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England Coast Path Stretch: Gosport to Portsmouth

Overview to Natural England's compendium of statutory reports to the Secretary of State for this stretch of coast



Map A: Key map - Gosport to Portsmouth



Report number and title

GPM 1: Lee-on-the-Solent to Gosport Ferry (Maps GPM 1a to GPM 1f)

GPM 2: Gosport Ferry to Fareham (Maps GPM 2a to GPM 2e)

GPM 3: Fareham to Port Solent (Maps GPM 3a to GPM 3d)

GPM 4: Port Solent to Tipner (Maps GPM 4a to GPM 4c)

GPM 5: Tipner to the Round Tower (Maps GPM 5a to GPM 5c)

Using Key Map

Map A (opposite) shows the whole of the Gosport to Portsmouth stretch divided into shorter numbered lengths of coast.

Each number on Map A corresponds to the report which relates to that length of coast.

To find our proposals for a particular place, find the place on Map A and note the number of the report which includes it.

If you are interested in an area which crosses the boundary between two reports, please read the relevant parts of both reports.

Printing

If printing, please note that the maps which accompany reports 1 to 5 should ideally be printed on A3 paper. If you don't have the facility to print at A3 size, we suggest you print the text of the report you are interested in on A4 paper and view the associated map on your computer screen, using the zoom tool to view it at a suitable size.

Contents

Map A: Key Map Gosport to Portsmouth.....	2
Using Key Map	3
Printing	3
Contents	4
Please read first!.....	6
Introduction.....	7
1. Improving coastal access	7
2. The determination process	8
3. Understanding the proposals and accompanying maps	9
Our Proposals:.....	9
Notes on how our Part 3 Proposals Tables work	9
Notes on how our Part 4 Proposals Maps work	14
4. Preparation of the report	16
Stage 1 - Prepare	16
Stage 2 - Develop.....	17
Key issues along this stretch.....	18
5. Discretion to include part or all of an estuary or estuaries.....	18
Proposed route of the trail.....	21
Map A2: Estuarial Waters of Portsmouth Harbour.....	23
6. Other considerations on this stretch	24
GPM 1	28
GPM 2	28
GPM 3	28
GPM 4 and GPM 5:	28
Map B: Existing Access on Gosport to Portsmouth	29
Map C: Key Statutory Environmental Designations on Gosport to Portsmouth	30
Map D: Key Statutory Landscape Designations on Gosport to Portsmouth.....	31
Other issues	32
7. Future changes	32
8. Restrictions and exclusions	35
Map E1: Extent of Directions	36
Map E2: Extent of Directions	37
Map E3: Extent of Directions	38
Map E4: Extent of Directions	39
Map E5: Extent of Directions	40
Annex A: Bibliography	41
Information about Natural England's coastal access programme:	41
Information about the statutory framework for coastal access:	41
Environmental legislation referred to in the reports:.....	41

Other published information used in the preparation of the report:41

Annex B: Glossary of terms43

Annex C: Excepted land categories48

Annex D: National restrictions.....49

Countryside and Rights of Way Act 2000.....50

Please read first!

This Overview document sets out the context for Natural England's proposals to improve public access to and along the stretch of coast between Gosport and Portsmouth. It explains key common principles and background underlying the detailed proposals that we make in our compendium of linked but legally separate statutory reports, each covering a single length of coast within the stretch. Each of these reports should be read in conjunction with this Overview.

Taken together, these reports explain how we propose to implement the England Coast Path ("the trail") on this stretch of coast, and detail the likely consequences in terms of the wider 'Coastal Margin' that will be created if our proposals are approved by the Secretary of State. Our reports also set out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (through "roll-back"), if this proves necessary in the future because of coastal change.

So although this Overview has multiple reports associated with it, each report relating to a particular part of the stretch makes free-standing proposals, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

We have carefully considered any potential environmental impacts of improving public access to this stretch of coast, and made any necessary adjustments to our proposals prior to publication in order to address these. Considerations in relation to environmental matters are explained in Section 6 of this Overview and relevant reports for each length of coast. Links are provided to relevant separately published documentation where appropriate.

The reports are published on our web pages as a series of separate documents, alongside this Overview and more general information about how the Coastal Access programme works.

Each report is accompanied by detailed **Proposals Maps** for the relevant length of coast. The maps are numbered according to the part of the report to which they relate. For example, maps GPM 1a to GPM 1f illustrate the proposals in report GPM 1, which deals with the length from Lee-on-the-Solent to the Gosport Ferry.

Introduction

1. Improving coastal access

Natural England has a statutory duty under the Marine and Coastal Access Act 2009 to improve access to the English coast. The duty is in two parts: one relating to securing a long-distance walking route (“the trail”) around the whole coast: we call this the England Coast Path; the other relating to a margin of coastal land associated with the route which, in appropriate places, people will also be able to enjoy on foot. Associated with this duty is a discretion given to Natural England to extend the trail up any river estuary on either or both sides beyond the seaward limit of the estuarial waters¹, as far as the first bridge or tunnel with pedestrian access, or as far as any point between the two.

To secure these objectives, we must submit statutory reports to the Secretary of State for Environment, Food and Rural Affairs recommending where the route should be and identifying the associated coastal margin. The reports must follow the approach set out in our methodology (the Coastal Access Scheme), which – as the legislation requires – has been approved by the Secretary of State for this purpose.

This Overview and the related compendium of reports relate to the coast of Hampshire between Gosport and Portsmouth. Taken together, our report proposals would make the following key improvements to the existing arrangements for access to this part of the coast:

- Sections of coastal path would be created in strategic places to link existing coastal paths into a continuous route along this stretch of coast;
- For the first time, there would be secure statutory rights of public access to most areas of beach and other coastal land on this stretch of coast;
- The coastal path would be able to ‘roll back’ when coastal changes occur.

This is a significant opportunity to improve public access to this stretch of coast in these ways, with benefits for residents, businesses and visitors. More people will have easier and more extensive access to the coastal environment for open-air recreation, which is widely acknowledged to have significant benefits for human health and well-being.

Once approved and established, this part of the England Coast Path will be managed as part of the family of National Trails.

¹ section 301 of the Marine and Coastal Access Act 2009

2. The determination process

Each of the reports for this stretch is submitted in accordance with our statutory duty under section 296 of the Marine and Coastal Access Act 2009 ('the 2009 Act') to improve access to the English coast.

Publication of the reports has been advertised locally and online in accordance with the requirements of the coastal access legislation.

Following publication:

- Any person may make representations to Natural England about any of the reports; and
- Any owner or occupier of affected land may make an objection to Natural England.

In order to be treated as valid, all objections and representations must be received by Natural England no later than the end of the advertised eight week period following publication. The specific closing date appears in the statutory notice for Gosport to Portsmouth, which can be viewed here <https://www.gov.uk/government/collections/england-coast-path-gosport-to-portsmouth> together with more information about how to make representations or objections.

The Planning Inspectorate will consider any objections and any related representations before passing recommendations to the Secretary of State, who in turn will consider both representations and objections and then make a decision as to whether to approve our proposals. Chapter 3 of our Coastal Access Scheme explains these processes in more detail (see Annex A: Bibliography).

The Secretary of State may confirm the proposals in each report in full, confirm some with modifications, or reject some or all of them. If the conclusion is that some modification to our proposed approach is required, further consideration may need to be given as to whether any further environmental assessment is necessary. We may need to prepare an amended report for consideration by the Secretary of State, relating to the part(s) of the coast affected by any rejected proposals. The same procedures for representation and objection would apply to the amended report.

Once proposals for the stretch have been confirmed, there will be a preparation period before the new access rights come into force. This period is to enable any necessary physical establishment of the trail to be carried out and to put in place any necessary local management arrangements (including any approved local access restrictions or exclusions).

Once the preparation period is complete, the rights will be brought into force by order on a date decided by the Secretary of State. Normally one single commencement date is used for the whole stretch. We will publicise the commencement of the rights to ensure they are known about and understood locally.

Parts 2 to 4 of each report explain more about the further steps that will be taken to establish the route, provisions for its future maintenance and the procedures which we will follow to make any subsequent changes that prove necessary once proposals for this part of the coast have been approved.

3. Understanding the proposals and accompanying maps

Before looking at the proposals and accompanying maps, it will help you if you read the following notes and then look carefully at the key to the maps.

Our Proposals:

The proposals are divided into 5 reports, each relating to a particular length of coast on this stretch. Each report is accompanied by detailed maps of the relevant length of coast. The maps are numbered according to the report to which they relate. For example, maps GPM 1a to GPM 1f illustrate the proposals described in report GPM 1.

Each **report** comprises four parts:

- **Part 1: Introduction** – This sets the context for our proposals for that length of coast.
- **Part 2: Proposals Narrative** - This summarises our alignment proposals in general, including any proposed use of our discretions to align the route along an estuary, or recommended changes to the default landward coastal margin. It also summarises the main access management measures that will need to be introduced and the overall accessibility (ease of use for all) of this length of coast, for all users. Additionally, it may identify any future changes of which we are aware that are likely to impact on this part of the coast, and explain how our proposals deal with this change. In each report the Part 2 Proposals Narrative, in conjunction with the Part 3 Proposals Tables and the Part 4 Proposals Maps, sets out our formal proposals to the Secretary of State in relation to the length of coast in question, for which we are seeking approval under section 52 of the National Parks and Access to the Countryside Act 1949.
- **Part 3: Proposals Tables** – These line-by-line listings set out in more detail our formal proposals to the Secretary of State for the length of coast in question, and should be read in conjunction with the Proposals Narrative and the relevant Proposals Maps.
- **Part 4: Proposals Maps** – These show in map form the proposals set out in the Proposals Narrative and Proposals Tables.

Notes on how our Part 3 Proposals Tables work

These notes explain how the various tables found in each report work:

- In the first table or set of tables, we set out detailed information for each section of coast under the following column headings:
 - Map(s) – This column indicates which of the report maps to view alongside the details in the other columns in the same row.
 - Route section number(s) – This is the unique identification number for the route section concerned. In some cases, two or more adjacent route sections will be amalgamated into a single row in the table, if all other displayed details happen to be identical.
 - Current status of route section(s) – This describes the current status of the route we have proposed and whether it has any existing access rights. Public highways, including public rights of way such as footpaths, are excepted from new coastal access rights because the existing public rights to use such highways will remain in force, and the trail is able to make use of these. Other sections of the proposed trail that do not currently have any access rights or where access is currently permitted by the landowner will become subject to new coastal access rights if our proposals are approved. These new rights, and any national or local restrictions on them, will not affect any existing access arrangements for cyclists, horse-riders or other types of recreational

user that may currently exist at the local level - for example by formal agreement with, informal permission from or traditional toleration by the owner of the land, or through any type of pre-existing legal right that remains in force.

- Roll-back proposed? – This indicates whether we propose that, in the event of significant coastal erosion or other geomorphological processes or significant encroachment by the sea, a section of trail which is affected by such factors should be capable of being repositioned in the future in accordance with this formal proposal, without needing further confirmation of the change at that time by the Secretary of State. Roll-back may be used to adjust the trail either in direct response to such changes or in order to link with other parts of the route that need to roll back in response to such changes. The column also indicates whether the ‘roll-back’ requirement is likely to give rise to a normal or more complex change on this section. (In the case of more complex outcomes, further details are provided in the ‘Roll-back implementation’ table). Section 4.10 of the Coastal Access Scheme explains in more detail how roll-back works.
- Landward margin contains default coastal land type? – Certain coastal land types are automatically included in the coastal margin where they fall landward of the trail if they touch it at some point. These coastal land types are: foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land. This column identifies where one of the coastal land types is present in the landward coastal margin.
- Proposal to specify landward boundary of margin – This sets out any proposals for the default landward boundary of the coastal margin on this section to be altered or clarified - see iv below in the Notes on Maps.
- Reason for any proposed use of landward boundary discretion – This provides an explanation for any such proposal to alter or clarify the default margin on this section. This may be either because we are proposing a clear boundary around land that in our view would be margin by default, because it matches the description of ‘coastal land’ explained at paragraph 4.8.8 of the Scheme; or because we propose using our discretion to add land to or remove it from the default margin, as described at paragraphs 4.8.11 of the Scheme.
- Explanatory notes – This contains any additional information which may help further explain the proposal for this route section or group of sections.
- Where there is an alternative route or optional alternative route we set out the details of those routes in a separate table. The table includes columns that describe the landward and seaward boundaries of the alternative route strip. Alternative routes/optional alternative routes have a default width of two metres either side of the approved line. We propose specific landward and/or seaward boundaries to the route strip where doing so would add further clarity to the extent of access rights along the route, by working with the grain of what is already there. It should be noted that 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.
- Each report also includes a table that sets out any other options that were considered during our initial planning (in relation to the route and the coastal margin), and explains why they did not form part of our proposals.
- The final table or set of tables for each report provides further details of any situation where local circumstances mean that implementation of roll-back is likely to be more complex. We identify the key issue and our expected resolution.

Annotated examples of these various tables are given below, to illustrate how they are used.

In each report the Part 3 Proposals Tables, in conjunction with the Part 2 Proposals Narrative and the Part 4 Proposals Maps, set out our formal proposals to the Secretary of State in relation to the length of coast in question, for which we are seeking approval under section 52 of the National Parks and Access to the Countryside Act 1949.

