

Analysis of Study Area Stakeholder Workshops

Definition of Coast

All participants were asked to attempt a written definition of 'coast' and to mark the 'extent of coast' on a map of their Study Area. All responses are recorded below. Note: In error, the responses from the North Devon, Exmoor and West Somerset Coast Study Area were not actively collected, resulting in a minimal response.

County Durham and Hartlepool Coast

Summary of response - seaward of hard physical boundary; either the railway or the A19.

"The coast should be defined by existing vehicular transport routes. Uncertain about how to deal with estuaries."

"Areas influenced by the sea – should start well inland."

"Natural definition with railways, coast roads and urban developments – especially in this area."

"Everything on the seaward side of the railway line."

"Wherever the sea, foreshore or coastal cliffs are visible on foot or by vehicle. Could argue it should include any areas linked by existing access routes to the coast. Railway line is a distinctive linear feature which runs parallel to the coast – anything east of the railway is coastal?"

"People would wish to see the sea, a beach, cliffs or a port from where they either live, walk or from a car, train or bus. The ability to reach the above places by foot, bike, horse or vehicle as reaching the 'coast'."

"Possible boundary of A19 corridor."

"The railway line would give a tight definition."

"A19 running to the west, north/south orientation would be a convenient inland boundary, but the railway line should not be discounted, although it comes near to the coastal cliffs in certain areas."

"The coast is the land joining to the sea or giving views of the sea. This is more than the beach or cliffs. It includes land and communities linked by the sea or a lifestyle associated with the sea. The boundary could be the A19."

"Railway is a convenient boundary."

"Anywhere within about two miles of the sea. Just because you can't see the coastline from a particular location doesn't mean you're not there."

"Defined by the railway – east of the line is the coast."

"Main definition is the railway line – east of this is definitely coastal. Some coastal influence to the west of the railway and very important for people's perception of coast."

"Depends on the question to who and what is coast."

"Anywhere within ~ 5 km of sea/estuaries where the coast (sea) is visible or visible within a short distance."

"Area where sea meets the land. Railway east to sea – is this not too limited a definition?"

North Devon, Exmoor and West Somerset Coast

Summary of response – maritime/sea influence; coastal habitats; distance inland will vary.

“The area of land directly influenced by the climate produced by the affect of the sea – salt spray, winds etc. Thus it can be a few yards or several miles depending on local conditions.”

“Distance inland should be according to habitat/geography of each stretch e.g. sand dunes = inland limit of dune system, cliff = only c 100metres inland, lowland grazing = limit of flood defences, tidal rivers – upstream as far as first settlement.”

“Land influenced by the sea – impossible to mark on a map.”

“The strip of land running along the edge of the land where it meets the sea, of varying width and extending down to and even beyond MLW.”

“All land that is affected by the tidal activity of the sea and other features, such as sand dunes, that are associated with the sea.”

“Strip of land adjacent to open sea – beaches (sand and shingle), cliffs, salt marsh etc”

Southern Cumbrian Coast & Morecambe Bay

Summary of response – Attempts at distance from HMW (ranging from 200 metres to 2 km); includes estuaries; maritime/sea influence.

“From low tide to where you can’t see the sea any more.”

“Linear area extending from low water mark to a point <500m inland from high water mark.”

“The definition of coast should include the immediate shoreline and extend inland to form a clearly defined hinterland.”

“That point where the land meets the sea. A point where you can stand at high tide and see the join.”

“The coast is the area of land influenced by the sea and its consequent natural processes (i.e. tide, erosion, accretion, salt spray, immediate wind). It includes land exposed by low tides and inland to cover an area where the physical coastal processes exert noticeable influence.”

“Foreshore between high and low water marks; hinterland to a defined boundary or (if no boundary) 200m from high water mark. It should be continuous, but may be broken by natural features and/or physical obstacles.”

“The continuous strip of land above low water mark stretching up to ~500m inland, such that both access and landscape issues can be addressed – with NO exclusions for allegedly private estate rights.”

