



England Coast Path Stretch: Mablethorpe to Humber Bridge

Report MHB 1: Mablethorpe North End to Saltfleet Haven

Part 1.1: Introduction

Start Point:	Mablethorpe North End (Grid reference TF49772 87016)
End Point:	Saltfleet Haven (Grid reference TF46404 93507)
Relevant Maps:	MHB 1a to MHB 1e

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 Mablethorpe and the Humber Bridge.

1.1.2 This report covers length MHB 1 of the stretch, which is the coast between Mablethorpe North End and Saltfleet Haven. 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 Generally follows existing walked routes, including public rights of way, along most of this length.

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

1.2.3 Is aligned on the beach or foreshore north of Mablethorpe North End at MHB-1-S003 to MHB-1-S004. See map MHB 1a 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.

1.2.4 The following designated sites affect this length of coast:

- Humber Estuary SAC
- Humber Estuary SPA
- Humber Estuary SSSI
- Humber Estuary Ramsar Site
- Saltfleetby - Theddlethorpe Dunes & Gibraltar Point SAC
- Saltfleetby – Theddlethorpe Dunes SSSI
- Saltfleetby – Theddlethorpe Dunes NNR
- Greater Wash pSPA

Map C in the Overview shows the extent of designated areas listed

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

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

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

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

Accessibility:

1.2.7 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 a sand path at MHB-1-S002 to MHB-1-S005;
- The trail would follow an uneven grass path at MHB-1-S006 to MHB-1-S008, MHB-1-S011 to MHB-1-S012, MHB-1-S016 FP, MHB-1-S021 FP, MHB-1-S022, MHB-1-S023 FP to MHB-1-S026 FP, MHB-1-S033 FP to MHB-1-S034 FP, MHB-1-S035, MHB-1-S036 FP, MHB-1-S037, MHB-1-S038 FP, MHB-1-S039, MHB-1-S040 FP, MHB-1-S041, MHB-1-S044 to MHB-1-S045, MHB-1-S046 FP, MHB-1-S047, MHB-1-S048 BW to MHB-1-S050 BW and MHB-1-S056 FP;
- The trail would follow a stone aggregate path at MHB-1-S009, MHB-1-S014 FP to MHB-1-S015 FP and MHB-1-S032 FP;
- The trail would follow a compacted bare soil path at MHB-1-S017 FP;
- The trail would follow a gravel path at MHB-1-S018, MHB-1-S027 FP, MHB-1-S031 FP, MHB-1-S051 BW to MHB-1-S052 BW and MHB-1-S057;
- It would be necessary to ascend/descend steps at MHB-1-S055 FP.

1.2.8 At the intersection of MHB-1-S005 and MHB-1-S006, and MHB-1-S006 and MHB-1-S007, and at MHB-1-S041 the existing gates will be replaced, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below.

1.2.9 At MHB-1-S010 the existing surface will be improved to make it easier to use. We envisage this happening 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:

1.2.10 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 1.3.1 below.

1.2.11 At MHB-1-S016 FP to MHB-1-S017 FP, MHB-1-S034 FP to MHB-1-S036 FP and MHB-1-S054 FW to MHB-1-S057 we have used this discretion to limit the landward extent of the coastal margin. This has had the effect of reducing the amount of coastal margin that would otherwise been available by default. This option provides the most clarity because:

- The features identified in column 5b of table 1.3.1 provide an easily identifiable boundary for access users.

1.2.12 In some places, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

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/or 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 at Saltfleetby:

1.2.15 Access to the saltmarsh in the coastal margin seaward of route sections (MHB-1-S046 to MHB-1-S057) is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect where coastal access rights do not apply.

1.2.16 The saltmarsh at this location is uneven and wet underfoot and contains many creeks and channels that are not readily apparent to walkers and which can pose a significant risk.

1.2.17 These directions will not prevent or affect:

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

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

1.2.19 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 extensive mudflats and areas of soft mud.

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

1.2.20 **Other factors affecting access:** At route sections MHB-1-S003 to MHB-1-S004 public access may be interrupted from time to time for short periods during particularly high tides. These interruptions are likely to be infrequent and short, so we do not consider an optional alternative route to be necessary.

1.2.21 **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.

1.2.22 Column 4 of table 1.3.1 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 MHB 1a and MHB 1e as the proposed route of the trail.

