



England Coast Path Stretch: Gosport to Portsmouth

Report GPM 1: Lee-on-the-Solent to Gosport Ferry

Part 1.1: Introduction

Start Point:	Lee-on-the-Solent (grid reference: 455477 101402)
End Point:	Gosport Ferry (grid reference: 462336 99846)
Relevant Maps:	GPM Map 1a to GPM Map 1f

1.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Gosport and Portsmouth.

1.1.2 This report covers length GPM 1 of the stretch, which is the coast between Lee-on-the-Solent and the Gosport Ferry. It makes free-standing statutory proposals for this part of the stretch, 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.

1.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details 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 report also sets 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 (“roll-back”), if this proves necessary in the future because of coastal change.

1.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 1.2: Proposals Narrative

The trail:

1.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

1.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

1.2.3 At GPM-1-S010 to GPM-1-S017 an inland diversion is necessary to take the trail past Browdown Training Camp which is subject to a military lands byelaw and is therefore excepted land. An inland diversion is also necessary along GPM-1-S023 to GPM-1-S029 to take the trail past Fort Monkton, where security fencing of the military fort prevents a more seaward route. The trail also diverts inland along GPM-1-S031 to GPM-1-S035 as access along the seafront is currently prevented due to the Royal Haslar Development. (See Future Change, below and Part 7 of the Overview).

1.2.4 Follows a route similar to the existing Solent Way long-distance walking route but departs from this along sections GPM-1-S010 to GPM-1-S017 to pass landward of Browdown training camp. It also departs from the Solent Way at sections GPM-1-S027 to GPM-1-S033 to align seaward of the Haslar Immigration Centre.

Protection of the environment:

1.2.5 In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

1.2.6 The following designated sites affect this length of coast:

- Solent & Southampton Water Ramsar
- Portsmouth Harbour Ramsar
- Solent & Southampton Water Special Protection Area (SPA)
- Portsmouth Harbour SPA
- Solent and Dorset Coast Potential Special Protection Area (pSPA)
- Solent and IOW Lagoons Special Area of Conservation (SAC)
- Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI)
- Browdown SSSI
- Gilkicker Lagoon SSSI
- Portsmouth Harbour SSSI
- No. 1 Battery, Stokes Bay Lines – Scheduled Monument (SM)
- Fort Gilkicker SM
- Fort Monkton SM
- Fortifications South of Trinity Church SM

Maps C and D in the Overview show the extent of designated areas listed.

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

1.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
Maps GPM 1a to GPM 1f	GPM-1-S0010 to GPM-1-S017 and GPM-1-S021 to GPM-1-S025	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Browdown is aligned inland. ■ The trail follows existing paths through Gilikicker. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Advisory signs that explain the sensitivities, ask people to keep to the path and provide educational information on wildlife features found in and around the lagoons. ■ These will complement existing interpretation panels at Fort Road. 	<p>The strandline and vegetated shingle communities can be sensitive to concentrated trampling and eutrophication from dog fouling.</p> <p>An increase in recreational activity could cause disturbance to the lagoon features if walkers and dogs enter them, disturbing the subtidal features within them.</p> <p>Disturbance could be an issue affecting the area where the Gilkicker Weevil is found.</p>

1.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

1.2.9 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass, gravel and shingle path from the Gosport and Fareham Inshore Rescue Service section GPM-1-S021 to Fort Gilkicker section GPM-1-S023, for approximately 1km.
- There are places where it would be necessary to ascend/descend steps. This occurs where the trail diverts inland at the western edge of Browdown training camp, section GPM-1-S010.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

1.2.10 Estuary: This report proposes that the trail should contain sections aligned on the estuary of Portsmouth Harbour, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that harbour as far as the A27 road crossing at Wallington, as indicated by the extent of the trail shown on Map A2.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

1.2.11 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 1.3.1 below.

