

# England Coast Path Stretch:

# Bamburgh to the Scottish Border (including Holy Island)

## Report BBS 1: Bamburgh Castle Golf Course Club House to Holy Island Causeway

### Part 1.1: Introduction

Start Point:	Bamburgh Castle Golf Course Club House (Grid reference NU 1722 3589)
End Point:	Holy Island Causeway (Grid reference NU 0792 4269)
Relevant Maps:	BBS 1a to BBS 1k (main route) and BBS A1 to BBS A4 (alternative route)

1.1.1 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 Bamburgh and the Scottish Border (including Holy Island).

1.1.2 This report covers length BBS 1 of the stretch, which is the coast between Bamburgh Castle Golf Course Club House and Holy Island Causeway. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

### The trail:

1.2.1 Follows existing walked routes, where they are available, including public rights of way, along the southern section of this length.

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

1.2.3 Includes 32 sections of new path. See maps BBS 1b, BBS 1c, BBS 1d, BBS 1f, BBS 1g, BBS 1h, BBS 1i and BBS 1j and associated tables below for details.

1.2.4 Is aligned on the backshore of the beach in one location at Ross Back Sands. See maps BBS 1e and BBS 1f and table 1.3.3 for details.

1.2.5 Follows a route similar to the existing Northumberland Coast Path but departs from this in places in order to meet the requirements of the England Coast Path.

### 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.

1.2.6 The following designated sites affect this length of coast:

- Berwickshire & North Northumberland Coast Special Area of Conservation (SAC)
- North Northumberland Dunes Special Area of Conservation (SAC)
- Berwick to St Mary's Marine Conservation Zone (MCZ)
- Northumbria Coast Special Protection Area (SPA)
- Lindisfarne Special Protection Area (SPA)
- Northumberland Marine Special Protection Area (SPA)
- Lindisfarne Ramsar
- Northumberland Coast Ramsar
- Lindisfarne Site of Special Scientific Interest (SSSI) for its wildlife interest
- Bamburgh Coast and Hills Site of Special Scientific Interest (SSSI)
- Northumberland Shore Site of Special Scientific Interest (SSSI)

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

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

### 1.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
BBS 1a and BBS 1b	BBS-1-S009 to BBS-1-S013	Natural England proposes to exclude access to the coastal margin relevant to this length of coast, see the restrictions and exclusions section below.	To prevent disturbance to a potential little tern nesting site.
BBS 1b to BBS 1c	BBS-1-S033 to BBS-1-S036	Natural England proposes to exclude access to the coastal margin relevant to this length of coast, see the restrictions and exclusions section below.	To prevent disturbance of feeding and/or roosting birds on the adjacent mud flats in Chesterhill Slakes.
BBS 1d	BBS-1-S040 to BBS-1-S044	Natural England proposes to restrict access to the coastal margin relevant to this length of coast, see the restrictions and exclusions section below.	To reduce disturbance of sea and wading bird assemblages in this undisturbed area of Budle Bay.
BBS 1d	BBS-1-S043 to BBS-1-S044	Natural England proposes to exclude access to the coastal margin relevant to this length of coast, see the restrictions and exclusions section below.	To protect a potential nesting site for little terns.
BBS 1d and BBS 1e	BBS-1-S043 to BBS-1-S045	Natural England proposes to exclude access to the coastal margin relevant to this length of coast, see the restrictions and exclusions section below.	To reduce the spread of invasive plant species Pirri pirri, which is present on the Northumberland coast but localised to the area around Bamburgh and Holy Island.
BBS 1e and BBS 1f	BBS-1-S045	Natural England proposes to exclude access to the coastal margin relevant to this length of coast, see the restrictions and exclusions section below.	To protect nesting little terns.
BBS 1b to BBS 1h	BBS-1-S033 to BBS-1-S053	Natural England proposes to exclude access relevant to this length of coast, see the restrictions and exclusions section below.	To protect wildlife in the areas around Budle Bay and Fenham Flats.
BBS 1h to BBS 1i	BBS-1-S058 to	Natural England proposes to exclude access relevant to this	To protect wildlife in the area around Tealhole Point.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
	BBS-1-S063	length of coast, see the restrictions and exclusions section below.	
BBS 1a	BBS-1-S007 BW	Natural England propose to install a number of new/replacement interpretation panels at key locations along the route.	To allow users of the trail to understand where, when and why restrictions/exclusions apply.
BBS 1b	BBS-1-S034 BW		
BBS 1d	BBS-1-S044		
BBS 1e and BBS 1f	BBS-1-S045		

1.2.8 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.
- 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:

1.2.9 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 in places;
- There are steps at BBS-1-S059 that form part of a bridge where it would be necessary to cross the burn at Teal Hole Point. See map 1i.

1.2.10 At BBS-1-S011, map 1a, steps will be constructed, so as to make it easier to negotiate an incline. We envisage this happening as part of the physical establishment work described below.

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

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## **Where we have proposed exercising statutory discretions:**

1.2.11 **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 1.3.1 below.

1.2.12 At sections BBS-1-S042 to BBS-1-S048 we have used this discretion to limit the landward extent of the coastal margin to the fence line shown by the purple wash on map(s) 1d to 1f. 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 beyond the fence which clearly marks the boundary of the dune, and
- The fence provides an easily identifiable boundary for access users.

1.2.13 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 1.3.1. 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 1.3.1] 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.**

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

### *Exclusion of access at Kiln Point*

1.2.15 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S009 and BBS-1-S013 is to be excluded from 1<sup>st</sup> April to 31<sup>st</sup> August each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect nesting little terns. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

### *Exclusion of access at Budle Bay*

1.2.16 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S013 and BBS-1-S040 is to be excluded year round under section 25A of the Countryside and Rights of Way Act 2000 as the area is unsuitable for public access. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

1.2.17 The saltmarsh and flat here is made up of soft mud. Tidal processes and coastal geomorphology in this area mean that creeks and sand banks change regularly which would not be readily apparent to walkers and can pose a significant risk.

### *Exclusion of access at Chesterhill Slakes*

1.2.18 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S033 and BBS-1-S036 is to be excluded

year round under section 26(3)(a) of the Countryside and Rights of Way Act 2000. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

#### *Exclusion of access at Trail from Waren Mill to Elwick bird hide*

1.2.19 Natural England proposes to exclude access relevant to this length of trail, as follows: Access to the trail on route sections BBS-1-S033 and BBS-1-S053 is to be excluded between 1<sup>st</sup> August to 31<sup>st</sup> May each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect wildlife. This will have no legal effect on land where coastal access rights do not apply.

#### *Restriction of access at North Budle Bay*

1.2.20 Access to the land in the coastal margin between route sections BBS-1-S040 and BBS-1-S044 is to be restricted year round under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to reduce disturbance of sea and wading bird assemblages. Walkers are not permitted to be accompanied by dogs. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

#### *Exclusion of access at North Budle Bay*

1.2.21 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S043 and BBS-1-S044 is to be excluded from 1<sup>st</sup> April to 31<sup>st</sup> August each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect nesting little terns. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

#### *Exclusion of access at Ross Links*

1.2.22 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S043 and BBS-1-S045 is to be excluded year round under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to reduce the spread of invasive flora species. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

#### *Exclusion of access at Wide Open to Old Law*

1.2.23 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin at the route section BBS-1-S045 is to be excluded from 1<sup>st</sup> April to 31<sup>st</sup> August each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect nesting little terns. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

#### *Exclusion of access at Old Law*

1.2.24 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin at the route section BBS-1-S045 is to be excluded from 1<sup>st</sup> September to 31<sup>st</sup> March each year under section 24 & 25(1) (b) of the Countryside and Rights of Way Act 2000 to protect public safety and protect the cattle from disturbance. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

1.2.25 The Old Law dunes are grazed as part of the management to protect the integrity of the Lindisfarne SSSI dune features. The cattle have calves at foot, which usually grazed the remote dunes at Ross Links and therefore are not familiar with human presence. The topography of the dune system means that CRoW rights users and cattle do not have good sightlines of each other.

### *Exclusion of access at Fenham Flats*

1.2.26 Natural England proposes to exclude access relevant to this length of coast, as follows: Access to the land in the coastal margin between route sections BBS-1-S046 and BBS-1-S077 is to be excluded year round under section 25A of the Countryside and Rights of Way Act 2000 as the area is unsuitable for public access. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.

1.2.27 The saltmarsh and flat here is made up of soft mud. The area is flat giving the tide a large area of change. In addition, conditions underfoot are extremely unpredictable which would not be readily apparent to walkers and can pose a significant risk.

### *Exclusion of access at Trail from Teahole Bridge to Lowmoor Point*

1.2.28 Natural England proposes to exclude access relevant to this length of trail, as follows: Access to the trail on route sections BBS-1-S058 and BBS-1-S063 is to be excluded between 1<sup>st</sup> August to 31<sup>st</sup> May each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect wildlife. This will have no legal effect on land where coastal access rights do not apply.

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

1.2.29 **Alternative routes:** An alternative route is to operate as a diversion from the ordinary route between BBS-1-S025 and BBS-1-S055 BW from 31<sup>st</sup> July to 31<sup>st</sup> May (inclusive). The alternative route is to be at the centre of the line shown as BBS-1-A001 FP and BBS-1-A019 BW on maps BBS A1 to BBS A4. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.30 An alternative route is to operate as a diversion from the ordinary route between BBS-1-S060 and BBS-1-S067 RD from 31<sup>st</sup> July to 31<sup>st</sup> May (inclusive). The alternative route is to be at the centre of the line shown as BBS-1-A019 to BBS-1-A021 RD on map BBS 1i. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.31 **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.

1.2.32 Column 4 of tables 1.3.1 and 1.3.2 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 BBS 1a to BBS 1k as the proposed route of the trail.

1.2.33 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 **7 England Coast Path | Bamburgh to the Scottish Border (including Holy Island) | BBS 1: Bamburgh Castle Golf Course Club House to Holy Island Causeway**

route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps BBS A1 to BBS A4, BBS1h and BBS 1i as the proposed route of the trail.

