

Chapter 3:

Seascale promenade to Eskmeals

Coastal Access: Whitehaven to Silecroft - Natural England's Proposals

Part 3.1: Introduction

Start Point:	Seascale promenade (grid reference: NY 037 009)
End Point:	Eskmeals (grid reference: SD 087 942)
Relevant Maps:	3a to 3g

Understanding the proposals and accompanying maps:

The Trail:

- 3.1.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 3.1.2 Mainly follows the coastline quite closely and maintains good views of the sea, as far south as Drigg dunes car park. From this point, it passes through the confluence of the Irt, Mite & Esk estuaries, often on existing routes, slightly further away from the open coast.
- 3.1.3 Includes 9 sections of new path, between Seascale and the River Irt, and to the south of Walls Bridge, Ravenglass. See maps 3a to 3c & 3g and associated tables below for details.
- 3.1.4 Is aligned on the beach or foreshore in 2 locations, south of Seascale and south of Ravenglass. See part 3.2.1 and maps 3a & 3f for details.
- 3.1.5 Will not be available for use in two areas (sections WHS-3-S013 to S019 and WHS-3-S039 to S043) unless and until new river crossings have been installed to complete this part of the route. (See 'Future Change' below and Part 8 of the Overview). Until that time, no new coastal access rights will apply on these sections.
- 3.1.6 Follows a route similar to the existing Cumbria Coastal Way in some places but stays closer to the coast from Drigg dunes car park southwards.
- 3.1.7 This part of the coast includes the following sites, designated for nature conservation or heritage preservation reasons (See map C of the Overview):
 - Drigg Coast Special Area of Conservation (SAC) which also includes the Drigg Coast Site of Special Scientific Interest (SSSI) for its biological interest;
 - the Drigg Dunes and Gullery Nature Reserve;
 - the Eskmeals Dunes Nature Reserve; and
 - the Ravenglass Roman fort Scheduled Ancient 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.

- 3.1.8 Part of the Drigg Coast SAC (on the northern side of the River Irt) is already designated as CROW access land and the proposed route of the trail through this part of the site will largely follow existing paths and tracks. One small area of land within the site, with no existing access, would see new rights in place if these proposals are approved. To the south of the River Irt, the proposed route of the trail follows existing roads, tracks and public rights of way as far as Walls Bridge (to the south of Ravenglass). After advice from specialists we have concluded that our proposals would not be likely to have any significant effect on these features. In reaching this conclusion we have identified that it would be beneficial to provide additional information signs at various locations, to encourage people to stay on or close to the trail and to prevent dogs from disturbing wildlife.
- 3.1.9 In relation to those nature conservation sites listed above, refer to our published Access & Sensitive Feature Appraisal for more information.

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

- 3.1.10 The proposals within this chapter include the crossing of two rivers (the Irt and Esk) within the boundaries of the Drigg SAC (see 'Future Change' below) and rely on the future installation of new bridges at these locations before the proposed route would become available for public use.
- 3.1.11 The installation of these new bridges is not something the England Coast Path programme is able to fund. Although this is likely to mean that there could be a considerable period of time during which this part of the route is not physically implemented because the crossings have not been installed, we believe that this approach delivers the right alignment of the trail. The proposed alignment of the trail is much more attractive than the alternative option, which would have been to propose a far less direct route around each estuary that would not necessarily comply with the key principles for alignment within the approved Scheme, and would certainly not represent the natural desire line for a coastal path on this part of the coast.
- 3.1.12 It follows from this delayed implementation approach that our appraisal of the scope for any potential impact on key sensitive features on this part of the coast necessarily falls into two stages:
- an in-principle appraisal now as to whether having the public cross these two rivers in a specified way at the identified points is likely to have a significant effect on the features for which the site is designated; and
 - a more detailed appraisal later, when specific structures are proposed and designed to achieve this result.
- 3.1.13 We have conducted the first stage of these appraisals, based on the assumptions listed under 'Future change' below. As a result we have concluded, in principle, that the proposals in relation to these river crossings would not be likely to have a significant effect on the features for which the site is designated. This conclusion is subject to our undertaking the necessary further appraisal if and when detailed designs are proposed for implementing these river crossings. If a more detailed appraisal for crossings in these locations indicates in due course the likelihood of significant effects on the designated features, we will proceed at that stage to a full appropriate assessment of the proposed works. If that assessment indicates a potential adverse effect on the features, we will propose any necessary variations of the route of the England Coast Path shown in this report in order to avoid such an adverse effect.

Accessibility

- 3.1.14 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.

- 3.1.15 However, there are places where the trail may not be entirely suitable for people with reduced mobility because:
- it lies partly on the foreshore or within mobile sand-dune systems, on soft sand; or
 - in other places, it would follow an uneven grass or bare soil path through Drigg dunes.
- 3.1.16 Either side of Drigg Dunes car park, gates on the line of the proposed route will provide a high level of accessibility to the areas of dunes beyond. We envisage this area continuing to be popular with a wide range of users and we wish to do all that we can to facilitate lawful access.

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.

- 3.1.17 Estuaries: This report proposes that the trail should include a route around the lower estuary of the rivers Irt, Mite and Esk. On the River Mite, the trail will extend upstream from the open coast as far as the existing railway viaduct bridge, which is the first public foot crossing point over the river. In the case of the rivers Irt and Esk, the report proposes that the trail should extend as upstream as the points shown on maps 3d and 3g, these being the likely locations for any new crossings, which would as a result become the first public foot crossings over each river. The trail covered by this chapter includes part of these estuary routes.
- 3.1.18 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 3.2.1 below.
- 3.1.19 Where we have shown the inclusion of additional, more extensive areas within the coastal margin, landward of the trail, this is because those areas match the description of 'coastal land' within the approved Scheme and are thus automatically included within the margin because of their proximity to the trail. We have used our discretion to propose boundaries for these areas, as shown on the relevant maps and detailed in Table 3.2.1 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'.