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

On sections for which roll-back is not proposed in table 1.3.1, the route is to be at the centre of the line shown on maps MHB 1a to MHB 1e as the proposed route of the trail.

Other future change:

1.2.24 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:

1.2.25 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.

1.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£16,625** and is informed by:

- information already held by the access authority, Lincolnshire County Council in relation to the management of the existing Public Rights of Way;
- 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.

1.2.27 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but a new surface at MHB-1-S010 would enhance the convenience of the trail.
- The access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but new gates at the intersection of MHB-1-S005 and MHB-1-S006, and MHB-1-S006 and MHB-1-S007, and at MHB-1-S041 would enhance the convenience of the trail.

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

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£6625
Access furniture	£3000
Surfacing works	£7000
Total	£16,625 (Exclusive of any VAT payable)

1.2.28 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, there will be suitable liaison 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:

1.2.29 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).

1.2.30 We estimate that the annual cost to maintain the trail will be £5,231 (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 MHB 1a to MHB 1e: Mablethorpe North End to Saltfleet Haven

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.2: 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
MHB 1a	MHB-1-S001 to MHB-1-S002*	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll-back subject to HRA
MHB 1a	MHB-1-S003 to MHB-1-S004*	Other existing walked route	Yes - Normal	Yes - beach			Detail of any roll-back subject to HRA
MHB 1a	MHB-1-S005 to MHB-1-S007*	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll-back subject to HRA
MHB 1a	MHB-1-S008 to MHB-1-S012	Other existing walked route	No	Yes - dune			
MHB 1b	MHB-1-S013 FP	Public footpath	No	No	Track	Clarity and cohesion	
MHB 1b	MHB-1-S014 FP to MHB-1-S015 FP	Public footpath	No	No	Path	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 1b	MHB-1-S016 FP to MHB-1-S017 FP	Public footpath	No	Yes - dune	Path	Clarity and cohesion	
MHB 1b	MHB-1-S018	Other existing walked route	No	No			
MHB 1b	MHB-1-S019	Other existing walked route	No	No	Path	Clarity and cohesion	
MHB 1b	MHB-1-S020 FP	Public footpath	No	No	Various	Clarity and cohesion	
MHB 1b	MHB-1-S021 FP	Public footpath	No	Yes - dune			
MHB 1b	MHB-1-S022	Other existing walked route	No	Yes - dune			
MHB 1b	MHB-1-S023 FP	Public footpath	No	Yes - dune			
MHB 1b and MHB 1c	MHB-1-S024 FP to MHB-1-S027 FP	Public footpath	No	No			
MHB 1c	MHB-1-S028 to MHB-1-S030	Other existing walked route	No	No			
MHB 1c	MHB-1-S031 FP	Public footpath	No	No			
MHB 1c	MHB-1-S032 FP	Public footpath	No	No	Track	Clarity and cohesion	
MHB 1c	MHB-1-S033 FP	Public footpath	No	No			
MHB 1d	MHB-1-S034 FP	Public footpath	No	Yes - dune	Track	Clarity and cohesion	
MHB 1d	MHB-1-S035	Other existing walked route	No	Yes - dune	Track	Clarity and cohesion	
MHB 1d	MHB-1-S036 FP	Public footpath	No	Yes - dune	Track	Clarity and cohesion	
MHB 1d	MHB-1-S037	Other existing walked route	No	Yes - dune			
MHB 1d	MHB-1-S038 FP	Public footpath	No	Yes - dune			

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
MHB 1d	MHB-1-S039	Other existing walked route	No	Yes - dune			
MHB 1d	MHB-1-S040 FP	Public footpath	No	Yes - dune			
MHB 1d	MHB-1-S041	Other existing walked route	No	Yes - dune			
MHB 1e	MHB-1-S042	Other existing walked route	No	No			
MHB 1e	MHB-1-S043	Other existing walked route	No	No	Track	Clarity and cohesion	
MHB 1e	MHB-1-S044 to MHB-1-S045	Other existing walked route	No	Yes - dune			
MHB 1e	MHB-1-S046 FP	Public footpath	No	No			
MHB 1e	MHB-1-S047	Other existing walked route	No	No			
MHB 1e	MHB-1-S048 BW	Public bridleway	No	No			
MHB 1e	MHB-1-S049 BW	Public bridleway	No	No	Fence line	Clarity and cohesion	
MHB 1e	MHB-1-S050 BW	Public bridleway	No	No			
MHB 1e	MHB-1-S051 BW to MHB-1-S053 BW	Public bridleway	No	No	Track	Clarity and cohesion	
MHB 1e	MHB-1-S054 FW	Public footway (pavement)	No	Yes - bank	Pavement edge	Clarity and cohesion	
MHB 1e	MHB-1-S055 FP to MHB-1-S056 FP	Public footpath	Yes - Normal	Yes - bank	Track	Clarity and cohesion	
MHB 1e	MHB-1-S057	Other existing walked route	Yes - Normal	Yes - bank	Track	Clarity and cohesion	Detail of any roll-back subject to HRA

