

## Chapter 1:

# Skegness Pier to Ingoldmells Point

England Coast Path: Skegness to Mablethorpe - Natural England's Proposals

## Part 1.1: Introduction

<b>Start Point:</b>	<b>Skegness Pier</b> (grid reference: TF 57110 63380)
<b>End Point:</b>	<b>Ingoldmells Point</b> (grid reference: TF 57466 68685)
<b>Relevant Maps:</b>	<b>1a to 1d</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 1.1.1 Generally follows existing walked routes along sea defences, including public rights of way, along most of this length.
- 1.1.2 Follows the coastline quite closely and maintains good views of the sea.
- 1.1.3 Includes one section of new path seaward of North Shore Golf Course at SMT-1-S004. See map 1b and associated tables below for details.
- 1.1.4 Is aligned on the beach or foreshore seaward of North Shore Golf Course at SMT-1-S005 to SMT-1-S007. See map 1b and associated tables below for details.
- 1.1.5 This part of the coast includes the following sites, designated for nature conservation (See map C of the Overview):

- The Greater Wash proposed Special Protection Area (pSPA)

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.

- 1.1.6 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion we took a number of factors into consideration which are discussed below.

- 1.1.7 The levels and patterns of public access along this length of coast would be unlikely to change significantly as a result of our proposals and we have therefore concluded that our proposals would not be likely to have any significant impact on these features.

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:**

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

However, there are places where it may not be entirely suitable for people with reduced mobility because:

- It would be necessary to ascend/descend steps at North Shore Golf Course where the route turns seaward at SMT-1-S005 and returns landward at SMT-1-S007.
- The natural surface of the trail is uneven or unsuitable underfoot, for example sections SMT-1-S006 along the beach seaward of North Shore Golf Club, with a surface of sand. However, for affected users there is a road running parallel to the coast, inland of the golf course, which has a suitable footway throughout its length.

**See part 5a of the Overview - 'Recreational issues' - for more information.**

### **Where we have proposed exercising our discretion:**

The discretions referred to below are explained in more detail in the Overview.

- 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 or path to make the extent of the new access rights clearer. See Table 1.2.1 below.
- 1.1.10 At SMT-1-S006, we have also 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. See maps 1b and 1d.
- 1.1.11 We have used our discretion not to include land to the landward side of sections SMT-1-S001 to SMT-1-S006, and SMT-1-S014 to SMT-1-S015 in the coastal margin. These are areas of dune which would normally form part of the landward coastal margin by default, however, in these locations we have proposed aligning the landward extent of the margin to the edge of the promenade, fence line or path instead, as there would be no recreational benefit in its inclusion and/or it is unsuitable for public access.

**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'.**

- 1.1.12 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.

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

- 1.1.13 Other factors affecting access: At route sections SMT-1-S005 to SMT-1-S007, to the east of North Shore Golf Course, 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.

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

East of North Shore Golf Course it will be necessary to remove a locked gate at the intersection of SMT-1-S004 and SMT-1-S005.

East of North Shore Golf Course it will be necessary to remove barriers on three sets of steps to allow access to the beach at SMT-1-S004.

East of North Shore Golf Course it will be necessary to remove a fence-line at the intersection of SMT-1-S004 and SMT-1-S005.

East of North Shore Golf Course it will be necessary to remove scrub and clear sand to improve the surface at SMT-1-S004.

- 1.1.15 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:**

- 1.1.16 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 1.2.1 below for details of the sections likely to be affected in the foreseeable future.

- 1.1.17 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 Maps

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

### 1.2.1 Section Details – Maps 1a to 1d: Skegness Pier to Ingoldmells Point

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 1.2.2: Other options considered.

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

1	2	3	4	5	6a	6b	7
Maps	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	SMT-1-S001 to SMT-1-S003	Other existing walked route	Concrete	No	Landward edge of promenade	Clarity and Cohesion	None
1b	SMT-1-S004*	Not an existing walked route	Concrete	Yes - Normal	Landward edge of path	Clarity and Cohesion	None
	SMT-1-S005*	Other existing walked route	Steps: Concrete	Yes - Normal	Landward edge of path	Clarity and Cohesion	None
	SMT-1-S006*	Other existing walked route	Sand	Yes - Normal	Fence line	Clarity and Cohesion	None
	SMT-1-S007*	Other existing walked route	Steps: Concrete	Yes - Normal	Landward edge of path	Clarity and Cohesion	None
	SMT-1-S008*	Other existing walked route	Concrete	Yes - Normal	Landward edge of promenade	Clarity and Cohesion	None
	SMT-1-S009 FP to SMT-1-S010 FP	Public Footpath	Tarmac	No	Landward edge of promenade	Clarity and Cohesion	None
1b, 1c, 1d	SMT-1-S011 to SMT-1-S016	Other existing walked route	Concrete	No	Landward edge of promenade	Clarity and Cohesion	None

### 1.2.2 Other options considered: Map 1b: North Shore Golf Course to Annadale Caravan Park

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1b	SMT-1-S004 to SMT-1-S008	<p>From the intersection of section SMT-1-S004 and SMT-1-S005 we considered aligning the trail along the path crossing North Shore Golf Course to East View Terrace, before following Roman Bank Road northwards to the public footpath back to the sea defence at the intersection of SMT-1-S008 and SMT-1-S009.</p> <p>From SMT-1-S005 to SMT-1-S007 we considered aligning the trail along the surfaced track running alongside the seaward extent of North Shore Golf Course.</p> <p>No other options were identified for the trail in relation to this map.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea and maintains views of the sea.</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</li> </ul> <p>Based on the balance of information made available to us, which includes advice from the local authority, local access users, England Golf, and a report commissioned from a consultancy with expertise in golf course design and safety (see Technical Annex A), we opted for a route which we think represents a fair balance between public and private interest.</p> <p>The proposed route follows the seaward side of the golf course, but in areas where there we deemed there to be a significant risk to public safety, the route follows the beach.</p>

## Part 1.3: Chapter 1 - Formal Proposals

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

### Formal Proposals – Skegness Pier to Ingoldmells Point

#### Proposed route of the trail

- 1.3.1 In relation to route sections SMT-1-S001 to SMT-1-S003, and SMT -1-S009 to SMT-1-S016, the route is to be at the centre of the line shown on maps 1a to 1d as the proposed route of the trail.
- 1.3.2 In relation to route sections SMT-1-S004 to SMT-1-S008, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map 1b as the proposed route of the trail.
- 1.3.3 If at any time any part of a route section listed in the previous paragraph needs, in Natural England's view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, 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 8 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.

#### Landward boundary of coastal margin

- 1.3.4 Adjacent to route sections SMT-1-S001 to SMT-1-S005 and SMT-1-S007 to SMT-1-S016, the landward boundary of the coastal margin is to coincide with the landward edge of the promenade or path shown as the trail on maps 1a to 1d.
- 1.3.5 Adjacent to route section SMT-1-S006, the landward boundary of the coastal margin is to coincide with fence-line on the landward extent of the beach, as indicated by the coastal margin landward of the trail on map 1b.

#### Local restrictions and exclusions

- 1.3.6 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

#### Alternative routes

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







