



# England Coast Path Stretch:

## Silverdale to Cleveleys

### Report SDC 5: Glasson Dock Swing Bridge to Fluke Hall Lane car park, Pilling

## Part 5.1: Introduction

Start Point:	Glasson Dock Swing Bridge (grid reference: SD 4451 5609)
End Point:	Fluke Hall Lane car park, Pilling (grid reference: SD 3892 5001)
Relevant Maps:	SDC 5a to SDC 5I

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

5.1.2 This report covers length SDC 5 of the stretch, which is the coast between Glasson Dock Swing Bridge and Fluke Hall Lane car park, Pilling. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 5.2: Proposals Narrative

### The trail:

5.2.1 Generally follows existing walked routes, including public rights of way and minor roads, along most of this length.

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

5.2.3 Includes several sections of new path specifically from Cocker Bridge to Fluke Hall car park. See maps SDC 5e to 5i and associated tables below for details.

5.2.4 Follows a route similar to the existing Lancashire Coastal Way but departs from this in places in order to take account of changes to the coastline and to fit better with the approved Coastal Access Scheme.

### 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.

5.2.5 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay/Duddon Estuary Special Protection Area (SPA)
- Morecambe Bay Ramsar site
- Lune Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Cockerham Marsh SSSI for its wildlife interest
- Wyre Lune Marine Conservation Zone (MCZ)
- Glasson Dock Scheduled Monument (SM)
- Cockersand Premonstratensian Abbey SM

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 to help to protect the environment along this length of the coast.

## 5.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SDC 5a	SDC-5-S007 to SDC-5-S015	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The trail is aligned further inland from the coast between the trail sections indicated, in order to avoid sensitive areas on Glasson Marsh and the fields and flood bank north of Marsh Lane. See table 5.3.3.</li> </ul>	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 5a and 5b	SDC-5-S013 to SDC-5-S016	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ Coastal access rights are to be excluded all year round on parts of the agricultural land and flood bank to the north of Marsh Lane. See 5.2.20 and Direction Map SDC 5D.</li> </ul> <p>In addition we will install:</p> <ul style="list-style-type: none"> <li>■ Advisory signs at either end of the embankment, in addition to a sign at the top of the PRoW that runs from the road to the marsh, one on a field gate next to the bridleway and one near Crook Farm. The signs will provide information on all restrictions. See maps for locations.</li> </ul>	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 5b and 5c	SDC-5-S017 to SDC-5-S022	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ Coastal access rights are to be excluded all year round on parts of the foreshore between Plover Scar lighthouse and Bank House Farm. See 5.2.22 and Direction Map SDC 5E.</li> </ul> <p>In addition we will install:</p> <ul style="list-style-type: none"> <li>■ An advisory sign at the end of Slack Lane and two further advisory signs along the route, explaining that dogs must be kept on leads. The signs will provide information on all restrictions and request that people keep dogs under effective control where not</li> </ul>	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).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		required to be kept on leads. See maps for locations.	
SDC 5e to 5i	SDC-5-S039 to SDC-5-S051	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights are to be excluded all year round on parts of the existing flood embankment seaward of the trail between Cocker Bridge and Fluke Hall Lane. See 5.3.32 and Direction Map SDC 5F.</li> </ul>	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 5e to 5g	SDC-5-S041 to SDC-1-S043	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>The trail is to be to the landward side of the existing flood embankment between Cocker Bridge and Lane Ends Amenity Area in order to avoid sensitive areas on the saltmarsh. See table 5.3.3.</li> </ul>	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 5e to 5g	SDC-5-S041 and SDC-5-S043	<p>We will install two new sections of new stock-proof fencing on the seaward side of the proposed line of the trail (as indicated on the maps) for a total length of approximately 3km, between Cocker Bridge and Lane Ends Amenity Area.</p> <p>These two new sections of fencing will provide an effective barrier to people and dogs from accessing the top of the flood embankment and keep both people and dogs on the line of the trail. See maps for locations.</p>	To reduce the risk of disturbance to feeding and roosting, non-breeding waterbirds and breeding ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay Ramsar site and Lune Estuary SSSI).
SDC 5g and 5h	SDC-5-S043 and SDC-5-S047	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights on the trail are to be restricted so that dogs must be kept on a lead all year round. See 5.2.27 &amp; 5.2.28 and Direction Map SDC 5F.</li> </ul>	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).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SDC 5e to 5g, and 5h to 5i	SDC-5-S040 to SDC-5-S042; and SDC-5-S048 to SDC-5-S051	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights on specific sections of the trail are to be restricted so that dogs must be kept on a lead between 1<sup>st</sup> April and 31<sup>st</sup> August each year. See 5.2.24, 5.2.26 &amp; 5.2.29 and Direction Map SDC 5F.</li> </ul>	To reduce the risk of disturbance to ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay Ramsar site and Lune Estuary SSSI).
SDC 5e to 5f, 5h and 5i	SDC-5-S040, SDC-5-S042; and SDC-5-S048 to SDC-5-S051	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights on specific sections of the trail are to be excluded between 1<sup>st</sup> September and 31<sup>st</sup> March each year. See 5.2.25 and 5.2.30 and Direction Map SDC 5F.</li> <li>When this exclusion is in place, an alternative route located further inland, away from the sensitive areas, will be provided. See table 5.3.2 and maps for location.</li> </ul> <p>In addition, we will:</p> <ul style="list-style-type: none"> <li>Ensure that, during those times when coastal access rights are excluded, the proposed new kissing gates between trail sections SDC-5-S040 and SDC-5-S042 will be locked.</li> <li>Ensure that, during those times when coastal access rights are excluded, the proposed new kissing gates between trail sections SDC-5-S048 and SDC-5-S051 will be locked.</li> </ul>	To reduce the risk of disturbance to feeding and roosting, non-breeding waterbirds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay Ramsar site and Lune Estuary SSSI).
SDC 5i	SDC-5-A003 and SDC-5-A004	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights on the alternative route are to be restricted so that dogs must be kept on a lead between 1<sup>st</sup> September and 31<sup>st</sup> March, annually. See 5.2.31 and Direction Map SDC 5F.</li> </ul> <p>In addition, we will:</p>	To reduce the risk of disturbance to feeding and roosting, non-breeding waterbirds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay Ramsar site and Lune Estuary SSSI).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> <li>Adjust the existing fence that follows the eastern edge of the River Wrampool to allow the alternative route to sit within a fenced corridor between the edge of the river and the fence. This will provide an effective barrier to people and dogs.</li> </ul>	
SDC 5a to 5i	SDC-5-S001 to SDC-5-S051	<ul style="list-style-type: none"> <li>We will install several information boards at strategic locations along the proposed line of the trail to explain the particular sensitivities along this stretch of the coast and asking people to keep to the path or signed routes, whilst observing any exclusions or restrictions that are in place.</li> </ul> <p>These boards will be located in strategic locations along the trail at the main access points (Cocker Bridge; River Wrampool; Broadfleet sluice gates), and at existing facilities through which the proposed line of the trail passes, including car parks and viewing points at Lane Ends Amenity Area and Fluke Hall Lane car park. See maps for locations.</p> <ul style="list-style-type: none"> <li>We will arrange an on-site engagement event around the point of commencement of new access rights, to inform local people of the new access rights, restrictions and responsibilities.</li> </ul>	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).

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

5.2.8 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 some sections of our proposed route because:

- the trail would follow an uneven grass or bare soil path across agricultural land and close to the sea defence embankment at Pilling; and
- we have proposed to install new steps where the trail crosses steeper ground.

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

## Where we have proposed exercising statutory discretions:

5.2.9 **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. The remaining part of the Lune estuary route is covered in Reports SDC 3 and SDC 4.

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

5.2.10 **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, edge of pavement or track to make the extent of the new access rights clearer. See Table 5.3.1 below.

5.2.11 Heading west from Lane Ends Amenity Area, we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the sea defence embankment. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the bottom of the embankment that could mark the boundary of the coastal margin, but
- The break in slope provides an easily identifiable boundary for access users.

5.2.12 In one place (at Lane Ends Amenity Area), 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 owner of this land is content for us to propose this.

5.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 5.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 5.3.1] explaining what this means in practice.

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

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

### *Exclusion of access for land management and public safety purposes*

5.2.15 From early Spring to early Autumn, cattle are moved from Crook Farm to a nearby field twice a day, which is within the coastal margin, as part of their milking operations. Due to the location and anticipated increase in access to the field, we believe that people and their dogs could inadvertently cause disruption to these milking operations. In addition, as part of the husbandry, the cattle are run with a dairy bull throughout the summer. Therefore the following exclusion is proposed to prevent disruption and disturbance to the current milking operation and to ensure public safety in relation to the cattle being turned out following milking and the presence of a dairy bull running with cattle:

5.2.16 Access to the land in the coastal margin adjacent to route sections SDC-5-S014 to SDC-5-S016 is to be excluded between March 1<sup>st</sup> and October 31<sup>st</sup> each year, by direction under sections 24 and 25(1)(b) of the Countryside and Rights of Way Act (2000), for the purpose of land management and public safety. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SDC 5A.

### *Exclusion of access to the saltmarsh/flats*

5.2.17 Areas of saltmarsh at Glasson, Cockerham Marsh and Pilling 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 Glasson, Crook Farm, Cockerham Sand and Pilling Sands are soft and sinking in nature. The saltmarshes and flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusions are proposed:

5.2.18 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SDC-5-S001 to SDC-5-S050 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 Direction Maps SDC 5B and 5C.

### *Exclusions and restrictions of access for nature conservation purposes*

5.2.19 The coastal margin at Chapel Hill is 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 exclusion is proposed:

5.2.20 Access to the land in the coastal margin adjacent to route sections SDC-5-S013 to SDC-5-S016 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 5D.

5.2.21 The shingle banks and rocky skears at Plover Scar are used by 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 rocky skears and shingle banks. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. Therefore the following exclusion is proposed:

5.2.22 Access to the land in the coastal margin, not covered by the section 25A direction, adjacent to route sections SDC-5-S017 to SDC-5-S022 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 5E.

5.2.23 The coastal margin at Cockerham and Pilling Sands and the fields landward of the proposed trail are used by ground nesting waders and non-breeding waterbirds, including large numbers of pink footed geese. The ground nesting birds are susceptible to disturbance while breeding on the saltmarsh and coastal fields. The non-breeding birds are susceptible to disturbance while on high tide roosts on the saltmarsh, flats and coastal fields. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report.

Therefore the following exclusions and restrictions are proposed:

5.2.24 Access to the line of the England Coast Path, between Cocker Bridge and Sandside, on route sections SDC-5-S040 and SDC-5-S041 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 to fenced routes and to keep dogs on leads between April 1<sup>st</sup> and August 31<sup>st</sup> each year, 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 5F.

5.2.25 Access to the line of the England Coast Path, between Cocker Bridge and Wrampool, on route sections SDC-5-S040 to SDC-5-S042 is excluded between September 1<sup>st</sup> and March 31<sup>st</sup> each year, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. The exclusion will have no legal effect on land where coastal access rights do not apply. When the main route is excluded access along the route will be prevented by means of a locked gate at each end, managed by Morecambe Bay Wildfowlers Association. An alternative route will be provided during the times that access along the main route is excluded. See Directions Map SDC 5F.

5.2.26 Access to the line of the England Coast Path, between Sandside and Wrampool, on route section SDC-5-S042 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 dogs on leads between April 1<sup>st</sup> and August 31<sup>st</sup> each year, 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 5F.

5.2.27 Access to the line of the England Coast Path, between Wrampool and Lane Ends Amenity Area, on route section SDC-5-S043 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 to fenced routes and to keep dogs on leads 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 5F.