Examples of tables found in each report, with explanation of their contents:

Example table 1: Section details

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABC 1a	ABC-1-S003	Public footpath	No	No			
ABC 1b	ABC-1-S011	Public footway (shared use)	No	No	Pavement Edge	Clarity and cohesion	
ABC 1c	ABC-1-S018	Other existing walked route	Yes	Beach			
ABC 1d	ABC-1-S045	Other existing walked route	No	Bank	Edge of path	Clarity and cohesion	Top break of slope provides the greatest clarity for walkers

The route section number(s), as shown on the Proposals Map(s).

This column shows whether we are proposing that this route section could be repositioned in future in response to erosion etc. without further approval by Secretary of State. See notes to table. More complex situations are explained in Example Table 4 below.

If column 5b proposes any change or clarification to the landward extent of the margin, this column says why.

This column may offer further explanation of a more complex situation involving the margin.

The relevant Proposal Map(s) for the route section(s).

This column specifies the current access status of the proposed trail section.

We indicate here whether the landward coastal margin for this route section includes a default coastal land type.

This column shows any proposal we are making to align the landward boundary of the coastal margin for this route section with the physical feature shown. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in column 5a, would be its landward boundary instead.

Example table 2: Alternative routes and optional alternative route details

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
ABC 2a	ABC-2-A001	Public Footpath	No			
ABC 2b	ABC-2-OA001	Public Footway (shared use)	No	Pavement edge	Pavement edge	
ABC 2b	ABC-2-OA002	Other existing walked route	Yes	Fence	Various	The landward boundary corresponds with various features including a wall, fence and bramble hedge.

The route section number(s), as shown on the Proposals Map(s).

This column shows whether we are proposing that this route section could be repositioned in future in response to erosion etc. without further approval by Secretary of State. See notes to table. More complex situations are explained in Example Table 4 below.

This column may offer further explanation of a more complex situation, e.g. involving the boundaries of the route strip.

The relevant Proposal Map(s) for the route section(s).

This column specifies the current access status of the proposed trail section.

These columns show any proposal we are making to align either or both boundaries of the alternative route strip with a physical feature on the ground. No text in either column means that the edge of this section of the alternative route strip would be that of the trail itself.

Example table 3: Other options considered

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option
ABC 3b	ABC-3-S011 to ABC-3-S019	We considered aligning the trail along the route of the existing public footpaths through the boat yard and along the flood bank.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it offers a safer and more convenient route with a newly created tarmac surface which is accessible to all. ■ it avoids passing through the working area of the boat yard. ■ the surface of the existing footpath along the flood bank is uneven and often waterlogged. <p>Under our proposals, the public footpaths would remain available for people to use but would not form part of the designated trail.</p>
ABC 3c	ABC-3-S017 to ABC-3-S020	We considered aligning the trail along the route of the existing public footpath on the cliff edge around the western edge of Cranham Hill.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids increased footfall on the fragile limestone grassland flora which is designated as a SAC and SSSI feature. ■ it is comparable, in terms of the safety and convenience of walkers. <p>Under our proposals, the public footpath would remain available for people to use but would not form part of the designated trail.</p>

The relevant Proposal Map(s) for the route section(s).

The route section number(s), as shown on the Proposals Map(s).

This column describes other options we considered for the route or margin for the identified route section(s).

This column summarises the reason(s) that the other options we considered were not preferred.

Example table 4: Roll-back implementation – more complex situations

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
ABC 4f	ABC-4-S040 to ABC-4-S045	Super Camp Holiday Village	<p>If it is no longer possible to find a viable route seaward of the specified campsite, we will choose a new route after detailed discussions with all relevant interests, either</p> <p>(a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it.</p> <p>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.</p>

The relevant Proposal Map(s) for the route section(s).

The route section number(s), as shown on the accompanying map(s).

This column identifies any areas that could cause us to consider a more complex solution to roll back than would normally be required.

This column summarises our expected approach to roll back in these circumstances.

Notes on how our Part 4 Proposals Maps work

The notes that follow will help explain the maps provided for each report.

The proposed route of the trail:

- i The thickness of the line used to depict the proposed route on the maps is intended to make it easy to find on the map and to enable us to differentiate, by shading the line differently, between sections of the route that would use existing rights of way, sections that appear to follow other existing walked lines on the ground, and sections that do neither. The thickness of the line on the map is not an indication of the width of the actual trail on the ground – the proposed route simply follows the centre of the line shown. The legislation makes the default width of the trail four metres, but its actual width varies a good deal in practice according to the detail included section by section in our proposals.
- ii In places there are differences between the line of public rights of way recorded on the local Definitive Map that is maintained by the local highway authority, and paths currently used and managed on the ground as public rights of way. Some of these differences may be attributed to adaptation of the path over time to cope with coastal erosion and other processes, whilst others appear to arise from anomalies in the way the rights were originally recorded on the definitive map. The maps in this report show the public rights of way as recorded on the definitive map, and depict them as accurately as possible at the scale used. See part 4.7 of the Scheme for further information.

The coastal margin:

- iii The proposed route of the trail shown on the maps is important in understanding the extent of the coastal margin that would apply to either side of it. Under the legislation:
 - the coastal margin is a single, continuous corridor of land which includes the trail itself;
 - the margin includes all land seaward of the trail land - although not all of that land would be subject to a new right of access (see point vi below);
 - the landward extent of this margin is by default the trail itself, or the inland edge of any land adjoining the trail on its landward side that is foreshore, cliff, dune or beach, or a bank, barrier or flat, or section 15 land (see Annex B: Glossary of terms).
- iv We have the discretion to propose that the landward boundary of the coastal margin should coincide with a recognisable physical feature on the ground – even if the effect of doing so is to add land into the margin, or to remove land from it. We may use this discretion:
 - to propose that instead of the default trail width of four metres set by the legislation, particular physical features such as walls, fences or pavement edges should be used where appropriate to define the landward extent of the trail land on that section of the route: such features cannot be depicted on the maps at the scale used, but they are described in the Proposals Tables;
 - to clarify or adjust the boundaries of a landward area included by default as margin, in order to create a better ‘fit’ with the circumstances on the ground; or
 - to propose in some places that additional areas of land should be added to the coastal margin landward of the trail: land which is affected by such proposals is indicated on the maps with a purple wash and described in parts 2&3 of each report.

Further explanation of these powers can be found at part 4.8 of the Coastal Access Scheme. Our proposals take full account of any views expressed by the owner or occupier of affected land about whether the powers should be used in any of these ways.

- v Land which forms part of the coastal margin would be subject to access rights, other than:

- any **excepted** land, such as land covered by buildings or their gardens or curtilage: Annex C summarises in full the categories of excepted land under the legislation; or
 - any land where coastal access rights would be **excluded** under our statutory powers: we indicate in the report where we already know of circumstances that make this necessary, and make any proposals accordingly.
- vi **Spreading room** is the term used in the reports to describe any land, other than trail land, which would form part of the coastal margin and would have public rights of access. It does not therefore include any excepted land within the margin, or any existing access land on the landward side of the trail that is omitted from the margin.

Annex B (Glossary of terms) includes a full definition of these terms which you may find helpful in understanding the report.

Voluntary access dedication

- vii Land that was previously dedicated as access land under section 16 of the Countryside and Rights of Way Act 2000 (CROW) will become subject to the coastal access regime if it forms part of the coastal margin in any of the ways described above. There is also provision in the legislation for a land owner or long leaseholder to dedicate other land voluntarily as coastal margin if it lies adjacent to it or within it. Dedicating land as coastal margin disappplies the excepted land provisions within it, and may also make provision for the removal or relaxation of specific **national restrictions** that would otherwise apply. Parts 4.8.20 to 4.8.23 of the Coastal Access Scheme explain these provisions in more detail.

In each report the Part 4 Proposals Maps, in conjunctions with the Part 2 Proposals Narrative and the Part 3 Proposals Tables, set out our formal proposals to the Secretary of State in relation to the length of coast in question, for which we are seeking approval under section 52 of the National Parks and Access to the Countryside Act 1949.

4. Preparation of the report

To secure the twin objectives under the legislation we have followed the approach set out in our Coastal Access Scheme, as approved by the Secretary of State on 9 July 2013. Chapter 3 of this detailed document sets out the stages of implementation we must follow.

In line with this, before making the proposals in this compendium of reports for the stretch, we conducted extensive preliminary work in two main stages:

- Stage 1: Prepare – defining the extent of the coastal stretch with access authorities and identifying the key issues and opportunities, including sensitive features, in conjunction with key organisations; and
- Stage 2: Develop – checking the alignment on the ground, sharing our initial thoughts with land owners and offering to ‘walk the course’ with them, planning for the protection of key features, talking further with key interests and reality checking our proposals.

Stage 1 - Prepare

This stage involved us working closely with access authorities to develop an understanding of the stretch, agree its exact extent and carry out initial familiarisation visits. We held discussions with representatives of national and local organisations with a strategic interest in this stretch of coast. This included discussions with those we are required by legislation to consult at this stage:

- the local access forum;
- County and District Council officers, including ecology, geology, historic environment, planning, transport and countryside ranger staff;
- local officers from the Environment Agency, in relation to flood defence and coastal erosion management on this stretch of coast;
- local officers of Historic England, in relation to historic features on this stretch of coast; and
- the Ministry of Defence, in relation to defence interests on this stretch of coast.

We also held discussions with representatives of specific interest groups, including:

- Bird Aware Solent (SRMP);
- the Ramblers Association;
- the Open Spaces Society;
- Eastern Solent Coastal Partnership;
- the Country Land and Business Association.

We publicised on our website the start of work on the stretch and provided an opportunity for all other interested parties to submit to us their views on local issues and opportunities.

We also engaged with internal specialists and relevant organisations locally - including Hampshire and Isle of Wight Wildlife Trust, Royal Society for the Protection of Birds, English Heritage - to consider any potential for impacts on key sensitive features.

In addition to these discussions we took into account a wide variety of information, plans and strategies that we considered relevant to the alignment process. Those that are published on the internet are listed in Annex A: Bibliography.

We then took all reasonable steps to identify owners, occupiers and those with a legal interest in the land which could be affected.

Stage 2 - Develop

This stage involved us contacting, and discussing our initial thoughts with, relevant owners, occupiers and other legal interests.

We asked for their views and invited them to join us when we visited the land to 'walk the course' so that we could discuss options for alignment based on mapped summaries of our emerging proposals.

In most cases this was done through separate site meetings with the individuals and businesses concerned. In the interests of efficiency we also held a small number of larger meetings to discuss our proposals with groups of people with a common legal interest, for example where homes or businesses occupy adjacent coastal frontages, e.g. Camber Dockyard (report GPM 5 of the proposals).

We also took reasonable steps to identify and contact any owners, occupiers or other legal interests who could foreseeably be affected in the future as a result of any roll-back that may prove necessary). See part 7 – Future Changes – below.

We then held further detailed discussions with internal and external specialists to refine our thinking on protecting key sensitive features, carrying out any necessary assessments.

After further discussions with key local and national organisations we refined our proposals and checked them on the ground before moving onto Stage 3 – Propose, which is the substance of these reports.

Key issues along this stretch

5. Discretion to include part or all of an estuary or estuaries

The proposed Gosport to Portsmouth stretch includes sections that fall upstream of the seaward limit of Portsmouth Harbour estuarial waters.

a) Introduction

This part of the Overview:

- introduces the core statutory duties and considerations for the national programme as a whole in relation to exercising the discretion to include part, or all, of an estuary within our proposals;
- describes the overall nature of the estuary system found in this part of England, identifying the geographical limits of our discretion to align the trail around the estuarial waters of Portsmouth Harbour included within this stretch of coast;
- goes on to explain in more detail how each of the specific estuary considerations set out at section 301 of the 2009 Act affects our view of the options for Portsmouth Harbour;
- sets out the options for estuary trail alignment which we have identified as a result of this analysis, and;
- describes and explains our chosen proposal.

b) Estuary discretion

Under the 2009 Act there is no requirement for the trail to extend up any estuary further than the seaward limit of estuarial waters that is explained below under “Geographical limits of our discretion”.

But Natural England has a discretion to propose that the trail should extend from the seaward limit as far as the first bridge over which, or tunnel through which, there is a public right of way, or a public right of access, by virtue of which the public are able to cross the river on foot, or as far as any specified point in between. In exercising its discretion, Natural England must have regard to the core national duties and considerations described in Part B and Chapter 10 of the Coastal Access Scheme.

c) Core national duties and considerations relevant to estuaries

Section 296 of the 2009 Act places a legal duty (the Coastal Access Duty) on Natural England and the Secretary of State to secure a walking route around the whole of the open coast of England, together with an associated margin of land for the public to enjoy either in conjunction with their use of the route, or otherwise.

Section 297 goes on to require both, in discharging this duty, to have regard among other things to the desirability of ensuring that so far as reasonably practicable, interruptions to this route are kept to a minimum. This is a key consideration for the whole of the national delivery programme for coastal access. The whole concept of the England Coast Path relies on delivering continuity of the route so far as reasonably practicable for the whole country. Although proposing a route around each estuary is a discretion rather than a legal duty, if the presence of an estuary would interrupt this **continuity of access** along the open coast then this will constitute a strong prima facie reason for the trail to serve the estuary too, at least to the extent necessary to enable users to continue their onward journey around the coast.

The Scheme notes at paragraph 10.1.4 that because the seaward limit of estuarial waters is an arbitrary point from an access perspective, we are likely to use our discretion at most estuaries to extend the trail

upstream to a more convenient point than this seaward limit. Paragraph 10.1.5 then adds “We will always give careful consideration to our option to extend the trail as far as the first bridge or tunnel with pedestrian public access” – both for reasons of continuity, and with a view to any additional recreational benefits that might result within the estuary itself from doing so.