“The area that gives folks access to the beach and to views and vistas. It also means scope for appropriate recreational and sporting activities including boat landing.”

“Tranquillity (calm), excitement (rough), affinity with sea. We are an island.”

“The area of land where the freshwater environment meets the marine environment to tidal areas. Includes estuarine areas.”

“Anywhere sea touches coastline”

“The interface between land and sea. Includes estuary areas.”

“Coast depends on the issue, the viewpoint (literally), the extent of maritime influence on the land environment. For each area, land form etc it will be different.”

“Open, rugged, wild, broad views, diverse: where water, sand, rocks, sea and people meet with nature.”

“Intertidal shoreline. An area looking out to sea from within a defined distance – 2km?”

“Area affected by coastal processes – tides, waves, salt? Separate from estuarine areas.”

“The landscape and wildlife corridor running along the coast and extending from the shore to the limit of vision or coastal character (including estuarine coast).”

“Zone between fixed land and area often covered by the sea.”

“The transition zone between sea and land. A broad area encompassing many habitats and environmental zones above and below the lower tidal limit.”

“A transition between land and sea, which encompasses a wide range of habitats, many of which are highly localised. In them, these habitats support many important populations of wildlife.”

“Foreshore, cliffs, coastal paths, salt marsh, littoral, tidal and estuarine waters.”

“The immediate coast and dune areas.”

“Hierarchy of coast – a) immediate foreshore/beach/cliff; b) area within sight of the sea c) area within immediate climatic influence of the sea.”

“Area between MLW and the land inshore as far as there is maritime influence on the habitats. It should also include sea used for swimming/surfing.”

“Foreshore, intertidal areas (in some cases) and the area immediately to landward of foreshore. How wide would depend on the nature of the landscape and how maritime it is, how visible the sea is.”

“Where the sea meets the land.” (Twice)

“Areas of land from MLW to a line inland from that where the land character becomes non coastal – including cliffs, sand dunes, urban areas.”

“Proximity to shore. Visibility from higher land. Extent of tidal estuaries.”

“Area of land that is immediately adjacent to the sea, including those habitats that rely on the influence of the sea. Coastal strip – from low water mark to the first human-made physical boundary.”

“Areas in which the tidal boundaries govern land use.”

Suffolk Coast

Summary of response –

clarity that it does include beach, cliffs, sea walls and estuaries. Maritime/sea influence. Tidal limit. 5m contour line suggested as inland boundary.

“Any tidal shore.”

“Includes beach and cliffs, sea wall to next point of crossing.”

“Area of land between high and low tide, together with cliff edge and sea wall.”

“The coast is the transition landscape between land and sea. It has geological, human geographical, ecological, geomorphological, climate, hydrological, aesthetic and spiritual elements.”

“Sea shore, cliff edge, sea wall.”

“Includes beach and cliff top/sea wall. To closest crossing point on tidal estuary.”

“The coast is a linear zone parallel to the shore, which is affected by marine processes of erosion and deposition. This extends a few hundred metres inland where there are cliffs, but can be several kms wide in low lying areas and estuaries.”

“Coast and zone of land influenced by coastline and tidal estuaries.”

“A place where you can see the sea, waves, beach and no land in front of you when you look out over the water.”

“Coast is direct access to the sea. Estuaries are where salt water meets fresh water.”

“Should involve hinterland of estuaries – flood plains.”

“Any land below high tide mark. Any land below spring tide/flood mark. Any land protected by sea defences but below high tide height (5 metre contour?). Land XX metres inland from high tide being directly affected by erosion/deposition. Land XX metres from high tide affected by salt drift. Vegetation line - where salt affects plants.”

“Coast runs from MLW to a combination of contour line (e.g. 5m) and maritime influence on habitats, including estuaries to last tidal sluice.”