1.3.2 Other options considered: Map MHB 1a: Mablethorpe North End to Crook Bank Car Park

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
	MHB-1-S001 to MHB-1-S007	We considered aligning the trail along other existing walked routes through vegetated dunes landward of the trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea; ■ 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.

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: Maps

1.4.1 Map Index



Map reference	Map title
MHB 1a	Mablethorpe North End to Crook Bank Car Park
MHB 1b	Crook Bank Car Park to Sea Bank Farm
MHB 1c	Sea Bank Farm to Cloves Bridge
MHB 1d	Cloves Bridge to Sea View
MHB 1e	Sea View to Saltfleet Haven
Direction Map MHB 1a	Saltfleetby salt marsh

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:

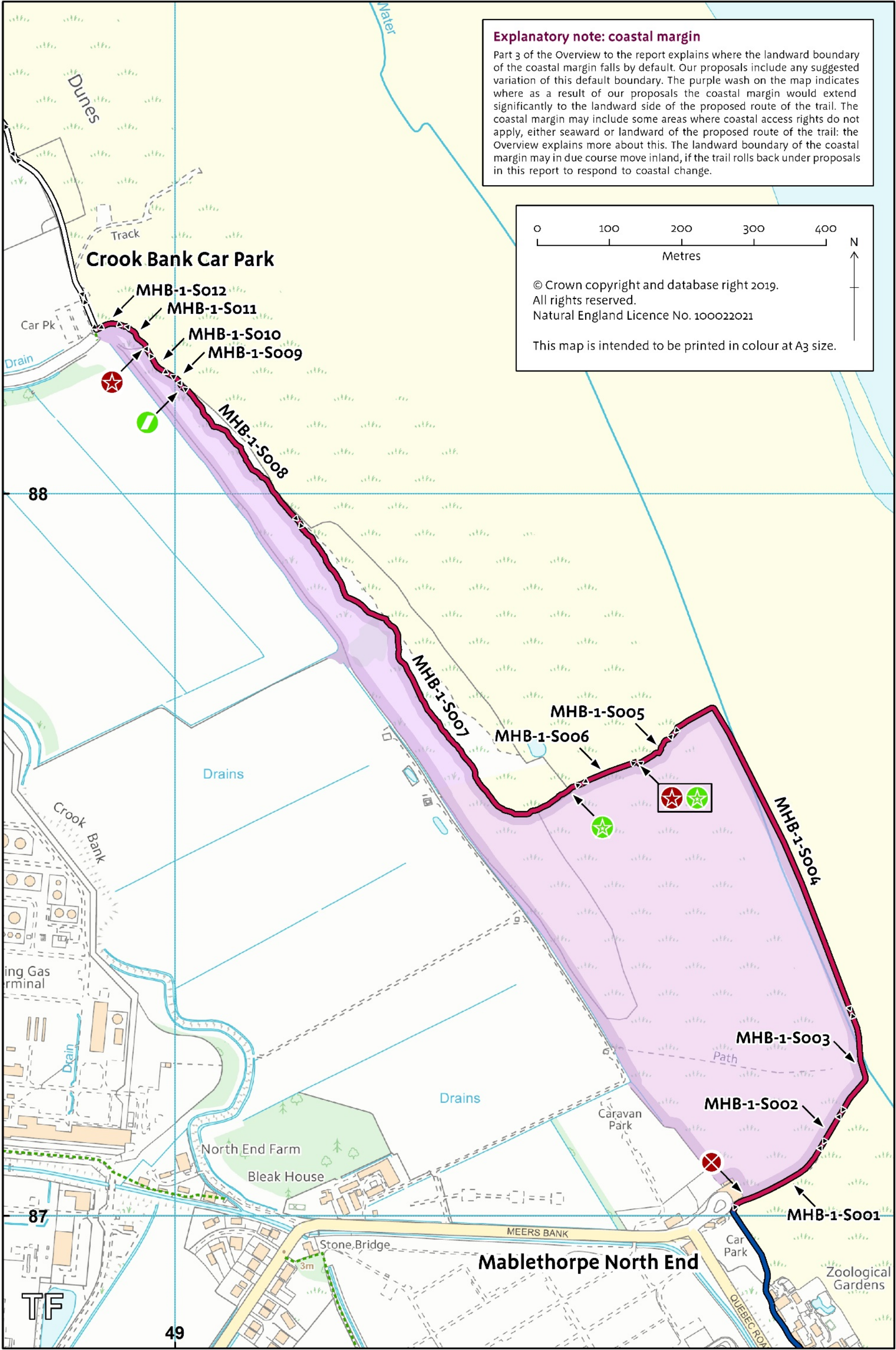
-  Barrier
-  Boardwalk
-  Bollard
-  Cattle grid
-  Culvert
-  Cycle chicane
-  Drainage
-  Drop-kerb
-  Gap in fence
-  Hurdle
-  Interpretation panel
-  Ramp
-  Revetment
-  Stepping stones
-  Steps

