



England Coast Path Stretch: Silverdale to Cleveleys

Report SDC 3: Ocean Edge Caravan Park, Heysham to Carlisle Bridge, Lancaster

Part 3.1: Introduction

Start Point:	Ocean Edge Caravan Park, Heysham (Grid reference SD 4041 5912)
End Point:	Carlisle Bridge, Lancaster (Grid reference SD 4716 6236)
Relevant Maps:	SDC 3a to SDC 3j

3.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Silverdale to Cleveleys.

3.1.2 This report covers length SDC 3 of the stretch, which is the coast between Ocean Edge Caravan Park, Heysham and Carlisle Bridge, Lancaster. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

3.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

3.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 3.2: Proposals Narrative

The trail:

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

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

3.2.3 Includes many sections of new path, in six locations. These are at Middleton Sands, Sunderland Point, adjacent to Lades Marsh, Overton, adjacent to Colloway Marsh and Heaton with Oxcliffe. See maps SDC 3a and SDC 3c to 3g and associated tables below for details.

3.2.4 Is aligned on the beach or foreshore in three locations: a short section at Middleton Sands, at Sunderland Point and at Bazil Point. In each case, we believe this to be the only or the best option. See Table 3.2.1 and maps SDC 3a, 3c and 3e for details.

3.2.5 Diverts further inland at Heaton Marsh (trail sections SDC-3-S085 to SDC-3-S089); this is to take into account key nature conservation concerns, such as avoidance of impact on internationally important populations of birds. See map SDC 3g (See also Future Change, below and Part 7 of the Overview).

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

3.2.6 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay and Duddon Estuary Special Protection Area (SPA)
- Morecambe Bay RAMSAR site
- Lune Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Wyre Lune Marine Conservation Zone (MCZ)

Map C in the Overview shows the extent of designated areas along this stretch of coast, including SPAs, SSSIs and Scheduled Monuments.

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

3.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SDC 3a	SDC-3-S001	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none">■ Coastal access rights would be excluded all year round on the flats at Red Nab. See 3.2.21 and Direction Map SDC 3F. <p>In addition we will install:</p> <ul style="list-style-type: none">■ An advisory sign and interpretation panel at Ocean Edge Caravan Park to provide	To reduce the risk of disturbance to roosting, non-breeding waterbirds and feeding waterbirds year round. (Morecambe Bay and Duddon Estuary SPA, Lune Estuary SSSI, Morecambe Bay Ramsar).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>information on all restrictions. See map for location.</p>	
SDC 3b and SDC 3c	SDC-3-S016 to SDC-3-S032	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded all year round on parts of the marsh and shingle banks in the coastal margin, from Potts Corner to Sunderland Village. See 3.2.25 and Direction Map SDC 3G. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ An advisory sign and interpretation panels at Potts Corner and where the public bridleway turns inland across Sunderland Point, to provide information on all restrictions. See map for location. 	<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 Ramsar site and Lune Estuary SSSI).</p>
SDC 3c	SDC-3-S023 to SDC-3-S028	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights on the line of the trail would be restricted requiring dogs to be kept on a lead all year around Sunderland Point. See 3.2.23 and Direction Map SDC 3G. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ An advisory sign where the public bridleway turns inland across Sunderland Point and just south of Old Hall on Sunderland Point, to provide information on all restrictions. See map for location. 	<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 Ramsar site and Lune Estuary SSSI).</p>
SDC 3e	SDC-3-S059	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded all year round on the shingle bank around Bazil Point. See 3.2.27 and Direction Map SDC 3H. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ An advisory sign at Bazil Point to provide information on all restrictions. See map for location. 	<p>To reduce the risk of plants growing in shingle banks being trampled by people walking along the shore. (Morecambe Bay SAC / Ramsar, Lune Estuary SSSI).</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SDC 3f and 3g	SDC-3-S081 to SDC-3-S084	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded all year round on the utilities service track. See 3.2.30 and Direction Map SDC 3I. ■ Coastal access rights on the embankment near Heaton Hall Farm would be restricted requiring dogs to be kept on a lead all year round. See 3.2.29 and Direction Map SDC 3I. <p>In addition we will install:</p> <ul style="list-style-type: none"> ■ Advisory signs at either end of the embankment near Heaton Hall Farm, to provide information on all restrictions. See maps for locations. 	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 Ramsar site and Lune Estuary SSSI).
SDC 3g & SDC 3h	SDC-3-S085 to SDC-3-S089	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned further inland to avoid sensitive areas on and adjacent to Heaton Marsh. See table 3.3.3 	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 Ramsar site and Lune Estuary SSSI).

3.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites; 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:

3.2.9 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 along cliff tops and embankments, through agricultural land and marsh areas;
- There are places where it would be necessary to ascend/descend steps that will be installed to make the trail easier to use. We envisage this happening before the new access rights come into force as part of the physical establishment work described in parts 3.2.39 to 3.2.42 in this report.
- It is possible to avoid some of the barriers mentioned above by following other existing walked routes or public rights of way. Where possible, we will aim to work with local authorities to indicate other paths that might be followed by those with reduced mobility, in order to bypass steps or other obstacles.

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

Where we have proposed exercising statutory discretions:

3.2.10 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the river Lune, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as Carlisle Bridge, Lancaster as indicated by the extent of the trail shown on map A2b in the Overview. The trail covered by this report includes part of the Lune estuary. The remaining part of the Lune estuary route is covered in Reports SDC 4 and SDC 5.

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

3.2.11 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 3.3.1 below.

3.2.12 At route sections SDC-3-S011, SDC-3-S012, SDC-3-S016 to SDC-3-S019, SDC-3-S025, SDC-3-S028 and SDC-3-S083 we have used this discretion to limit the landward extent of the coastal margin to the fence line. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default as either beach, dune or bank. This option provides the most clarity because the fence provides an easily identifiable boundary for access users.

3.2.13 In the vicinity of Potts Corner and Overton, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owners of these areas of land are content for us to propose this.

3.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 3.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 3.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

3.2.15 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.

Restriction of access for land management purposes

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

3.2.17 Access to the line of the England Coast Path on route sections SDC-3-S001 to SDC-3-S006 is restricted, 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 all year round, to replicate current site management. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SDC 3A.

Exclusion of access to the saltmarsh/flat

3.2.18 Areas of saltmarsh at Sunderland Bank, Lades Marsh, Colloway Marsh and Heaton 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 Sunderland Bank and along the River Lune, 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:

3.2.19 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SDC-3-S011 to SDC-3-S033, SDC-3-S037 to SDC-3-S065, SDC-3-S069 to SDC-3-S070 and SDC-3-S072 to SDC-3-S092 is to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as this area 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 SDC 3B to SDC 3E.

Exclusions and restrictions of access for nature conservation purposes

3.2.20 The site at Red Nab is used by feeding Mediterranean gulls and non-breeding waterbirds. The feeding birds are susceptible year round to disturbance while feeding. The non-breeding birds are susceptible to disturbance while on high tide roosts at Red Nab. 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:

3.2.21 Access to the land in the coastal margin seaward of route section SDC-3-S001 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 SDC 3F.

3.2.22 The saltmarsh, channels and shingle banks at Sunderland Point are used by breeding ground nesting waders and non-breeding waterbirds. The ground nesting birds are susceptible to disturbance while breeding. The non-breeding birds are susceptible to disturbance while on high tide roosts on the foreshore and shingle banks. The shingle banks around Sunderland Point are also used year round by feeding waterbirds. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. Therefore the following restriction is proposed:

3.2.23 Access to the line of the England Coast Path on route sections SDC-3-S023 to SDC-3-S028 is restricted, 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 their dogs on a lead all year round, in order to prevent disturbance to birds. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SDC 3G.

3.2.24 The grazing marsh, channels south of Potts Corner and the shingle banks at Sunderland Point are used by breeding ground nesting waders and non-breeding waterbirds. The ground nesting birds are susceptible to disturbance while breeding. The non-breeding birds are susceptible to disturbance while on high tide roosts on the foreshore and shingle banks. The shingle banks around Sunderland Point are also used year round by feeding waterbirds. 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:

3.2.25 Access to the land in the coastal margin, not covered by the section 25A direction, seaward of route sections SDC- 3-S016 to SDC-3-S032 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 and damage to the vegetated shingle. 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 SDC 3G.

3.2.26 The shingle banks at Bazil Point support plant species which are susceptible to damage by trampling. This is explained in the Habitat Regulations Assessment for this site which will be published alongside this report. Therefore the following exclusion is proposed:

3.2.27 Access to the land in the coastal margin, not covered by the section 25A direction, seaward of route section SDC-3-S059 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 damage to the vegetated shingle. 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 SDC 3H.

3.2.28 The saltmarsh and channels at Heaton Marsh are used by ground nesting birds and non-breeding waterbirds. The ground nesting birds are susceptible to disturbance while breeding. 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. Therefore the following restriction and exclusion is proposed:

3.2.29 Access to the line of the England Coast Path on route section SDC-3-S083 is restricted, 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 their dogs on a lead all year round, in order to prevent disturbance to birds. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SDC 3I.

3.2.30 Access to the land in the coastal margin, not covered by the section 25A direction, seaward of route sections SDC-3-S081 to SDC-3-S084 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 SDC 3I.

3.2.31 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.

3.2.32 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between Middleton Sands and Sunderland Point (route sections SDC-3-S022 and SDC-3-S033) when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route section SDC-3-OA001 on map SDC 3c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

3.2.33 An optional alternative route is to operate as an optional diversion from the ordinary route between Lades Marsh and Chapel Pool, Overton (route sections SDC-3-S055 and SDC-3-S069) when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route sections SDC-3-OA002 to SDC-3-OA007 on map SDC 3e. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

3.2.34 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 1.3.2 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.

3.2.35 Coastal erosion: Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

3.2.36 Column 4 of tables 3.3.1 and 3.3.2 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 SDC 3a to 3j as the proposed route of the trail.

3.2.37 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in table(s) 3.3.1 or 3.3.2, the route is to be at the centre of the line shown on maps SDC 3a to 3j as the proposed route of the trail.

Other future change:

3.2.38 There are also places described in this report where we foresee the need for future changes to the proposed access provisions for development reasons. These are summarised at part 7 of the Overview.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

3.2.39 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

3.2.40 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £216,481 and is informed by:

- information already held by the access authority
- 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.

3.2.41 There are several main elements to the overall cost:

- A significant number of new signs and information boards would be needed on the trail.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, gates and minimal surfacing work would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£22,969
Fencing	£53,195
Steps	£17,880
Bridges	£7,000
Boundary crossings	£22,287
Clearance, earth works & surfacing	£73,470
Project management	£19,680
Total	£216,481 (Exclusive of any VAT payable)

3.2.42 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, Lancashire County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail

3.2.43 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

3.2.44 We estimate that the annual cost to maintain the trail will be **£9,611** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 3.3: Proposals Tables

