

Chapter 5:

Lower Exbury House to Calshot

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

Part 5.1: Introduction

Start Point:	Lower Exbury House (grid reference: 442793, 98873)
End Point:	Calshot (grid reference: 448588, 101762)
Relevant Maps:	5a to 5f

Understanding the proposals and accompanying maps:

The Trail:

- 5.1.1 Follows roads and existing walked routes, including public rights of way, along most of this length.
- 5.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 5.1.3 Includes eight sections of new path, at sections HCS-5-S001, HCS-5-S017 and HCS-5-S022 to HCS-5-S027. See maps 5a, 5d and 5f and associated tables below for details.
- 5.1.4 Is aligned in part on the beach or foreshore between the Exbury River and Lepe Country Park. The trail is aligned to the rear of the beach, and in part along the existing public right of way between sections HCS-5-S004 and HCS-5-S014. Parts of these sections of the trail will be inundated during higher tides, necessitating the use of an optional alternative route at sections HCS-5-A001 and HCS-5-A002.
- 5.1.5 At Cadland Park and Garden (sections HCS-5-S017 to HCS-5-S020) a significant inland diversion is necessary to take the trail away from areas of nature conservation interest and to avoid excepted land.

Protection of sensitive features

- 5.1.6 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Solent Maritime Special Area of Conservation (SAC)
 - Solent and Southampton Water Special Protection Area (SPA)

- Solent and Dorset Coasts proposed Special Protection Area (pSPA)
- Solent and Southampton Water Ramsar
- North Solent Site of Special Scientific Interest (SSSI)

We have assessed the potential impacts of our proposals 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.

5.1.7 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 are compatible with the conservation objectives for the sites concerned.

In reaching this conclusion we have identified that it would be necessary to take the following measures:

Location	Risk	Mitigation
Exbury Fields	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds using the shoreline and marshes (SPA) ■ Increased disturbance to non-breeding waterbirds using fields alongside the path (including some secondary supporting habitat) 	<ul style="list-style-type: none"> ■ An inland route for the Coast Path avoids more sensitive areas. ■ The route will be clearly marked to make it easy to follow. ■ Existing hedges and fences provide a physical separation between the path and adjoining fields. Some additional screening will be added at key locations.
Lepe and Cadland	<ul style="list-style-type: none"> ■ Increased disturbance to non-breeding waterbirds using the shoreline and Stone Marsh (SPA) ■ Increased disturbance to non-breeding waterbirds using fields alongside the path (including some secondary supporting habitat) ■ Increased disturbance to breeding birds using the shoreline and marshland (SSSI) ■ Excessive trampling of vegetated shingle at the shoreline at Cadland Shoreline (SAC) 	<ul style="list-style-type: none"> ■ An inland route for the trail avoids possible impacts on coastal vegetated shingle, non-breeding and breeding birds. ■ Existing fencing and notices at Stone Marsh Nature Reserve and Cadland Shoreline deter access to these areas ■ Much of the foreshore is unsuitable for walking and access will be excluded by direction. An additional direction will be made on nature conservation grounds to formally exclude access Stone Marsh Nature Reserve and areas of shingle along Cadland Shoreline.

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:

5.1.8 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:

- There are steps in place where it would be necessary to cross between Lepe Country Park lower and upper car parks.
- The trail would follow an uneven surface of sand and pebbles in places where it is aligned on the public right of way along the beach on map 5a and 5b.

5.1.9 In a number of locations, the existing gate, stile or steps will be replaced or improved, so as to make them easier to use before the new access rights come into force as part of the physical establishment work described in part 7 of the Overview

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 Part 5 of the Overview.

5.1.10 Estuary: This report proposes that the trail should include a route around the estuary of the Beaulieu River, extending upstream from the open coast as far as the B3054 crossing in Beaulieu, which is the first public foot crossing point over the river.

See part 5 of the Overview. The trail covered by this chapter includes this estuary route.

5.1.11 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 5.2.1 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'.

5.1.12 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 section 5.3.13 in the Formal Proposals Section of this report and Part 10 of the Overview.

5.1.13 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.