- 3.1.20 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.
- 3.1.21 We propose to permanently exclude access to the saltmarsh and mudflat in an area of seaward margin adjacent to sections WHS-3-S017 to WHS-3-S021 as we do not believe that the land is suitable for public access. This exclusion will not affect the route itself. See map F in the Overview for details.

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

- 3.1.22 Temporary routes: At the time of writing this report, we do not foresee the need for any temporary routes in relation to the length of coast covered by this chapter.
- 3.1.23 Alternative routes: At the time of writing this report, we do not foresee the need for any alternative routes in relation to the length of coast covered by this chapter.
- 3.1.24 Optional alternative routes: An optional alternative route would be available when parts of the route south of Ravenglass (WHS-3-S032 to WHS-3-S038) are affected by high tide. It would follow existing public rights of way and other existing walked routes and would be clearly way-marked.

- 3.1.25 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. The anticipated new bridges over the rivers Irt and Esk (see 'Future Change' below) are not part of the initial establishment of this length of trail and will not be completed before the new access rights come into force.
- 3.1.26 Ongoing management: 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 on those parts of the stretch where 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

- 3.1.27 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 3.2.1 & 3.2.3 below for details of the sections likely to be affected.
- 3.1.28 As previously indicated, the proposals within this chapter depend in part on the construction in due course of two new river crossings (over the Irt and Esk) before those specific parts of the trail could be used by the public. At the time of writing these proposals, detailed designs do not exist for either crossing, since both are aspirational. The location of each potential crossing has been selected on the basis of an initial feasibility study and the best information currently available. It is possible that, if and when more detailed work is carried out in the future, certain unforeseen constraints may be identified that might lead to a reassessment of the proposals for crossing either river. In such circumstances we would propose any necessary variations of the route of the England Coast Path shown in this report.
- 3.1.29 In the absence of detailed designs, we have made the following assumptions about each crossing, based on preliminary discussions with the Environment Agency, Network Rail and our own specialists:

River Irt crossing:

- A new bridge at this location will feature a single span, with no piers constructed between the banks.
- There will be sufficient clearance below the bridge to minimise risk of floating debris being trapped.
- The design of the bridge and its parapets should minimise any flow impedance to flood waters.
- Elevated walkways or ramps may be required on either bank, to ensure that the bridge approaches are passable irrespective of the normal tidal range. Any such structures will also need to be designed to offer minimal impedance to flood waters.
- Both the bridge itself and any elevated approached walkways would be on the line of or very close to the line of the existing Unclassified County Road. The bridge itself would probably be immediately adjacent to the existing ford, so as not to prevent vehicular use of the ford under the pre-existing public rights.

River Esk crossing:

- A new crossing at this location is likely to consist of a new structure fixed to the seaward side of the existing railway viaduct. It would be entirely supported by that structure with no new piers constructed between the banks or within the adjacent salt-marsh zone.
- The deck of the new crossing over the river and adjacent salt-marsh would sit at a similar level to, or just below the deck of the existing viaduct.

- To the north, the trail and approach to the new crossing would sit on Network Rail land and / or on adjacent farm land. From the edge of the saltmarsh to the existing viaduct, the trail would be at a similar level to the adjacent railway track. Any additional supports or structures required to create the trail at this level would only affect existing Network Rail infrastructure.
- To the south, the trail and approach to the new crossing would remain at a similar level to the adjacent railway track in order to cross the minor road.
- Any new crossing over the Esk, on the line proposed and subject to the above assumptions, would be entirely dependent on agreement with all owners and occupiers in the area, and specifically with Network Rail.

3.1.30 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 3.2: Commentary on Maps

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

3.2.1 Section Details – Maps 3a to 3g: Seascale promenade to Eskmeals

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 3.2.2: 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 3.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

