



England Coast Path Stretch: Gosport to Portsmouth

Report GPM 2: Gosport Ferry to Fareham

Part 2.1: Introduction

Start Point:	Gosport Ferry (grid reference: 462336 99846)
End Point:	Fareham (grid reference: 45725 16233)
Relevant Maps:	GPM 2a to 2e

2.1.1 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.

2.1.2 This report covers length GPM 2 of the stretch, which is the coast between the Gosport Ferry and Fareham. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

2.2.1 Follows existing walked routes, including public rights of way, pavements and along public highways, along all of this length.

2.2.2 Follows the coastline quite closely and maintains good views of the sea for approximately half of this section.

2.2.3 Is aligned on the beach or foreshore around the Hardway Slipway at sections GPM-2-S040 to GPM-2-S043. See 2.2.19 for details.

2.2.4 Between sections GPM-2-S055 to GPM-2-S083 a significant inland diversion is necessary to take the trail past MOD land and industrial estates which are currently inaccessible because of high security in the area (See Future Change, below and Part 7 of the Overview).

2.2.5 Follows a route similar to the existing Gosport Waterfront Trail but departs from this in along GPM-2-S003 to GPM-2-S008 to follow the Millennium Promenade around Gosport Marina, and along GPM-2-S013 to GPM-2-S020 to follow the perimeter of The Royal Clarence Marina.

Protection of the environment:

2.2.6 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.

2.2.7 The following designated sites affect this length of coast:

- Portsmouth Harbour Ramsar site
- Portsmouth Harbour Special Protection Area (SPA)
- Portsmouth Harbour Site of Special Scientific Interest (SSSI)
- Solent and Dorset Coast Potential SPA (pSPA)
- Fortifications N of Mumby Road Scheduled Monument (SM)
- Earthwork defences at Priddy's Hard SM
- Fort Brockhurst 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.

2.2.8 Measures to protect the environment:

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
GPM 2a, GPM 2b, GPM 2d, GPM 2e	GPM-2-S034 to GPM-2-S044, GPM-	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> ■ The trail at Hardway Slipway is aligned on an optional alternative 	To reduce disturbance of roosting birds on the mudflats by recreational users

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
	2-S045 to GPM-2-S055, GPM-2-S054 to GPM-2-S058 and GPM-2-S083 to GPM-2-S102	<p>route during high tide and makes a short inland diversion to avoid the most sensitive part of this area between monks Walk and Hardway Slipway.</p> <ul style="list-style-type: none"> ■ Clear way marking of the route through Monks Walk <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ A new information board at Ham Lane explaining the sensitivity of the site and asking people to keep to the path and keep dogs under close control. 	To reduce the risk to feeding and roosting birds that may potentially use the fields at Monks Walk and the foreshore at Fareham Creek

2.2.9 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:

2.2.10 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 uneven gravel and shingle at sections GPM-2-S040 to GPM-2-S044.
- The trail would follow along uneven gravel and grass at sections GPM-2-S054 to GPM-2-S056 along Monks Walk, and at GPM-2-S100 along the public right of way from Bath Lane Recreational Ground to Deane's Park Road.
- It would be necessary to ascend/descend steps at GPM-2-S098 at Bath Lane Recreational Ground.

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

Where we have proposed exercising statutory discretions:

2.2.11 **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 the 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.

2.2.12 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.13 In one place, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

2.2.14 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 2.3.1. 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 2.3.1, 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.

2.2.15 **Restrictions and/or exclusions:** Natural England proposes 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 at Portsmouth Harbour

2.2.16 Access to the land in the coastal margin adjacent to route sections GPM-2-S023 to GPM-2-S102 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 Maps GPM 2A, 2B and 2C.

2.2.17 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.

2.2.18 **Alternative routes:** An alternative route is to operate as a diversion from the ordinary route between GPM-2-S003 and GPM-2-S007 when Gosport Marina is closed due to boat loading or unloading activities. The alternative route is to be at the centre of the line shown as GPM-2-A001 on map GPM 2a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.19 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between GPM-2-S040 and GPM-2-S046 when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as GPM-2-OA002 to GPM-2-OA005 on map GPM 2b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.20 By default, an alternative route/optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 2.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

2.2.21 **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.

