



# England Coast Path Stretch:

## Silverdale to Cleveleys

Report SDC 6: Fluke Hall Lane car park, Pilling to South Promenade (Kingsway), Cleveleys

### Part 6.1: Introduction

Start Point:	Fluke Hall Lane car park, Pilling (Grid reference: SD 3892 5001)
End Point:	South Promenade (Kingsway), Cleveleys (Grid reference: SD 3122 4267)
Relevant Maps:	SDC 6a to SDC 6h

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

6.1.2 This report covers length SDC 6 of the stretch, which is the coast between Fluke Hall Lane car park, Pilling to South Promenade (Kingsway), Cleveleys. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 6.2: Proposals Narrative

### The trail:

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

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

6.2.3 Follows a route similar to the existing Lancashire Coastal Way.

### 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.

6.2.4 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 Estuary 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 MCZ.

6.2.5 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

6.2.6 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:

6.2.7 There are few artificial barriers to accessibility on the proposed route which will make use of the existing coastal path from Fluke Hall to Knott-End-on Sea (approx. 5km). The proposed route will then follow the promenade from Fleetwood to Cleveleys (approx. 9km) and provide a pleasant and accessible route close to the sea, especially suited for those with reduced mobility.

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

## Where we have proposed exercising statutory discretions:

6.2.8 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Wyre, 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 the existing ferry service that runs between Knott End-on Sea and Fleetwood, as indicated by the extent of the trail shown on map SDC 6d.

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

6.2.9 **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 wall, fence line or edge of pavement, path or track to make the extent of the new access rights clearer. See Table 6.3.1 below.

6.2.10 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 6.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 6.3.1] explaining what this means in practice.

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

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

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

6.2.12 The mudflats at Pilling Sands, Bernard Wharf and Rossall Point are soft and sinking in nature. The flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusions are proposed:

6.2.13 Access to the mudflat in the coastal margin seaward of route sections SDC-6-S001 to SDC-6-S039 and SDC-6-S046 to SDC-6-S049 is to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as it is unsuitable for public access. These exclusions do not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SDC 6A and 6B.

6.2.14 These directions will not prevent or affect:

- any existing local use of the land by right where such use is not covered by coastal access rights;

- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc

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

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

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

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

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

6.2.16 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps SDC 6a to 6h as the proposed route of the trail.

### Other future change:

6.2.17 The route of the trail in this report incorporates the use of a ferry across the river Wyre from Knott End-on-Sea to Fleetwood. Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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

### Establishment of the trail:

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

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

6.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £11,401 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.



6.2.20 There is only one principal element to the overall cost, as the surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail:

- New signage and information boards will be installed at appropriate points including on both sides of the River Wyre to ensure that users are aware of the of the ferry crossing.

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	£10,365
Project management	£1,036
<b>Total</b>	<b>£11,401 (Exclusive of any VAT payable)</b>

6.2.21 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**

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

6.2.23 We estimate that the annual cost to maintain the trail will be **£1,497** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 6.3: Proposals Tables

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

### 6.3.1 Section Details: Maps SDC 6a to SDC 6h - Fluke Hall Lane car park, Pilling to South Promenade (Kingsway), Cleveleys

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 6.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SDC 6a to 6c	SDC-6-S001 to SDC-6-S020	Public footpath	No	No	Path edge	Clarity and cohesion	
SDC 6c	SDC-6-S021 to SDC-6-S031	Other existing walked route	No	No	Path edge	Clarity and cohesion	
SDC 6c	SDC-6-S032	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 6c	SDC-6-S033	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 6c	SDC-6-S034	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
SDC 6c	SDC-6-S035	Public highway	No	No			
SDC 6c	SDC-6-S036	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 6c	SDC-6-S037 and SDC-6-S038	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
SDC 6c and 6d	SDC-6-S039* and SDC-6-S040*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 6d	SDC-6-S041	Public highway	No	No			
SDC 6d	SDC-6-S042 and SDC-6-S043	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 6d	SDC-6-S044	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 6d	SDC-6-S045	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
SDC 6d	SDC-6-S046	Public footpath	No	No	Wall	Clarity and cohesion	
SDC 6e	SDC-6-S047	Public footpath	No	No	Promenade edge	Clarity and cohesion	
SDC 6e	SDC-6-S048	Public footpath	No	No	Promenade 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 6f and 6g	SDC-6-S049 to SDC-6-S051	Public footpath	No	No	Wall	Clarity and cohesion	
SDC 6g	SDC-6-S052	Other existing walked route	No	No	Wall	Clarity and cohesion	
SDC 6h	SDC-6-S053	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 6h	SDC-6-S054	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include wall and fence