5.2.28 Access to the line of the England Coast Path, between Lane Ends Amenity Area to Broadfleet, on route section SDC-5-S047 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 dogs on leads 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 5F.

5.2.29 Access to the line of the England Coast Path, between Broadfleet and Fluke Hall Lane, on route section SDC-5-S048 to SDC-5-S051 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 dogs on leads between April 1<sup>st</sup> and August 31<sup>st</sup> each year, 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 5F.

5.2.30 Access to the line of the England Coast Path, between Broadfleet and Fluke Hall Lane, on route sections SDC-5-S048 to SDC-5-S051 is excluded between September 1<sup>st</sup> and March 31<sup>st</sup> each year by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000) to prevent disturbance to birds. The exclusion will have no legal effect on land where coastal access rights do not apply. An alternative route will be provided during the times that access along the main route is excluded. See Directions Map SDC 5F.

5.2.31 Access to the line of the England Coast Path, between Wrampool and Wrampool Bridge, on alternative route sections SDC-5-A003 and SDC-5-A004 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 to fenced routes and to keep dogs on leads between September 1<sup>st</sup> and March 31<sup>st</sup> each year, 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 5F.

5.2.32 Access to the land in the coastal margin, not covered by the section 25A direction, seaward of route sections SDC-5-S039 to SDC-5-S051 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 5F.

5.2.33 These directions will not prevent or affect:

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

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

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

5.2.34 **Alternative routes:** An alternative route is to operate at times when access to route sections SDC-5-S040 to SDC-5-S042 is excluded under the terms of the direction described in paragraph 5.2.25 above. It would be advertised by the owner/manager with temporary signs and access along the route will be prevented by means of a locked gate at each end, managed by Morecambe Bay Wildfowling Association. The alternative route is to be at the centre of the line shown as route sections SDC-5-A001 to SDC-5-A004 on maps SDC 5j, 5k and 5l. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.35 An alternative route is to operate at times when access to route sections SDC-5-S048 to SDC-5-S051 is excluded under the terms of the direction described in paragraph 5.2.30 above. It would be advertised by the owner/manager with temporary signs. The alternative route is to be at the centre of the line shown as route sections SDC-5-A005 to SDC-5-A019 on maps SDC 5h and 5i. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

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

**5.2.37 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.

5.2.38 Column 4 of tables 5.3.1 and 5.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SDC 5a to 5l as the proposed route of the trail.

5.2.39 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.

5.2.40 On sections for which roll-back is not proposed in tables 5.3.1 or 5.3.2, the route is to be at the centre of the line shown on maps SDC 5a to 5l as the proposed route of the trail.

### Other future change:

5.2.41 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:

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

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

5.2.43 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £282,758 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.

5.2.44 There are several elements to the overall cost:

- New signs and information boards will be installed.
- New fencing will be installed alongside the trail at sensitive locations.
- 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, drainage, surfacing and gates 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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£33,412
Fencing	£140,300
Steps	£15,360
Boundary crossings	£22,273
Clearance, Earth Works & Surfacing	£45,708
Project management	£25,705
<b>Total</b>	<b>£282,758 (Exclusive of any VAT payable)</b>

5.2.45 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:**

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

5.2.47 We estimate that the annual cost to maintain the trail will be **£7,662** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 5.3: Proposals Tables

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

### 5.3.1 Section Details: Maps SDC 5a to SDC 5i - Glasson Dock Swing Bridge to Fluke Hall Lane car park, Pilling

Key notes on table:

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

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SDC 5a	SDC-5-S001* and SDC-5-S002*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 5a	SDC-5-S003*	Public highway	No	No			
SDC 5a	SDC-5-S004*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 5a	SDC-5-S005*	Public highway	No	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
SDC 5a	SDC-5-S006*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 5a	SDC-5-S007*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 5a	SDC-5-S008	Public highway	No	No			
SDC 5a	SDC-5-S009*	Public footway (pavement)	No	No	Hedgerow	Clarity and cohesion	
SDC 5a	SDC-5-S010	Public highway	No	No			
SDC 5a	SDC-5-S011	Public bridleway	No	No	Hedgerow	Clarity and cohesion	
SDC 5a	SDC-5-S012	Public bridleway	No	No	Hedgerow	Clarity and cohesion	
SDC 5a	SDC-5-S013*	Public bridleway	No	No	Hedgerow	Clarity and cohesion	
SDC 5a	SDC-5-S014*	Public bridleway	No	No			
SDC 5a	SDC-5-S015*	Public bridleway	No	No	Track	Clarity and cohesion	
SDC 5b	SDC-5-S016	Public bridleway	Yes - See table 5.3.4	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SDC 5b	SDC-5-S017	Public footpath	Yes - See table 5.3.4	No	Fence line	Clarity and cohesion	
SDC 5b	SDC-5-S018	Public footpath	Yes - See table 5.3.4	Yes - bank			The landward edge of the bank is easily recognisable on the ground
SDC 5b	SDC-5-S019	Public footpath	Yes - See table 5.3.4	No			
SDC 5c	SDC-5-S020	Public footpath	Yes - See table 5.3.4	Yes - bank			The landward edge of the bank is easily recognisable on the ground
SDC 5c	SDC-5-S021	Public footpath	Yes - See table 5.3.4	Yes - bank			The landward edge of the bank is easily recognisable on the ground
SDC 5c	SDC-5-S022 and SDC-5-S023	Public footpath	Yes - See table 5.3.4	No	Wall	Clarity and cohesion	
SDC 5c	SDC-5-S024	Public footpath	Yes - See table 5.3.4	No	Wall	Clarity and cohesion	
SDC 5c	SDC-5-S025	Public footpath	Yes - See table 5.3.4	No	Various	Clarity and cohesion	Boundary features include walls and fence
SDC 5c	SDC-5-S026	Other existing walked route	Yes - See table 5.3.4	No	Various	Clarity and cohesion	Boundary features include walls and fence

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 5d	SDC-5-S027*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 5d	SDC-5-S028	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include earth bank and fence
SDC 5d	SDC-5-S029	Public bridleway	No	No	Various	Clarity and cohesion	Boundary features include walls and fence
SDC 5d	SDC-5-S030	Public bridleway	No	No	Fence Line	Clarity and cohesion	
SDC 5d	SDC-5-S031*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 5d	SDC-5-S032* to SDC-5-S034*	Not an existing walked route	No	Yes - bank			The landward edge of the bank is easily recognisable on the ground
SDC 5d	SDC-5-S035	Not an existing walked route	No	No			
SDC 5d	SDC-5-S036	Public highway	No	No			
SDC 5d	SDC-5-S037	Public footway (pavement)	No	No	Pavement edge	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 5e	SDC-5-S038	Public highway	No	No			
SDC 5e	SDC-5-S039*	Not an existing walked route	No	No			
SDC 5e	SDC-5-S040*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 5e	SDC-5-S041*	Not an existing walked route	No	No	Various	Clarity and cohesion	Boundary features include fence and ditch
SDC 5f and 5g	SDC-5-S042* to SDC-5-S043*	Not an existing walked route	No	No	Ditch	Clarity and cohesion	
SDC 5g and 5h	SDC-5-S044 to SDC-5-S046	Other existing walked route	No	No	Various	Additional landward area	Boundary features include edge of pond, hedgerow, fence and top of bank
SDC 5h	SDC-5-S047 to SDC-5-S048	Other existing walked route	No	Yes - bank	Landward edge of top of bank	Clarity and cohesion	The landward edge of the top of the bank is easily recognisable on the ground
SDC 5i	SDC-5-S049 to SDC-5-S050	Not an existing walked route	No	Yes - bank	Landward edge of top of bank	Clarity and cohesion	The landward edge of the top of the bank is easily

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
							recognisable on the ground
SDC 5i	SDC-5-S051	Other existing walked route	No	No	Edge of path	Clarity and cohesion	

### 5.3.2 Alternative routes: Maps SDC 5g to SDC 5l - Glasson Dock Swing Bridge to Fluke Hall Lane car park, Pilling

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 5.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
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 5j to 5l	SDC-5-A001	Public highway	No		Landward edge of road	
SDC 5l	SDC-5-A002	Public highway	No			
SDC 5l	SDC-5-A003	Not an existing walked route	No	Fence	Ditch	
SDC 5l	SDC-5-A004	Not an existing	No	Fence		

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
		walked route				
SDC 5h	SDC-5-A005	Other existing walked route	No	Fence	Path	
SDC 5h	SDC-5-A006	Other existing walked route	No	Fence	Landward edge of road	
SDC 5h	SDC-5-A007	Other existing walked route	No	Fence	Pavement edge	
SDC 5h	SDC-5-A008	Public highway	No	Fence	Landward edge of road	
SDC 5h	SDC-5-A009	Public footway (pavement)	No	Fence	Pavement edge	
SDC 5h	SDC-5-A010	Public highway	No	Seaward edge of road		
SDC 5h	SDC-5-A011	Public footway (pavement)	No	Pavement edge	Wall	
SDC 5h	SDC-5-A012	Public highway	No		Various	Boundary features include wall and fence
SDC 5h	SDC-5-A013	Public footway (pavement)	No	Pavement edge	Various	Boundary features include wall and fence
SDC 5h	SDC-5-A014	Public highway	No			

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SDC 5h	SDC-5-A015	Public footway (pavement)	No	Pavement edge	Various	Boundary features include wall and fence
SDC 5h	SDC-5-A016	Public highway	No			
SDC 5h	SDC-5-A017	Public footway (pavement)	No	Pavement edge	Pavement edge	
SDC 5h and 5i	SDC-5-A018 and SDC-5-A019	Public highway	No	Seaward edge of road		

### 5.3.3 Other options considered: Maps SDC 5a to SDC 5g - Glasson Dock Swing Bridge to Fluke Hall Lane car park, Pilling

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 5a	SDC-5-S001 to SDC-5-S007	We considered routes closer to the coast at Glasson Dock.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is more direct and avoids the busy, operational docks and boatyards at Glasson Dock;</li> </ul> <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 5a	SDC-5-S009	We considered aligning the trail along the existing public footpath from the intersection of route sections SDC-5-S008 and SDC-5-S009 towards Glasson Marsh and then along the edge of the marsh towards the embankment.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it still provides good views out to the sea and avoids areas which can be prone to flooding at high tides;</li> <li>■ our assessment of potential environmental impacts concluded that this option would not be possible due to the levels of disturbance to protected bird species that would be caused;</li> </ul> <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, but would not form part of the designated trail.</p>
SDC 5a and 5b	SDC-5-S013 to SDC-5-S015	We considered aligning the trail along the embankment from Glasson Marsh to Crook Farm.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ our assessment of potential environmental impacts concluded that this option would not be possible due to the levels of disturbance to protected bird species that would be caused;</li> </ul> <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 5c and 5d	SDC-5-S027	We considered aligning on the road at Bank End Caravan Park.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>the road is regularly inundated by high tides;</li> </ul> <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>
SDC 5d	SDC-4-S031 to SDC-4-S034	We considered aligning on the bridleway at the base of the embankment from Pattys Farm to Cocker Bridge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>the bridleway is regularly inundated with high tides and the surface is badly poached;</li> </ul> <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 5e to 5g	SDC-5-S039 to SDC-5-S043	We considered aligning the trail along the top of the flood embankment from Cocker Bridge to Lane Ends Amenity Area.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>our assessment of potential environmental impacts concluded that this option would not be possible due to the levels of disturbance to protected bird species that would be caused;</li> </ul> <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in Chapter 4 of the Coastal Access Scheme.</p>

Note: Any Public Rights of Way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