### Other future change:

1.2.34 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

1.2.35 At route section BBS-1-A010 FP in Easington, shown on map BBS A2. The landowner may submit a formal request to Northumberland County Council to move the line of the existing Public Right of Way (PRoW) to the western edge of the field. Northumberland County Council have already completed an informal scoping exercise with interested parties to seek their views on moving the PRoW, on behalf of the landowner. Depending on the outcome and timing of this submission, Natural England may choose to either amend our formal proposal in order that the route follows the new line of the PRoW prior to Secretary of State approval, or submit a Variation Report to amend the route of the England Coast Path in this location in the event that formal approval for our proposals has already been received.

1.2.36 At route sections BBS-1-A012 FP to BBS-1-A014 FP, shown on map BBS A2. The landowner may submit a formal request to Northumberland County Council to move the existing Public Right of Way (PRoW) to the edge of the field. Depending on the outcome and timing of this submission, Natural England may choose to either amend our formal proposal in order that the route follows the new line of the PRoW prior to Secretary of State approval, or submit a Variation Report to amend the route of the England Coast Path in this location in the event that formal approval for our proposals has already been received.

1.2.37 At route sections BBS-1-S073 FP to BBS-1-S075 FP, shown on map BBS 1k. Northumberland County Council may look into the viability of moving the existing Public Right of Way (PRoW) with landowners. This may result in a formal request to Northumberland County Council to move the existing PRoW. Depending on the outcome and timing of this submission, Natural England may choose to either amend our formal proposal in order that the route follows the new line of the PRoW prior to Secretary of State approval, or submit a Variation Report to amend the route of the England Coast Path in this location in the event that formal approval for our proposals has already been received.

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

### Establishment of the trail:

1.2.38 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.

1.2.39 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £287,711.60 and is informed by:



- information already held by the access authority, Northumberland County Council, in relation to the management of the existing Northumberland Coast Path;
- 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.

1.2.40 There are four main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Northumberland Coast Path.
- We aim to install a number of new interpretation boards at key points around Lindisfarne National Nature Reserve. They will show where and when restrictions and exclusions apply within the margin in this sensitive area.
- A number of new bridges will be required.
- 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, warning signs and surface improvement works 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	£43,924.00
Bridges	£94,900.00
Surfacing works	£64,360.00
Boundary crossing	£47,000.00
Project management	£37,527.60
<b>Total</b>	<b>£287,711.60 (Exclusive of any VAT payable)</b>

1.2.41 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, Northumberland 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:**

1.2.42 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).

1.2.43 We estimate that the annual cost to maintain the trail will be £11,702.44 (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 1.3: Proposals Tables

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

### 1.3.1 Section Details: Maps BBS 1a to BBS 1k – Bamburgh Castle Golf Course to Holy Island Causeway

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.1: 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 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
BBS 1a	BBS-1-S001 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1a	BBS-1-S002	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1a	BBS-1-S003 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1a	BBS-1-S004 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1a	BBS-1-S005 BW	Public bridleway	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA

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
BBS 1a	BBS-1-S006 BW	Public bridleway	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1a	BBS-1-S007 BW	Public bridleway	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1a	BBS-1-S008	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1a	BBS-1-S009	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1a	BBS-1-S010	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1a and BBS 1b	BBS-1-S011	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1b	BBS-1-S012 BW	Public bridleway	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S013	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1b	BBS-1-S014	Other existing walked route	Yes - Normal	No	Landward edge of roadside verge	Clarity and cohesion	Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S015 RD	Public highway	Yes - Normal	No			Detail of any roll back

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
							subject to HRA
BBS 1b	BBS-1-S016	Other existing walked route	Yes - Normal	No	Wall	Clarity and cohesion	Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S017 RD	Public highway	Yes - Normal	No	Hedgerow	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S018*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S019*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S020*	Not an existing walked route	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S021*	Not an existing walked route	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S022*	Not an existing walked route	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S023*	Not an existing walked route	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA

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
BBS 1b	BBS-1-S024*	Not an existing walked route	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1b	BBS-1-S025*	Not an existing walked route	Yes - Normal	No			Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S026*	Not an existing walked route	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S027 RD*	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1b	BBS-1-S028*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S029*	Not an existing walked route	Yes - Normal	No			Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA

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
BBS 1b	BBS-1-S030*	Not an existing walked route	Yes - Normal	No			Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S031*	Not an existing walked route	Yes - Normal	No			Trail follows roadside verge, not public highway  Detail of any roll back subject to HRA
BBS 1b	BBS-1-S032 RD*	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1b	BBS-1-S033	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1b	BBS-1-S034 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1c	BBS-1-S035	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1c	BBS-1-S036	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1c	BBS-1-S037	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1c	BBS-1-S038	Not an existing	Yes - Normal	No			Detail of any roll back

1	2	3	4	5a	5b	5c	6
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Current status of route section(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
		walked route					subject to HRA
BBS 1d	BBS-1-S039	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1d	BBS-1-S040*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1d	BBS-1-S041*	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1d	BBS-1-S042*	Other existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1d	BBS-1-S043*	Other existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1d	BBS-1-S044*	Not an existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1e and BBS 1f	BBS-1-S045*	Other existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1f	BBS-1-S046*	Not an existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1f	BBS-1-S047*	Not an existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1f and BBS 1g	BBS-1-S048*	Not an existing walked route	Yes - Normal	Yes - Dune	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1g	BBS-1-S049	Other existing	Yes - Normal	No			Detail of any roll back



1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					subject to HRA
BBS 1g	BBS-1-S050	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1g	BBS-1-S051*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1g	BBS-1-S052*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-S053*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-S054*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-S055 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-S056 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-S057 BW	Public bridleway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-S058	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S059	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S060	Other existing	Yes - Normal	No			Detail of any roll back

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					subject to HRA
BBS 1i	BBS-1-S061	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S062	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S063	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S064	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S065 RD	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S066 RD	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S067 RD	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-S068	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1j	BBS-1-S069*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1j	BBS-1-S070 RD*	Public highway	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1j	BBS-1-S071*	Not an existing	Yes - Normal	No			Detail of any roll back

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
		walked route					subject to HRA
BBS 1j	BBS-1-S072*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1j and BBS 1k	BBS-1-S073 FP*	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1k	BBS-1-S074 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1k	BBS-1-S075 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
BBS 1k	BBS-1-S076 FP	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
BBS 1k	BBS-1-S077 FP*	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA

### 1.3.2 Alternative routes and optional alternative route details: Maps BBS 1i and BBS A1 to BBS A2 – Bamburgh Castle Golf Course to Holy Island Causeway

Notes on table:

- Column 2 – an asterisk (\*) against the route section number means see also table 1.3.2: Other options considered.
- 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.
- 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
BBS A1	BBS-1-A001 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A1	BBS-1-A002 RD	Public highway	No			Detail of any roll back subject to HRA
BBS A1	BBS-1-A003 FP	Public footpath	No		Yes – Fence Line	Detail of any roll back subject to HRA
BBS A1	BBS-1-A004 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A1	BBS-1-A005 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A1	BBS-1-A006 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A007 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A008 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A009	Not an existing walked route	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A010 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A011 RD	Public highway	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A012 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A013 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A2	BBS-1-A014 FP	Public footpath	No			Detail of any roll back subject to HRA
BBS A3 and BBS A4	BBS-1-A015 RD	Public highway	No			Detail of any roll back subject to HRA
BBS A4	BBS-1-A016 BW	Public bridleway	No		Yes - Hedgerow	Detail of any roll back subject to HRA
BBS 1h	BBS-1-A017 BW	Public bridleway	No			Detail of any roll back subject to HRA
BBS 1h	BBS-1-A018 BW	Public bridleway	No			Detail of any roll back subject to HRA

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
BBS 1i	BBS-1-A019	Other existing walked route	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-A020 BW	Public bridleway	No			Detail of any roll back subject to HRA
BBS 1i	BBS-1-A021 RD	Public highway	No			Detail of any roll back subject to HRA

### 1.3.3 Other options considered: Maps BBS 1a to BBS 1k – Bamburgh Castle Golf Course to Holy Island Causeway

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
BBS 1b	BBS-1-S018 to BBS-1-S032 RD	We considered a more inland route here, utilising sections of the existing Northumberland Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea</li> <li>■ It is a more direct route and avoids an long inland diversion</li> <li>■ this proposal is made with the support of the landowner</li> <li>■ along the sections that follow roadside verges there is sufficient room for the trail and where there isn't a hedge is being re-positioned to make room</li> <li>■ this proposal is made with the support of the Local Access Authority</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>
BBS 1d to BBS 1g	BBS-1-S040 to BBS-1-S048	We considered a more inland route here, utilising existing paths that run through the farmland.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea and gives sea views</li> <li>■ It avoids a long inland diversion</li> <li>■ this proposal is made with the support of the landowner</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>
BBS 1g to BBS 1h	BBS-1-S051 to BBS-1-S054	We considered placing the entire route along these sections on the seaward side of the field boundary.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the proposed route makes use of the seaward side where there is considered to be sufficient room for the trail and where the surface would be to a sufficient standard</li> <li>■ there is not sufficient room to provide for a continuous route along the seaward side</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the Coastal Access Scheme
BBS 1i	BBS-1-S069 to BBS-1-S073 FP	We considered using an inland route to avoid the properties at Fenham Mill.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> <li>■ the proposed route is more coastal and maintains coastal views</li> <li>■ it avoids a long inland diversion</li> <li>■ this proposal is made with the support of the landowner</li> </ul>
BBS 1k	BBS-1-077 FP	We considered aligning the trail along the precise line of the Public Right of Way (PRoW) where it runs north to Holy Island Causeway.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is drier under foot and offers a better option for users of the trail.</li> <li>■ the PRoW is available for anyone who wishes to use it.</li> </ul>

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 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
BBS 1a	Bamburgh Castle Golf Course Club House to Kiln Point
BBS 1b	Kiln Point to Waren Mill
BBS 1c	Waren Mill to Ross Low Sluice
BBS 1d	Ross Low Sluice to Ross Back Sands
BBS 1e	Ross Back Sands
BBS 1f	Ross Back Sands to Cockly Knowes
BBS 1g	Cockly Knowes to Cathangings Letch
BBS 1h	Cathangings Letch to Foulwork Burn
BBS 1i	Foulwork Burn to Common Slap (including Fenham-Le-Moor alternative route)
BBS 1j	Common Slap to The Cages
BBS 1k	The Cages to Holy Island Causeway
BBS A1	Cove Cottage, Waren Mill to Track from Station Cottages
BBS A2	Track from Station Cottages to Road to Easington Grange
BBS A3	Easington Grange to Elwick
BBS A4	Road to Elwick to Bridleway Southwest of Heather Law

Correction to map BBS 1d, 1e and 1f

Maps BBS 1d, 1e and 1f includes two corrections to the report originally published on 15 January 2020. The trail at route section BBS-1-S043 had been incorrectly drawn following the current fence line, this is now correct. The second correction is to add the fence lines on the three maps that cover the area of Ross Back Sands and Ross links; maps BBS 1d, 1e and 1f inclusively. This area has fence lines that do not appear on current ordinance and survey maps. They are now drawn on the report maps for clarity using data recorded on the Rural Land Resister held by the Rural Payments Agency.