2.2.22 Column 4 of tables 2.3.1 and 2.3.2 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 maps GPM 2a to GPM 2e as the proposed route of the trail.

2.2.23 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 tables 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps GPM 2a to GPM 2e as the proposed route of the trail.

Other future change:

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

- **Priddy's Hard, Heritage Way, Gosport.** Planning permission has been granted for erection of seventeen three-storey terraced dwellings, demolition of Cook House and erection of four three-storey dwellings, three units of holiday accommodation, plus 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.

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

Establishment of the trail:

2.2.25 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.

2.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £12466.35 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.

2.2.27 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of existing long-distance walking routes such as the Solent Way and Gosport Waterfront Trail.
- A number of interpretation panels are required to provide information about sensitive features, and about the directions to restrict access within Portsmouth Harbour.

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 & interpretation	£11027.925
Project management	£1438.425
Total	£12466.35 (Exclusive of any VAT payable)

2.2.28 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:

2.2.29 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).

2.2.30 We estimate that the annual cost to maintain the trail will be £1,944.13 (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 2.3: Proposals Tables

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

2.3.1 Section Details – Maps GPM 2a to GPM 2e: Gosport Ferry to Fareham

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4’ 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 2a	GPM-2-S001	Other existing walked route	No	No	Path	Clarity and cohesion	
GPM 2a	GPM-2-S002	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S003	Other existing walked route	No	No	Path	Clarity and cohesion	
GPM 2a	GPM-2-S004	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 2a	GPM-2-S005	Other existing walked route	No	No	Path	Clarity and cohesion	
GPM 2a	GPM-2-S006	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 2a	GPM-2-S007	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S008	Public highway	No	No			
GPM 2a	GPM-2-S009	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S010	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S011	Public footway (pavement)	No	No			
GPM 2a	GPM-2-S012	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S013	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S014	Other existing	No	No			

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 2a	GPM-2-S015	Other existing walked route	No	No			
GPM 2a	GPM-2-S016	Other existing walked route	No	No			
GPM 2a	GPM-2-S017	Other existing walked route	No	No			
GPM 2a	GPM-2-S018	Other existing walked route	No	No			
GPM 2a	GPM-2-S019	Other existing walked route	No	No			
GPM 2a	GPM-2-S020	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S021	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S022	Other existing walked route	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
GPM 2a	GPM-2-S023	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 2a	GPM-2-S024	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 2a	GPM-2-S025	Other existing walked route	No	No			
GPM 2a	GPM-2-S026	Other existing walked route	No	No	Path	Clarity and cohesion	
GPM 2a	GPM-2-S027	Public highway	No	No			
GPM 2a	GPM-2-S028	Other existing walked route	No	No	Path	Clarity and cohesion	
GPM 2a	GPM-2-S029	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S030	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2a	GPM-2-S031	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 2b	GPM-2-S032	Other existing walked route	No	No	Path	Clarity and cohesion	
GPM 2b	GPM-2-S033	Public highway	No	No			
GPM 2b	GPM-2-S034	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S035	Public highway	No	No			
GPM 2b	GPM-2-S036	Other existing walked route	Yes - See table 2.3.4	No	Path	Clarity and cohesion	
GPM 2b	GPM-2-S037	Public footpath	Yes - See table 2.3.4	No			
GPM 2b	GPM-2-S038	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and wall
GPM 2b	GPM-2-S039	Other existing walked route	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and wall

