



England Coast Path Stretch: Humber Bridge to Easington

Report HBE 3: Hedon Haven to East Clough

Part 3.1: Introduction

Start Point:	Hedon Haven (Grid reference TA 17146 27952)
End Point:	East Clough (Grid reference TA 32243 19520)
Relevant Maps:	HBE 3a to HBE 3q

3.1.1 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 Humber Bridge and Easington.

3.1.2 This report covers length HBE 3 of the stretch, which is the coast between Hedon Haven and East Clough. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

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

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

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.

3.2.3 The following designated sites affect this length of coast:

- Humber Estuary SPA
- Humber Estuary SAC
- Humber Estuary Ramsar Site
- Humber Estuary SSSI
- Paull Point Battery Scheduled Monument

Maps C and D in the Overview shows 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.

3.2.4 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HBE 3b	HBE-3-S022 to HBE-3-S023	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Coastal access rights to be excluded on the old flood bank at Paull Holme Strays. See the restrictions and exclusions section below.	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 3c	HBE-3-S028 to HBE-3-S031	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Coastal access rights to be excluded on the grazing marsh at Cherry Cob Sands. See the restrictions and exclusions section below.	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HBE 3d	HBE-3-S038 to HBE-3-S039	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded on the grazing marsh at Stone Creek. See the restrictions and exclusions section below. 	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 3e	HBE-3-S039 to HBE-3-S040	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded on the grazing marsh at Hawkins Point. See the restrictions and exclusions section below. 	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 3f	HBE-3-S041 to HBE-3-S042	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded on the flood bank at Welwick. See the restrictions and exclusions section below. 	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.

3.2.5 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 before confirming this conclusion. 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:

3.2.6 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 along the top of the sea defence banks.

3.2.7 At Stone Creek at the intersection of HBE-3-S035 FP and HBE-3-S036 FP and HBE-3-S038 and HBE-3-S039 the existing stiles will be replaced with either pedestrian or kissing gates so as to make them 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:

3.2.8 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Humber, 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 Humber Bridge as indicated by the extent of the trail shown on Map A2 of the overview.

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

3.2.9 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 3.3.1 below.

3.2.10 At HBE-3-S001 FP, HBE-3-S004 FW, HBE-3-S005 FP to HBE-3-S016 FP, HBE-3-S019 FP to HBE-3-S021 FP and HBE-3-S036 FP to HBE-3-S037 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 3.3.1 provide an easily identifiable boundary for access users.

3.2.11 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 3.3.1. 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 3.3.1] 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.

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

Exclusion of access to the saltmarsh/flat from Hedon Haven to East Clough

- 3.2.13 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections HBE-3-S001 to HBE-3-S041 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.

- 3.2.14 The mudflat in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. The saltmarsh at this location is uneven and wet underfoot and contains many creeks and channels.

Exclusion of access at Paull Holme Strays

- 3.2.15 Access is to be excluded on the old flood bank at Paull Holme Strays, between route sections HBE-3-S022 and HBE-3-S023 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 3.2.16 Protected bird species use the mud/saltmarsh adjacent to the old flood bank at Paull Holme Strays and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site including avocet, merlin, dunlin, redshank, bar-tailed godwit and golden plover. The Assessment will be published alongside this report.

Exclusion of access at Cherry Cob Sands

- 3.2.17 Access is to be excluded on the grazing marsh, between route sections HBE-3-S028 and HBE-3-S031 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 3.2.18 Protected bird species use the grazing marsh, and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site including black-tailed godwit, golden plover and redshank. The Assessment will be published alongside this report.

Exclusion of access at Stone Creek

- 3.2.19 Access is to be excluded on the grazing marsh at Stone Creek between route sections HBE-3-S038 and HBE-3-S039 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 3.2.20 Protected bird species use the grazing marsh at Stone Creek and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site including black-tailed godwit, golden plover and redshank. The Assessment will be published alongside this report.

Exclusion of access at Hawkins Point

- 3.2.21 Access is to be excluded on the grazing marsh at Hawkins Point, between route sections HBE-3-S039 and HBE-3-S040 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

- 3.2.22 Protected bird species use the grazing marsh at Hawkins Point and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site including black-tailed godwit, golden plover and redshank. The Assessment will be published alongside this report.

Exclusion of access at Welwick

- 3.2.23 Access is to be excluded on the flood bank at Welwick, between route sections HBE-3-S041 and HBE-3-S042 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 3.2.24 Protected bird species use the mud/saltmarsh adjacent to the flood bank and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species including avocet, merlin, dunlin, redshank, bar-tailed godwit and golden plover using the site. The Assessment will be published alongside this report.

3.2.25 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.

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

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

3.2.27 **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.

3.2.28 Column 4 of tables 3.3.1 and 3.3.2 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 HBE 3g to HBE 3j and HBE 3o to HBE 3q as the proposed route of the trail.

3.2.29 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 3.3.1, the route is to be at the centre of the line shown on maps HBE 3a to HBE 3f and HBE 3j to HBE 3n as the proposed route of the trail.

Other future change:

3.2.30 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.

3.2.31 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.

3.2.32 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £9,365 and is informed by:

- information already held by the access authority, East Riding of Yorkshire Council;
- 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.

3.2.33 There are 2 main elements to the overall cost:

- A number of new signs would be needed on the trail.
- A number of existing stiles will be replaced with accessible gates.

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	5,965
Boundary crossings	2,400
Project management	1,000
Total	9,365 (Exclusive of any VAT payable)

3.2.34 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, East Riding of Yorkshire 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:

3.2.35 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).

3.2.36 We estimate that the annual cost to maintain the trail will be £13,969.53 (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 3.3: Proposals Tables

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

3.3.1 Section Details: Map HBE 3a to HBE 3q – Hedon Haven to East Clough

Key notes on table:

1. 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.
2. Column 4 – ‘Yes – see table 3.3.1’ 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.
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
HBE 3a	HBE-3-S001 FP	Public footpath	No	Yes -bank	Track	Clarity and cohesion	
HBE 3a	HBE-3-S002 FP	Public footpath	No	Yes -bank			
HBE 3b	HBE-3-S003 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 3b	HBE-3-S004 FW	Public footway (pavement)	No	Yes - barrier	Pavement edge	Clarity and cohesion	
HBE 3b	HBE-3-S005 FP	Public footpath	No	Yes - barrier	Road	Clarity and cohesion	
HBE 3b	HBE-3-S006 FP	Public footpath	No	Yes - barrier	Road	Clarity and cohesion	
HBE 3b	HBE-3-S007 FP	Public footpath	No	Yes - barrier	Road	Clarity and cohesion	
HBE 3b	HBE-3-S008 FP	Public footpath	No	Yes - barrier	Road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
HBE 3b	HBE-3-S009 FP	Public footpath	No	Yes - barrier	Road	Clarity and cohesion	
HBE 3b	HBE-3-S010 FP	Public footpath	No	Yes - barrier	Road	Clarity and cohesion	
HBE 3b	HBE-3-S011 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S012 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S013 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S014 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S015 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S016 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S017 FP	Public footpath	No	No			
HBE 3b	HBE-3-S018 FP	Public footpath	No	No			
HBE 3b	HBE-3-S019 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S020 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S021 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 3b	HBE-3-S022 FP	Public footpath	No	Yes - barrier			
HBE 3b	HBE-3-S023 FP	Public footpath	No	No	Hedge bank	Clarity and cohesion	
HBE 3c	HBE-3-S024 FP	Public footpath	No	Yes - bank			
HBE 3c	HBE-3-S025 FP	Public footpath	No	Yes - bank			
HBE 3c	HBE-3-S026 FP	Public footpath	No	Yes - bank			
HBE 3d	HBE-3-S027 FP	Public footpath	No	Yes - bank			

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
HBE 3e and HBE 3f	HBE-3-S028 FP	Public footpath	No	Yes - bank			
HBE 3g	HBE-3-S029 FP	Public footpath	No	Yes - bank			
HBE 3g	HBE-3-S030 FP	Public footpath	Yes - See table 3.3.2	Yes - bank			
HBE 3h	HBE-3-S031 FP	Public footpath	Yes - See table 3.3.2	Yes - bank			
HBE 3h	HBE-3-S032 FP	Public footpath	Yes - See table 3.3.2	Yes - bank			
HBE 3i	HBE-3-S033 FP	Public footpath	Yes - See table 3.3.2	Yes - bank			
HBE 3i	HBE-3-S034 FP	Public footpath	Yes - See table 3.3.2	Yes - bank			
HBE 3j	HBE-3-S035 FP	Public footpath	Yes - See table 3.3.2	Yes - bank			
HBE 3j	HBE-3-S036 FP	Public footpath	No	Yes - bank	Road	Clarity and cohesion	
HBE 3j	HBE-3-S037	Other existing walked route	No	Yes - bank	Path	Clarity and cohesion	
HBE 3j	HBE-3-S038	Other existing walked route	No	Yes - bank			
HBE 3k, HBE 3l and HBE 3m	HBE-3-S039	Other existing walked route	No	Yes - bank			
HBE 3n	HBE-3-S040	Other existing walked route	No	Yes - bank			
HBE 3o, HBE 3p	HBE-3-S041	Other existing walked route	Yes - See table 3.3.2	Yes - bank			

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
and HBE 3q							
HBE 3q	HBE-3-S042	Other existing walked route	Yes - See table 3.3.2	Yes - bank			
HBE 3q	HBE-3-S043	Other existing walked route	Yes - See table 3.3.2	No			
HBE 3q	HBE-3-S044 RD	Public highway	No	No	Road	Clarity and cohesion	
HBE 3q	HBE-3-S045	Not an existing walked route	Yes - See table 3.3.2	No	Track	Clarity and cohesion	
HBE 3q	HBE-3-S046	Not an existing walked route	Yes - See table 3.3.2	No	Other	Clarity and cohesion	

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.