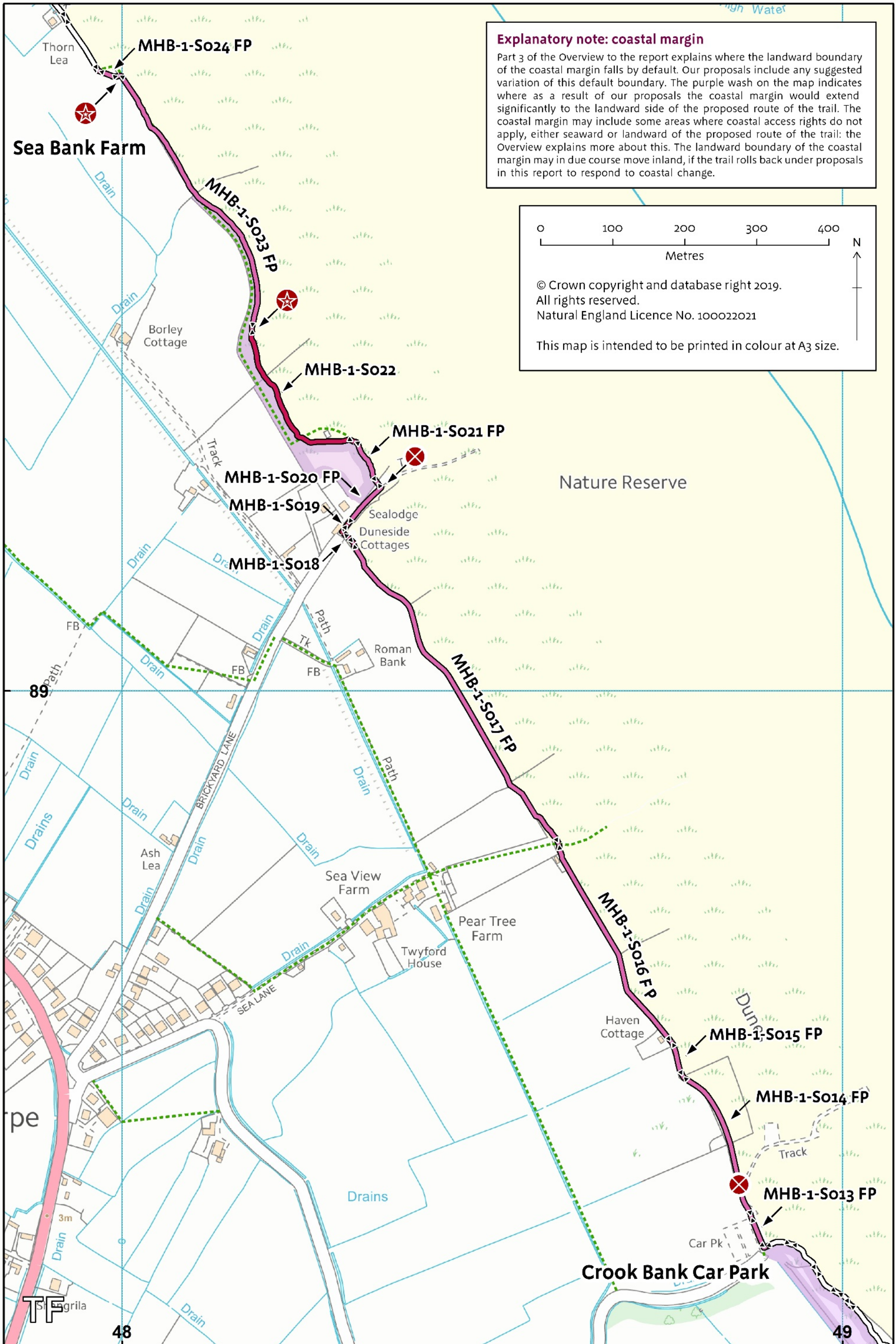
Infrastructure status

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.