### 5.3.4 Roll-back implementation – more complex situations: Maps SDC 5a to SDC 5c - Glasson Dock Swing Bridge to Fluke Hall Lane car park, Pilling

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SDC 5b and 5c	SDC-5-S016 to SDC-5-S026	<ul style="list-style-type: none"> <li>■ Morecambe Bay Special Area of Conservation (SAC)</li> <li>■ Morecambe Bay/ Duddon Estuary Special Protection Area (SPA)</li> <li>■ Morecambe Bay Ramsar site</li> <li>■ Caravan sites and excepted land (e.g. buildings, curtilage etc)</li> </ul>	<ul style="list-style-type: none"> <li>■ If it is no longer possible to find a viable route seaward of the 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.</li> <li>■ If it is no longer possible to find a viable route seaward of the several caravan park(s) 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. 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.</li> <li>■ 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.</li> </ul>

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

## Part 5.4: Proposals Maps

### 5.4.1 Map Index

Map reference	Map title
SDC 5a	Glasson Dock swing bridge to Crook Farm
SDC 5b	Crook Farm to Cockersand Abbey
SDC 5c	Cockersand Abbey to Bank End Caravan Park
SDC 5d	Bank End Caravan Park to Cocker Bridge
SDC 5e	Cocker Bridge to Pilling Embankment (Sand Side)
SDC 5f	Pilling Embankment (Sand Side) to Mill House Pool
SDC 5g	Mill House Pool to Lane Ends Amenity Area
SDC 5h	Lane Ends Amenity Area to Wheelbreck Pool
SDC 5i	Wheelbreck Pool to Fluke Hall
SDC 5j	Cocker Bridge to Cockerham Boers
SDC 5k	Cockerham Boers to Near Moss Farm
SDC 5l	Near Moss Farm to Wrampool Bridge
Directions Map SDC 5A	Crook Farm: Proposed direction under s24 and s25(1)(b) CROW
Directions Map SDC 5B	Glasson Marsh: Proposed direction under s25A CROW
Directions Map SDC 5C	Cockerham and Pilling Sands: Proposed direction under s25A CROW
Directions Map SDC 5D	Chapel Hill floodbank: Proposed direction under s26(3)(a) CROW
Directions Map SDC 5E	Plover Scar: Proposed direction under s26(3)(a) CROW
Directions Map SDC 5F	Cocker Bridge to Fluke Hall Lane: 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

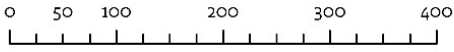
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

-  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**

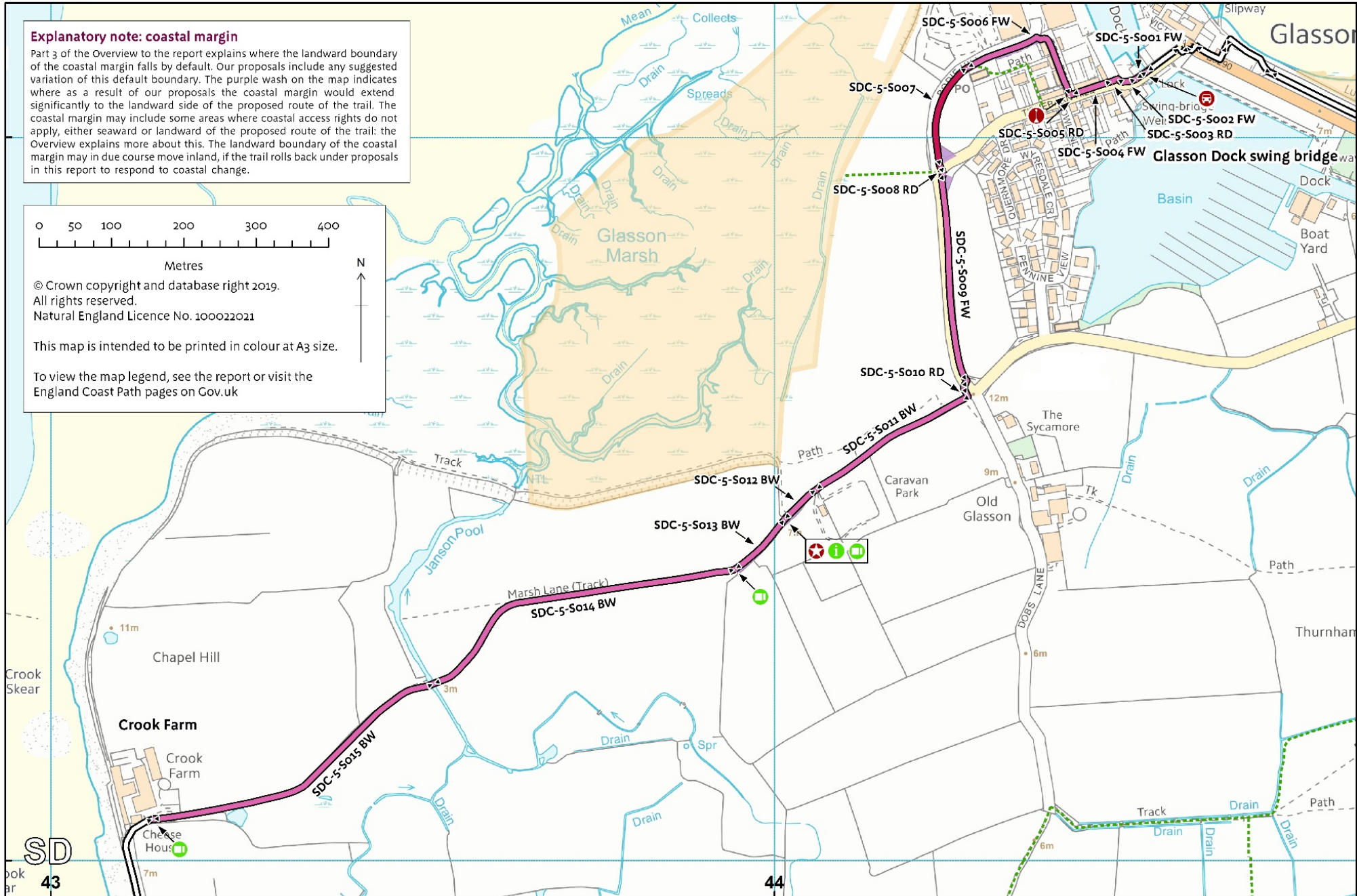
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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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This map is intended to be printed in colour at A3 size.

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SD 43

44

**Map SDC 5b: Crook Farm to Cockersand Abbey**

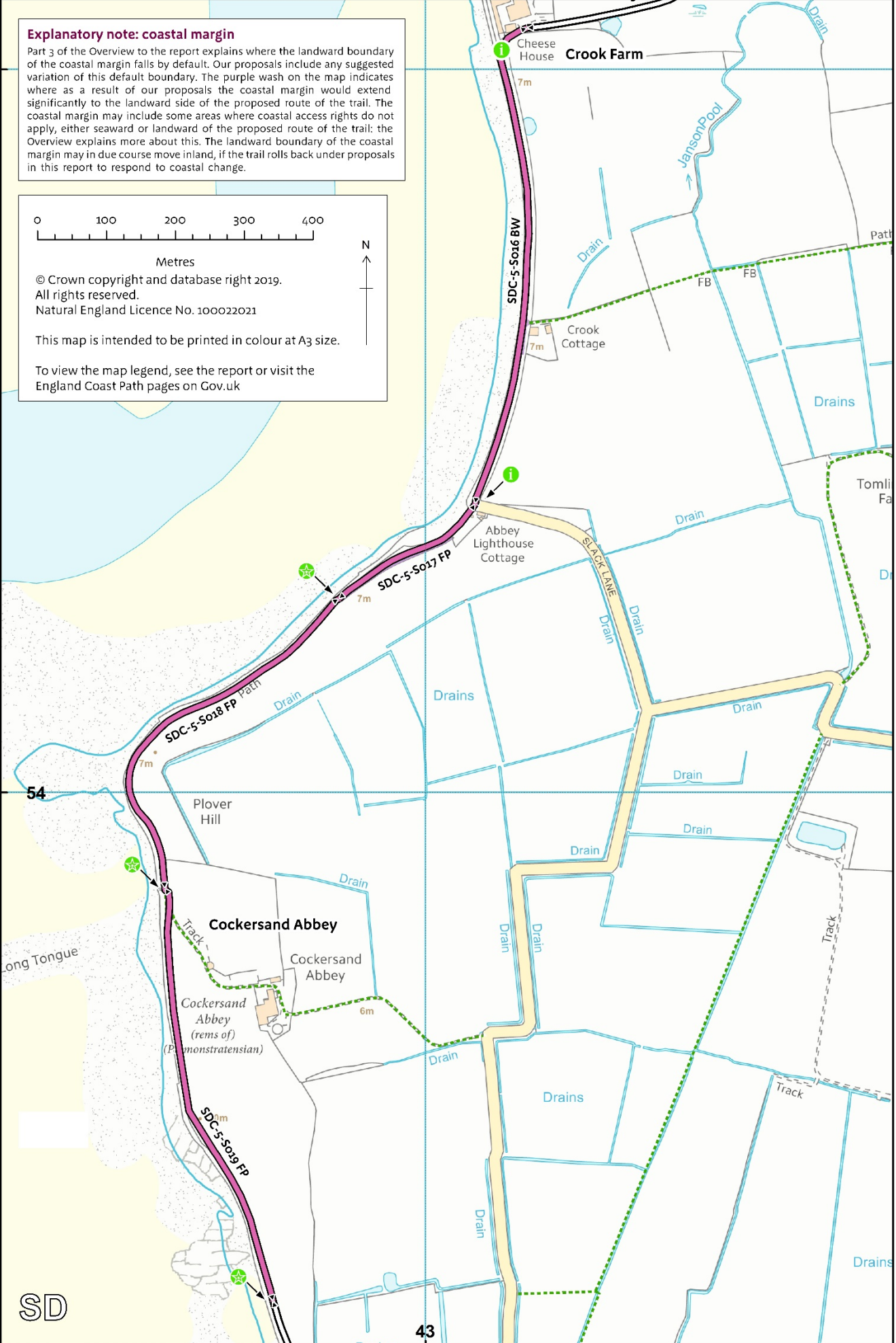
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the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