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 2b	GPM-2-S040	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
GPM 2b	GPM-2-S041	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including hedge, fence and wall
GPM 2b	GPM-2-S042	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
GPM 2b	GPM-2-S043	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
GPM 2b	GPM-2-S044	Other existing walked route	Yes - See table 2.3.4	No			
GPM 2b	GPM-2-S045	Public highway	Yes - See table 2.3.4	No			
GPM 2b	GPM-2-S046	Public footway (pavement)	Yes - See table 2.3.4	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S047	Public highway	No	No			
GPM 2b	GPM-2-S048	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S049	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 2b	GPM-2-S050	Public highway	No	No			
GPM 2b	GPM-2-S051	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S052	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S053	Public highway	No	No			
GPM 2b	GPM-2-S054	Other existing walked route	No	No			
GPM 2b	GPM-2-S055	Other existing walked route	No	No	Tree line	Clarity and cohesion	
GPM 2b	GPM-2-S056	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 2b	GPM-2-S057	Other existing walked route	No	No			
GPM 2b	GPM-2-S058	Public highway	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S059	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 2b	GPM-2-S060	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S061	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2b	GPM-2-S062	Public highway	No	No			
GPM 2b	GPM-2-S063	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S064	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S065	Public highway	No	No			
GPM 2c	GPM-2-S066	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S067	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S068	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S069	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S070	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 2c	GPM-2-S071	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S072	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2c	GPM-2-S073	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S074	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S075	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S076	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S077	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S078	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S079	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S080	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 2d	GPM-2-S081	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S082	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2d	GPM-2-S083	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
GPM 2d	GPM-2-S084	Public footpath	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
GPM 2d	GPM-2-S085	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and hedge
GPM 2d	GPM-2-S086	Other existing walked route	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
GPM 2d	GPM-2-S087	Other existing walked route	Yes - Normal	No			
GPM 2d	GPM-2-S088	Other existing walked route	Yes - Normal	No	Path	Clarity and cohesion	
GPM 2e	GPM-2-S089	Public footpath	No	No	Wall	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 2e	GPM-2-S090	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 2e	GPM-2-S091	Other existing walked route	No	No			
GPM 2e	GPM-2-S092	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
GPM 2e	GPM-2-S093	Cycle track (pedestrian)	No	No	Path	Clarity and cohesion	
GPM 2e	GPM-2-S094	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 2e	GPM-2-S095	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 2e	GPM-2-S096	Other existing walked route	No	No			
GPM 2e	GPM-2-S097	Public footpath	No	No			
GPM 2e	GPM-2-S098	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 2e	GPM-2-S099	Public highway	No	No			
GPM 2e	GPM-2-S100	Public footpath	Yes - See table 2.3.4	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 2e	GPM-2-S101	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 2e	GPM-2-S102	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	

2.3.2 Alternative routes and optional alternative route details – Maps GPM 2a and GPM 2b: Gosport Marina and Hardway Slipway

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

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
GPM 2a	GPM-2-A001	Public footway (pavement)	No	Pavement edge	Pavement edge	Alternative route
GPM 2b	GPM-2-OA002	Other existing walked route	Yes – see table 2.2.4	Path	Path	Optional alternative route

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
GPM 2b	GPM-2-OA003 to GPM-2-OA005	Public footway (pavement)	No	Pavement edge	Pavement edge	Optional alternative route

2.3.3 Other options considered: Maps GPM 2a, 2b and 2c: Hardway to Holbrook

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GPM 2a	GPM-2-S003 to GPM-2-S007	We considered aligning the trail along the proposed Alternative route GPM-2-A001	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the coast and offers the best, most enjoyable views of the coast. ■ The road is adjacent to the path and walkers may choose to walk along it if they prefer.
GPM 2b	GPM-2-S044 to GPM-2-S054	We considering aligning the trail to continue along the public right of way after Quay Lane Boatyard Ltd, seaward of Quay Lane, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The route along the foreshore is boggy and would not be available during high tide. ■ Part of the mudflats here are sensitive high tides roosts for birds ■ There is a drainage pipe that would require infrastructure works to cross ■ Under our proposals, the public footpath would remain available for people to use as part of the spreading room, but would not form part of the designated trail
GPM 2b and c	GPM-2-S055 to GPM-2-S083	We considered aligning the trail seaward of the MOD site at RNAD Gosport and industrial units at Fleetlands	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The MOD site is a high security base and a seaward alignment along the foreshore was not possible on security grounds ■ A seaward route would also have required the installation of significant infrastructure and a the route along mudflats and crossing several creeks was deemed as not feasible ■ A route from the north at Fleetlands would have resulted in a dead end upon reaching the MOD site

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.