3.3.2 Roll-back implementation – more complex situations: Maps HBE 3g to HBE 3j – The Outstray to Stone Creek and HBE 3o to HBE 3q East Bank Farm to East Clough

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	HBE-3-S030 FP to HBE-3-S035 FP	Cherry Cobb Sands managed re-alignment	The Cherry Cobb Sands managed re-alignment proposal has planning permission. When the proposal is implemented the trail will align on the diverted Public Footpath on the newly constructed flood bank as outlined in the planning consent.
	HBE-3-S041 to HBE-3-S046	Outstray to Skeffling managed re alignment	The Outstray to Skeffling managed re-alignment proposal is currently under construction. Once completed the trail will align on the access routes adjacent to the new flood banks.

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 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
HBE 3a	Hedon Haven to Paull Shipyard
HBE 3b	Paull Shipyard to Paull Point Battery
HBE 3c	Paull Point Battery to South Pasture Drain
HBE 3d	South Pasture Drain to Cherry Cobb Sands Bank
HBE 3e	Cherry Cobb Sands Bank
HBE 3f	Cherry Cobb Sands Bank to The Outstray
HBE 3g	The Outstray/Cherry Cobb Sands Bank
HBE 3h	Cherry Cobb Sands Bank
HBE 3i	Cherry Cobb Sands Bank/The Outstray
HBE 3j	The Outstray to Stone Creek
HBE 3k	Stone Creek to Cottage Drain, West Bank
HBE 3l	Cottage Drain, West Bank to Beacon near South Farm
HBE 3m	Beacon near South Farm to Spragger Clough
HBE 3n	Spragger Clough to Hawkin's Point
HBE 3o	East Bank Farm
HBE 3p	Meridian Monument
HBE 3q	Meridian Monument to East Clough / Outstray Farm
Directions Map HBE 3A	North Humber mudflats
Directions Map HBE 3B	Paull Holme Strays Nature Reserve
Directions Map HBE 3C	Cherry Cobb Sands

Map reference	Map title
Directions Map HBE 3D	Stone Creek
Directions Map HBE 3E	Old Island grazing marsh
Directions Map HBE 3F	Welwick Old Bank

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

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
- 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

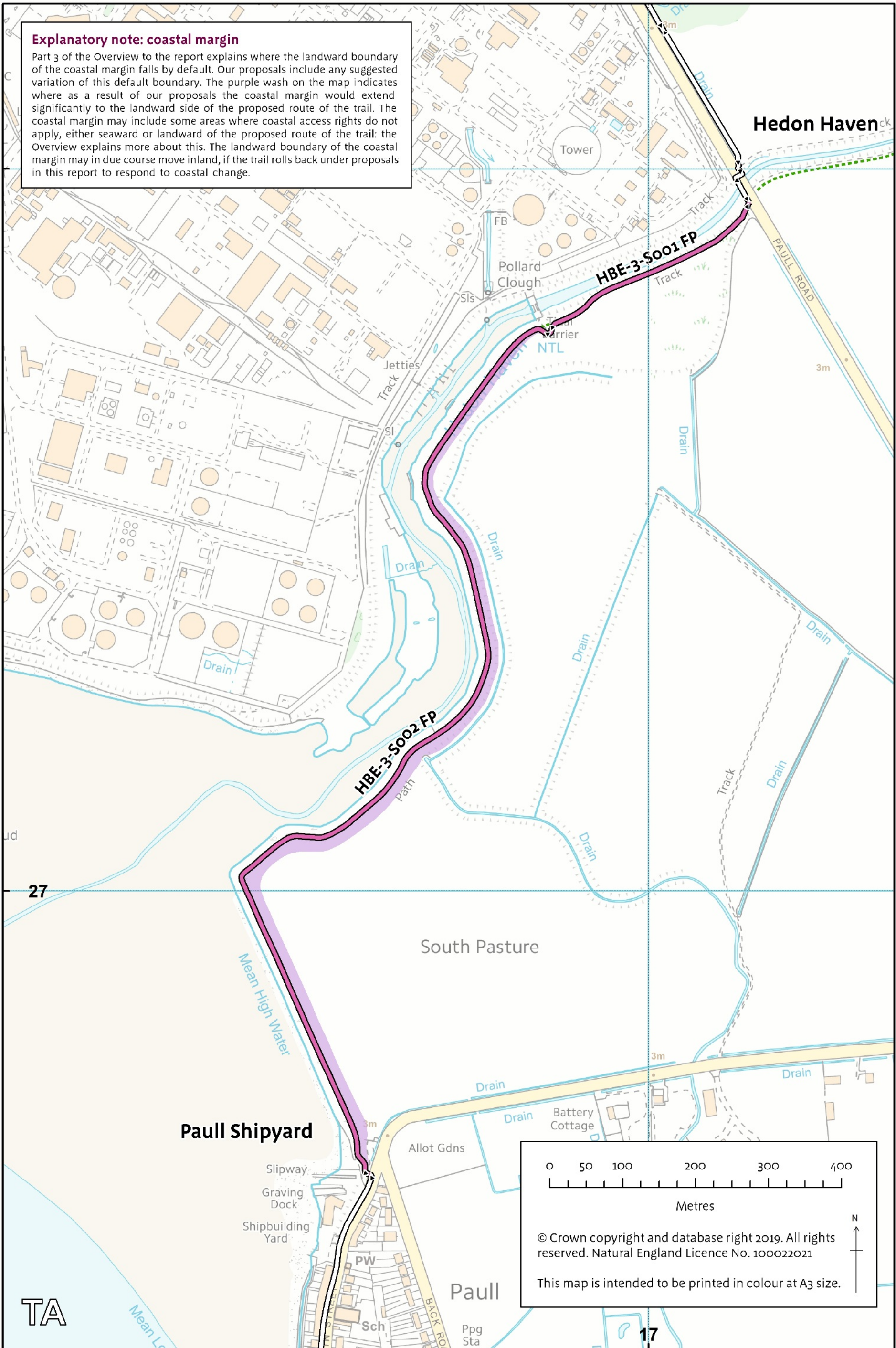
Infrastructure status

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.

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



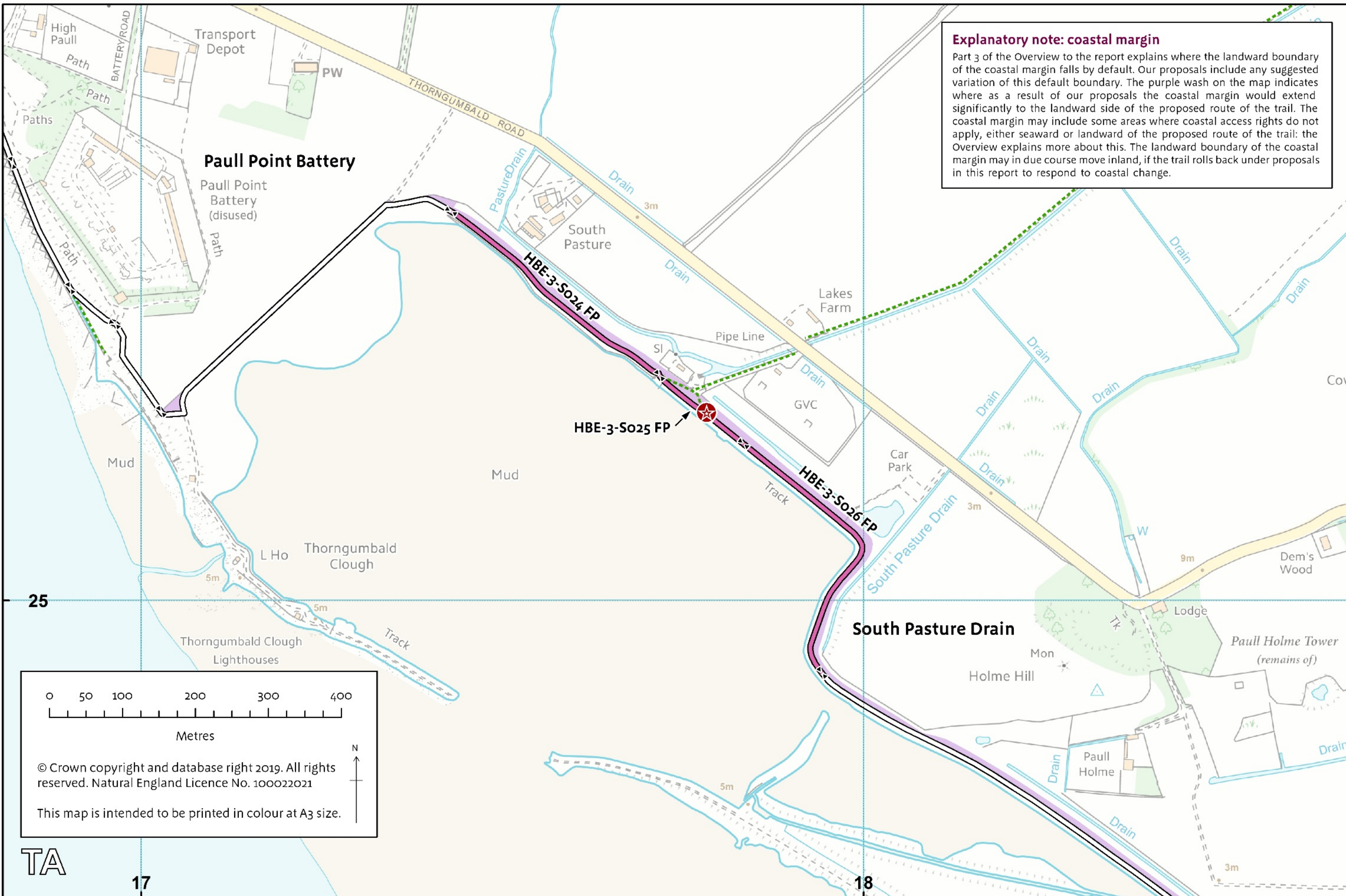
0 50 100 200 300 400
 Metres

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17



Explanatory note: coastal margin
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Map HBE 3c: Paull Point Battery to South Pasture Drain