1.2.12 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 1.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

1.2.13 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh/flat between Gosport and Portsmouth Harbour

1.2.14 Access to the land in the coastal margin adjacent to route sections GPM-1-S035 and GPM-1-S036 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map GPM 1A.

1.2.15 The mudflat in these areas is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

1.2.16 Other factors affecting access: At route sections GPM-1-S001 and GPM-1-S002, Lee-on-the-Solent Hovercraft Museum, access may be interrupted from time to time for short periods to allow the arrival and departure of occasional passenger hovercraft services. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

1.2.17 Coastal erosion: Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea,
- or

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

1.2.18 Column 4 of tables 1.3.3 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map GPM 1e as the proposed route of the trail.

1.2.19 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in table 1.3.1 the route is to be at the centre of the line shown on maps GPM 1a to GPM 1f as the proposed route of the trail.

Other future change:

1.2.20 There are also places described in this report where we foresee the need for future changes to the proposed access provisions for particular reasons:

- **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 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, convenience store, church, public hall and heritage centre. The proposed trail diverts 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 open public access. Therefore there is potential to route the ECP along the seafront.
- **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.
- **Haslar Marina, Gosport.** A planning application has been 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, an extension to existing office, and alterations to boat 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.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

1.2.21 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

1.2.22 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £4047.94 and is informed by:

- information already held by the access authority, Hampshire County Council, in relation to the management of the existing public rights of way
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.23 There is one main element to the overall cost:

- A significant number of new signs and some wooden bollards would be needed to direct users along the trail, in particular on route sections where the proposed route differs from that of the existing Solent Way.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & wooden bollards	£2538.74
Project Management	£331.14
Total	£2869.88 (Exclusive of any VAT payable)

1.2.24 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Hampshire County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

1.2.25 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

1.2.26 We estimate that the annual cost to maintain the trail will be £2,110.80 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

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

1.3.1 Section Details – Maps GPM 1a to GPM 1f: Lee-on-the-Solent to Gosport Ferry

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.1: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 1.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. 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 5a, that would be its landward boundary instead.

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
GPM 1a	GPM-1-S001	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 1a	GPM-1-S002	Other existing walked route	No	No			
GPM 1a	GPM-1-S003	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 1a	GPM-1-S004	Other existing	No	No	Landward edge of path	Clarity and cohesion	

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
		walked route					
GPM 1a	GPM-1-S005	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 1a	GPM-1-S006	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and landward edge of the path
GPM 1b	GPM-1-S007	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and landward edge of the path
GPM 1b	GPM-1-S008	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 1b	GPM-1-S009	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	

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
GPM 1b	GPM-1-S010	Other existing walked route	No	No			
GPM 1b	GPM-1-S011	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1b	GPM-1-S012	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including hedge and landward edge of the path
GPM 1c	GPM-1-S013	Cycle track (pedestrian)	No	No	Road	Clarity and cohesion	
GPM 1c	GPM-1-S014	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 1c	GPM-1-S015	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1c	GPM-1-S016	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 1c	GPM-1-S017	Public footway (pavement)	No	No	Pavement Edge	Clarity and cohesion	

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
GPM 1d	GPM-1-S018	Other existing walked route	No	No	Road	Clarity and cohesion	
GPM 1d	GPM-1-S019	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1d	GPM-1-S020	Other existing walked route	No	No			
GPM 1e	GPM-1-S021	Other existing walked route	Yes - Normal	No	Path	Clarity and cohesion	
GPM 1e	GPM-1-S022	Other existing walked route	Yes - See table 1.3.3	No			
GPM 1e	GPM-1-S023	Other existing walked route	Yes - See table 1.3.3	No			
GPM 1e	GPM-1-S024	Other existing walked route	Yes - See table 1.3.3	No			
GPM 1e	GPM-1-S025	Other existing walked route	No	No	Path	Clarity and cohesion	