### 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

- |                       |                |                      |
|-----------------------|----------------|----------------------|
| <b>Bridges:</b>       | <b>Stiles:</b> | <b>Gates:</b>        |
| Clapper bridge        | Ladder stile   | Bristol gate         |
| Footbridge            | Lift-up stile  | Field gate           |
| Quad bike bridge      | Squeeze stile  | Gateway with no gate |
| Sleeper bridge        | Step stile     | Kissing gate         |
| Vehicle bridge        | Stone stile    | Pedestrian gate      |
|                       |                | Wheelchair gate      |
| <b>Miscellaneous:</b> |                |                      |
| Barrier               | Cycle chicane  | Interpretation panel |
| Boardwalk             | Drainage       | Ramp                 |
| Bollard               | Drop-kerb      | Revetment            |
| Cattle grid           | Gap in fence   | Stepping stones      |
| Culvert               | Hurdle         | Steps                |

#### Infrastructure status

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

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

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

**Explanatory note: coastal margin**

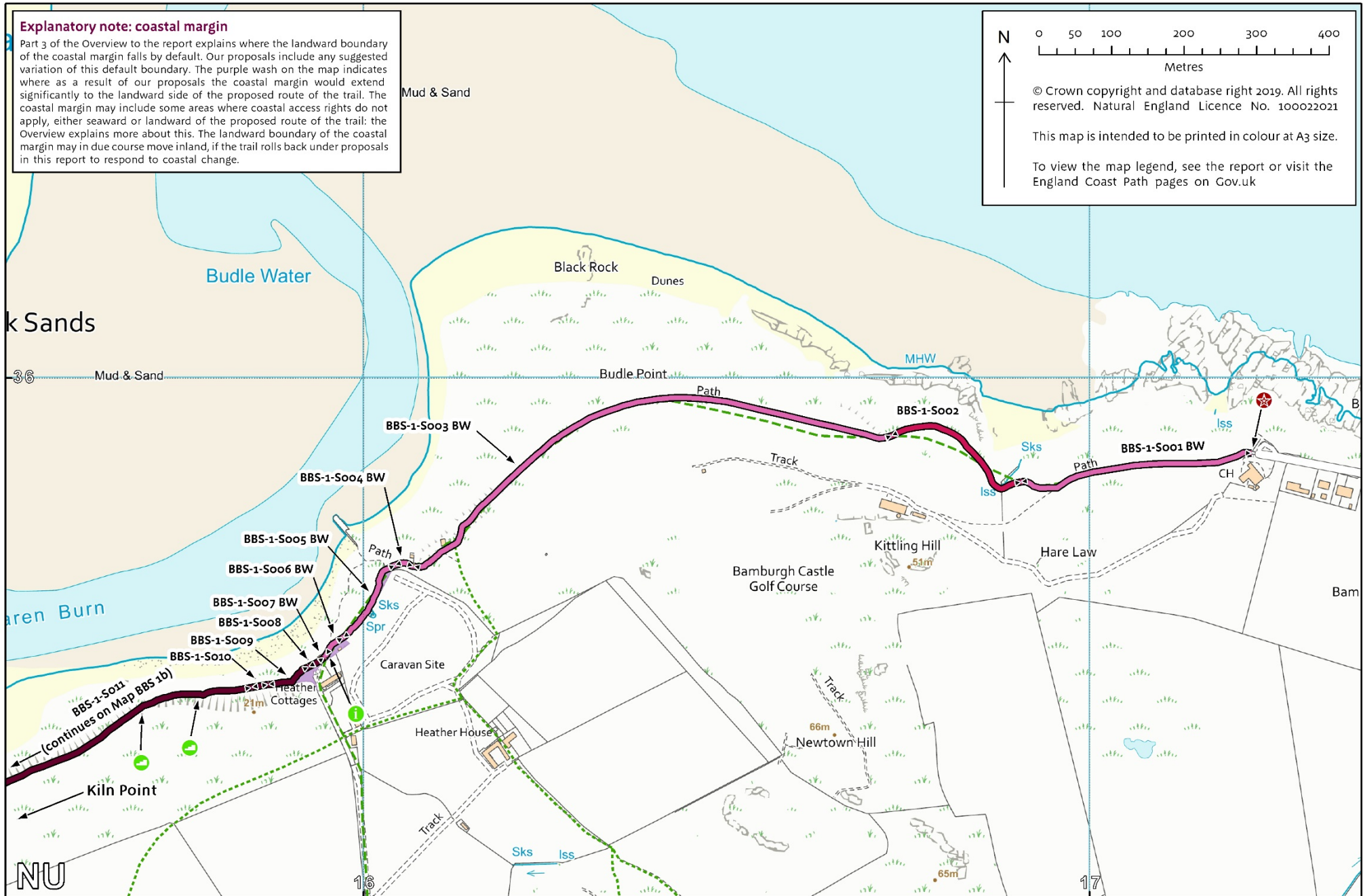
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

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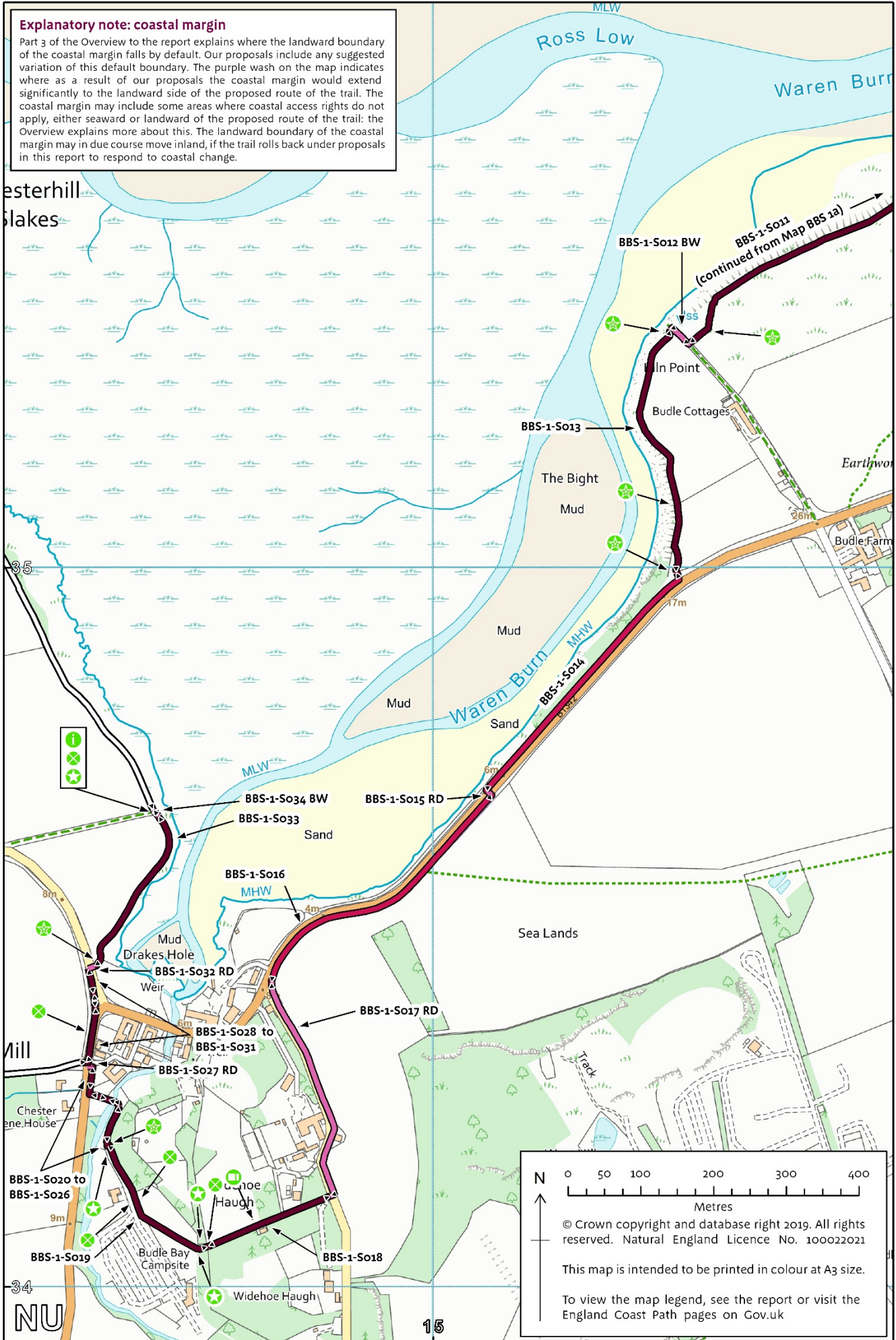
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



