

## Chapter 2:

# Hurst Spit to Lymington Bridge (east)

England Coast Path: Highcliffe to Calshot - Natural England's Proposals

## Part 2.1: Introduction

<b>Start Point:</b>	<b>Hurst Spit</b> (grid reference: 429976, 90860)
<b>End Point:</b>	<b>Lymington Bridge (East)</b> (grid reference: 432870, 96136)
<b>Relevant Maps:</b>	2a to 2e

### Understanding the proposals and accompanying maps:

#### The Trail:

- 2.1.1 Generally follows existing walked routes, including public rights of way and a promoted route, The Solent Way, along most of this length.
- 2.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.1.3 Follows the sea wall and defences for the majority of this chapter.

#### Protection of sensitive features:

- 2.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
  - Hurst Castle Lymington River Site of Special Scientific Interest (SSSI)
  - Lymington River Reed Beds Site of Special Scientific Interest (SSSI)
  - Solent and Southampton Water Special Protection Area (SPA)
  - Solent and Dorset Coasts proposed Special Protection Area (pSPA)
  - Solent Maritime Special Area of Conservation (SAC)
  - Solent and Southampton Waters Ramsar Site

- Hurst Castle and Lighthouse 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.

- 2.1.5 With input from specialists we have considered each of the sites involved and the relevant designations and concluded that for this section of the coast our proposals will not have a detrimental effect.

In reaching this conclusion we have identified that it would be necessary to propose the exclusion of access to some of the seaward margin using formal directions, as outlined in the formal proposals at paragraph 2.3.10.

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

**See part 6b of the Overview - 'Protection of sensitive features' for a description of our overall approach and a summary of our conclusions**

#### **Accessibility:**

- 2.1.6 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:

- of an uneven bank near to Hurst Spit
- of a narrow public right of way near to and through Lymington Yacht Haven
- of steps and a ramp over the pedestrian bridge at Hurst Spit

**See part 6a 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.

- 2.1.7 Estuary: This report proposes that the trail should include a route around the estuary of the Lymington River, extending upstream from the open coast as far as Lymington Bridge east, which is the first public foot crossing point over the river. See part 5 of the Overview. The trail covered by this chapter includes part of this estuary route.
- 2.1.8 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.

2.1.9 At section HCS-2-SO03 and from sections HCS-2-S009 to HCS-2-S022 we have used this discretion to limit the landward extent of the coastal margin to the landward edge of the path on top of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- The edge of the path provides an easily identifiable boundary for access users.
- There is no clear feature at the bottom of the seawall that could mark the boundary of the coastal margin and in addition the landward slope of the bank consists of scrub and gorse which in turn makes a landward boundary extent difficult to identify

**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'.**

2.1.10 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast. For details of these directions, see 2.3.10 in the Formal Proposals Section of this report and Part 10 of the Overview.

2.1.11 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.

**See part 10 of the Overview - 'Restrictions and exclusions' - for details.**

### **Establishment and ongoing management of the trail**

2.1.12 There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast other than appropriate way marking, signage and installation of small scale bollards.

2.1.13 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 of the Overview

**See parts 7 - 'Physical establishment of the trail' and 8 - 'Maintenance of the trail' of the Overview for more information.**

### **Future Change:**

2.1.14 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 6e - 'Coastal processes' and 9 - '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 – Map(s) 2a to 2e: Hurst Spit to Lymington Bridge (east)

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 6a - certain specific coastal land types are included automatically in the coastal margin where they fall landward of the trail, or connect indirectly with it by touching another part of the coastal margin that itself touches the foreshore at some point.