### 6.3.2 Other options considered: Maps SDC 6c and SDC 6d - Fluke Hall Lane car park, Pilling to South Promenade (Kingsway), Cleveleys

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SDC 6c and 6d	SDC-6-S039 to SDC-6-S040	We considered aligning the trail around the Wyre estuary via Shard Bridge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the proximity of the ferry service to the open coast provides a convenient mode of transport that allows people to continue their coastal walk;</li> <li>■ although there could be significant benefits in choosing this option, the existence of the regular ferry service across the mouth of the Wyre Estuary means that the additional cost of aligning the trail around the estuary could not be justified;</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>Please refer to Part 5 of the Overview Report for further analysis.</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.

## Part 6.4: Proposals Maps

### 6.4.1 Map Index



Map reference	Map title
SDC 6a	Fluke Hall to Cocker's Dyke Houses
SDC 6b	Cocker's Dyke Houses to Rose Grove Caravan Park
SDC 6c	Rose Grove Caravan Park to Knott End Ferry
SDC 6d	Knott End Ferry to Marine Gardens, Fleetwood
SDC 6e	Marine Gardens, Fleetwood to Rossall Point
SDC 6f	Rossall Point to Larkholme Parade, Fleetwood
SDC 6g	Larkholme Parade, Fleetwood to Westbourne Road, Cleveleys
SDC 6h	Westbourne Road, Cleveleys to South Promenade, Cleveleys
Directions Map SDC 6A	Bernard Wharf: Proposed direction under s25A CROW
Directions Map SDC 6B	Rossall Point: Proposed direction under s25A CROW

## PROPOSALS

### Trail Sections

-  Trail using existing public right of way or highway
-  Trail using other existing walked route
-  Trail not using existing walked route
-  Alternative route
-  Trail shown on other maps
-  Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

-  Trail using existing South West Coast Path
-  Alternative or optional alternative route using existing South West Coast Path



Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

### Coastal Margin

#### Explanatory note

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

-  Coastal margin landward of the trail
-  Coastal margin landward of the trail which is existing access land

### Other Information



#### Other access rights and routes

-  Public bridleways
-  Public byways
-  Public footpaths
-  Restricted byways
-  South West Coast Path
-  Sustrans national routes
-  Existing access land

### Infrastructure types

For status of each, where shown on map, see colour codes below







#### Bridges:

-  Clapper bridge
-  Footbridge
-  Quad bike bridge
-  Sleeper bridge
-  Vehicle bridge

#### Stiles:

-  Ladder stile
-  Lift-up stile
-  Squeeze stile
-  Step stile
-  Stone stile

#### Gates:




-  Bristol gate
-  Field gate
-  Gateway with no gate
-  Kissing gate
-  Pedestrian gate
-  Wheelchair gate

