

Chapter 2:

Sandy Gap to Jubilee Bridge

England Coast Path: Walney Island - Natural England's Proposals

Part 2.1: Introduction

Start Point:	Sandy Gap (grid reference: 317529, 468157)
End Point:	Jubilee Bridge (grid reference: 318626, 468630)
Relevant Maps:	2a to 2g

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Circumnavigates the south end of the island, anti-clockwise from Sandy Gap on the west coast of the island to Jubilee Bridge on the east coast of the island.
- 2.1.2 Generally follows existing walked routes and permissive paths, including public rights of way and minor roads, along most of this length.
- 2.1.3 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.1.4 Crosses from the west coast to the east coast in the vicinity of 'Far South End', rather than following the coastline to the very southern end of the island (see 2.1.12, map 2d and table 2.2.1 below).
- 2.1.5 Is aligned slightly further inland at Biggar village to avoid part of the foreshore on the north side of the village, which does not provide a suitable surface for a national trail.
- 2.1.6 Is aligned landward of the allotments at Tummer Hill so as to avoid an area of land over which it would be difficult to establish and maintain a national trail.
- 2.1.7 Includes one very small section of new path at Biggar Sands to join two sections of existing walked route. See map 2e and associated tables below for details.
- 2.1.8 Is aligned on common land above the foreshore at Biggar Sands, from the north of Creephaw Marsh to Sandy Nook, where the trail goes inland slightly. See map 2e and tables 2.2.1 and 2.2.2 for more details.

2.1.9 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay Special Protection Area (SPA)
- Morecambe Bay and Duddon Estuary pSPA
- Morecambe Bay Ramsar site
- South Walney and Piel Channel Flats Site of Special Scientific Interest (SSSI) for its geological / wildlife interest
- Piel Castle Scheduled Monument (SAM).

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.

2.1.10 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. These are discussed below (see 2.1.11 to 2.1.16).

2.1.11 The majority of this length of coast is reasonably accessible, either on the line of the proposed trail itself or the adjoining foreshore. We would expect to see a slight increase in levels of access in most areas, with perhaps a greater increase around Biggar Sands, following the introduction of new coastal access rights.

2.1.12 We have concluded that coastal access rights should be excluded from South Walney Nature Reserve, partly on grounds of land management and partly to protect sensitive wildlife on the reserve. We have also concluded that coastal access rights should be excluded from much of the area just to the north of the reserve, to protect sensitive bird populations and to ensure that environmental land management objectives can succeed. For these reasons, we have also proposed that the trail should cross from the west coast to the east coast in the vicinity of 'Far South End', so as to avoid the area from which new access rights will be excluded. It will still be possible to visit the reserve under the current management arrangements operated by Cumbria Wildlife Trust. See map 2d and part 9 of the Overview for more information.

2.1.13 Furthermore, we propose additional access restrictions, mainly relating to a requirement to keep dogs on leads, along much of the east coast of the island covered by this chapter.

2.1.14 We have proposed a winter exclusion affecting the trail and adjoining coastal margin in this area, to avoid disturbance to wintering birds. This would be accompanied by an alternative route along the nearby minor road (which would also serve as an Optional Alternative Route at times when the main route is legally accessible but affected by high tides). See map 2e and part 9 of the Overview for more information.

- 2.1.15 In addition to these measures, we have also identified a requirement to provide appropriate signage at key locations. The signs will explain the importance of these habitats, promote responsible dog behaviour, and encourage people to stay on or close to the trail.
- 2.1.16 We have concluded that existing dog control measures on Piel Island are adequate to prevent disturbance to birds on the foreshore. If this situation changes, we will consider the need for an additional restriction in the future.

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

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

Accessibility:

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

However, much of the ground between the car park at the end of Biggar Bank Road and South End Caravan Park, in addition to the marsh at Biggar Sands, is not entirely suitable for people with reduced mobility because the trail will follow an uneven surface on softer ground as well as on sections of shingle. The proposed trail also incorporates a set of steps in the vicinity of Biggar Sands, although these can be avoided by following the nearby minor road.

- 2.1.18 Any existing step stiles will be replaced with kissing gates or pedestrian gates, so as to make them 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:

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

- 2.1.19 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 2.2.1 below.
- 2.1.20 At the amenity land to the seaward side of Biggar Bank Road and the open access land at Hillock Whins, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owners of these areas of land are content for us to propose this.