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

3.3.1 Section Details: Maps SDC 3a to SDC 3j - Ocean Edge Caravan Park, Heysham to Carlisle Bridge, Lancaster

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: 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 3.3.4’ 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
SDC 3a	SDC-3-S001*	Other existing walked route	Yes - See table 3.3.4	No	Landward edge of road	Clarity and cohesion	
SDC 3a	SDC-3-S002*	Other existing walked route	Yes - See table 3.3.4	No	Edge of path	Clarity and cohesion	
SDC 3a	SDC-3-S003*	Other existing walked route	Yes - See table 3.3.4	No	Landward edge of road	Clarity and cohesion	
SDC 3a	SDC-3-S004*	Other existing walked route	Yes - See table 3.3.4	No	Edge of path	Clarity and cohesion	
SDC 3a	SDC-3-S005*	Other existing walked route	Yes - See table 3.3.4	No	Landward edge of road	Clarity and cohesion	
SDC 3a	SDC-3-S006*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 3a	SDC-3-S007*	Public footpath	No	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
SDC 3a	SDC-3-S008* and SDC-3-S009*	Not an existing walked route	Yes - See table 3.3.4	No	Fence line	Clarity and cohesion	
SDC 3a	SDC-3-S010*	Other existing walked route	Yes - See table 3.3.4	No			
SDC 3a	SDC-3-S011* and SDC-3-S012*	Other existing walked route	Yes - See table 3.3.4	Yes - bank	Fence line	Clarity and cohesion	The fence runs along the top of the bank
SDC 3b	SDC-3-S013*	Not an existing walked route	Yes - See table 3.3.4	No	Landward edge of road	Clarity and cohesion	
SDC 3b	SDC-3-S014* and SDC-3-S015*	Public highway	Yes - See table 3.3.4	No	Edge of road	Clarity and cohesion	
SDC 3b	SDC-3-S016	Public bridleway	No	Yes - bank	Fence line	Clarity and cohesion	The fence runs along the top of the bank
SDC 3b	SDC-3-S017* to SDC-3-S019*	Other existing walked route	No	Yes - bank	Fence line	Additional landward area	The fence runs along the top of the bank
SDC 3b	SDC-3-S020	Public bridleway	No	No	Fence line	Clarity and cohesion	
SDC 3b	SDC-3-S021 and SDC-3-S022	Public bridleway	No	No	Fence line	Clarity and cohesion	
SDC 3c	SDC-3-S023 and SDC-3-S024	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 3c	SDC-3-S025	Other existing walked route	No	Yes - bank	Fence line	Clarity and cohesion	The fence runs along the top of the bank
SDC 3c	SDC-3-S026* and SDC-3-S027*	Not an existing walked route	Yes - See table 3.3.4	No			
SDC 3c	SDC-3-S028	Other existing walked route	No	Yes - bank	Fence line	Clarity and cohesion	The fence runs along the top of the bank
SDC 3c	SDC-3-S029	Public footpath	No	No	Wall	Clarity and cohesion	
SDC 3c	SDC-3-S030	Public footpath	No	No	Fence line	Clarity and cohesion	
SDC 3c	SDC-3-S031	Public footpath	No	No	Various	Clarity and cohesion	Landward margin will follow wall, hedge & fence
SDC 3c	SDC-3-S032	Other existing walked route	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
SDC 3c	SDC-3-S033	Public footpath	No	No	Various	Clarity and cohesion	Landward margin will follow hedge then wall
SDC 3c	SDC-3-S034 and SDC-3-S035	Public footpath	No	No	Various	Clarity and cohesion	Landward margin will follow wall and fence
SDC 3c	SDC-3-S036 to SDC-3-S037	Public footpath	No	No			
SDC 3c	SDC-3-S038* to SDC-3-S041*	Public footpath	No	No	Wall	Clarity and cohesion	
SDC 3c	SDC-3-S042*	Not an existing walked route	No	No	Hedgerow	Clarity and cohesion	
SDC 3c	SDC-3-S043* and SDC-3-S044*	Not an existing walked route	No	Yes - bank			
SDC 3c	SDC-3-S045*	Not an existing walked route	No	No			
SDC 3c	SDC-3-S046*	Not an existing walked route	No	Yes - bank			
SDC 3d	SDC-3-S047*	Not an existing walked route	No	Yes - bank			
SDC 3d	SDC-3-S048*	Not an existing walked route	No	No			
SDC 3d	SDC-3-S049*	Not an existing walked route	No	Yes - bank			
SDC 3d	SDC-3-S050*	Other existing walked route	No	Yes - bank	Fence line	Additional landward area	The fence lies to the landward side of the bank
SDC 3d	SDC-3-S051	Public highway	No	No	Fence line	Clarity and cohesion	
SDC 3d	SDC-3-S052	Public highway	No	No			
SDC 3d	SDC-3-S053	Other existing walked route	No	Yes - bank	Fence line	Additional landward area	The fence runs along the top of the bank

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
SDC 3d	SDC-3-S054	Public footpath	No	No	Fence line	Clarity and cohesion	
SDC 3e	SDC-3-S055	Public footpath	No	No			
SDC 3e	SDC-3-S056*	Not an existing walked route	Yes - See table 3.3.4	No			
SDC 3e	SDC-3-S057	Public footpath	No	Yes - bank			
SDC 3e	SDC-3-S058	Public footpath	No	No	Fence line	Clarity and cohesion	
SDC 3e	SDC-3-S059	Public footpath	No	Yes – shingle beach			
SDC 3e	SDC-3-S060	Other existing walked route	No	Yes – shingle beach			
SDC 3e	SDC-3-S061	Other existing walked route	No	No	Wall	Clarity and cohesion	
SDC 3e	SDC-3-S062	Other existing walked route	No	No			
SDC 3e	SDC-3-S063*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 3e	SDC-3-S064*	Not an existing walked route	No	No			
SDC 3e	SDC-3-S065*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 3e	SDC-3-S066*	Public footpath	No	No	Hedgerow	Clarity and cohesion	
SDC 3e	SDC-3-S067*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 3e	SDC-3-S068*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 3e	SDC-3-S069*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SDC 3e	SDC-3-S070*	Other existing walked route	No	No	Edge of road	Clarity and cohesion	
SDC 3e	SDC-3-S071*	Not an existing walked route	No	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
SDC 3e	SDC-3-S072*	Not an existing walked route	Yes - See table 3.3.4	No			
SDC 3e	SDC-3-S073*	Not an existing walked route	Yes	No	Fence Line	Clarity and Cohesion	
SDC 3e and 3f	SDC-3-S074* and SDC-3-S075*	Not an existing walked route	Yes	Yes - bank			
SDC 3f	SDC-3-S076* to SDC-3-S081*	Not an existing walked route	Yes	No			
SDC 3g	SDC-3-S082*	Not an existing walked route	Yes	No	Edge of path	Clarity and cohesion	
SDC 3g	SDC-3-S083*	Not an existing walked route	Yes	Yes - bank	Fence line	Clarity and cohesion	The fence lies to the landward side and on top of the bank
SDC 3g	SDC-3-S084*	Not an existing walked route	No	No			
SDC 3g	SDC-3-S085*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 3g	SDC-3-S086*	Not an existing walked route	No	No	Landward edge of road	Clarity and cohesion	
SDC 3g	SDC-3-S087*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SDC 3g	SDC-3-S088*	Not an existing walked route	No	No	Hedgerow	Clarity and cohesion	
SDC 3h	SDC-3-S089*	Not an existing walked route	No	No	Edge of road	Clarity and cohesion	
SDC 3h	SDC-3-S090*	Public highway	No	No	Edge of path/verge	Clarity and cohesion	The trail follows the verge of the road
SDC 3h	SDC-3-S091*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SDC 3i and 3j	SDC-3-S092	Cycleway	No	No	Edge of track	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
SDC 3j	SDC-3-S093 and SDC-3-S094	Other existing walked route	No	No			
SDC 3j	SDC-3-S095	Public footpath	No	No	Pavement edge	Clarity and cohesion	

3.3.2 Optional alternative route details: Maps SDC 3a to SDC 3j - Ocean Edge Caravan Park, Heysham, to Carlisle Bridge, Lancaster

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. 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
SDC 3c	SDC-3-OA001	Public bridleway	No	Various	Various	Margin will follow wall, edge of path, hedge
SDC 3e	SDC-3-OA002	Public footpath	No			
SDC 3e	SDC-3-OA003	Public footpath	No	Various	Various	Margin will follow fence, hedge, wall
SDC 3e	SDC-3-OA004	Public footway (pavement)	No	Seaward pavement edge	Landward pavement edge	
SDC 3e	SDC-3-OA005	Public highway	No			
SDC 3e	SDC-3-OA006	Public footway (pavement)	No	Seaward pavement edge	Landward pavement edge	
SDC 3e	SDC-3-OA007	Public highway	No	Wall	Edge of path	

3.3.3 Other options considered: Maps SDC 3a to SDC 3j - Ocean Edge Caravan Park, Heysham to Carlisle Bridge, Lancaster

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 3a and 3b	SDC-3-S001 to SDC-3-S015	We considered aligning the trail along the foreshore at Middleton Sands.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The foreshore is frequently and quickly inundated by the tide. <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>
SDC 3b	SDC-3-S017 to SDC-3-S019	We considered aligning the trail along the north part of the bridleway that follows the base of the embankment at Potts Corner.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The bridleway was not suitable underfoot and there is an existing walked route that is more suitable that we have aligned to. <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 bridleway would remain available for people to use, but would not form part of the designated trail.</p>
SDC 3c	SDC-3-S026 and SDC-3-S027	We considered aligning the trail on the foreshore around Sunderland Point.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The foreshore is rocky and an unsuitable surface. ■ The chosen route gives a much better view of the coastline. <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. This proposal is made with the support of the landowner.</p>

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 3c and 3d	SDC-3-S038 to SDC-3-S050	We considered aligning the trail along the highway that runs through the middle of Lades Marsh.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The road is frequently and quickly inundated by the tide and surrounded by deep creeks. <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 road would remain available for people to use, but would not form part of the designated trail. This proposal is made with the support of Lancashire Highways Authority.</p>
SDC 3e	SDC-3-S056	We considered aligning the trail along the public right of way on the edge of Lades Marsh (towards Bazil Point).	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The marsh is frequently and quickly inundated by the tide and surrounded by deep creeks. ■ The public right of way is heavily poached by cattle and not always passable. <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 right of way would remain available for people to use, but would not form part of the designated trail.</p>
SDC 3e	SDC-3-S063 to SDC-3-S072	We considered aligning the trail on the marsh edge between Fiskes Point and Durnal Point.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The marsh is frequently and quickly inundated by the tide and surrounded by deep creeks. ■ The marsh surface is heavily poached and unsuitable to walk on. <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 number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 3e to 3h	SDC-3-S073 to SDC-3-S089	We considered aligning the trail along the edge of the marsh from Durnal Point to Lancaster Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The marsh is frequently and quickly inundated by the tide and surrounded by deep creeks. ■ The marsh surface is heavily poached and unsuitable to walk on. <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>
SDC 3h	SDC-3-S090 and SDC-3-S091	We considered aligning the trail in the fields and around the pub and farm house that are adjacent to Lancaster Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The alignment in the fields and around the pub would have had limited views of the coast. ■ The other option would have created unacceptable land management impacts. <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.

3.3.4 Roll-back implementation – more complex situations: Maps SDC 3a to SDC 3j: Ocean Edge Caravan Park, Heysham to Carlisle Bridge, Lancaster

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SDC 3a to 3c; and SDC 3e to 3g	SDC-3-S001 to SDC-3-S003, SDC-3-S005, SDC-3-S008 to SDC-3-S015, SDC-3-S026 and SDC-3-S027 SDC-3-S056 and SDC-3-S072 to SDC-3-S083	<ul style="list-style-type: none"> ■ Morecambe Bay Special Area of Conservation (SAC) ■ Morecambe Bay / Duddon Estuary Special Protection Area (SPA) ■ Morecambe Bay Ramsar site ■ Lune Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest 	<ul style="list-style-type: none"> ■ 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. ■ 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. ■ If it is no longer possible to find a viable route seaward of any excepted land (e.g. buildings, curtilage, gardens etc.), we will choose a route landward of it, following discussions with owners and occupiers. ■ If it is no longer possible to find a viable route seaward of the several caravan parks on this stretch of coast, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. ■ Consideration will be given to possible impacts of rollback on the environment, including further assessment under the Habitats Regulations where necessary. ■ 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.