5.1.14 Alternative routes: An optional alternative route along the road between Lower Exbury and Lepe Country Park would follow route sections HCS-5-A001 and HCS-5-A002 as shown on maps 5a, 5b and 5c and described below. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

This optional alternative route would operate at times when the ordinary route along the intertidal public right of way is unavailable due to high tides.

5.1.15 Other factors affecting access: At route section HCS-5-S017, between Stansore Point and Stanswood Road public access may be interrupted from time to time for short periods to allow game shooting.

Within the margin adjacent to sections HCS-5-S018 and HCS-S019 public access may also be interrupted from time to time for short periods to allow game shooting. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

Establishment and ongoing management of the trail

5.1.16 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 the Overview.

- Installation of steps down to the public right of way (south of Lower Exbury House) at the junction of Exbury Road where it enters the beach
- Basic refurbishment of the gravel/shingle footpath west of the Watch House at Lepe
- Some brush cutting at Lower Exbury and 80cm high dog screening to prevent disturbance to breeding, passage and overwintering birds

5.1.17 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 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 7 - 'Physical establishment of the trail' and 8 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

5.1.18 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 9 of the Overview. See table(s) 5.2.1 below for details of the sections likely to be affected in the foreseeable future.

5.1.19 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 5.2: Commentary on Maps

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

5.2.1 Section Details – Maps 5.a to 5.f: Lower Exbury House to Calshot

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 5.2.2: 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 5.2.4’ means refer to that table below about our likely approach to roll-back on this part of the route.

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)
5a	HCS-5-S001*	Not an existing walked route	Bare soil: Compacted	No	No	Fence line	Clarity and cohesion	Margin
	HCS-5-S002	Public footpath	Bare soil: Compacted	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-5-S003	Public highway	Tarmac	No	No	Hedgerow	Clarity and cohesion	Margin
	HCS-5-S004	Public highway	Tarmac	Yes - Complex	No	Landward edge of trail (2m)	Not used	Margin
	HCS-5-S005 and HCS-5-S006	Public footpath	Shingle	Yes - Complex	Yes – Beach	Landward edge of beach or flat	Not used	Margin
	HCS-5-S007	Public footpath	Sand	Yes - Complex	Yes– Beach	Landward edge of beach or flat	Not used	Margin
5b	HCS-5-S008 and HCS-5-S010	Other existing walked route	Shingle	Yes - Complex	Yes – Beach	Landward edge of beach or flat	Not used	None
	HCS-5-S011	Public footpath	Shingle	Yes - Complex	No	Landward edge of path	Clarity and cohesion	None
	HCS-5-S012	Public footpath	Tarmac	Yes - complex	No	Pavement edge	Clarity and cohesion	None
	HCS-5-S013	Public footpath	Tarmac	No	No	Road	Clarity and cohesion	None
	HCS-5-S014	Other existing walked route	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-5-S015	Other existing walked route	Gravel	Yes - Normal	No	Landward edge of trail (2m)	Not used	None
	HCS-5-S016	Other existing walked route	Bare soil: Compacted	Yes - Normal	No	Landward edge of path	Clarity and Cohesion	None
5d	*HCS-5-S017	Not an existing walked route	Concrete	Yes - Normal	No	Hedgerow	Clarity and cohesion	Margin
5d & 5e	*HCS-5-S018 & HCS-5-S019	Public highway	Tarmac	No	No	Hedgerow	Clarity and cohesion	Margin
5e	*HCS-5-S020	Public highway	Tarmac	No	No	Landward edge of road	Clarity and cohesion	None
5f	HCS-5-S021	Public footpath	Bare soil: Compacted	No	No	Hedgerow	Clarity and cohesion	None
	HCS-5-S022	Not an existing walked route	Grass	No	No	Landward edge of trail (2m)	Not used	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)
5f	HCS-5-S023	Not an existing walked route	Grass	No	No	Fence line	Clarity and cohesion	None
	HCS-5-S024	Not an existing walked route	Grass	No	No	Landward edge of trail (2m)	Not used	None
	HCS-5-S025 and HCS-5-S026	Not an existing walked route	Grass	No	No	Fence line	Clarity and cohesion	None
	HCS-5-S027	Not an existing walked route	Tarmac	No	No	Various	Clarity and cohesion	None
	HCS-5-S028	Public highway	Tarmac	No	No	Road	Clarity and cohesion	None
	HCS-5-S029	Public footway (pavement)	Tarmac	No	No	Various	Clarity and cohesion	None
	HCS-5-S030	Other existing walked route	Bare soil: Compacted	No	No	Road	Clarity and cohesion	None
	HCS-5-S031	Other existing walked route	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-5-S032	Other existing walked route	Bare soil: Compacted	No	No	Road	Clarity and Cohesion	None
	HCS-5-S033	Other existing walked route	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-5-S034	Other existing walked route	Bare soil: Compacted	No	No	Road	Clarity and cohesion	None
	HCS-5-S035	Public Highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
	HCS-5-S036 and HCS-5-S037	Other existing walked route	Bare soil: Compacted	No	No	Landward edge of trail (2m)	Not used	None