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
2a	HCS-2-S001	Public footpath	Bare soil: Compacted	No	No	Ditch	Clarity and cohesion	Margin
	HCS-2-S002	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-2-S003	Public footpath	Gravel	No	No	Edge of path	Clarity and cohesion	Margin
	HCS-2-S004	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	HCS-2-S005	Public footpath	Gravel	No	No	Edge of path	Clarity and cohesion	Margin
	HCS-2-S006	Other existing walked route	Bare soil: Compacted	No	No	Road	Clarity and cohesion	Margin
	HCS-2-S007	Other existing walked route	Grass	No	No	Road	Clarity and cohesion	Margin
	HCS-2-S008	Public highway	Gravel	No	No	Road	Clarity and cohesion	Margin
2a to 2c	HCS-2-S009 to HCS-2-S018	Public footpath	Gravel	No	No	Edge of path	Clarity and cohesion	Margin
2b	HCS-2-S019	Other existing walked route	Gravel	No	No	Edge of path	Clarity and cohesion	Margin
2c to 2d	HCS-2-S020 to HCS-2-S022	Public footpath	Gravel	No	No	Edge of path	Clarity and cohesion	Margin
2d	HCS-2-S023, HCS-2-S024 and HCS-2-S025	Public footpath	Gravel	No	No	Hedgerow	Clarity and cohesion	None
	HCS-2-S026 to HCS-2-S027	Public footpath	Gravel	No	No	Landward edge of trail (2m)	Not Used	None
	HCS-2-S028	Public footpath	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S029 and HCS-2-S030	Public footpath	Gravel	No	No	Fence line	Clarity and cohesion	None
	HCS-2-S031	Public footpath	Tarmac	No	No	Fence line	Clarity and cohesion	None
	HCS-2-S032	Public footpath	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S033	Public footpath	Tarmac	No	No	Edge of path	Clarity and cohesion	None
	HCS-2-S034	Other existing walked route	Tarmac	No	No	Edge of path	Clarity and cohesion	None

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
2d & 2e	HCS-2-S035 and HCS-2-S036	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
2e	HCS-2-S037	Public Highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S038 and HCS-2-S039	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	HCS-2-S040	Public footway (pavement)	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S041	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S042	Public highway	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	HCS-2-S043, HCS-2-S044 and HCS-2-S045	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	HCS-2-S046	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S047 and HCS-2-S048	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	HCS-2-S049	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-2-S050	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
HCS-2-S051	Public highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None	

### 2.2.2 Other options considered: Map(s) 2.c to 2.e: Hurst Spit to Lymington Bridge (east)

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
2c	HCS-2-S0019	At Moses Dock (adjacent to Oxey Marsh) we considered using the public right of way which avoids passing over the sluice.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>By using this short section of existing permissive path a lengthy circular detour was avoided</li> <li>This proposal is made with the support of the landowner</li> <li>Under our proposals, the public footpath would remain available for people to use but would not form part of the designated trail.</li> <li>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</li> </ul>
2e	HCS-2-S0042 to HCS-2-S0044	We considered aligning the trail along Mill Lane and Waterloo Road, Lymington	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>Mill Lane and Waterloo Road are narrow with no pavements and we felt they are unsuitable for walkers unfamiliar with the area and likely traffic patterns</li> <li>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</li> </ul>
2e	HCS-2-S0042 to HCS-2-S0044	We considered aligning the trail seaward of Lymington Shores development on the publicly accessible path	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>To avoid narrow roads with no pavement.</li> <li>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</li> </ul>

## 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 2e.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Hurst Spit to Lymington Bridge (east)

#### Discretion to include an estuary

- 2.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the Lymington River as far as Lymington Bridge (East) as indicated by the extent of the trail shown on map 2e.

#### Proposed route of the trail

- 2.3.2 The route 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 Adjacent to route section HCS-2-S001, the landward boundary of the coastal margin is to coincide with the ditch which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2a.
- 2.3.4 Adjacent to route sections HCS-2-S029 to HCS-2-S031, the landward boundary of the coastal margin is to coincide with the fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2d.
- 2.3.5 Adjacent to route sections HCS-2-S023 to HCS-2-S025, 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 public footpath shown as the trail on map 2d.
- 2.3.6 Adjacent to route section(s) HCS-2-S035 and HCS-2-S036, HCS-2-S038, HCS-2-S039, HCS-2-S042 to HCS-2-S045, HCS-2-S047, HCS-2-S048 and HCS-2-S050, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on maps 2d and 2e
- 2.3.7 Adjacent to route sections HCS-2-S006 and HCS-2-S007, the landward boundary of the coastal margin is to coincide with the seaward edge of the road which is landward of the existing walked route shown as the trail on map 2a
- 2.3.8 Adjacent to route section HCS-2-S008 the landward boundary of the coastal margin is to coincide with landward edge of the road shown as the trail on map 2a.
- 2.3.9 Adjacent to route sections HCS-2-S003, HCS-2-S005, HCS-2-S009 to HCS-2-S022, HCS-2-S033 and HCS-2-S034 the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on maps 2a, 2b and 2d.