**Map BBS 1b Kiln Point to Waren Mill**

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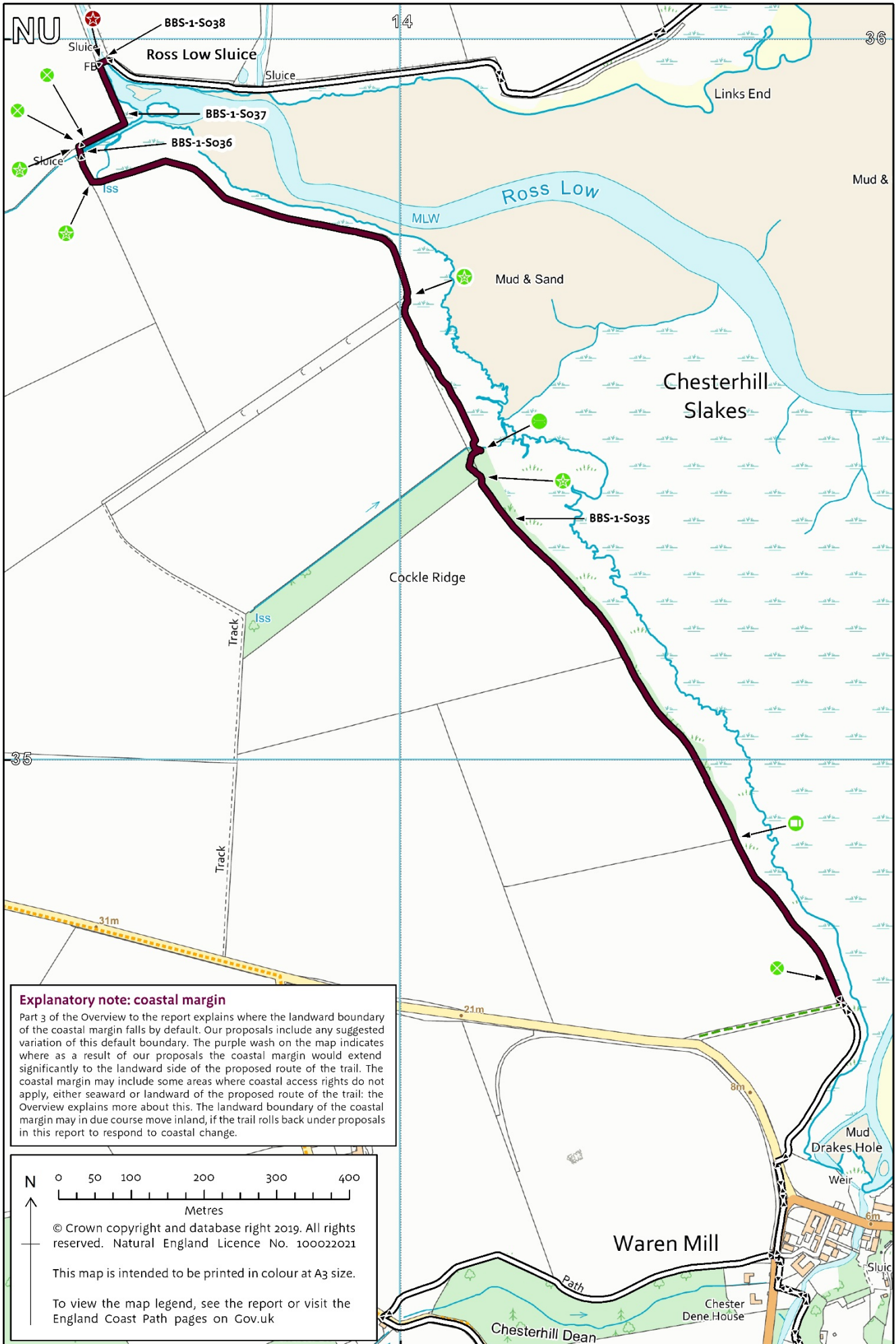
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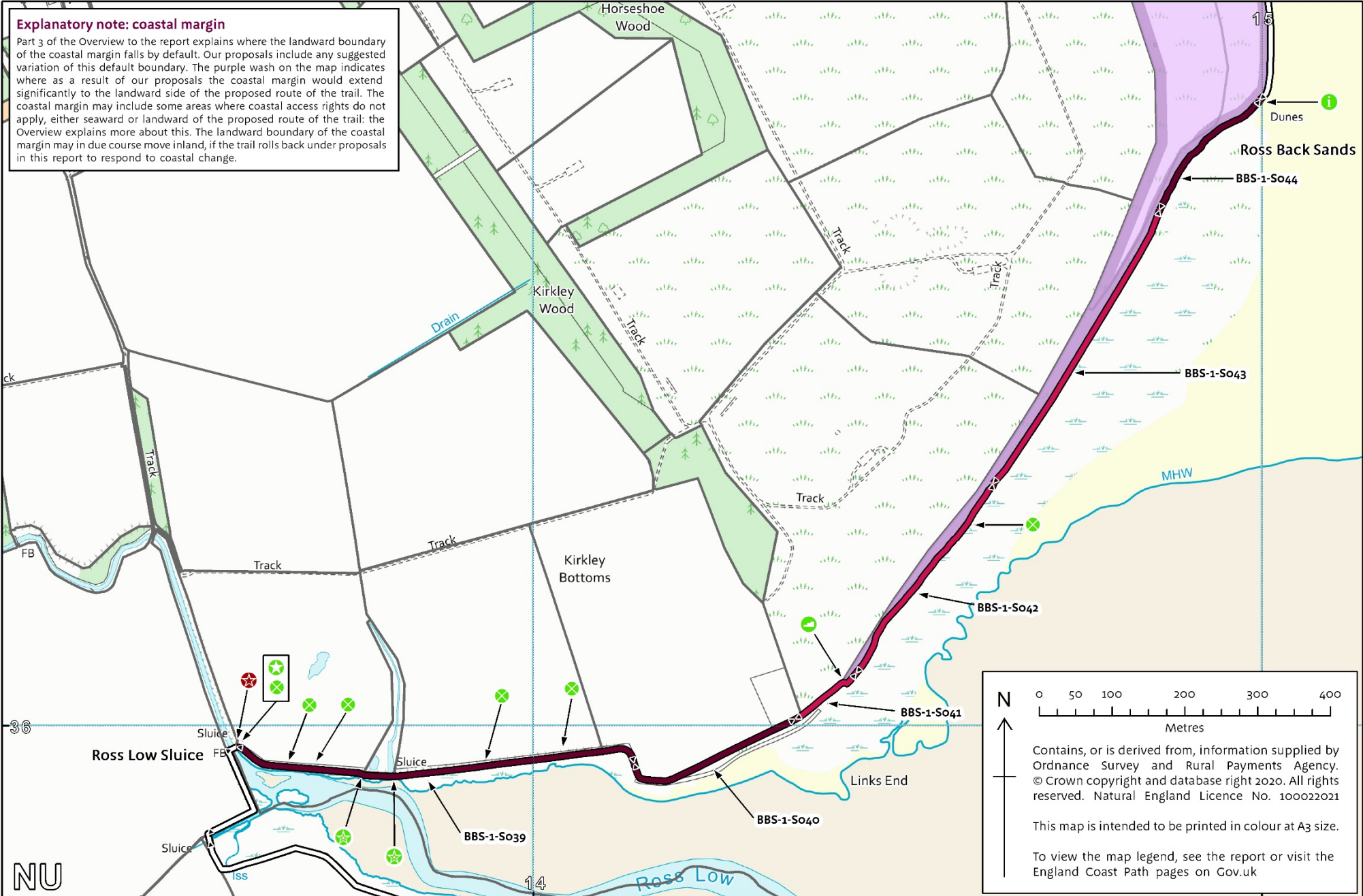
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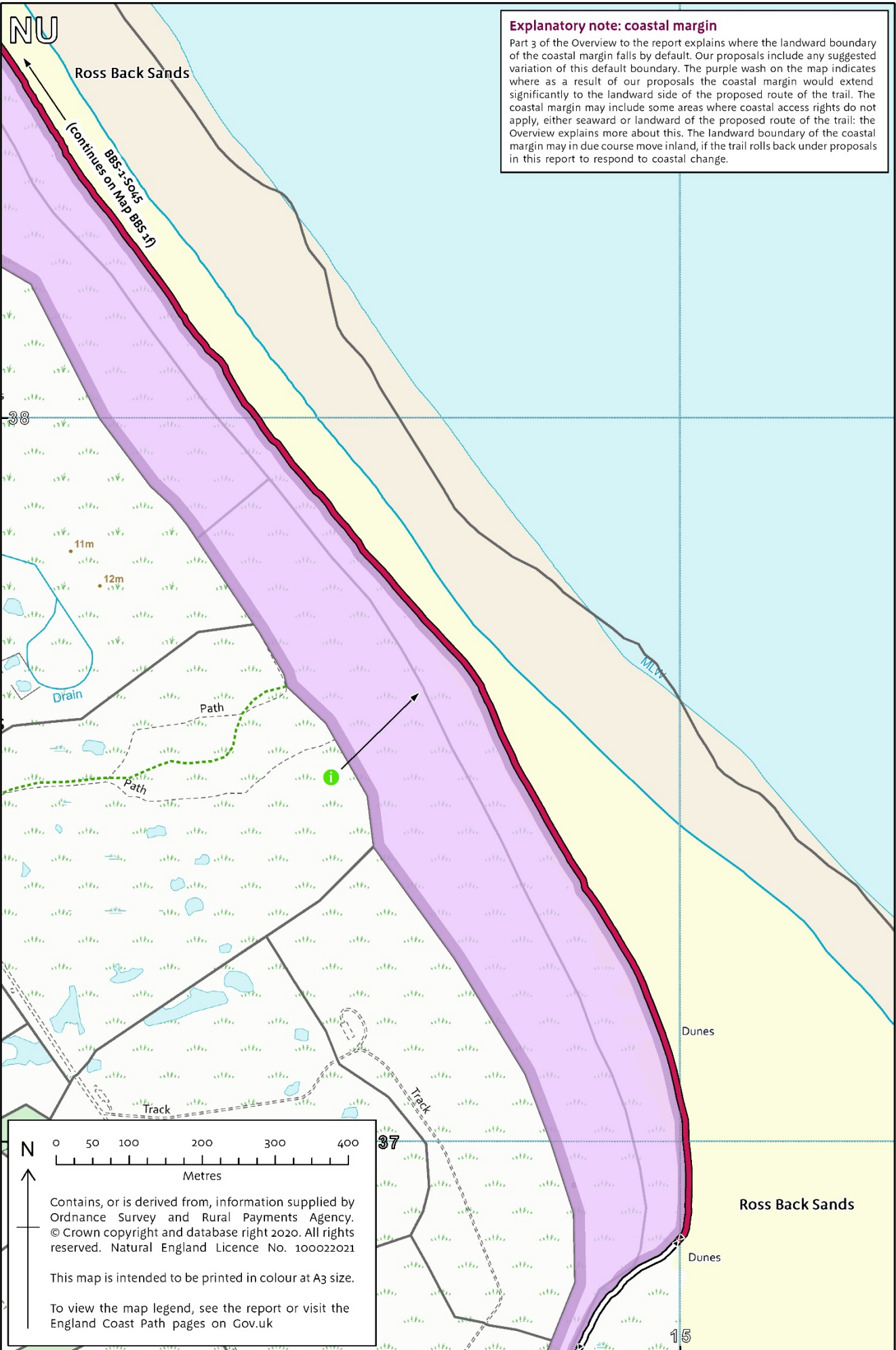
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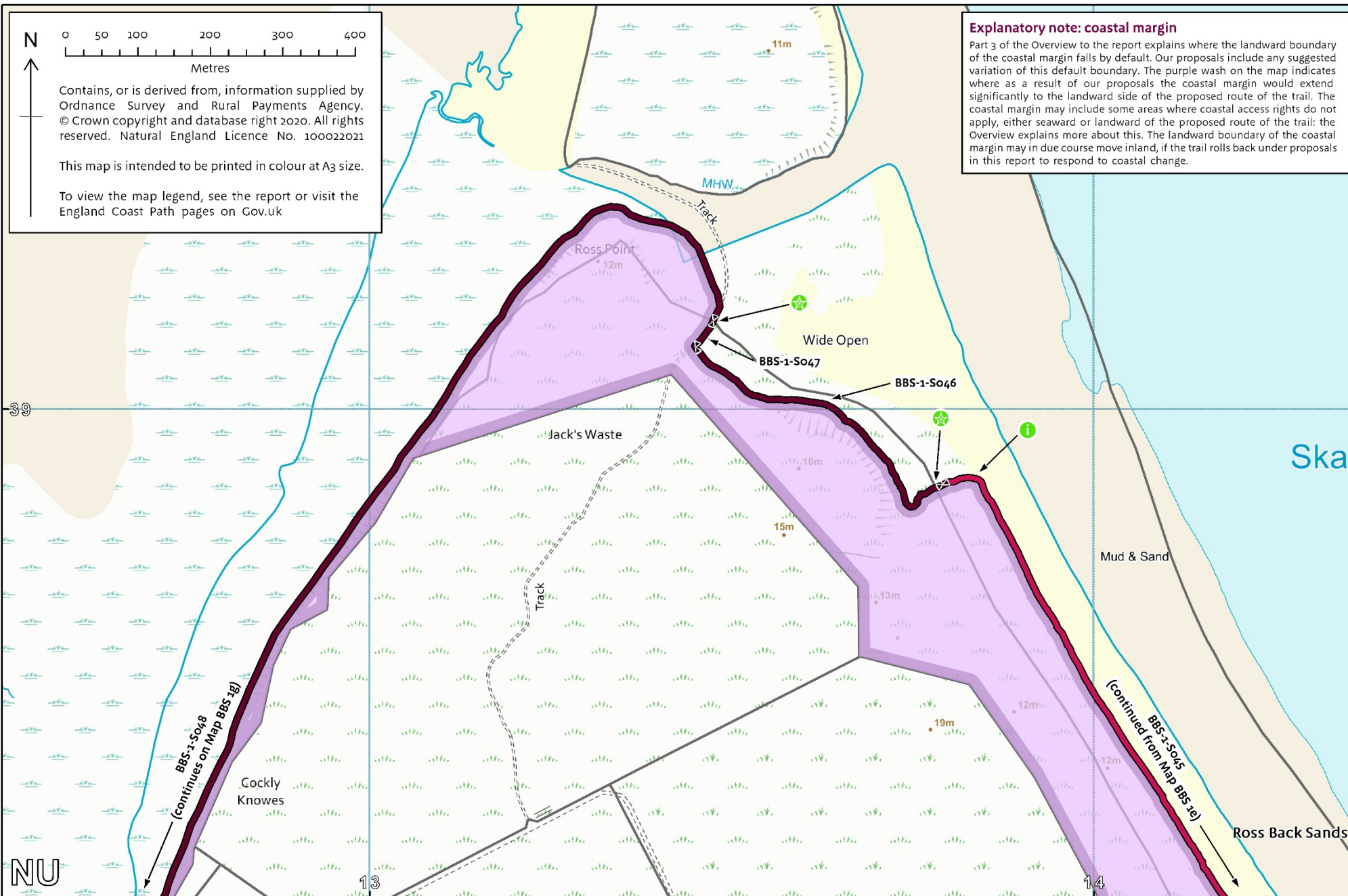
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the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