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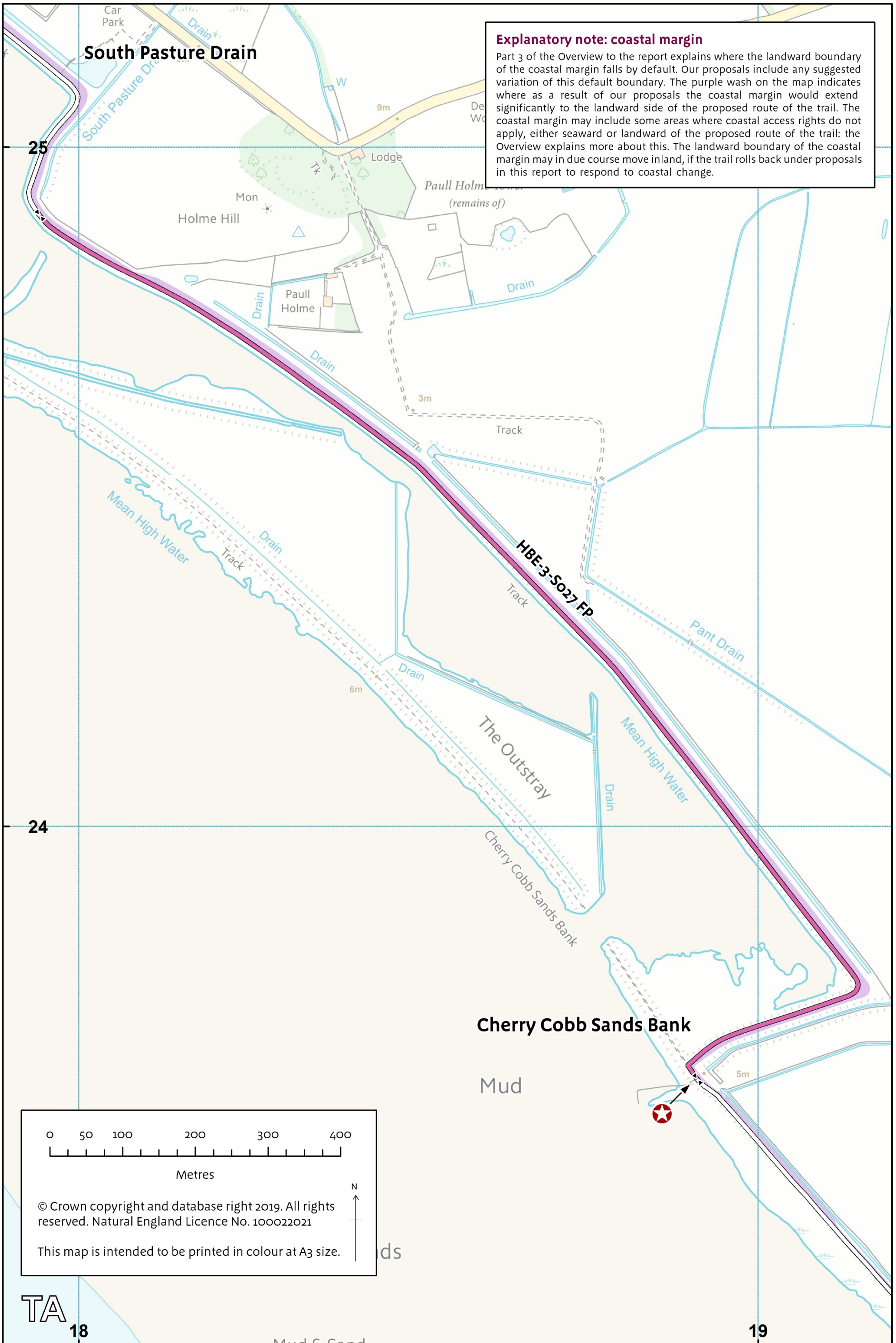
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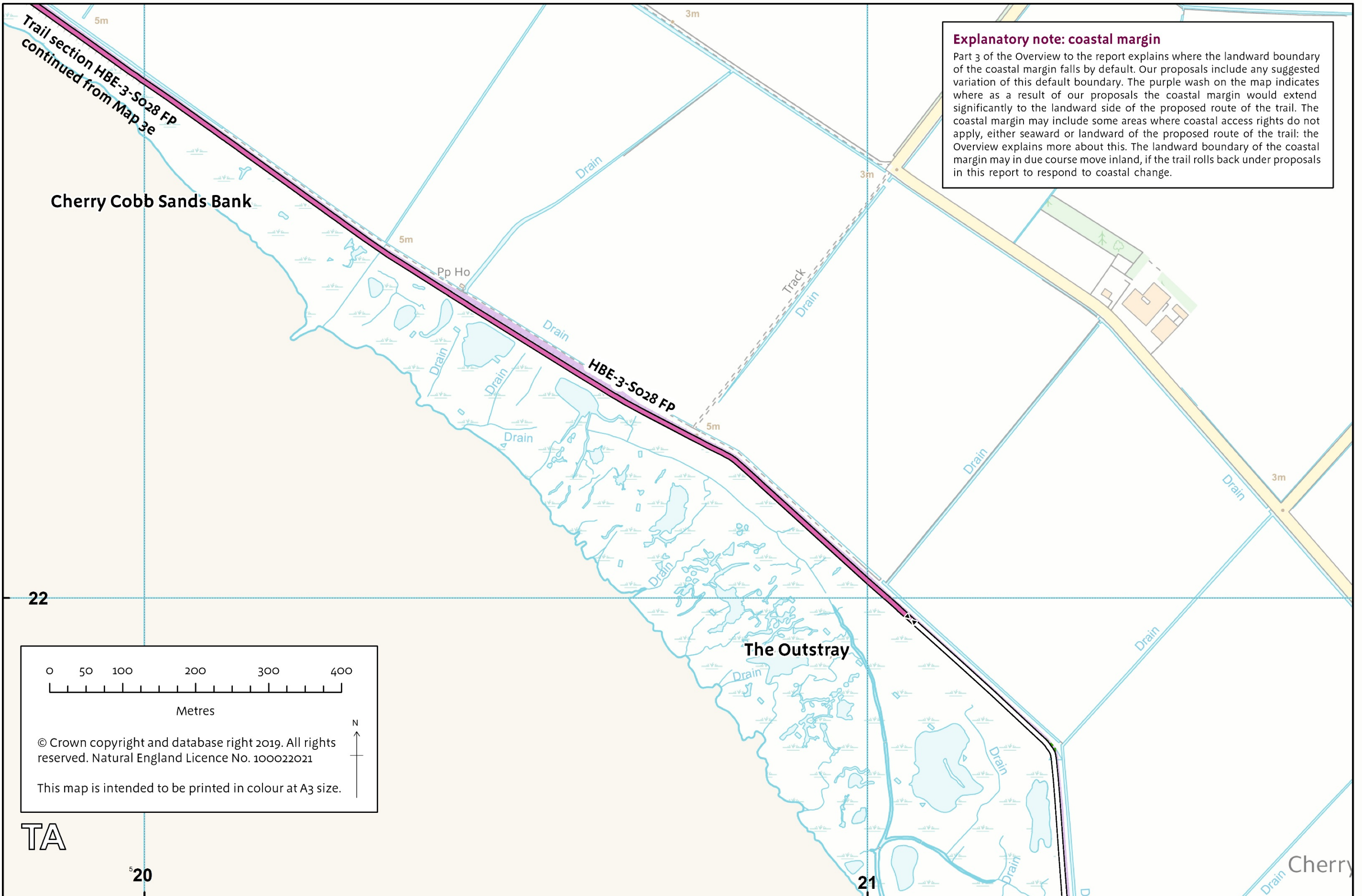
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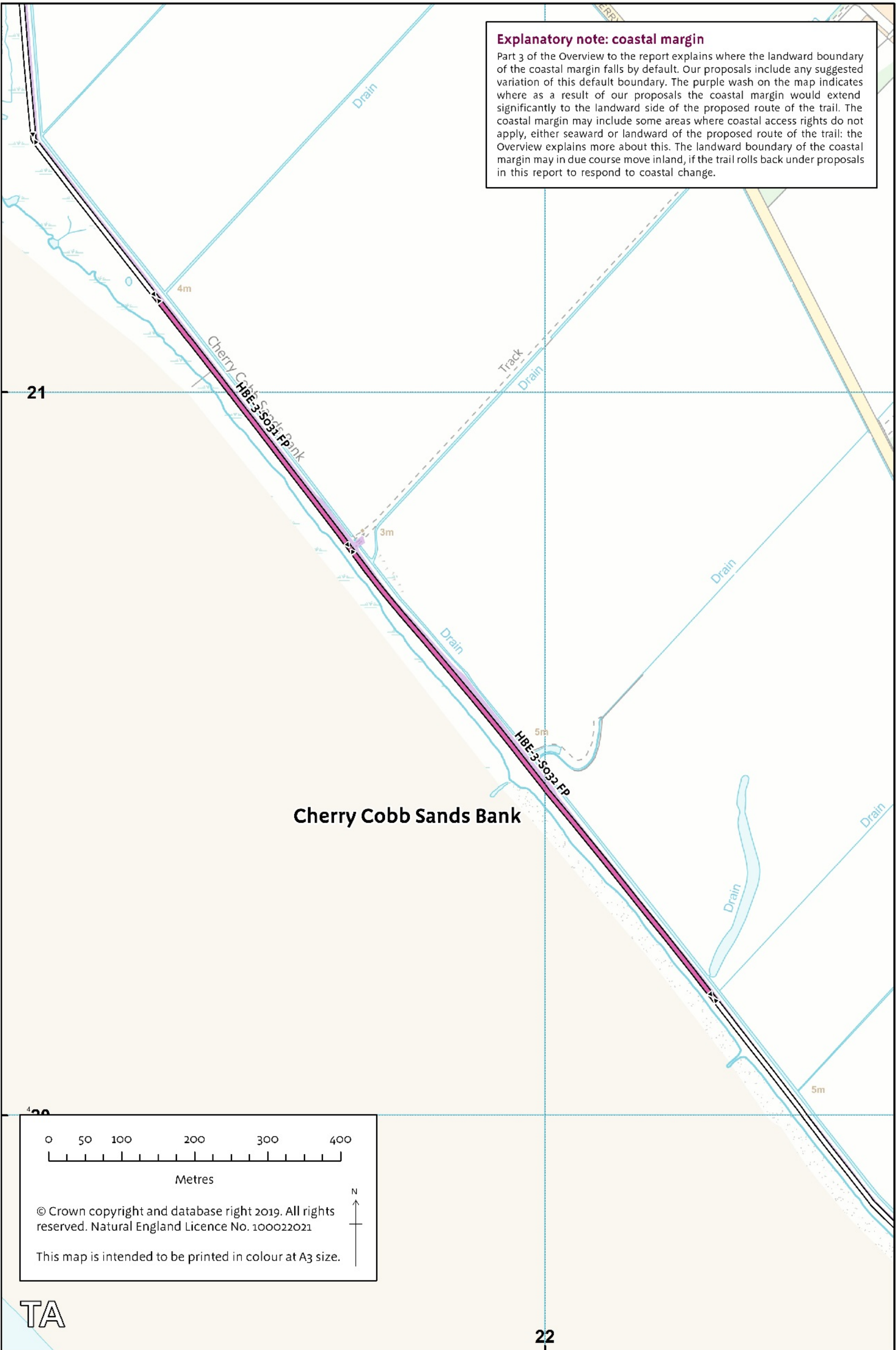
18