Chapter 10 of the Scheme explains the **statutory estuary criteria** that section 301(4) of the 2009 Act requires to be taken into account in deciding whether or not to include an estuary in our proposals. These are discussed in more detail in subsection **e)** below in relation to the Portsmouth Harbour.

The other key considerations, including achieving a fair balance with the interests of owners and occupiers, are discussed in part 6 of this Overview.

d) Overall nature of estuary systems in this part of England

Portsmouth Harbour is the only estuarial water within the Gosport to Portsmouth Stretch. Together with the adjacent Chichester and Langstone Harbours it forms some of the most important sheltered intertidal areas on the south coast of England. Chichester and Langstone harbours are included in our proposals for the neighbouring Portsmouth to South Hayling and the South Hayling to East Head stretches, respectively.

e) Portsmouth Harbour

Geographical limits of our discretion

The seaward limit of the transitional waters at Portsmouth Harbour is as shown on Map A2 - Estuarine Water Body Overview. It extends from the south of Fort Blockhouse in the west of the Harbour to the hovercraft terminal at Portsea Island to the east.

The statutory estuary criteria

We have considered below each of the section 301 criteria under the headings given in Chapter 10 of the Scheme.

i) Ferry services

There is a regular ferry service across the mouth of Portsmouth Harbour between Gosport and Portsmouth. The ferry runs 364 days of the year from 05:30am to midnight (weather permitting) and operates every 7.5 minutes during peak times.

ii) Character of the Estuary

Estuary width

The width of Portsmouth Harbour is variable. At its widest it is more than 2.7 miles / 4.4 kilometres wide and very much has the feeling of open coast, with its northern point some 6 miles / 9.7 kilometers from the mouth. The harbour's narrowest point is its mouth between Fort Blockhouse and Old Portsmouth which is 228m wide. There are creeks and inlets of varying width within the Harbour.

Topography of the shoreline

There are extensive mudflats and saltmarsh, which are exposed at low tide; the water is drained by channels and creeks uniting to form a narrow exit into the Solent. There is comparatively little freshwater input to Portsmouth Harbour. The largest tributary is the River Wallington, which flows into Fareham Creek in the north-west of Portsmouth Harbour. The Harbour contains a number of islands, the largest of which is Portsea Island which forms the eastern bank of the Harbour and is connected to the mainland by bridges in several places over the narrow channel. There are numerous other islands scattered around the Harbour,

the largest of which are Whale Island and Horsea Island (situated on the north to north-west side of the Harbour). This all combines to give it a coastal feel.

Nature of affected land

The western and eastern sides of the Harbour are predominately urban and well defended, with sea walls defending large areas of housing, boatyards/marinas, Ministry of Defence land, historic features, ports and commercial/industrial sites. The northern part of the Harbour has a more rural feel in places, with sections of shingle and grassland, whilst retaining the urban views of Gosport and Portsmouth city.

The Harbour is fringed by extensive mudflats which are revealed at low tide.

Features of interest

There are many marine and historic assets around the Harbour, as well as considerable wildlife interest, especially for bird watchers. The Harbour's historic and attractive waterfront has panoramic views that include many of these features of interest.

Gosport, Portsmouth and Fareham host many shops, pubs and cafes in the vicinity of the Harbour's waters, with Gunwharf Quays being a particularly significant retail site in Portsmouth.

Portsmouth Harbour has a very rich heritage, with significant historic assets. There are a number of museums located around the Harbour, celebrating its historic importance.

In the west of the Harbour, is the historic Royal Clarence Yard, where there is the opportunity to align the trail through the impressive original 1827 entrance arch and gates. A railway track, once part of Queen Victoria's private railway that ran to a station where she would alight and embark by boat to the Isle of Wight, can be seen here, along with a mosaic commemorating the passing of the Queen's funeral train in 1901.

In the north of the Harbour is Portchester Castle. Originally built in the late 3rd century, Portchester Castle is the best-preserved of the Roman 'Saxon Shore' forts, and offers spectacular sea views across the water.

The east of the Harbour offers Portsmouth Historic Dockyard, HMS Victory and the 170-meter Spinnaker Tower. There would also be an opportunity to align the trail through the impressive The Round Tower site at the mouth of the Harbour; originally ordered to be built in wood by Henry V in 1418, the tower was rebuilt in stone by Henry VIII.

iii) Recreational Benefit

At present there is no one complete route around the Harbour. Portsmouth's Rights of Way Improvement Plan states that all user groups identified that the rights of way network in Portsmouth is fragmented and that more continuous routes were needed. It is possible to walk around the Harbour by following a series of walked routes and existing rights of way, including the Solent Way, the Gosport Waterfront Trail, the Allan King Way and the Millennium Walkway. However there is considerable local support to formalising this existing access into one continuous well-managed national trail, most notably from the Borough, County and City Councils, who recognise the potential socio-economic benefits of a route.

The Gosport Waterfront and Town Centre Supplementary Planning Document (March 2018) supports the desire to create a healthier town via promoting long distance walking routes. Gosport Council is supportive of us using our estuary discretion to align the England Coast Path around the Harbour, due to the opportunities a coast path would bring to linking up with other walking routes in the town.

At the northern end of the Harbour, a new path would pass through the catchment of the Borough of Fareham. In its 2017-2023 Corporate Strategy, Fareham Borough Council stated one of its five key priorities is to ensure greater leisure opportunities for residents to socialise and to improve their fitness and health.

Hampshire County Council's Countryside Access Plan 2015 – 2025 also strongly supports the benefits of creating long distance walking routes. The plan states that a major barrier for people wishing to follow a walking route is a lack of confidence in using the network, due to uncertainty about whether they will be able to navigate the route and whether the paths will be suitable. If we were to align the ECP around Portsmouth Harbour, this barrier would be removed.

Portsmouth City Council's Rights of Way Improvement Plan recognises the importance of public footpaths in such a densely populated city, through the relaxation, healthy exercise and relief from built-up areas they can provide. The plan recognises that there are a number of walking routes through the city, but that many of these currently pass over areas that do not have formal access rights. Additionally, findings from focus groups showed that many walking groups find that routes in Portsmouth are typically not long enough and generally travel outside the city.

A new coast path would be accessible to a huge number of people in and around the city of Portsmouth either because it would be aligned in close proximity to where they live, or because it would become easily accessible by virtue of the numerous transport links including major railway stations, ferries and car parks.

The Harbour is unique in its historical maritime significance, being the base of Royal Naval yards for many centuries and a route around the Harbour would include many significant historical sites. An estuary route would provide an exciting contrast from the many other rural sections of the England Coast Path.

iv) Excepted land

The presence of heavy industry, the Fleetlands and Portsmouth Naval Base, ports/marinas, Ministry of Defence land and other excepted land would present challenges to the aspiration for a truly coastal route in places around the Harbour's edge.

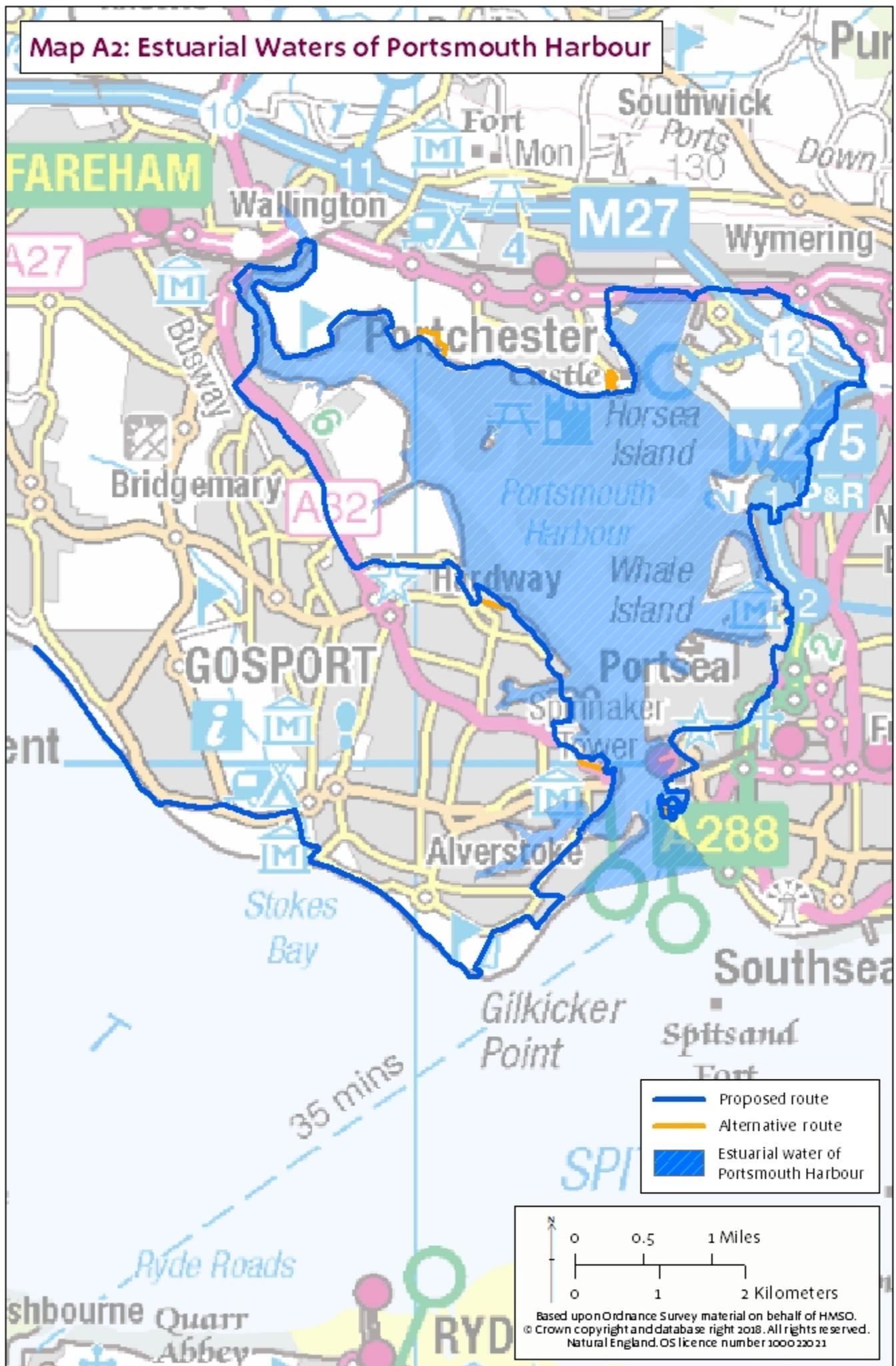
v) Options for Portsmouth Harbour

- Option 1 – align the trail around the Harbour. This formalises some of the current access, and is in keeping with the approach being considered around the neighbouring harbours at Langstone and Chichester. Although it is currently possible to walk around the Harbour, there is no formal long distance walking route, as per aspirations of Portsmouth City Council's Rights of Way Improvement Plan. Walkers would still have the option of taking the ferry across to Portsmouth from Gosport, but would also benefit from a well signposted and managed route around the Harbour.
- Option 2 – stop at the mouth of the Harbour, where there is a regular ferry service from Gosport on to Portsea Island. This would allow continuous access along the open coast for walkers, but would not offer any improvements to existing access around the Harbour or meet the aspirations of local groups or councils to promote the benefits of long distance walking.
- Option 3 – stop the trail at the limit of the estuarial waters/open coast (from south of Fort Blockhouse in the west of the Harbour to the hovercraft terminal at Portsea Island to the east). Walkers would then have to make their own way to the next section of open coast at East Head (on the eastern side of Chichester Harbour).

Proposed route of the trail

Our proposal is to align the trail around Portsmouth Harbour (Option 1). We consider there should be a well-managed walking trail around the entire estuary system – for Portsmouth, Langstone and Chichester Harbours. This fulfils the core objective of the legislation - to create a continuous route around the coast – in a simple and cost-effective way that provides extra and secure public enjoyment of the coast. This route is strongly characteristic of the coast, in particular its views of extensive areas of flats and salt marsh. The route also provides pedestrian links between the coast and large towns and other settlements, transport links and tourism-based businesses. This option is supported by Fareham Borough Council, Gosport Borough Council and Portsmouth City Council who are keen to promote the wellbeing and recreational benefits of a National Trail around the Harbour.

Map A2: Estuarial Waters of Portsmouth Harbour



6. Other considerations on this stretch

a) Recreational Issues

We have considered interrelationships between our proposals and the Portsmouth Rights of Way Improvement Plan. Our proposals will supplement the ambitions described in this plan by enhancing provision of access at the coast.

Map B gives an overview of existing public access to the Hampshire coast between Gosport and Portsmouth, showing public rights of way, access land and promoted routes along the stretch.

Much of this stretch of coast already has good existing linear access along public rights of way, public highways and pavements (as seen on Map B). Long-distance promoted routes that the ECP will partially follow include the Solent Way, Millennium Promenade, Gosport Waterfront trail, Pilgrim's Way and Allan King's Way. The Solent Way in particular follows the coast quite closely, but notably crosses the harbour mouth using the ferry service. Therefore, currently there is a gap in a continuous coastal route around Portsmouth Harbour. There is no signposted route linking the Solent Way and the waterfront trails up with the Allan King Way in the north of the Harbour, and the Pilgrim's Trail to the east. We address these issues by proposing that the ECP take a circuitous route around the Harbour, linking up the existing promoted routes.