2.3.4 Roll-back implementation – more complex situations: Maps GPM 2b, 2d and 2e: Various residential properties, Gosport

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
GPM 2b	GPM-2-S036 to GPM-2-S046 and GPM-2-OA002	Residential properties of Priory Road and industrial areas off Quay Lane.	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.
GPM 2d	GPM-2-S083 to GPM-2-S086	Residential properties, businesses and industrial areas between Gosport Road and Hoeford Lake.	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.
GPM 2e	GPM-2-S100	Residential properties between Eastern Way and the water.	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 2.4: Proposal Maps

2.4.1 Map Index

Map reference	Map title
GPM 0	Legend for all maps
GPM 2a	Gosport Ferry to Hardway
GPM 2b	Hardway to Holbrook
GPM 2c	Holbrook to Fleetlands
GPM 2d	Fleetlands to Lower Quay
GPM 2e	Lower Quay to Fareham
Directions Map GPM 2A	Directions for report GPM 2: Gosport Ferry to Fareham
Directions Map GPM 2B	Directions for report GPM 2: Gosport Ferry to Fareham
Directions Map GPM 2C	Directions for report GPM 2: Gosport Ferry to Fareham

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)

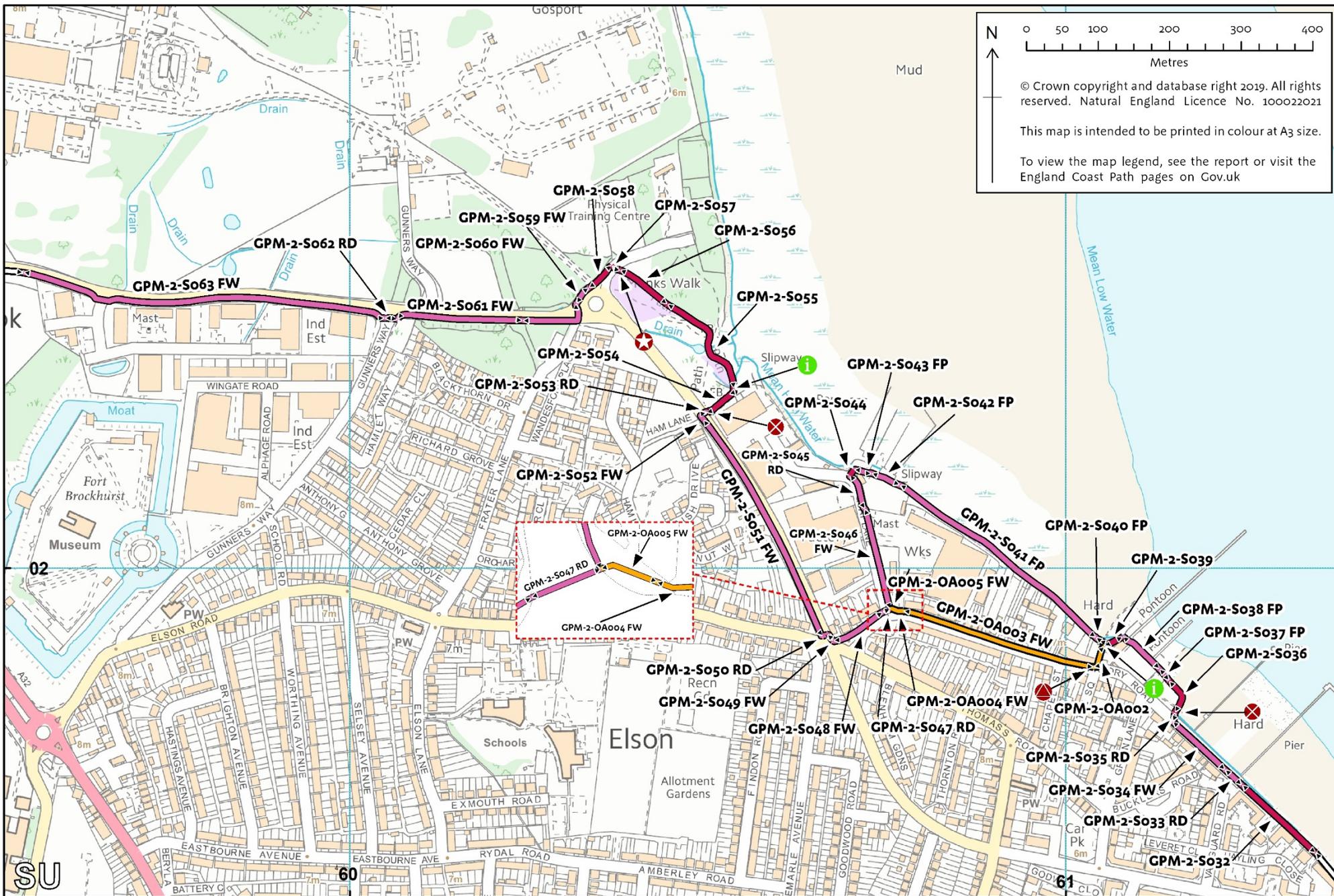
- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate | 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 |

