

England Coast Path Stretch: Birkenhead to the Welsh border

Report BHW 2: Red Rocks Slipway, Stanley Road, Hoylake to 'The Boat House' Public House, Parkgate

Part 2.1: Introduction

Start Point: Red Rocks Slipway, Stanley Road, Hoylake (grid reference: SD 2036 8833)

End Point: 'The Boat House' Public House, Parkgate (grid reference: SD 2752 7876)

Relevant Maps: BHW 2a to BHW 2h

2.1.1 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 Birkenhead to the Welsh border.

2.1.2 This report covers length BHW 2 of the stretch, which is the coast between Red Rocks Slipway, Stanley Road, Hoylake to 'The Boat House' (public house), Parkgate. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

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

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

2.2.3 Includes three contiguous sections of new path, just south of Wirral Country Park, near Heswall. See map BHW 2e and associated tables below for details.

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.

2.2.4 The following designated sites affect this length of coast:

- Dee Estuary Special Area of Conservation (SAC)
- Dee Estuary Special Protection Area (SPA)
- The Dee Estuary Ramsar site
- Red Rocks Site of Special Scientific Interest (SSSI), for its geological and wildlife interest
- Dee Cliffs SSSI, for its geological and wildlife interest
- Dee Estuary SSSI, for its geological and wildlife interest

Map C in the Overview shows the extent of key statutory designations along the stretch of coast between Birkenhead and Welsh Border.

2.2.5 Table 1 brings together design features included in our access proposals to help to protect the environment along this length of the coast.

Table 1: measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
BHW 2e to 2h	BHW-2-S039; BHW-2-S042; BHW-2-S055; BHW-2-S065; and BHW-2-S068.	Appropriate signage and information explaining the sensitivity of the Dee estuary, saltmarsh and mudflats and asking people to keep to the route at the following sites / key access points: Southern end of Heswall Fields; Target Road; Banks Road and Cottage Lane.	To reduce the risk of disturbance to roosting and feeding waterbirds.

2.2.6 Disturbance from recreational activities to waterbirds that overwinter in the area is a key conservation concern along this length of coast and there is an opportunity as part of establishing the trail to help address current impacts. For this reason, additional information will be installed at existing

information points in West Kirby at Stanley Road and next to the sailing centre, explaining how people can help protect birds in the Red Rocks area, and particularly at high tide when birds are unable to feed and need undisturbed locations to roost.

2.2.7 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; and
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

2.2.8 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 sections of our proposed route because:

- the trail would follow an uneven grass or bare soil path in certain locations; and
- there are existing steps in some places (at South Parade, West Kirby and Tinkers Dell, Wirral Country Park) where it would be necessary to cross sloping ground.

2.2.9 In various locations, existing bridges, gates and steps will be improved or replaced, so as to make them easier to use. We envisage this happening before the new access rights come into force, as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

2.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Dee, 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 border between England and Wales, near Burton Point. The remaining parts of the Dee Estuary are covered by our proposals in Report BHW 3: The Boat House, Parkgate to the Welsh border, near Burton Point.

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

2.2.11 **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 Section 2.3.1 below.

2.2.12 At Red Rocks SSSI, Hoylake, we have used this discretion to limit the landward extent of the coastal margin to the boundary fence of the Royal Liverpool Golf Course. 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:

- the fence line provides an easily identifiable boundary for access users;
- there is no other clear feature that would mark the boundary of the coastal margin; and
- if the coastal margin would have extended over the golf course, this would have been classed as excepted land (and so new access rights would not apply).

2.2.13 In other places (at Wirral Country Park, Thurstaston and at the National Trust site at Heswall Fields) we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owners of these areas of land are content for us to propose this.

2.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2. 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 Table2] 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.

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

Exclusion of access to the saltmarsh / flat:

2.2.16 Areas of saltmarsh at Gayton Sands have deep channels and creeks, some of which would not be readily apparent to walkers and which would pose a significant risk. The mudflats at Gayton are soft and sinking in nature. We have held discussions with the RSPB, the RNLI and H.M Coastguard; all have indicated that the saltmarshes and flats do not provide a safe walking surface and are subject to frequent tidal inundation. Information provided by the RNLI and H.M. Coastguard also confirms incidents of people being rescued from these areas. Therefore the following exclusion is proposed:

2.2.17 Access to the land in the coastal margin seaward of route sections BHW-2-S028 to BHW-2-S080 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 Map BHW 2.

2.2.18 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation.

These directions will not prevent or affect:

- any use of the land by existing right (e.g. horse riders, cyclists etc.): such use is not covered by coastal access rights;
- use of any registered rights of common or of any individual or local rights that operate at common law or by Royal Charter etc; or

- any use that people already make of the land with the express permission of the landowner, or where such permission is implied by existing signage, site management arrangements etc.

Any such use that already takes place locally is not prohibited or limited by these arrangements - though it remains open to the landowner, as now, to vary any existing permissions.

Where there is a clear and significant pattern of use of an area of land or a coastal route by local people or the wider public for open-air recreation, without any recognised legal right or express or implied permission for them to do so, we have scrutinised particularly carefully any suggestion that such use should be ended or limited under the new arrangements. CROW exclusions of or restrictions on such use are imposed only as a last resort, if the need is pressing and there is clear evidence that the situation cannot be sufficiently improved through improved access management measures on the ground. See section 6.5 of the Coastal Access Scheme for more information on such management measures.

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

2.2.19 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between BHW-2-S001 and BHW-2-S006 when parts of those sections are subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as BHW-2-OA001 to BHW-2-OA009 on map BHW 2a (this being a continuation of the optional alternative route detailed in the corresponding report BHW 1 and on map BHW 1j). It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.20 An optional alternative route is to operate as an optional diversion from the ordinary route between BHW-2-S008 and BHW-2-S014 when parts of those sections are subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as BHW-2-OA010 to BHW-2-OA016 on map BHW 2b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.21 An optional alternative route is to operate as an optional diversion from the ordinary route between BHW-2-S042 and BHW-2-S058 when parts of those sections are subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as BHW-2-OA017 to BHW-2-OA020 on map BHW 2f. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.22 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 2.3.2 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.

2.2.23 **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.

2.2.24 Column 4 of tables 2.3.1 and 2.3.2 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 BHW 2a to 2h as the proposed route of the trail.

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

On sections for which roll-back is not proposed in tables 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps BHW 2a to 2h as the proposed route of the trail.

Other future change:

2.2.26 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:

2.2.27 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.

2.2.28 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £154,379 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.

2.2.29 There are two main elements to the overall cost:

- A number of new signs and information boards would be needed on the trail.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail. However, there are several places, particularly where new access is being created, where new steps and footbridges would enhance the accessibility of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 2 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 2: Estimate of capital costs

Item	Cost
Signs & interpretation	£ 55,345
Steps	£ 7,500
Boardwalks	£ 3,000
Bridges	£ 51,000
Kissing gates and fencing	£ 3,800
Surfacing works	£ 17,000
Scrub clearance	£ 2,700
Project management	£ 14,034
Total	£ 154,379 (Exclusive of any VAT payable)

2.2.30 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, Wirral MBC and Cheshire West and Chester 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:

2.2.31 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England, known as 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).