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)
3a	WHS-3-S001	Other existing walked route	Tarmac	Yes - normal	Wall	Clarity and Cohesion	None
	WHS-3-S002*	Other existing walked route	Concrete	Yes – see table 3.2.3	Landward edge of trail	Not used	None
	WHS-3-S003* & WHS-3-S004*	Other existing walked route	Shingle	Yes – see table 3.2.3	Landward extent of Foreshore	Not used	None
	WHS-3-S005* & WHS-3-S006*	Not an existing walked route	Grass	Yes - normal	Fence line	Clarity and Cohesion	None
3b	WHS-3-S007	Other existing walked route	Grass	Yes - normal	Fence line	Clarity and Cohesion	None
	WHS-3-S008	Other existing walked route	Gravel	Yes - normal	Fence line	Clarity and Cohesion	None
	WHS-3-S009	Public Highway	Tarmac	No	Landward edge of trail	Not used	None
3c	WHS-3-S010	Other existing walked route	Grass	No	Fence line	Clarity and Cohesion	None
	WHS-3-S011	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	None
	WHS-3-S012	Not an existing walked route	Grass	No	Landward edge of trail	Not used	None
3d	WHS-3-S013	Public Highway	Grass	No	Fence line	Clarity and Cohesion	None
	WHS-3-S014	Public Highway	Bare Soil (compacted)	No	Fence line	Clarity and Cohesion	None
	WHS-3-S015 & WHS-3-S016	Public Highway	Bare Soil (compacted)	No	Landward edge of bridge	Clarity and Cohesion	None
	WHS-3-S017	Public Highway	Bare Soil (compacted)	No	Fence line	Clarity and Cohesion	Saltmarsh and mudflats in margin
	WHS-3-S018	Public Highway	Gravel	No	Fence line	Clarity and Cohesion	Saltmarsh and mudflats in margin
	WHS-3-S019	Public Highway	Tarmac	No	Landward edge of road	Clarity and Cohesion	Saltmarsh and mudflats in margin
3e	WHS-3-S020	Public Highway	Tarmac	No	Landward edge of road	Clarity and Cohesion	Saltmarsh and mudflats in margin
3f	WHS-3-S021	Other existing walked route	Gravel	Yes - normal	Fence line	Clarity and Cohesion	Margin Saltmarsh and mudflats in margin
	WHS-3-S022	Public Footpath	Gravel	Yes - normal	Fence line	Clarity and Cohesion	None
	WHS-3-S023	Public Footpath	Boardwalk or raised walkway	Yes - normal	Fence line	Clarity and Cohesion	None
	WHS-3-S024	Public Footpath	Concrete	No	Fence line	Clarity and Cohesion	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)
3f	WHS-3-S025	Public Footpath	Tarmac	No	Landward edge of bridge	Clarity and Cohesion	None
	WHS-3-S026	Public Footpath	Tarmac	No	Fence line	Clarity and Cohesion	None
	WHS-3-S027	Other existing walked route	Grass	No	Landward edge of trail	Not used	None
	WHS-3-S028	Other existing walked route	Tarmac	No	Seaward edge of road	Clarity and Cohesion	None
	WHS-3-S029	Other existing walked route	Grass	No	Seaward edge of road	Clarity and Cohesion	None
	WHS-3-S030	Public Highway	Tarmac	Yes - normal	Landward edge of road	Clarity and Cohesion	None
	WHS-3-S031	Public Bridleway	Concrete	Yes - normal	Landward edge of road	Clarity and Cohesion	None
	WHS-3-S032*	Public Bridleway	Shingle	Yes – see table 3.2.3	Wall	Clarity and Cohesion	None
	WHS-3-S033	Public Footpath	Gravel	Yes – see table 3.2.3	Wall	Clarity and Cohesion	None
	WHS-3-S034*	Other existing walked route	Grass	Yes – see table 3.2.3	Landward edge of trail	Not used	None
	WHS-3-S035*	Other existing walked route	Steps: Timber	Yes – see table 3.2.3	Landward edge of trail	Not used	None
	WHS-3-S036*	Other existing walked route	Grass	Yes – see table 3.2.3	Landward edge of trail	Not used	None
	WHS-3-S037*	Other existing walked route	Shingle	Yes – see table 3.2.3	Landward edge of trail	Not used	None
	WHS-3-S038*	Other existing walked route	Shingle	Yes – see table 3.2.3	Landward edge of trail	Not used	None
3g	WHS-3-S039 to WHS-3-S041	Not an existing walked route	Grass	No	Fence line	Clarity and Cohesion	None
	WHS-3-S042 & WHS-3-S043	Not an existing walked route	Sand	No	Landward edge of bridge	Clarity and Cohesion	None
3f	WHS-3-A001	Other existing walked route	Tarmac	No	Landward & seaward edges of trail	Not used	None
	WHS-3-A002	Public Footpath	Tarmac	No	Landward & seaward edges of path	Clarity and Cohesion	None
	WHS-3-A003	Public Footpath	Boardwalk or raised walkway	No	Landward & seaward edges of bridge	Clarity and Cohesion	None
	WHS-3-A004	Public Footpath	Gravel	No	Landward & seaward edges of path	Clarity and Cohesion	None
	WHS-3-A005	Public Footpath	Tarmac	No	Landward & seaward edges of road	Clarity and Cohesion	None
	WHS-3-A006	Public Footpath	Gravel	No	Landward & seaward edges of road	Clarity and Cohesion	None
	WHS-3-A007	Other existing walked route	Gravel	No	Landward & seaward edges of path	Clarity and Cohesion	None
	WHS-3-A008	Public Footpath	Tarmac	No	Landward & seaward edges of road	Clarity and Cohesion	None
	WHS-3-A009	Other existing walked route	Gravel	No	Landward & seaward edges of path	Clarity and Cohesion	None
	WHS-3-A010	Public Footpath	Tarmac	No	Landward & seaward edges of road	Clarity and Cohesion	None
	WHS-3-A011	Public Footpath	Tarmac	No	Landward & seaward edges of path	Clarity and Cohesion	None

3.2.2 Other options considered: Maps 3a to 3g: Seascale promenade to Eskmeals

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3a	WHS-3-S001 to WHS-3-S006	We considered aligning the trail along the existing roadside pavement as far as the southern edge of Seascale, before finding a new route back towards the coast towards the northern end of Drigg dunes. This would avoid a route along the foreshore itself.	We opted for the proposed route because we concluded that overall this strikes the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
3a & 3b	WHS-3-S001 to WHS-3-S007	We also considered a variation of the above, but continuing the route south along Drigg Road (B5344) as far as Summer View, before heading back towards the coast along the existing public bridleway.	We did not pursue this option as the advice from the highways authority was that this would not provide a safe route for a national trail. There is no pavement or footway on much of this part of the road.
3d	WHS-3-S012 to WHS-3-S020	We considered extending the route up the Irt estuary, as far as Holme bridge (the first existing pedestrian crossing), using a combination of road-side pavements, rights of way and minor roads.	We did not pursue this option because we believe that it would not necessarily comply with the key principles for alignment within the approved Scheme, and would certainly not represent the natural desire line for a coast path on this part of the coast.