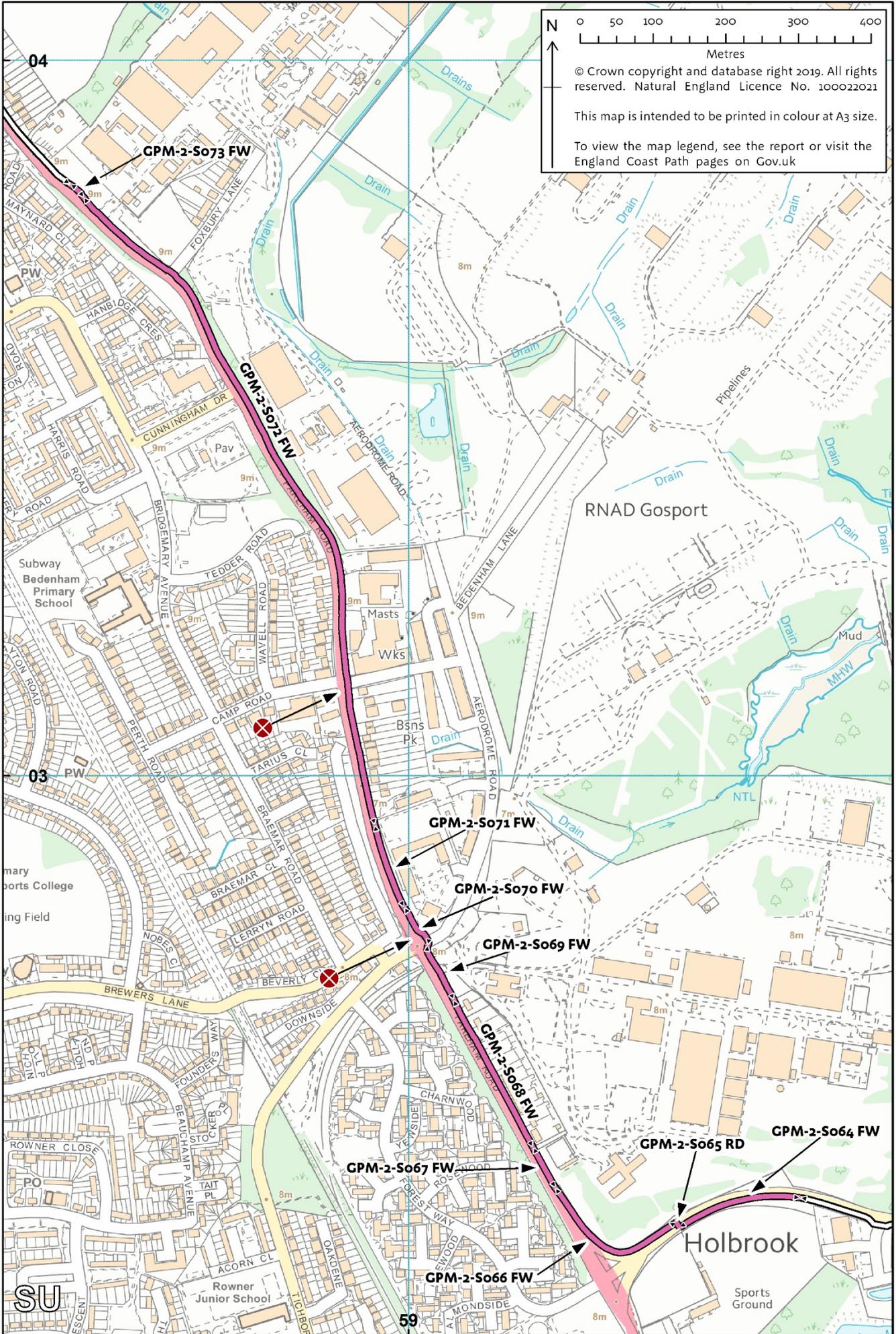
Infrastructure status

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







N

0 50 100 200 300 400
 Metres