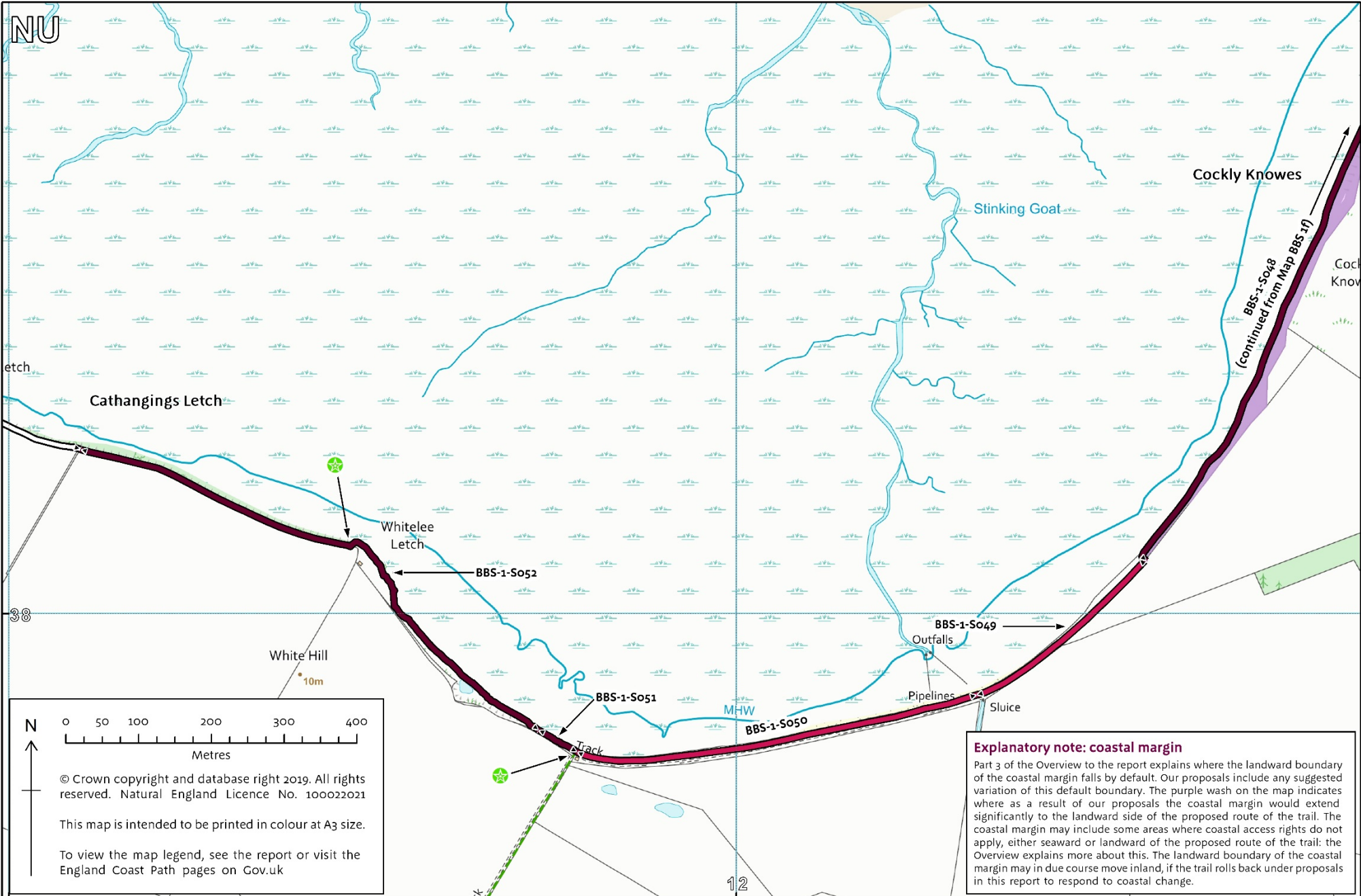
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Map BBS 1g Cockly Knowes to Cathangings Letch