## Local restrictions and exclusions

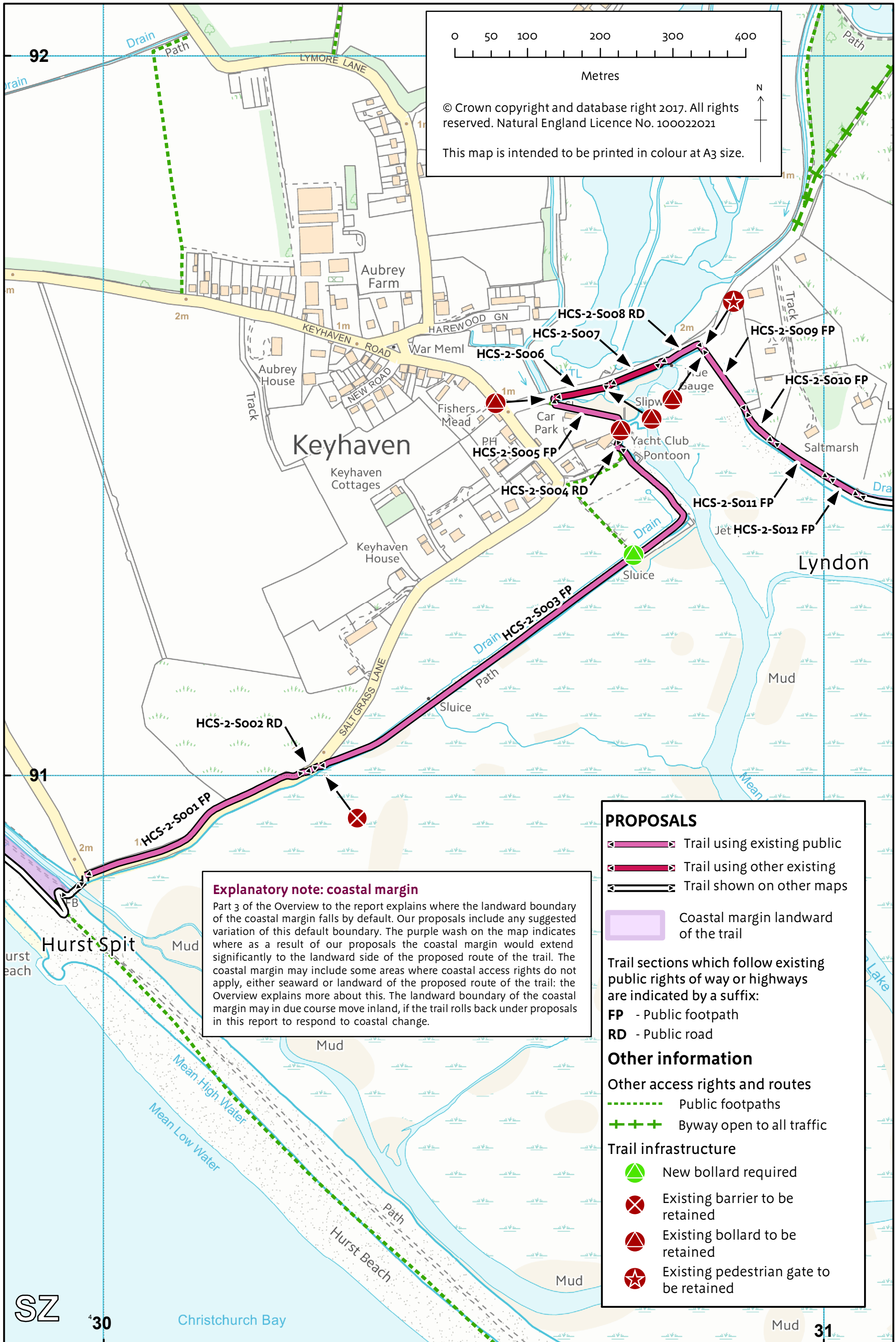
2.3.10 Natural England proposes to exclude access relevant to this length of coast, as follows:

- Access to the land in the coastal margin covered by route sections HCS-2-S001 to HCS-2-S022 is to be excluded all year-round by direction under the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map E in the Overview for further details.
- Access is to be excluded all year-round at Berthon Boatyard, adjacent to route section HCS-2-S036 to HCS-2-S039 under s24 of the Countryside and Rights of Way Act (2000) for the purpose of land management in order to prevent disruption to ongoing commercial activity (boatyard operations), and under s25(1)(b) of the Countryside and Rights of Way Act (2000) for the purposes of ensuring public safety. This exclusion will not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See map G in the Overview for further details.