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 3.4: Proposals Maps

3.4.1 Map Index



Map reference	Map title
SDC 3a	Ocean Edge Caravan Park, Heysham to Shorefields Caravan Park
SDC 3b	Shorefields Caravan Park to Sunderland Brows Farm
SDC 3c	Sunderland Brows Farm to Bazil Sand
SDC 3d	Bazil Sand to Lades Marsh, Overton
SDC 3e	Lades Marsh, Overton to Dunnal Point
SDC 3f	Dunnal Point to Colloway Pool
SDC 3g	Colloway Pool to Riverside Farm
SDC 3h	Riverside Farm to Oxcliffe Hill Farm
SDC 3i	Oxcliffe Hill Farm to Salt Ayre Leisure Centre
SDC 3j	Salt Ayre Centre to Carlisle Bridge, Lancaster
Directions Map SDC 3A	Ocean Edge Caravan Park: Proposed direction under S24 CROW
Directions Map SDC 3B	Sunderland Bank: Proposed direction under S25A CROW
Directions Map SDC 3C	Lades Marsh: Proposed direction under S25A CROW
Directions Map SDC 3D	Colloway Marsh: Proposed direction under S25A CROW
Directions Map SDC 3E	Heaton Marsh: Proposed direction under S25A CROW
Directions Map SDC 3F	Red Nab: Proposed direction under S26(3)(a) CROW
Directions Map SDC 3G	Sunderland Point: Proposed direction under S26(3)(a) CROW
Directions Map SDC 3H	Bazil Point: Proposed direction under S26(3)(a) CROW
Directions Map SDC 3I	Access track and flood bank at Heaton 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:

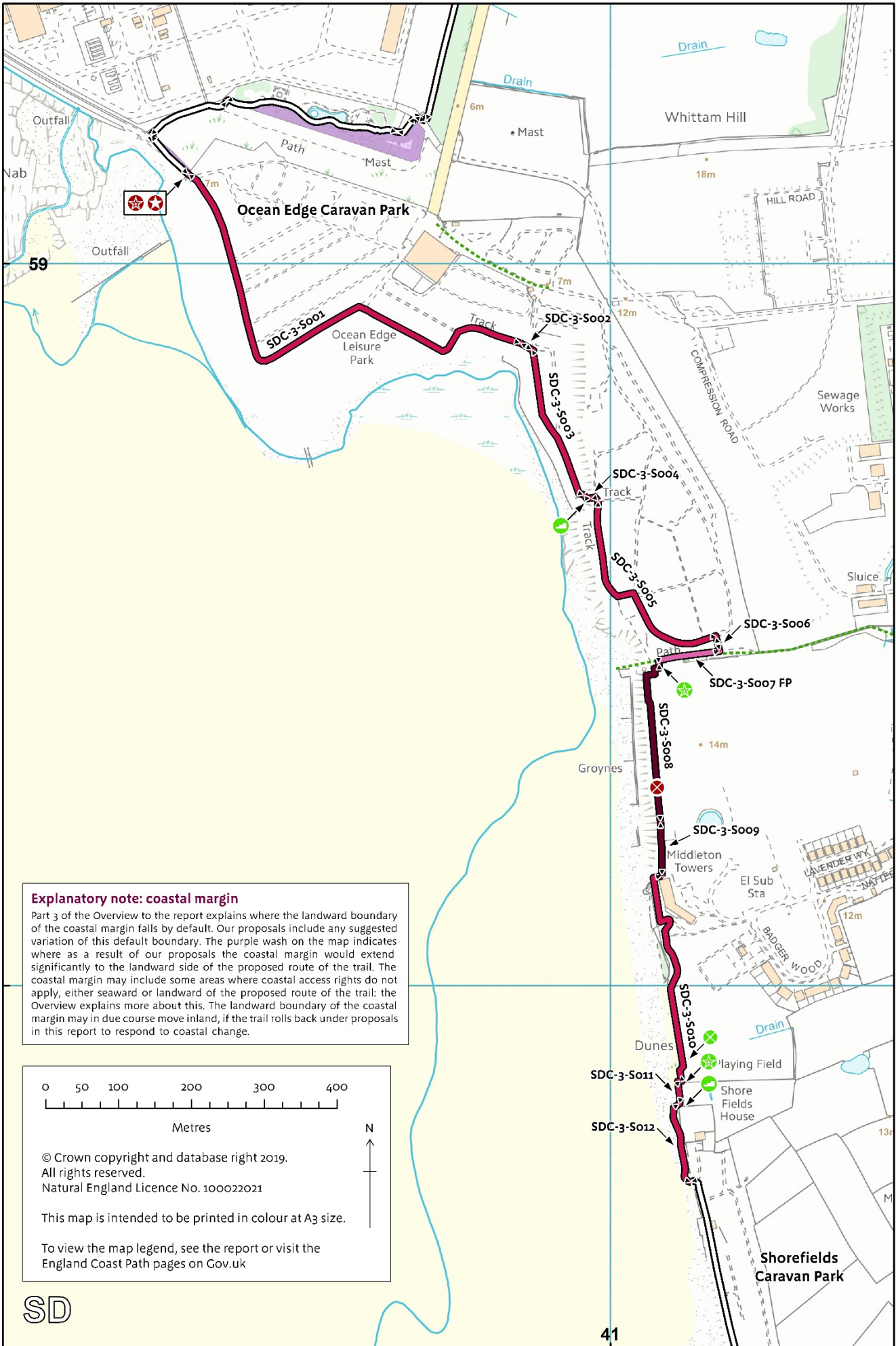
-  Barrier
-  Boardwalk
-  Bollard
-  Cattle grid
-  Culvert
-  Cycle chicane
-  Drainage
-  Drop-kerb
-  Gap in fence
-  Hurdle
-  Interpretation panel
-  Ramp
-  Revetment
-  Stepping stones
-  Steps
-  Series of marker posts

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.



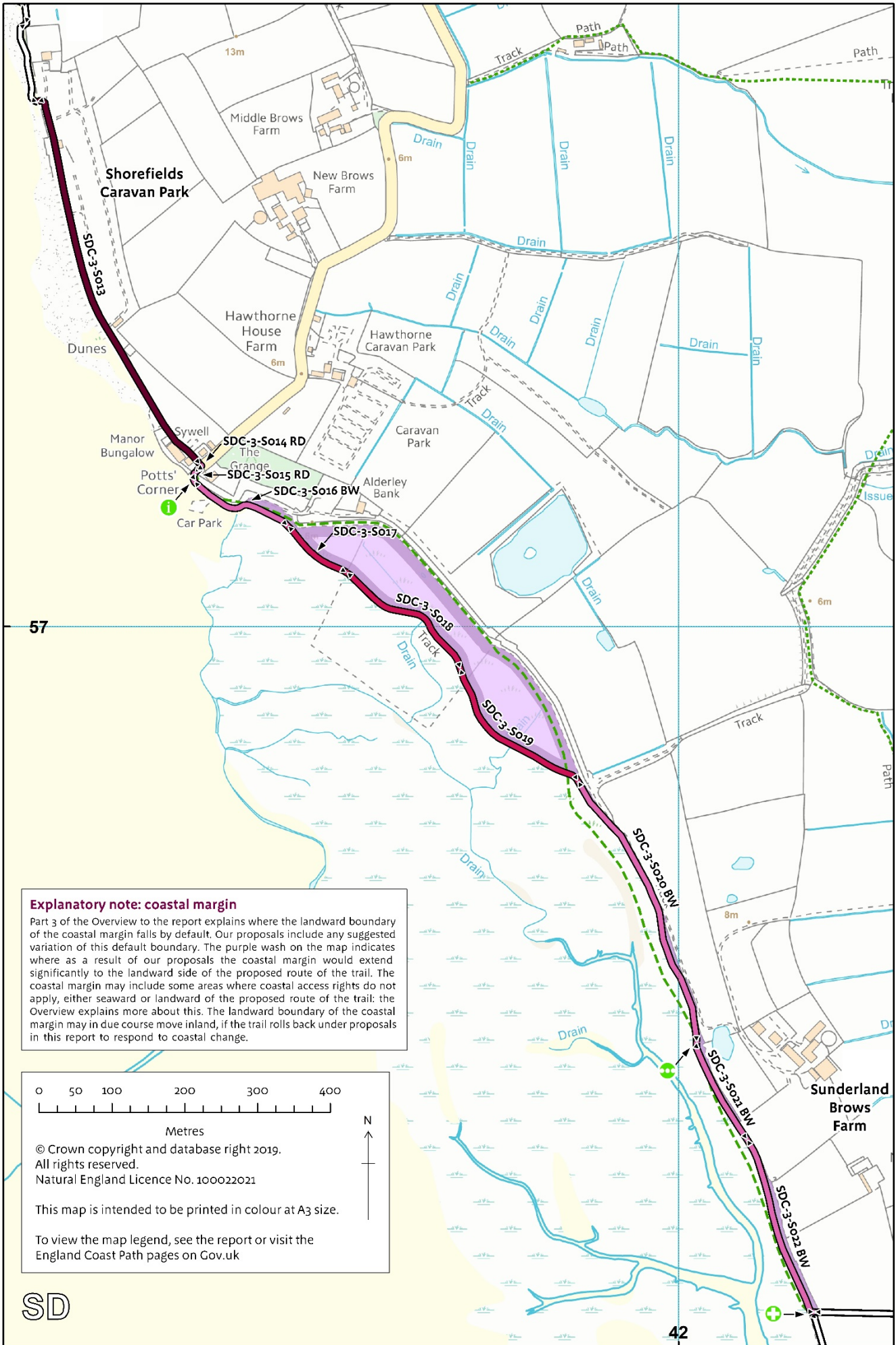
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal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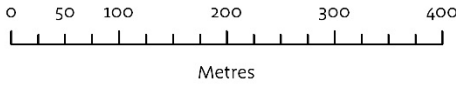
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Explanatory note: coastal margin

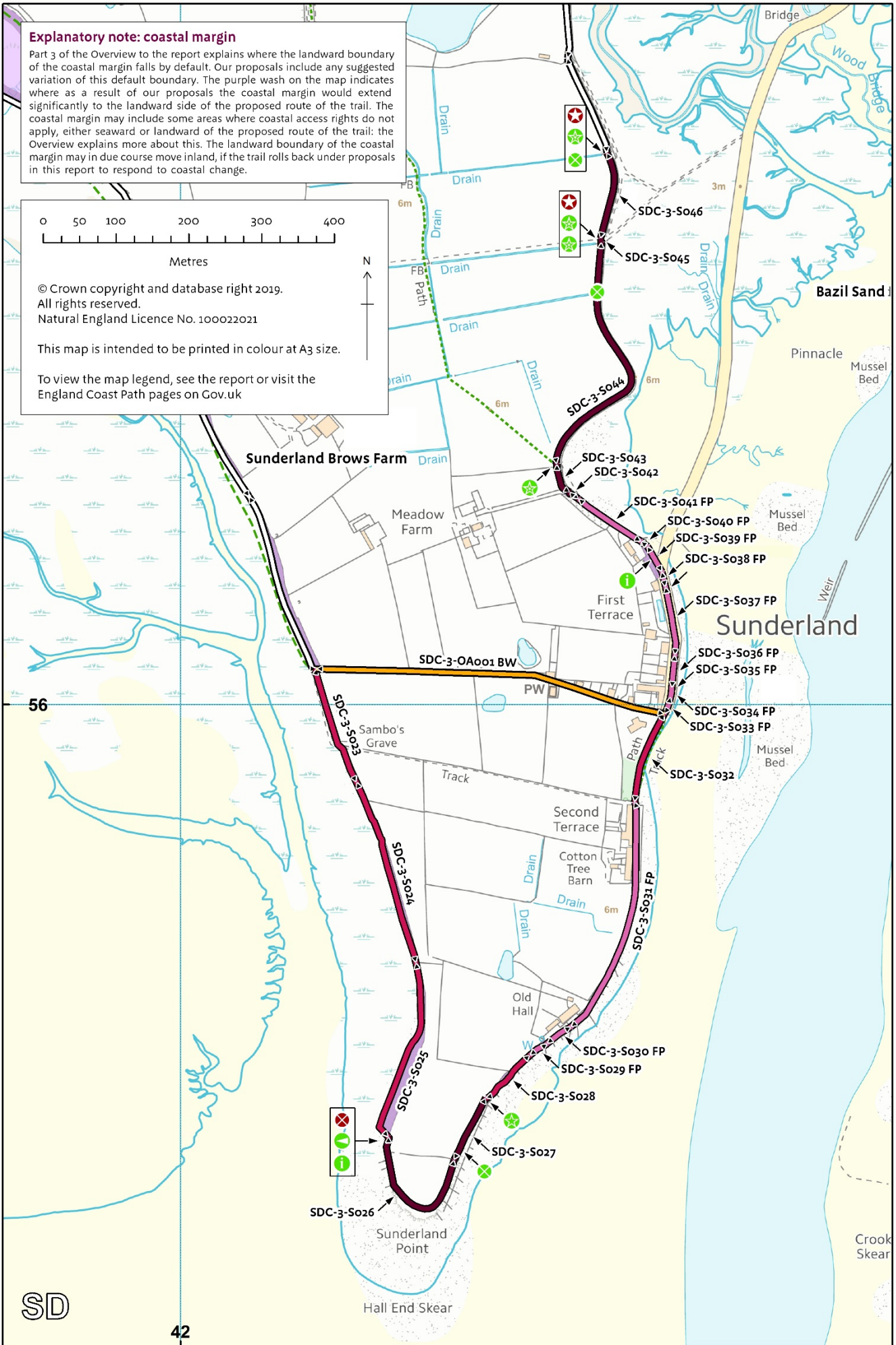
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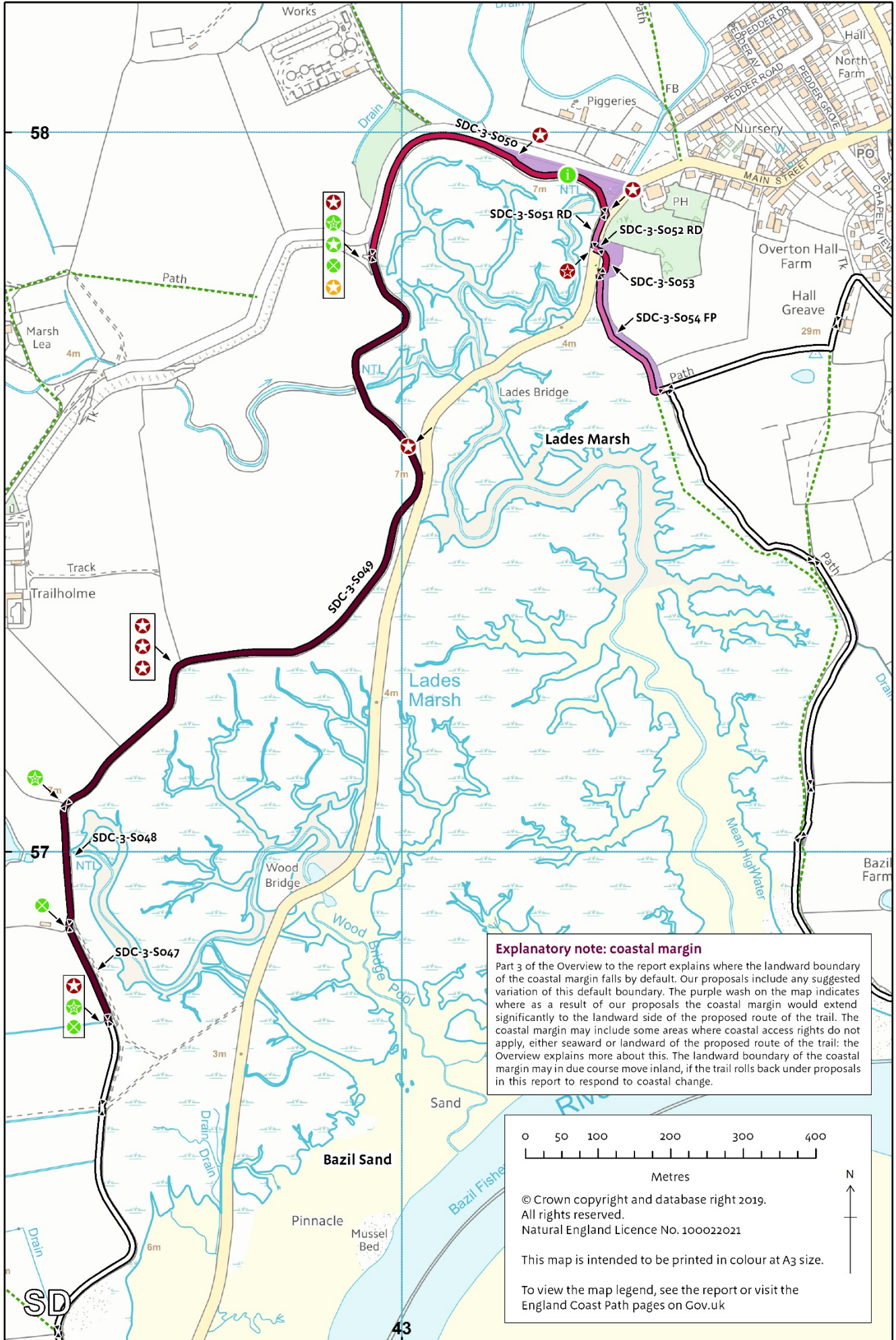