**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.

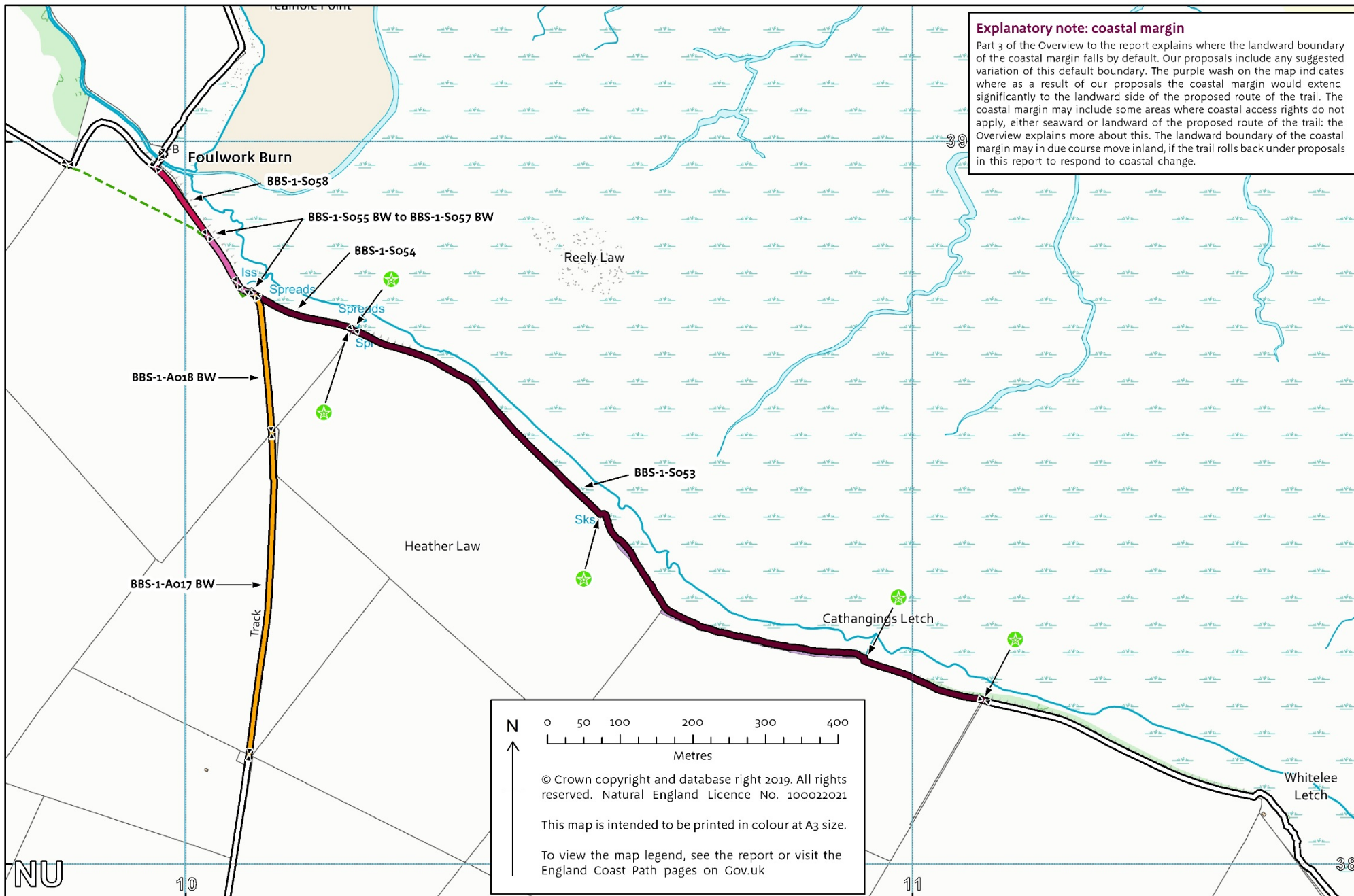
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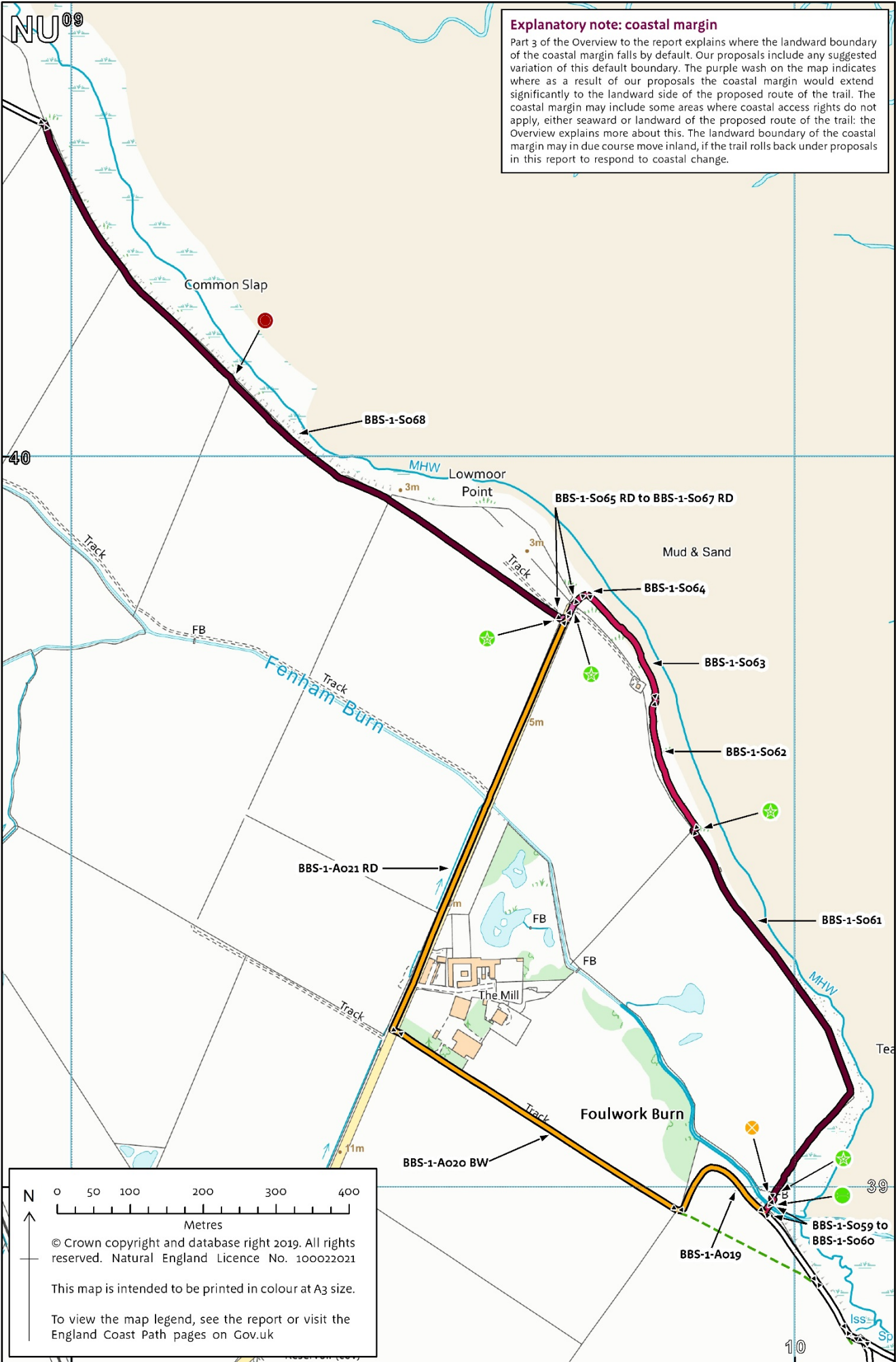
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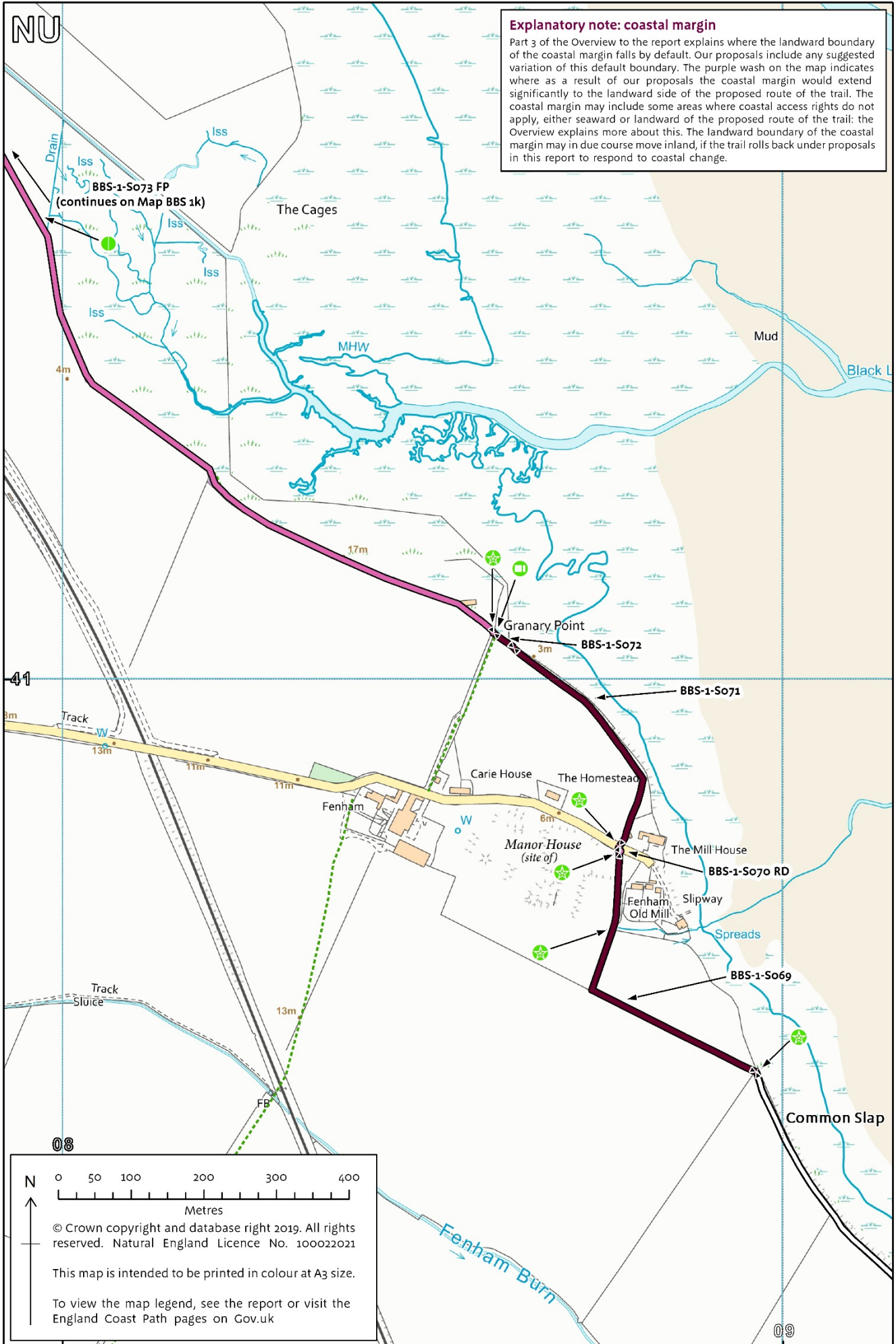


