

Chapter 1:

Jubilee Bridge to Sandy Gap

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

Part 1.1: Introduction

Start Point:	Jubilee Bridge (grid reference: 318623, 468645)
End Point:	Sandy Gap (grid reference: 317529, 468157)
Relevant Maps:	1a to 1e

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Circumnavigates the northern end of the island, anti-clockwise from Jubilee Bridge.
- 1.1.2 Generally follows existing walked routes, including public rights of way and promoted routes across open access land, along most of this length.
- 1.1.3 Mainly follows the coastline quite closely and maintains good views of the sea.
- 1.1.4 Is aligned further inland to the north and west of the airfield so as to avoid land which we consider too sensitive for nature conservation reasons, or that is unsuitable underfoot. See maps 1b and 1c and table 1.2.2 below for details.
- 1.1.5 Includes several sections of new path to the east of Walney Airfield, joining Lenny Hill to the existing promoted routes within North Walney National Nature Reserve (NNR). See map 1b and associated tables below for details.
- 1.1.6 Is aligned on the beach or foreshore east of North Scale and Lenny Hill, and for a very short distance west of Furness Golf Course. See parts 1.1.20 to 1.1.21 below and maps 1a, 1b and 1d for details.
- 1.1.7 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)
 - Duddon Estuary Special Protection Area (SPA)

- Morecambe Bay and Duddon Estuary proposed Special Protection Area (pSPA)
- Duddon Estuary Ramsar site
- Duddon Estuary Site of Special Scientific Interest (SSSI) for its wildlife, habitat and geological interests
- North Walney National Nature Reserve (NNR)

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.

- 1.1.8 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 (see 1.1.9 to 1.1.11 and 1.1.16 to 1.1.17).
- 1.1.9 Many parts of the trail – along the Promenade north of Jubilee Bridge, the foreshore past North Scale, and the route anti-clockwise from the north east of the airfield to Sandy Gap – will be on existing walked routes, paths or pavements which are reasonably well-used. We believe that the existing levels and patterns of public access on these sections are unlikely to change significantly as a result of our proposals.
- 1.1.10 The remaining sections of the route to the east of Walney Airfield do not follow any existing walked route and will require the creation of a new path. We have identified that it will be necessary to align the trail on the raised ground above the marsh to enable an easier walking experience and to avoid disturbance to birds on the marsh. See map 1b and table 1.2.2 below.
- 1.1.11 In addition to these measures, we have also identified a requirement to provide appropriate signage at key locations to explain the importance of these habitats, to encourage people to stay on or close to the trail and to help prevent dogs from disturbing wildlife.

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:

- 1.1.12 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:

- The natural surface of the trail is uneven or unsuitable underfoot, for example on the higher foreshore, or through dunes with a loose, sandy surface.
- There are three places where it would be necessary to ascend/descend steps. These are at the end of the North Scale foreshore route at Teasdale Road; where the Lenny Hill foreshore route

reaches the public right of way near the airfield; and on an existing surfaced track at the north west corner of the airfield.

- The trail follows a rough track at the top of the foreshore, north of Earnse Bay; the shingle surface is irregular and uncompacted in places, particularly after storms.
- Part of the existing path, west of Furness Golf Club, has been covered during occasional storm events by sand and shingle. This is now forming an embryonic dune system through which the trail passes for a short section.

1.1.13 Any existing step stiles will be replaced with kissing gates or pedestrian gates to make them easier to use. We envisage this happening as part of the physical establishment work described in part 6 of the Overview. The North Scale and Lenny Hill steps referred to in 1.1.12 may also be bypassed by following the existing roadside pavements, minor road and public footpath that constitute the optional alternative route.

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.

- 1.1.14 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 1.2.1 below.
- 1.1.15 We have also used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, largely between the proposed trail and the perimeter of the airfield. Some of this additional land currently benefits from access rights under the Countryside and Rights of Way Act (2000), whilst other areas benefit from permissive access arrangements. We have used our discretion in this way 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 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'.

- 1.1.16 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.
- 1.1.17 Natural England proposes to restrict or exclude access relevant to this length of coast as follows:
- A long-term access exclusion to some areas of intertidal flats and saltmarsh on this length of coast. This exclusion is proposed under s25A of the Countryside and Rights of Way Act (2000) 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.

- A long-term restriction proposed under s26 of the Act, requiring dogs to be kept on a lead on the trail and its seaward and landward margins. This restriction will have effect from the Lenny

Hill public right of way east of the airfield to the southern end of the ponds west of the airfield. This restriction supports current management for the National Nature Reserve as it will prevent disturbance to roosting and nesting birds. See map H in the Overview for details.