#### Miscellaneous:

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

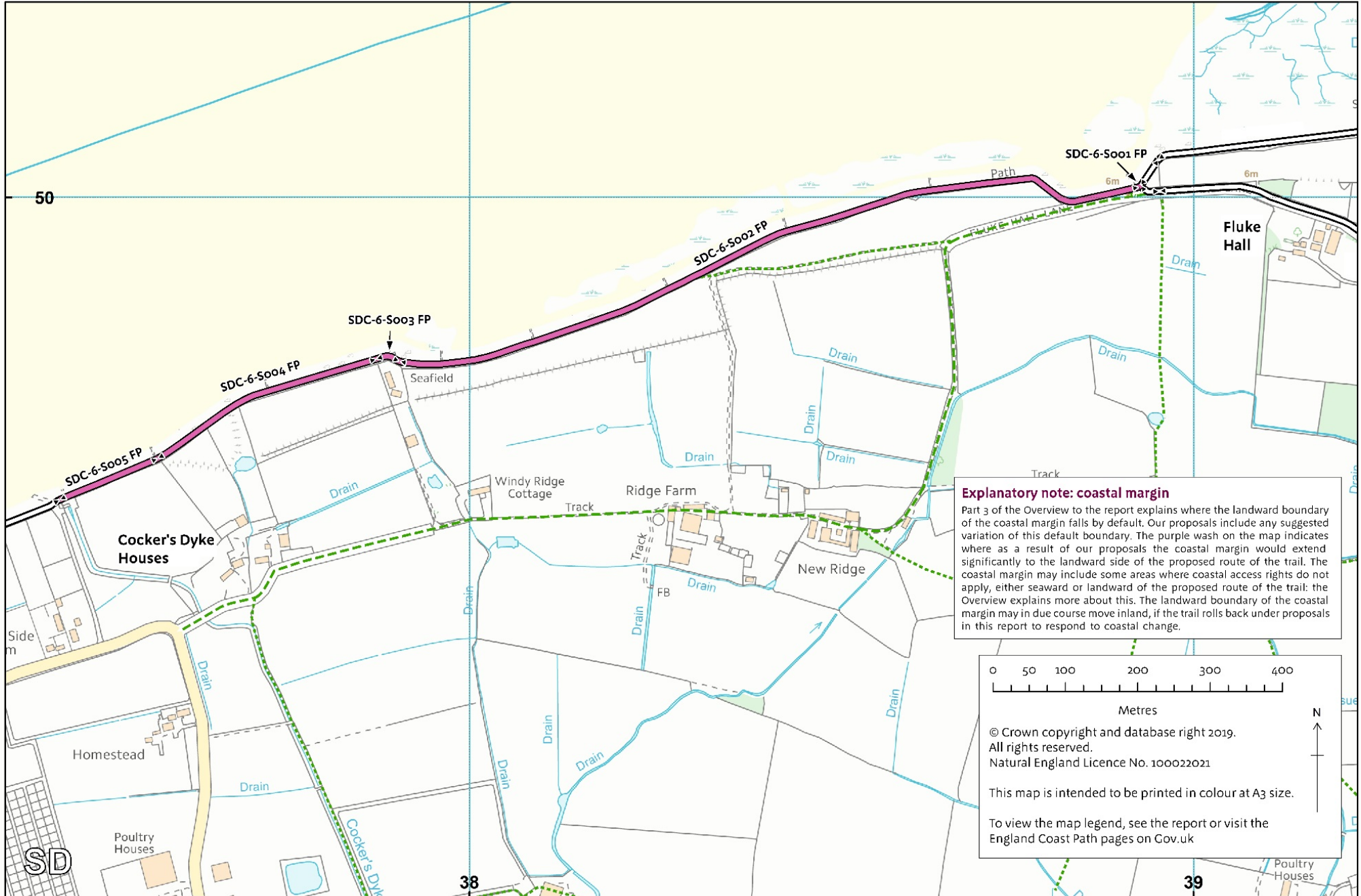
### Infrastructure status

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.