The majority of this urban coastline is heavily defended, with significant recent investment in upgrading existing sea defences. However, there are areas where we have had to take tidal conditions into account in the routing of the ECP (see reports GPM 2 and 3),

Due to the urban nature of this section of coast there have been few opportunities to include landward spreading room. Five areas of access land and CRoW Section 15 land are within the Gosport to Portsmouth area and are shown on Map B. Only one (Portchester Castle) would form part of the coastal margin due to its proximity to the trail. This area of CRoW Section 15 land is under the ownership of Fareham Borough Council, The Incumbent of The Benefice of St Mary, and multiple private landowners.

The route will pass close to one other area of CRoW Open Access land, under the ownership of the MoD, north of the Browdown Training Camp, where the route aligns along the pavement of the B3333 Privett Road. However, this land will not be eligible for inclusion as part of the landward coastal margin, due to the proposed route aligning on the opposite pavement to the CRoW land.

During Stage 1 of the implementation process we asked interested organisations and individuals to tell us about any relevant issues and opportunities on this stretch. The key opportunities that emerged from these discussions were:

- According to the 2011 census Portsmouth is the most densely populated city in England and Wales, and is the only city with a greater population density than London. There are many health and wellbeing challenges within the city, such as high levels of obesity. There is an opportunity to reconnect people to the coast and natural environment which will enable them to take advantage of the health and wellbeing benefits this may bring. The boroughs of Fareham and Gosport are also within the stretch. They face similar challenges, as part of the densely-populated urban conurbation surrounding Portsmouth Harbour.
- The England Coast Path is seen as a vehicle to join up the variety of historic, natural and other visitor attractions which Portsmouth, Gosport and Fareham have to offer and boost the local economy.
- Local user groups, such as local members of the Ramblers Association, asked for improved access on various parts of the stretch. (The full list of bodies we consulted is listed under Section 4 'Stage 1 – prepare')

The key issues raised were:

- Safety of walkers, particularly concerns over access rights being created over boat storage areas and working dockyards in a number of locations. For the Camber Dockyard (see report GPM 5) we have proposed an outline direction that would allow the owners of the dock to restrict access during boat loading and unloading activities.
- The PRoW that crosses the foreshore near Hardway to Monk's Walk is likely to be boggy and muddy underfoot year-round making it unsuitable for a national trail. The route will instead head inland here (see report GPM 2).
- Disturbance issues for wildlife, caused by increased numbers of walkers and dogs. In discussing with the local nature conservation organisations and the Solent Recreation Mitigation Partnership (SRMP) we have chosen a suitable alignment and taken necessary measures to avoid having a detrimental effect on sensitive features and species.

b) Protection of the environment

The Gosport to Portsmouth stretch is predominantly urban in character. The coastline is dominated by the towns of Gosport to the west, Fareham at the northern end of the Harbour, and the densely-populated city of Portsmouth, on Portsea Island. In addition to residential areas, there are leisure areas, most notably two golf courses, recreation grounds, and several marinas. Gunwharf Quays is an important shopping hub. There are several working military sites along the stretch, to which access is mostly restricted. Parts of the Harbour are industrial in nature, with a working container port plus continental ferry terminal.

The stretch features many important historical sites and museums, reflecting its rich maritime heritage. Notable tourist destinations include the Portsmouth Historic Dockyard and Portchester Castle.

The majority of Portsmouth Harbour is characterised by mudflats and saltmarsh, which support particularly diverse birdlife. There are a small number of islands, one of which is managed by the RSPB for nesting birds.

There are other natural environments present along the stretch, such as shingle beach and saline lagoons, which support nationally-scarce invertebrate and plant species.

There are multiple environmental and historical designations, the location of which are summarised in Maps C and D, and listed below.

- Solent & Southampton Water Ramsar
- Portsmouth Harbour Ramsar
- Solent & Southampton Water SPA
- Portsmouth Harbour SPA
- Solent and Dorset Coast SPA (pSPA)
- Solent and IOW Lagoons SAC
- Lee-on-the-Solent to Itchen Estuary SSSI
- Browndown SSSI
- Gilkicker Lagoon SSSI
- Portsmouth Harbour SSSI
- No. 1 Battery, Stokes Bay Lines – Scheduled Monument

- Fort Gilkicker - Scheduled Monument
- Fort Monckton - Scheduled Monument
- Fortifications S of Trinity Church - Scheduled Monument
- Fort Brockhurst - Scheduled Monument
- Portchester Castle – Scheduled Monument

As a result of the proposals described in this Overview and associated reports for each length of coast, the quality of coastal paths will be improved and there will be greater certainty and clarity about the rights people have within the coastal margin. Use of the coast for outdoor recreation can, if not carefully managed, add to environmental pressures such as the presence of people causing disturbance to wildlife or new paths leading to removal and fragmentation of habitat. Part of the process we go through on each length of coast when we are developing our detailed proposals is about finding ways to avoid or reduce such impacts, and ensure compliance with legislation to protect the environment.

A key feature for this area of coastline as a whole is that during the winter months, it supports internationally recognised populations of non-breeding water birds. The extensive areas of soft mud exposed at low tide are the main feeding areas but the birds also need suitable undisturbed places to roost and several species use inland areas that provide supporting habitat for feeding and resting.

The Solent Recreational Mitigation Strategy has been developed by the Solent Recreation Mitigation Partnership (SRMP) of local authorities and conservation bodies.

It will provide a strategic solution to minimise the effects of increased visitor pressure on the Solent European sites arising from new residential development. The Strategy seeks to provide mitigation in-perpetuity, in line with the Habitats Regulations. It incorporates communications, marketing and education initiatives, a team of coastal rangers, SANG (suitable alternative natural greenspace) and SAMM (strategic access management and monitoring).

We have worked closely within this team delivering this strategy to ensure consistency of approach to managing recreation.

In developing our detailed proposals for coastal access we have taken account of environmental protection objectives and these are, where relevant, discussed in more detail in the relevant report for each length of coast and the following documents that we have published separately:

- A single Habitats Regulations Assessment [<https://www.gov.uk/government/publications/england-coast-path-from-gosport-to-portsmouth-comment-on-proposals>] relating to any potential impact on the conservation objectives of affected sites from the proposals we make in each report for the stretch. This assessment considers any potential impacts in relation both to the individual length of coast covered by each report, and to the stretch as a whole.
- Our Nature Conservation Assessment [<https://www.gov.uk/government/publications/england-coast-path-from-gosport-to-portsmouth-comment-on-proposals>] for the stretch, in which we document our conclusions in relation to any other potential impacts on nature conservation.

c) Interests of owners and occupiers

In discharging our coastal access duty we must aim to strike a fair balance between the interests of the public in having rights of access over coastal land, and the interests of owners and occupiers of land over which any coastal access rights would apply. This was a key driver in the design of our proposals, which were discussed in detail with the owners and occupiers of the affected land during ‘walking the course’ and other processes.

Issues were raised regarding disturbance of wildlife at sensitive sites, with potential for increased numbers of walkers and dogs. In discussing with the local nature conservation organisations and the Solent Recreation Mitigation Partnership (SRMP) we have chosen a suitable alignment using existing access routes and taken necessary measures, which takes into consideration points raised on this subject.

Some owners and occupiers of boatyards had concerns about the safety of walkers through their site, as well as about whether their ability to operate working dockyards and marinas would be affected by the new access rights. In particular there were concerns about access rights being created over boat storage areas and dockyards in a number of locations. Meetings were held with various parties to discuss informal and formal management solutions.

There has been a high level of local public interest in formalising access rights at the Camber Dockyard. Attempts to create a Public Right of Way have thus far been rejected, as this is a working dockyard, which needs to close access at times when dockyard activities are taking place. We propose a solution to satisfy all interested parties, as formal access rights would be created, but an outline direction will be included, which will allow access to the dockyard to be closed off when boat loading and unloading activities take place.

Generally, other issues raised by owners and occupiers across the stretch related to the operational needs of businesses or to the privacy of residents.

These issues are to a large extent addressed by the provisions in the legislation for particular categories of land to be automatically excepted from the coastal access rights, including land covered by buildings and their curtilage, and land used as a garden. Land which becomes subject to development in the future will also become excepted from the coastal access rights if it is developed in these ways. Annex C: Excepted land categories sets out these provisions in more detail.

In addition some owners and occupiers' concerns related to how the Ordnance Survey depict coastal margin on its maps; specifically that excepted land and directions to exclude access are not displayed. Whilst this is primarily a matter for the Ordnance Survey, we do not believe that it would be possible to accurately depict some areas of excepted land/directions on the OS maps due to their scale and because of the fact that the status of that land can be subject to change. However, owners and occupiers are within their rights to erect signs indicating the extent of excepted land or directions to exclude or restrict access, so long as they are not misleading.

d) Coastal processes

The principal source of information regarding coastal processes on this stretch of coast is the North Solent Shoreline Management Plan (see Annex A: Bibliography), a non-statutory policy document for the management of flood risk and coastal erosion. With reference to this document, and with advice from the Environment Agency and officers from relevant local authorities, Portsmouth City Council and Hampshire County Council, we have identified the parts of the coast within this stretch which are particularly susceptible to coastal erosion or other geomorphological processes, such as landslips.

In general where the coast is defended with some certainty, we have not made any specific proposals to enable the trail to adapt to coastal change - for example, where the trail would be:

- on, or on the landward side of sea defences which would protect it; or
- landward of the roads and railway which would be protected under the policies set out in the Shoreline Management Plan 2.

Analysis of available data suggests that shoreline erosion is less within the harbours than on the open coast. However, in some cases we have identified a possible requirement for roll-back even in scenarios like this, to ensure that we can maintain continuity of the trail should a nearby section of the trail be affected by coastal change (see Part 4.10 of the approved Scheme).

GPM 1

Plans for maintenance and improvements to defence structures and beach management and replenishment are in place to provide flood protection to residential areas, commercial property and MoD assets between Lee-on-Solent and Gosport Lifeboat Station, shown on maps GPM 1a to GPM 1d. As such, we have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

The shingle around Fort Gilkicker is identified as vulnerable to erosion up to 2105 in the Shoreline Management Plan. On these lengths of coast we propose to recommend that the trail is able to roll back so that it can be repositioned without further reference to the Secretary of State, once he has approved the initial route. There is more detail about these roll-back arrangements in part 7 of the Overview and in the relevant report.

GPM 2

Coast defence plans are in place to provide flood protection to the significant heritage features, MoD assets, residential properties and commercial assets such as marinas along the foreshore, shown in maps GPM 2a to GPM 2d. As such, we have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

GPM 3

Part of the shoreline is located on a former landfill site between Cams Hall and Cador Drive, shown on maps GPM 3a and GPM 3b. Current defences are in place, which will be maintained until contaminated land investigations and studies are carried out, determining future flood defence requirements.

Between Cador Drive and Portchester, shown on maps GPM 3b and GPM 3c, current defences provide a level of protection; however, these defences are deteriorating and reaching the end of their design life.

Here we propose to recommend that the trail is able to roll back so that it can be repositioned without further reference to the Secretary of State, once he has approved the initial route. There is more detail about these roll-back arrangements in part 7 of the Overview and in the relevant report.

Between Trafalgar Wharf and Port Solent, shown on maps 3d and 4a, existing defences and planned maintenance of the current defence line are in place to provide flood protection to important transport networks of the M275, M27, rail transport links and cross-harbour infrastructure. As such, we have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

GPM 4 and GPM 5:

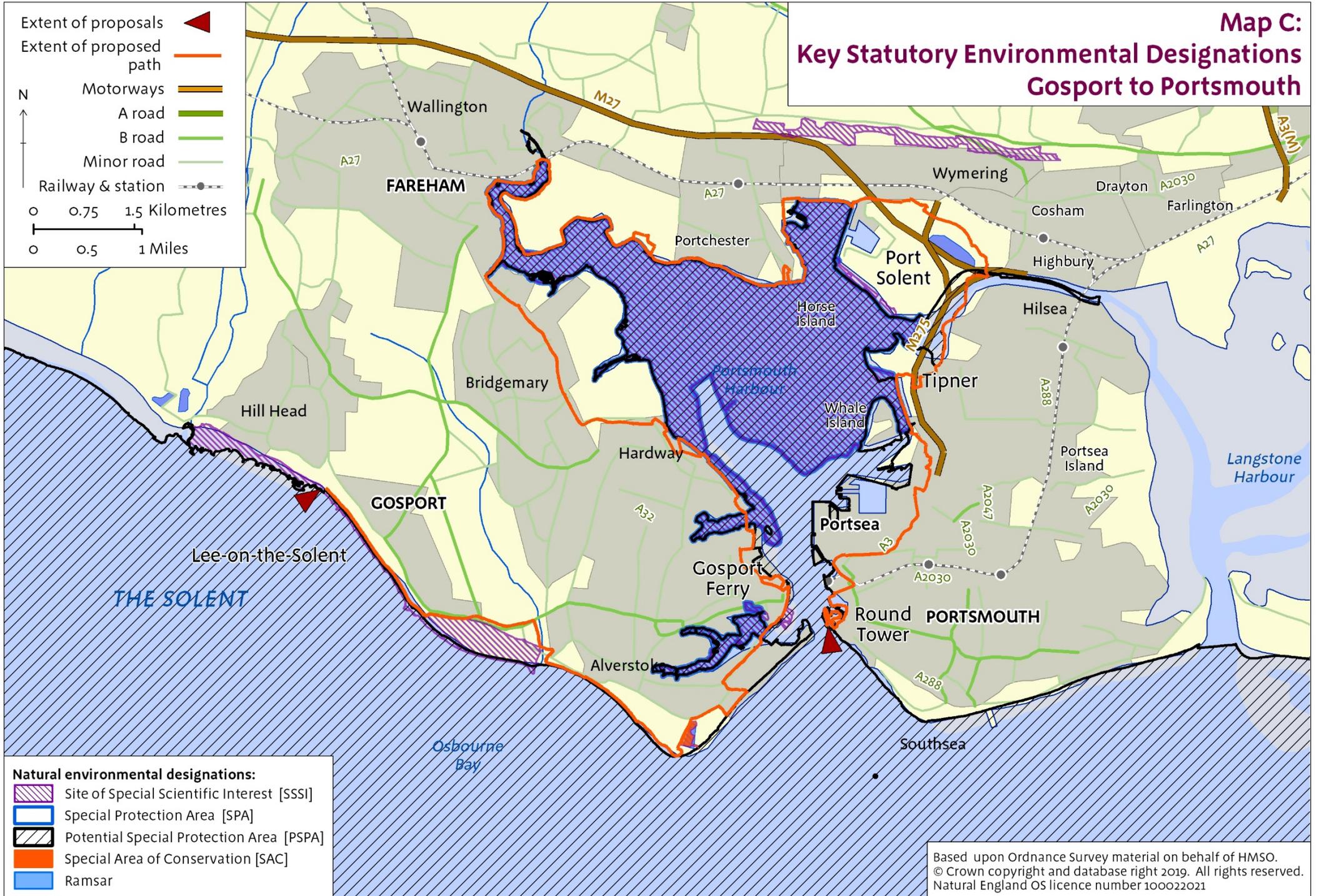
Sea defences along the western side of Portsea Island are to be maintained and improved, protecting the heavily developed and highly populated Portsmouth City, including substantial numbers of residential properties, MoD facilities and important heritage features. As such, we have not made any specific proposals to enable the trail to adapt to coastal change on these lengths of coast.