“Coastal land in this part of the country could reasonably be taken ‘to the 5 metre’ contour. However, some areas with a strong coastal character above the 5 metre contour could be included and (perhaps) some below the contour excluded. Should include areas given over to intensive agriculture, as the potential for coastal habitat creation remains, and the overall landscape character tends to be coastal, despite cultivation. Should include estuaries, as they are an integral part of the coast, especially in East Anglia. Tidal limit (pre-artificial structures) should define inland limit.”

“The boundary between land and the sea, not rivers. Generally, coast is the immediate strip of land – width undefined.”

“Area of land identified by interface between the sea and the land.”

“Buffer zone around coastline. Distinct associated habitats – mudflats, salt marsh, saline lagoons, reedbeds.”

“Coast encompasses water (saline + estuaries), coastline i.e. where tide comes to, varied habitats: salt marsh, mudflat, vegetated shingle, grazing marsh, lagoons, reedbeds, heaths, marine. Land use – recreation, sailing, birding”

“Tidal and up to 5metre contour.”

“50 metres from sea/river.”

“+/-100 metres from low tide mark.”

“A strip of land open to the sea, affected by tidal influences and sea processes (excluding estuaries). To include mobile, but probably not static, sand dunes.”

General feedback relating to presentations/workshops

POINTS MADE IN GENERAL DISCUSSION

Study Area	Aims/Objectives of Coastal Access Project	Access Options	Management Issues
<p>County Durham & Hartlepool Coast</p>	<p><u>Higher Rights</u></p> <ul style="list-style-type: none"> ▪ Should not be 'on foot' only, but should include horse riding & cycling <p><u>Demand</u></p> <ul style="list-style-type: none"> ▪ Need to establish whether the public think that de facto access to beaches is actually a problem. <p><u>Local involvement</u></p> <ul style="list-style-type: none"> ▪ Must enable LAFs/ROWIPs to develop coastal access – i.e. is a national solution the answer? ▪ Should not dominate access funding at expense of all other access projects <p><u>Outputs</u></p> <ul style="list-style-type: none"> ▪ Must deliver! ▪ Lessons must be learned from CROW Sect 1 	<p><u>General Points</u></p> <ul style="list-style-type: none"> ▪ A statutory solution gives the public clarity ▪ Linear options may be more appropriate to coast as feature <p><u>CROW Mapping</u></p> <ul style="list-style-type: none"> ▪ If CROW – excepted land needs to adapt to coastal dimension e.g. industrial - how would this relate to Sect 1? ▪ CROW mapping may cause landowner hostility <p><u>Voluntary</u></p> <ul style="list-style-type: none"> ▪ Permissive access limited gain because of problem with public knowledge <p><u>Other</u></p> <ul style="list-style-type: none"> ▪ Potential additional option=public/quasi public ownership of coastal strip (voluntary basis) – very successful in Durham (nb – number 1 priority= nature conservation) 	<p><u>General</u></p> <ul style="list-style-type: none"> ▪ Access needs to be well managed and integrated – Wider Benefits Corridor approach <p><u>Anti social behaviour</u></p> <ul style="list-style-type: none"> ▪ Needs to manage anti social behaviour – e.g. motorbikes