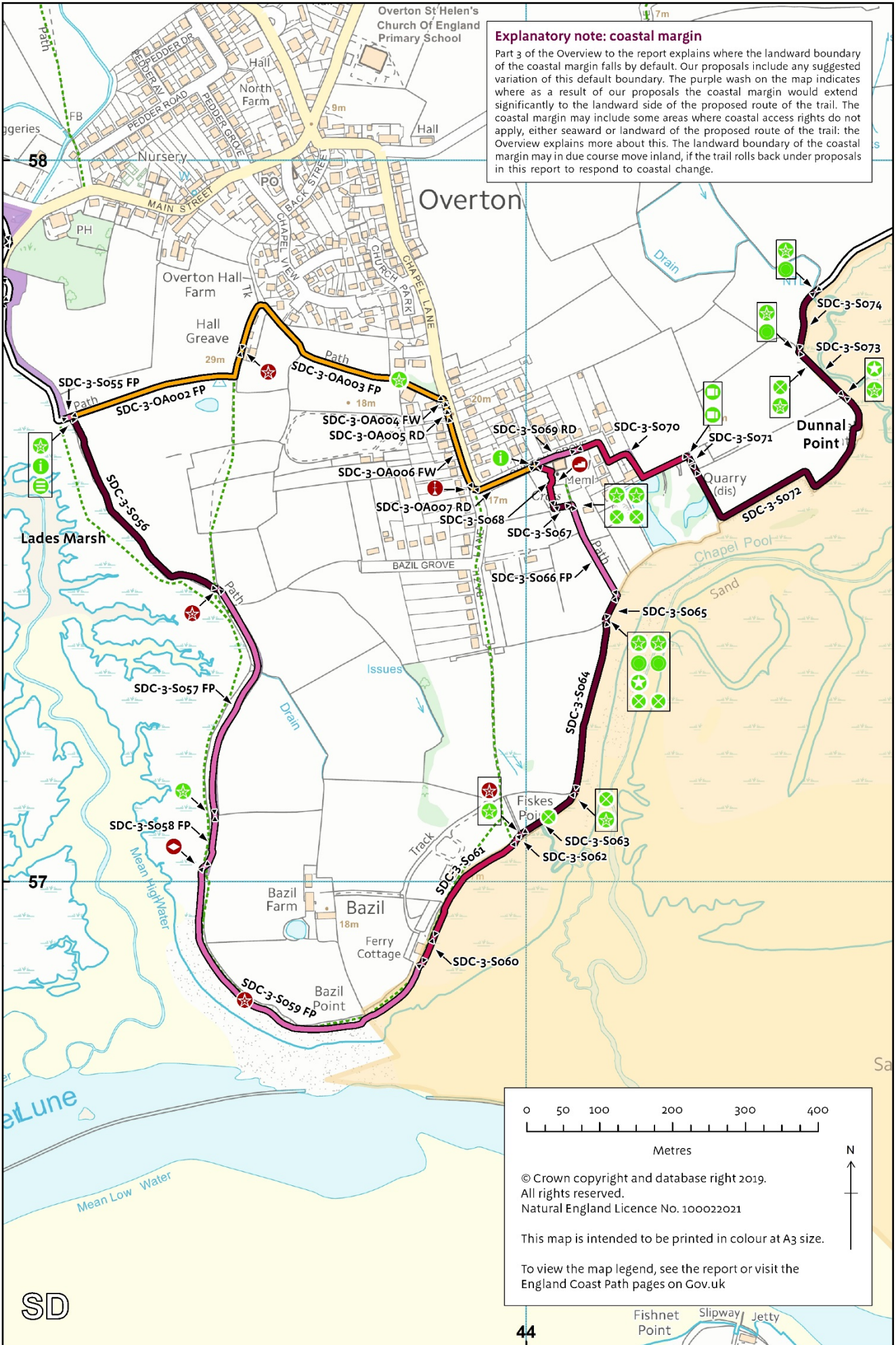
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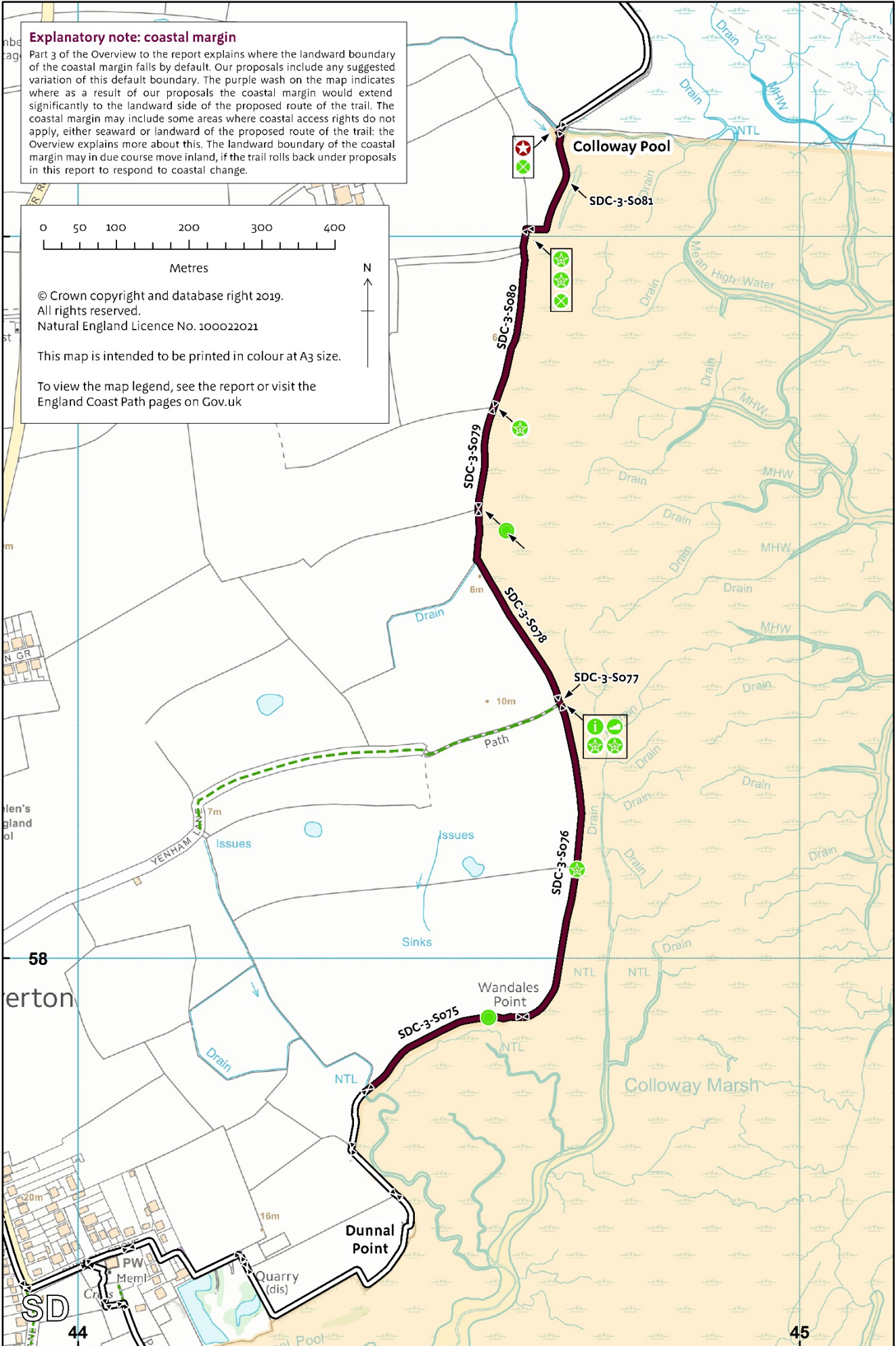
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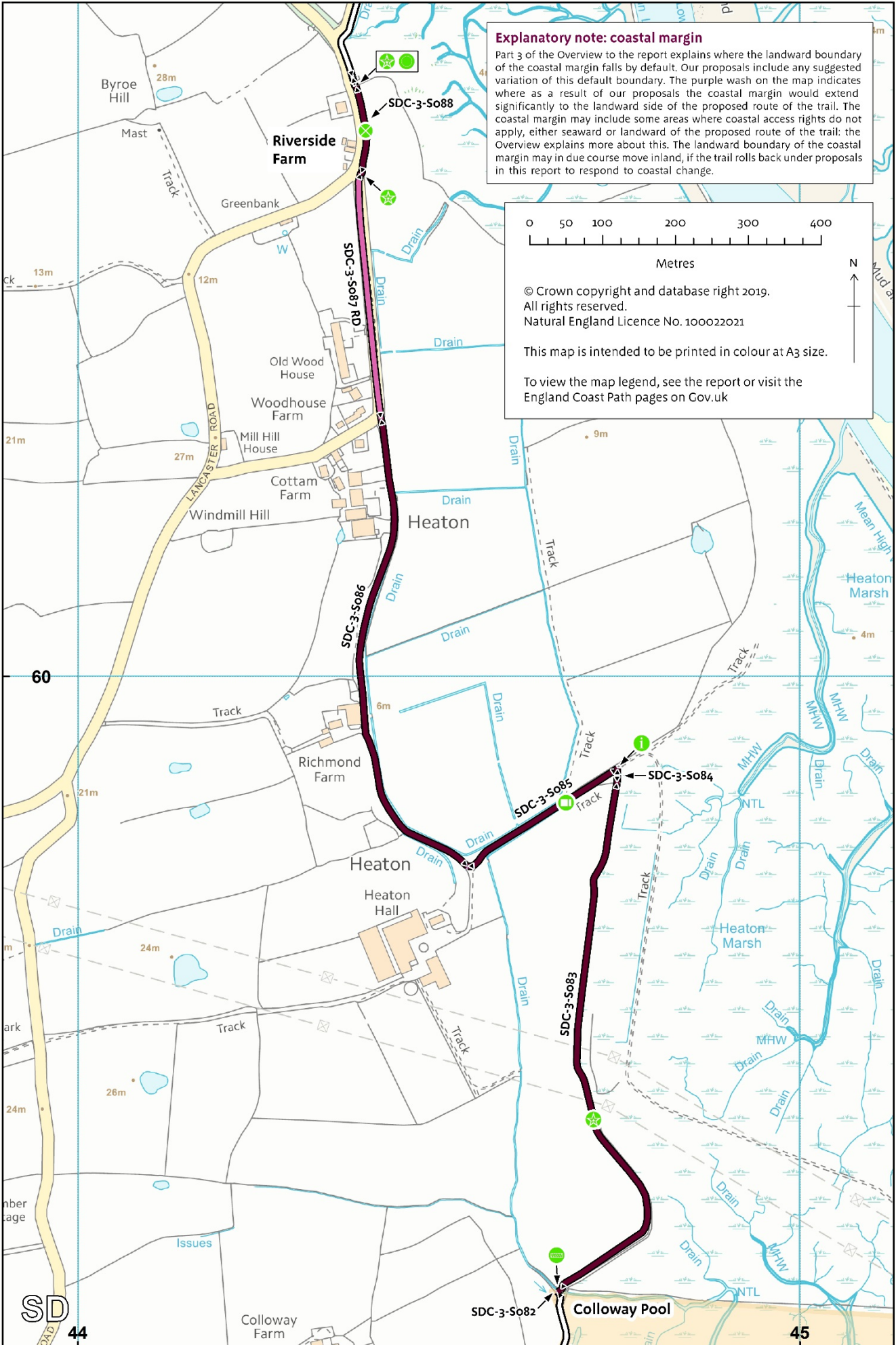
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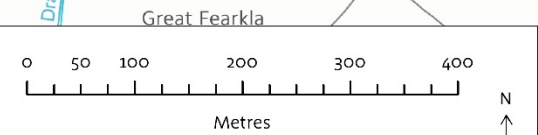