Map B: Existing access: Gosport to Portsmouth



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Map C: Key Statutory Environmental Designations Gosport to Portsmouth



Map D: Key Statutory Landscape Designations Gosport to Portsmouth



Historic environmental designations:
 Scheduled monument

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Other issues

7. Future changes

Below we explain the procedures for future changes to the coastal access provisions, once proposals have been approved by the Secretary of State. Where the need for future changes was foreseeable at the time of preparing the proposals we have indicated this in the relevant reports.

Roll-back

Reports GPM1 to GPM3 include proposals for specified parts of the route to 'roll back' either:

- in direct response to coastal erosion or other geomorphological processes, or significant encroachment by the sea; or
- in order to link with other parts of the route that need to roll back as a direct result of coastal erosion or other geomorphological processes, or significant encroachment by the sea.

Where sections of the approved route need to change for these reasons in order to remain viable, the new route will be determined by Natural England without any requirement for further reference to the Secretary of State. Coastal erosion can happen at any time and so, in some cases, this provision may need to be invoked between approval of the report and commencement of new access rights.

In particular, so far as we consider it necessary in order to maintain the viability of the route as a whole, we may determine that any part of the route is to be repositioned landward of any physical boundary feature, area of excepted land or area from which we consider it necessary to exclude access e.g. a protected site designated for its conservation value.

In determining the new route, we will take into account:

- the local factors present at that time, including any views expressed by people with a relevant interest in affected land;
- the terms of the Coastal Access duty (see Annex B: Glossary of terms), including the requirement to aim to strike a fair balance between the interests of the public and the interests of any person with a relevant interest in the land; and
- the criteria set out in part B of the Coastal Access Scheme.

Any changes to the route in accordance with these proposals will come into force on a date decided by us. On this date, coastal access rights will come into force as necessary along any new alignment. The date of change will follow any necessary physical establishment work, including any installation of signs to enable the public to identify the modified route on the ground. We will take reasonable steps to ensure that anyone with a relevant interest in land directly affected by the change is made aware this date.

In places where the trail rolls back in this way in response to coastal change, the landward extent of the coastal margin may also move inland automatically:

- with the trail itself, or
- because a landward area of section 15 land (see Annex B: Glossary of terms) or foreshore, cliff, dune, or beach, or a bank, barrier or flat, newly touches the trail when it rolls back, with the result that it automatically becomes part of the margin under the terms of the legislation.

Ordinarily, where roll-back has been proposed and becomes necessary, we would expect the trail to be adjusted to follow the current feature (for example, the cliff edge or top of foreshore). Where we foresee that local circumstances will require more detailed consideration, we have provided further information within the tables in Part 3 of the relevant report. This and the above information is intended as a guide only, based on information available to us at the time of writing, and on expert advice provided by the access authority,

Environment Agency and others. We have taken and will continue to take all reasonable steps to discuss implications and options with all parties likely to be affected by such changes, both during the initial planning work that preceded the writing of the reports for each length, and during any future work to plan and implement a 'rolled back' route.

Other changes

We will normally be required to submit a variation report seeking approval from the Secretary of State in order to make any other changes to the route of the trail (or to propose non-automatic changes to the landward boundary of the coastal margin) - for example if the land was subject to new build development. Such changes would be subject to the same procedures for consultation, representations and objections as our initial reports. Potential developments of which we are already aware that could potentially affect the route on the stretch are summarised below.

- Fort Gilkicker residential development
 - Planning permission has been granted from the council for the fort to be converted into residential accommodation to ensure the landmark is protected and preserved. Works have not started on-site yet. Development of this site will require major alterations to the embankments surrounding the fort and various areas of the beach beyond through which the ECP is currently proposed to pass.
- Royal Haslar Hospital mixed-use development, Gosport
 - This site is currently being re-developed. The former Royal Navy hospital site will become 286 residential units, a 60 bed care home, 244 self-contained retirement units, offices and business units, a health centre, hotel tearooms and restaurant/bar, convenient store, church, public hall and heritage centre. The proposed trail will divert inland where access along the seafront is currently prevented. As a former military hospital, the site retains secure boundaries around the whole site, and will do so whilst the development works take place. As the development is completed, it is intended that the site will cease to be a "gated community", with the future aspiration to promote full permeability and open public access, and therefore there is potential to route the ECP along the seafront.
- Haslar Marina, Gosport
 - Planning application submitted for erection of a three storey and single storey building to form a boat workshop and showroom. Alterations to existing car park and slipway. Extension to existing office. Alterations to pontoons to provide 50 additional berths. The ECP passes close to the sea front at the Marina. If the development goes ahead, a temporary diversion may need to be found, as access to the area could become more restricted during the development phase.
- Priddy's Hard, Heritage Way, Gosport
 - Planning permission granted for erection of seventeen 3 storey terraced dwellings, demolition of cook house and erection of four 3 storey dwellings. Three units of holiday accommodation. Change of use to form coastal forces museum. The proposed ECP route passes along Heritage Way. A temporary diversion may need to be explored when works on the site begin, as access to the area could become more restricted during the development phase.
- Former Gunboat Yard, Haslar Road, Gosport
 - Planning application submitted for mixed-use development of 17 residential units, art gallery, café, boat service area, flood defence sea wall and dry stack storage. The ECP is proposed to pass along Haslar Road. If the development goes ahead, a temporary diversion may need to be found, as access to the area could become more restricted during the development phase.

- Portsmouth City Deal plans at Tipner and Horsea Island
 - Planning application submitted for residential development at Tipner, currently at consultation stage. The associated conversion of the former landfill site at Horsea Island to a Country Park has received planning permission. The work here is scheduled to be completed in 2020 and will offer visitors 128 acres of public green open space. A future opportunity for a more coastal ECP route re-alignment is offered by this proposed development. The City Deal plans also include a bridge to link the sites in Tipner and Horsea Island. This has not been confirmed as yet, and would influence the proposals that could be made in a variation report.

However, even without a variation report:

- i We would be able to impose new or modify existing local restrictions or exclusions on coastal access rights as necessary, and people with a legal interest in the land would be able to apply to us for such directions under certain circumstances – see chapter 6 of the Coastal Access Scheme.
- ii Further work could be carried out where necessary either to establish or maintain the route, or to provide any means of access to the coastal margin, using powers and procedures set out in Schedule 20 of the Marine and Coastal Access Act 2009 and chapter 3 of Part 1 the Countryside and Rights of Way Act 2000.
- iii. If at any time the use of affected land should change, the normal rules in relation to excepted land would apply, so for example land newly covered by buildings and their curtilage, and land in the course of development, would automatically become excepted from the coastal access rights – see Annex C: Excepted Land Categories.

8. Restrictions and exclusions

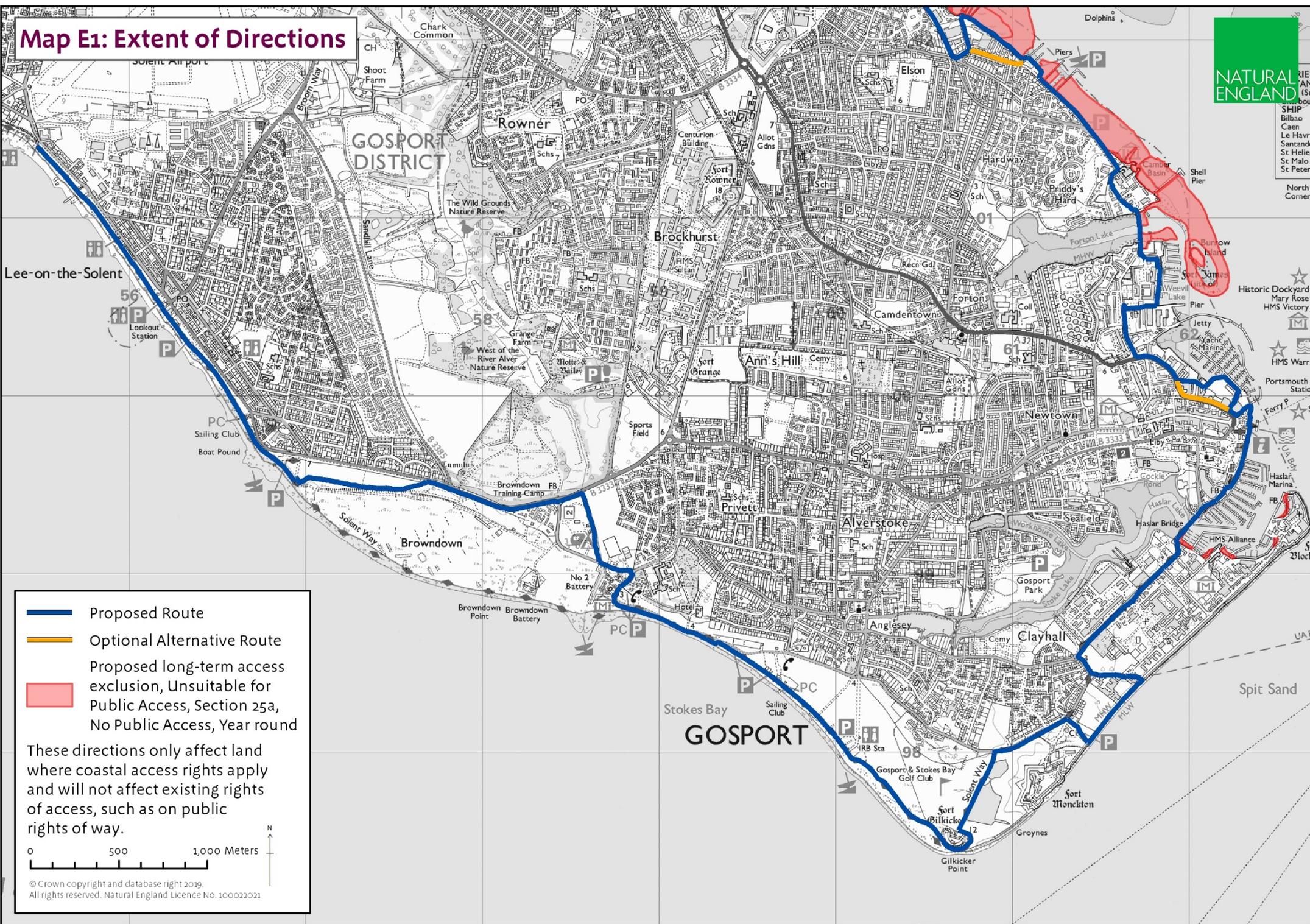
Below, we summarise the directions to exclude or restrict coastal access rights proposed by these reports.

Refer to Part 6.7 and Figure 19 of the approved Coastal Access Scheme for more information.

Report reference	Location/extent (see relevant map for more information)	Type of direction	Purpose of direction	Grounds and relevant section of CROW	Duration
GPM 1	Lee-on-the-Solent to Gosport Ferry terminal	Exclusion	Unsuitable for Public Access	Salt marsh and flat 25A	<i>All year</i>
GPM 2	Gosport Ferry terminal to Cams Hill	Exclusion	Unsuitable for Public Access	Salt marsh and flat 25A	<i>All year</i>
GPM 3	Cams Hill to Port Solent	Exclusion	Unsuitable for Public Access	Salt marsh and flat 25A	<i>All year</i>
GPM 3	Cams Hill to Port Solent (Pewitt Island)	Exclusion	Sensitive Wildlife	Nature conservation 26(3)(a)	<i>All year</i>
GPM 4	Port Solent to Tipner	Exclusion	Unsuitable for Public Access	Salt marsh and flat 25A	<i>All year</i>
GPM 5	Tipner to The Round Tower	Exclusion	Land management and Public Safety	Land management 24; Public safety 25(1)(b);	<i>When specific operations or events are taking place</i>

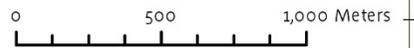
Where land already has open access rights for the public under Part 1 of the CROW Act (the right to roam over mountain, moor, heath, down and registered common), those pre-existing rights are replaced by coastal access rights wherever the land in question falls within the coastal margin. Where that happens, our report may in some circumstances propose to exclude the replacement rights, even where they were not excluded previously, based on an updated analysis of relevant powers and requirements.