Study Area	Aims/Objectives of Coastal Access Project	Access Options	Management Issues
North Devon, Exmoor & West Somerset Coast	<p><u>Fundamentals</u></p> <ul style="list-style-type: none"> Access to English coast should be a public right <p><u>Overall Aims</u></p> <ul style="list-style-type: none"> Is the 'onward journey' necessary for public benefit? – More relevant to enhance existing access and provide short circular walks. <p><u>Demand</u></p> <ul style="list-style-type: none"> Difficult to assess demand where no access at the moment <p><u>On Foot Activities</u></p> <ul style="list-style-type: none"> Potential to increase access for other activities on foot <p><u>Definition of coast</u></p> <ul style="list-style-type: none"> Define coast to first crossing point of estuary, but bear in mind that estuaries do act as a barrier to local communities – in Devon, greater access to tidal rivers a priority. <p><u>Local Involvement</u></p> <ul style="list-style-type: none"> Important that any new approach does not cause problems in areas of already high access 	<p><u>General Points</u></p> <ul style="list-style-type: none"> If walkers - 'Well defined and maintained (safe) linear route, ideally with parallel inland path for circular walk'; if beach visitors 'a clean beach with a car park and working WCs' – local surveys by Exmoor LAF <p><u>CROW Mapping</u></p> <ul style="list-style-type: none"> Mapping = precise & clear Legal & management responsibility needs to be considered for any beaches where access is currently not allowed Should rock armour be excepted land? Could existing private beaches be excepted land? CROW restrictions an important safety net but v few in SW under Sect 1. <p><u>CROW Non-mapping</u></p> <ul style="list-style-type: none"> Challenging to find clear wording – avoid words like 'normally', 'may', 'adjacent' Would this be easier to contest than mapping? Good in principle – may not easy in practice. How would estuaries be included? 	<p><u>General Points</u></p> <ul style="list-style-type: none"> Positive management v important on coastal land – wardening an advantage <p><u>Nature Conservation</u></p> <ul style="list-style-type: none"> Important to manage access sensitively on estuaries – River Parrett Trail = good practice <p><u>Onward Journey</u></p> <ul style="list-style-type: none"> Importance of estuary ferries on SWCP – provide added enjoyment <p><u>Impact on income</u></p> <ul style="list-style-type: none"> Private beaches an important marketing tool for businesses <p><u>Shared Use</u></p> <ul style="list-style-type: none"> Not appropriate to provide multi use path along coast

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Southern Cumbrian Coast & Morecambe Bay	<p><u>Overall Aims</u></p> <ul style="list-style-type: none"> ▪ Clarity about outcome needed as onward journey and beach access require different mechanisms ▪ Onward journey would provide clarity and certainty – i.e. can turn right or left ▪ Most visits ‘to’ not ‘along’ coast. Access areas and links important. ▪ Circular walks important <p><u>Disabled Access</u></p> <ul style="list-style-type: none"> ▪ Access for people with disabilities fundamental <p><u>Higher Rights</u></p> <ul style="list-style-type: none"> ▪ Horse riding and cycling should also be considered long established de facto higher rights should be included now. <p><u>Wider Benefits</u></p> <ul style="list-style-type: none"> ▪ Long term [50 years] vision required for Wider Benefits Corridor. Joined up thinking necessary now <p><u>Definition of coast</u></p> <ul style="list-style-type: none"> ▪ Clarity critical and any ambiguities will be exploited. <p><u>Outputs</u></p> <ul style="list-style-type: none"> ▪ Clear gains will need to be demonstrated 	<p><u>CROW Mapping</u></p> <ul style="list-style-type: none"> ▪ CROW mapping less conflict than Non-mapping? <p><u>CROW Non-mapping</u></p> <ul style="list-style-type: none"> ▪ Difficult to find right wording – how would this inter-relate to long established local issues. ▪ Could not be represented on OS maps and would need careful thought. ▪ Would restrictions be difficult? <p><u>Existing Rights of Way Legislation</u></p> <ul style="list-style-type: none"> ▪ ROW – right only to pass and re-pass – too restrictive. 	