- In order to avoid disturbance to birds it will be necessary to exclude access to the main trail and adjoining coastal margin between North Scale and the south-eastern corner of the airfield between September and March each year. An alternative route would operate during the times that the seasonal exclusion is in force, as described below. See map H in the Overview for details.

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

- 1.1.18 Alternative routes: We have identified one area on the length of coast covered by this chapter where both an alternative route and an optional alternative route will be required. Both of the proposed routes will follow the same alignment and neither would have the effect of creating any additional spreading room on either the seaward or landward side.
- 1.1.19 The alternative route would be available when the route east of North Scale between the northern end of the Promenade and the eastern end of Lenny Hill public right of way (WNI-1-S002 to WNI-1-S009) is unavailable due to the access exclusion described at 1.1.17 above. It would follow an existing public highway and public right of way and be clearly waymarked. See maps 1a and 1b for details.
- 1.1.20 An optional alternative route would be available when the same part of the main route is affected by high tides, during the period between March and September each year. It will follow the same course as the alternative route. See maps 1a and 1b for details.
- 1.1.21 Other factors affecting access: At route section WNI-1-S029, to the west of Furness Golf Course, public access may be interrupted 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.

Establishment and ongoing management of the trail:

- 1.1.22 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview.
- 1.1.23 Where the trail leaves the foreshore route at the end of Teasdale Road in North Scale (WNI-1-S004 to WNI-1-S005) it will be necessary to install new steps between the foreshore and the bridleway, replacing the existing combination of ramp and irregular steps (see map 1a)
- 1.1.24 Where the trail leaves the foreshore route at the eastern end of the Lenny Hill public right of way (WNI-1-S009) it will be necessary to install a new flight of steps to replace and improve the existing steps, allowing users of the trail to more easily ascend and descend a steep embankment (see map 1b).
- 1.1.25 To the east of Walney Airfield (WNI-1-S010 to WNI-1-S013), and west of the grazing fields at the northernmost part of the trail (WNI-1-S018), it will be necessary to install a number of sleeper bridges to allow users of the trail to more easily cross ditches, channels and wet ground (see maps 1b and c).
- 1.1.26 To the east of Walney Airfield (WNI-1-S011 and WNI-1-S013), it will be necessary to fill gaps in the scrub vegetation to avoid any disturbance of birds on the marsh by trail users or dogs. This will be achieved by planting additional vegetation and installing viewing screens to enable trail users to discreetly view the wildlife.

1.1.27 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:

1.1.28 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 1.2.1 and 1.2.3 below for details of the sections likely to be affected in the foreseeable future.

1.1.29 There is one place on the length of coast described in this chapter where, at the time of preparing the report, we foresee a future opportunity to improve our access provisions for other reasons. A potential change in land management may in time enable Natural England to improve overall accessibility on land to the north of Earnse Point. In such circumstances the alignment of the England Coast Path would be reviewed and any resulting proposals to change the alignment of the trail would require the submission of a variation report to the Secretary of State.

See parts 5f - '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 1e: Jubilee Bridge to Sandy Gap

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.