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
GPM 1e	GPM-1-S026	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 1e	GPM-1-S027	Other existing walked route	No	No			
GPM 1e	GPM-1-S028	Other existing walked route	No	No			
GPM 1e	GPM-1-S029	Other existing walked route	No	No			
GPM 1e	GPM-1-S030	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 1e	GPM-1-S031	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 1e	GPM-1-S032	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 1e	GPM-1-S033	Other existing walked route	No	No			
GPM 1f	GPM-1-S034	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

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
GPM 1f	GPM-1-S035	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 1f	GPM-1-S036	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 1f	GPM-1-S037	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 1f	GPM-1-S038	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 1f	GPM-1-S039	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1f	GPM-1-S040	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall, fence and landward edge of the path
GPM 1f	GPM-1-S041	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1f	GPM-1-S042	Other existing	No	No	Fence line	Clarity and cohesion	

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
		walked route					
GPM 1f	GPM-1-S043	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1f	GPM-1-S044	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 1f	GPM-1-S045	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and landward edge of the path

1.3.2 Other options considered: Maps 1c and 1e: Browndown to Stanley Park and Gosport Lifeboat Station to Clayhall

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GPM 1c	GPM-1-S014 to GPM-1-S015	We considered aligning the trail along Browndown Road, west of Kingfisher Caravan Park	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route along the river is a more pleasant option, taking walkers off the pavements.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GPM 1e	GPM-1-S023 to GPM-1-S029	We considered aligning the trail around the perimeter of Fort Monkton on the landward side, at Gosport & Stokes Bay Golf Course	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is comparable in terms of safety. ■ A route around the periphery of the golf course would have adversely affected the ability of the golf course to operate. ■ There is already a route across the golf course that provides sea views.
GPM 1e	GPM-1-S027 to GPM-1-S033	We considered continuing the trail along Fort Road, following the Solent Way	We opted for the proposed route because: <ul style="list-style-type: none"> ■ It is closer to the sea and provides views of the sea.

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

1.3.3 Roll-back implementation – more complex situations: Map 1e: Gosport Lifeboat Station to Clayhall

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
GPM 1e	GPM-1-S022 to GPM-1-S024	Fort Gilkicker	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
GPM 0	Legend for all maps
GPM 1a	Lee-on-the-Solent to War Memorial
GPM 1b	War Memorial to Browndown
GPM 1c	Browndown to Stanley Park
GPM 1d	Stanley Park to Gosport Lifeboat Station
GPM 1e	Gosport Lifeboat Station to Clayhall
GPM 1f	Clayhall to Gosport Ferry
Directions Map GPM 1A	Directions for report GPM 1: Lee-on-the-Solent to Gosport Ferry

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps

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

- BY** - Public byway
- CT** - Cycletrack (cycles only)
- CP** - Cycletrack (pedestrian)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- BW** - Public bridleway
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

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

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public footpaths
- Public byways
- Public bridleways
- Restricted byways
- Sustrans national routes
- Existing access land