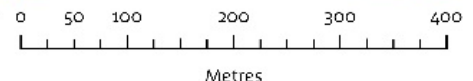
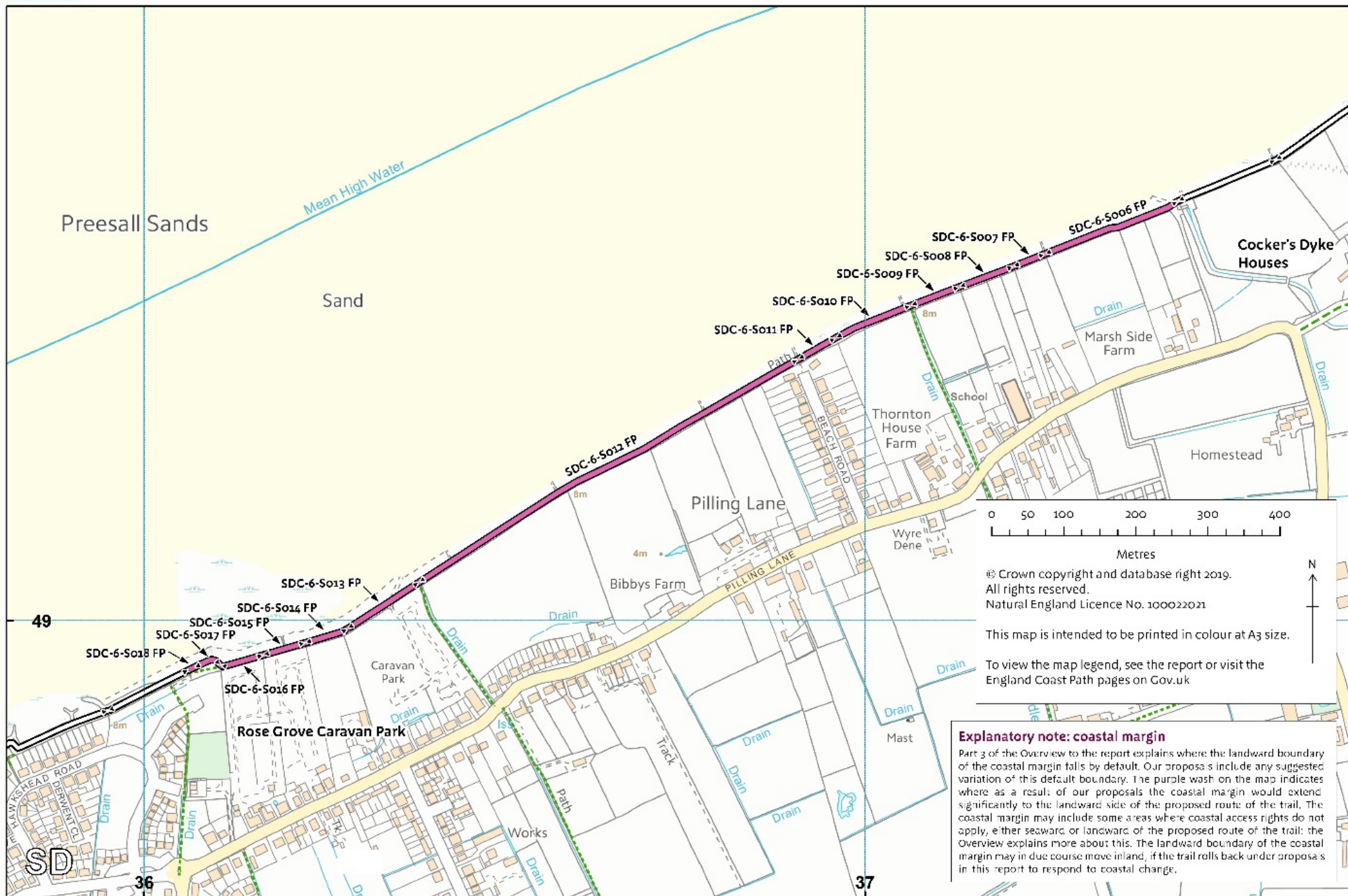
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the 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