Column 5 – ‘Yes – see table 1.2.3’ 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)
1a	WNI-1-S001	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin
	WNI-1-S002*	Public footpath	Shingle	Yes - See table 1.2.3	Wall	Clarity and cohesion	Margin
	WNI-1-S003*	Other existing walked route	Shingle	Yes - See table 1.2.3	Wall	Clarity and cohesion	Margin
	WNI-1-S004*	Public footpath	Shingle	Yes - See table 1.2.3	Wall	Clarity and cohesion	Margin
	WNI-1-S005*	Public byway	Tarmac	Yes - See table 1.2.3	Road	Clarity and cohesion	Margin
	WNI-1-S006*	Other existing walked route	Tarmac	Yes - See table 1.2.3	Wall	Clarity and cohesion	Margin
	WNI-1-S007*	Other existing walked route	Gravel	Yes - See table 1.2.3	Hedge bank	Clarity and cohesion	Margin
1b	WNI-1-S008*	Other existing walked route	Sand	Yes - See table 1.2.3	Hedge bank	Clarity and cohesion	Trail and margin
	WNI-1-S009*	Public footpath	Bare soil: Compacted	Yes - See table 1.2.3	Landward edge of trail	Not used	Margin
	WNI-1-S010*	Not an existing walked route	Bare soil: Compacted	Yes - See table 1.2.3	Fence line	Clarity and cohesion	Trail and margin
	WNI-1-S011 to WNI-1-S013*	Not an existing walked route	Grass	Yes - See table 1.2.3	Fence line	Clarity and cohesion	Trail and margin
	WNI-1-S014*	Other existing walked route	Concrete	Yes - See table 1.2.3	Various	Additional landward area	Trail and margin
1c	WNI-1-S015*	Other existing walked route	Grass	Yes - See table 1.2.3	Various	Additional landward area	Trail and margin
	WNI-1-S016 to WNI-1-S020*	Other existing walked route	Grass	No	Various	Clarity and cohesion	Trail and margin
	WNI-1-S021*	Other existing walked route	Gravel	Yes - See table 1.2.3	Various	Additional landward area	Trail and margin
	WNI-1-S022*	Other existing walked route	Gravel	Yes - See table 1.2.3	Various	Additional landward area	None
1d	WNI-1-S023*	Other existing walked route	Gravel	Yes - See table 1.2.3	Fence line	Additional landward area	None
	WNI-1-S024	Other existing walked route	Gravel	Yes - See table 1.2.3	Wall	Clarity and cohesion	None
	WNI-1-S025	Other existing walked route	Tarmac	Yes - See table 1.2.3	Wall	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)
1d	WNI-1-S026	Public footway (pavement)	Tarmac	Yes - See table 1.2.3	Pavement edge	Clarity and cohesion	None
	WNI-1-S027	Public footpath	Concrete	Yes - See table 1.2.3	Landward edge of trail	Not used	None
	WNI-1-S028	Public footpath	Gravel	Yes - See table 1.2.3	Landward edge of trail	Not used	None
	WNI-1-S029	Public footpath	Sand	Yes - See table 1.2.3	Landward edge of bank or barrier	Not used	None
	WNI-1-S030	Other existing walked route	Gravel	Yes - See table 1.2.3	Landward edge of trail	Not used	None
1d, 1e	WNI-1-S031 & WNI-1-S032	Public footpath	Gravel	Yes - See table 1.2.3	Landward edge of trail	Not used	None
1e	WNI-1-S033	Public footpath	Grass	Yes - See table 1.2.3	Fence line	Clarity and cohesion	None
	WNI-1-S034	Public footway (pavement)	Tarmac	Yes - See table 1.2.3	Fence line	Clarity and cohesion	None
1a	WNI-1-A001	Public footway (pavement)	Tarmac	No	Landward and seaward edge of pavement (†)	Clarity and cohesion	None
	WNI-1-A002	Public highway	Tarmac	No	Landward edge of trail, seaward hedgerow (†)	Clarity and cohesion	None
1b	WNI-1-A003	Public footpath	Grass	No	Landward fence line, seaward edge of trail	Clarity and cohesion	None
	WNI-1-A004	Public footpath	Bare soil: compacted	No	Landward fence line, seaward edge of trail	Clarity and cohesion	None
	WNI-1-A005 & WNI-1-A006	Public footpath	Grass	No	Landward fence line, seaward edge of trail	Clarity and cohesion	None
	WNI-1-A007	Public footpath	Bare soil: Compacted	No	Landward and seaward fence line (†)	Clarity and cohesion	None

1.2.2 Other options considered: Maps 1a to 1e - Jubilee Bridge to Sandy Gap

Maps	Section numbers	Options considered	Reasons for not proposing this option as the route
1a to 1b	WNI-1-S002 to WNI-1-S009	We considered various alignments of the trail around North Scale and Lenny Hill, including use of the public right of way along the airfield southern perimeter, aligning through fields and woodland above the foreshore (between the proposed route and the access road to the airfield), or through the settlement of North Scale.	We opted for the proposed route because the public right of way on the foreshore at North Scale is available at most states of the tide and offers a rewarding walking experience with views up the channel during the most popular walking months of the year. We did not believe it possible to propose a route over adjacent land that would strike a fair balance for land managers.
1b	WNI-1-S010 to WNI-1-S014	We considered aligning the route from Lenny Hill to the northern end of the former dispersal pads on the marsh to the east of the airfield, or on existing surfaced paths to the west of the airfield.	We opted for the proposed route because it is reasonably direct, available at all states of the tide, will be more pleasant underfoot, and will not disturb sensitive bird roosts on the marsh. The creation of a new, good quality path through the vegetation will also provide an improved route for local walkers who can currently only use the saltmarsh.
1c	WNI-1-S015 to WNI-1-S018	We considered aligning the route further to the north and to the east, or within the field enclosures on the eastern edge of the reserve.	We opted for the proposed route as it largely follows existing promoted paths with good surfaces. It also avoids the saltmarsh and hence avoids disturbance to roosting birds. Whilst it is possible to walk to the northern tip of the island, through the NNR, we concluded that it would be preferable for the main trail to avoid the softer ground amongst the sand dunes. The area north of the proposed trail will all fall within the coastal margin and so will remain accessible to those who wish to explore further.