**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the 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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**Map BBS 1j Common Slap to The Cages**



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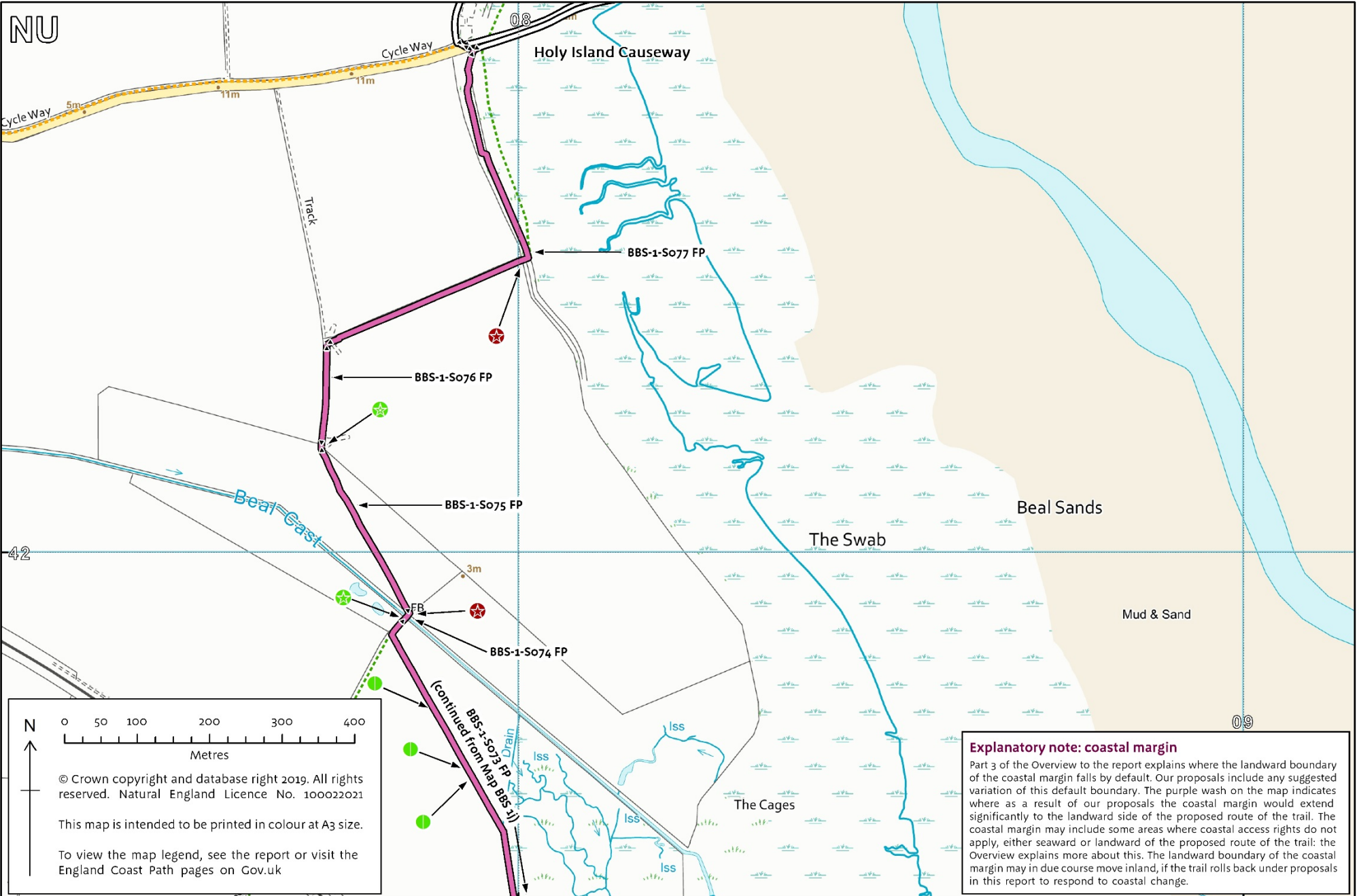
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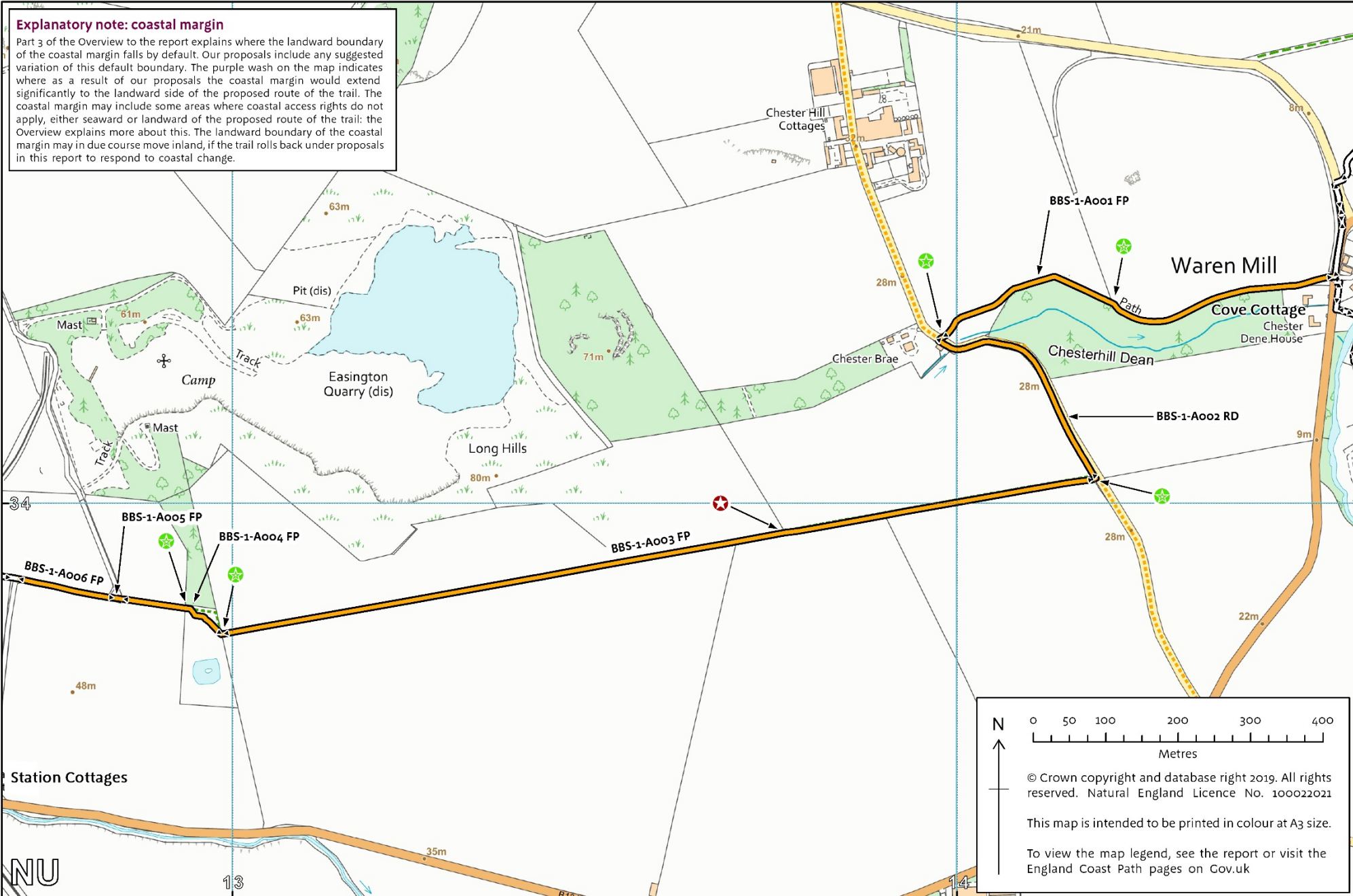
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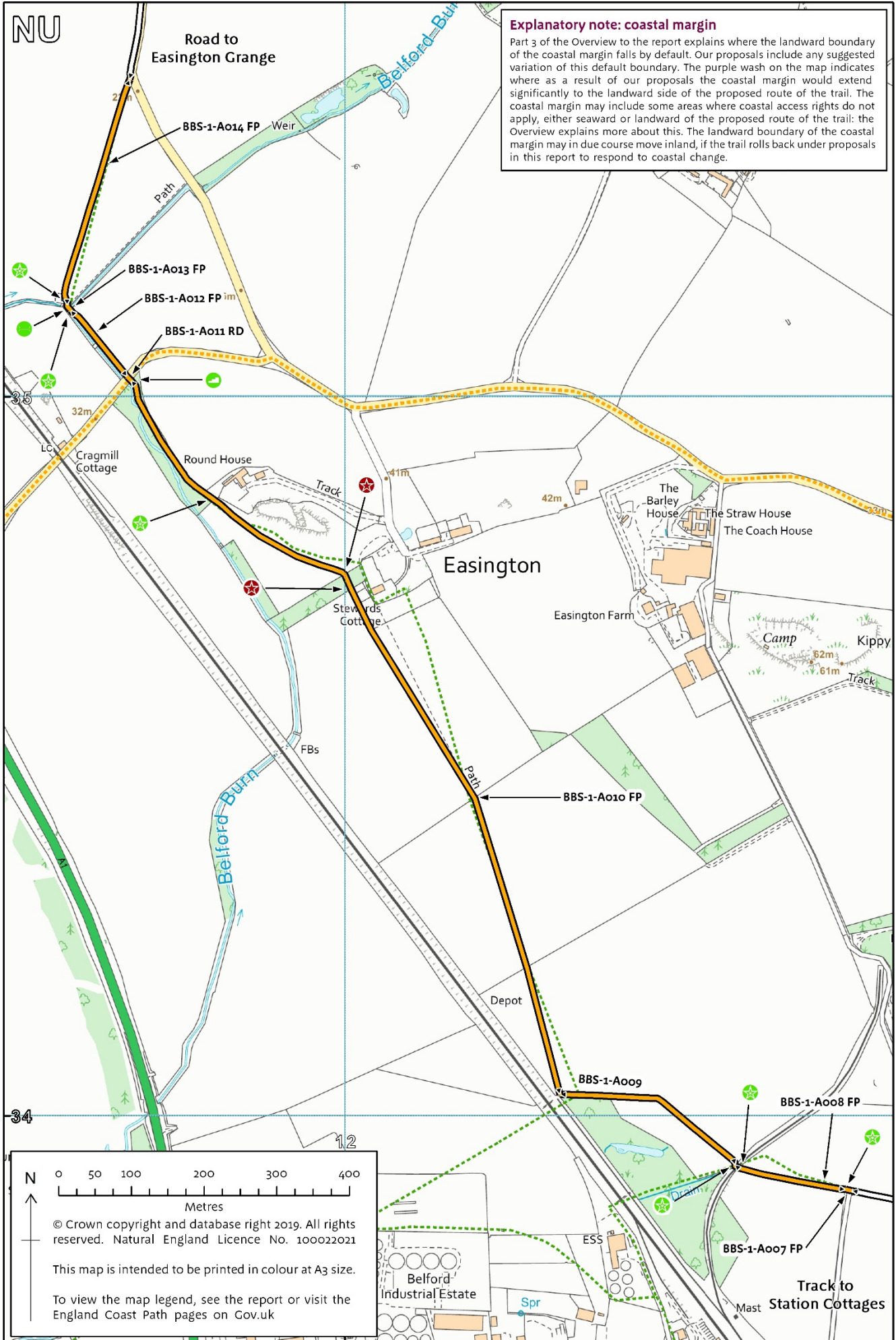
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the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

