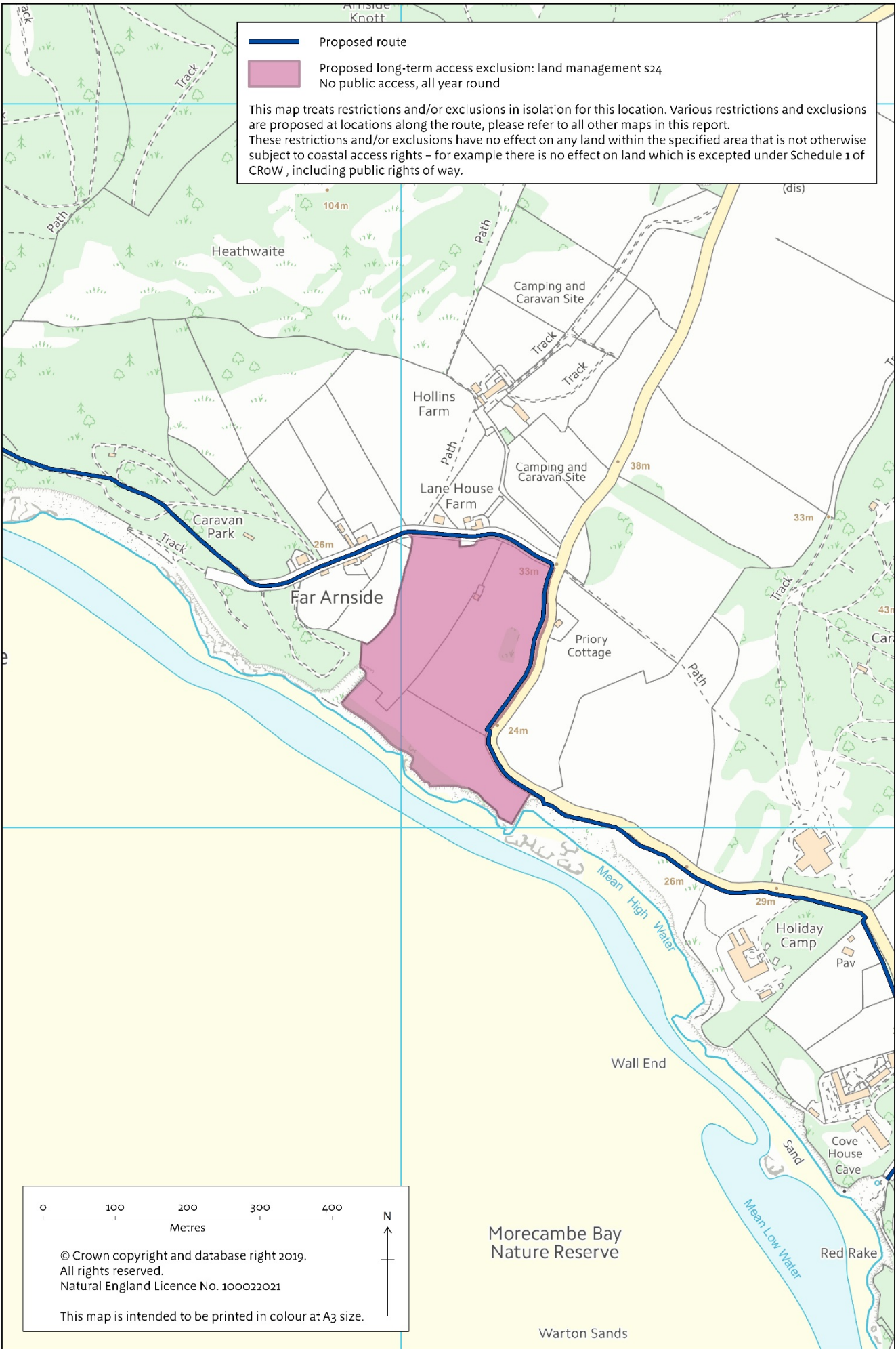
Morecambe Bay

46

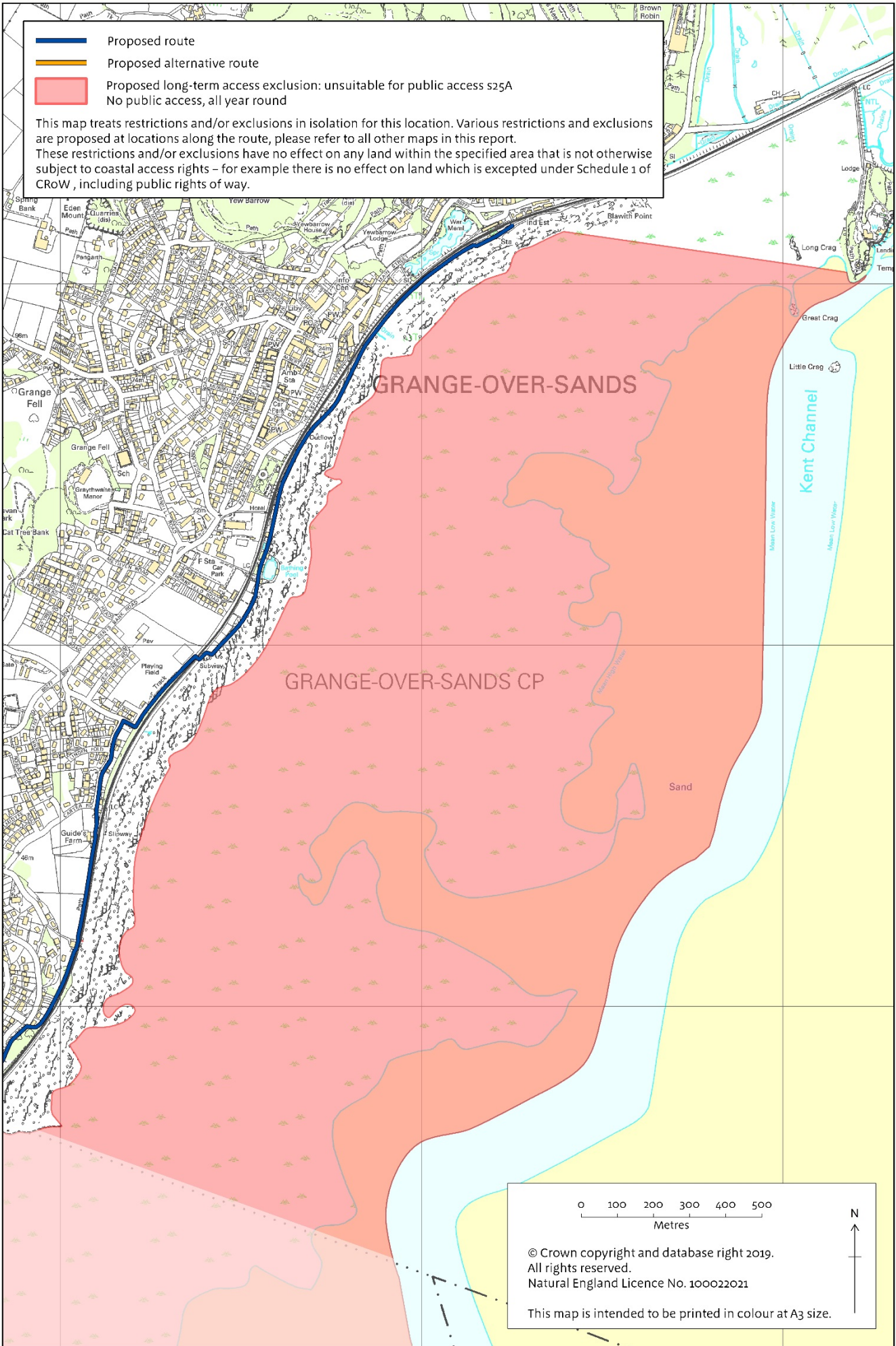
Cove Well, Silverdale

Silverdale

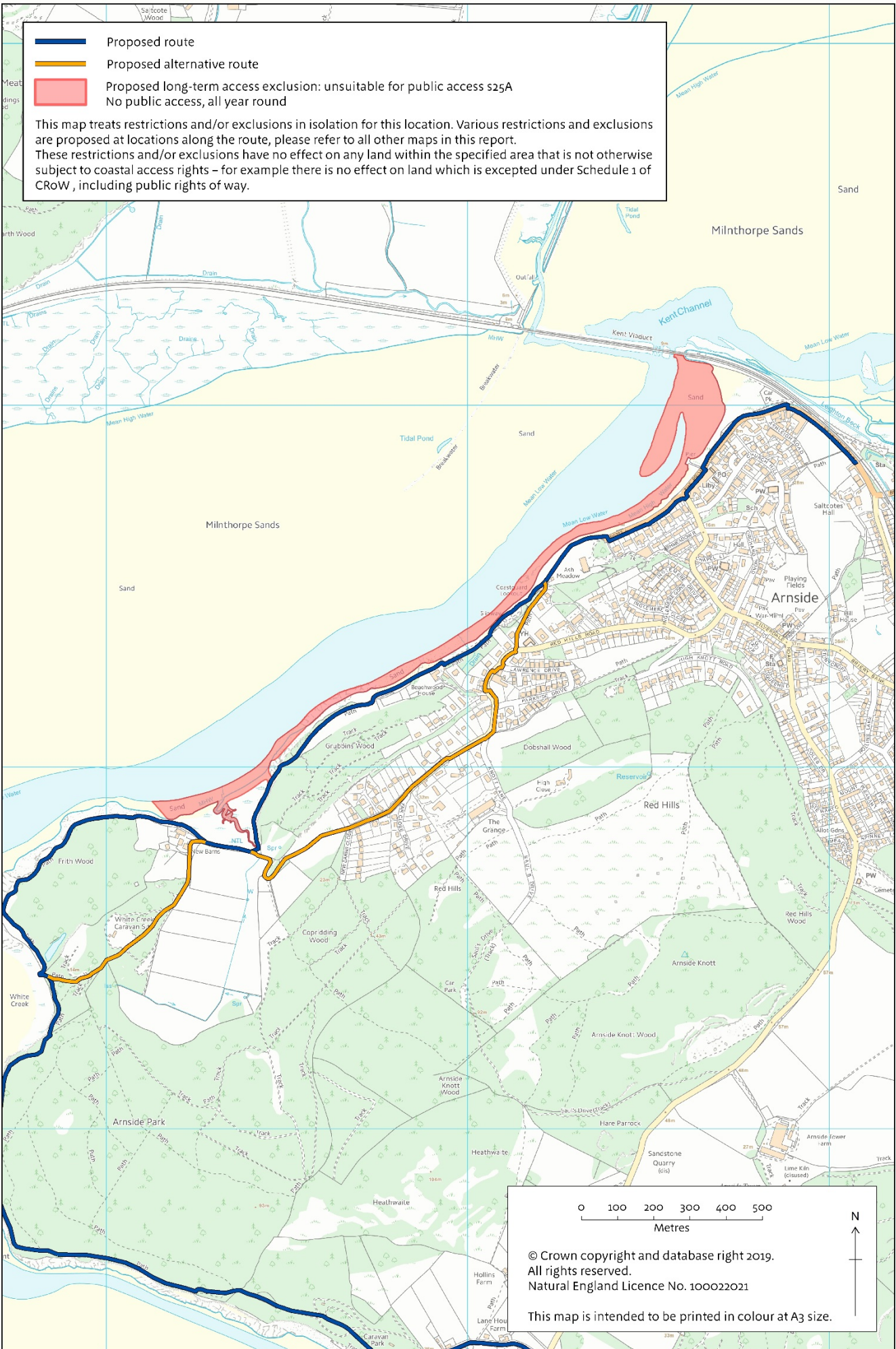
Directions Map SCS 6A: Far Arnside



Directions Map SCS 6B: Kents Bank and Grange-over-Sands