Explanatory note: coastal margin
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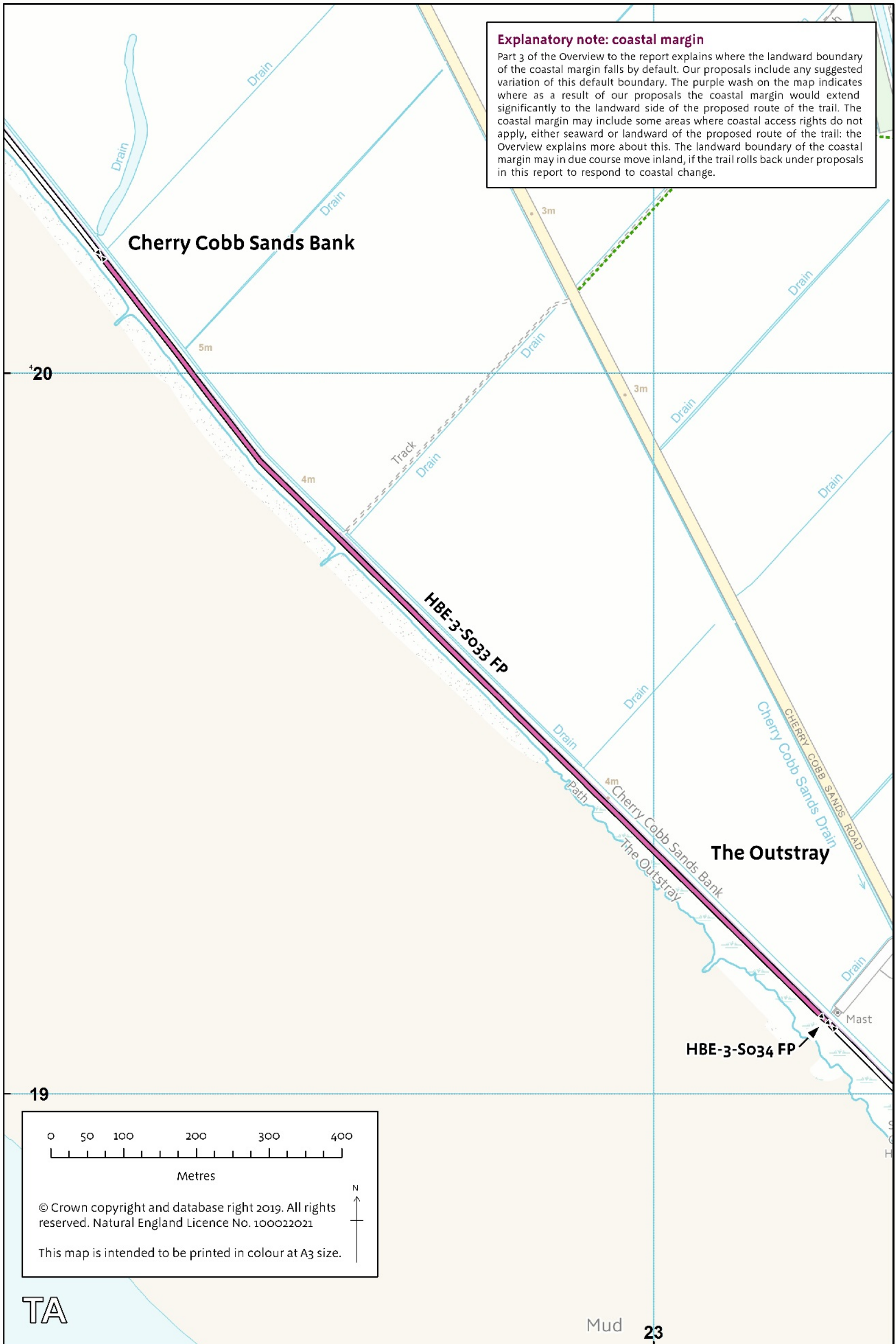
Explanatory note: coastal margin
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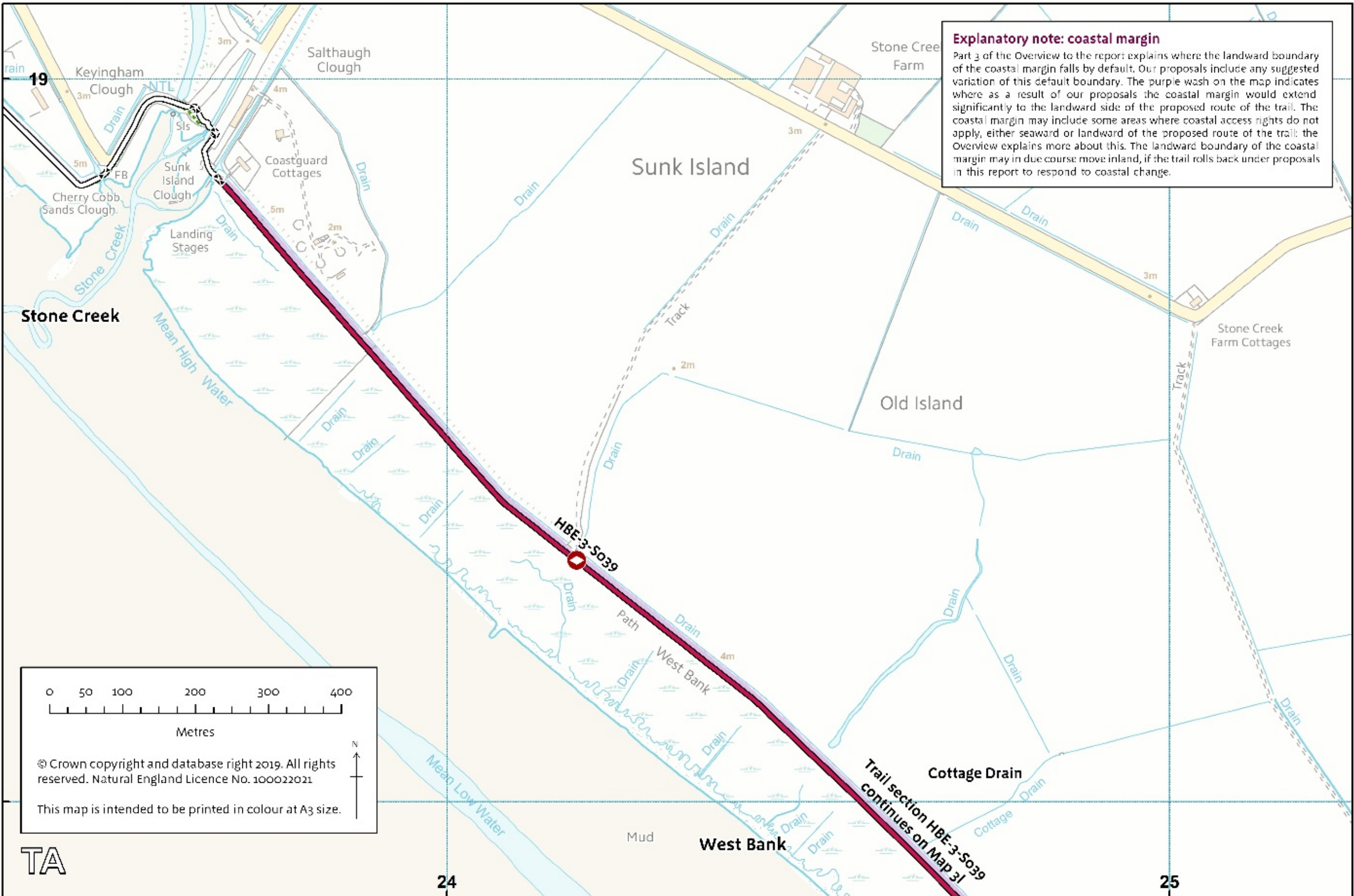