Study Area	Aims/Objectives of Coastal Access Project	Access Options	Management Issues
Suffolk Coast	<p><u>Overall Aims</u></p> <ul style="list-style-type: none"> ▪ Is 'onward journey' right starting point? ▪ Provision of circular routes crucial ▪ Access links – on foot and by pub transport - crucial <p><u>Disabled Access</u></p> <ul style="list-style-type: none"> ▪ Suffolk has great potential for access for people with disabilities. <p><u>Higher Rights</u></p> <ul style="list-style-type: none"> ▪ Wider recreational needs e.g. horse riding, cycling must be considered <p><u>On Foot Activities</u></p> <ul style="list-style-type: none"> ▪ Need to consider access to the land from the water <p><u>Definition of coast</u></p> <ul style="list-style-type: none"> ▪ Getting the right definition of coast is vital and a priority ▪ Different zones – estuary vs open coast, urban vs rural need to be considered. ▪ Public understanding critical ▪ How to deal with islands? <p><u>Wider Benefits</u></p> <ul style="list-style-type: none"> ▪ Potential for economic impact (esp shoulder seasons) but local communities have concern about 	<p><u>General Points</u></p> <ul style="list-style-type: none"> ▪ Public and landowner liability needs to be explored ▪ Could consider a menu of options to be used locally. ▪ Great potential for habitat enhancement where coast is arable/intensive ▪ Farming community generally content with concept of linear access ▪ Some 'pay for entry' sites e.g. Orford Ness [NT] are important for conservation purposes <p><u>CROW Mapping</u></p> <ul style="list-style-type: none"> ▪ Use best practice from Sect 1 to help manage some of existing negative impacts on coastal habitats – monitoring/wardening ▪ Need to consider whether it is desirable to include coastal habitats like salt marsh, mud flat, and vegetated shingle – public demand? H&S issues? Nature conservation? ▪ Concern that some sensitive species on some sites are being damaged. Is the EU Directive working? Needs to be tested in court and must be looked at carefully before any new implementation 	<p><u>Risk Management</u></p> <ul style="list-style-type: none"> ▪ Public safety needs to be managed (eroding cliffs, mudflats, over-exertion, trips/slips on sea walls [biggest issue]) <p><u>Expense</u></p> <ul style="list-style-type: none"> ▪ May be very expensive <p><u>Coastal Change</u></p> <ul style="list-style-type: none"> ▪ 100 kms of sea walls with existing ROWs in Suffolk and Essex likely to be moved /abandoned – how would access be affected? <p><u>Capacity</u></p> <ul style="list-style-type: none"> ▪ Car parking capacity issues need to be addressed – esp where narrow, dead end roads <p><u>Nature Conservation</u></p> <ul style="list-style-type: none"> ▪ Dog disturbance out of control – v difficult to manage. General education issue, although dog bans, seasonal arrangements can work if partnership works. Esp bad where car parks are close to towns; boat users 'dumping' dogs on beaches. Resourced wardening needed.

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	<p>increased access</p> <p><u>Integrated Policies</u></p> <ul style="list-style-type: none"> ▪ Should link with SMPs and Suffolk Estuarine Strategy – how will these impact on access? ▪ Links to Water Recreation Strategy ▪ Should consider planning system so that access development can take place <p><u>Resourcing</u></p> <ul style="list-style-type: none"> ▪ Implications for HA resourcing 	<ul style="list-style-type: none"> ▪ Restrictions could be v beneficial for WIDER BENEFITS CORRIDOR <p><u>CROW Non-mapping</u></p> <ul style="list-style-type: none"> ▪ May be difficult to describe coastal access 	

POINTS MADE ON FEEDBACK FORMS (ABOVE AND BEYOND COMMENTS MADE AT RELEVANT MEETING ABOVE)

Study Area	Aims/Objectives of Coastal Access Project	Access Options	Management Issues
Durham & Hartlepool	<u>Disabled Access</u> <ul style="list-style-type: none"> ▪ Improving access for people with disabilities needs to be considered at earliest opportunity 	<u>General Points</u> <ul style="list-style-type: none"> ▪ A zonal approach to access should be considered to ensure management and sustainability of habitats 	
North Devon, Exmoor & West Somerset	<u>Overall Aims</u> <ul style="list-style-type: none"> ▪ “Day trips to access all types of coast – but not all coast” ▪ String of pearls approach would be appropriate ▪ Crucial to understand what people want from coastal access <u>On Foot Activities</u> <ul style="list-style-type: none"> ▪ Clarity of range of on foot activities permitted e.g. kite flying might contradict large power kites that are banned from some beaches. <u>Experience</u> <ul style="list-style-type: none"> ▪ Enhance experience of existing access rather than create new access <u>Integrated Policies</u> <ul style="list-style-type: none"> ▪ Close working with Sport England and Access to Open Water strategy 	<u>General Points</u> <ul style="list-style-type: none"> ▪ Seasonal approaches e.g. dog bans, climbing restrictions, sand dune fencing need to be embraced. ▪ Careful consideration about installation and upkeep of paths/steps down to beaches <u>CROW Mapping</u> <ul style="list-style-type: none"> ▪ If CROW used on coastal corridor – it is likely that the next step will be cultivated grassland and arable cropping. ▪ Should assess benefits of CROW Sect 1 before implementing further CROW. 	