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’.

- 2.1.21 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.

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

- A long-term access exclusion across South Walney Nature Reserve. This exclusion is proposed under s24 of the Countryside and Rights of Way Act, to enable existing management and charging arrangements to continue. This exclusion will operate all year round. See map E in the Overview for details.
- A long-term access exclusion to land north of South Walney Nature Reserve. adjacent to parts of trail section WNI-2-S023 to WNI-2-S025. This exclusion is proposed under s26(3)(a) of the Act, to avoid disturbance to wintering birds. See map I(i) in the Overview for details.
- A seasonal access exclusion between September 1st and March 31st annually on trail sections WNI-2-S030 to WNI-2-S035 and the associated coastal margin from Creephaw Marsh to just north of Biggar village. This exclusion is proposed under s26(3)(a) of the Act, to avoid disturbance to wintering birds. See map I(i) in the Overview for details.
- A long-term access exclusion to some areas of intertidal flats and saltmarsh adjacent to trail on this length of coast. This exclusion is proposed under s25A of the Act because the land is unsuitable for public access. The exclusion will operate all year round and will not affect the route itself. See map G in the Overview for details.
- A long-term access restriction requiring dogs to be kept on a lead on part of trail section WNI-2-S023 to WNI-2-S027, and over those parts of the coastal margin from the South Walney Nature Reserve boundary to Creephaw Marsh and from just north of Biggar village to Tummer Hill, which are not covered by the proposed s25A exclusion mentioned above. These restrictions are proposed under s26(3)(a) of the Act to avoid disturbance to birds and will operate all year round. See maps I(i) and I(ii) in the Overview for details.
- A seasonal access restriction between April 1st and August 31st annually requiring dogs to be kept on a lead on parts of the trail and the associated coastal margin from Creephaw Marsh to just north of Biggar village. These restrictions are proposed under s26(3)(a) of the Act, to avoid disturbance to ground nesting birds. See map I(i) in the Overview for details.

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

- 2.1.23 Alternative routes: We have identified one area on the length of coast covered by this chapter where an alternative route is required. This would not have the effect of creating any additional spreading room on either the seaward or landward side.
- 2.1.24 The alternative route would be available when access rights are excluded from the trail and associated coastal margin at Biggar Sands (WNI-2-S030 to WNI-2-S035), between September and March each year. It would follow an existing public highway and be clearly waymarked. See map 2e for details.
- 2.1.25 Optional alternative routes: We have identified two areas on the length of coast covered by this chapter where an optional alternative route is required. This would not have the effect of creating any additional spreading room on either the seaward or landward side.

- 2.1.26 An optional alternative route would be available when the route along the foreshore at the edge of South End Caravan Park (WNI-2-S026 & WNI-2-S027) is affected by high tides. It would follow an existing private road and be clearly waymarked. See map 2d for details.
- 2.1.27 Another optional alternative route would be available when the route around the marsh at Biggar Sands (WNI-2-S030 to WNI-2-S035), is legally accessible but affected by high tides. It would follow an existing public highway and be clearly waymarked. See map 2e for details.

Establishment and ongoing maintenance of the trail

- 2.1.28 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview.
- 2.1.29 Works will mainly comprise installation of gates, waymarkers and signs. Where the trail leaves Biggar village and heads north along Carr Lane (WNI-2-S037) an advisory footpath with pedestrian symbols will be painted on the road surface and the carriageway centre line will be removed. This is required to improve the safety of pedestrians along the public highway (see map 2f).
- 2.1.30 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

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

Future Change:

- 2.1.31 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 tables 2.2.1 & 2.2.3 below for details of the sections likely to be affected in the foreseeable future.
- 2.1.32 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 5f - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 2.2: Commentary on Maps

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

2.2.1 Section Details – Maps 2a to 2g: Sandy Gap to Jubilee Bridge

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.2: 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.

Column 5 – ‘Yes – see table 2.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

Columns 6a&6b - † indicates that we are exercising our discretion in relation to the seaward boundary of the coastal margin.