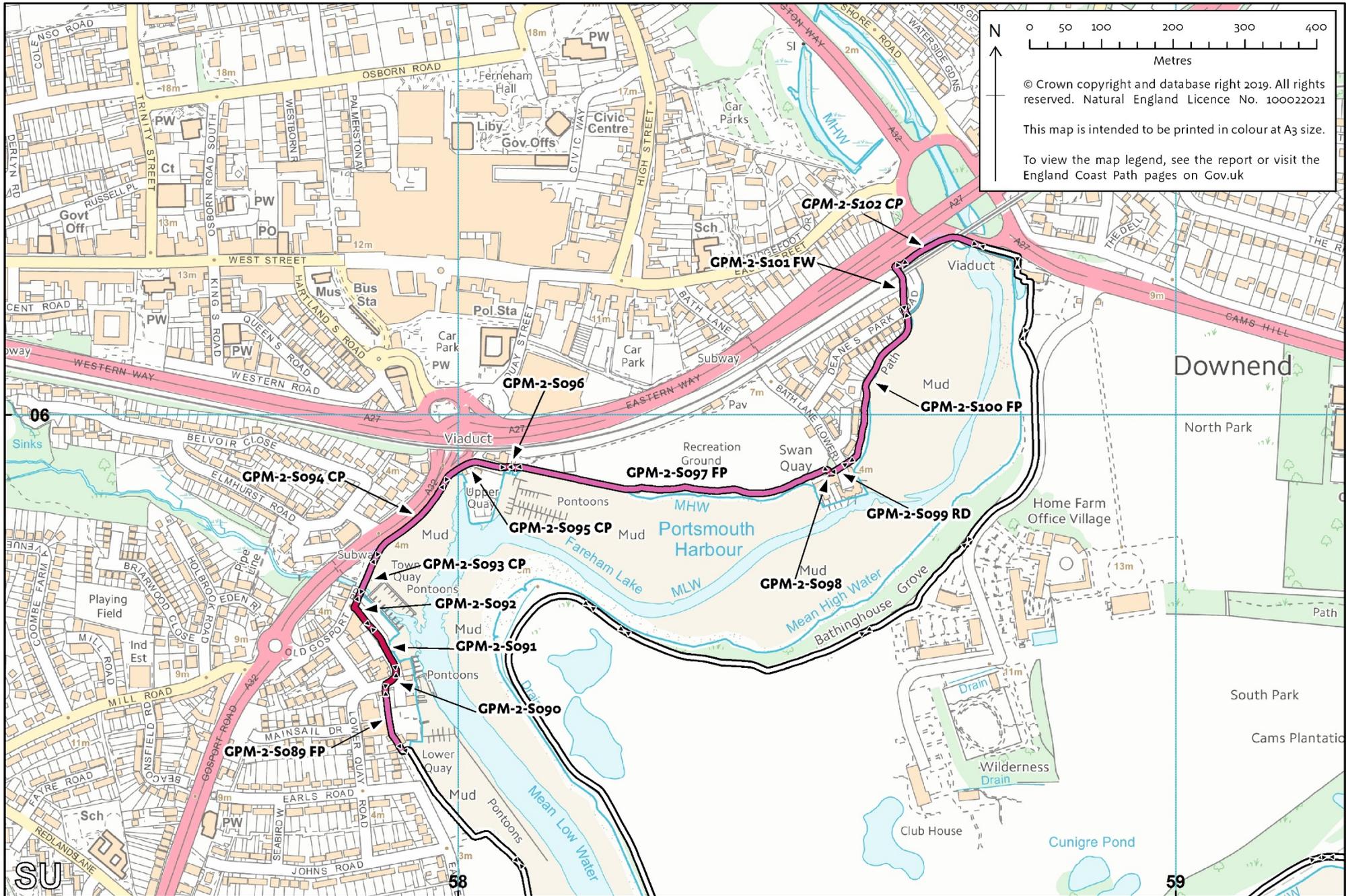
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This map is intended to be printed in colour at A3 size.