Map E1: Extent of Directions



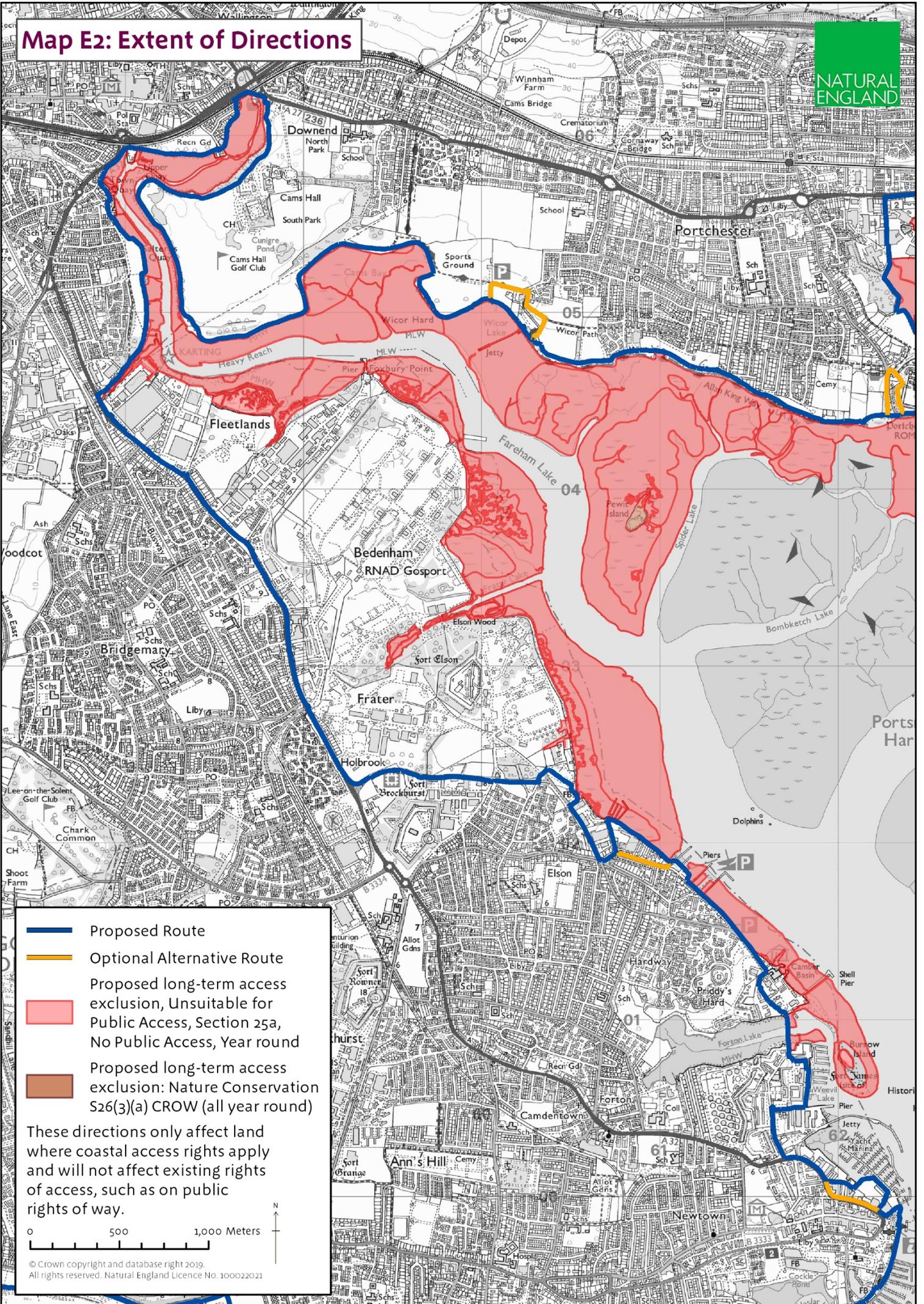
- Proposed Route
- Optional Alternative Route
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25a, No Public Access, Year round

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



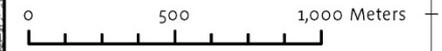
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Map E2: Extent of Directions



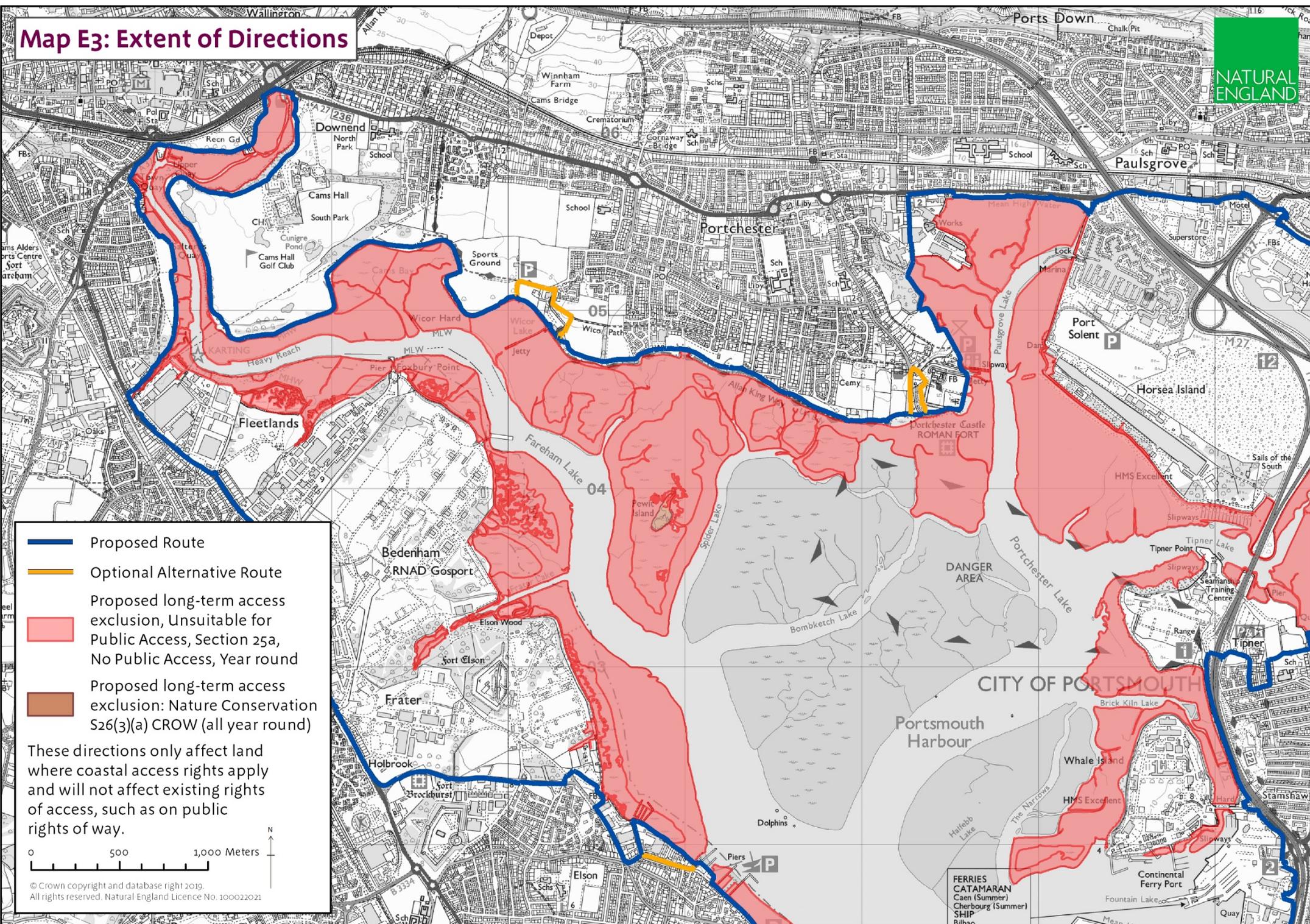
-  Proposed Route
-  Optional Alternative Route
-  Proposed long-term access exclusion, Unsuitable for Public Access, Section 25a, No Public Access, Year round
-  Proposed long-term access exclusion: Nature Conservation S26(3)(a) CROW (all year round)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Map E3: Extent of Directions



- Proposed Route
- Optional Alternative Route
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25a, No Public Access, Year round
- Proposed long-term access exclusion: Nature Conservation S26(3)(a) CROW (all year round)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

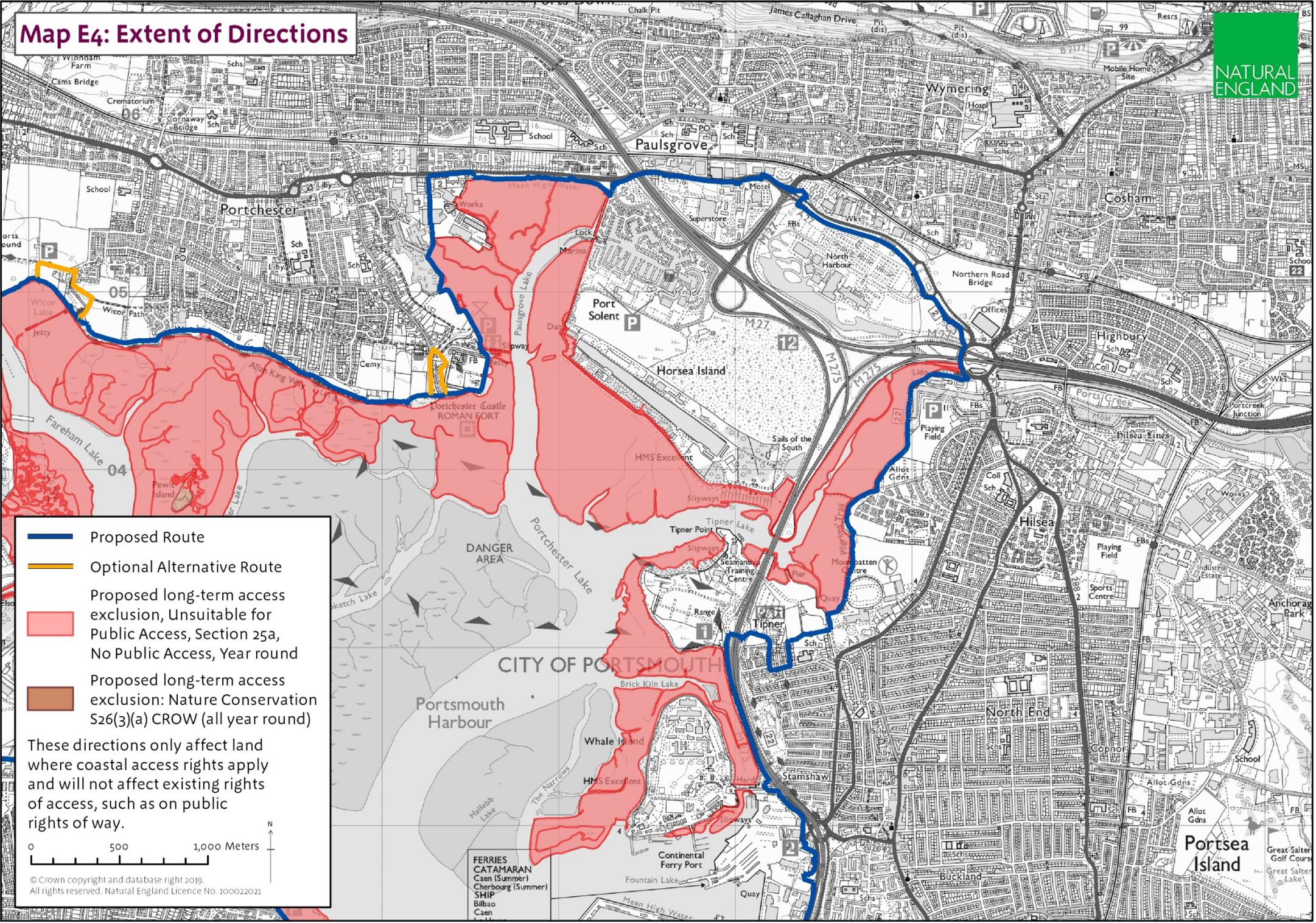


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FERRIES
CATAMARAN
Caen (Summer)
Cherbourg (Summer)
SHIP
Bilbao

Continental Ferry Port
Fountain Lake
Quay

Map E4: Extent of Directions



- Proposed Route
- Optional Alternative Route
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25a, No Public Access, Year round
- Proposed long-term access exclusion: Nature Conservation S26(3)(a) CROW (all year round)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