1	2	3	4	5	6a	6b	7
Map(s)	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)
2a	WNI-2-S001	Public highway	Tarmac	Yes - See table 2.2.3	Landward edge of trail	Not used	None
	WNI-2-S002	Other existing walked route	Concrete	Yes - See table 2.2.3	Road	Additional landward area	None
	WNI-2-S003	Other existing walked route	Stone: aggregate	Yes - See table 2.2.3	Road	Additional landward area	None
	WNI-2-S004	Other existing walked route	Concrete	Yes - See table 2.2.3	Road	Additional landward area	None
	WNI-2-S005	Other existing walked route	Stone: aggregate	Yes - See table 2.2.3	Road	Additional landward area	None
	WNI-2-S006	Other existing walked route	Concrete	Yes - See table 2.2.3	Road	Additional landward area	None
	WNI-2-S007	Other existing walked route	Stone: aggregate	Yes - See table 2.2.3	Road	Additional landward area	None
2b	WNI-2-S008	Other existing walked route	Concrete	Yes - See table 2.2.3	Fence line	Additional landward area	None
	WNI-2-S009 & WNI-2-S010	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Additional landward area	None
	WNI-2-S011	Other existing walked route	Grass	Yes - See table 2.2.3	Landward edge of trail	Not used	None
	WNI-2-S012	Other existing walked route	Shingle	Yes - See table 2.2.3	Landward edge of trail	Not used	None
	WNI-2-S013	Other existing walked route	Grass	Yes - See table 2.2.3	Landward edge of trail	Not used	None
	WNI-2-S014	Other existing walked route	Shingle	Yes - See table 2.2.3	Fence line	Clarity and cohesion	None
	WNI-2-S015	Other existing walked route	Grass	Yes - See table 2.2.3	Landward edge of trail	Not used	None
2c	WNI-2-S016	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Additional landward area	None
	WNI-2-S017	Other existing walked route	Grass	Yes - See table 2.2.3	Landward edge of trail	Not used	None
	WNI-2-S018	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Clarity and cohesion	None
	WNI-2-S019	Other existing walked route	Grass	Yes - See table 2.2.3	Landward edge of trail	Not used	None

1	2	3	4	5	6a	6b	7
Map(s)	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)
2c	WNI-2-S020	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Clarity and cohesion	None
	WNI-2-S021	Other existing walked route	Gravel	Yes - See table 2.2.3	Landward edge of trail	Not used	None
	WNI-2-S022	Other existing walked route	Gravel	Yes - See table 2.2.3	Fence line	Clarity and cohesion	None
2d	WNI-2-S023	Other existing walked route	Grass	Yes - See table 2.2.3	Landward edge of trail	Not used	Trail and margin
	WNI-2-S024 *	Multi-use route	Gravel	Yes - See table 2.2.3	Landward edge of trail	Not used	Trail and margin
	WNI-2-S025 *	Multi-use route	Tarmac	No	Fence line	Clarity and cohesion	Trail and margin
	WNI-2-S026 *	Other existing walked route	Grass	No	Landward edge of trail	Not used	Trail and margin
	WNI-2-S027 *	Other existing walked route	Shingle	No	Hedgerow	Clarity and cohesion	Trail and margin
	WNI-2-S028	Multi-use route	Tarmac	No	Landward edge of trail	Not used	Margin
2d/2e	WNI-2-S029	Public highway	Tarmac	No	Landward edge of trail	Not used	Margin
2e	WNI-2-S030 * & WNI-2-S031 *	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Clarity and cohesion	Trail and margin
	WNI-2-S032 *	Not an existing walked route	Grass	Yes - See table 2.2.3	Fence line	Clarity and cohesion	Trail and margin
	WNI-2-S033 *	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Additional landward area	Trail and margin
	WNI-2-S034 *	Other existing walked route	Grass	Yes - See table 2.2.3	Fence line	Clarity and cohesion	Trail and margin
	WNI-2-S035 *	Other existing walked route	Grass	Yes - See table 2.2.3	Hedgerow	Clarity and cohesion	Trail and margin
2f	WNI-2-S036 & WNI-2-S037 *	Public highway	Tarmac	No	Landward edge of trail	Not used	Margin
2g	WNI-2-S038	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin
	WNI-2-S039	Public footway (pavement)	Block paving	No	Pavement edge	Clarity and cohesion	Margin
	WNI-2-S040	Other existing walked route	Grass	No	Road	Clarity and cohesion	Margin
	WNI-2-S041 *	Public footway (pavement)	Stone: Flags	No	Pavement edge	Clarity and cohesion	Margin
	WNI-2-S042	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin
2d	WNI-2-A001	Multi-use route	Tarmac	No	Fence line to landward and seaward of trail (†)	Clarity and cohesion	Margin
2e	WNI-2-A002	Public highway	Tarmac	No	Landward and seaward edge of trail	Not used	Margin