0 100 200 300 400  
 Metres

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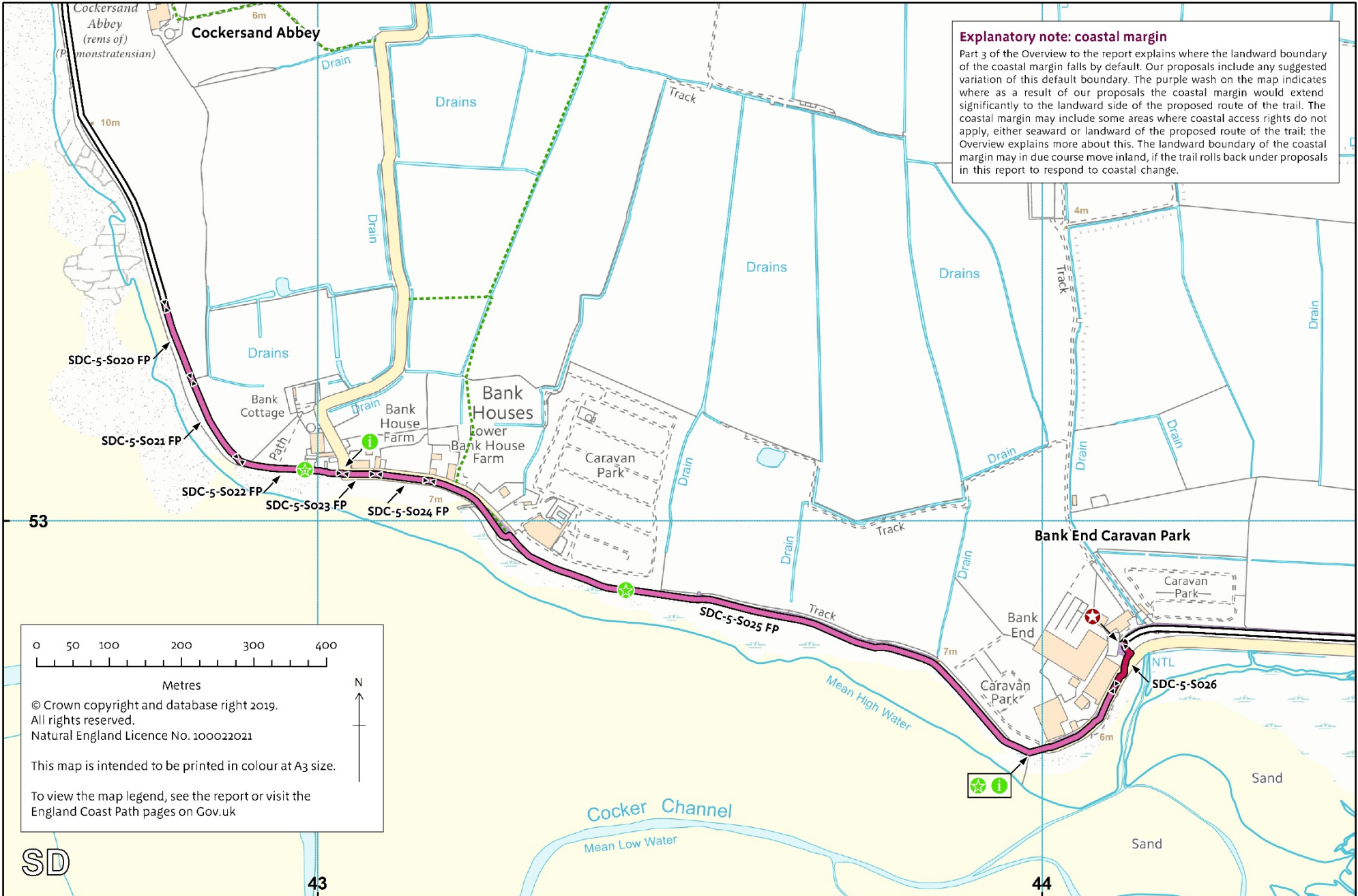
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

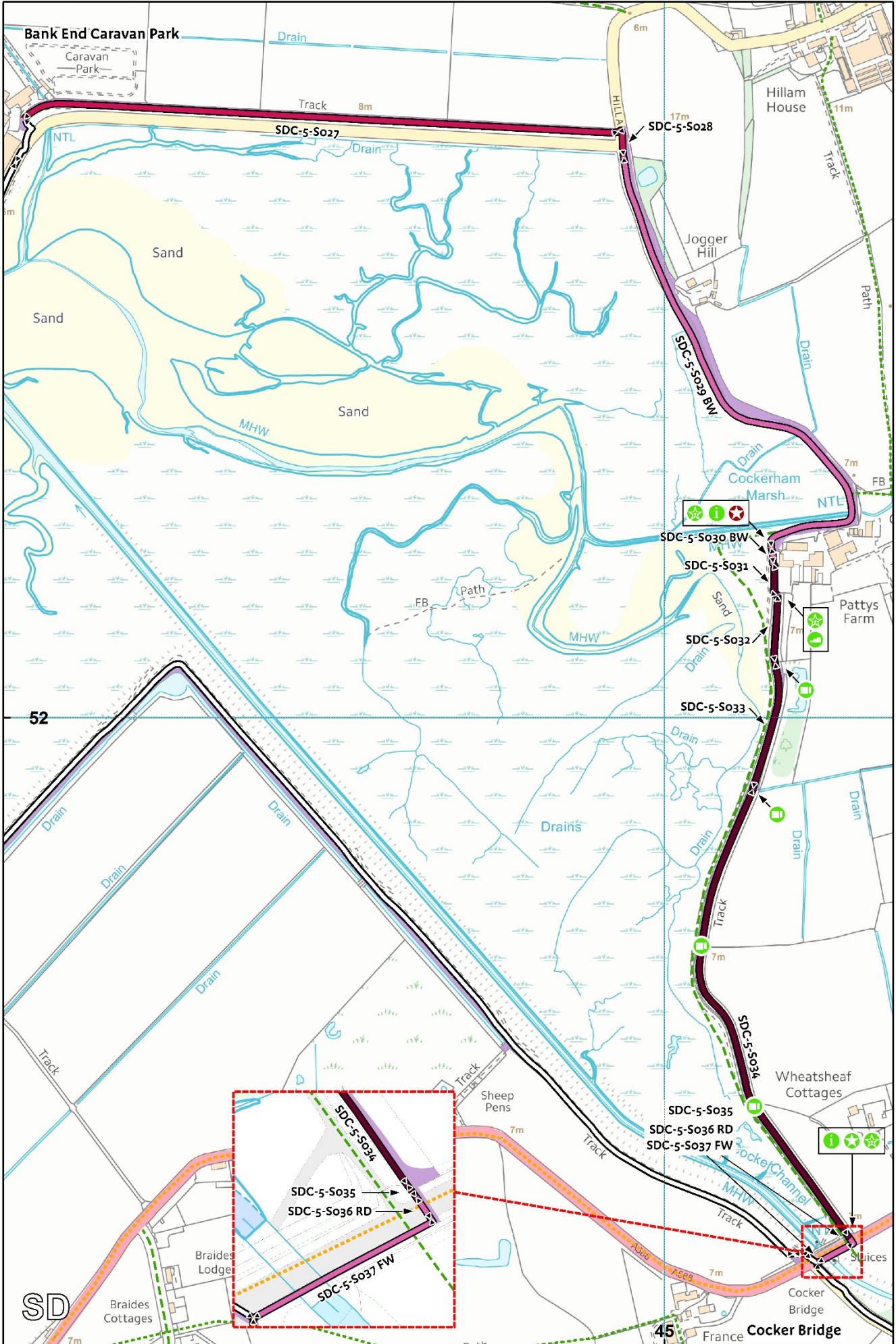


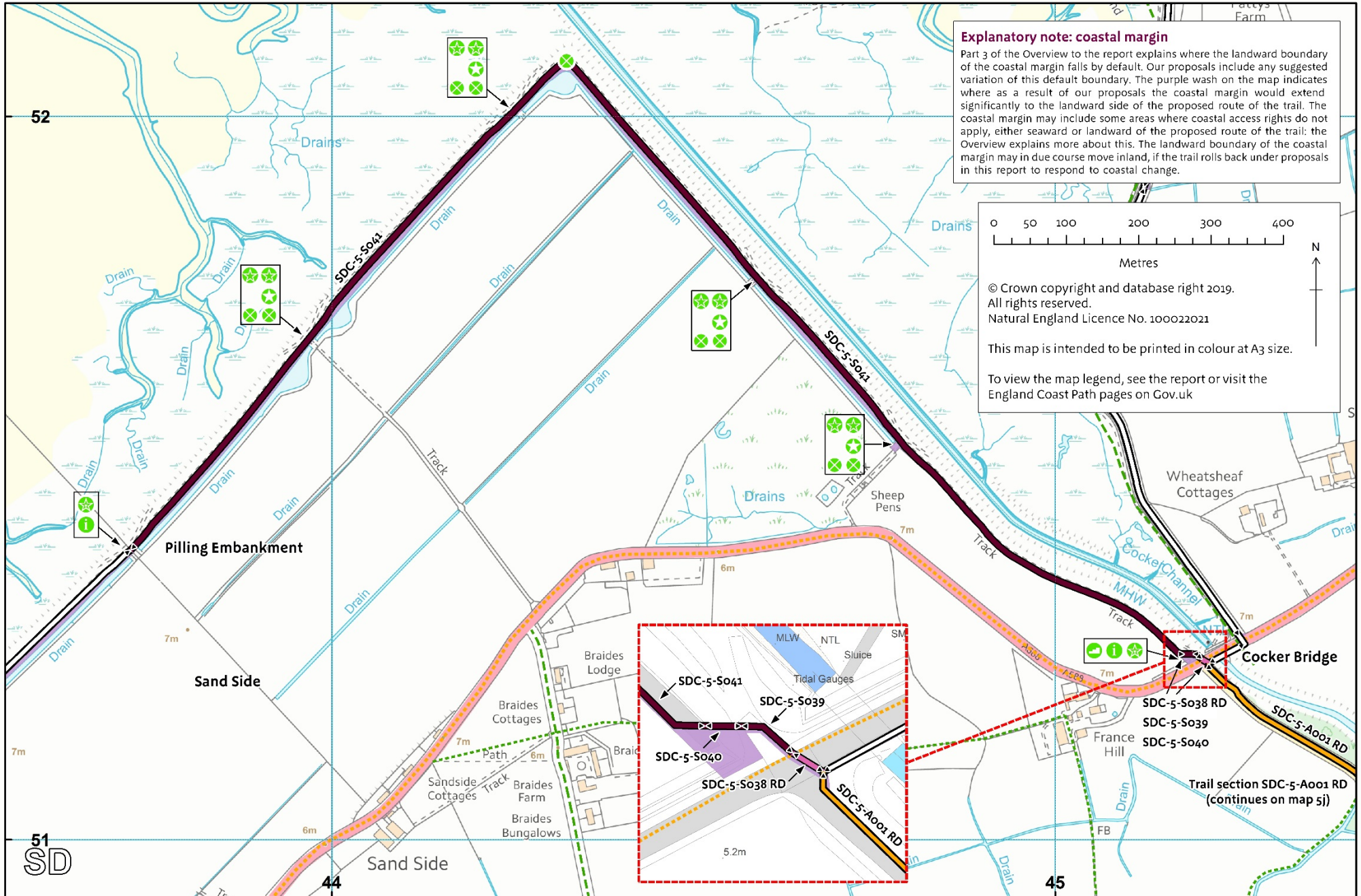
Map SDC 5b: Crook Farm to Cockersand Abbey

SD

43







**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

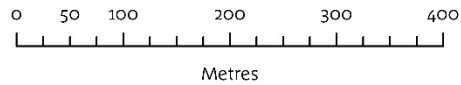
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