3.2.3 Roll-back implementation – more complex situations: Maps 3a to 3g: Seascale promenade to Eskmeals

Map(s)	Section numbers(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
3a	WHS-3-S002 to WHS-3-S004	Houses and gardens on the cliff tops, above the foreshore.	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
3f, 3g	WHS-3-S032 to WHS-3-S038	Houses, gardens and coastal railway.	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

Note: 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 3.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 3a to 3g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Seascale promenade to Eskmeals

Discretion to include an estuary

- 3.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Irt as far as unclassified county road and ford, as indicated by the extent of the trail shown on map 3d – this being the intended location of a permanent new river crossing.
- 3.3.2 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Esk as far as the existing rail viaduct, as indicated by the extent of the trail shown on map 3g – this being the intended location of a permanent new river crossing.
- 3.3.3 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Mite as far as existing cycleway bridge just seaward of the rail viaduct, as indicated by the extent of the trail shown on map 3f - this being the first permanent public crossing.

Proposed route of the trail

- 3.3.4 In relation to route sections WHS-3-S009 to WHS-3-S020, WHS-3-S024 to WHS-3-S029, WHS-3-S039 to WHS-3-S043 & WHS-3-A001 to WHS-3-A011 the route is to be at the centre of the line shown on maps 3a to 3g as the proposed route of the trail.
- 3.3.5 In relation to route sections WHS-3-S001 to WHS-3-S008, WHS-3-S021 to WHS-3-S023 & WHS-3-S030 to WHS-3-S038 the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 3a to 3f as the proposed route of the trail.
- 3.3.6 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

- 3.3.7 Adjacent to route sections WHS-3-S001, WHS-3-S032 & WHS-3-S033, the landward boundary of the coastal margin is to coincide with the existing boundary wall which, at the time of writing this report, is landward of the trail on maps 3a & 3f.
- 3.3.8 Adjacent to route sections WHS-3-S005, WHS-3-S013, WHS-3-S014, WHS-3-S017, WHS-3-S018, WHS-3-S021 to WHS-3-S024, WHS-3-S026 & WHS-3-S039 to WHS-3-S041, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the trail on maps 3a to 3g.
- 3.3.9 Adjacent to route sections WHS-3-S015, WHS-3-S016, WHS-3-S025, WHS-3-S042 and WHS-3-S043, the landward boundary of the coastal margin is to coincide with landward edge of the bridge shown as the trail on maps 3d, 3f & 3g.

- 3.3.10 Adjacent to route sections WHS-3-S019, WHS-3-S020, WHS-3-S030 and WHS-3-S031, the landward boundary of the coastal margin is to coincide with landward edge of the road shown as the trail on maps 3d, 3e & 3g.
- 3.3.11 Adjacent to route sections WHS-3-S028 & WHS-3-S029, the landward boundary of the coastal margin is to coincide with seaward edge of the road, which is landwards of the trail, as shown on map 3f.
- 3.3.12 Adjacent to route sections WHS-3-S006 to WHS-3-S011, the landward boundary of the coastal margin is to coincide with the existing boundary fence, as indicated by the coastal margin landward of the trail on maps 3b & 3c.