5.2.2 Alternative routes and optional alternative route details – Maps 5.a to 5.c Lower Exbury House to Calshot

By default, the alternative route/optional alternative route will cover the land two metres either side of the approved line for this route. However by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route/optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features. Columns 6a and 6b of this table describe the boundaries of the alternative route strips.

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)
5c	HCS-5-A001	Public highway	Tarmac	No	Hedgerow	Hedgerow	Clarity and cohesion	Margin
5b	HCS-5-A002	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None

5.2.3 Other options considered: Map(s) 5.a to 5.f: Lower Exbury House to Calshot

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
5a	HCS-5-S001	We considered aligning the trail along the road and around the 'S' bends at this location	We opted for the proposed route because: <ul style="list-style-type: none"> ■ 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 ■ It provides a good off road walking surface
5d	HCS-5-S017	We considered aligning the trail as a seasonal (summer route west of Allwoods Copse through Cadland Estate to Stanswood Road	We opted for the proposed route because: <ul style="list-style-type: none"> ■ 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 ■ Under the proposals the WWII remains would remain available for people to access as part of the spreading room ■ The proposed route avoids fields west of Allwoods Copse which are used during the winter as high tide roosts by waders and wildfowl ■ The proposed route avoids disrupting land management practices (shooting)
5d and 5e	HCS-5-S018 to HCS-5-S020	We considered aligning the trail along Lepe Country Park shoreline via Jugglers Moor shoreline to Calshot shoreline	We opted for the proposed route because: <ul style="list-style-type: none"> ■ 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 ■ This alignment avoids walkers becoming trapped at high tides against high tree lined banks ■ This alignment would cross a pebbled beach for some considerable distance providing uncomfortable walking ■ This alignment would cross low lying marsh and wetland with a number of drainage channels ■ The proposed route avoids sites used by breeding oystercatcher and ringed plover ■ The proposed route avoids sensitive vegetated shingle on Cadland Shoreline
5d	HCS-5-S017 and HCS-5-S18	We considered aligning the trail along the western edge of Allwoods Copse.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ 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 ■ The proposed route avoids disturbance to the Estate's main partridge and pheasant pen ■ The proposed route avoids disturbing birds in the fields west of Allwoods Copse, which are used during the winter as high tide roosts by waders and wildfowl. This alignment is to prevent sight disturbance between walkers and the birds which would take flight
5e	HCS-5-S019	We considered routing through sections of Jugglers Moor via the implementation of sleeper bridges and/or board walks	We opted for the proposed route because: <ul style="list-style-type: none"> ■ 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 ■ This alignment avoids low lying marsh and wetland with a number of drainage channels
5d and 5e	HCS-5-S018, HCS-5-S019 and HCS-5-S20	We considered aligning the trail on some sections of land seaward of Stanswood Road	<ul style="list-style-type: none"> ■ 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 ■ The proposed alignment avoids walkers having to constantly switch between off-road and on-road walking, resulting in more clarity for walkers

5.2.4 Roll-back implementation – more complex situations: Map(s) 5a and 5b: Inchmery Lane to Lepe Road

Map(s)	Section numbers(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
5a and 5b	HCS-5-S004 to HCS-5-S012	Seaward of the proposed optional alternative route sections (HCS-5-A001 and HCS-5-A002) lie some private homes and gardens	If it is no longer possible to find a viable route seaward of the excepted land in question, we will chose a route landward of it, following discussions with owners and occupiers.