**Explanatory note: coastal margin**

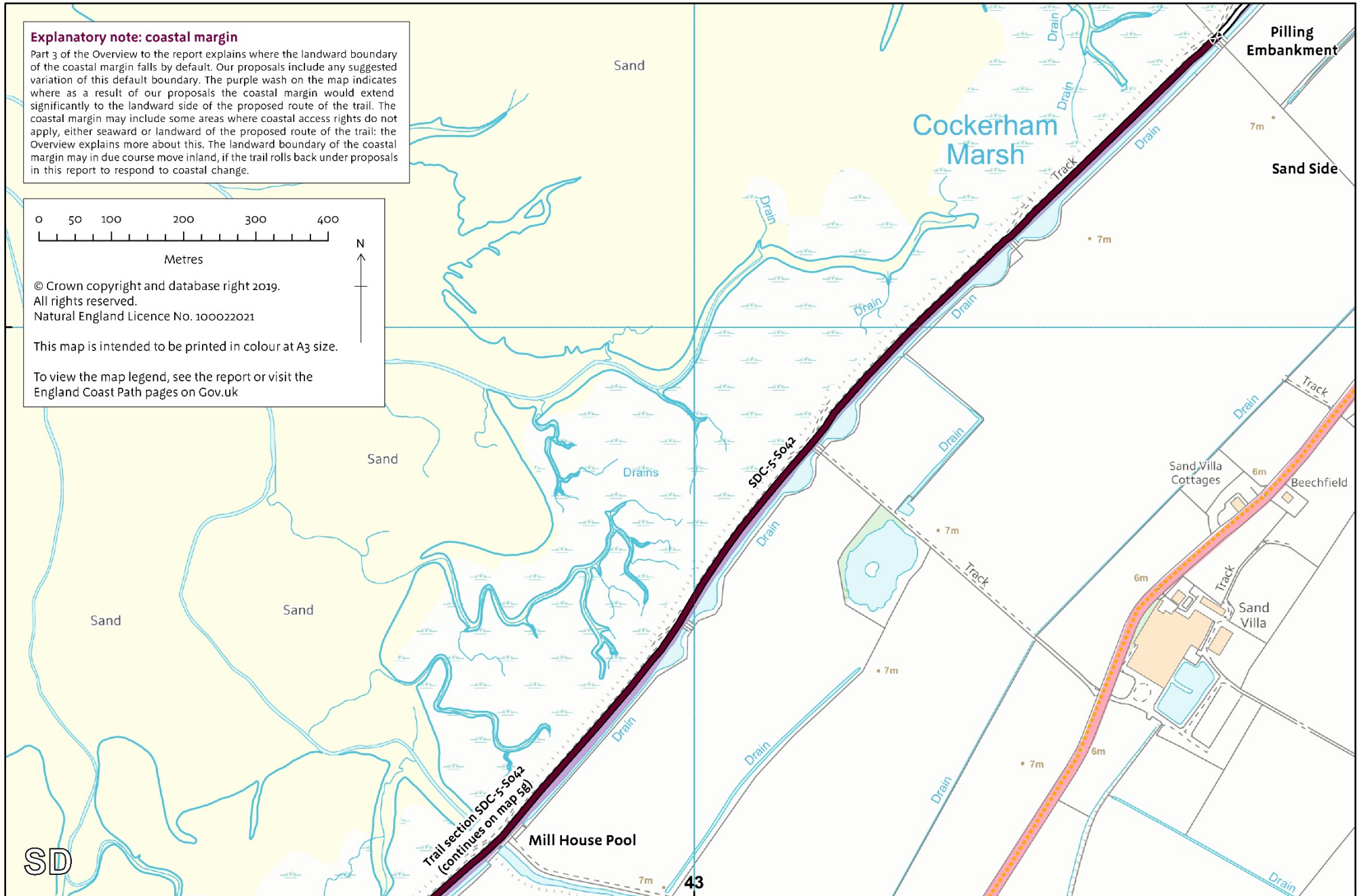
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

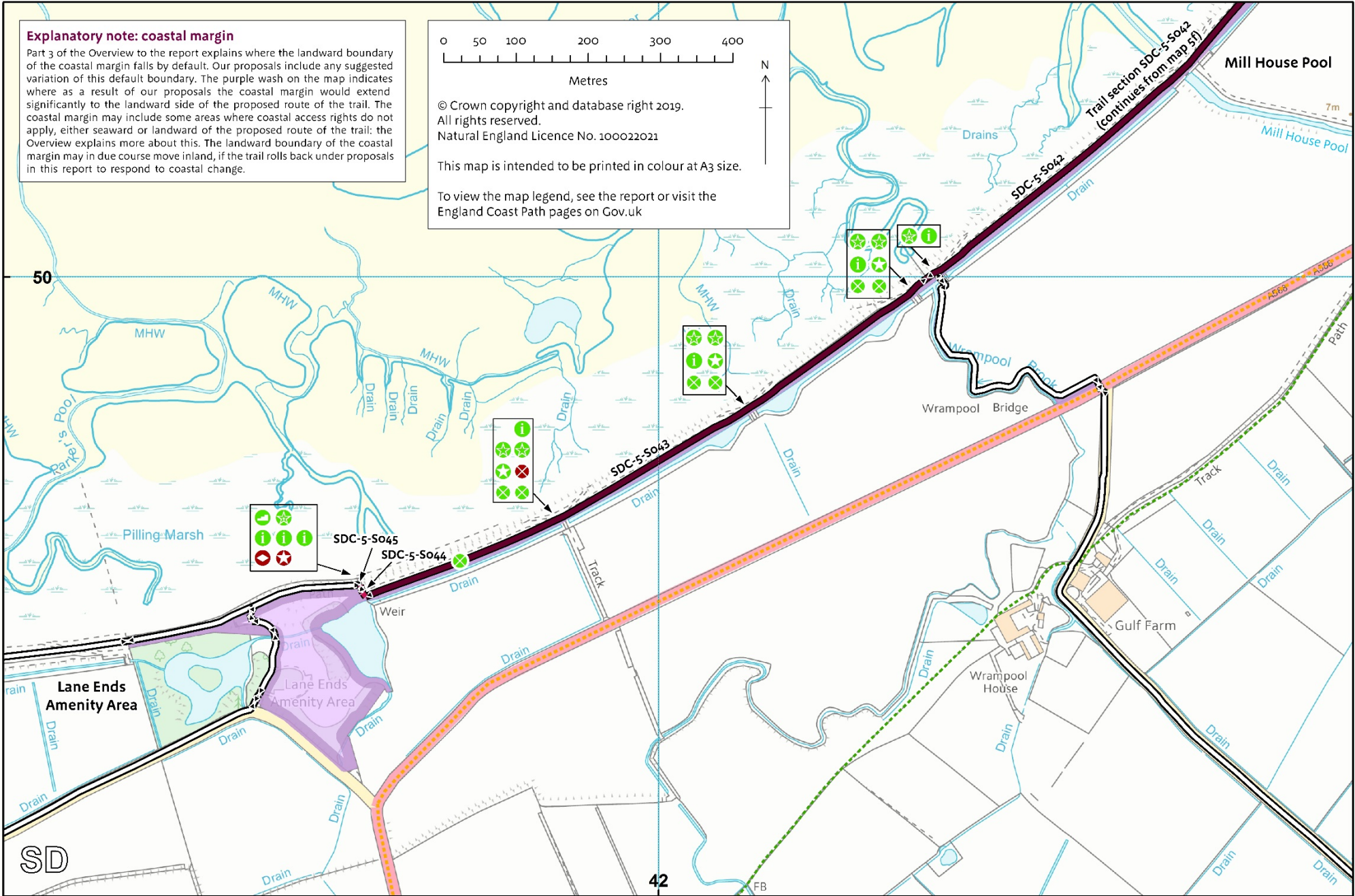


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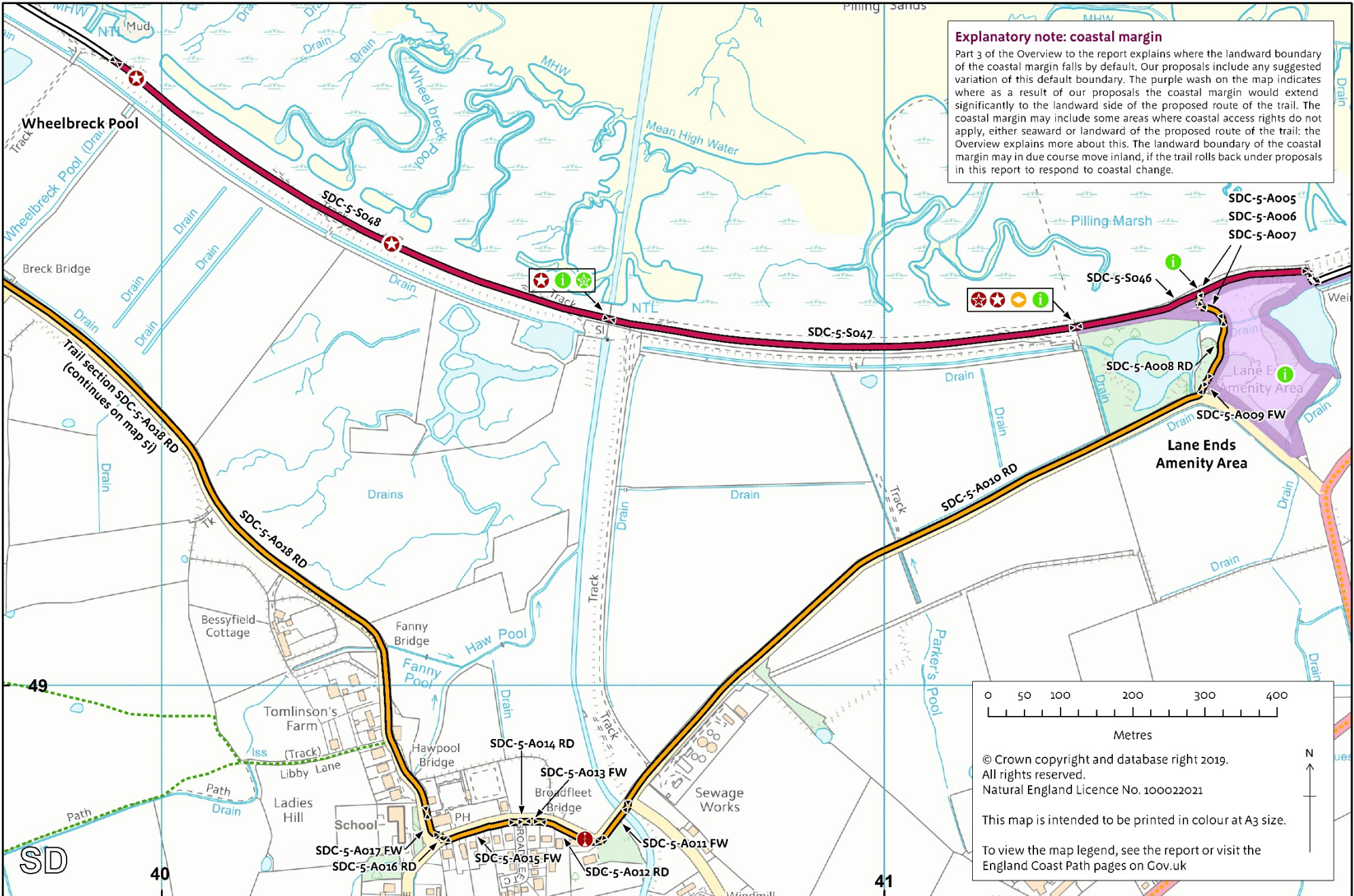
This map is intended to be printed in colour at A3 size.