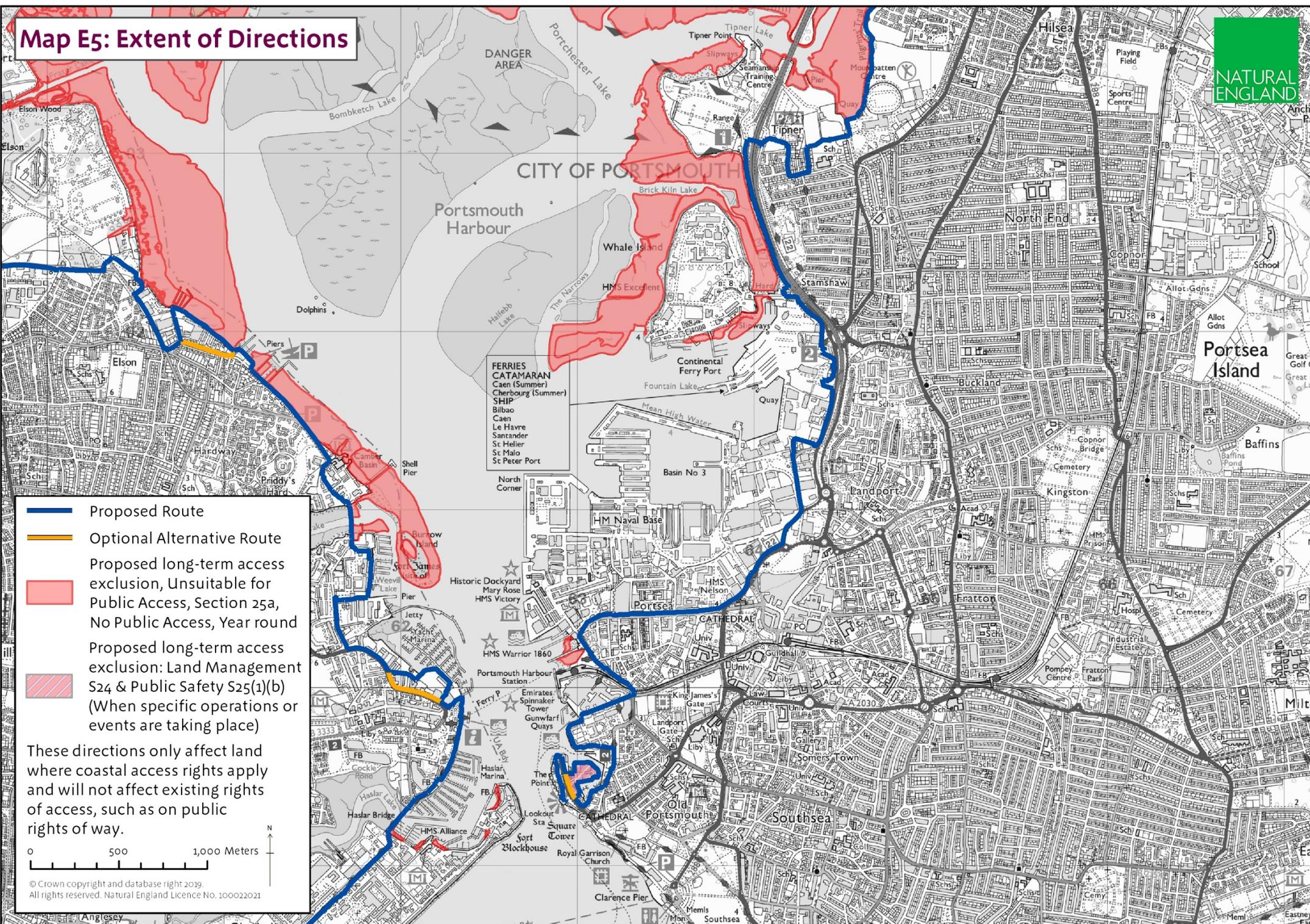


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FERRIES
CATAMARAN
Caen (Summer)
Cherbourg (Summer)
SHIP
Bilbao
Caen

Portsea Island
Great Salter Golf Course
Great Salter Lake

Map E5: Extent of Directions



DANGER AREA

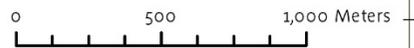
CITY OF PORTSMOUTH

Portsmouth Harbour

FERRIES
CATAMARAN
Caen (Summer)
Cherbourg (Summer)
SHIP
Bilbao
Caen
Le Havre
Santander
St Helier
St Malo
St Peter Port

-  Proposed Route
-  Optional Alternative Route
-  Proposed long-term access exclusion, Unsuitable for Public Access, Section 25a, No Public Access, Year round
-  Proposed long-term access exclusion: Land Management S24 & Public Safety S25(1)(b) (When specific operations or events are taking place)

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Annex A: Bibliography

Information about Natural England's coastal access programme:

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www.gov.uk/government/collections/england-coast-path-improving-public-access-to-the-coast

Information about the statutory framework for coastal access:

Department for Environment, Food and Rural Affairs

www.gov.uk/government/publications/marine-and-coastal-access-act-2009

Coastal Access Scheme

NE446 - Coastal Access: Natural England's Approved Scheme

Natural England

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www.legislation.gov.uk/ukpga/2009/23/part/9/crossheading/the-coastal-access-duty

Countryside & Rights of Way Act 2000 [CROW]

www.legislation.gov.uk/ukpga/2000/37/contents

The Access to the Countryside (Coastal Margin) (England) Order 2010

www.legislation.gov.uk/uksi/2010/558/contents/made

National Parks and Access to the Countryside Act 1949

www.legislation.gov.uk/ukpga/Geo6/12-13-14/97

The Coastal Access Reports (Consideration and Modification Procedure) (England) Regulations 2010

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<http://www.legislation.gov.uk/uksi/2017/1012/contents/made>

The Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018

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Other published information used in the preparation of the report:

Hampshire Countryside Access Plan 2015 - 2025

Hampshire County Council

<http://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf>

The Gosport Waterfront and Town Centre Supplementary Planning Document (March 2018)

Gosport Borough Council

<https://www.gosport.gov.uk/sections/your-council/council-services/planning-section/local-development-framework/supplementary-planning-documents/gosport-waterfront-and-town-centre-spd-consultation-draft/>

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Fareham Borough Council

https://www.fareham.gov.uk/PDF/about_the_council/CorpStrategy.pdf

North Solent Shoreline Management Plan 2010

New Forest District Council / SMP Client Steering Group

<http://www.northsolentsmp.co.uk/9907>

Portsmouth City Council Rights of Way Improvement Plan 2007 - 2017

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UK Census data – Portsmouth (2011)

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Portsmouth City Deal – Tipner and Horsea Island regeneration

Portsmouth City Council

<https://www.portsmouth.gov.uk/ext/development-and-planning/regeneration/city-deal-sites>

The New deal; Management of National Trails in England from April 2013 (NE426)

<http://Publications.naturalengland.org.uk/publication/6238141>

Annex B: Glossary of terms

The terms and their explanations below are included for guidance only

Any terms shown in bold type within each explanation are included as a separate entry elsewhere in the Glossary.

1949 Act means the National Parks and Access to the Countryside Act 1949. The 1949 Act includes provisions and procedures for the creation of long-distance routes (now more commonly known as National Trails). These provisions were amended and added to by the **2009 Act** for the purpose of identifying the coastal **trail**. See Bibliography for publication details.

2009 Act means the Marine and Coastal Access Act 2009. Part 9 of the 2009 Act includes provisions to improve public access to the coast. There are supplementary provisions relating to:

- consideration of coastal access reports, objections and representations by the Secretary of State – in Schedule 1A of the **1949 Act** (inserted by Schedule 19 of the 2009 Act);
- the establishment and maintenance of the English coastal route – in Schedule 20 of the 2009 Act.

Section 1.2 of the Coastal Access Scheme includes a brief overview of the main provisions, which are explained in more detail in subsequent chapters. See Bibliography for publication details.

alignment is the term we use to describe the choices we make about the proposed route of the **trail** and the landward boundary of the **coastal margin**.

alternative route means a route proposed to the **Secretary of State** under section 55C of the **1949 Act**, to operate as a diversion from the **ordinary route** at certain times. The associated term **optional alternative route** denotes a route which the public has the *option* to use at times when the **ordinary route** is unsuitable for use because of flooding, tidal action, coastal erosion or other geomorphological processes. Neither type of alternative route creates any seaward **margin**. Paragraphs 4.10.16 to 4.10.18 of the Scheme explain more about the potential use of optional alternative routes.

building has the same meaning given in Schedule 1 to **CROW**, as amended for the coast by the **Order**. The term includes any structure or erection and any part of a building. For this purpose “structure” includes any tent, caravan or other temporary or moveable structure. It does not include any fence or wall, anything which is a means of access (as defined by **CROW** section 34 – for example steps or bridges), or any slipway, hard or quay.

coastal access duty means Natural England’s duty under section 296 of the **2009 Act** to secure improvements to public access to the English coast. It is explained in more detail in 1.2 of the Coastal Access Scheme.

coastal access rights is the term we use to describe the rights of public access to the coast provided under section 2(1) of **CROW** as a result of the provisions of the **2009 Act** and the **Order**. Coastal access rights are normally rights of access on foot for open-air recreation. These rights are by default subject to **national restrictions** and may additionally be subject to **directions** which restrict or **exclude** them locally. Section 2.4 of the Coastal Access Scheme explains more about the nature and management of coastal access rights.

coastal margin or margin means a margin of land at the coast falling within one or more of the descriptions given at article 3 of the **Order**. Its main component is land subject to the **coastal access rights**, but it also contains other land, including some land that is not accessible to the public. A land owner may also voluntarily include land in the coastal access margin by making a **dedication**. Section 2.3 of the Scheme explains these other categories of land and how they fit in.

coastal processes is a term used in the reports to mean coastal erosion, encroachment by the sea or other physical change due to geomorphological processes such as landslip. Where any part of the **trail** could be significantly affected by coastal processes, either directly or because of the need to maintain continuity with a part that is directly affected, we have included recommendations for it to **roll back** in accordance with a description in the relevant report.

CROW means the Countryside and Rights of Way Act 2000. **Coastal access rights** take effect by virtue of CROW section 2(1). Certain provisions in CROW are amended or added to by the **2009 Act** and the **Order** for the purposes of the coast. Chapter 2 of the Coastal Access Scheme provides an overview of how the amended CROW provisions apply to the coast. See Bibliography for publication details.

dedicate/dedication means any voluntary dedication of land by the owner or long leaseholder under section 16 of **CROW** so that it will be subject to access rights under that Act. A dedication may also make provision for specific **national restrictions** that would otherwise apply over the affected land to be removed or relaxed.

Land within the **coastal margin** that was previously dedicated as access land under **CROW** becomes subject to the coastal access regime, including the **national restrictions** and the reduced level of liability operating on other parts of the margin with **coastal access rights**. On certain land, a dedication may be used to 'opt in' to the coastal access regime land where it would not otherwise apply. Chapter 2 of the Coastal Access Scheme explains these scenarios in more detail.

definitive map means the legal record of public rights of way. It shows public footpaths, bridleways, restricted byways, and byways open to all traffic.

direction means a direction under chapter II of **CROW** Part 1 to impose local restrictions or **exclusions** on the use of the **coastal access rights**.

Estuarial waters are defined in section 309 of the **2009 Act** as any waters within the limits of transitional waters within the meaning of Council Directive 2000/60/EC (the European Community Water Framework Directive). Transitional waters are defined in Schedule 1 to the Directive as "bodies of surface water in the vicinity of river mouths which are partially saline in character as a result of their proximity to coastal waters but which are substantially influenced by freshwater flows". The Environment Agency has mapped their **seaward limit** on each English estuary. Section 10.1 of the Scheme explains the relevance of estuarial waters to our proposals for coastal access at estuaries.

excepted land – see Annex C.

exclude/exclusion refer to local exclusion of the **coastal access rights** by **direction** (as opposed to the **national restrictions** that apply on all coastal access land by default). In this way the use of the rights may where necessary either be excluded completely, or restricted in specified ways by means of a local restriction. Section 6.6 of the Coastal Access Scheme explains the provisions in detail and our approach to their use.

foreshore is not defined in the **2009 Act** or the **Order**. In the reports and this Overview it is taken to mean the land between mean low water and mean high water.

gate is used in several ways in the reports:

- 'Field gate' means a wide farm gate, for vehicle access.
- 'Kissing gate' means a pedestrian access gate, sometimes suitable for wheelchairs.
- 'Wicket gate' means a narrow field gate, sometimes suitable for wheelchairs, but unsuitable for larger vehicles.

guide fencing is a term the reports may use to describe simple temporary fencing which can be put up and taken down with minimal cost or effort – see figure 18 in chapter 6 of the Coastal Access Scheme.

Habitats Regulations Assessment means an assessment made in accordance with regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended).

the legislation is the term the reports use to describe four pieces of legislation which include provisions relevant to the implementation of our proposals: the **2009 Act**, the **1949 Act**, **CROW** and the **Order**. There are separate entries in the glossary which describe each of these in more detail.

a **length** is the term used to describe the part of **the stretch** covered by each individual report.

local access forum means a local access forum established under section 94 of **CROW**. Natural England is required to consult the relevant local access forum in the preparation of the reports, and to invite representations from it on its proposals – see chapter 3 of the Coastal Access Scheme for details.

margin (see coastal margin)

national restrictions – see Annex D.