2.2.2 Other options considered: Maps 2a to 2g - Sandy Gap to Jubilee Bridge

Maps	Section numbers	Options considered	Reasons for not proposing this option as the route
2d	WNI-2-S024 to WNI-2-S027	We considered aligning the trail within South Walney Nature Reserve	We opted for the proposed route to avoid an area of nature conservation importance and for land management purposes and to allow charging arrangements to continue. We could not rule out unacceptable disturbance to birds and the consequent impacts on the designated site.
2d	WNI-2-S024 to WNI-2-S027	We considered aligning the trail just to the north of the South Walney Nature Reserve northern boundary.	We opted for the proposed route to avoid an area of importance for roosting and ground nesting birds.
2e	WNI-2-S030 to WNI-2-S035	We considered aligning the trail within the fields rather than on the marsh at Biggar Sands.	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.
2f	WNI-2-S036	We considered aligning the trail on the marsh or through the fields seaward of Biggar Village.	We opted for the proposed route because it is more direct and avoids land that we consider is unsuitable for public access.
2f	WNI-2-S037	We considered aligning the trail along the marsh seaward of Carr Lane.	We opted for the proposed route because it avoids land that we consider is unsuitable for public access.
2g	WNI-2-S041	We considered aligning the trail seaward of the allotments at Tummer Hill.	We opted for the proposed route because we considered that it would be difficult to establish and maintain a national trail to the required standard in this area (due to dangers caused by a history of fly-tipping). In addition, the proposed route is not affected by the tide.
2g	WNI-2-S041	We considered aligning the trail along a public footpath, just east of the proposed route, at Tummer Hill.	We opted for the proposed route to avoid using an area that is affected by the tide and would create the necessity for an optional alternative route. This route does not require steps and is therefore also the most accessible option. Our proposals have no effect on the public's ability to use the public footpath. It would remain available but would not form part of the designated trail.

2.2.3 Roll-back implementation – more complex situations: Maps 2a to 2g - Sandy Gap to Jubilee Bridge

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
2c	WNI-2-S021 & WNI-2-S022	Former landfill site at the south end of Walney.	If it is no longer possible to find a viable route seaward of the landfill site, we will choose a new route after detailed discussions with the landowner and all relevant interests, either to pass through the former landfill site or, if this is not practicable, to pass somewhere on the landward side of the site.
2a to 2g	WNI-2-S001 to WNI-2-S024 & WNI-2-S030 to WNI-2-S035	Morecambe Bay and Duddon Estuary pSPA, Morecambe Bay SPA, Morecambe Bay SAC, Morecambe Bay Ramsar and South Walney & Piel Channel Flats SSSI	If it is no longer possible to find a viable route through, or seaward of, any designated sites or their relevant vicinities, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers. The new route will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public. Our published Access and Sensitive Features Appraisal will also be reviewed as part of this process. In reaching all of the above judgements we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Part 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2a to 2g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Sandy Gap to Jubilee Bridge

Proposed route of the trail

- 2.3.1 In relation to route sections WNI-2-S025 to WNI-2-S029 and WNI-2-S036 to WNI-2-S042, the route is to be at the centre of the line shown on maps 2d to 2g as the proposed route of the trail.
- 2.3.2 In relation to route sections WNI-2-S001 to WNI-2-S024 and WNI-2-S030 to WNI-2-S035, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 2a to 2e as the proposed route of the trail.
- 2.3.3 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

- 2.3.4 Adjacent to route section WNI-2-S025, the landward boundary of the coastal margin is to coincide with the fence landward of the trail shown on map 2d.
- 2.3.5 Adjacent to route section WNI-2-S027, the landward boundary of the coastal margin is to coincide with the hedgerow landward of the trail shown on map 2d.
- 2.3.6 Adjacent to route sections WNI-2-S038, WNI-2-S039, WNI-2-S041 and WNI-2-S042, the landward boundary of the coastal margin is to coincide with the edge of the pavement landward of the trail, as shown on map 2g.
- 2.3.7 Adjacent to route section WNI-2-S040, the landward boundary of the coastal margin is to coincide with the seaward edge of the road, landward of the trail shown on map 2g.
- 2.3.8 Adjacent to route sections WNI-2-S002 to WNI-2-S007, the landward boundary of the coastal margin is to coincide with the seaward edge of the road, which, at the time of writing this report is landward of the trail shown on map 2a.