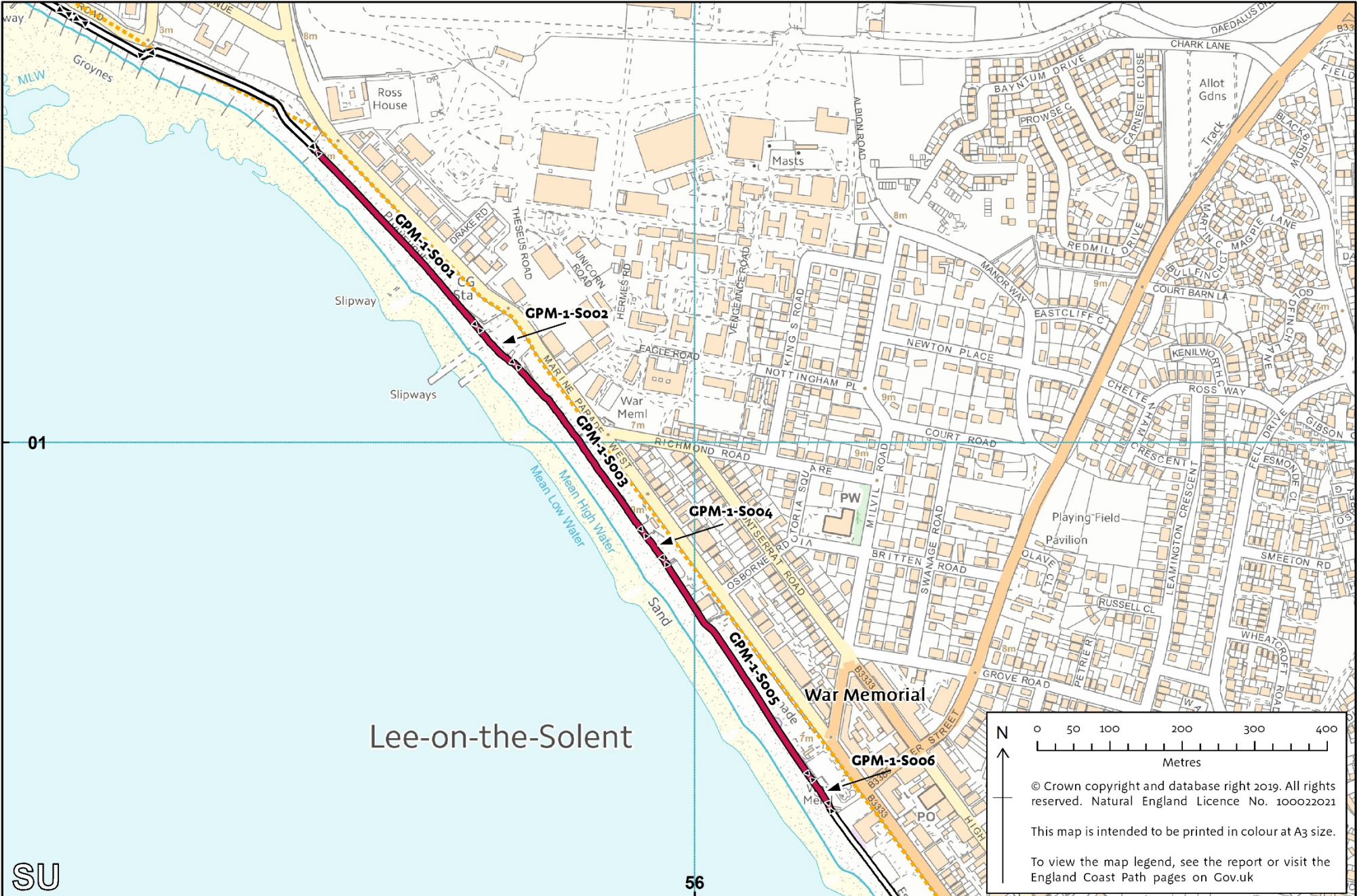
Infrastructure types (for status see below)

- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate | ladder stile |
| sleeper bridge | kissing gate | lift-up stile |
| vehicle bridge | pedestrian gate | squeeze stile |
| cattle grid | wheelchair gate | step stile |
| culvert | gateway with no gate | stone stile |
| | | interpretation panel |