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Map SDC 5h: Lane Ends Amenity Area to Wheelbreck Pool

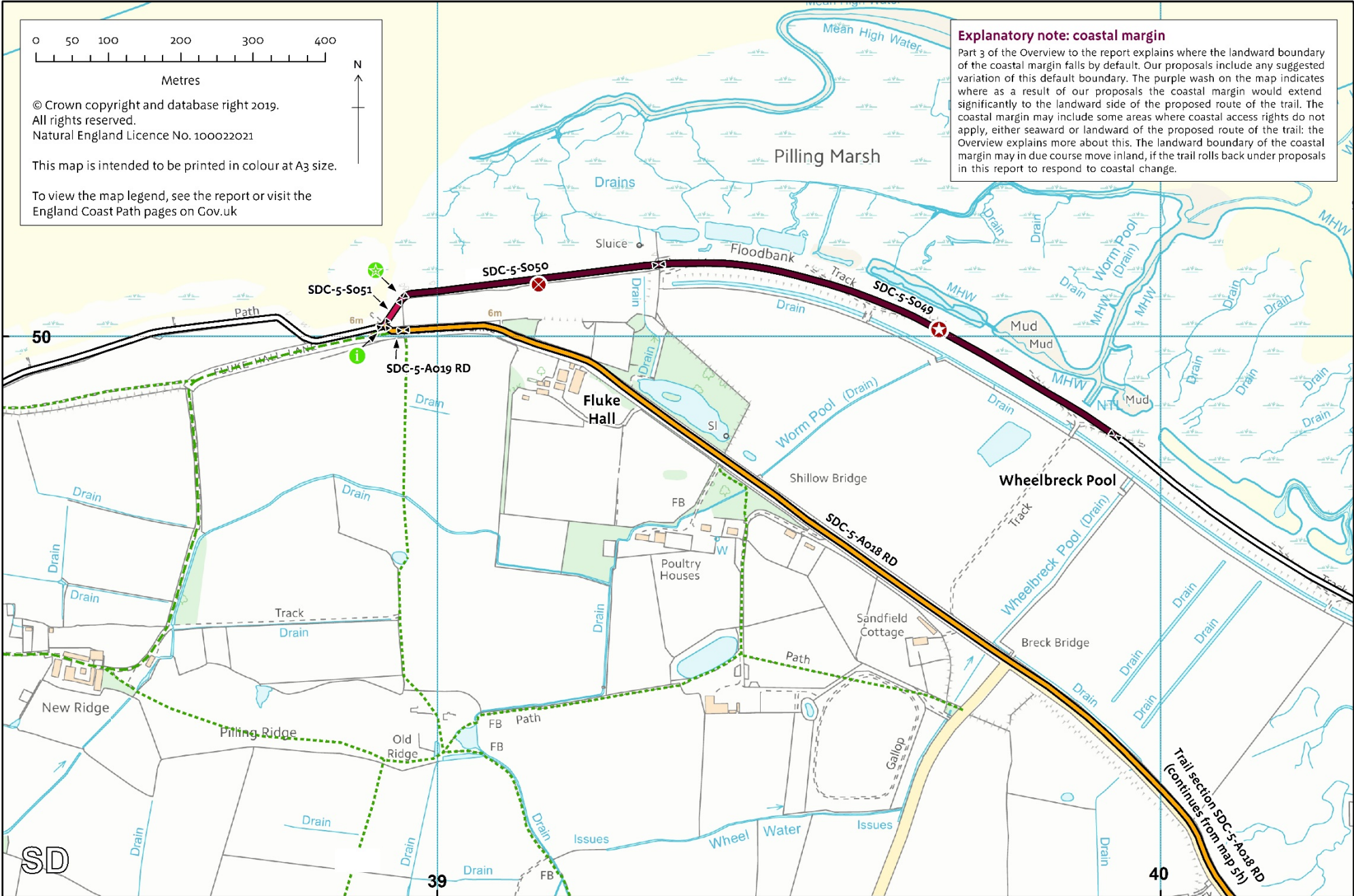
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 Metres

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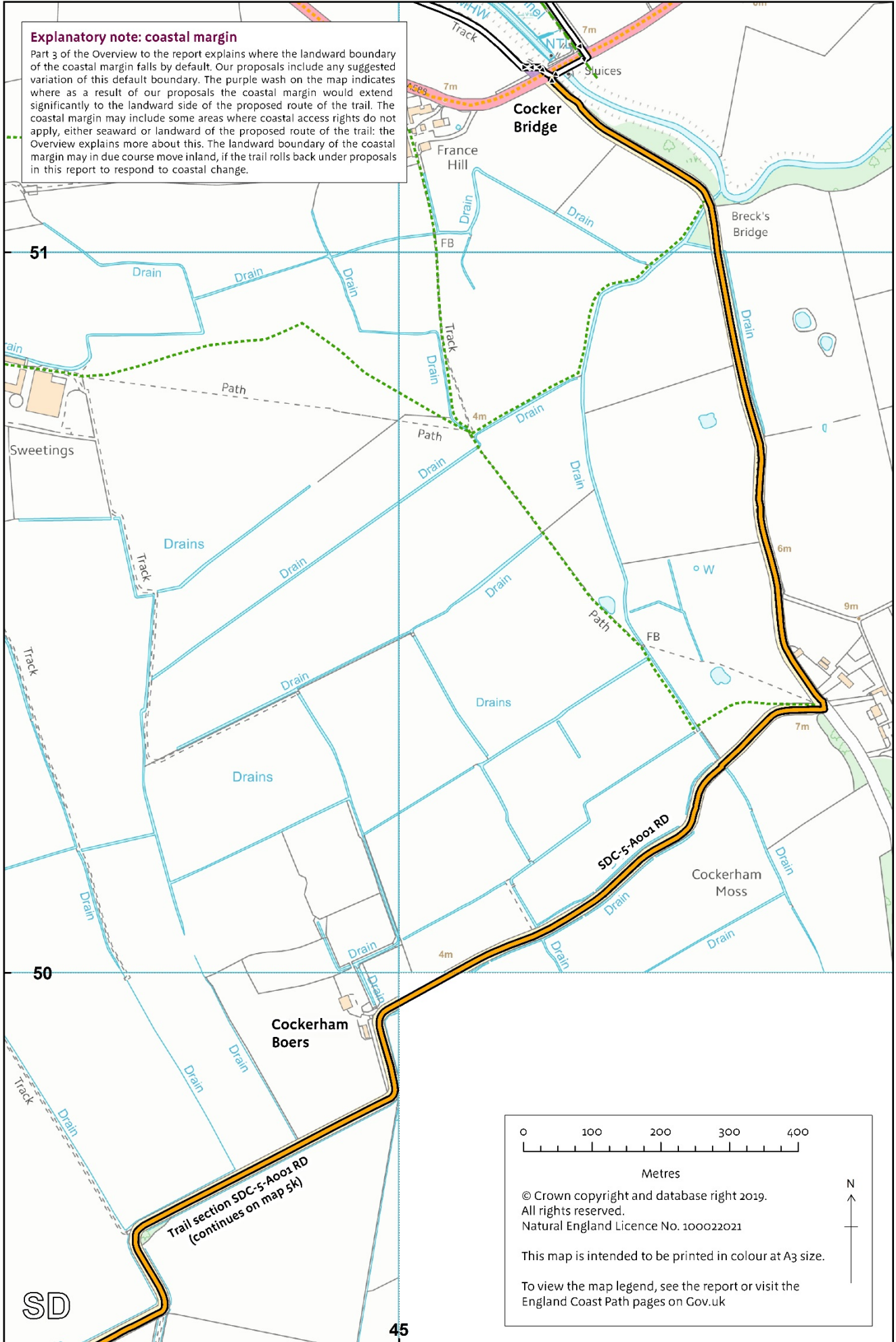
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the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



Map SDC 5i: Wheelbreck Pool to Fluke Hall

**Explanatory note: coastal margin**

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



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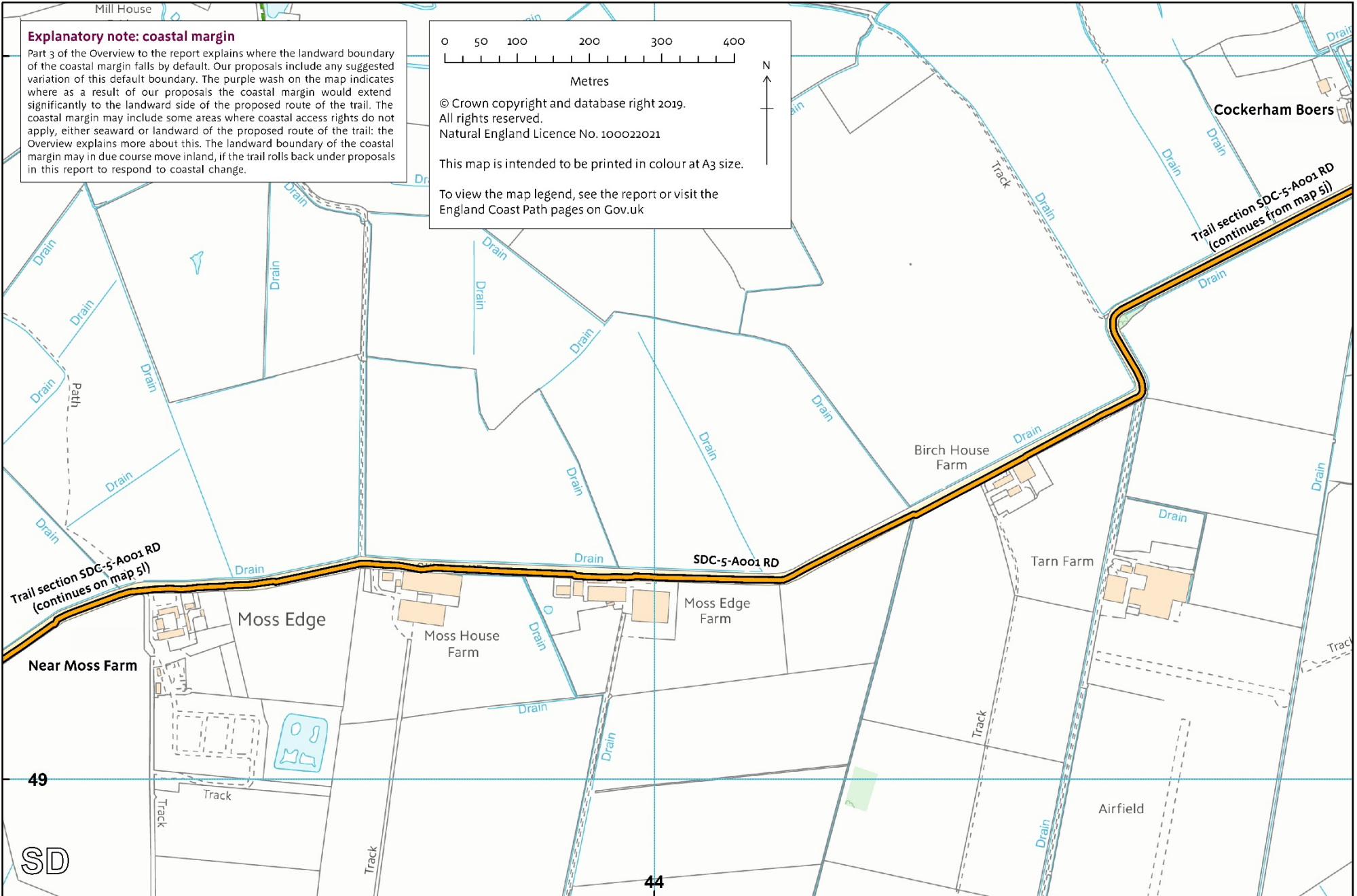
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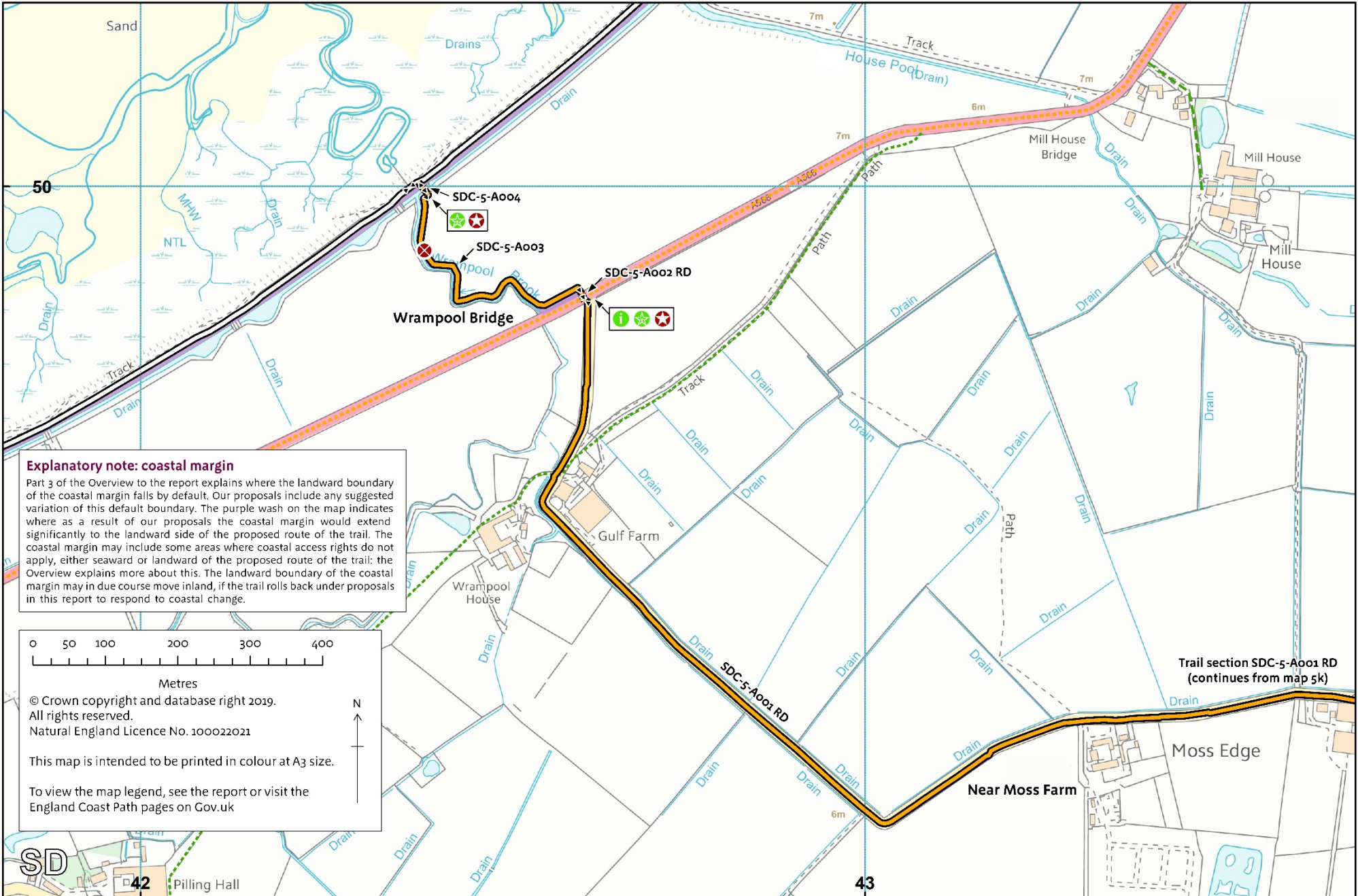
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 England Coast Path pages on Gov.uk