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 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5.a to 5.f.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Lower Exbury House to Calshot

Discretion to include an estuary

5.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Beaulieu as far as the B3054 crossing in Beaulieu as indicated by the extent of the trail shown on Map A3 of the Overview.

Proposed route of the trail

5.3.2 In relation to route sections HCS-5-A001, HCS-5-A002, HCS-5-S001 to HCS-5-S003, HCS-5-S012 to HCS-5-S014, HCS-5-S18 to HCS-5-S037 the route is to be at the centre of the line shown on maps 5a to 5f as the proposed route of the trail.

5.3.3 In relation to route sections HCS-5-S004 to HCS-5-S011, HCS-5-S015, HCS-5-S016 and HCS-5-S017, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 5a to 5d as the proposed route of the trail.

5.3.4 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 to link with other parts of the route that need to roll back in direct response to such changes

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 'Future Changes' in part 9 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

5.3.5 Adjacent to route sections HCS-5-S001, HCS-5-S023, HCS-5-S025 and HCS-5-S026 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 trail shown on maps 5a and 5f.

5.3.6 Adjacent to route sections HCS-5-S002, HCS-5-S003, HCS-5-S018 and HCS-5-S019 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 maps 5a and 5e.

- 5.3.7 Adjacent to route sections HCS-5-S020 the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on map 5e.
- 5.3.8 Adjacent to route sections HCS-5-S013, HCS-5-S028, HCS-5-S030 to HCS-5-S034 the landward boundary of the coastal margin is to coincide with the road which, at the time of writing this report, is landward of the trail shown on maps 5b and 5f.
- 5.3.9 Adjacent to route sections HCS-5-S011 and HCS-5-S016 the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail shown on map 5.b.
- 5.3.10 Adjacent to route sections HCS-5-S017 and HCS-5-S021 the landward boundary of the coastal margin is to coincide with the hedge which, at the time of writing this report, is landward of the trail shown on maps 5d and 5f.
- 5.3.11 Adjacent to route section HCS-5-S012 the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 5b.
- 5.3.12 Adjacent to route section HCS-5-S027 and HCS- 5-S029 the landward boundary of the coastal margin is to coincide with various features which, at the time of writing this report, are landward of the trail shown on map 5f.

Local restrictions and exclusions

- 5.3.13 Natural England proposes to restrict and exclude access relevant to this length of coast, as follows:
- Access along Cadland shoreline is to be excluded on this area of coastal margin adjacent to route section HCS-5-S018 and HCS-5-S019 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect the vegetated shingle against trampling. 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 Q in the Overview for further details.

Refer to section 6b and part 10 of the Overview for further details

- Access at Stone Marsh Nature Reserve is to be excluded on this area of coastal margin adjacent to route section HCS-5-S017 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect breeding, passage and overwintering birds from disturbance. 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 P in the Overview for further details.

Refer to section 6b and part 10 of the Overview for further details

Alternative routes

- 5.3.14 An optional alternative route is to operate as a diversion from the ordinary route, when the route between sections HCS-5-S005 and HCS-5-S012 are affected by high tides. The optional alternative route is to be at the centre of the line shown as sections HCS-5-A001 and HCS-5-A002 on maps 5b and 5c.

5.3.15 Adjacent to route section HCS-5-A001:

- The landward boundary of the optional alternative route strip at HCS-5-A001 is to correspond to the hedgerow landward of the line shown as the trail on map 5c.
- The seaward boundary of the optional alternative route strip at HCS-5-A001 is to correspond to the hedgerow seaward of the line shown as the trail on map 5c.





5.3.16 Adjacent to route section HCS-5-A002:

- The landward boundary of the optional alternative route strip at HCS-5-A002 is to correspond to the landward edge of the road shown as the trail on map 5b; and
- The seaward boundary of the optional alternative route strip at HCS-5-A002 is to correspond to the seaward edge of the road shown as the trail on map 5b.