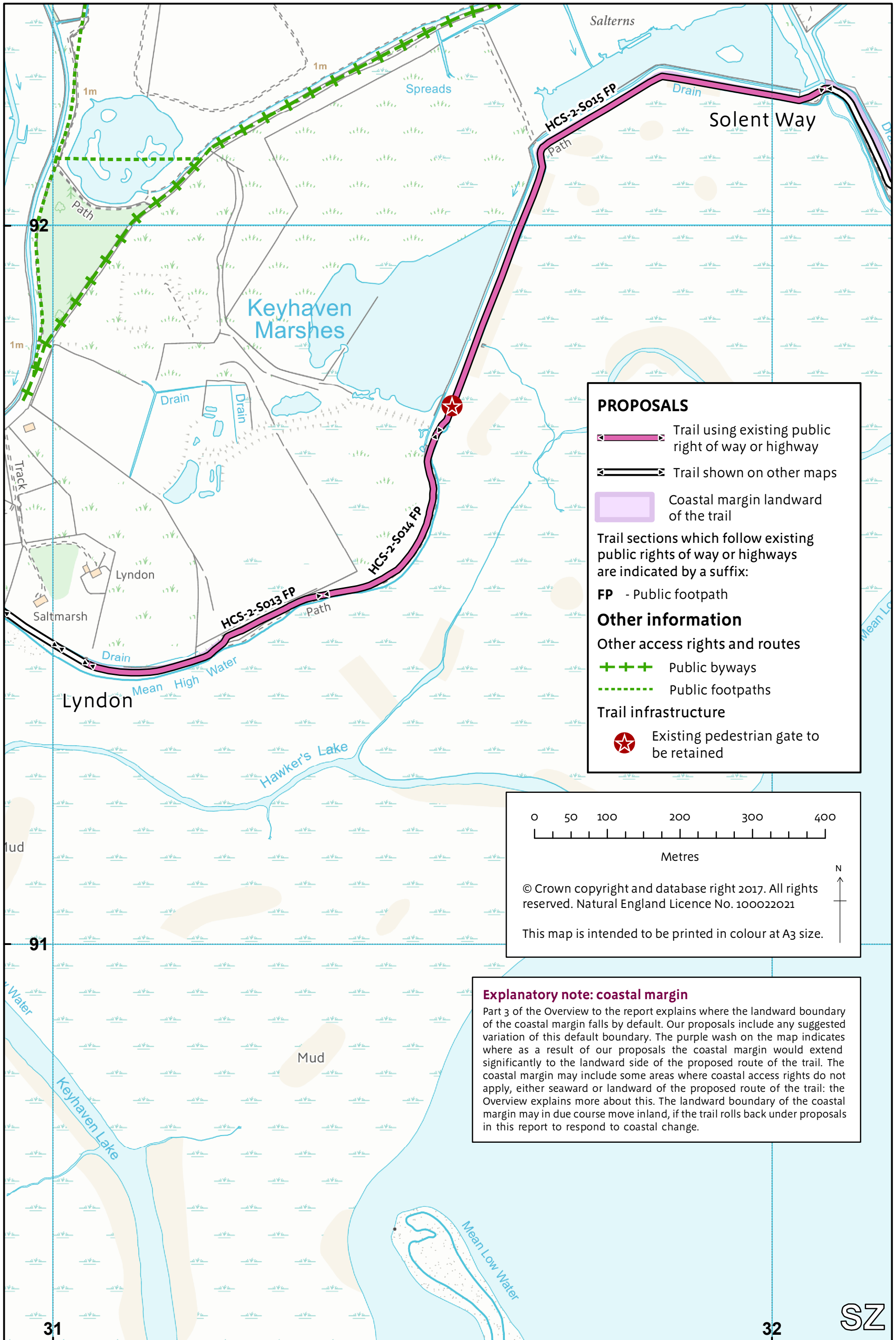
**Please refer to Part 10 of the Overview for further details.**