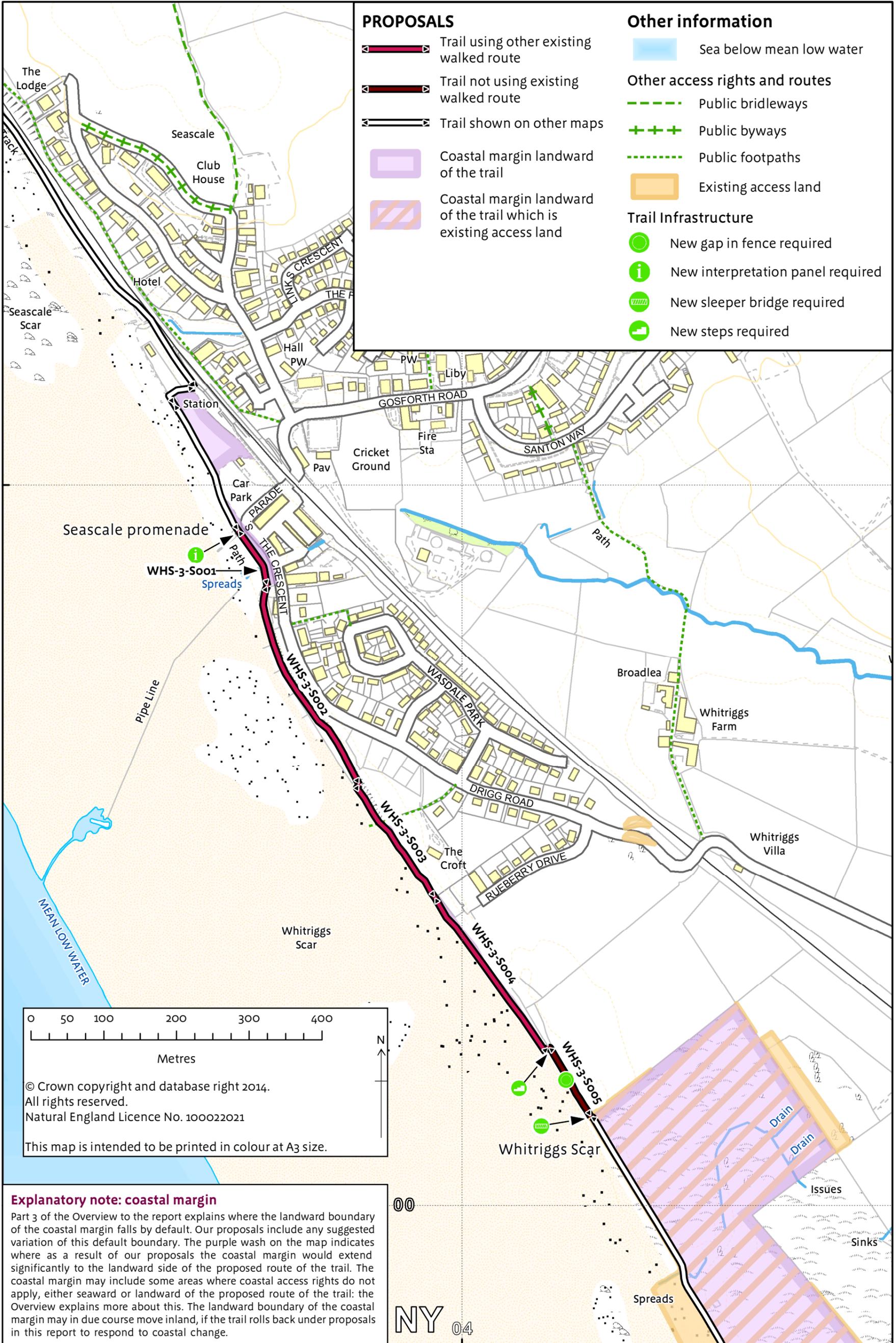
Local restrictions and exclusions

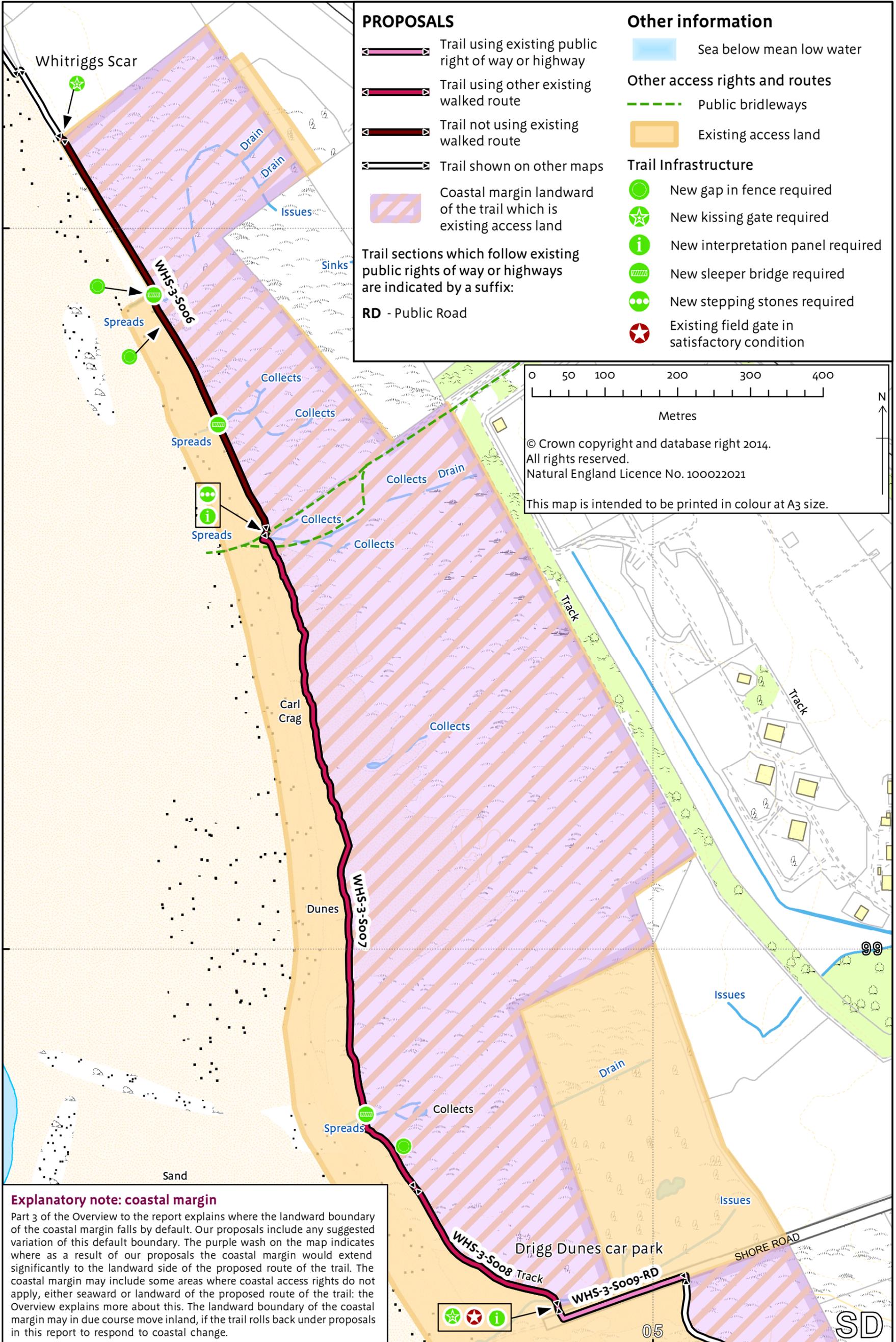
- 3.3.13 Natural England proposes to restrict or exclude access on this length of coast as follows:
 - Access to the saltmarsh and mudflats in parts of the margin seaward of sections WHS-3-S017 to WHS-3-S021 is to be excluded permanently as we do not consider this land suitable for public access. (See map F in the Overview).