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 not using 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


RD - Public road

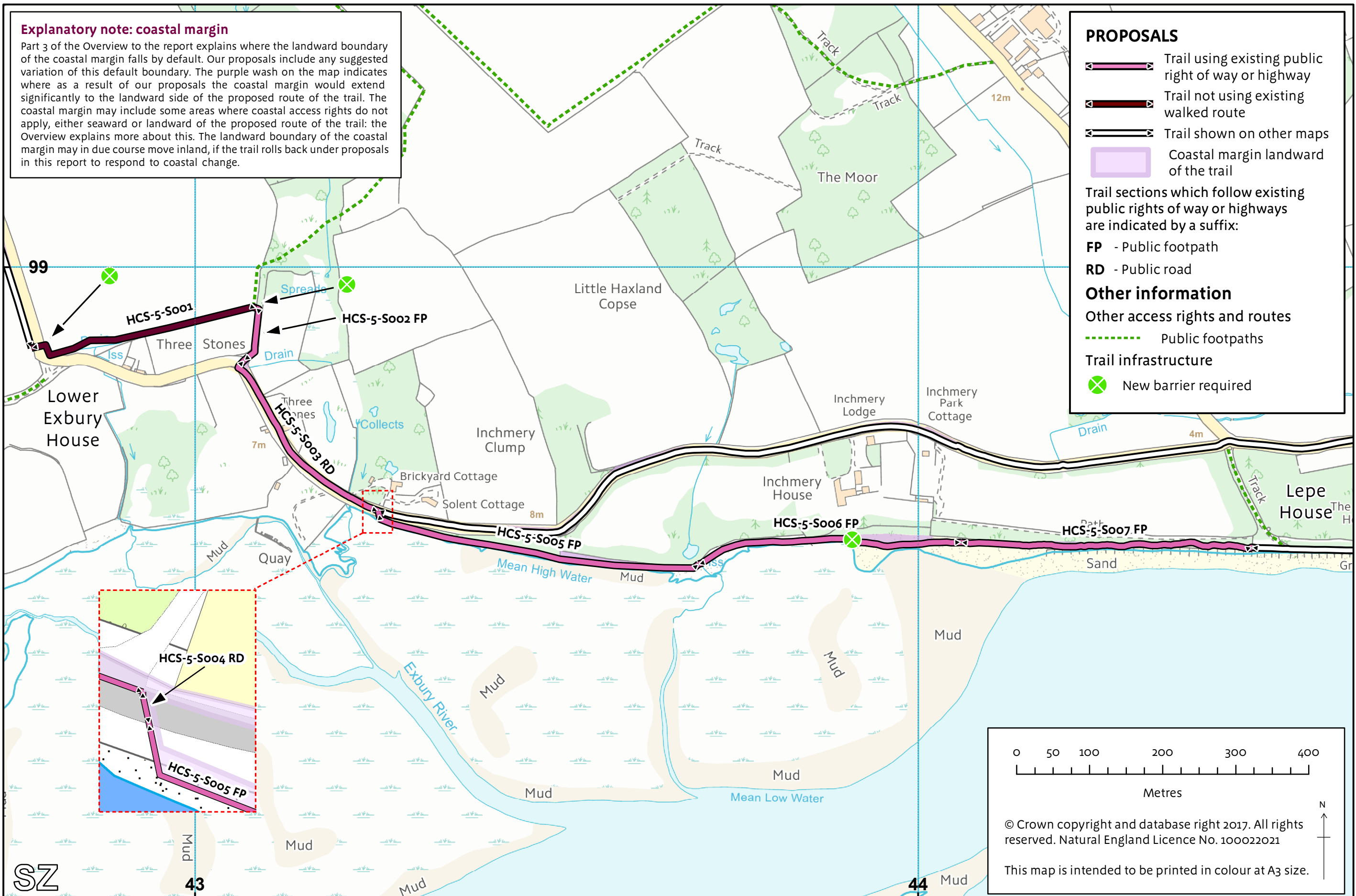
Other information

Other access rights and routes

 Public footpaths