Maps	Section numbers	Options considered	Reasons for not proposing this option as the route
1c, 1d	WNI-1-S019 to WNI-1-S023	We considered aligning the route between the top of the shingle foreshore and the edge of the dunes on the western edge of the reserve.	We opted for the proposed route, on the existing promoted paths, as it is both sustainable and avoids an area which is subject to habitat restoration. Whilst views of the sea are not continuous on the proposed route, it does offer spectacular scenery and takes in other features of interest, including historic sites.

1.2.3 Roll-back implementation – more complex situations: Maps 1a to 1e - Jubilee Bridge to Sandy Gap

Map(s)	Section numbers(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
1a	WNI-1-S002 to WNI-1-S008	North Scale village	If it is no longer possible to find a viable route seaward of the excepted residential land and adjoining small-holdings, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the area as close to the sea as possible, or (b) if this is not practicable, to follow the currently proposed alternative route along the main road in North Scale.
1b	WNI-1-S009 to WNI-1-S015	Walney Airfield	If it is no longer possible to find a viable route seaward of the eastern side of the airfield, we will choose a new route after detailed discussions with all relevant interests, to pass somewhere on the western side of the airfield, which in turn will determine the line of the trail immediately to the north of the airfield through the National Nature Reserve.
1d	WNI-1-S025 & WNI-1-S026	West Shore Park Homes at Earnse Bay.	If it is no longer possible to find a viable route seaward of the park homes site, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site and into the adjacent field, or (b) if this is not practicable, to pass somewhere on the landward side of the park home site and through adjoining land to the north, before reconnecting with existing surfaced routes on the west side of the airfield. 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.
1d, 1e	WNI-1-S027 to WNI-1-S034	Furness Golf Club	If it is no longer possible to find a viable route seaward of the specified golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the golf course, or (b) if this is not practicable, to pass somewhere on the landward side of the golf course and re-join the currently proposed main trail as soon as possible. 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.
1a to 1e	WNI-1-S002 to WNI-1-S015, WNI-1-S021 to WNI-1-S034	Morecambe Bay SAC; Duddon Estuary SPA, Ramsar & SSSI sites; Morecambe Bay and Duddon Estuary pSPA	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 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 1e.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Jubilee Bridge to Sandy Gap

Proposed route of the trail

- 1.3.1 In relation to route sections WNI-1-S001 & WNI-1-S016 to WNI-1-S020, the route is to be at the centre of the line shown on maps 1a and 1c as the proposed route of the trail.
- 1.3.2 In relation to route sections WNI-1-S002 to WNI-1-S015 & WNI-1-S021 to WNI-1-S034, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 1a to 1e 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 section WNI-1-S001, the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on map 1a.
- 1.3.5 Adjacent to route sections WNI-1-S016 to WNI-1-S020, the landward boundary of the coastal margin is to coincide with various other features as indicated by the coastal margin landward of the trail on map 1c.
- 1.3.6 Adjacent to route sections WNI-1-S002 to WNI-1-S004, WNI-1-S024 and WNI-1-S025, the landward boundary of the coastal margin is to coincide with the existing wall which, at the time of writing this report, is landward of the trail as shown on map 1a and 1d.
- 1.3.7 Adjacent to route section WNI-1-S005, the landward boundary of the coastal margin is to coincide with landward edge of the road which, at the time of writing this report, is shown as the trail on map 1a.
- 1.3.8 Adjacent to route sections WNI-1-S007 and WNI-1-S008 the landward boundary of the coastal margin is to coincide with the existing hedgerow or hedge bank which, at the time of writing this report is landward of the trail as shown on maps 1a and 1b.
- 1.3.9 Adjacent to route sections WNI-1-S010 to WNI-1-S013, WNI-1-S023, WNI-1-S033 and WNI-1-S034, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the trail as shown on maps 1b, 1d and 1e.

- 1.3.10 Adjacent to route sections WNI-1-S014, WNI-1-S015, WNI-1-S021 and WNI-1-S022, the landward boundary of the coastal margin is to coincide with various other features which, at the time of writing this report, are landward of the trail as indicated by the coastal margin shown on maps 1b and 1c.
- 1.3.11 Adjacent to route section WNI-1-S026, the landward boundary of the coastal margin is to coincide with landward edge of the pavement which, at the time of writing this report, is shown as the trail on map 1d.