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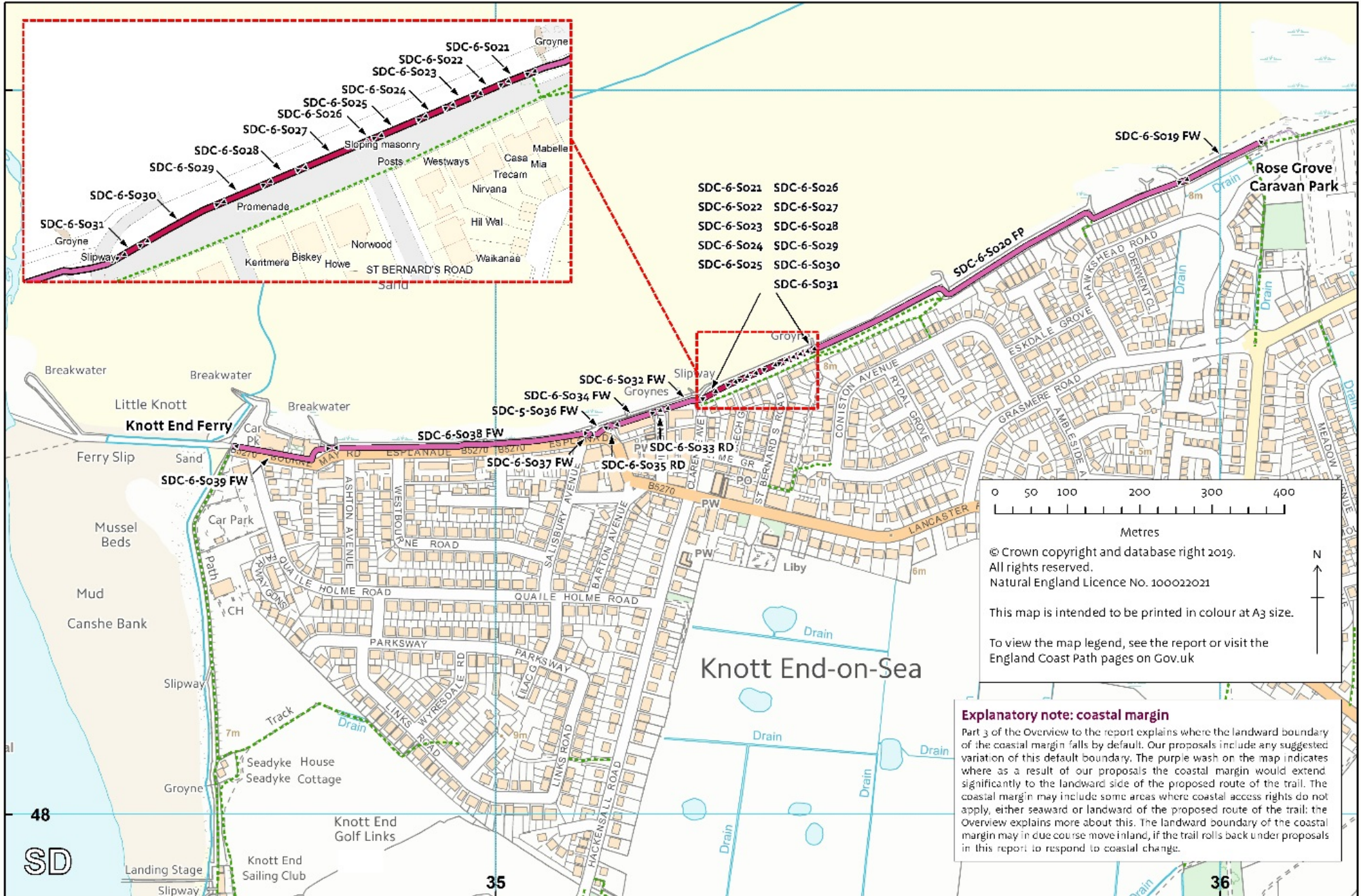
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Map SDC 6b: Cocker's Dyke Houses to Rose Grove Caravan Park