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	<p><u>Wider Benefits</u></p> <ul style="list-style-type: none"> ▪ Important to consider needs of local communities, esp through towns. Socio benefits need to be paramount. <p><u>Transport</u></p> <ul style="list-style-type: none"> ▪ Sustainable transport options should be considered <p><u>Resourcing</u></p> <ul style="list-style-type: none"> ▪ Ring fence resources for maintenance/negotiation of coastal access. ▪ Any new approach should not impinge on funding and support for coastal National Trails, which should be regarded as highest priority ▪ Proper resourcing needed. 		
Southern Cumbria & Morecambe Bay	<p><u>Fundamentals</u></p> <ul style="list-style-type: none"> ▪ Public should be able to look out to sea. <p><u>Disabled Access</u></p> <ul style="list-style-type: none"> ▪ Access for people with disabilities needs to be taken into account from first – suggest that working on a ‘2 hour leisure block’ from honey pots and car parks would be appropriate. <p><u>Higher Rights</u></p> <ul style="list-style-type: none"> ▪ Full consideration of breadth of all 	<p><u>General Points</u></p> <ul style="list-style-type: none"> ▪ Needs to be simple and non-bureaucratic ▪ Need for a mixed solution approach ▪ Provide open access to beach and foreshore with linear route to and along the coast. ▪ Local solutions should be negotiated in areas where there is a proven demand. ▪ ROWIPs important – possibly each coastal HA could have specific 	<p><u>Historic Environment</u></p> <ul style="list-style-type: none"> ▪ Need to protect and promote historic environment <p><u>Nature Conservation</u></p> <ul style="list-style-type: none"> ▪ Important that restrictions for nature conservation purposes are limited to key sites rather than use blanket approach to, say, all SPAs. <p><u>Shared Use</u></p> <ul style="list-style-type: none"> ▪ EA maintained sea walls/banks

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	<p>access rights needs to be considered</p> <p><u>Experience</u></p> <ul style="list-style-type: none"> ▪ High quality experience fundamental <p><u>Local Involvement</u></p> <ul style="list-style-type: none"> ▪ Build on any policy/plan/strategy relating to existing initiatives e.g. North West Coastal Trail (Chester to Carlisle). <p><u>Resourcing</u></p> <ul style="list-style-type: none"> ▪ Clear targeting necessary ▪ Funding should be focused on improving existing infrastructure. <p><u>Definition of coast</u></p> <ul style="list-style-type: none"> ▪ Definition of coast critical – by land type or a defined Xkm coastal zone? 	<p>coastal section?</p> <p><u>Voluntary</u></p> <ul style="list-style-type: none"> ▪ ELS/HLS important delivery tools <p><u>Other Options</u></p> <ul style="list-style-type: none"> ▪ Define a ‘coastal development zone’ with financial assistance for habitats etc when landowner willing to permit access 	<p>might be appropriate for walkers but not for horse riders. Would need landowner’s permission to open up access.</p>
Suffolk	<p><u>Wider Benefits</u></p> <ul style="list-style-type: none"> ▪ 50 year vision for coastal corridor needed. ▪ Coastal farmers generally content with level of existing access <p><u>Overall Aims</u></p> <ul style="list-style-type: none"> ▪ Complete and connect all linear routes rather than general open access <p><u>Demand</u></p> <ul style="list-style-type: none"> ▪ Has demand really been demonstrated? 	<p><u>General Points</u></p> <ul style="list-style-type: none"> ▪ If sensitive wildlife areas are to be avoided, is the default spilling on to farmland? 	<p><u>Nature Conservation</u></p> <ul style="list-style-type: none"> ▪ ‘Skylining’ by walkers on sea walls causes great disturbance – should not be encouraged. Suggest access below walks with viewing points