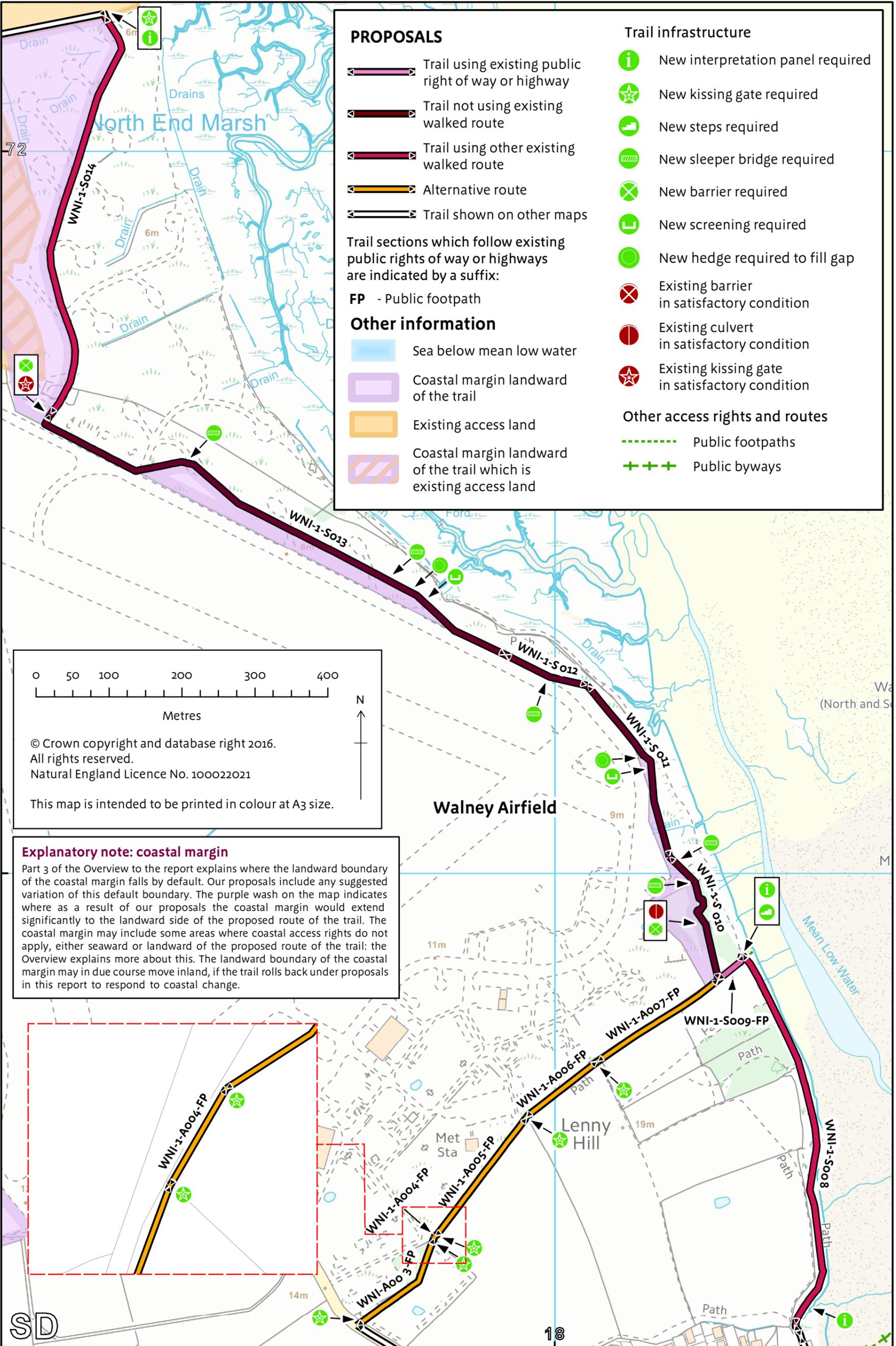
Local restrictions and exclusions

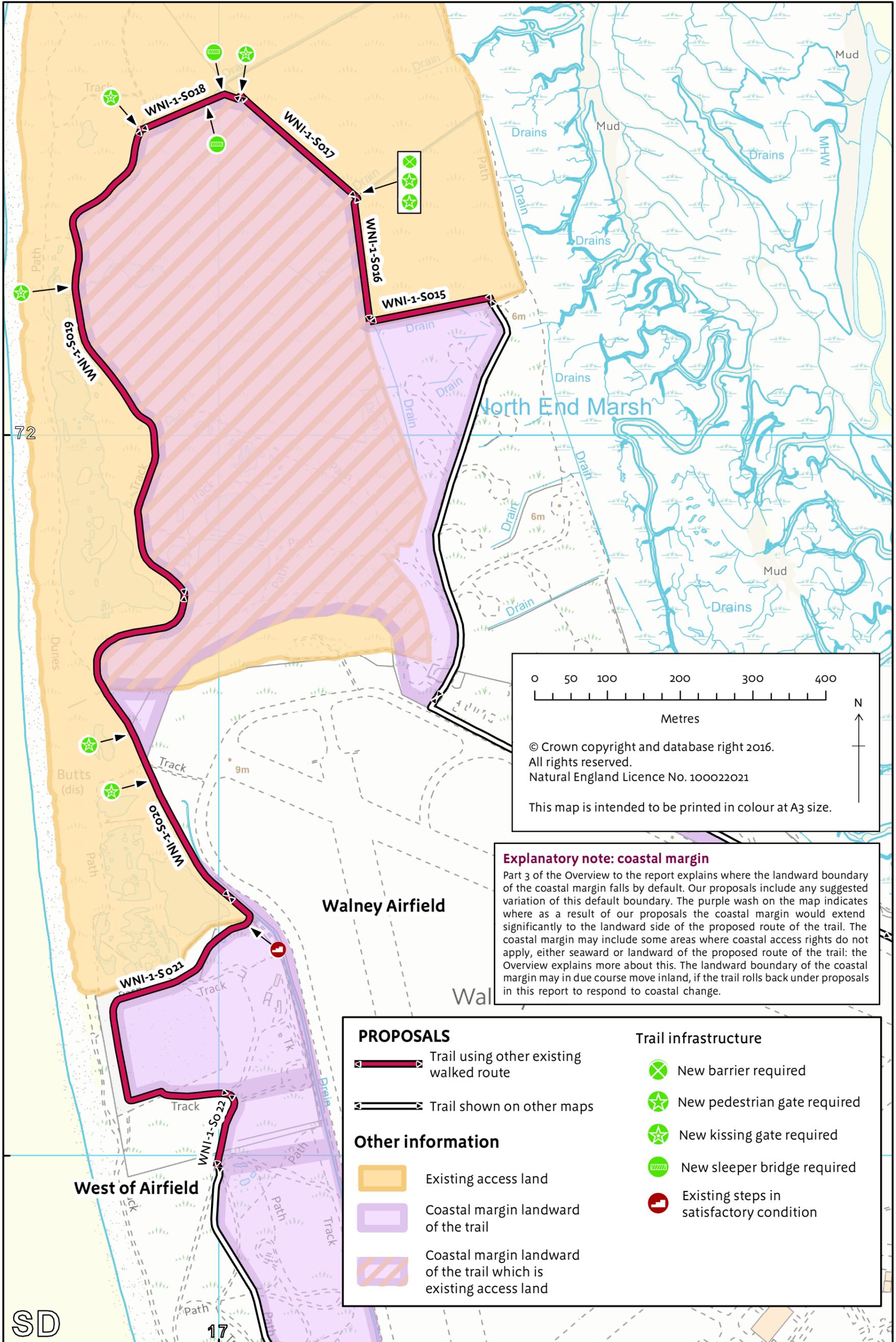
- 1.3.12 We propose to exclude access to section WNI-1-S008 and the adjoining coastal margin between 1st September and 31st March each year, as indicated by map H of the Overview. This exclusion is proposed under s26(3)(a) of the Countryside and Rights of Way Act (2000) in order to avoid disturbance to wintering birds.
- 1.3.13 We propose a long-term access restriction requiring dogs to be kept on leads on, and in the seaward and landward margin adjacent to, trail sections WNI-1-S010 to WNI-1-S020 and part of trail section WNI-1-S021 as indicated by map H of the Overview. This exclusion is proposed under s26(3)(a) of the Act in order to avoid disturbance to birds and will be in effect all year round.
- 1.3.14 We propose a long-term access exclusion on areas of saltmarsh and mudflat to the east of North Walney NNR, as indicated by map F of the Overview. This exclusion is proposed under s25A of the Act as we do not believe that the land is suitable for public access. This exclusion will not affect the route itself.

Refer to Part 9 of the Overview for further details.