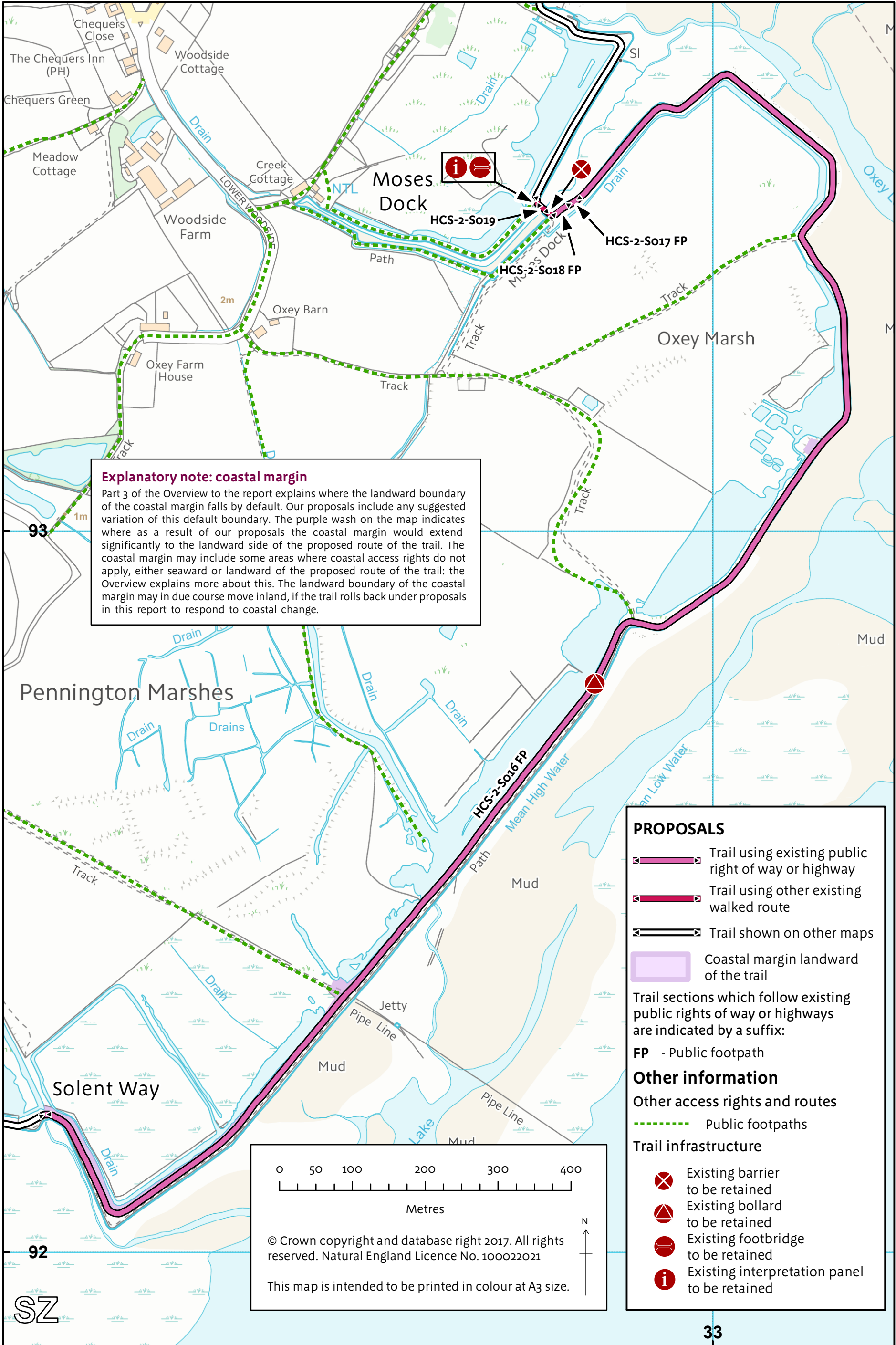
## Alternative routes

2.3.12 There are no proposals for alternative routes in relation to this length of coast.









**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**

- Trail using existing public right of way or highway
- Trail using other existing walked route
- 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:  
**FP** - Public footpath