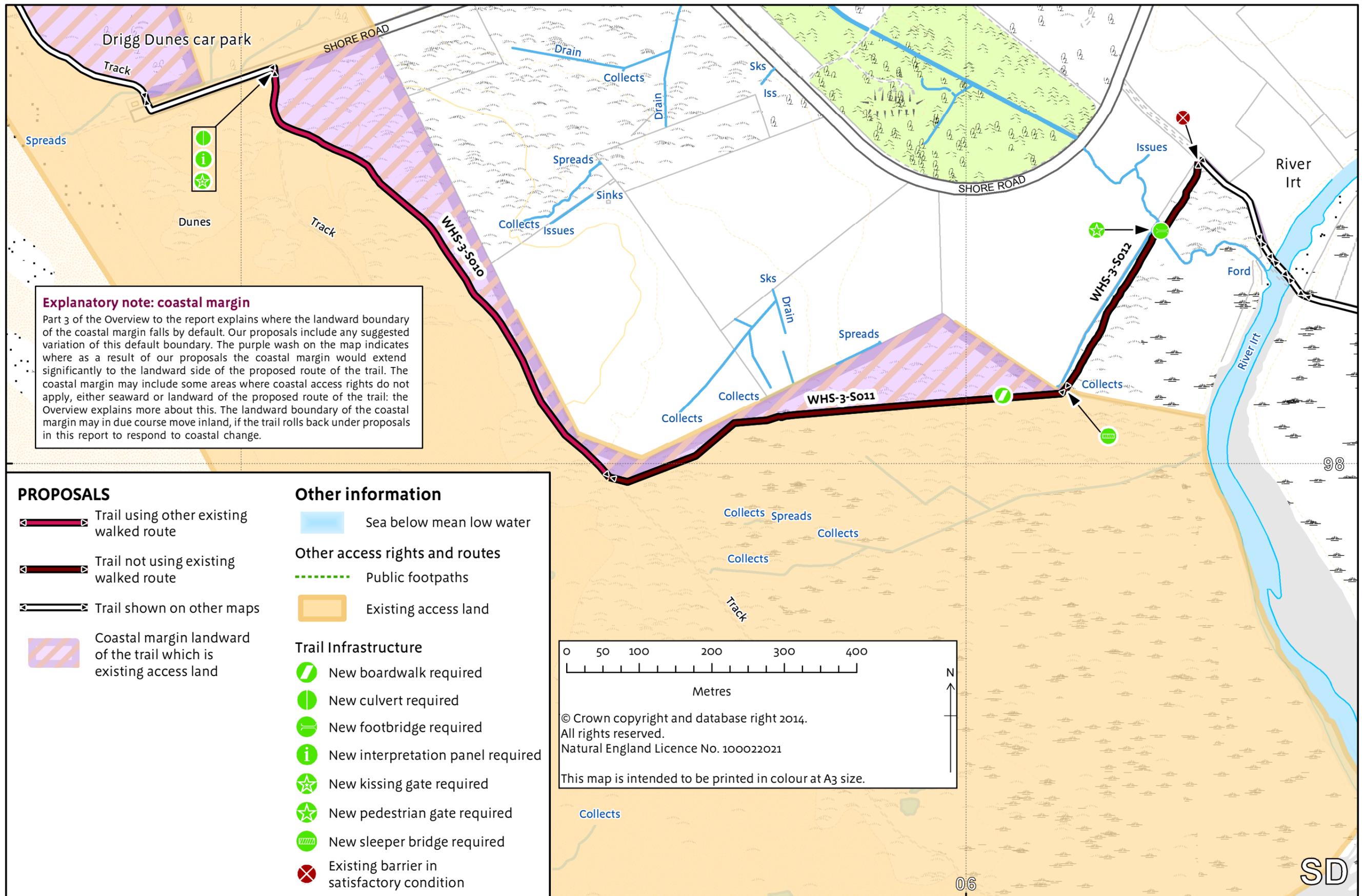
Refer to Part 9 of the Overview for further details.