Directions Map SCS 6C: Arnside



— Proposed route
— Proposed alternative route
 Proposed long-term access exclusion: unsuitable for public access s25A
 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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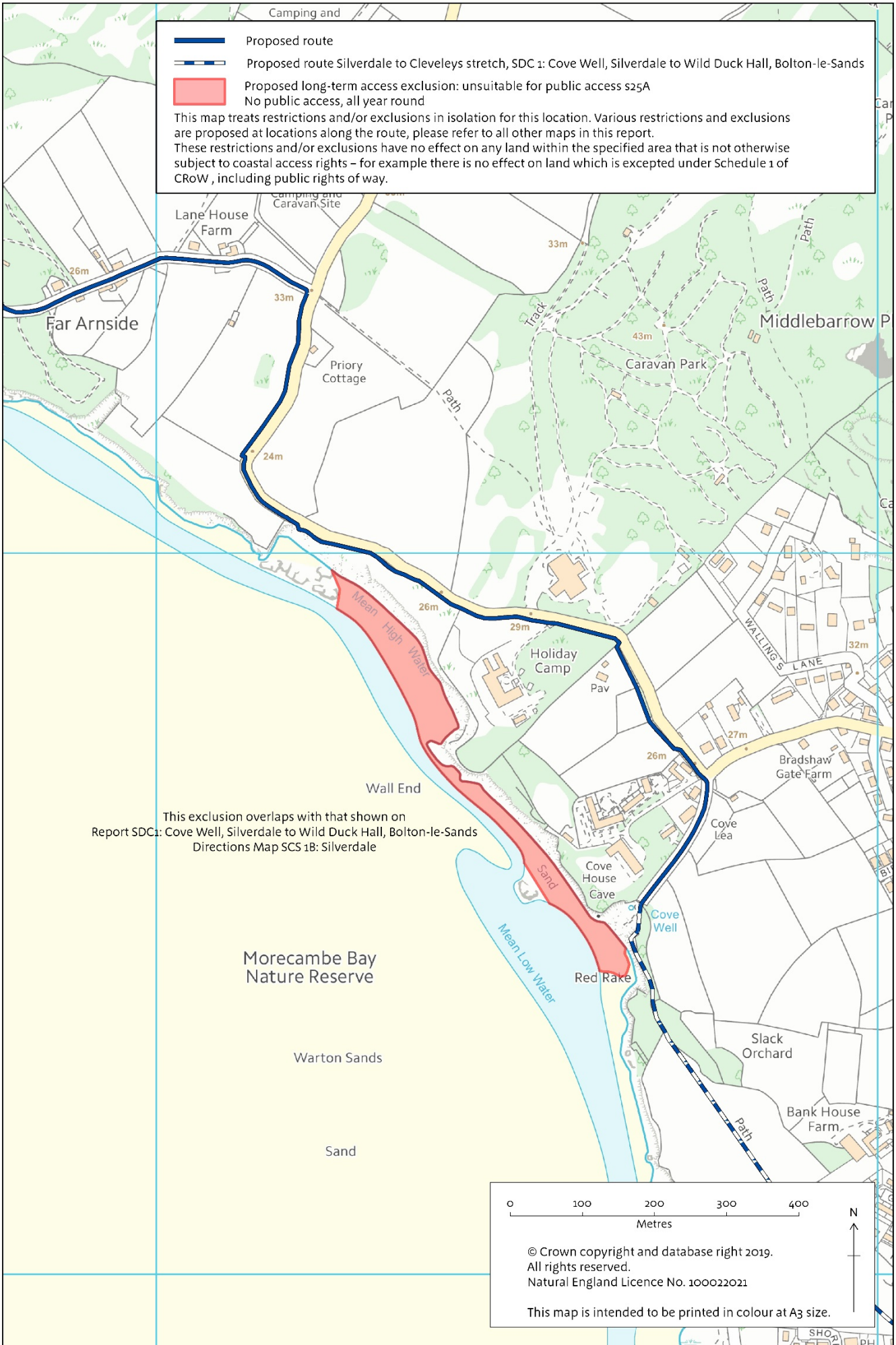
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Directions Map SCS 6D: Silverdale

 Proposed route
 Proposed route Silverdale to Cleveleys stretch, SDC 1: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands
 Proposed long-term access exclusion: unsuitable for public access s25A
 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.



This exclusion overlaps with that shown on Report SDC1: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands Directions Map SCS 1B: Silverdale

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