Map SDC 6c: Rose Grove Caravan Park to Knott End Ferry



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Map SDC 6d: Knott End Ferry to Marine Gardens, Fleetwood





Map SDC 6e: Marine Gardens, Fleetwood to Rossall Point

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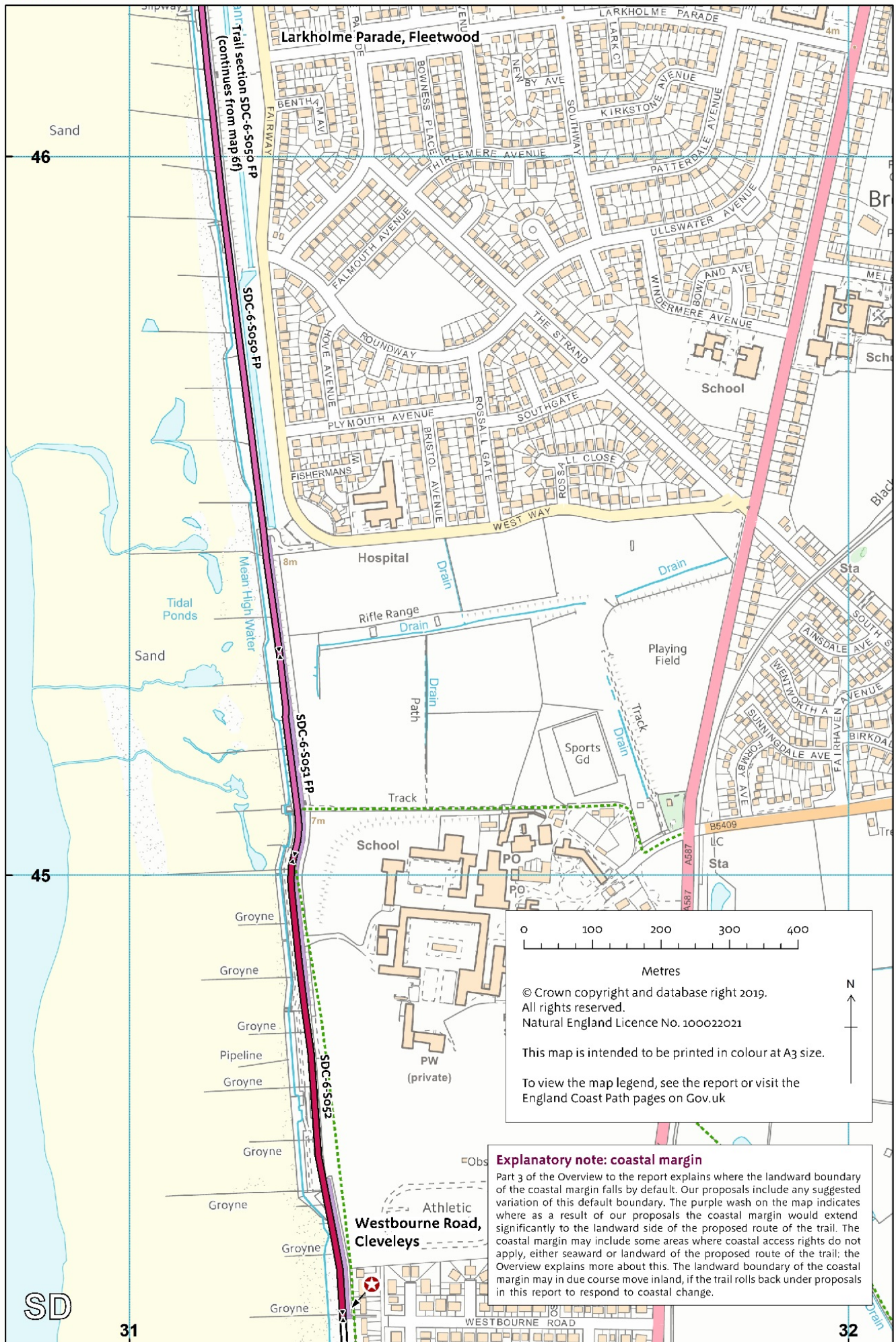
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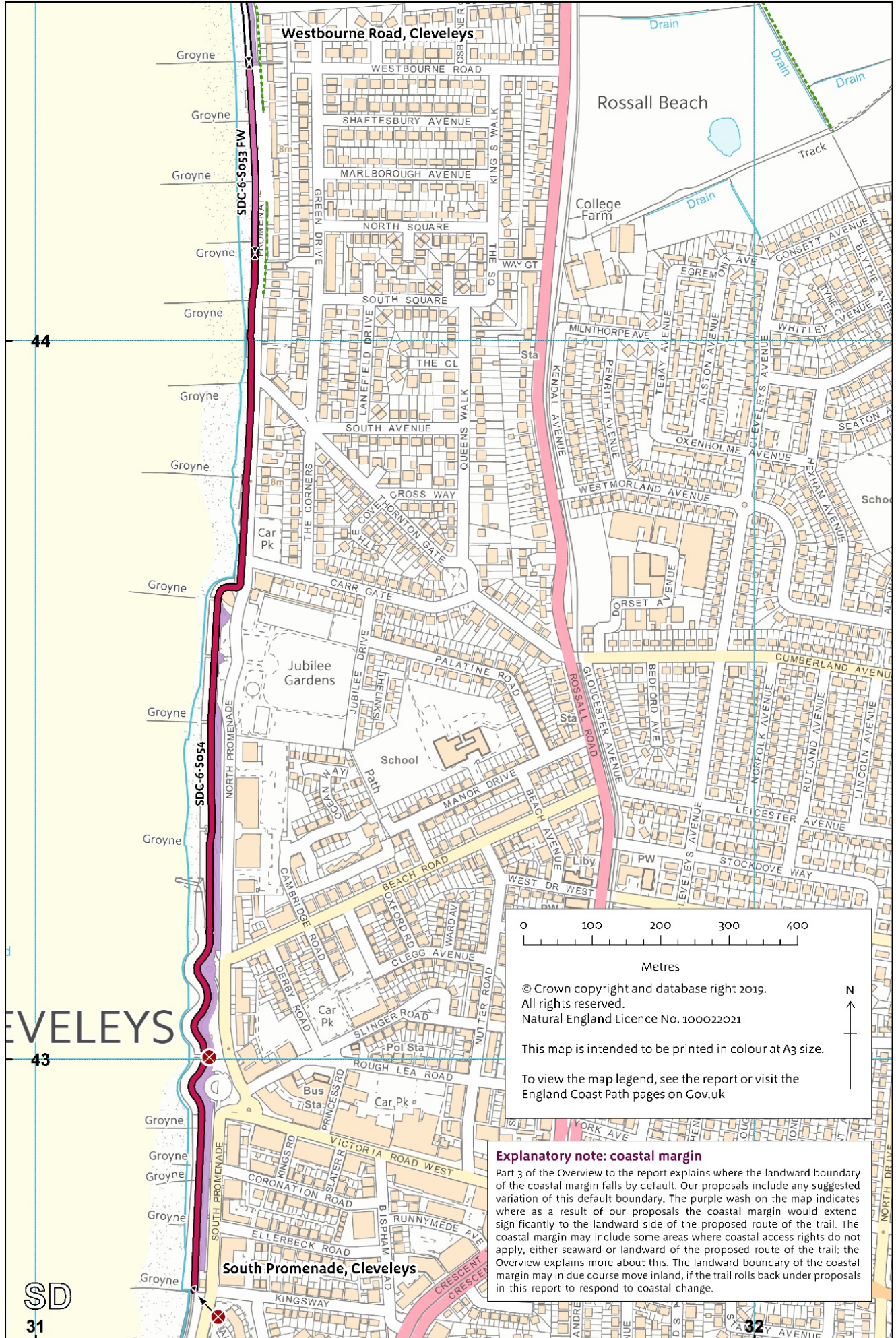