Trail infrastructure

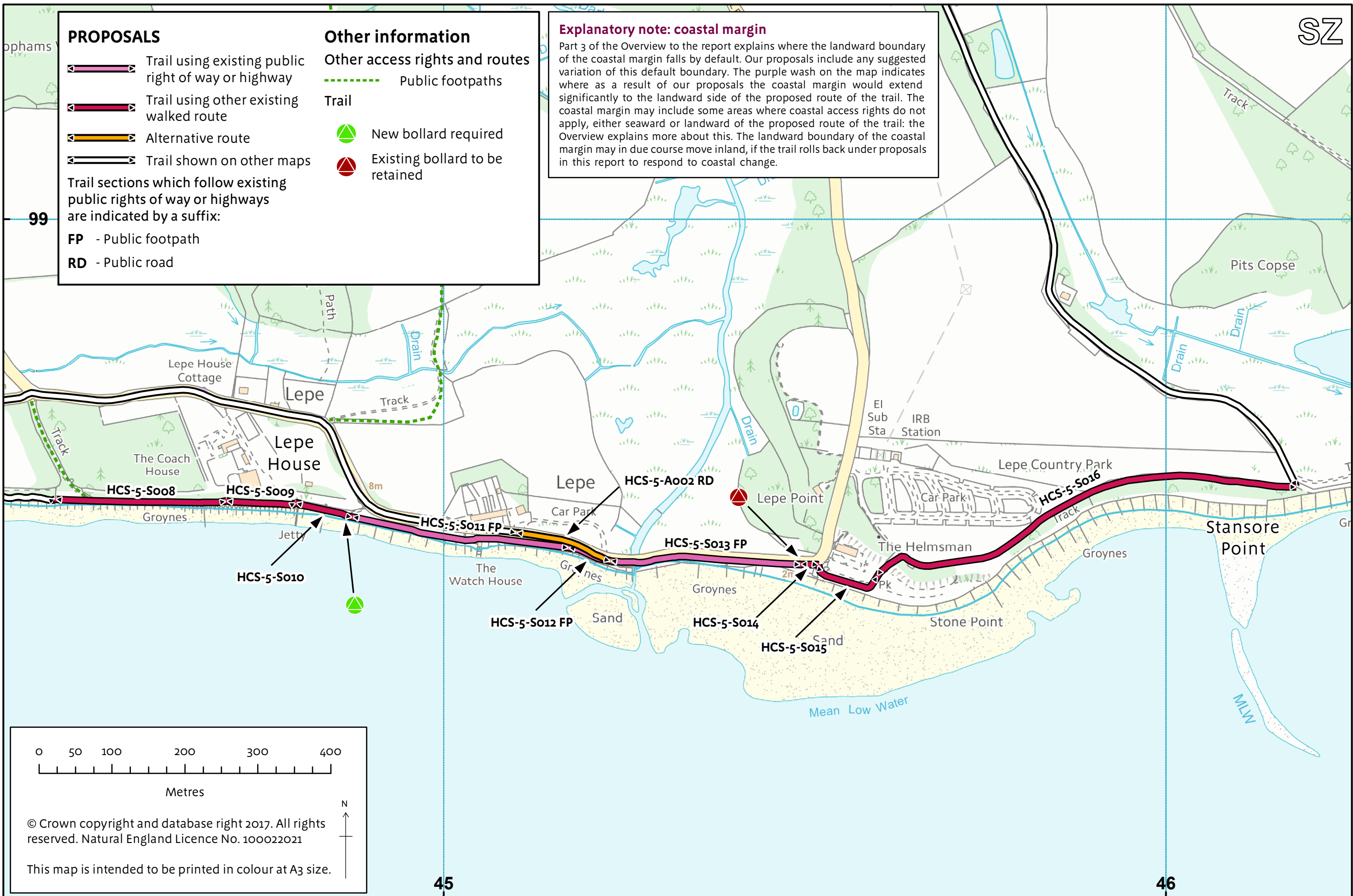
 New barrier required

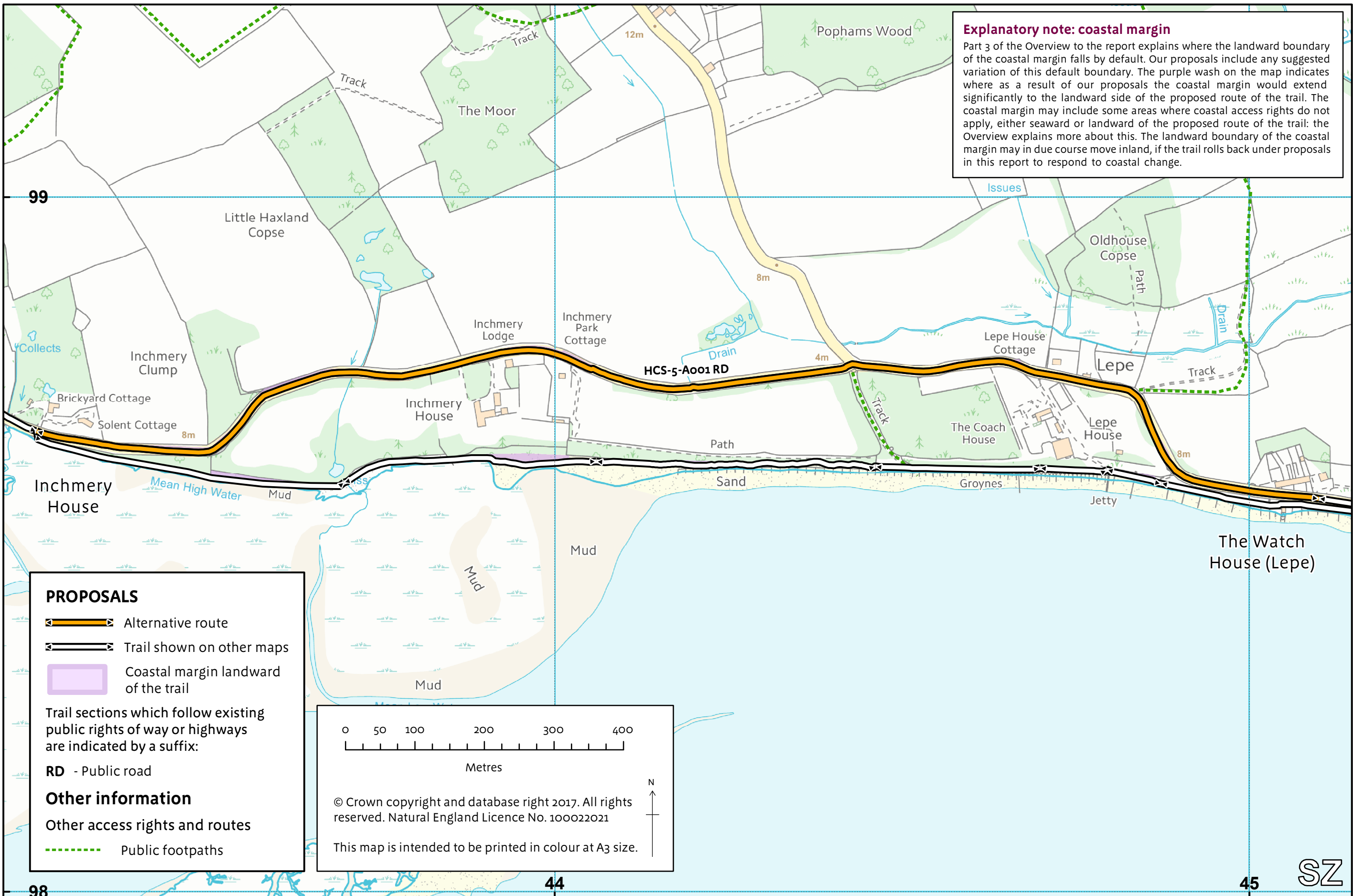


0 50 100 200 300 400
Metres

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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

- Alternative 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:

RD - Public road

Other information

Other access rights and routes

- Public footpaths

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