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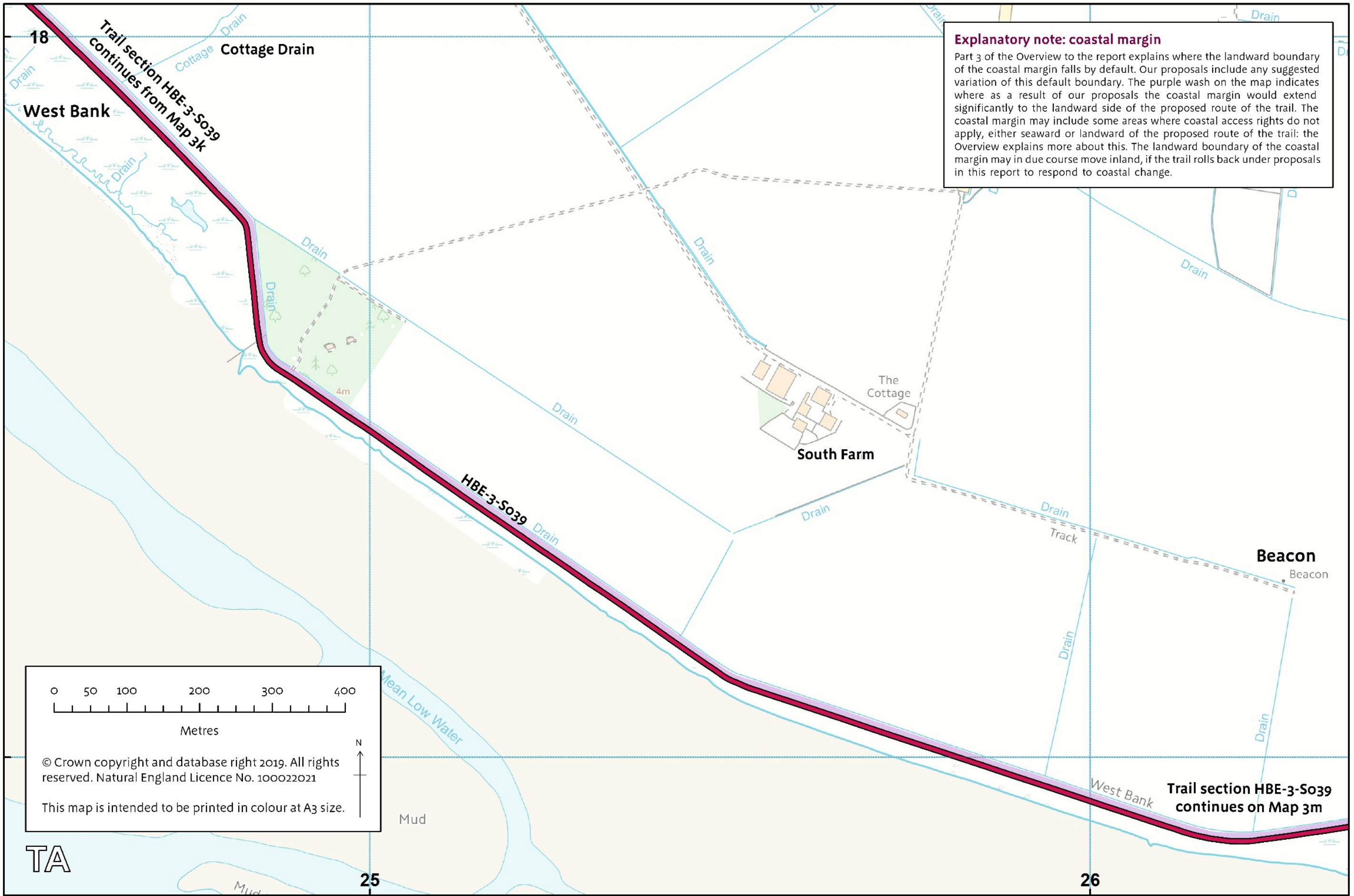
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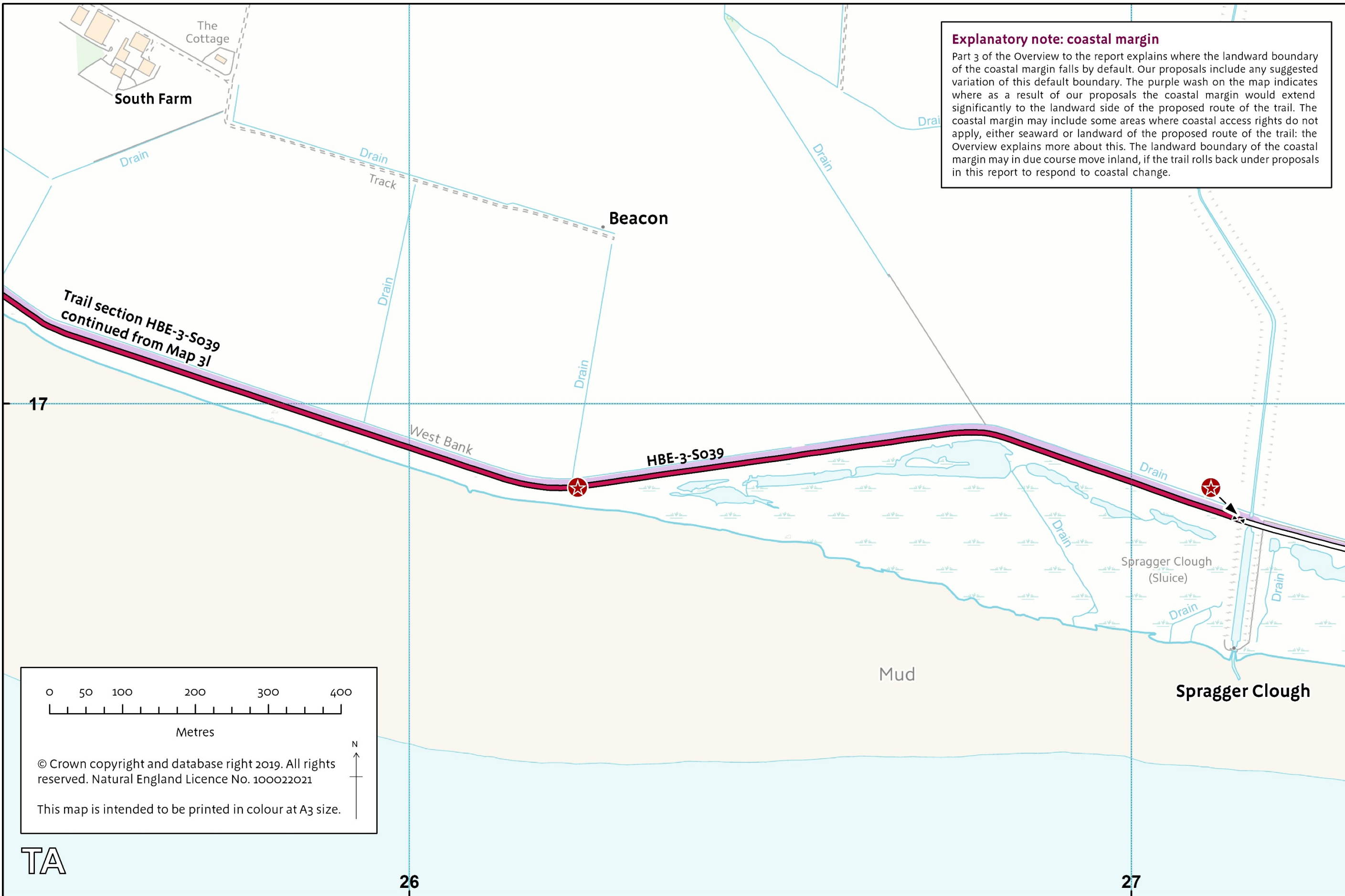
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Map HBE 3k: Stone Creek to Cottage Drain, West Bank