2.2.32 We estimate that the annual cost to maintain the trail will be £6,293 (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 2.3: Proposals Tables

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

2.3.1 Section Details: Maps BHW 2a to BHW 2h - Red Rocks Slipway, Stanley Road, Hoylake to 'The Boat House' PH, Parkgate

Key notes on Table 3:

1. Column 2 – an asterisk (*) against the route section number means see also section 2.3.3: Other options considered.
2. Column 4 – 'No' means no roll-back is proposed for this route section. 'Yes – normal' means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – 'Yes – see section 2.3.4' 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.

Table 3: Section details

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 2a	BHW-2-S001	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include barrier and edge of road
BHW 2a	BHW-2-S002	Other existing walked route	Yes - See section 2.3.4	No	Various	Clarity and cohesion	Boundary features include wall, fence and hedge

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 2a	BHW-2-S003	Other existing walked route	Yes - See section 2.3.4	Yes - dune	Fence line	Clarity and cohesion	The fence line indicating the extend of the golf course also indicates the landward boundary of the coastal margin
BHW 2a	BHW-2-S004	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include wall and fence
BHW 2a	BHW-2-S005 and BHW-2-S006	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
BHW 2a	BHW-2-S007	Public highway	No	No			
BHW 2a	BHW-2-S008	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
BHW 2b	BHW-2-S009	Public footway (pavement)	No	No			
BHW 2b	BHW-2-S010	Other existing walked route	No	No			
BHW 2b	*BHW-2-S011	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include edge of car park and fence.
BHW 2b	*BHW-2-S012	Public highway	No	No			

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 2b	*BHW-2-S013 to BHW-2-S017	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
BHW 2b	*BHW-2-S018	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
BHW 2c	*BHW-2-S019	Public footpath	No	No	Landward edge of path that connects to the Wirral Way	Additional landward area	Fence adjacent to the Wirral Way.
BHW 2c	*BHW-2-S020 to BHW-2-S023	Public footpath	No	No	Various	Additional landward area	Boundary features include edge of path, fence and hedge.
BHW 2c	*BHW-2-S024 and BHW-2-S025	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
BHW 2c	*BHW-2-S026	Public highway	No	No			
BHW 2c	*BHW-2-S027 and BHW-2-S028	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
BHW 2d & 2e	*BHW-2-S029 and BHW-2-S030	Other existing walked route	Yes - See section 2.3.4	No	Various	Additional landward area	Boundary features include fence and hedge adjacent to the Wirral Way.
BHW 2e	*BHW-2-S031 and BHW-2-S032	Other existing walked route	Yes - Normal	No	Various	Clarity and cohesion	Boundary features include fence and hedge.

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 2e	*BHW-2-S033	Other existing walked route	Yes - See section 2.3.4	No	Various	Clarity and cohesion	Boundary features include fence and hedge.
BHW 2e	*BHW-2-S034	Other existing walked route	Yes - Normal	No	Various	Clarity and cohesion	Boundary features include fence and hedge.
BHW 2e	*BHW-2-S035	Not an existing walked route	Yes - Normal	No			
BHW 2e	*BHW-2-S036	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
BHW 2e	*BHW-2-S037	Not an existing walked route	Yes - Normal	No			
BHW 2e	*BHW-2-S038	Other existing walked route	Yes - Normal	No	Hedge bank	Additional landward area	Landward margin would extend to the hedgerow landward of 'Heswall Fields'
BHW 2e	*BHW-2-S039 and BHW-2-S040	Other existing walked route	Yes - Normal	No			
BHW 2e to 2f	*BHW-2-S041 to BHW-2-S043	Other existing walked route	No	No	Hedge bank	Clarity and cohesion	
BHW 2f	*BHW-2-S044	Other existing walked route	No	No	Base of rock armour	Clarity and cohesion	
BHW 2f	*BHW-2-S045	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include base of

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
							rock armour and sea defence wall.
BHW 2f	*BHW-2-S046 and BHW-2-S047	Other existing walked route	No	No	Wall	Clarity and cohesion	
BHW 2f	*BHW-2-S048 and BHW-2-S049	Other existing walked route	No	No			
BHW 2f	*BHW-2-S050 to BHW-2-S053	Other existing walked route	No	No	Hedge bank	Clarity and cohesion	
BHW 2f	*BHW-2-S054	Other existing walked route	No	No			
BHW 2f	*BHW-2-S055	Byway open to all traffic	No	No	Landward edge of track	Clarity and cohesion	
BHW2f	*BHW-2-S056	Byway open to all traffic	No	No	Landward edge of road	Clarity and cohesion	
BHW2f	*BHW-2-S057	Public highway	No	No	Landward edge of road	Clarity and cohesion	
BHW2g	*BHW-2-S058	Public highway	No	No	Landward edge of road	Clarity and cohesion	
BHW2f	*BHW-2-S059	Byway open to all traffic	No	No	Landward edge of road	Clarity and cohesion	
BHW2f	*BHW-2-S060	Public highway	No	No			

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW2f	*BHW-2-S061	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
BHW2f	*BHW-2-S062	Public highway	No	No			
BHW2g	*BHW-2-S063	Cycle track (pedestrian)	No	No	Landward edge of track	Clarity and cohesion	
BHW2h	*BHW-2-S064	Public highway	No	No	Landward edge of road	Clarity and cohesion	
BHW 2h	*BHW-2-S065 and BHW-2-S066	Public footpath	No	No	Various	Clarity and cohesion	Boundary features include fence and hedge.
BHW 2h	BHW-2-S067 to BHW-2-S070	Public footpath	No	No	Fence line	Clarity and cohesion	
BHW 2h	BHW-2-S071	Public footpath	No	No	Hedgerow	Clarity and cohesion	
BHW 2h	BHW-2-S072	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include hedgerow and fence.
BHW 2h	BHW-2-S073	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
BHW 2h	BHW-2-S074 to BHW-2-S076	Other existing walked route	No	No	Landward edge of car park	Clarity and cohesion	

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed ? (See Part 7 of Overview)	5a Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 2h	BHW-2-S077 to BHW-2-S080	Public footpath	No	No	Landward edge of pavement	Clarity and cohesion	

2.3.2 Optional alternative route details: Maps BHW 2a to BHW 2h - Red Rocks Slipway, Stanley Road, Hoylake to 'The Boat House' PH, Parkgate

Key notes on Table 4:

1. Column 4 – 'No' means no roll-back is proposed for this route section.
2. 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.