SD 44

45

Explanatory note: coastal margin

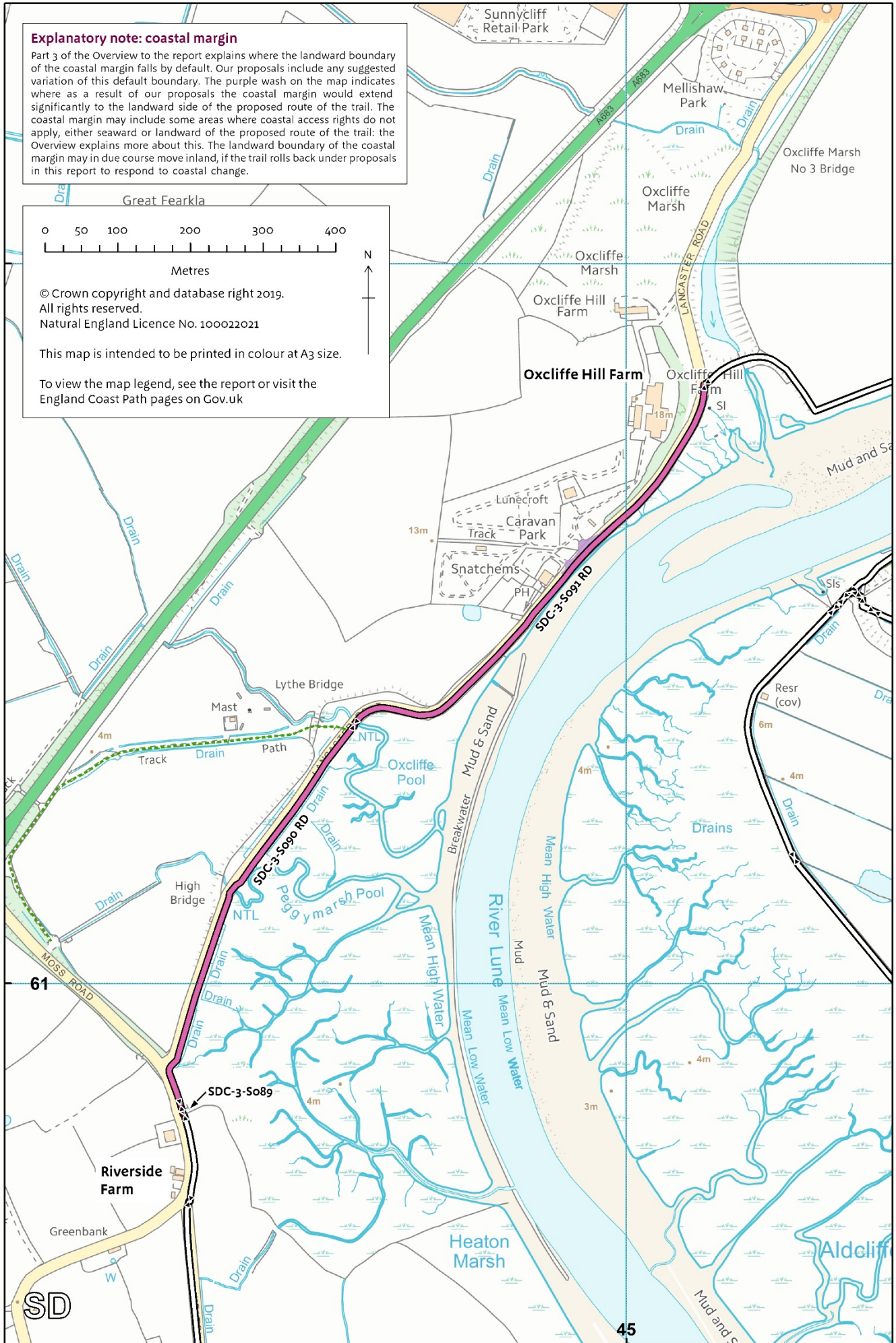
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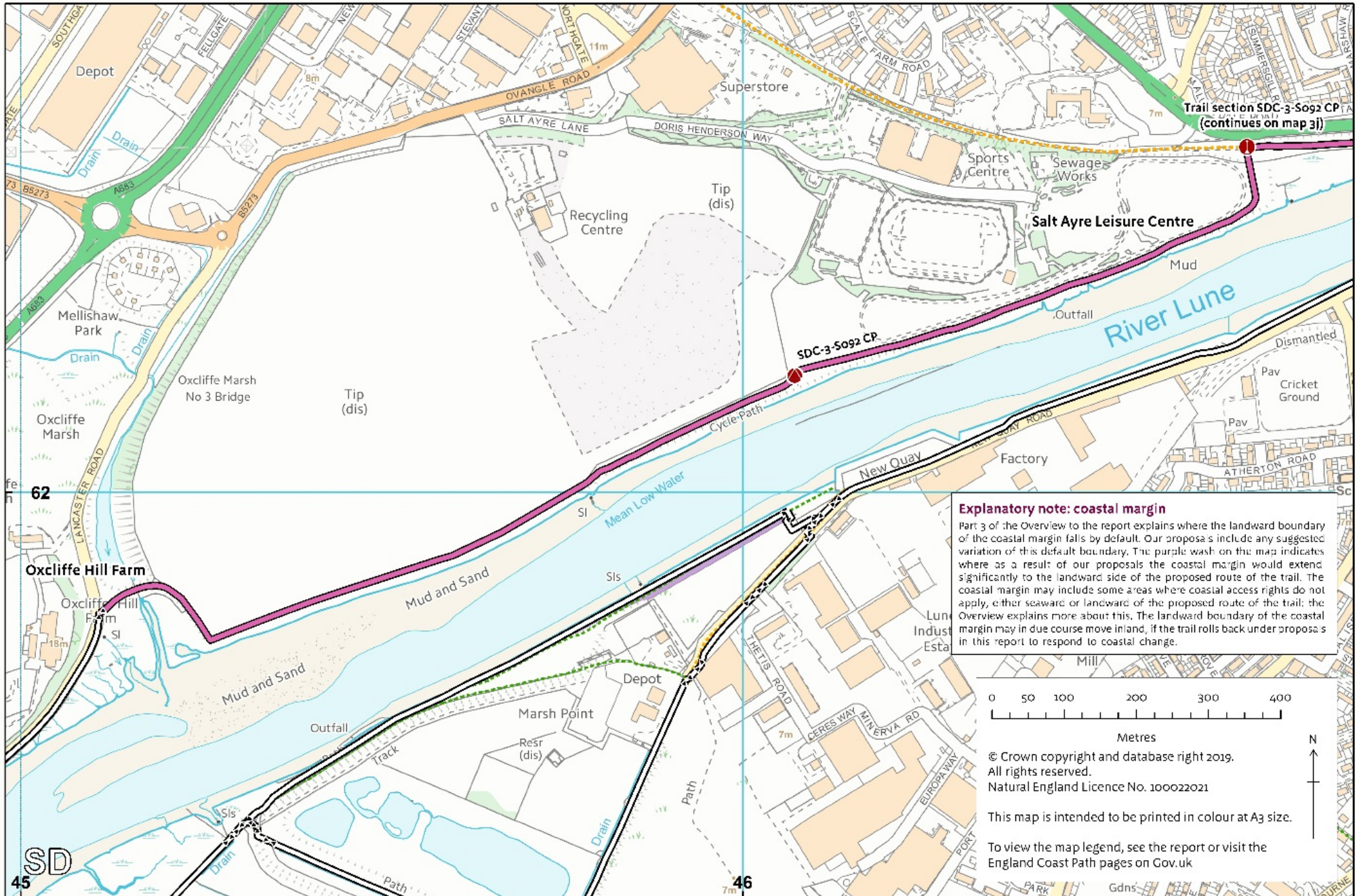