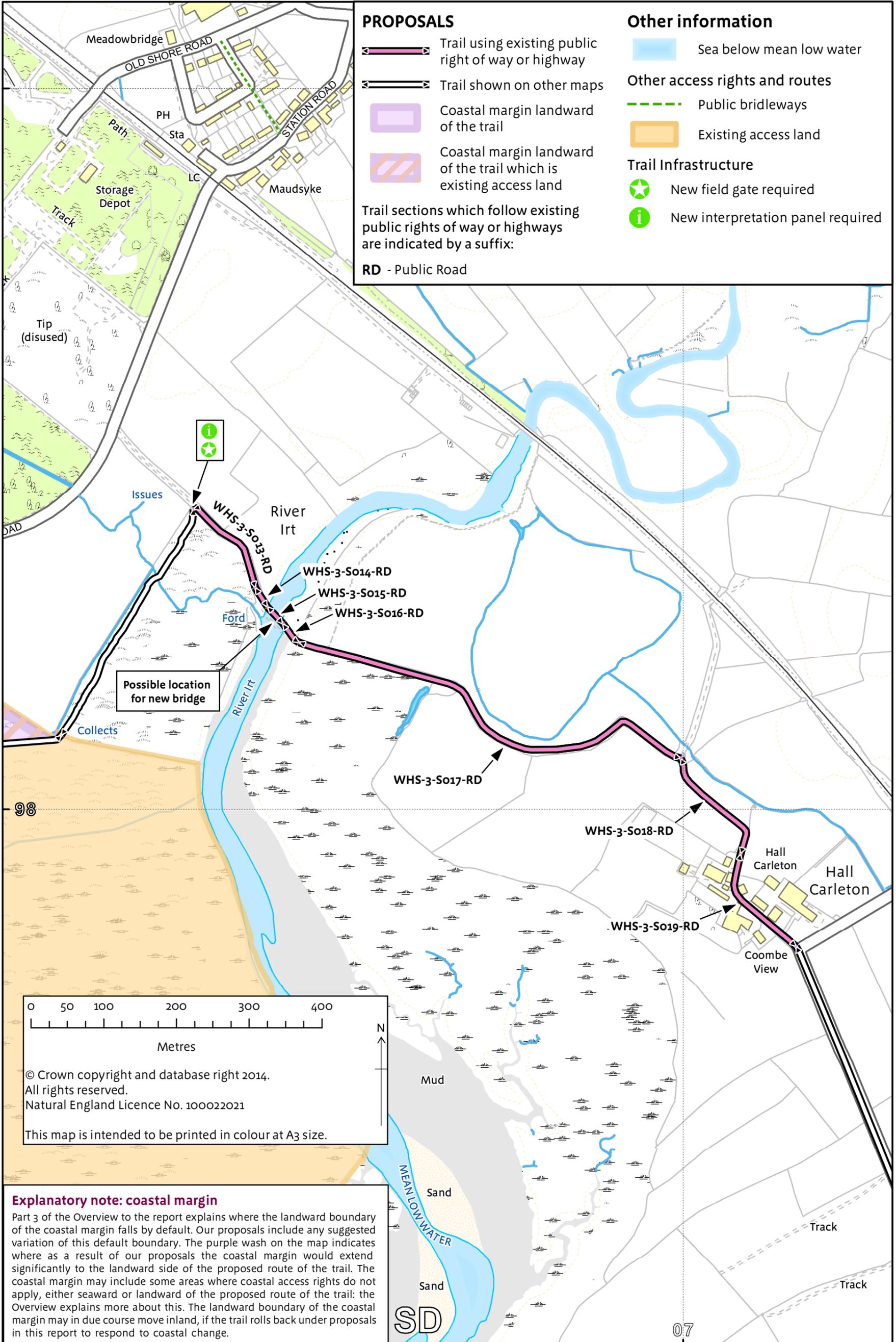
Alternative routes

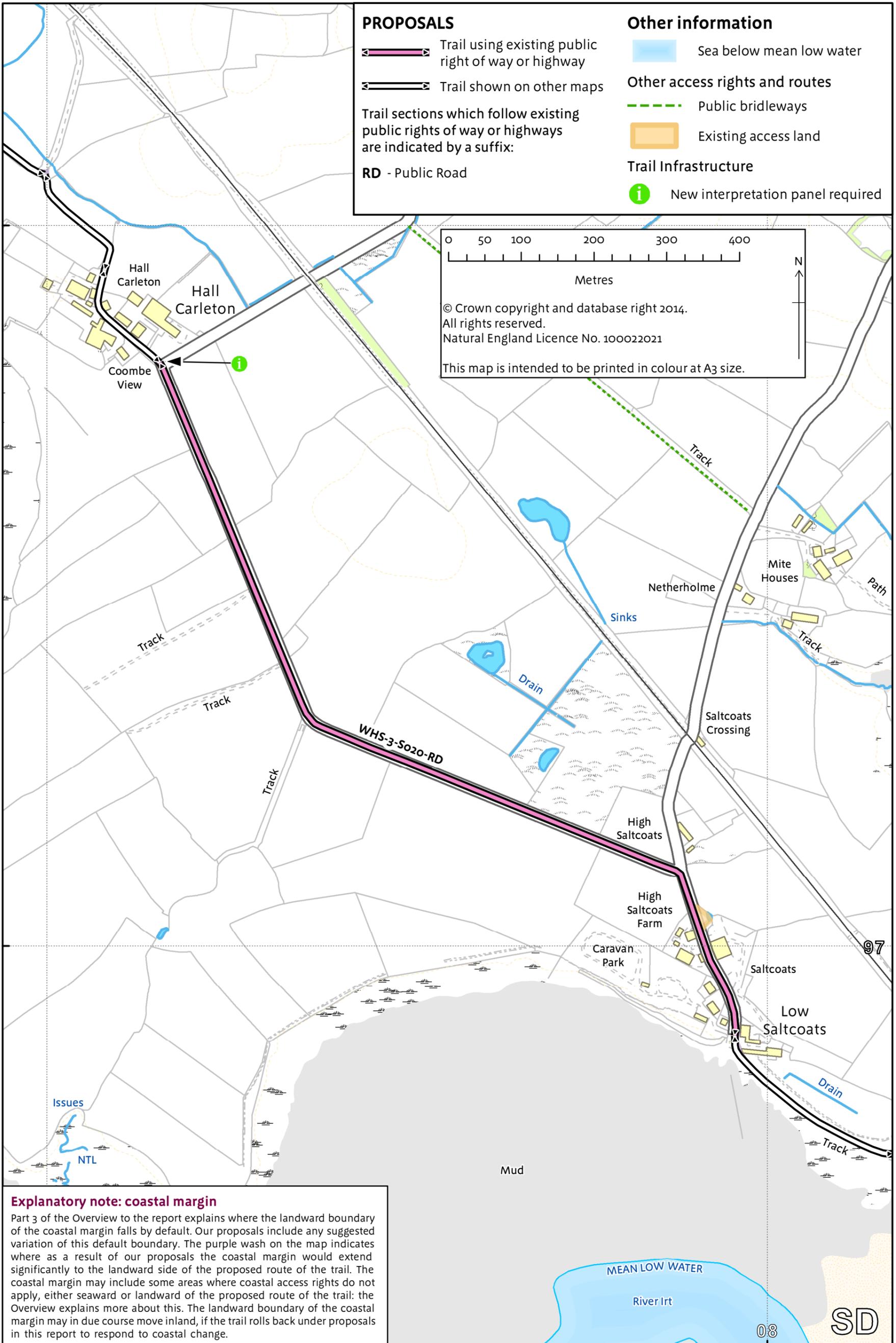
- 3.3.14 An optional alternative route is to be available at times when parts of the main route between sections WHS-3-S032 and WHS-3-S038 are affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections WHS-3-A001 to WHS-3-A011 on map 3f.
- 3.3.15 Adjacent to route sections WHS-3-A002 to WHS-3-A011, the landward and seaward boundaries of the coastal margin are to coincide with the landward and seaward edges of the roads, paths and bridge shown as the trail on map 3f.