National Trail means a long-distance route approved by the Secretary of State under section 52 of the **1949 Act**.

objection means an objection by a person with a relevant interest in affected land (i.e. its owner or occupier) to Natural England about a proposal in a report. An objection must be made on certain specified grounds, in accordance with the provisions in Schedule 1A of the **1949 Act** (as inserted by Schedule 19 of the **2009 Act**). Stage 3 of the implementation process described in chapter 3 of the Coastal Access Scheme provides an overview of the procedures for considering objections.

ordinary route means the line normally followed by **the trail**.

the **Order** means the Access to the Countryside (Coastal Margin) (England) Order 2010 (S.I. 2010/558), made under section 3A of **CROW**. It sets out descriptions of land which are **coastal margin** and amends Part I of CROW in certain key respects for the purposes of coastal access. See Bibliography for publication details.

public right of way (PRoW) means a public footpath, bridleway, restricted byway or byway open to all traffic. These public rights of way are recorded on the **definitive map**.

relevant interest means a relevant interest in land, as defined by section 297(4) of the 2009 Act. This is a person who:

- holds an estate in fee simple absolute in possession in the land;
- holds a term of years absolute in the land, or
- is in lawful occupation of the land.

A relevant interest must therefore own or occupy the land in question, rather than simply having some other kind of legal interest over it.

representation means a representation made by any person to Natural England regarding proposals in any of its reports. A representation may be made on any grounds, in accordance with the provisions in Schedule 1A of the **1949 Act** (as inserted by Schedule 19 of the **2009 Act**). Stage 3 of the implementation process described in chapter 3 of the Coastal Access Scheme provides an overview of the procedures for considering representations.

restrict/restriction – see “exclude/exclusion”.

Roll-back is the term the Scheme uses to describe arrangements made under the provisions of section 55B of the **1949 Act**, whereby we may propose to the **Secretary of State** in a **coastal access report** that the route of a specified part of the **trail** which is subject to significant erosion or other coastal processes, or which links to such a section of trail, should be capable of being repositioned later in accordance with the proposals in our relevant report, without further confirmation by the Secretary of State. Section 4.10 of the Scheme explains in more detail how this works, and part 6(d) of this Overview explains this in the context of the stretch.

route section is the term used in the reports to describe short sections of the proposed route for the **trail**. Each route section is assigned a nationally unique serial number which we use to refer to it in the proposals and on the accompanying maps.

section 15 land means land with public access rights under:

- section 193 of the Law of Property Act 1925;
- a local or private Act;
- a management scheme made under Part I of the Commons Act 1899; or
- an access agreement or access order made under Part V of the National Parks and Access to the Countryside Act 1949;

or land subject to, or potentially subject to, public access under section 19 of the Ancient Monuments and Archaeological Areas Act 1979.

Where Section 15 land forms part of the **coastal margin** (which it may do in any of the ways explained in section 4.8 of the Coastal Access Scheme), these rights apply instead of the **coastal access rights**. Figure 6 in Section 2.4 of the Coastal Access Scheme shows the relationship of Section 15 land to the coastal access regime in more detail.

spreading room is the term we use to describe any land, other than the **trail** itself, which forms part of the **coastal margin** and which has public rights of access.

In addition to land with **coastal access rights** it therefore includes areas of **section 15 land**. Spreading room may be either seaward or landward of the **trail**, according to the extent of the margin. Section 4.8 of the Scheme explains in more detail the ways in which land may become spreading room. Spreading room may be subject to **directions** that **restrict** or **exclude** the coastal access rights locally from time to time. However, the Scheme does not use the term to describe land which is subject to a direction which excludes access for the long-term. Land is not described as spreading room in the Scheme if it falls into one of the descriptions of **excepted land**, although it may become spreading room if it loses its excepted status as a result of a change of use, or if the owner dedicates it as coastal margin. Where highways such as roads or public rights of way cross spreading room, they remain subject to the existing highway rights rather than becoming subject to coastal access rights.

statutory duty means the work an organisation must do by order of an Act of Parliament.

stretch is the whole area covered by our compendium of statutory reports making coastal access proposals to the Secretary of State, each covering one **length** within the stretch.

temporary route means a diversionary route which operates while access to the trail is **excluded** by **direction**. Unlike an **alternative route**, a temporary route may be specified later by or under the direction without requiring confirmation by the Secretary of State, though land owner consent is needed in some circumstances. Figure 17 in chapter 6 of the Coastal Access Scheme explains the provisions for temporary routes in more detail.

the trail is the term we use to describe the strip of land people walk along when following the route identified for the purposes of the **Coastal Access Duty**. See part 1.3 of the Coastal Access Scheme. Following approval by the Secretary of State of our proposals, the trail along that **stretch** becomes part of the **National Trail** known as the **England Coast Path**. By default, it is the land within 2 metres on either side of the approved route line, but often it is wider or narrower than this. The trail forms part of the **coastal margin**.

variation report means a report to the Secretary of State under section 55(1) of the 1949 Act. Natural England may prepare a variation report recommending changes to coastal access proposals that have previously been approved. Figure 10 in chapter 3 of the Coastal Access Scheme explains in more detail the circumstances when a variation report is necessary.

A variation report may also be prepared by Natural England (in the context of our recommendations for the **trail** which we have a duty to secure under section 296 of the **2009 Act**) to recommend that the route of another National Trail at the coast is modified.

Annex C: Excepted land categories

The effect of Schedule 1 to the Countryside and Rights of Way Act 2000 is that some categories of land are completely excluded from the coastal access rights, even if they fall within the coastal margin:

- land covered by buildings or the curtilage of such land;
- land used as a park or garden;
- land used for the getting of minerals by surface working including quarrying (except, under certain circumstances, the removal of sand or shingle from an area of foreshore or beach);
- land used for the purposes of a railway (including a light railway) or tramway;
- land covered by pens in use for the temporary detention of livestock;
- land used for the purposes of a racecourse or aerodrome;
- land which is being developed and which will become excepted land under certain other excepted land provisions;
- land covered by works used for the purposes of a statutory undertaking (other than flood defence works or sea defence works) or the curtilage of such land;
- land covered by works used for an electronic communications code network or the curtilage of any such land;
- land the use of which is regulated by byelaws under section 14 of the Military Lands Act 1892 or section 2 of the Military Lands Act 1900;
- land which is, or forms part of, a school playing field or is otherwise occupied by the school and used for the purposes of the school; and
- land which is, or forms part of, a highway (within the meaning of the Highways Act 1980) – see below.

Some other land categories are excepted by default, but we may propose that the trail should cross them on an access strip – in which case the strip itself is not excepted from the coastal access rights. Where land in any of these categories would form part of the coastal margin in proposals, it would therefore be fully excepted from coastal access rights. That includes:

- land on which the soil is being, or has at any time within the previous 12 months been, disturbed by any ploughing or drilling undertaken for the purposes of planting or sowing crops or trees;
- land used for the purposes of a golf course;
- land which is, or forms part of, a regulated caravan or camping site; and
- land which is, or forms part of, a burial ground.

Highways are also excepted from the coastal access rights. This does not prevent the trail from following a public footpath or other highway, and people can continue exercising their rights to use highways that fall within the wider spreading room. Such highways form part of the coastal margin even though the access rights along them are afforded by other legislation.

Land owners may choose, under the legislation, to dedicate excepted land as a permanent part of the coastal margin. These provisions are explained in more detail in Chapter 2 of our Coastal Access Scheme.

Annex D: National restrictions

The coastal access rights which would be newly introduced under our proposals include most types of open-air recreation on foot or by wheelchair including walking, climbing and picnicking.

The scope of these coastal access rights is normally limited by a set of rules that we call in the Coastal Access Scheme the “national restrictions”.

They list some specific activities not included within the coastal access rights – for example camping, horse riding and cycling. The national restrictions on the coastal access rights are set out on the pages that follow.

The national restrictions do not prevent such recreational uses taking place under other rights, or with the landowner’s permission, or by traditional tolerance – for example on an area of foreshore where horse riding is customary. In particular, these national restrictions have no effect on people’s use of public rights of way or Section 15 land (see the entry for ‘section 15 land’ in the Glossary).

The land owner (or in some circumstances a long leaseholder or farm tenant) also has the option to include such recreational uses within the coastal access rights on a particular area of land, or on his holdings generally. He can do this:

- permanently (i.e. on behalf of himself and future owners of the land), by dedicating such rights under section 16 of the Countryside and Rights of Way Act 2000 (CROW); or
- until further notice, by agreeing that we should give a direction under CROW Schedule 2 paragraph 7 to this effect.

We can provide more information about these options on request.

Countryside and Rights of Way Act 2000

SCHEDULE 2 RESTRICTIONS TO BE OBSERVED BY PERSONS EXERCISING RIGHT OF ACCESS (Section 2)

General restrictions

- 1 (1) Subject to sub-paragraph (2), section 2(1) does not entitle a person to be on any land if, in or on that land, he –
- (a) drives or rides any vehicle other than an invalid carriage as defined by section 20(2) of the Chronically Sick and Disabled Persons Act 1970,
 - (b) uses a vessel or sailboard on any non-tidal water,
 - (c) has with him any animal other than a dog,
 - (d) commits any criminal offence,
 - (e) lights or tends a fire or does any act which is likely to cause a fire,
 - (f) intentionally or recklessly takes, kills, injures or disturbs any animal, bird or fish,
 - (g) intentionally or recklessly takes, damages or destroys any eggs or nests,
 - (h) feeds any livestock,
 - (i) bathes in any non-tidal water,
 - (j) engages in any operations of or connected with hunting, shooting, fishing, trapping, snaring, taking or destroying of animals, birds or fish or has with him any engine, instrument or apparatus used for hunting, shooting, fishing, trapping, snaring, taking or destroying animals, birds or fish,
 - (k) uses or has with him any metal detector,
 - (l) intentionally removes, damages or destroys any plant, shrub, tree or root or any part of a plant, shrub, tree or root,
 - (m) obstructs the flow of any drain or watercourse, or opens, shuts or otherwise interferes with any sluice-gate or other apparatus,
 - (n) without reasonable excuse, interferes with any fence, barrier or other device designed to prevent accidents to people or to enclose livestock,
 - (o) neglects to shut any gate or to fasten it where any means of doing so is provided, except where it is reasonable to assume that a gate is intended to be left open,
 - (p) affixes or writes any advertisement, bill, placard or notice,
 - (q) in relation to any lawful activity which persons are engaging in or are about to engage in on that or adjoining land, does anything which is intended by him to have the effect –
 - (i) of intimidating those persons so as to deter them or any of them from engaging in that activity,
 - (ii) of obstructing that activity, or
 - (iii) of disrupting that activity,
 - (r) without reasonable excuse, does anything which (whether or not intended by him to have the effect mentioned in paragraph (q)) disturbs, annoys or obstructs any persons engaged in a lawful activity on the land,
 - (s) engages in any organised games, or in camping, hang-gliding or para-gliding, or
 - (t) engages in any activity which is organised or undertaken (whether by him or another) for any commercial purpose.
- (2) Nothing in sub-paragraph (1)(f) or (j) affects a person's entitlement by virtue of section 2(1) to be on any land which is coastal margin if the person's conduct (to the extent that it falls within sub-paragraph (1)(f) or (j)) is limited to permitted fishing-related conduct.
- (3) In sub-paragraph (2) the reference to permitted fishing-related conduct is a reference to the person –
- (a) having a fishing rod or line, or

(b) engaging in any activities which –

(i) are connected with, or ancillary to, fishing with a rod and line, or with a line only, in the exercise of a right to fish, and

(ii) take place on land other than land used for grazing or other agricultural purposes.

2 (1) In paragraph 1(k), “metal detector” means any device designed or adapted for detecting or locating any metal or mineral in the ground.

(2) For the purposes of paragraph 1(q) and (r), activity on any occasion on the part of a person or persons on land is “lawful” if he or they may engage in the activity on the land on that occasion without committing an offence or trespassing on the land.

3 Regulations may amend paragraphs 1 and 2.

4 (1) During the period beginning with 1st March and ending with 31st July in each year, section 2(1) does not entitle a person to be on any land if he takes, or allows to enter or remain, any dog which is not on a short lead.

(2) Sub-paragraph (1) does not apply in relation to land which is coastal margin.

5 Whatever the time of year, section 2(1) does not entitle a person to be on any land if he takes, or allows to enter or remain, any dog which is not on a short lead and which is in the vicinity of livestock.

6 In paragraphs 4 and 5, “short lead” means a lead of fixed length and of not more than two metres.

6A (1) Whatever the time of year, section 2(1) does not entitle a person to be on any land which is coastal margin at any time if –

(a) that person has taken onto the land, or allowed to enter or remain on the land, any dog, and

(b) at that time, the dog is not under the effective control of that person or another person.

(2) For this purpose a dog is under the effective control of a person if the following conditions are met.

(3) The first condition is that –

(a) the dog is on a lead, or

(b) the dog is within sight of the person and the person remains aware of the dog's actions and has reason to be confident that the dog will return to the person reliably and promptly on the person's command.

(4) The second condition is that the dog remains –

(a) on access land, or

(b) on other land to which that person has a right of access.

(5) For the purposes of sub-paragraph (4), a dog which is in tidal waters is to be regarded as remaining on access land.

6B (1) Section 2(1) does not entitle a person to be on any land which is coastal margin if, on that land, the person obstructs any person passing, or attempting to pass, on foot along any part of the English coastal route, any official alternative route or any relevant temporary route.

(2) In this paragraph –

“the English coastal route” means the route secured pursuant to the coastal access duty (within the meaning of section 296 of the Marine and Coastal Access Act 2009);

“official alternative route” has the meaning given by section 55J of the National Parks and Access to the Countryside Act 1949;

“relevant temporary route” means a route for the time being having effect by virtue of a direction under section 55I of that Act to the extent that the line of the route passes over coastal margin.

Front cover photo: Walking at Portchester Castle, Portsmouth © Tim Hall/Natural England

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