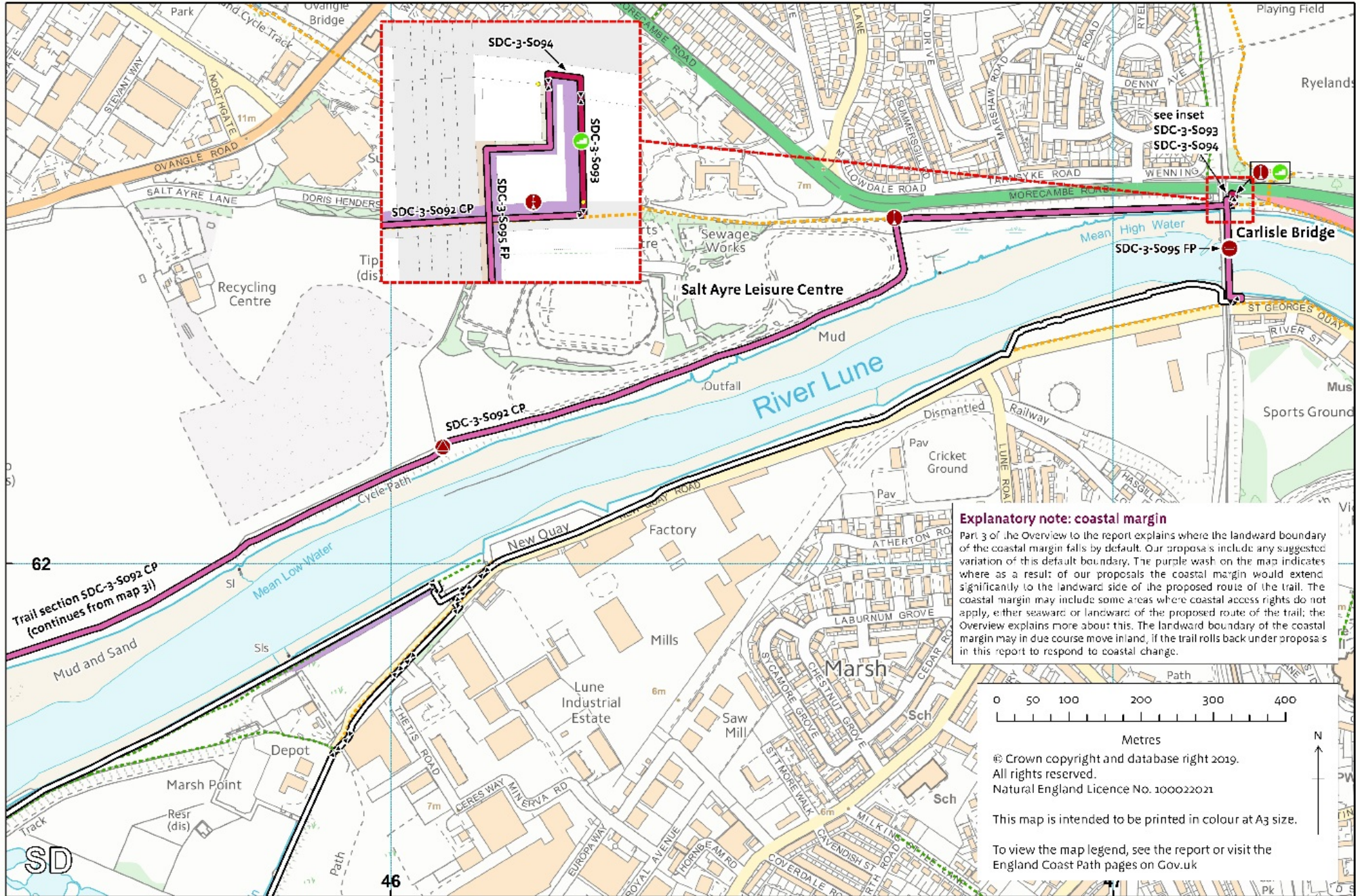
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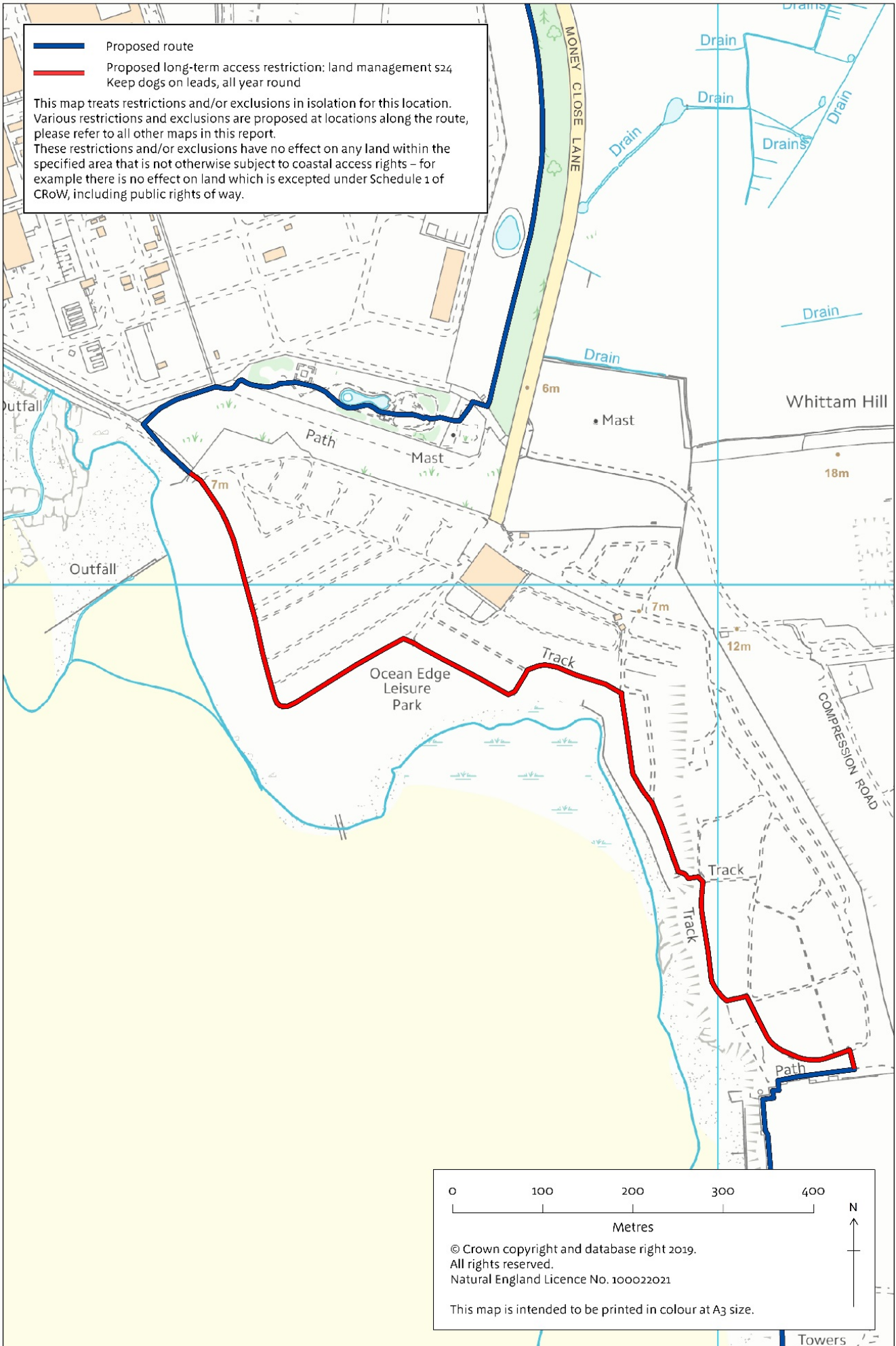






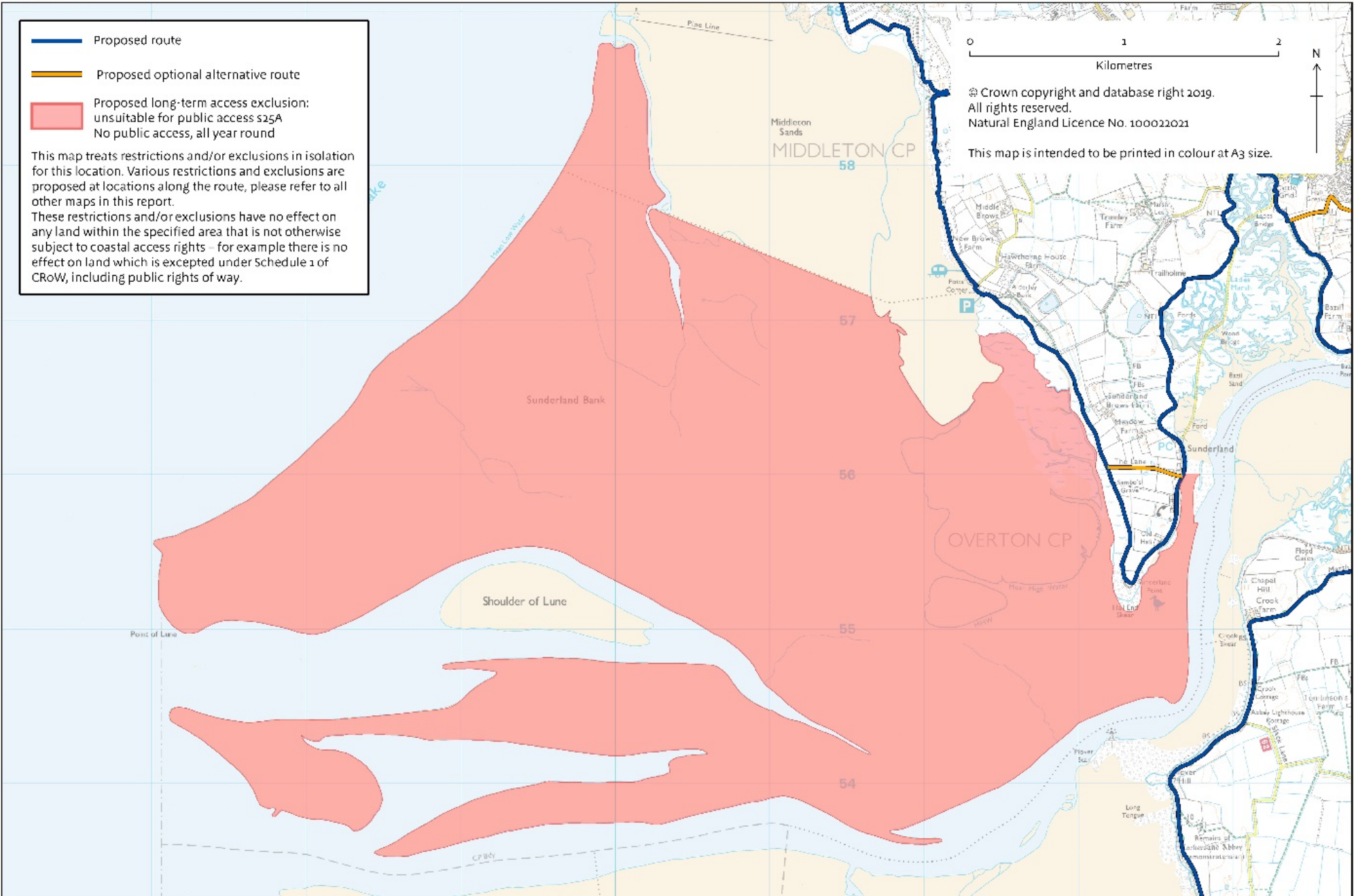
Map SDC 3j: Salt Ayre Leisure Centre to Carlisle Bridge

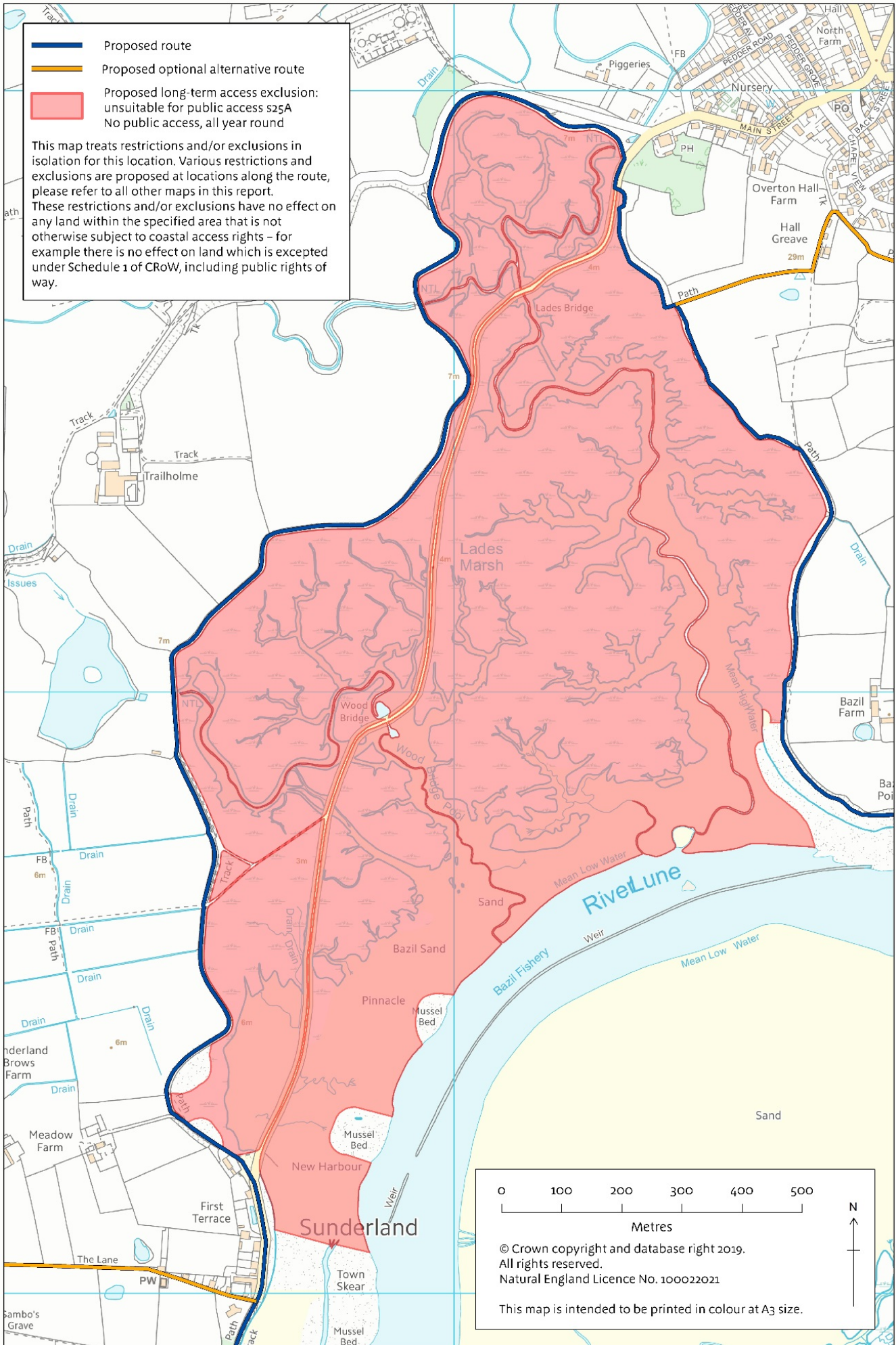
— Proposed route
— Proposed long-term access restriction: land management s24
 Keep dogs on leads, all year round
 This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps 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.