SD

45





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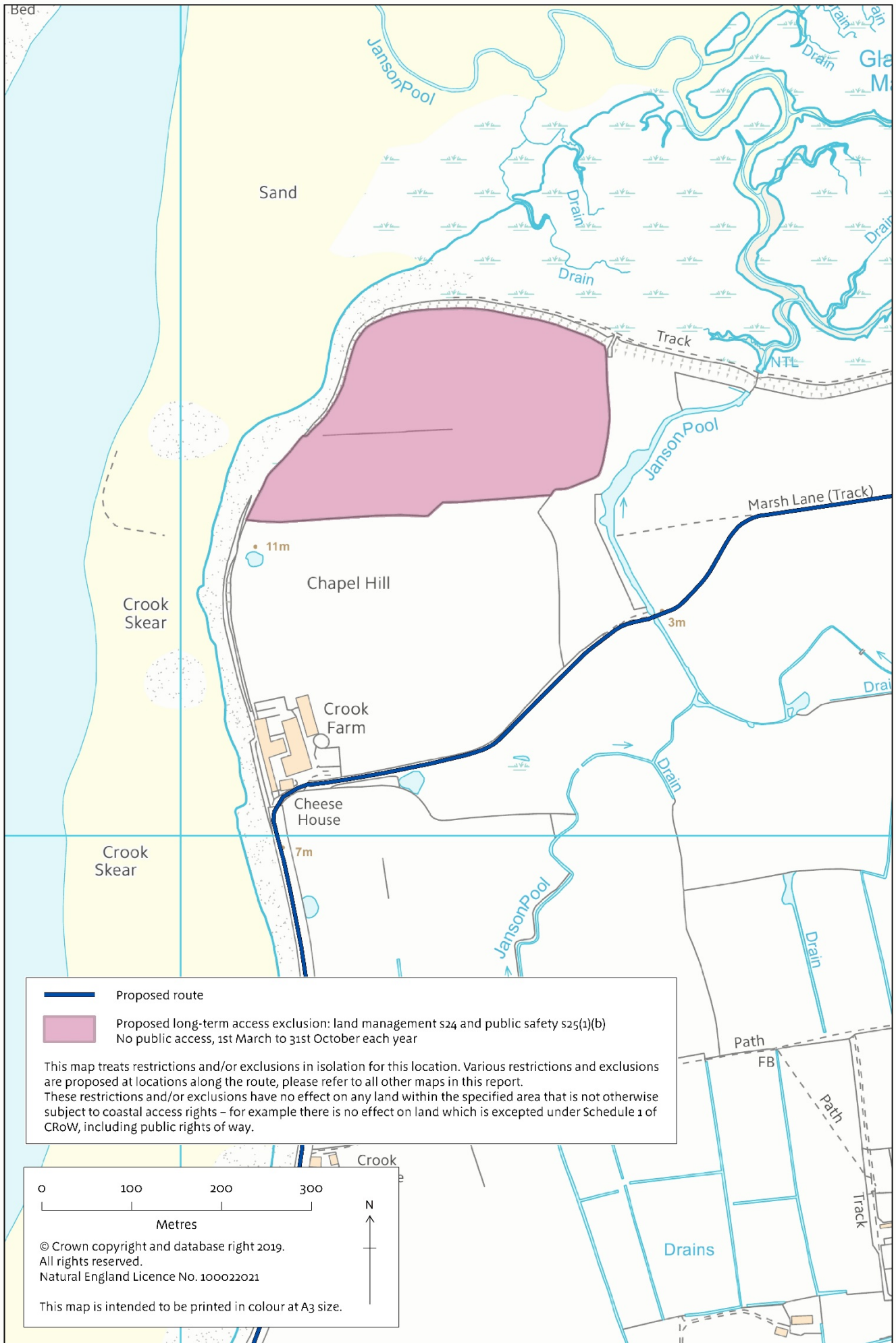
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

