

Introduction

This Addendum has been prepared as a means of responding to the comments submitted by Cumberland Council LHA and Natural England concerning the submitted Visitor and Access Management Plan as well as taking account of the amended proposal.

Cumberland Council LHA Comments 22/07/25

Update to Section 3.8

Visitor numbers are currently estimated at circa 40,000 per annum. Following delivery of the Iron Line proposals, the aspiration is for circa 80,000 to 90,000 visits per annum (as set out in the Transport Assessment, Rev P02, 08 April 2025). To accommodate this, formal car parking provision will comprise:

- 18 marked spaces at the Hodbarrow (Mainsgate Road) car park – free to use (Plan ref. 289-LYR-XX-DWG L 1201 Rev P04);
- 63 marked spaces at the Visitor Centre car park – of which includes:
 - 8 EV charging bays (5 standard + 3 disabled);
 - 2 additional disabled bays (non-charging) (Plan ref. 289-LYR-XX-DWG- L 1203 Rev P09); and
 - 1 space for motorcycles.
- A coach drop-off area adjacent to the Visitor Centre (Plan ref. 289-LYR-XX-ZZ-DWG L 1202 Rev P06).

This delivers a total of 81 marked car parking spaces consistent with the Transport Assessment (TA Section 3.4.4–3.4.7) and Interim Travel Plan (ITP Section 4.4.3–4.4.8).

Cycle parking will be provided at key points across the site (Visitor Centre, Hodbarrow car park, Whiterock Junction, Haverigg Lighthouse, Quarry Hides, Annie Lowther Hide), totalling 22 Sheffield stands / 44 cycle spaces including spaces for adaptive cycles, designed in line with LTN 1/20 principles and with flexibility to expand if monitoring indicates higher demand (Plan refs. 289-LYR-XX-ZZ-DWG L 1202 Rev P06/ 1203 Rev P09/ 1206 Rev P04/ 1207 Rev P04/ 1210 Rev P04/ and 1212 Rev P04).

A Traffic Regulation Order (TRO) will restrict motor vehicles on the BOAT between the Mainsgate Road car park and the north-western end near The Front, with retractable bollards controlling access (TA Section 3.2.4–3.2.14). This will materially improve ecology, have safety benefits and support the Interim Travel Plan’s active travel objectives.

December 2025.



Update to Section 7.10

Car parking Strategy and Operation

- **Provision:** Two principal car parks providing a total of 81 marked spaces (TA Section 3.4.4–3.4.7):
 - Hodbarrow (Mainsgate Road) car park: 18 spaces (free to use) (Plan ref. 289-LYR-XX-DWG L 1201 Rev P04).
 - Visitor Centre car park: 63 spaces (charged), including 8 EV charging bays (5 standard + 3 disabled) and 2 additional disabled bays (non-charging) (Plan ref. 289-LYR-XX-DWG- L 1203 Rev P09).
- **Coach Access:** Dedicated drop-off area near the Visitor Centre with direct, legible, accessible pedestrian routes to entrances (Plan ref. 289-LYR-XX-ZZ-DWG L 1202 Rev P06).
- **Performance:** TRICS analysis indicates peak accumulation of circa 54-56 units through the busiest hours, providing robust capacity for seasonal peaks, bank holidays, and events (TA Section 6.2.1–6.2.3).
- **Charges & Management:** Parking charges will apply only at the Visitor Centre car park to encourage use of the free Hodbarrow car park near the main access point and help manage visitor flow across the site. Signage will clearly state tariffs, time limits (if applied), and wayfinding to active travel routes. Enforcement and monitoring will be coordinated with the Travel Plan Coordinator (TPC).
- **Accessibility:** Blue-badge bays located closest to entrances and designed to meet inclusive design requirements. Layouts segregate pedestrian and cycle movements from manoeuvring and reversing vehicles wherever practicable.
- **Cycle Parking:** 22 Sheffield stands (44 spaces) as well as space for adaptive cycles distributed at key points, namely the Visitor Centre, Hodbarrow car park, Whiterock Junction, Haverigg Lighthouse, Quarry Hides, and Annie Lowther Hide (ITP Section 4.4.9–4.4.13). Provision will follow LTN 1/20 good practice (e.g., clearances and routes accommodating non-standard/adaptive cycles) and is scalable in response to monitored demand (Plan refs. 289-LYR-XX-ZZ-DWG L 1202 Rev P06/ 1203 Rev P09/ 1206 Rev P04/ 1207 Rev P04/ 1210 Rev P04/ and 1212 Rev P04).
- **TRO / BOAT:** A TRO will restrict most motor vehicles (with exemptions to specific community groups) from the BOAT section to prioritise alternative means, with controlled access for emergency/maintenance vehicles and (TA Section 3.2.4–3.2.14).
- **Monitoring:** Parking and cycle use will be monitored via the ITP/Full Travel Plan (baseline survey within 3 months of first occupation; annual surveys thereafter), enabling adaptive management (ITP Section 7–9).

December 2025.



Natural England Comments 05/09/25

Existing Slag Bund

The existing bund of slag between the sea wall and lagoon is to have any gaps filled in with excess site won material and to have a maximum height of 1500mm. This is to enable visitors to be visibly unnoticeable to the terns.

Visitor Movement

Visitors will be kept on track by the following means:

- Signage will be installed site wide to inform and educate visitors on the ecological context of their surroundings and direct them away from sensitive areas.
- The path network will be strengthened through the construction of new paths and maintenance of existing routes. This enables visitors to experience the reserve without straying off the path and into sensitive areas.
- New fencing will be installed in certain areas to establish a defined corridor, funnelling people away from sensitive habitats. For example, on the path to Tern Hide and the natterjack pool.
- Vehicular access along the BOAT is to be restricted to emergency and maintenance vehicles and exemptions to specific community groups only which will reduce cars using the BOAT, parking along the BOAT and on the Reserve.