- 2.3.9 Adjacent to route sections WNI-2-S008 to WNI-2-S010, WNI-2-S014, WNI-2-S016, WNI-2-S018, WNI-2-S020, WNI-2-S022 and WNI-2-S030 to WNI-2-S034, the landward boundary of the coastal margin is to coincide with the fence which, at the time of writing this report is landward of the trail shown on maps 2b, 2c & 2e.
- 2.3.10 Adjacent to route section WNI-2-S035, the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report is landward of the trail shown on map 2e.

Local restrictions and exclusions

- 2.3.11 We propose a long-term access exclusion across South Walney Nature Reserve. This exclusion is proposed under s24 of the Countryside and Rights of Way Act (2000) for land management purposes (to enable existing management and charging arrangements to continue). This exclusion will be in operation all year round. See map E in the Overview for details.
- 2.3.12 We propose a long-term access exclusion to all land within the margin, adjacent to the southern part of route section WNI-2-S023 and route sections WNI-2-S024 to WNI-2-S035, as far as the South End nature reserve and the access road to the reserve. This exclusion is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds and will operate all year-round. See map I(i) in the Overview for details.
- 2.3.13 We propose a seasonal access exclusion between 1st September and 31st March annually to the route sections WNI-2-S030 to WNI-2-S035 and associated coastal margin around the marsh at Biggar Sands. This restriction is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds. See map I(i) in the Overview for details.
- 2.3.14 We propose a seasonal access restriction, requiring dogs to be kept on leads between 1st April and 31st August annually to route sections WNI-2-S030 to WNI-2-S035 and to the coastal margin adjacent to route sections WNI-2-S030 to WNI-2-S036. This restriction is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds. See map I(i) in the Overview for details.
- 2.3.15 We propose a long-term access exclusion to some areas of intertidal flats and saltmarsh adjacent to route sections WNI-2-S026 to WNI-2-S042. This exclusion is proposed under s25A of the Act as the land is unsuitable for public access and will operate all year-round. See map G in the Overview for details.
- 2.3.16 We propose a long-term access restriction requiring dogs to be kept on a lead on route sections WNI-2-S023 to WNI-2-S027. This restriction is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds and will operate all year-round. See map I(i) in the Overview for details.
- 2.3.17 We propose a long-term access restriction requiring dogs to be kept on a lead in the those parts of the coastal margin adjacent to route sections WNI-2-S026 to WNI-2-S029 and WNI-2-S037 to WNI-2-S040 not covered by the proposed s25A exclusion. This restriction is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds and will operate all year-round. See maps I(i) and I(ii) in the Overview for details.

Refer to Part 9 of the Overview for further details.

Alternative routes

- 2.3.18 An optional alternative route is to operate at times when the part of the main route alongside the South End Caravan Park route sections WNI-2-S025, WNI-2-S026 & WNI-2-S027 are affected by high tides. The optional alternative route is to be at the centre of the line shown as route section WNI-2-A001 on map 2d.
- 2.3.19 An alternative route is to operate between September and March each year, when access to the main route and associated coastal margin in the area of Biggar Sands is excluded. The alternative route is to be at the centre of the line shown as route section WNI-2-A002 on map 2e.
- 2.3.20 An optional alternative route is to be available at times when the part of the main route in the area of Biggar Sands, route sections WNI-2-S030 to WNI-2-S035 are is affected by high tides. The optional alternative route is to be at the centre of the line shown as route section WNI-2-A002 on map 2e.
- 2.3.21 Adjacent to route section WNI-2-A001, the landward and seaward boundary of the alternative route strip is to correspond to the fence as shown on map 2d.
- 2.3.22 Adjacent to route section WNI-2-A002, the seaward boundary of the alternative route strip is to correspond to the fence shown on map 2e.