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

SU

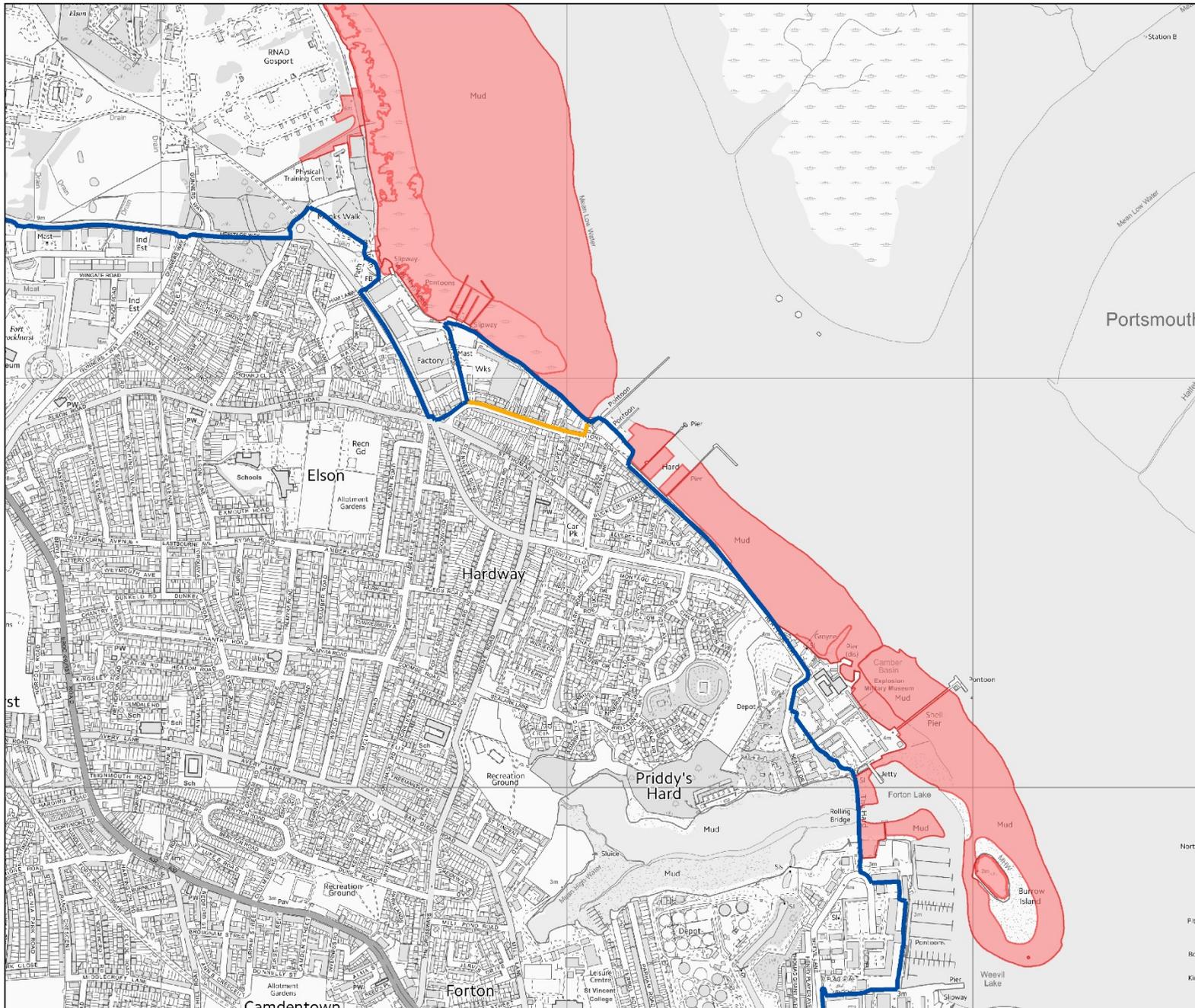
59



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Trail Sections

- Proposed route
- Optional alternative route