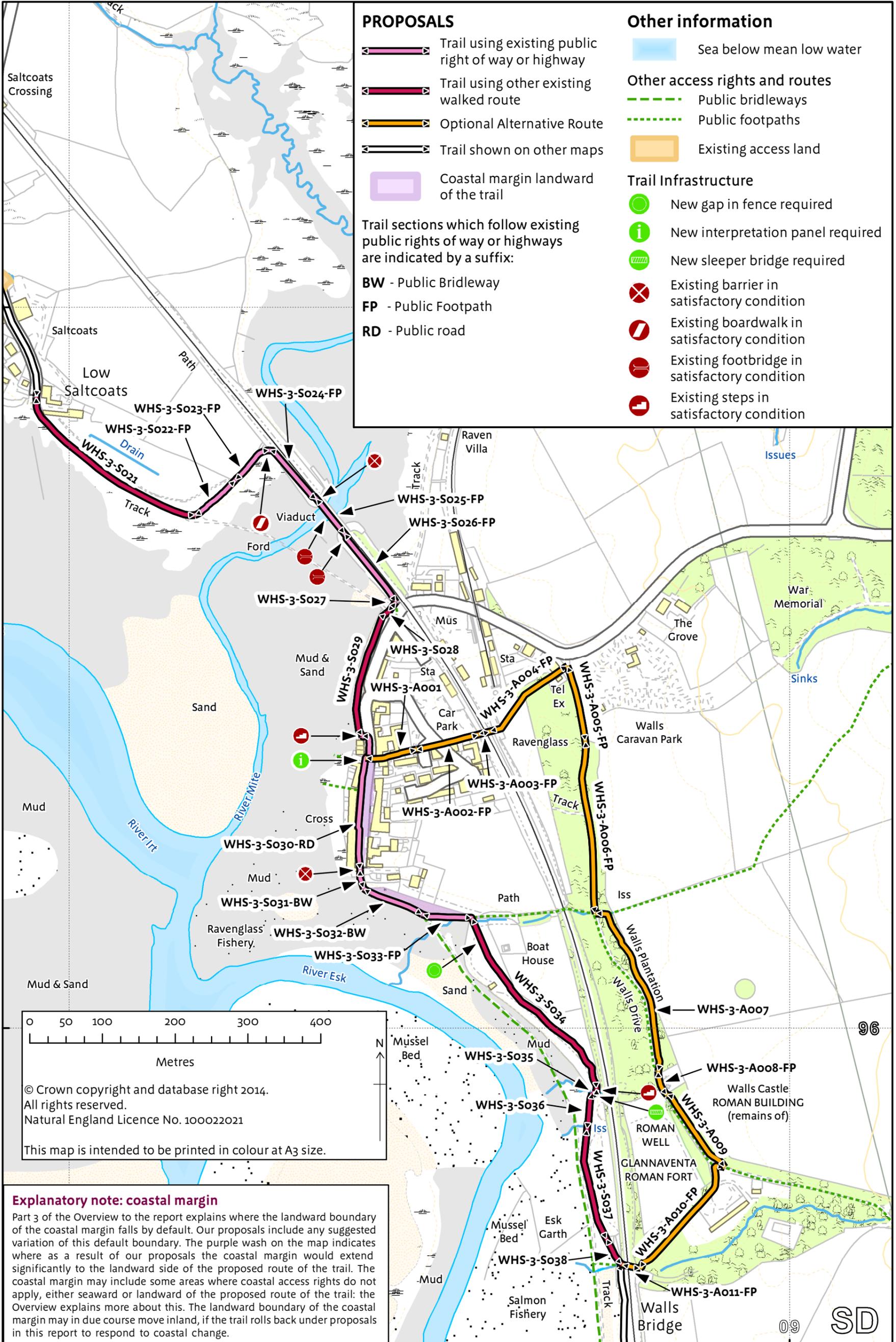












Map 3g Walls Bridge to Eskmeals