Table 4: Optional alternative route section details

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5a Proposal to specify seaward boundary of alternative route strip	5b Proposal to specify landward boundary of alternative route strip	6 Explanatory notes
BHW 2a	BHW-2-OA001	Public highway	No			
BHW 2a	BHW-2-OA002	Public footway (pavement)	No	Various	Landward edge of pavement	Boundary features include fence and wall.
BHW 2a	BHW-2-OA003	Public highway	No			
BHW 2a	BHW-2-OA004	Public footway (pavement)	No	Wall	Landward edge of pavement	
BHW 2a	BHW-2-OA005	Public highway	No			
BHW 2a	BHW-2-OA006	Public footway (pavement)	No	Wall	Landward edge of pavement	
BHW 2a	BHW-2-OA007	Public highway	No			
BHW 2a	BHW-2-OA008 and BHW-2-OA009	Public footway (pavement)	No	Various	Landward edge of pavement	Boundary features include wall and fence.

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5a Proposal to specify seaward boundary of alternative route strip	5b Proposal to specify landward boundary of alternative route strip	6 Explanatory notes
BHW 2b	BHW-2-OA010	Public footway (pavement)	No	Wall	Landward edge of pavement	
BHW 2b	BHW-2-OA011	Public highway	No			
BHW 2b	BHW-2-OA012	Public footway (pavement)	No		Landward edge of pavement	
BHW 2b	BHW-2-OA013	Public highway	No			
BHW 2b	BHW-2-OA014	Public footway (pavement)	No	Fence line	Landward edge of promenade	
BHW 2b	BHW-2-OA015	Public highway	No			
BHW 2b	BHW-2-OA016	Public footway (pavement)	No		Landward edge of pavement	
BHW 2f	BHW-2-OA017 to BHW-2-OA019	Other existing walked route	No	Edge of path	Edge of path	
BHW 2f	BHW-2-OA020	Public highway	No		Landward edge of road	

2.3.3 Other options considered: Maps BHW 2a to BHW 2h - Red Rocks Slipway, Stanley Road, Hoylake to 'The Boat House' PH, Parkgate

Table 5: Other options considered

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
BHW 2b to 2e	BHW-2-S011 to BHW-2-S041	Align the trail along the foreshore from Marine Lake, West Kirby to Heswall	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is available all year round and is not affected by high tides; and it provides a more accessible route for users especially those with reduced mobility. <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
BHW 2c & 2d	BHW-2-S026 to BHW-2-S028	Align the trail on the top of the existing sea defence structure (rock armour) to the seaward side of Caldy Golf Course.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is accessible at all states of the tide; it provides a more accessible route for users especially those with reduced mobility; and the option being considered might impact on the way in which the landowners maintain and manage the sea defence structure on the seaward side of the golf course. <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
BHW 2d to 2g	BHW-2-S029 to BHW-2-S060	Align the trail along the existing Wirral Way	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is closer to the sea than the Wirral Way and maintains views of the sea; and it minimises the area of coastal margin than would otherwise have been created. <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>
BHW 2f & 2g	BHW-2-S054 to BHW-2-S065	Align the trail on the existing walked line on the landward edge of the marsh between Banks Road and Cottage Lane, Gayton	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is accessible at all states of the tide; it provides a more accessible route for users especially those with reduced mobility; and it minimises the potential disturbance to breeding, roosting and feeding birds located on the marsh. <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.

2.3.4 Roll-back implementation – more complex situations: Maps BHW 2a to BHW 2h - Red Rocks Slipway, Stanley Road, Hoylake to ‘The Boat House’ PH, Parkgate

Table 6: Roll-Back implementation - more complex situations

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
BHW 2a	BHW-2-S002 and BHW-2-S003	Dee estuary RAMSAR site Dee Estuary Special Area of Conservation (SAC) Dee Estuary Special Protection Area (SPA) Red Rocks Site of Special Scientific Interest (SSSI) for its geological / wildlife interest Dee Estuary SSSI for its geological / wildlife interest	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
BHW 2d & 2e	BHW-2-S029, BHW-2-S030 and BHW-2-S033	Dee Cliffs SSSI for its geological / wildlife interest	As above

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 2.4: Proposals Maps

Table 7: Map Index

Map reference	Map title
BHW 2a	Red Rocks Slipway, Stanley Road, Hoylake to Wirral Sailing Centre, West Kirby
BHW 2b	Wirral Sailing Centre, West Kirby to Cubbins Green, West Kirby
BHW 2c	Cubbins Green, West Kirby to Caldy Golf Club
BHW 2d	Caldy Golf Club to Wirral Country Park, Thurstaston
BHW 2e	Wirral Country Park, Thurstaston to Target Road, Heswall
BHW 2f	Target Road, Heswall to Broad Lane, Heswall
BHW 2g	Broad Lane, Heswall to Cottage Lane, Gayton
BHW 2h	Cottage Lane, Gayton to The Boat House Public House, Parkgate
Direction Map BHW 2	Dee Estuary saltmarsh and mudflats: Proposed direction under s25A

PROPOSALS

Trail Sections

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

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

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

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

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

Coastal Margin

Explanatory note

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

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

Other Information

Other access rights and routes

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

Infrastructure types

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

Bridges:

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

Stiles:

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

Gates:

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

Miscellaneous:

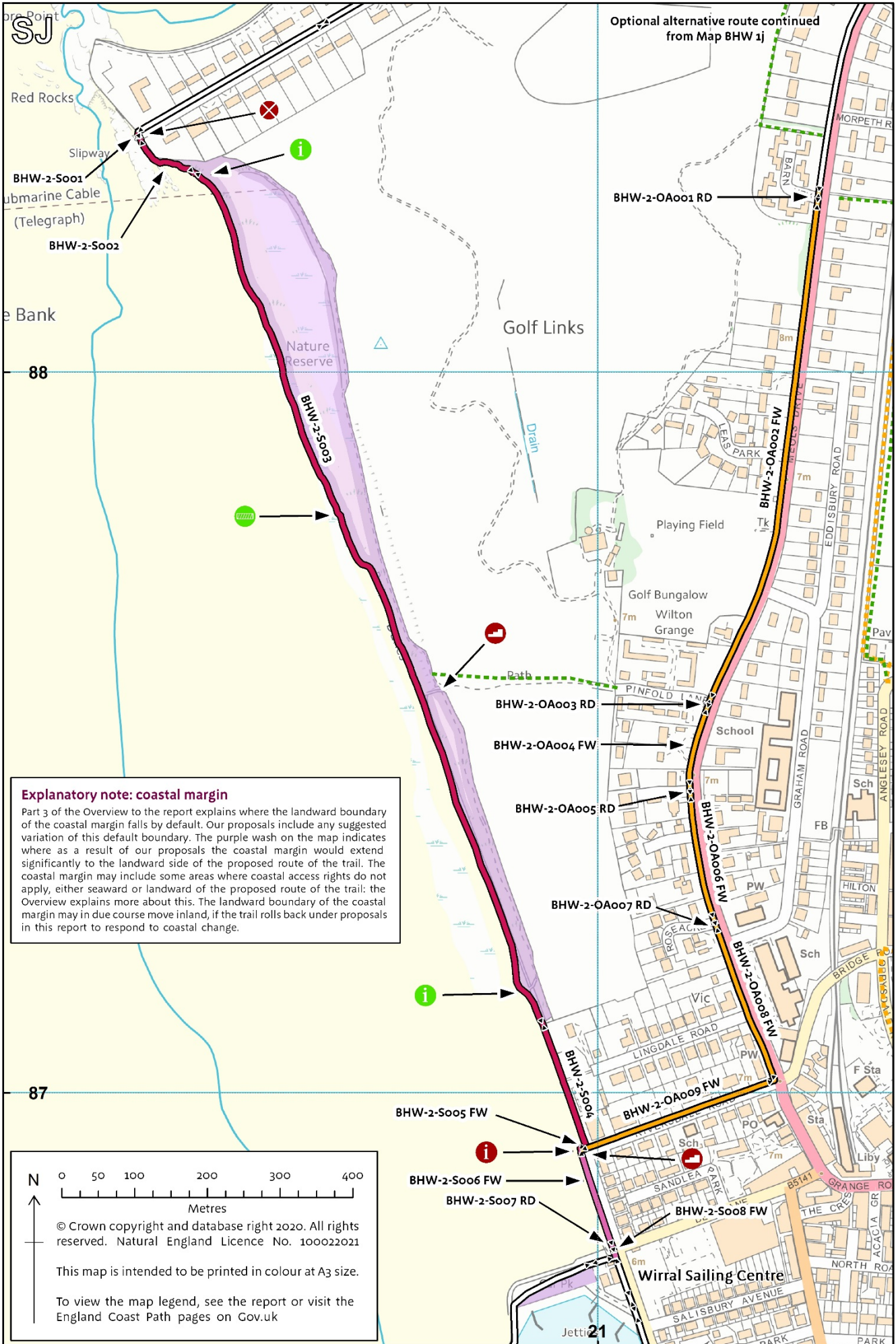
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

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

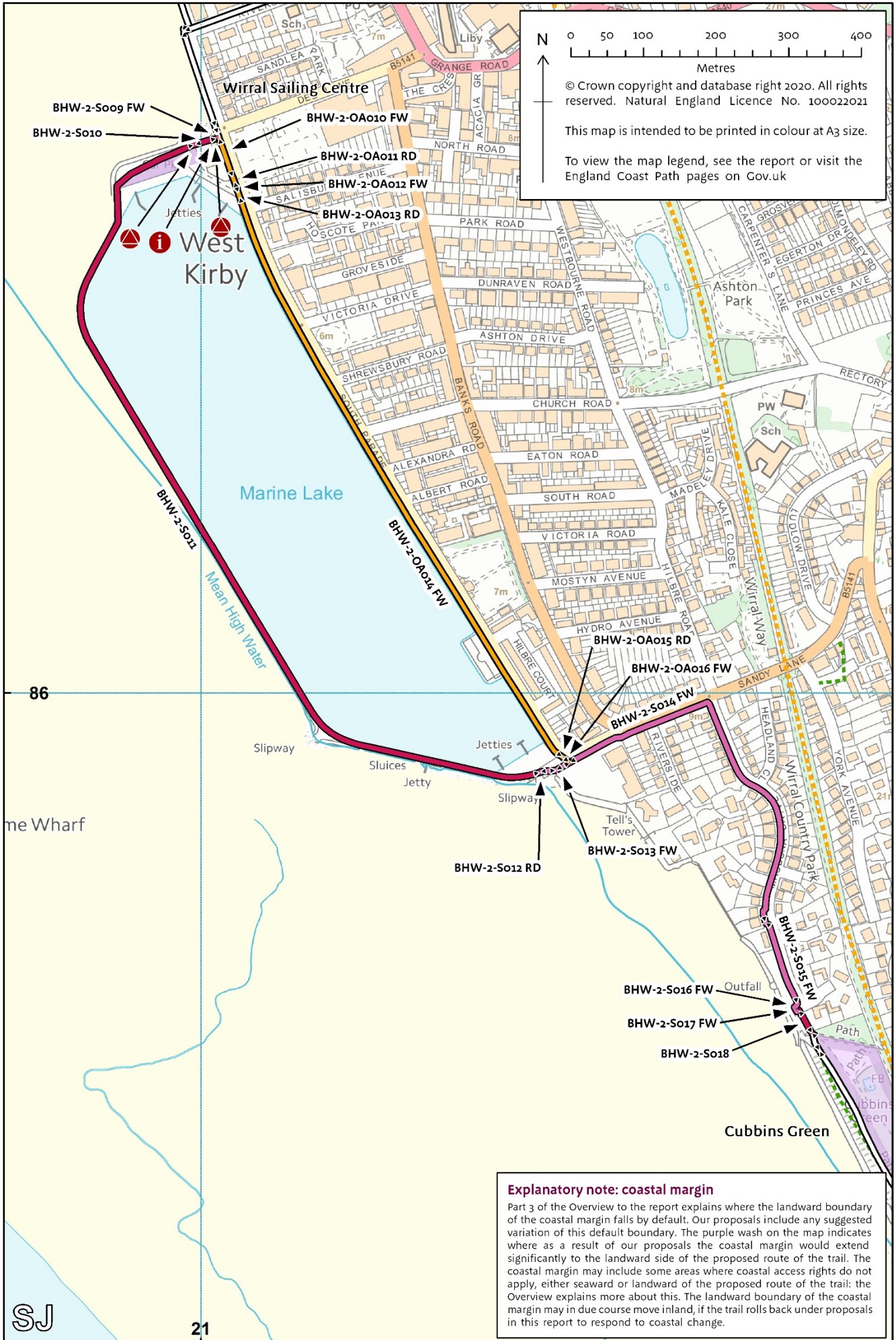
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