POINTS MADE BY HIGHWAY AUTHORITIES DURING INDIVIDUAL MEETINGS

Study Area	Aims/Objectives of Coastal Access Project	Access Options	Management Issues
Durham & Hartlepool	<p><u>Overall Aims</u></p> <ul style="list-style-type: none"> ▪ Important that urban areas are incorporated. Good quality experience necessary for regeneration as well as use. Potential for private developers to become involved. <p><u>Higher Rights</u></p> <ul style="list-style-type: none"> ▪ Durham CC currently undertaking feasibility study about improving horse rider/cycle access in the Easington area (demand led). Note – horse riders already illegally using Durham Coast Path because they want ‘cliff top’ experience. <p><u>Local Involvement</u></p> <ul style="list-style-type: none"> ▪ Hartlepool Council currently planning coastal walking/cycling route. 		
North Devon, Exmoor & West Somerset	<p><u>Integrated Policies</u></p> <ul style="list-style-type: none"> ▪ How does coastal access relate to the government’s Equine Strategy? <p><u>Resourcing</u></p> <ul style="list-style-type: none"> ▪ Development of West Somerset Coast Path has been slower than hoped. Main reason is that there hasn’t been an officer dedicated to its development 	<p><u>General</u></p> <ul style="list-style-type: none"> ▪ Devon CC has a number of instances where the ROW is recorded (by map or by statement) as being to the MHW mark. MHW has changed over time, meaning that in some places there is no right over last stretches of privately owned beach to the foreshore. 	<p><u>Rights of Way</u></p> <ul style="list-style-type: none"> ▪ Devon CC has taken the position that if, following coastal erosion, a ROW to the beach is no longer there, and it only ceases to exist if it is completely impossible to get down. Otherwise a route is reopened.

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		<p><u>CROW Mapping</u></p> <ul style="list-style-type: none"> ▪ If CROW is used, it is important that it should refer to access on NOT to the beach, as managing paths/steps etc is hugely expensive and difficult to sustain. ▪ Should coastal access implementation take the opportunity to sort our anomalies left over from MMHD? <p><u>Voluntary</u></p> <ul style="list-style-type: none"> ▪ Somerset CC has taken the approach to gain permissive access for West Somerset Coast Path in first instance. Has been excellent for relationships (RDS/EN) and was appropriate post Foot & Mouth Disease. ▪ 11.4% of SWCP in ENP = permissive access. Recently re-negotiated successfully. 	<p><u>Risk Management</u></p> <ul style="list-style-type: none"> ▪ V few access points to foreshore plus huge tidal range. Would result in serious H&S problems if public encouraged to access as no escape routes. ▪ ENP owned Culbone Wood not open access because of eroding cliffs (permissive path instead)
Southern Cumbria & Morecambe Bay	<p><u>Resourcing</u></p> <ul style="list-style-type: none"> ▪ Lancashire CC – North West Coastal Trail ready to implement (fully costed) – just requires resources. ▪ Cumbria CC – would like to see clearly ring fenced funding package. ▪ If NEP initiative, would help with local prioritising. 		

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	<u>Overall Aims</u> <ul style="list-style-type: none"> ▪ Access provision should be directly relevant to value of coast. 		
Suffolk	The meeting with Suffolk County Council was cancelled because it coincided with a strike staged by Unison. Feedback from the Council was therefore restricted to marking largescale maps on the morning of the Stakeholder Workshop.		