**Other information**

Other access rights and routes

- Public footpaths

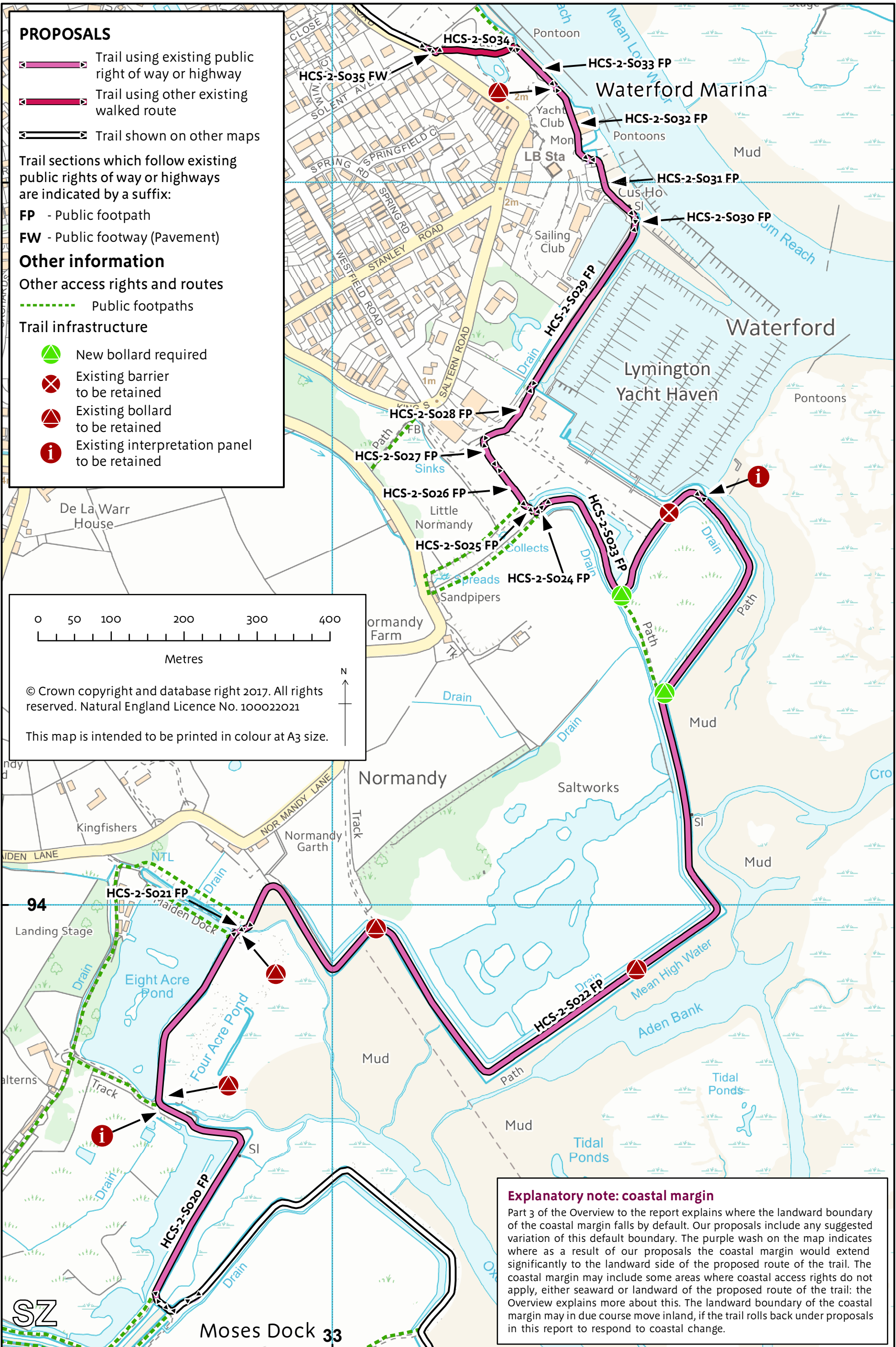
Trail infrastructure

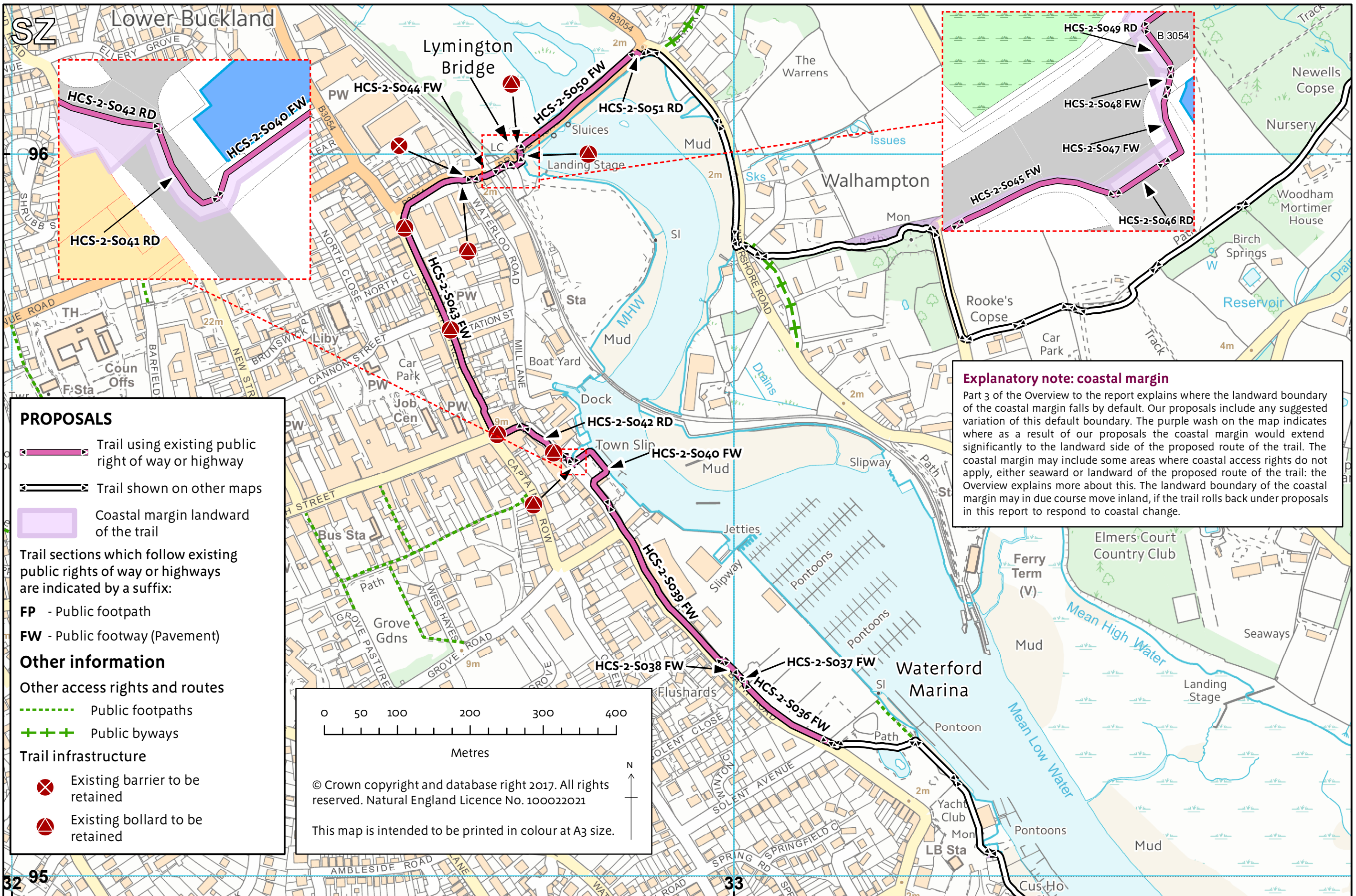
- Existing barrier to be retained
- Existing bollard to be retained
- Existing footbridge to be retained
- Existing interpretation panel to be retained

0 50 100 200 300 400  
 Metres

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 This map is intended to be printed in colour at A3 size.

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Map 2e: Waterford Marina to Lymington Bridge