Alternative routes

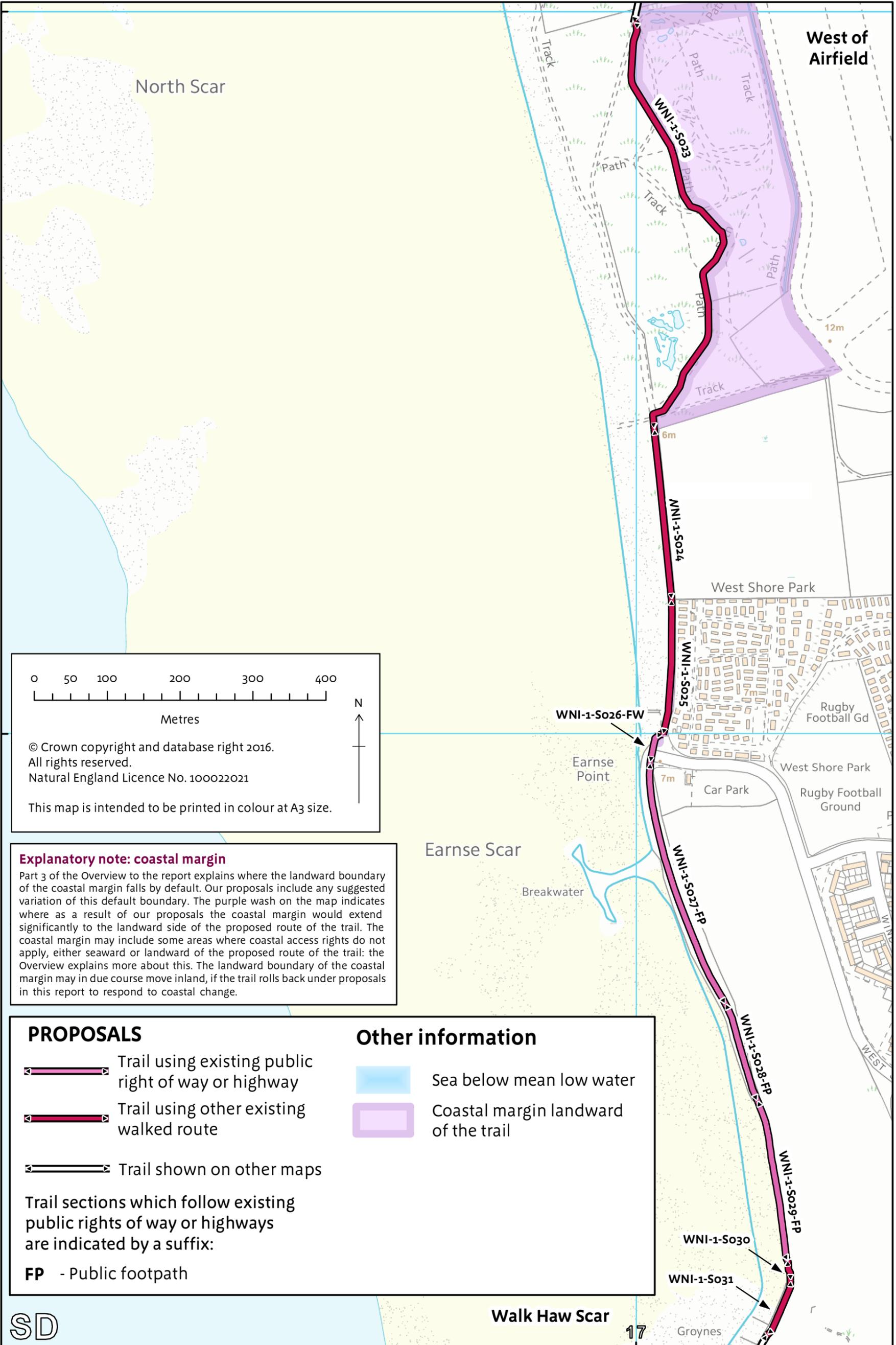
- 1.3.15 We have identified one area on the length of coast covered by this chapter where both an alternative route and an optional alternative route will be required. These routes will share the same alignment.
- 1.3.16 An alternative route is to operate between 1st September and 31st March each year when access to the main trail between North Scale and the south-eastern corner of the airfield (section WNI-1-S008) is excluded by direction. The alternative route is to be at the centre of the line shown as route sections WNI-1-A001 to WNI-1-A007 on maps 1a and 1b.
- 1.3.17 An optional alternative route is to operate at times when the main trail east of North Scale village from section WNI-1-S002 to WNI-1-S009 is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections WNI-1-A001 to WNI-1-A007 on maps 1a and 1b.
- 1.3.18 Adjacent to route section WNI-1-A001 the landward and seaward boundaries of the coastal margin are to correspond to the edges of the pavement shown as the trail on map 1a.
- 1.3.19 Adjacent to route section WNI-1-A002 the seaward boundary of the coastal margin is to correspond to the hedgerow as shown on map 1a.
- 1.3.20 Adjacent to route sections WNI-1-A003 to WNI-1-A006 the landward boundary of the coastal margin is to correspond with the fence line, as shown on map 1b.
- 1.3.21 Adjacent to route section WNI-1-A007 the landward boundary of the coastal margin is to correspond to the fence line and the seaward boundary is to correspond with various features, as shown on map 1b.