Explanatory note: coastal margin
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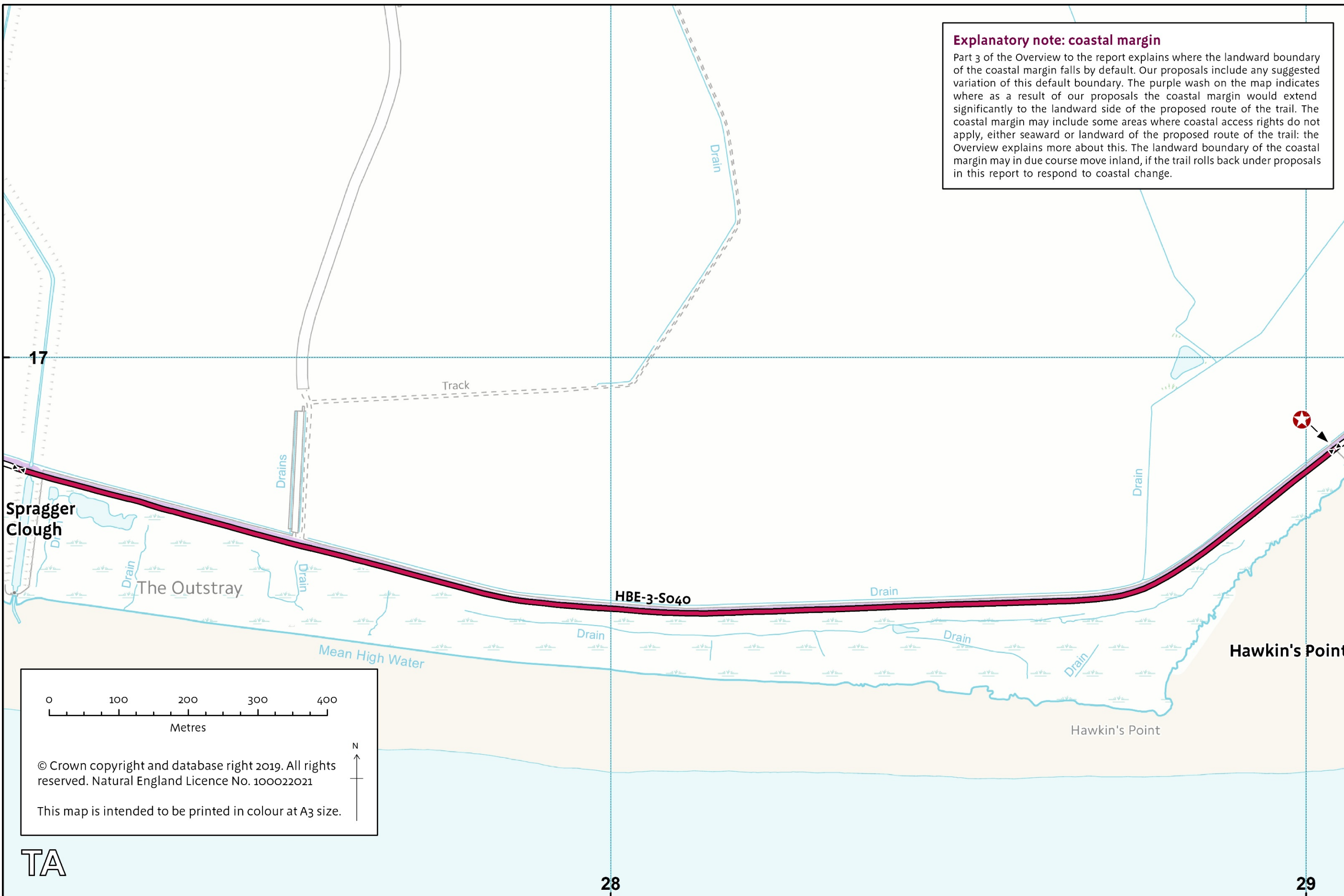
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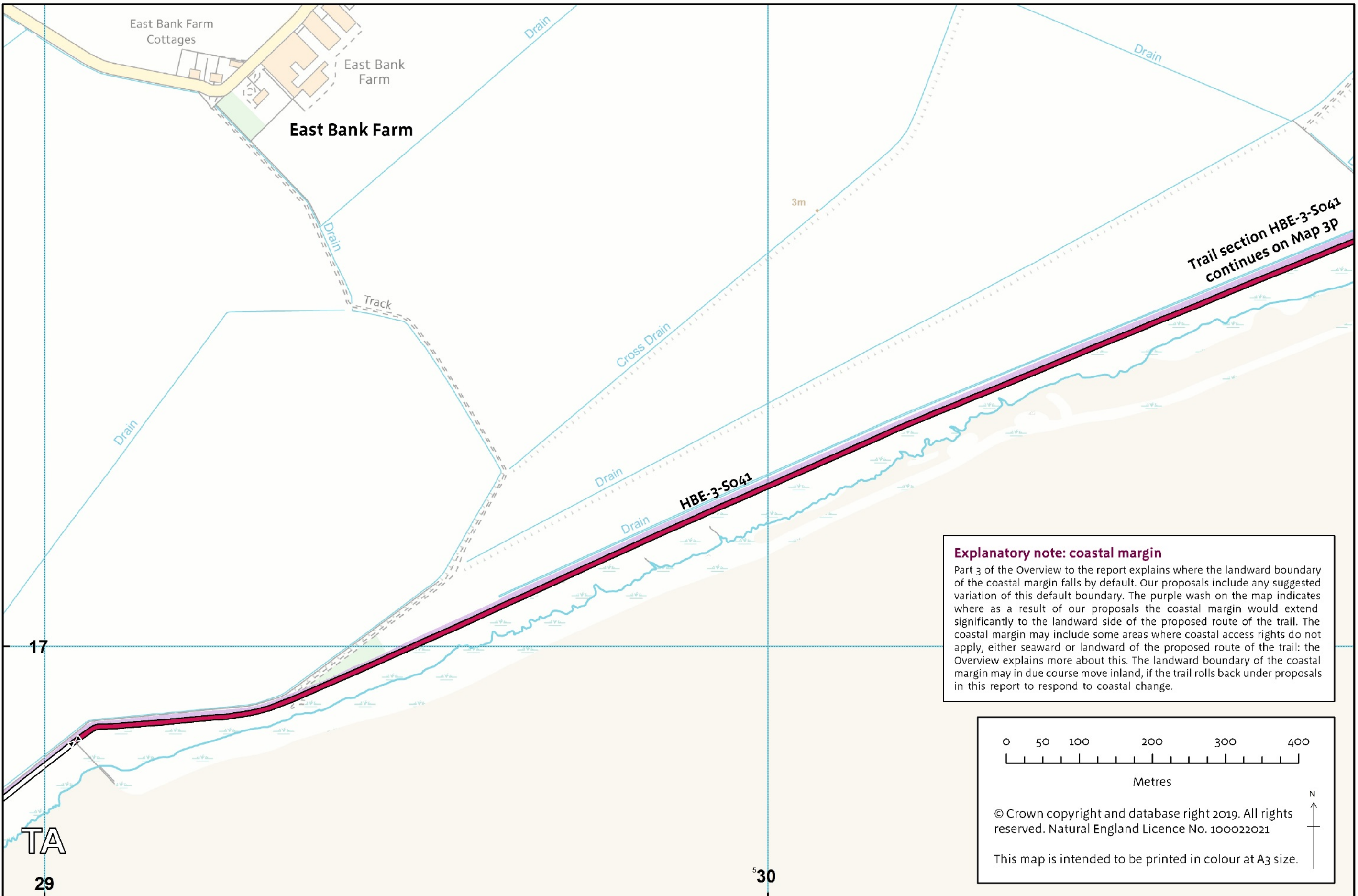
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27