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Map BBS A1 Cove Cottage, Waren Mill to Track from Station Cottages

**Map BBS A2 Track from Station Cottages to Road to Easington Grange**



**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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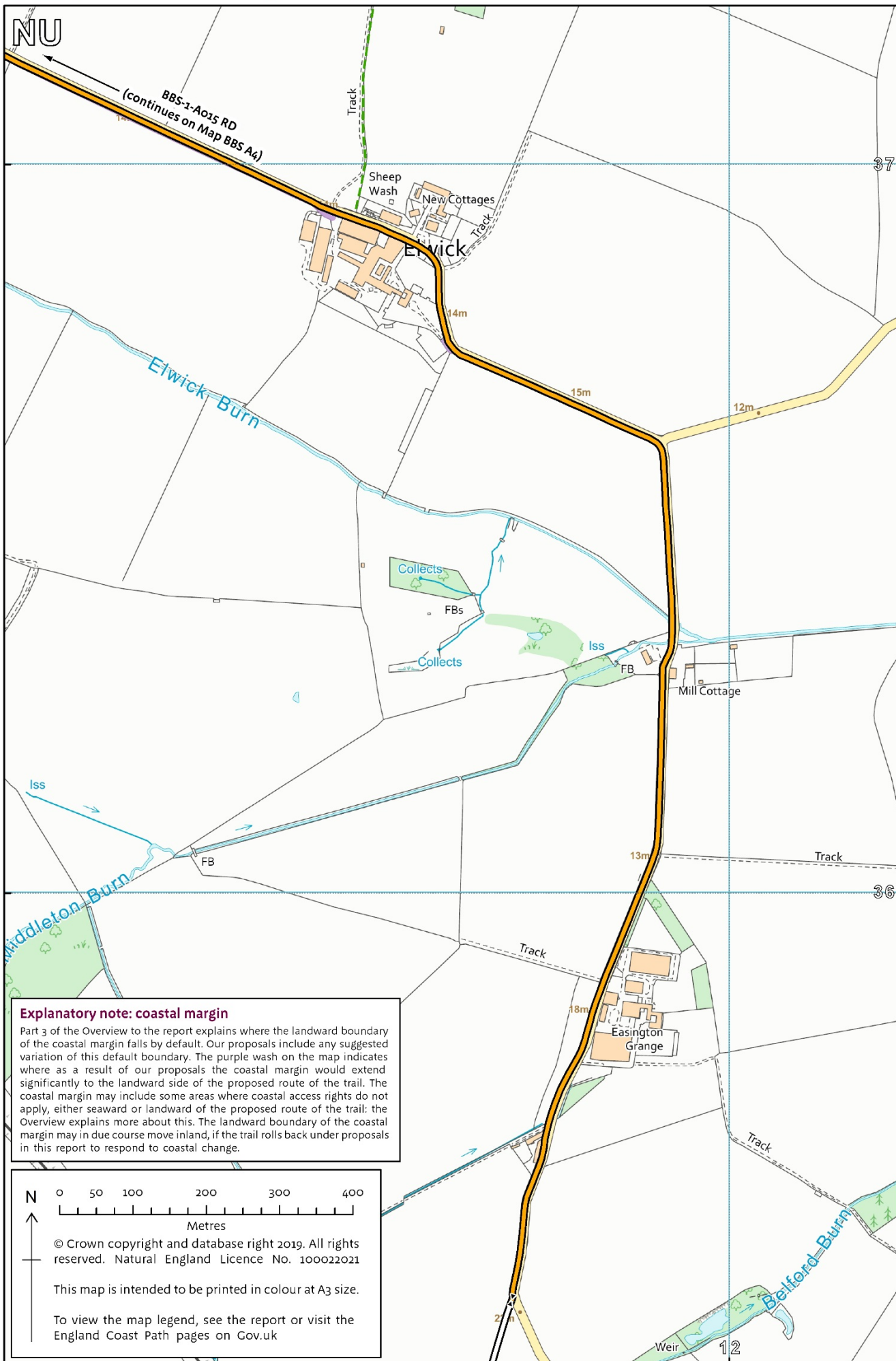
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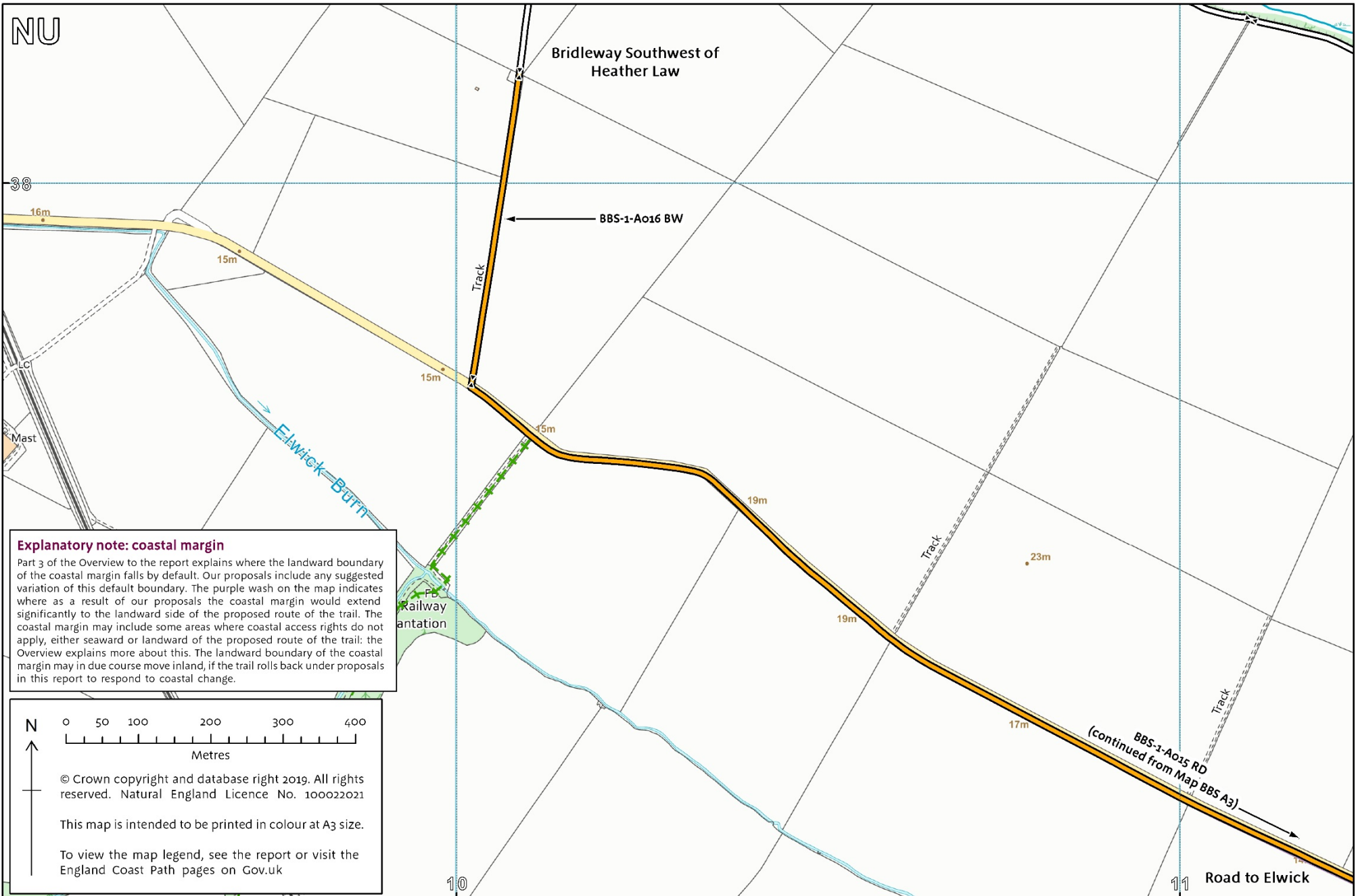
**Map BBS A3 Easington Grange to Elwick**



**Explanatory note: coastal margin**  
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**Map BBS A4 Road to Elwick to Bridleway Southwest of Heather Law**



**Explanatory note: coastal margin**

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