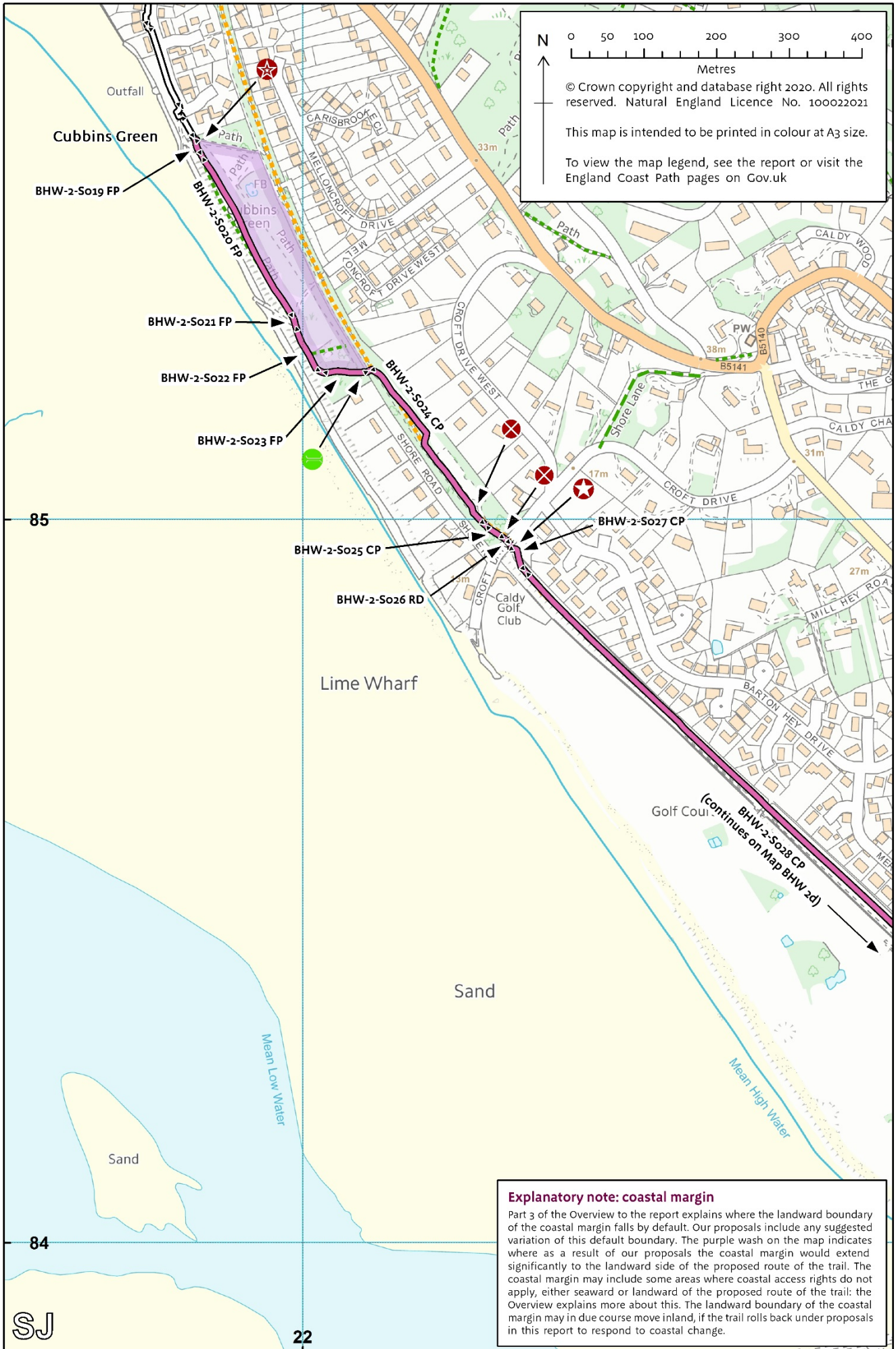


Map BHW 2b: Wirral Sailing Centre, West Kirby to Cubbins Green, West Kirby

Map BHW 2b: Wirral Sailing Centre, West Kirby to Cubbins Green, West Kirby

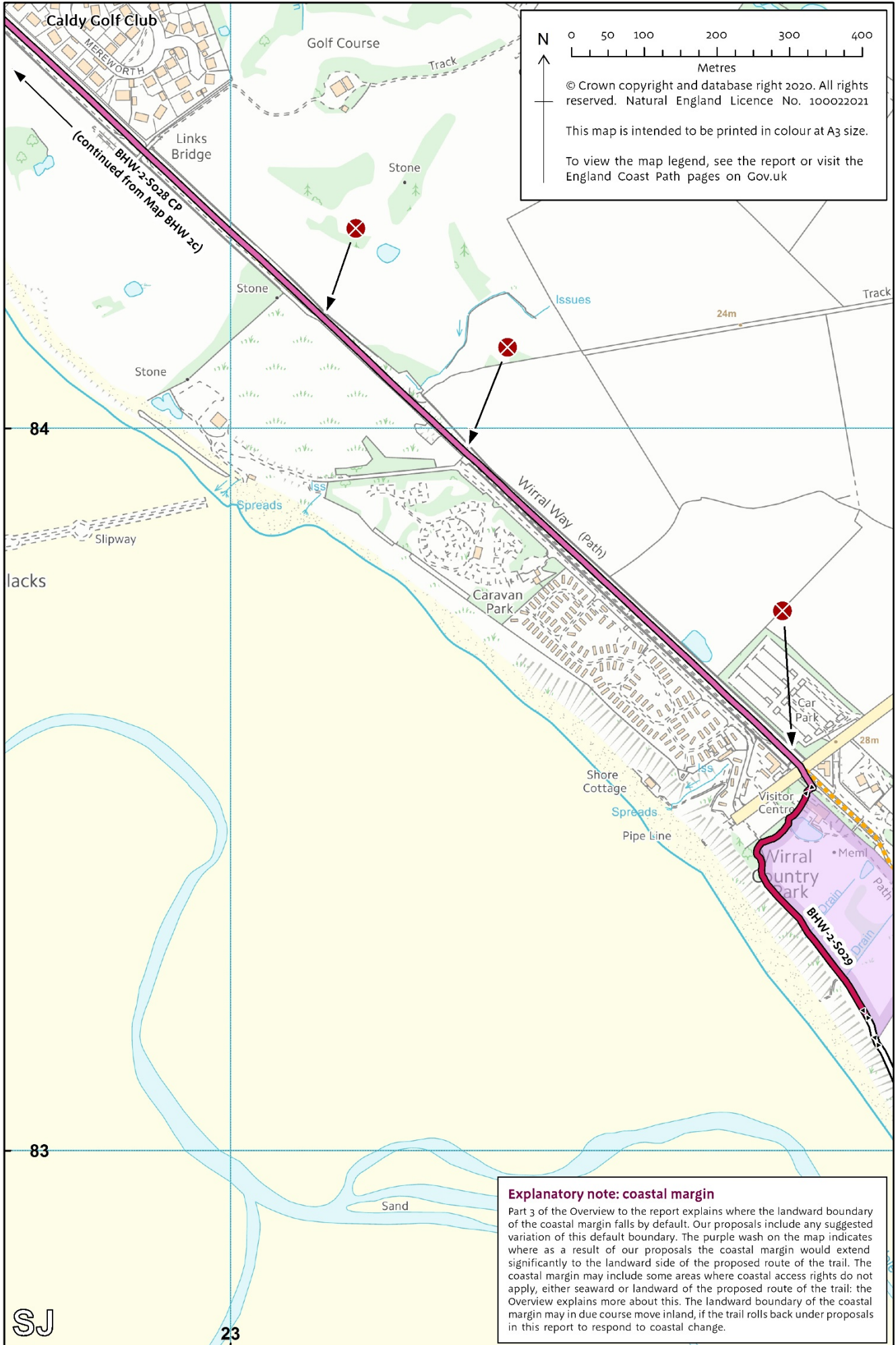


Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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 BHW 2d: Caldy Golf Club to Wirral Country Park, Thurstaston

