

Chapter 1:

Newport Bridge to North Gare

Coastal Access: Newport Bridge to North Gare - Natural England's Proposals

Part 1.1: Introduction

Start Point:	Newport Bridge (grid reference: NZ 4719 8588)
End Point:	North Gare (grid reference: NZ 5328 3215)
Relevant Maps:	1a to 1i

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Follows a combination of public footways and multi-use routes alongside the A1032 Tees Bridge Approach Road and the A1046 Haverton Hill Road / Port Clarence Road between Newport Bridge and Port Clarence.
- 1.1.2 Follows a combination of new sections of path, existing public footways, public highways, a restricted byway and a byway open to all traffic (BOAT) mostly running alongside the line of the A178 Seaton Carew Road / Tees Road between The Station Hotel at Port Clarence and the public car park at North Gare.
- 1.1.3 Includes 52 sections of new path between Port Clarence and North Gare. See maps 1a to 1i and associated tables below for details.
- 1.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Teesmouth and Cleveland Coast Special Protection Area (SPA).
 - Teesmouth and Cleveland Coast Ramsar.
 - Tees and Hartlepool Foreshore and Wetlands Site of Special Scientific Interest (SSSI) for its wildlife interest.
 - Cowpen Marsh SSSI for its wildlife interest.
 - Seal Sands SSSI for its wildlife interest.
 - Seaton Dunes and Common SSSI for its wildlife interest.
 - Seaton Dunes and Common SSSI Local Nature Reserve (LNR).

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

1.1.5 After advice from Natural England’s nature conservation specialists we have concluded that our proposals would not be likely to have any significant impact on these features.

In reaching this conclusion we have identified that it would be necessary to align the route away from nesting bird populations where possible and to make use of fencing and screening to mitigate the impact of new access where the route is unavoidably close to such sites. This proposal is explained further in parts 5 and 9 of the Overview.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

See part 5b of the Overview - ‘Natural environment’ - for more information.

Accessibility

1.1.6 Generally, there are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced paths wherever these meet the criteria in the Coastal Access Scheme.

However, there is one location where it may not be entirely suitable for people with reduced mobility because:

- It would be necessary to ascend and descend steps at the pipe crossing to the southeast of Seal Sands roundabout.

1.1.7 At the intersection of sections NNG-S073 and NNG-S074, the existing gate will be improved, to make it easier to use. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.

See part 5a of the Overview - ‘Recreational issues’ - for more information.

Where we have proposed exercising our discretion

1.1.8 Estuary: This report proposes that the trail should include a route around the estuary of the River Tees, extending upstream from the open coast as far as Newport Bridge, which is the first public foot crossing point over the river. See part 10 of the Overview. The trail covered by this chapter includes part of this estuary route. The southern bank of the estuary is covered in the Filey Brigg to Newport Bridge Report.

1.1.9 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.

Inter-tidal flats at Greatham Creek and Billingham Beck which extend beyond the landward extent of the trail will not form part of the coastal margin. Instead the coastal margin is to coincide with a physical feature or landward edge of the trail as identified in the proposals.

See Table 2.2.1 below.

See also part 3 of the Overview - ‘Understanding the proposals and accompanying maps’, for an 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. See also Annex C of the Overview - ‘Excepted land categories’.

1.1.10 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way, nor would they affect special arrangements for permissive access.

Access to spreading room within the coastal margin on most of this stretch will be restricted on the grounds of;

- S24 of the CRoW Act 2000
- Section 25A of the CRoW Act 2000 as inserted by the Access to the Countryside (Coastal Margin) (England) Order 2010

See part 9 of the Overview - 'Restrictions and exclusions' - for details.

1.1.11 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview.

North of Port Clarence the trail will mainly be a new construction, using materials and construction designed to provide a dry route through areas of low-lying, reclaimed land.

To avoid any adverse impact on designated sites in the area, there will be sections of fencing and screening in order to mitigate the effect of new access on protected species.

Establishment work will entail;

- New footbridges at sections NNG-S011, NNG-S030, NNG-S041, NNG-S044, NNG-S046 and between sections NNG-S020 and NNG-S021.
- New raised 3m wide stone causeway at sections NNG-S019, NNG-S022, NNG-S023, NNG-S036, NNG-S038 and NNG-S040.
- New concrete or tarmac surfaces required at NNG-S034, NNG-S052 and NNG-S055.
- New 3.5m wide boardwalk at section NNG-S063.
- New pedestrian kissing and field gates, vehicle barriers, ramps and dropped kerbs.
- New sections of screening and fencing.

1.1.12 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview.

See parts 6 - 'Physical establishment of the trail' and 7 - 'Maintenance of the trail' of the Overview for more information.