Map HBE 3m: Beacon near South Farm to Spragger Clough





Explanatory note: coastal margin
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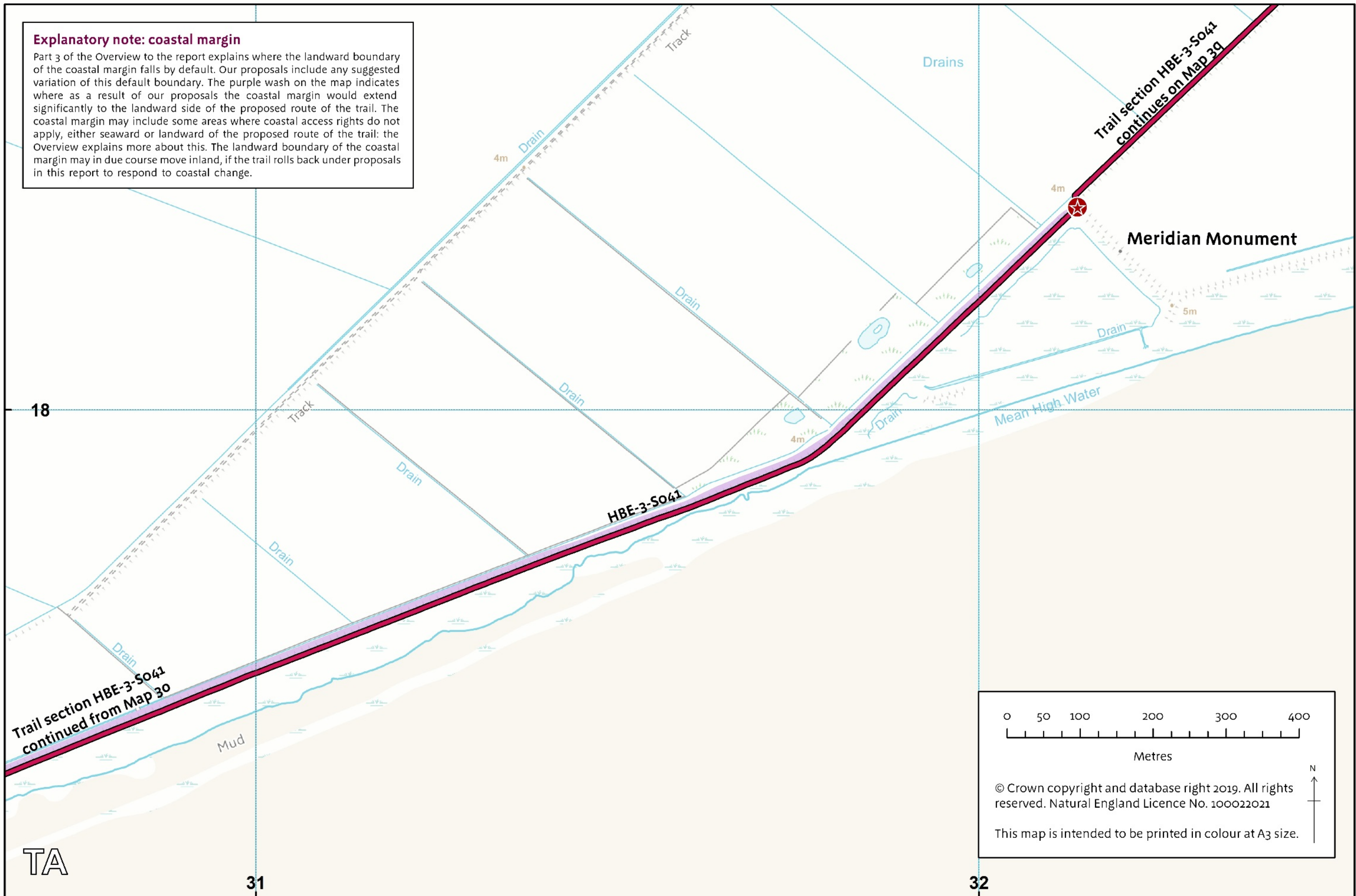
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N

Explanatory note: coastal margin

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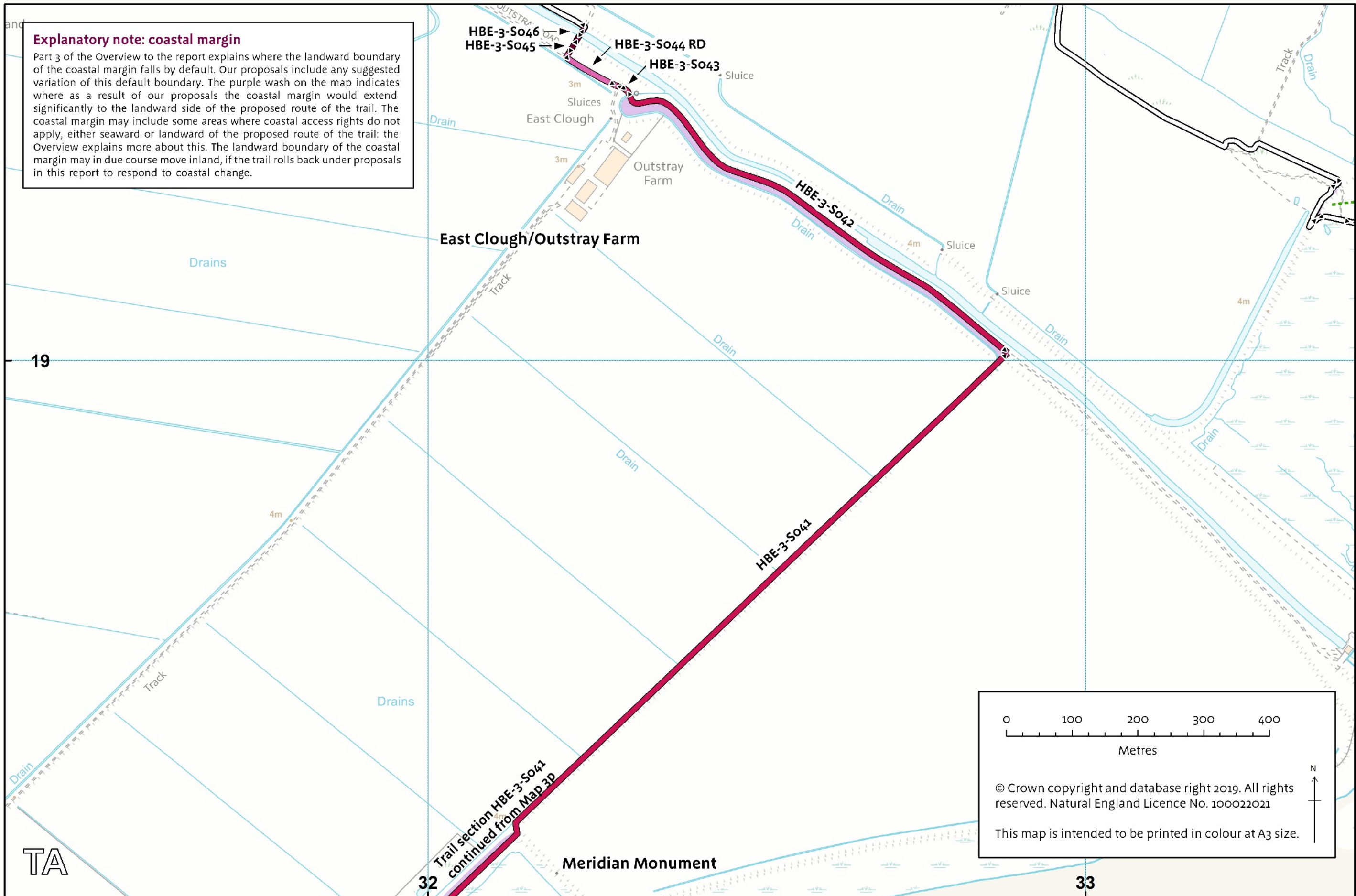
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Explanatory note: coastal margin

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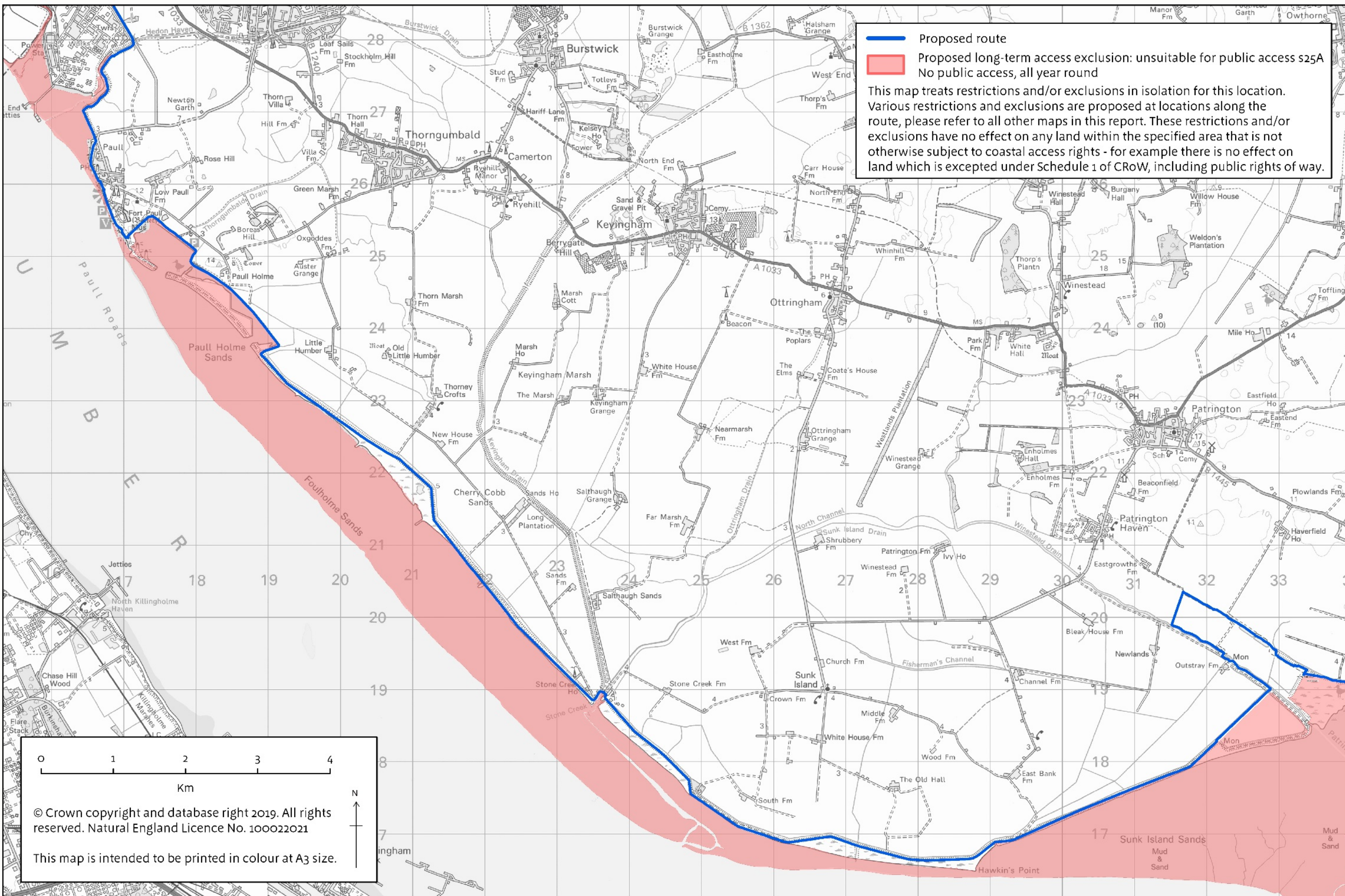
Map HBE 3q: Meridian Monument to East Clough/ Outstray Farm