0 100 200 300 400
 Metres
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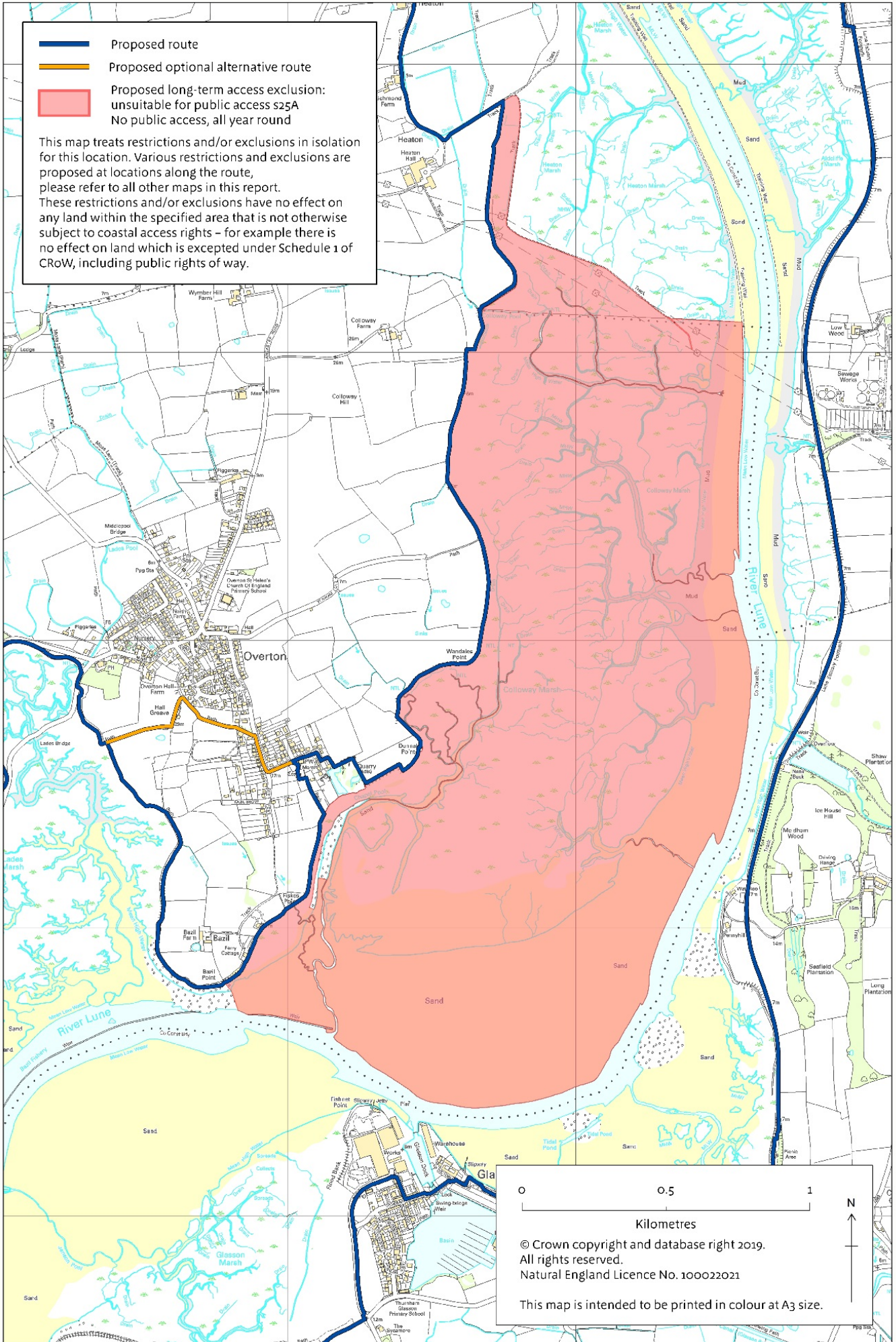
Towers








— Proposed route
— Proposed optional 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.

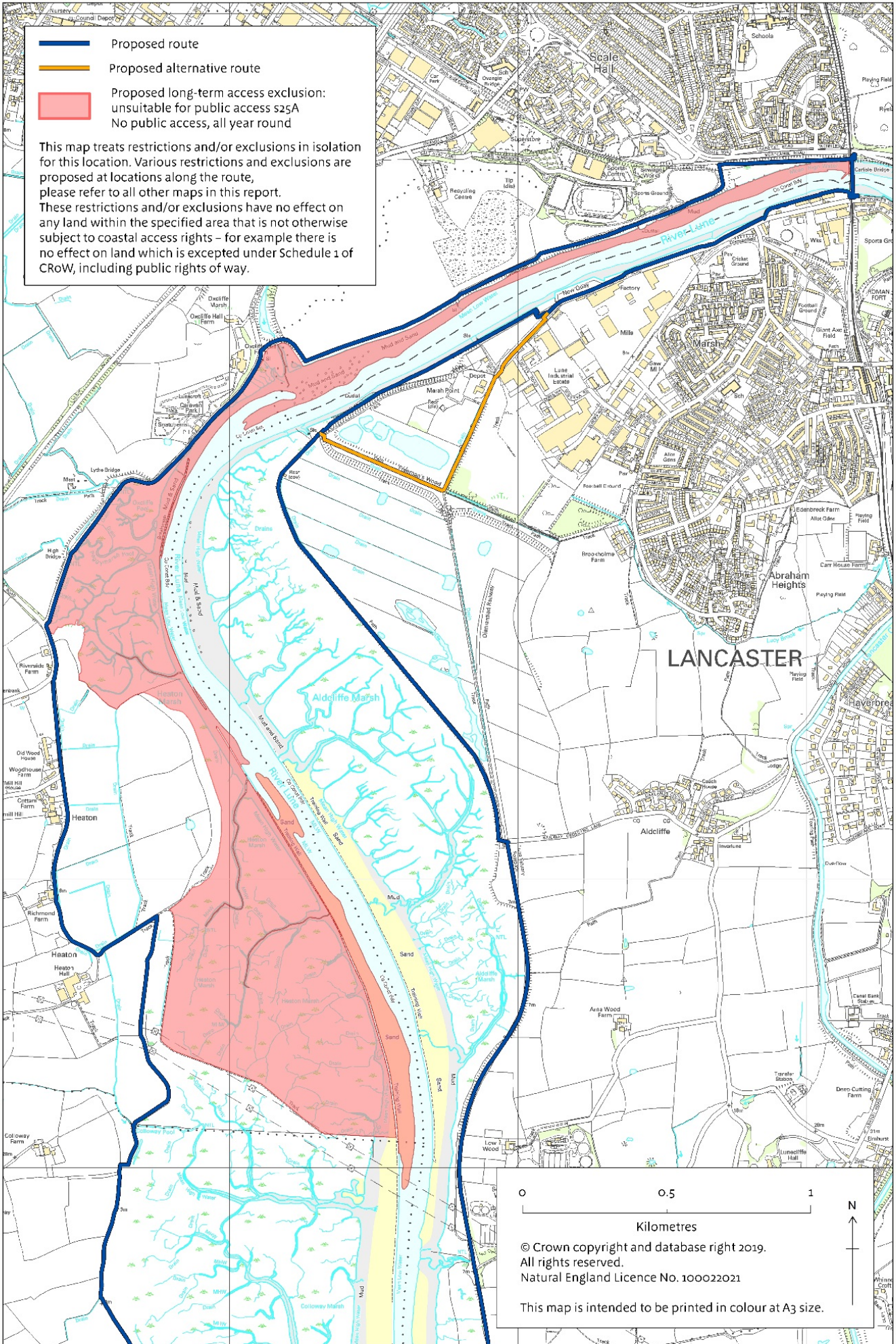


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 Kilometres
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Directions Map SDC 3E: Heaton Marsh

-  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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Kilometres

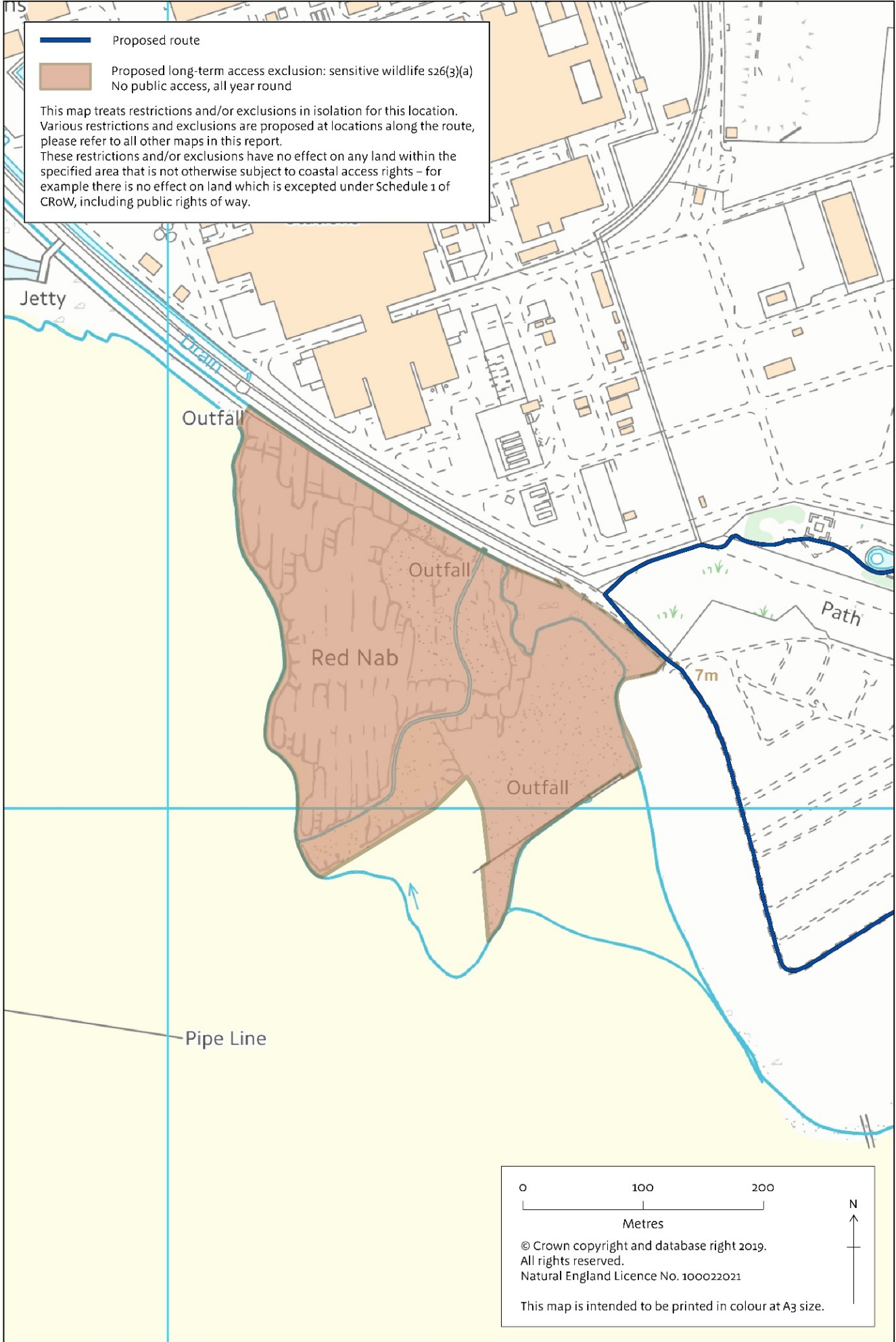
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Directions Map SDC 3F: Red Nab