Infrastructure status

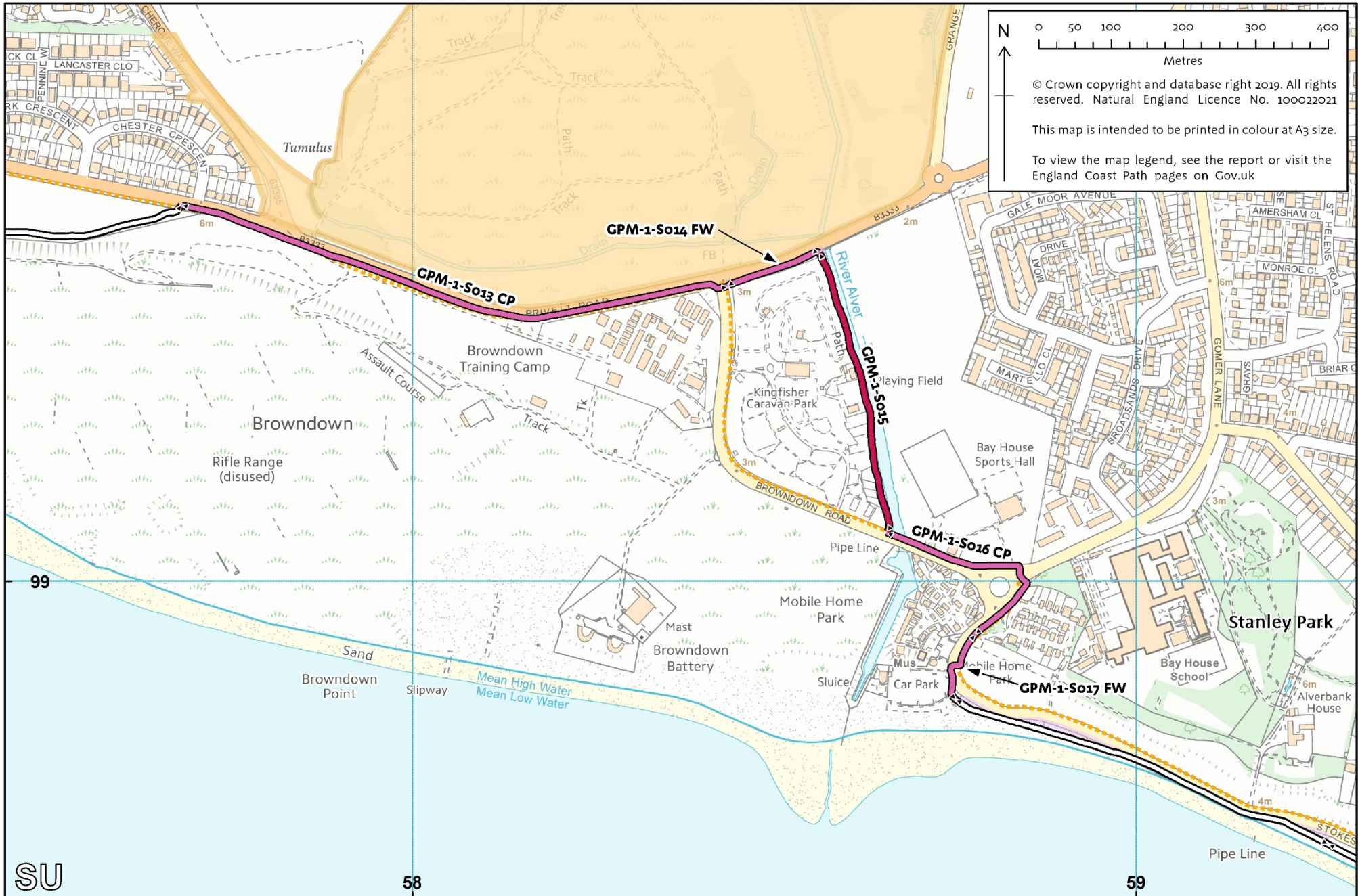
Infrastructure status will be indicated by one of three colours, as shown in the example below:

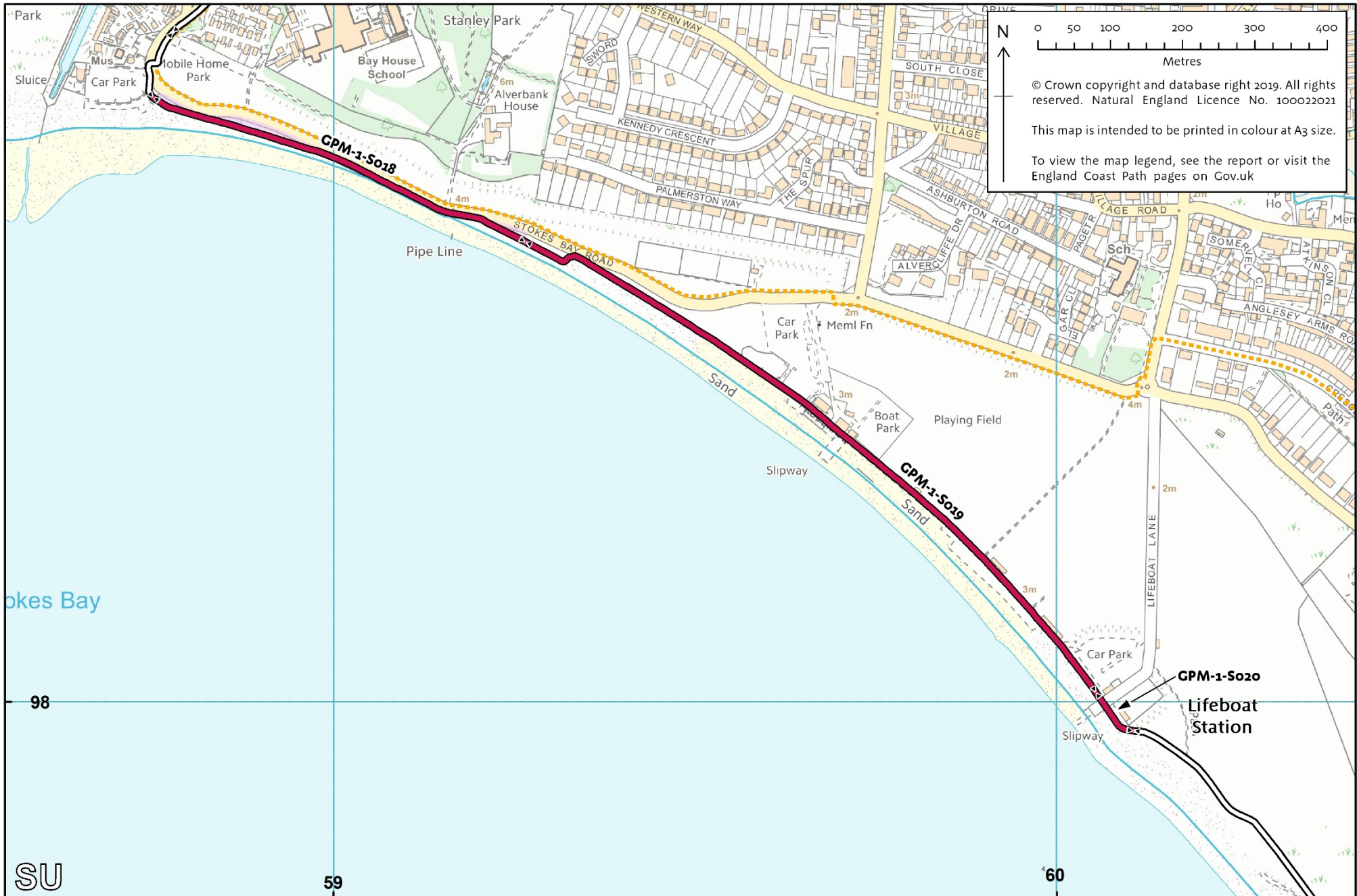
- Existing steps to be retained
- New steps required
- Existing steps to be removed