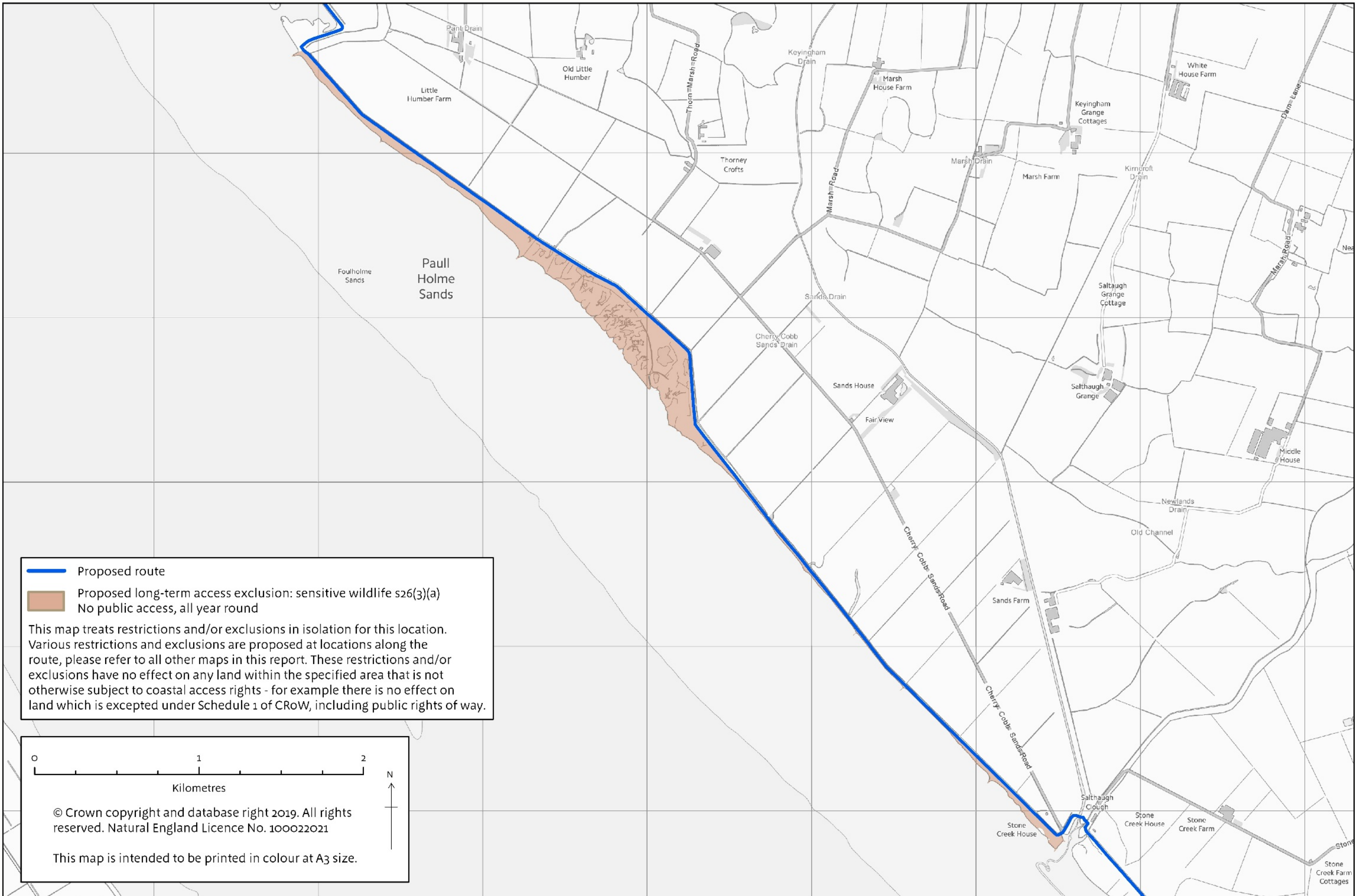
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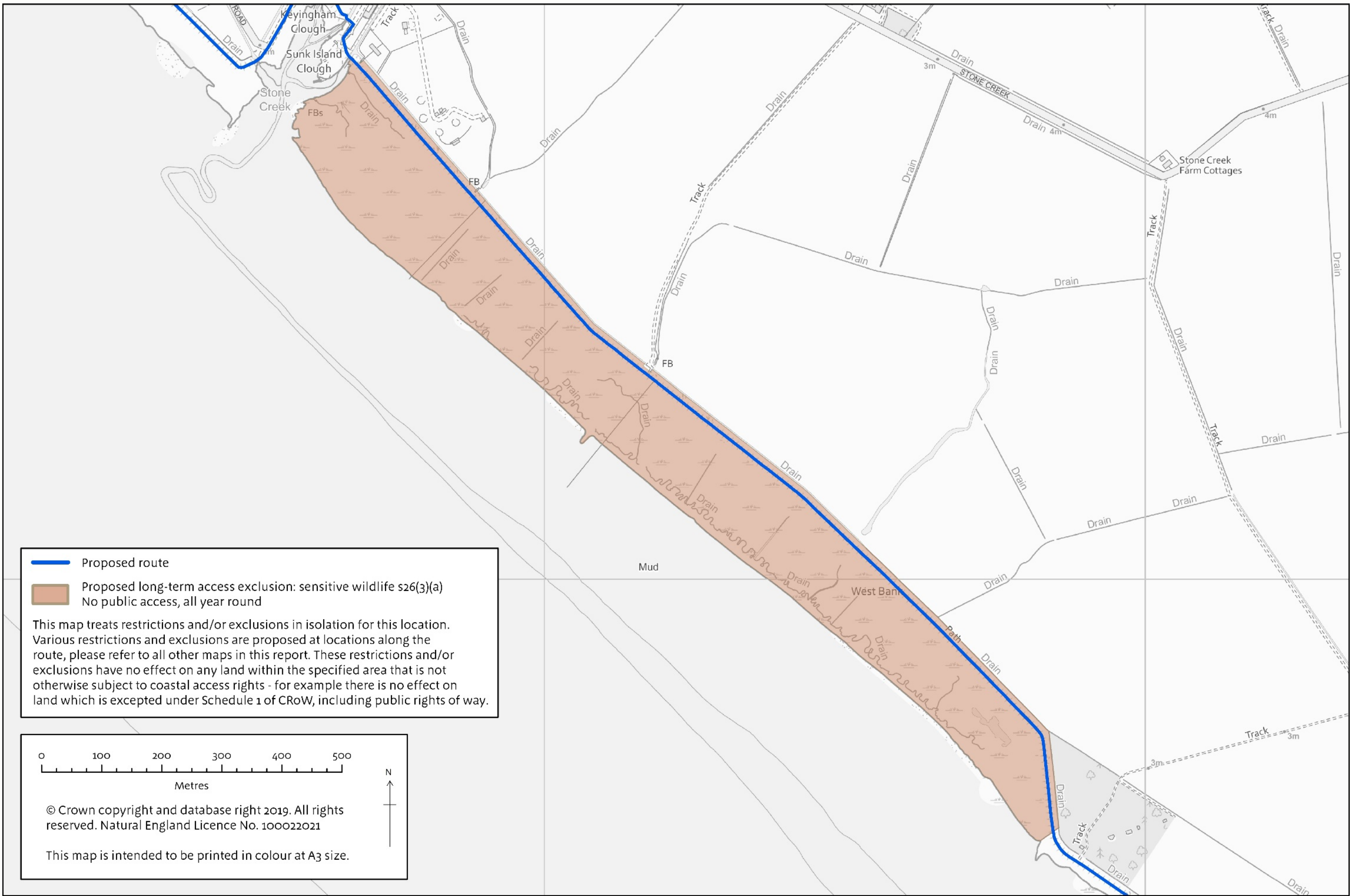
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Directions Map HBE 3A: North Humber mudflats







Proposed route

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

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights - for example there is no effect on land which is excepted under Schedule 1 of CRow, including public rights of way.

0 100 200 300 400 500
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