CLEVELEYS

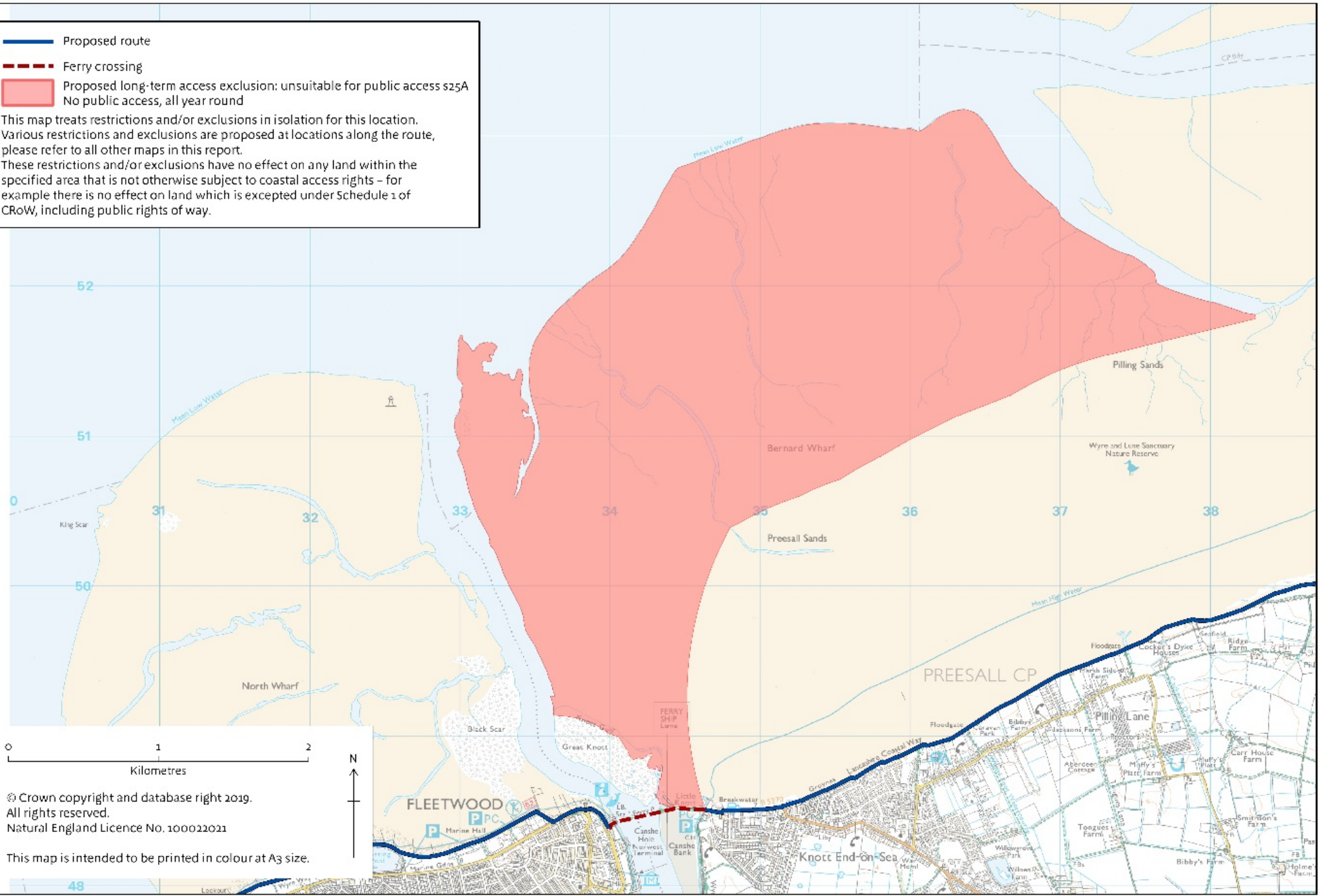
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32



— Proposed route  
- - - Ferry crossing  
 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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