Future Change

1.1.13 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 5e - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 1.2: Commentary on the maps

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

1.2.1 Section Details – Maps 1a to 1i: Newport Bridge to North Gare

1	2	3	4	5	6a	6b	7
Map	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
1a	NNG-S001	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
1b	NNG-S002	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
1c	NNG-S003	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S004	Multi-use route	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
1d	NNG-S005	Multi-use route	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
1e	NNG-S006	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S007	Not an existing walked route	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S008	Other existing walked route	Gravel	No	Landward edge of trail	Not used	Margin
	NNG-S009 to NNG-S010	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
	NNG-S011	Not an existing walked route	N/A. New bridge section	No	Landward edge of trail	Not used	Margin
	NNG-S012 to NNG-S015	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S016	Not an existing walked route	Grass	No	Road	Clarity and Cohesion	Margin
1f	NNG-S017	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S018	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S019	Not an existing walked route	N.A New section of stone causeway	No	Road	Clarity and Cohesion	Margin
	NNG-S020	Not an existing walked route	Grass	No	Road	Clarity and Cohesion	Margin
	NNG-S021	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S022	Not an existing walked route	Grass	No	Hedgerow	Clarity and Cohesion	Margin
	NNG-S023	Not an existing walked route	Grass	No	Hedgerow	Clarity and Cohesion	Margin
	NNG-S024 to NNG-S025	Not an existing walked route	Gravel	No	Landward edge of trail	Not used	Margin
	NNG-S026	Public Footway (pavement)	Stone: Flags	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S027	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin

1	2	3	4	5	6a	6b	7
Map	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
1f	NNG-S028	Public Footway (pavement)	Stone: Flags	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S029	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
	NNG-S030	Not an existing walked route	N/A. New bridge section	No	Landward edge of trail	Not used	Margin
	NNG-S031 to NNG-S033	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
	NNG-S034	Not an existing walked route	N/A. New concrete section	No	Landward edge of trail	Not used	Margin
	NNG-S035 to NNG-S036	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
1g	NNG-S037 to NNG-S041	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S042	Not an existing walked route	N/A. New bridge section	No	Fence line	Clarity and Cohesion	Margin
	NNG-S043	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S044	Not an existing walked route	N/A. New bridge section	No	Fence line	Clarity and Cohesion	Margin
	NNG-S045	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S046	Not an existing walked route	N/A. New bridge section	No	Fence line	Clarity and Cohesion	Margin
	NNG-S047	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S048	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S049	Not an existing walked route	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S050	Other existing walked route	Gravel	No	Fence line	Clarity and Cohesion	Margin
	NNG-S051	Not an existing walked route	Grass	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S052	Other existing walked route	Grass	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S053	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S054	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
1h	NNG-S055	Public Footway (pavement)	Grass	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S056	Public Footpath	Grass	No	Landward edge of trail	Not used	Margin
	NNG-S057	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
	NNG-S058	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S059	Not an existing walked route	Gravel	No	Landward edge of trail	Not used	Margin

1	2	3	4	5	6a	6b	7
Map	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
1h	NNG-S060	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S061	Not an existing walked route	Gravel	No	Landward edge of trail	Not used	Margin
	NNG-S062	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	Margin
	NNG-S063	Not an existing walked route	N/A. New boardwalk section	No	Landward edge of trail	Not used	Margin
	NNG-S064 to NNG-S065	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Margin
1i	NNG-S066	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S067	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S068	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S069	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S070	Public Highway	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S071	Public Footway (pavement)	Tarmac	No	Pavement edge	Clarity and Cohesion	Margin
	NNG-S072	Not an existing walked route	Grass	No	Road	Clarity and Cohesion	Margin
	NNG-S073	Byway Open to All Traffic	Tarmac	No	Landward edge of trail	Not used	Margin
	NNG-S074	Restricted Byway	Gravel	No	Pavement edge	Clarity and Cohesion	None
	NNG-S075	Other existing walked route	Gravel	No	Pavement edge	Clarity and Cohesion	None

1.2.2 Other options considered:

See;

- Annex 1 Other options considered and
- Annex 1a Other options considered map.

Annex 1 and Annex 1a provide detailed analysis and map covering all the other options considered and the reasons why we chose the preferred route.

Part 1.3: Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1i.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Newport Bridge to North Gare

Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Tees as far as Newport Bridge as indicated by the extent of the trail shown on maps 1a to 1i.

Proposed route of the trail

- 1.3.2 The route is to be at the centre of the line shown on maps 1a to 1i as the proposed route of the trail.

Landward boundary of coastal margin

- 1.3.3 Adjacent to route sections NNG-S012 to 015, 035 to 047, 050, 058, and 062, the landward boundary of the coastal margin is to coincide with the fence line which, at the time of writing this report, is landward of sections with the status;

- Other existing walked route
- Not an existing walked route

Shown as the trail on maps 1e to 1h.

- 1.3.4 Adjacent to route sections NNG-S022 and 023, the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report, is landward of sections with the status;

- Not an existing walked route

Shown as the trail on map 1f.

- 1.3.5 Adjacent to route sections NNG-S016, 019, 020 and 072, the landward boundary of the coastal margin is to coincide with the road which, at the time of writing this report, is landward of sections with the status;

- Not an existing walked route

Shown as the trail on maps 1e, 1f and 1i.

- 1.3.6 Adjacent to route sections NNG-S001, 002, 004 to 006, 018, 021, 026, 028, 051 to 055, 067, 069, 074 and 075, the landward boundary of the coastal margin is to coincide with landward edge of the pavement which, at the time of writing this report, is landward of sections with the status;

- Other existing walked route
- Not an existing walked route
- Public footway (pavement)
- Multi-use route
- Restricted byway

Shown as the trail on maps 1a to 1i.

Local restrictions and exclusions

1.3.7 Natural England proposes to restrict or exclude access relevant to this length of coast, as follows:

Access to spreading room within the coastal margin on most of this stretch will be restricted on the grounds of;

- Section 24 of the CRow Act 2000
- Section 25A of the CRow Act 2000 as inserted by the Access to the Countryside (Coastal Margin) (England) Order 2010

Refer to Part 9 of the Overview for further details.

Alternative routes

1.3.8 There are no proposals for alternative routes in relation to this length of coast.