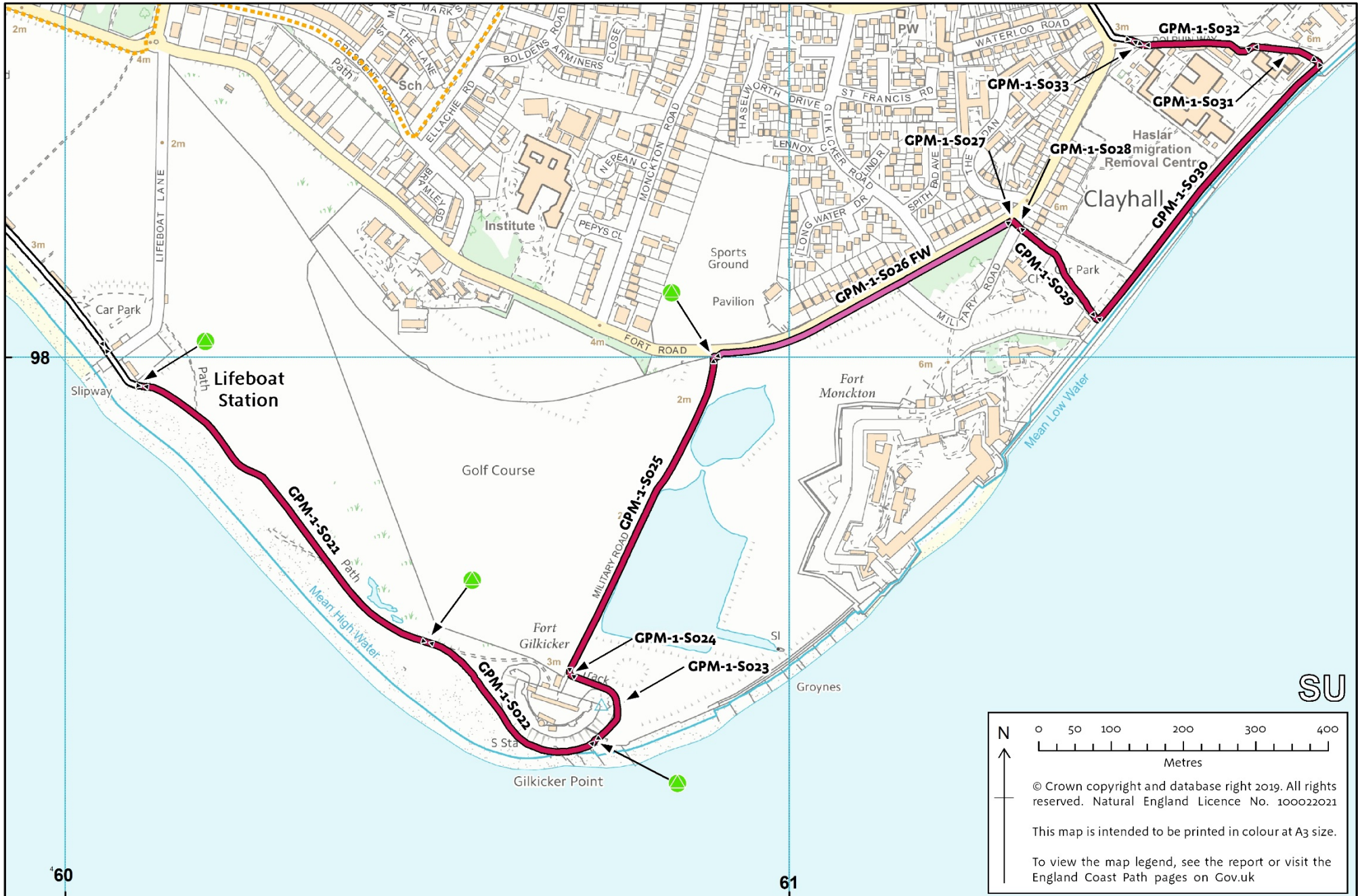


Map GPM 1a: Lee-on-the Solent to War Memorial









Map GPM 1e: Gosport Lifeboat Station to Clayhall

N

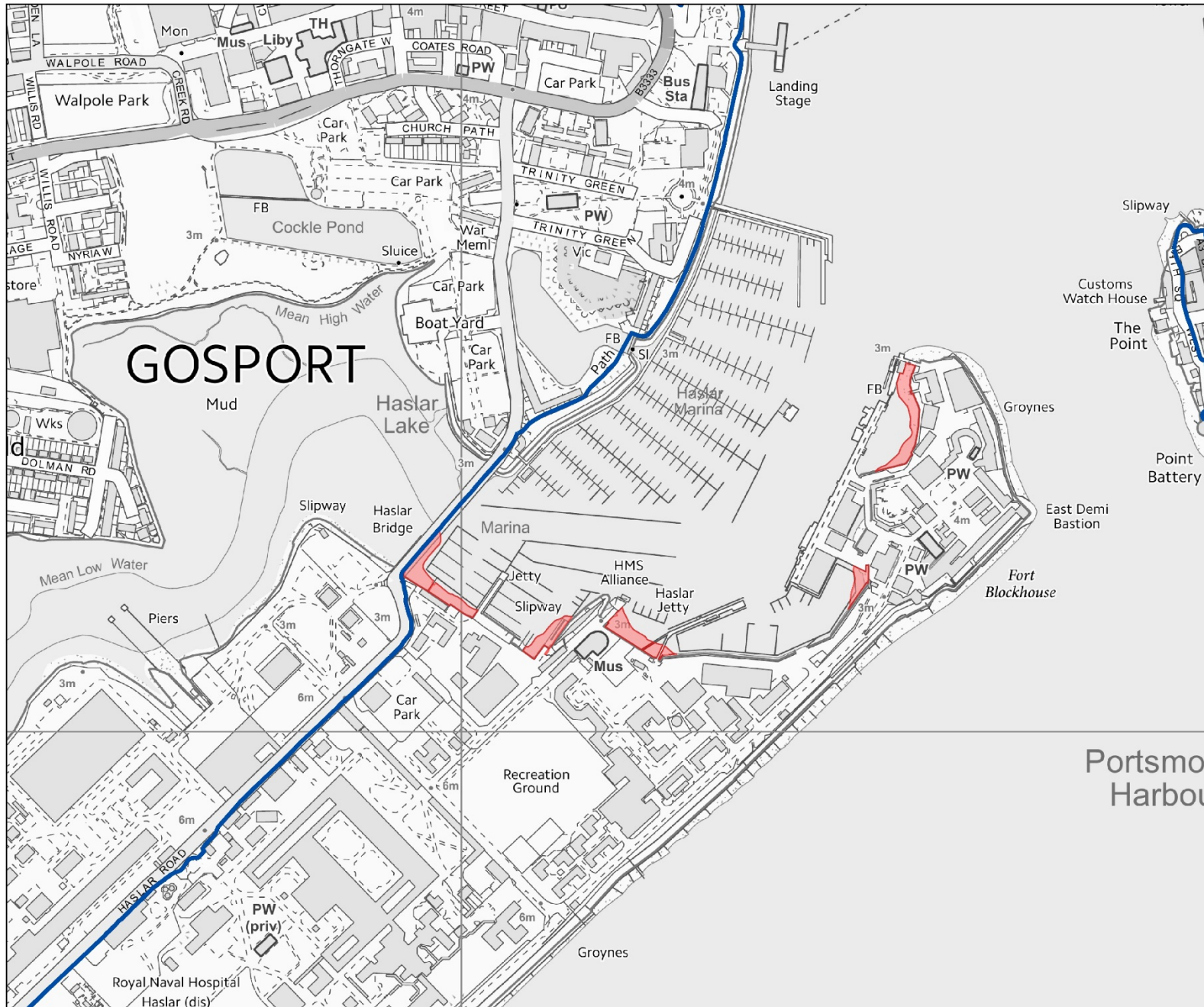
0 50 100 200 300 400
 Metres

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

To view the map legend, see the report or visit the England Coast Path pages on Gov.uk





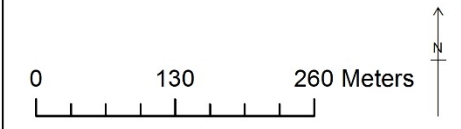
Trail Sections

— Proposed route

Restrictions

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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