Map BHW 2d: Caldy Golf Club to Wirral Country Park, Thurstaston



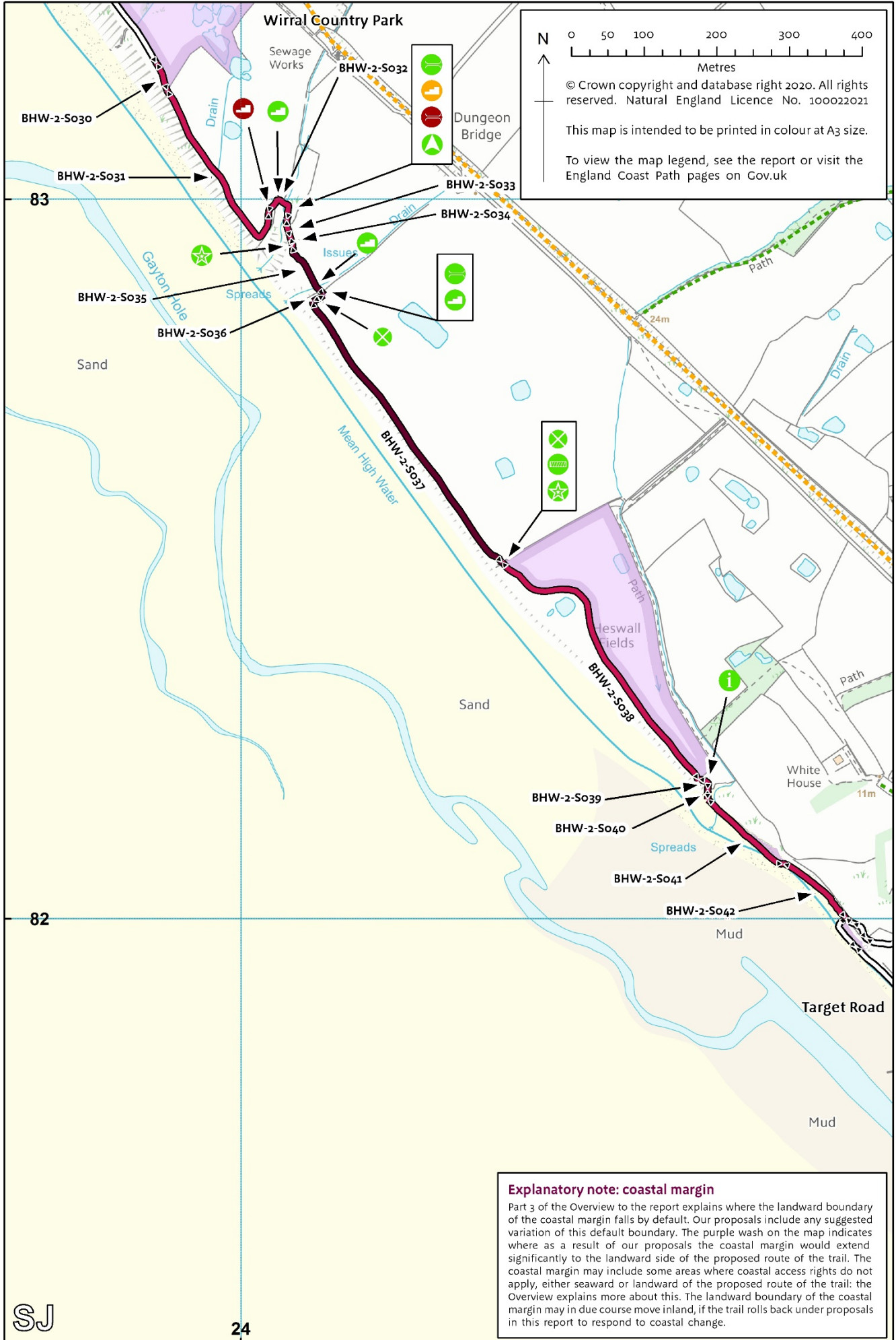
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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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23

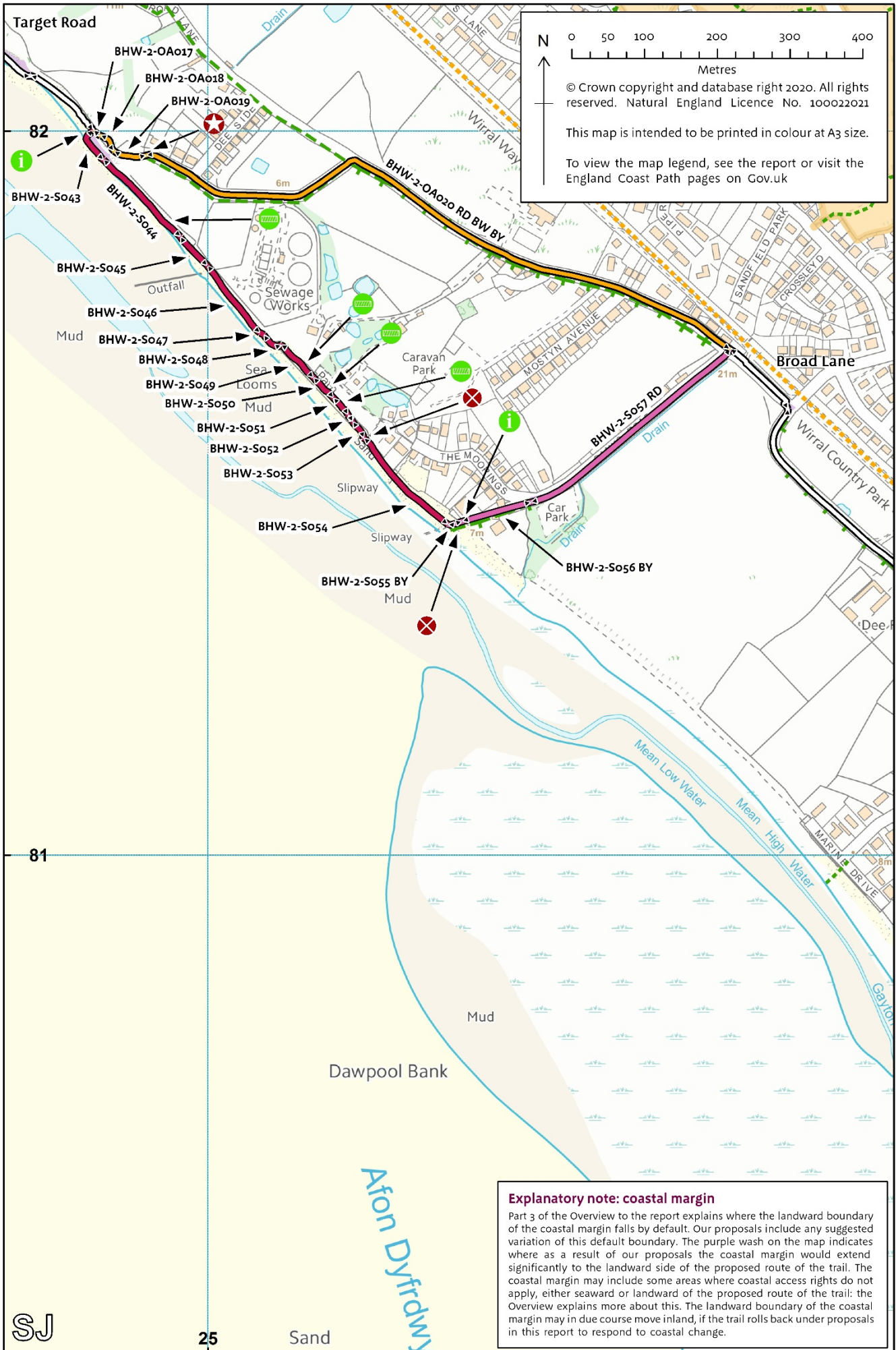
Map BHW 2e: Wirral Country Park, Thurstaston to Target Road, Heswall