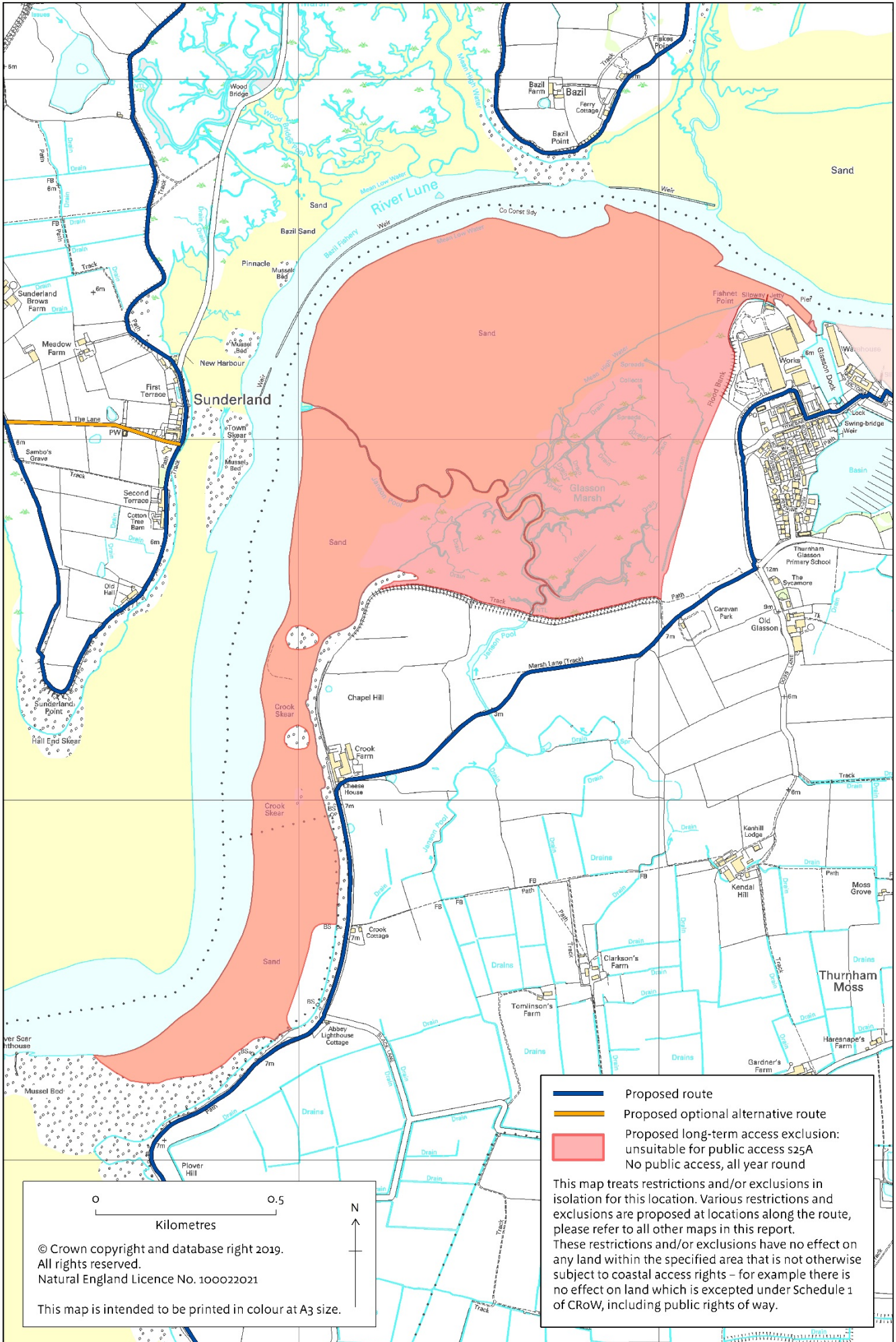
SD 42 Pilling Hall

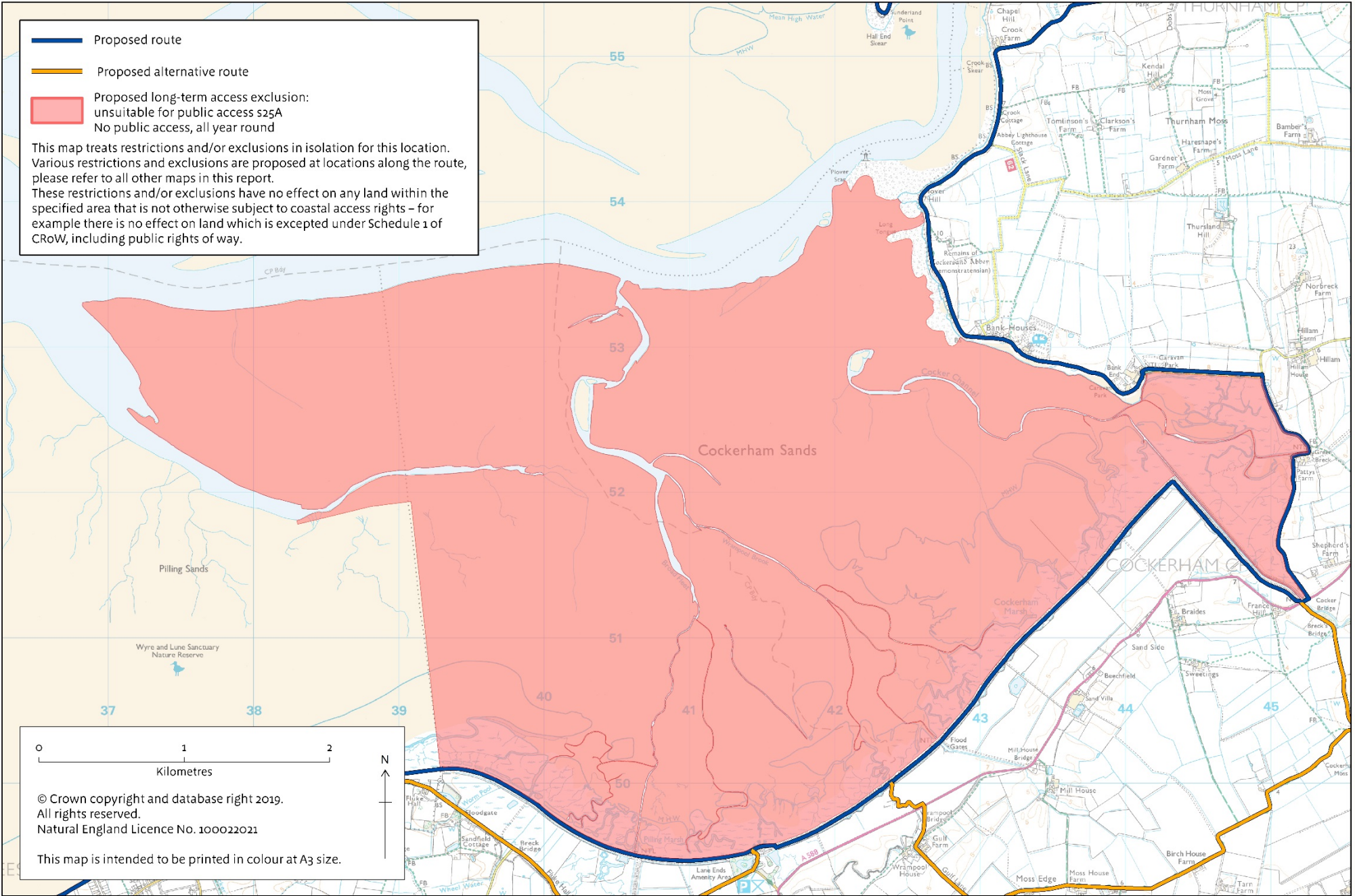
43

Trail section SDC-5-A001 RD  
(continues from map 5k)

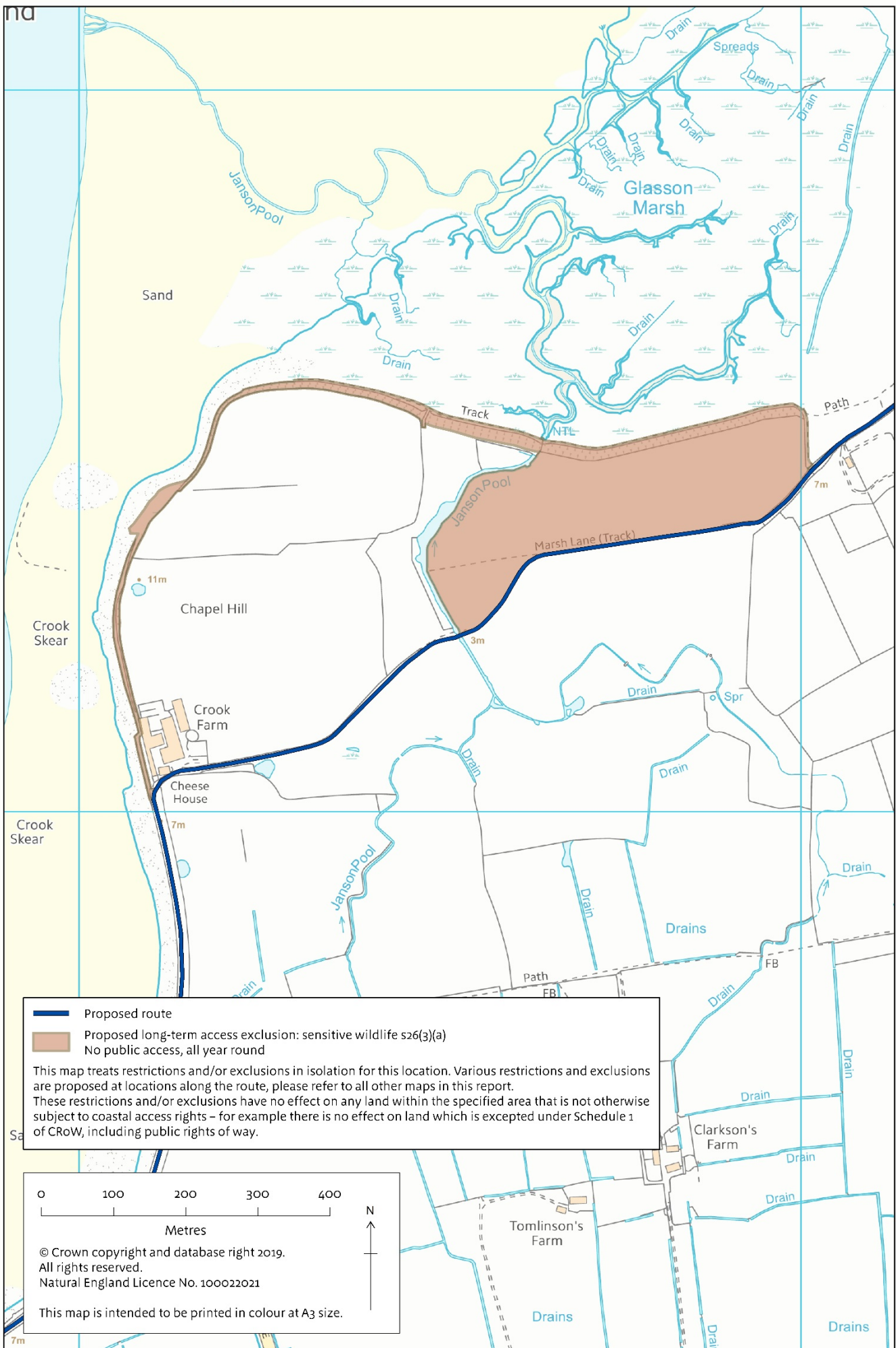
**Directions Map SDC 5A: Crook Farm**













**Directions Map SDC 5E: Plover Scar**

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

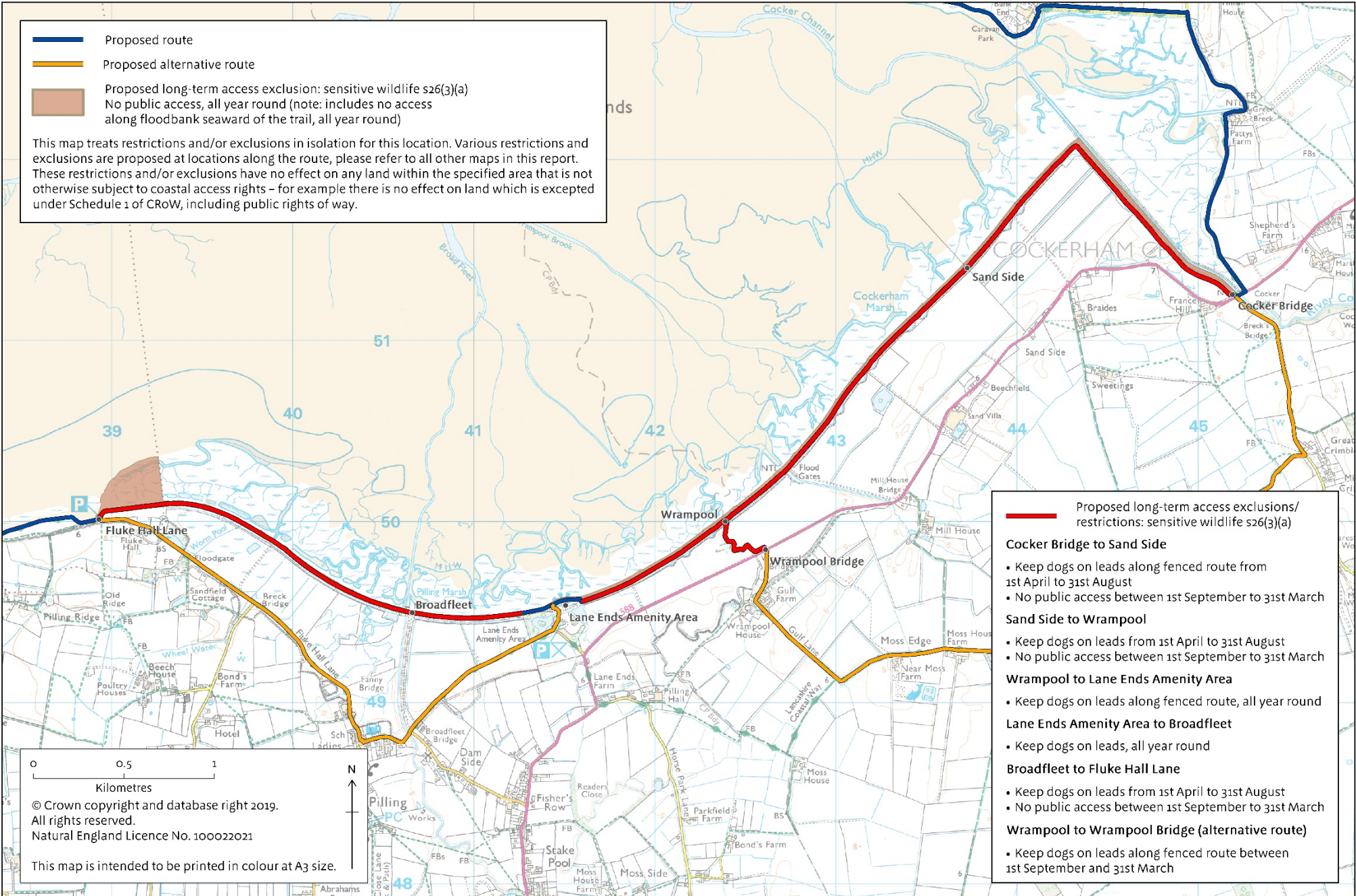
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report.  
 These restrictions and/or exclusions have no effect on any land within the specified area that 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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— Proposed route  
— Proposed alternative route  
 Proposed long-term access exclusion: sensitive wildlife s26(3)(a)  
 No public access, all year round (note: includes no access along floodbank seaward of the trail, 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.

- Proposed long-term access exclusions/restrictions: sensitive wildlife s26(3)(a)
- Cocker Bridge to Sand Side**
- Keep dogs on leads along fenced route from 1st April to 31st August
  - No public access between 1st September to 31st March
- Sand Side to Wrampool**
- Keep dogs on leads from 1st April to 31st August
  - No public access between 1st September to 31st March
- Wrampool to Lane Ends Amenity Area**
- Keep dogs on leads along fenced route, all year round
- Lane Ends Amenity Area to Broadfleet**
- Keep dogs on leads, all year round
- Broadfleet to Fluke Hall Lane**
- Keep dogs on leads from 1st April to 31st August
  - No public access between 1st September to 31st March
- Wrampool to Wrampool Bridge (alternative route)**
- Keep dogs on leads along fenced route between 1st September and 31st March

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 Kilometres  
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