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

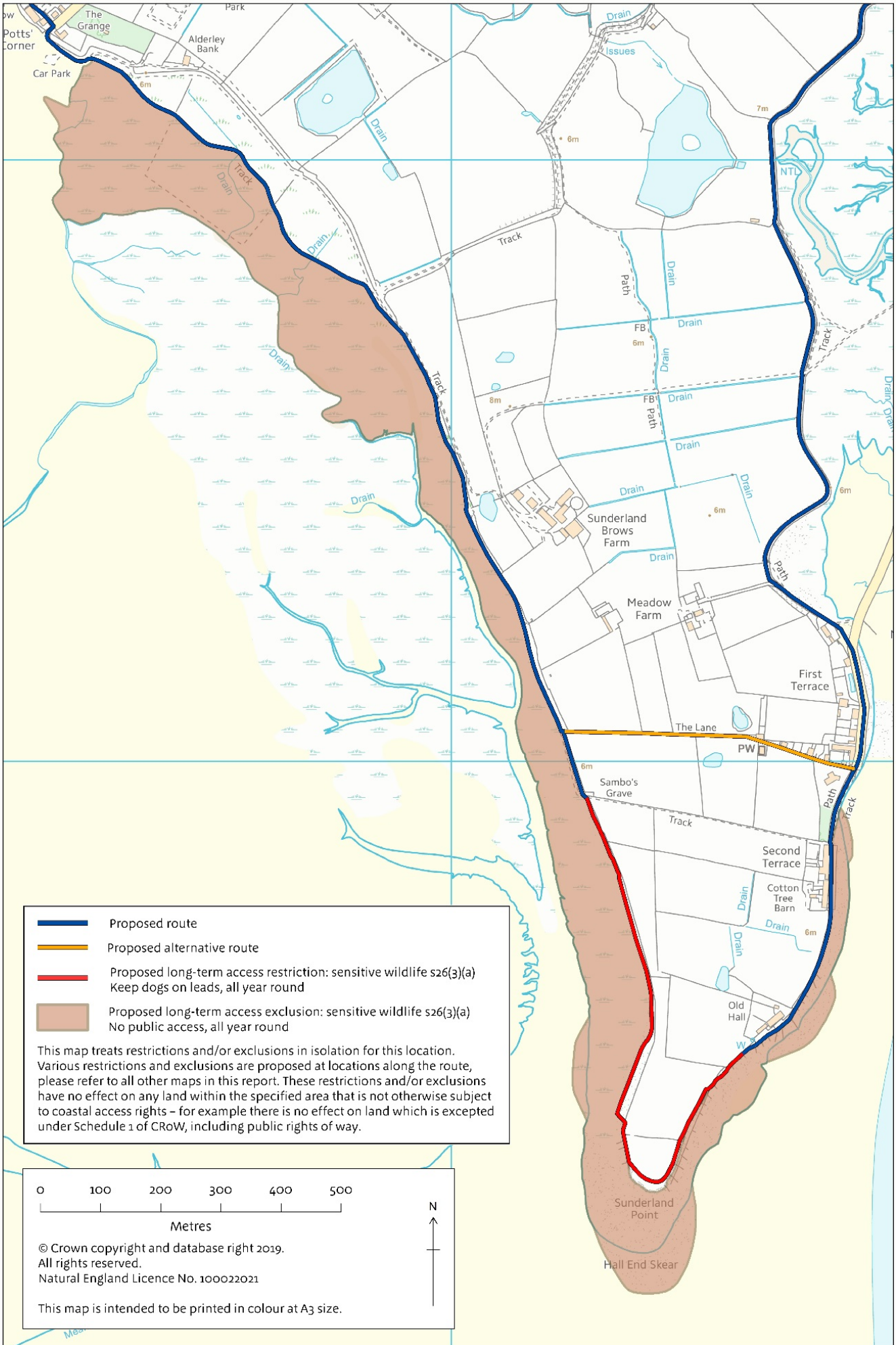
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is 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.

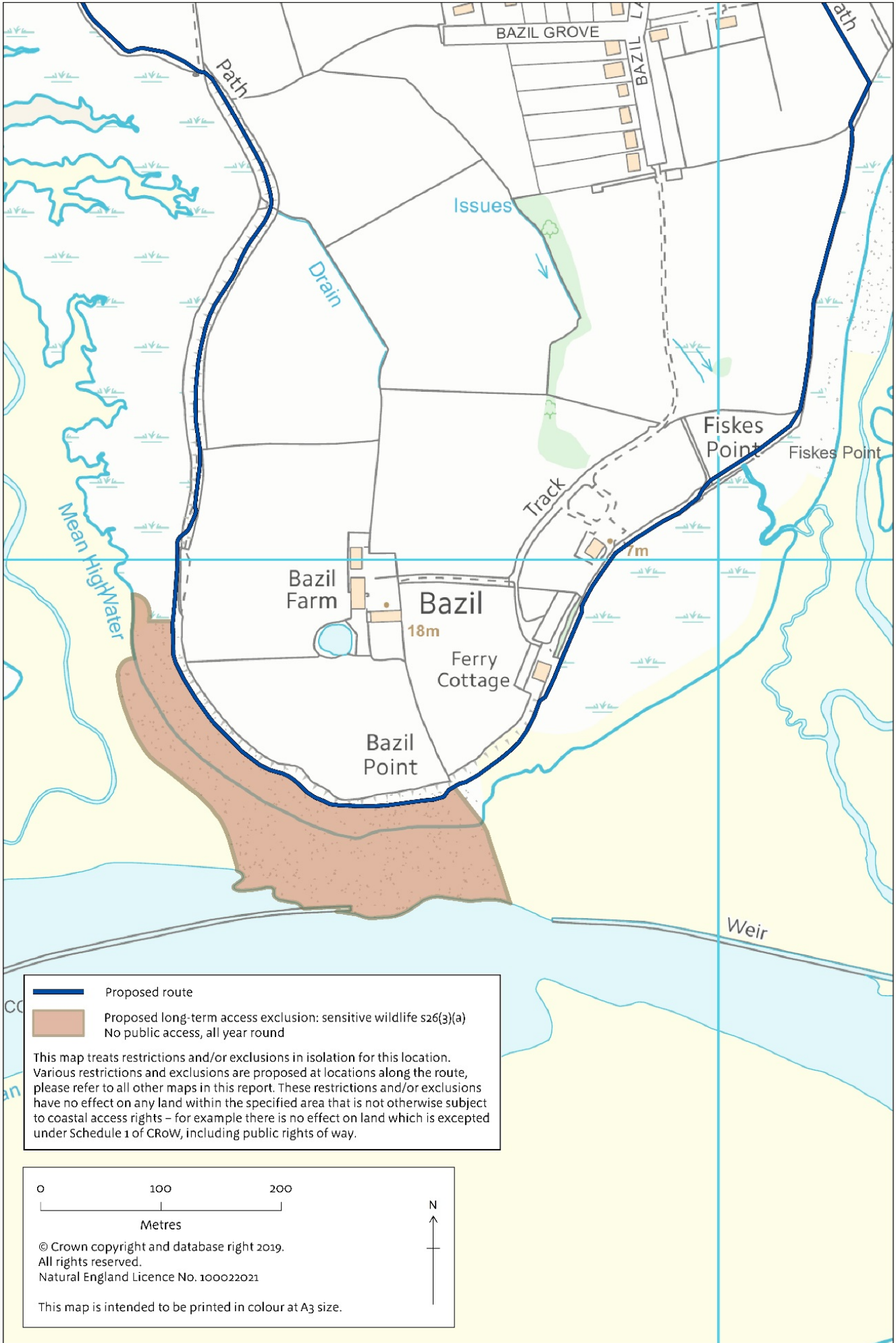


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 Metres

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

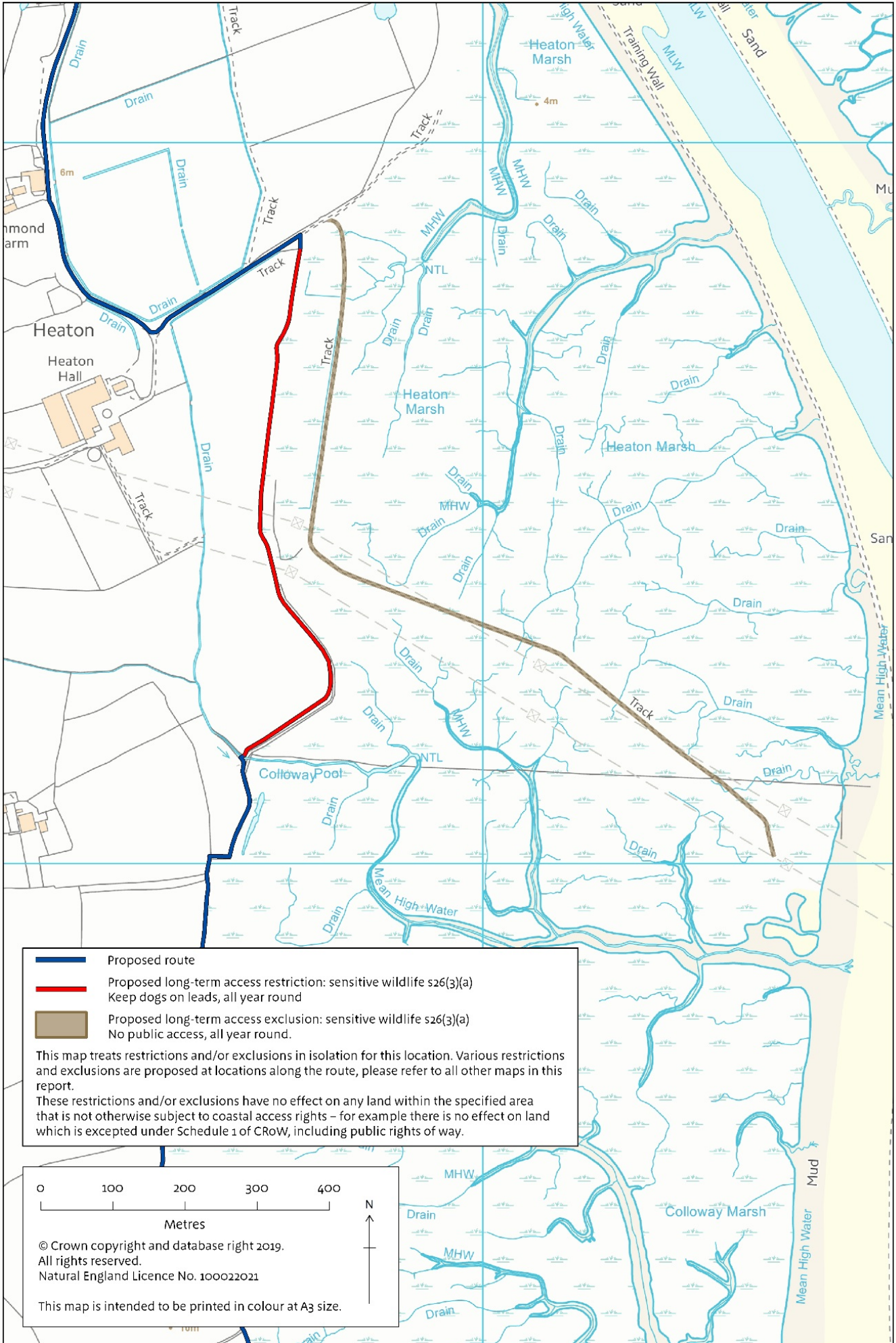
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is 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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Directions Map SDC 3I: Access track and floodbank at Heaton Marsh



— Proposed route
— Proposed long-term access restriction: sensitive wildlife s26(3)(a)
 Keep dogs on leads, all year round
 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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