SD

17



0 50 100 200 300 400
Metres

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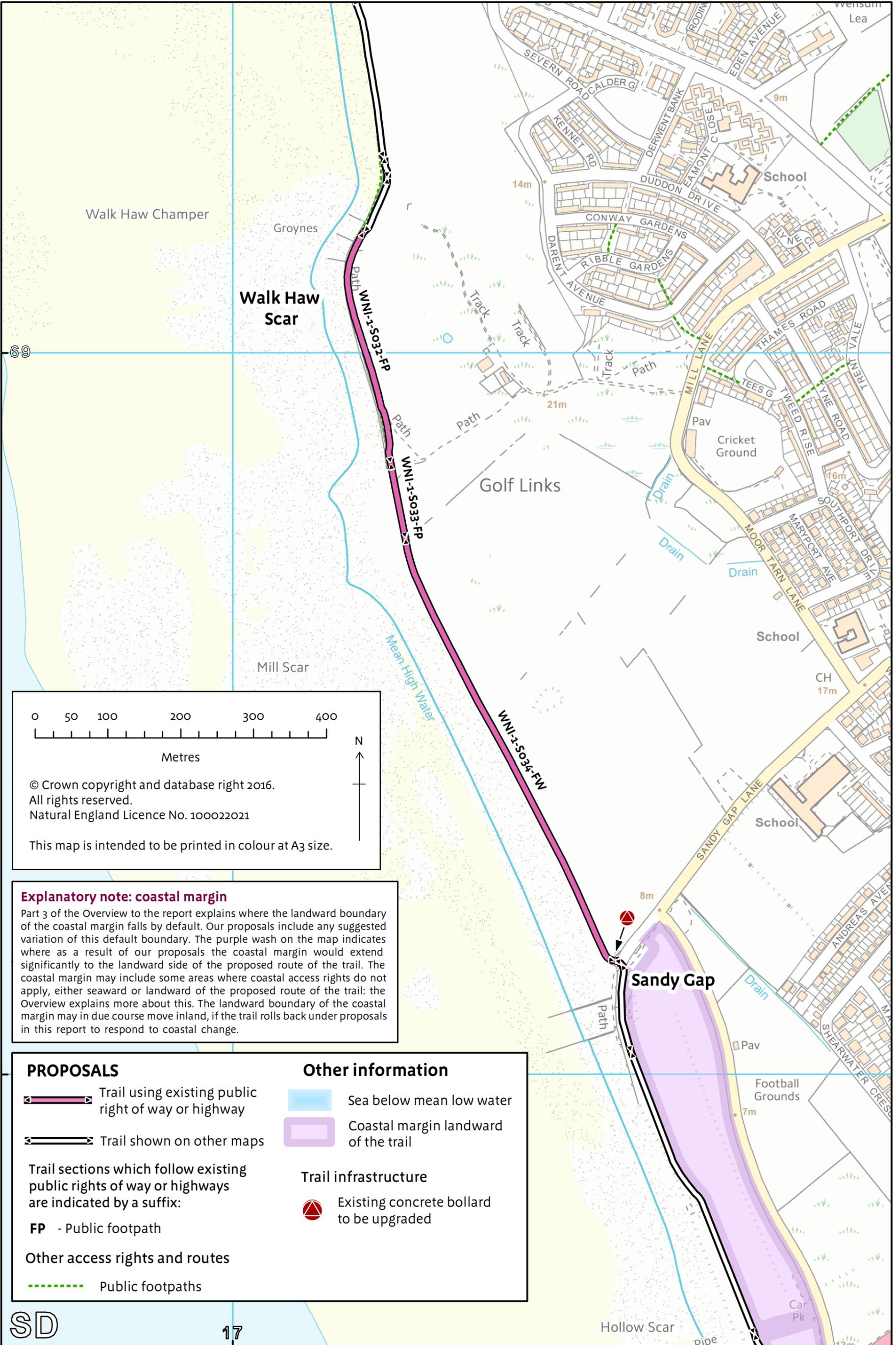
Explanatory note: coastal margin

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

PROPOSALS		Other information	
	Trail using existing public right of way or highway		Sea below mean low water
	Trail using other existing walked route		Coastal margin landward of the trail
	Trail shown on other maps		

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

FP - Public footpath



0 50 100 200 300 400
Metres

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PROPOSALS		Other information	
	Trail using existing public right of way or highway		Sea below mean low water
	Trail shown on other maps		Coastal margin landward of the trail
Trail sections which follow existing public rights of way or highways are indicated by a suffix:		Trail infrastructure	
FP - Public footpath			Existing concrete bollard to be upgraded
Other access rights and routes			
	Public footpaths		