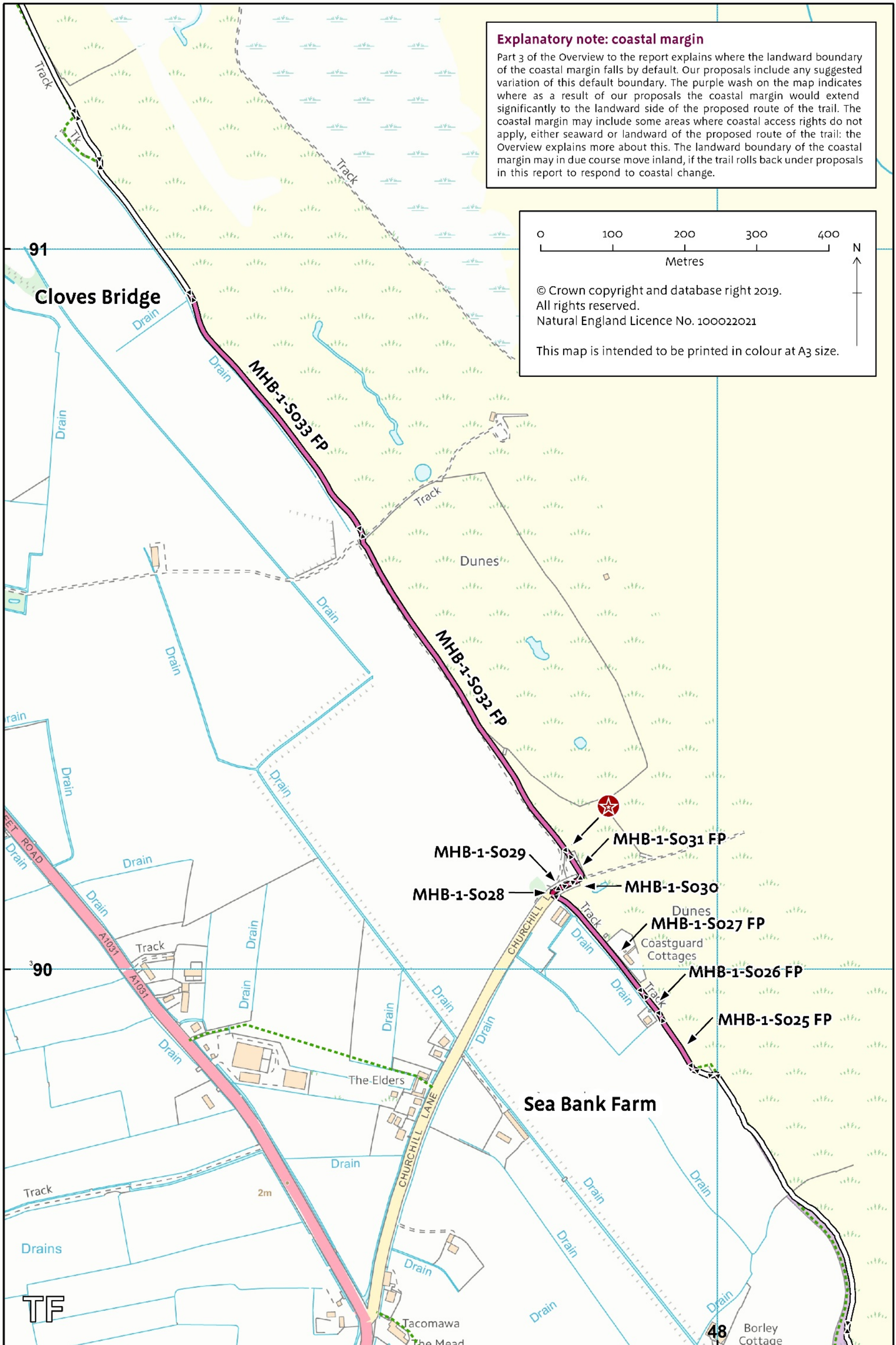


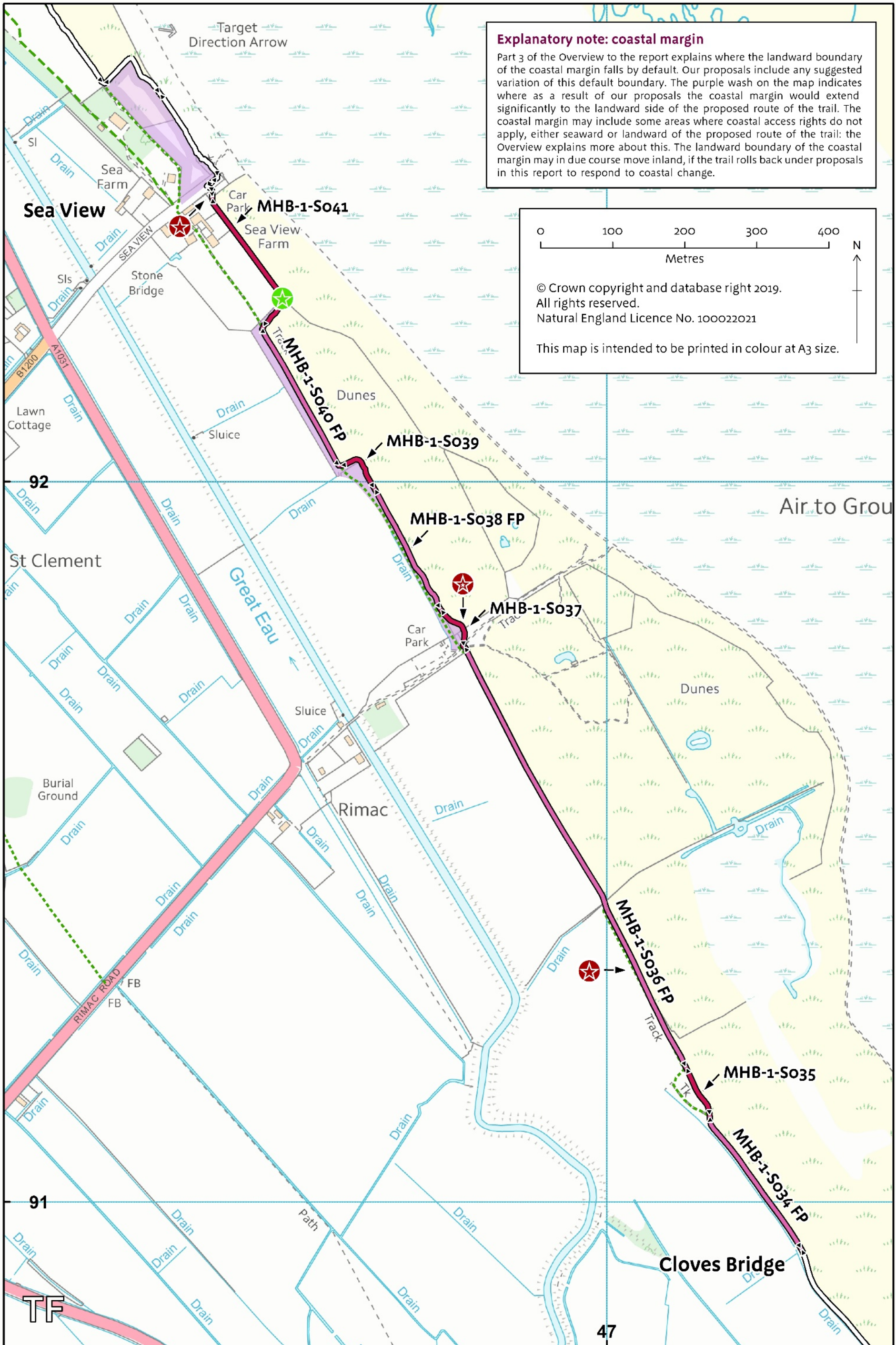