Map BHW 2e: Wirral Country Park, Thurstaston to Target Road, Heswall



Map BHW 2f: Target Road, Heswall to Broad Lane, Heswall

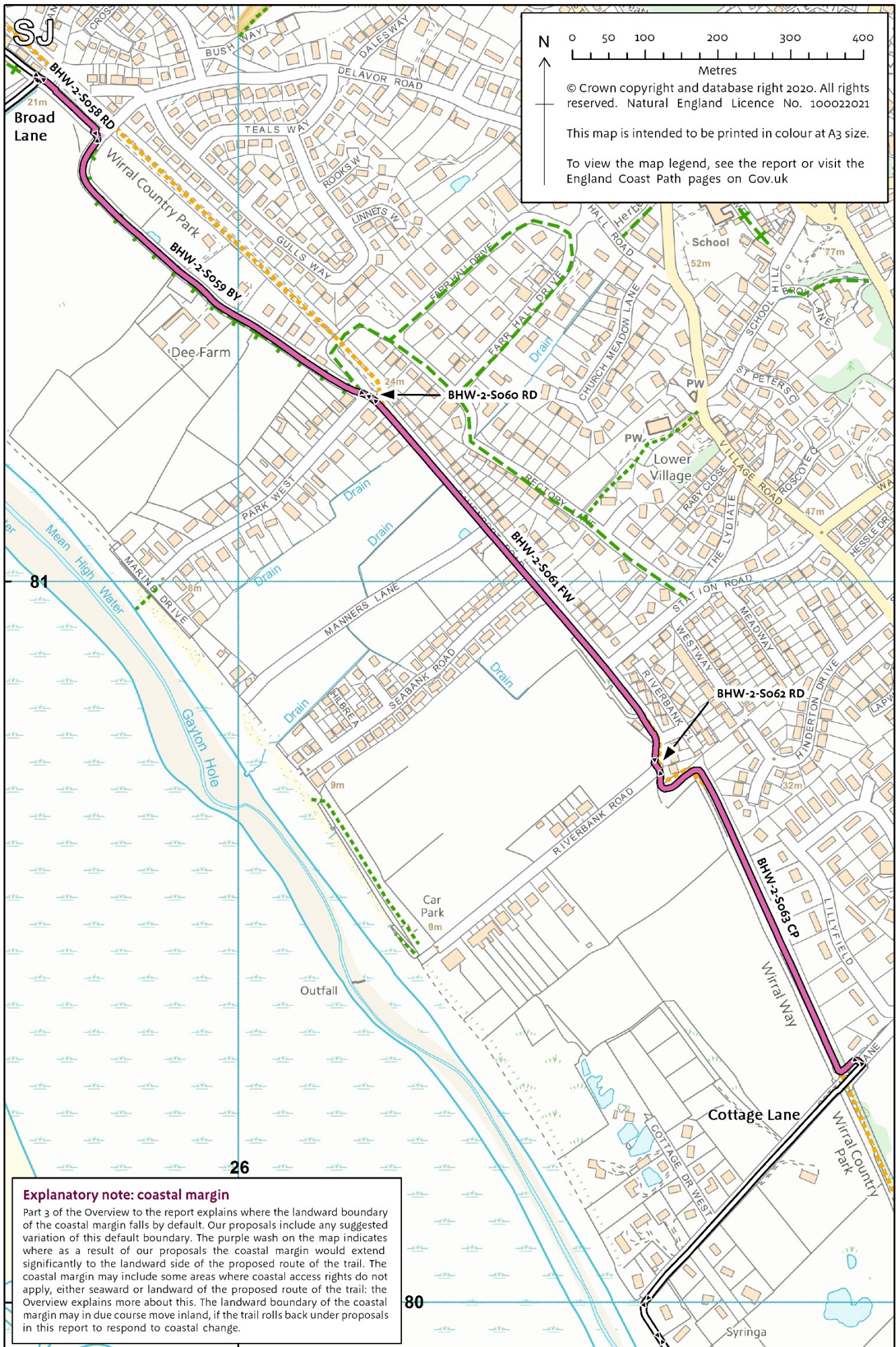
Map BHW 2f: Target Road, Heswall to Broad Lane, Heswall