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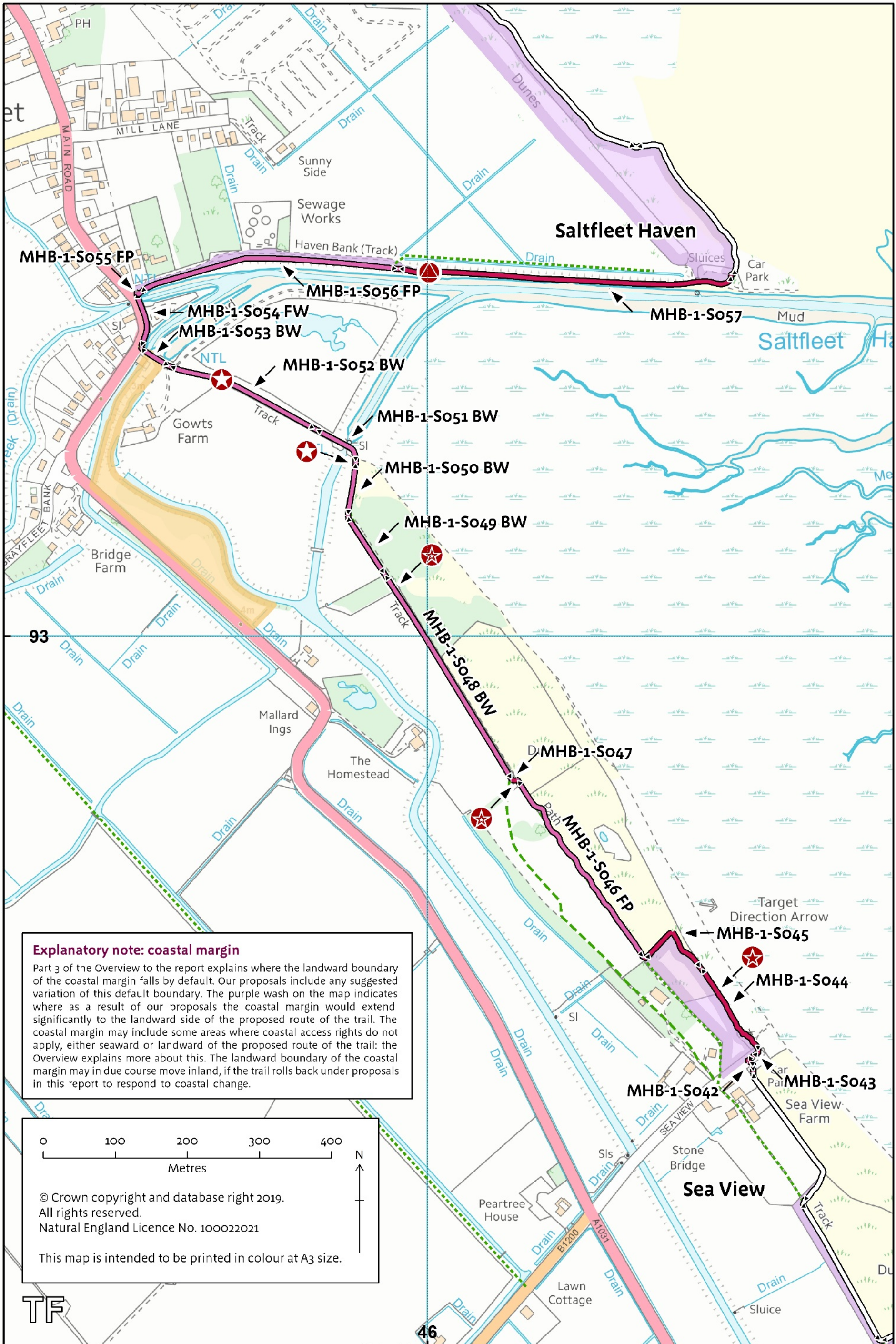
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