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25

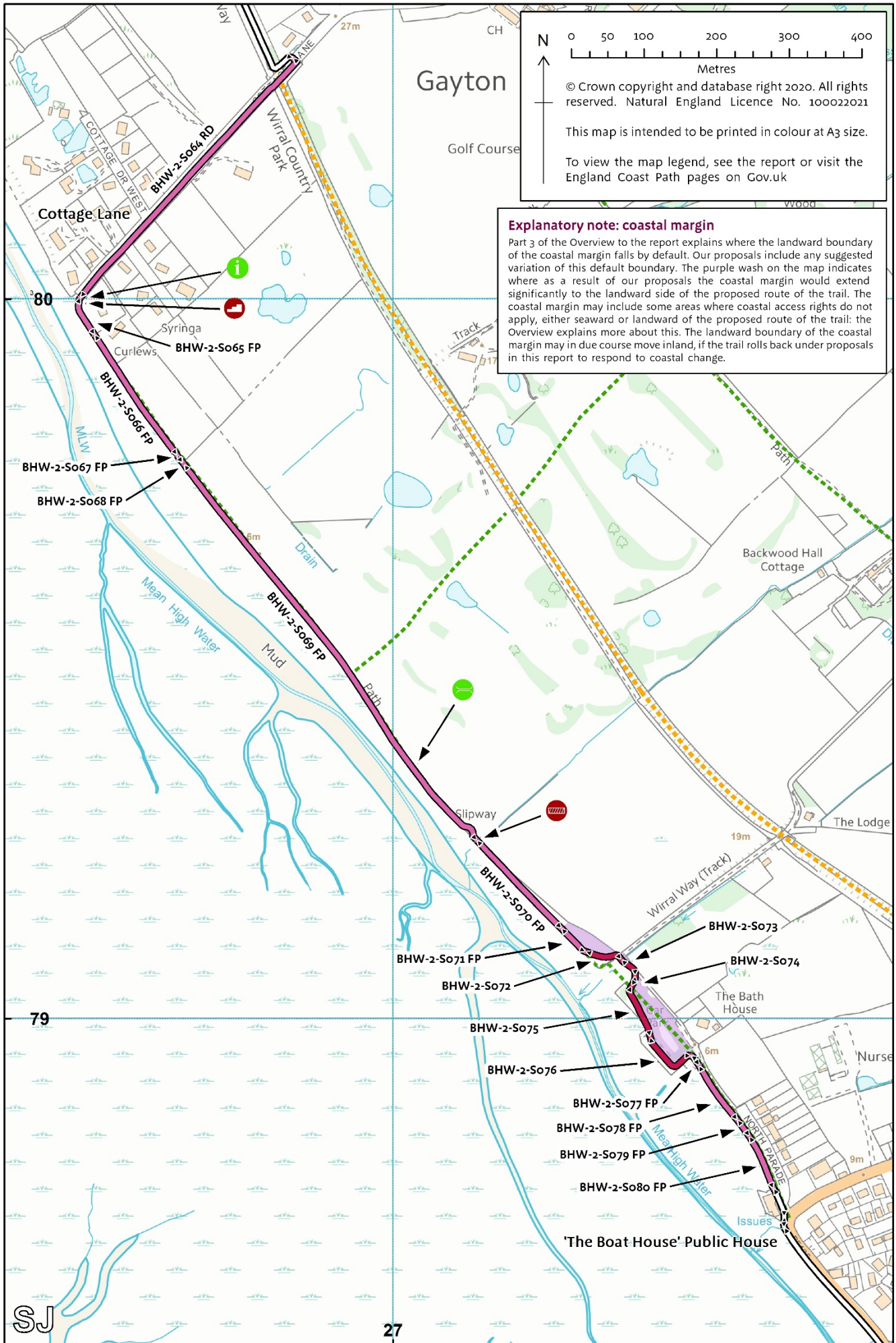
Sand



N
 0 50 100 200 300 400
 Metres
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 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

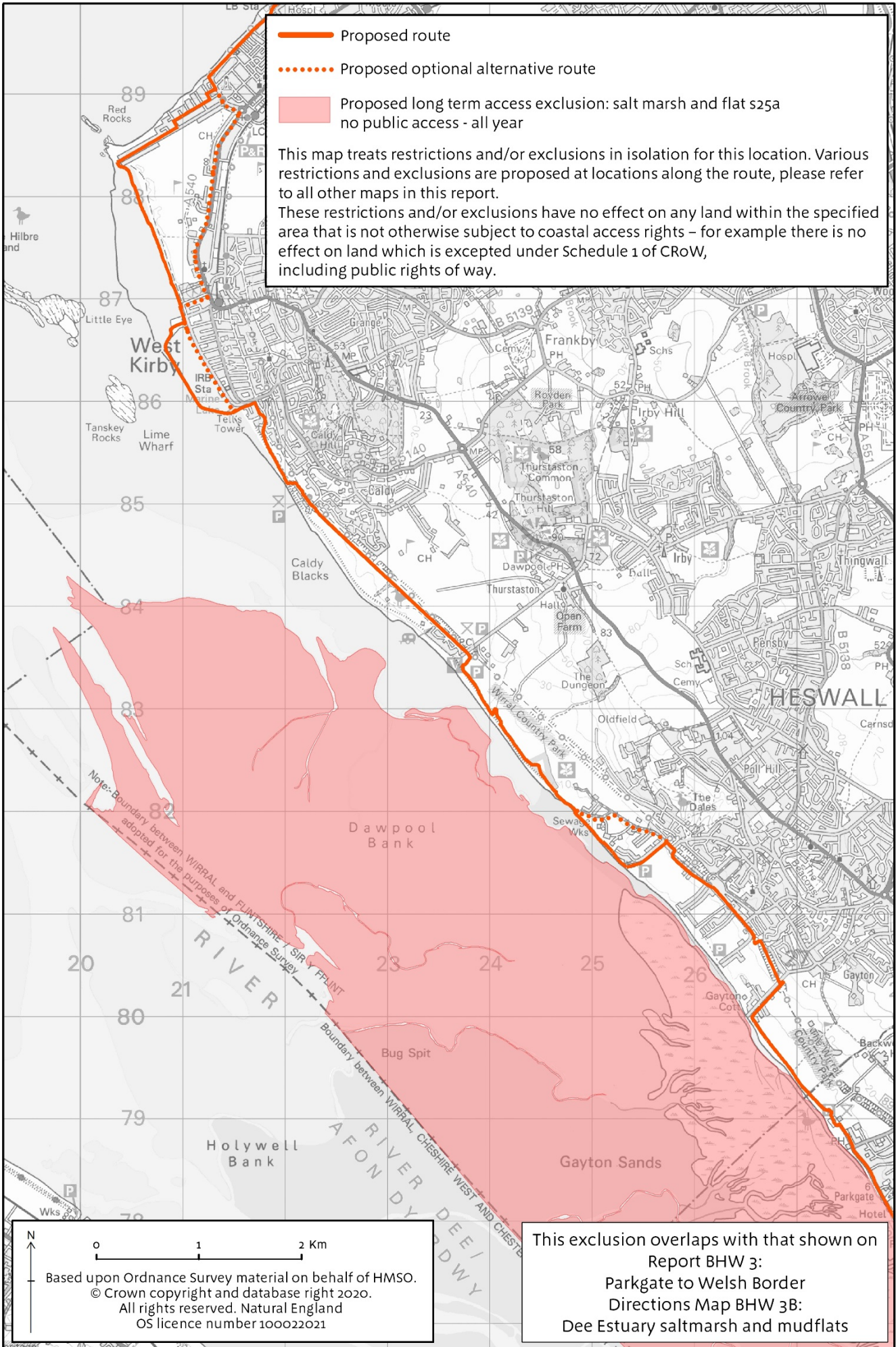
Explanatory note: coastal margin
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Map BHW 2h: Cottage Lane, Gayton to 'The Boat House' Public House, Parkgate



Map BHW 2h: Cottage Lane, Gayton to 'The Boat House' Public House, Parkgate

Directions Map BHW 2: Dee Estuary saltmarsh and mudflats



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