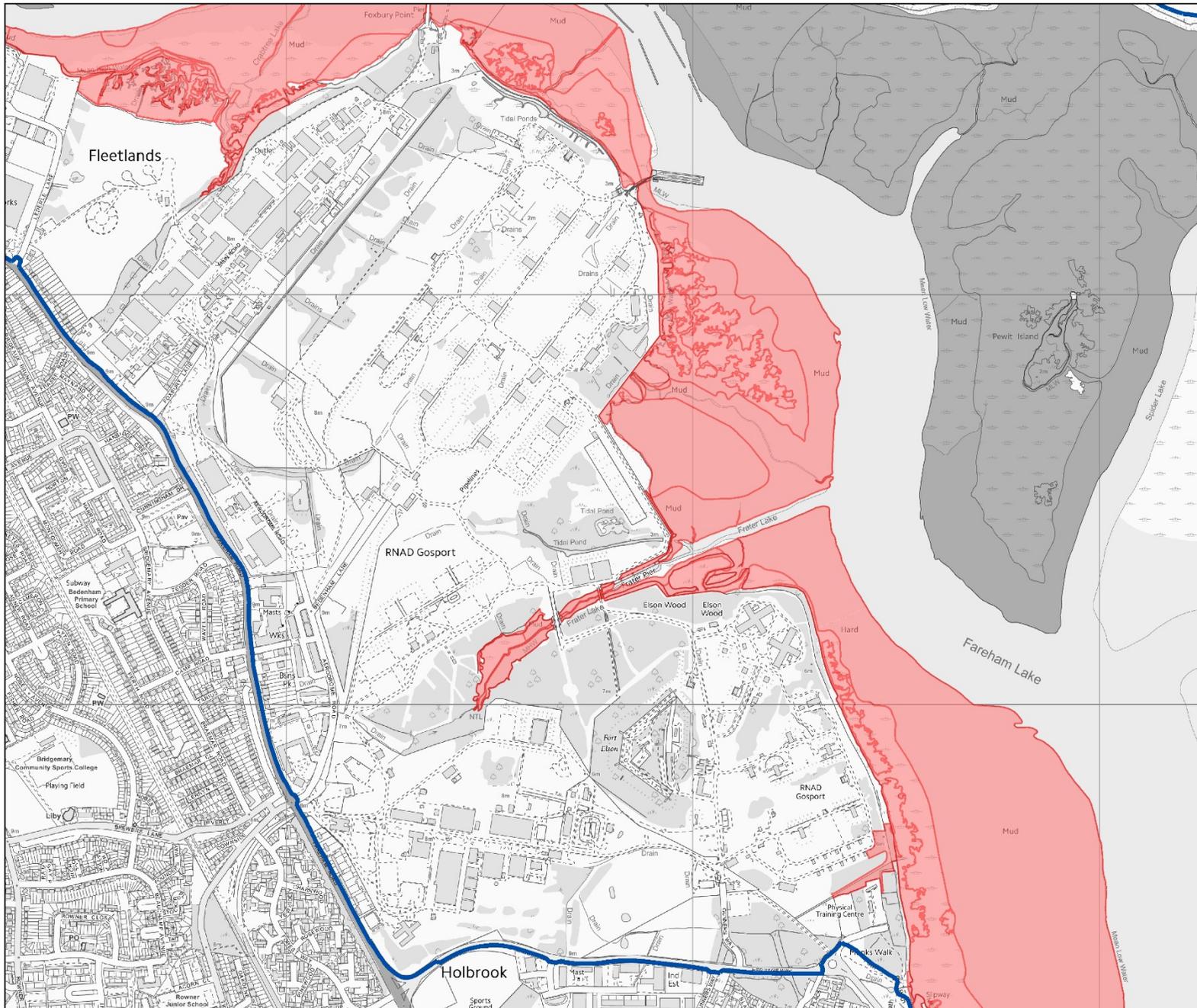
Restrictions

- 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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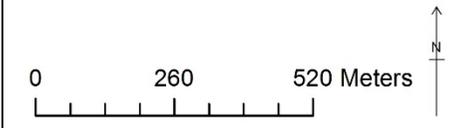
Trail Sections

— Proposed route

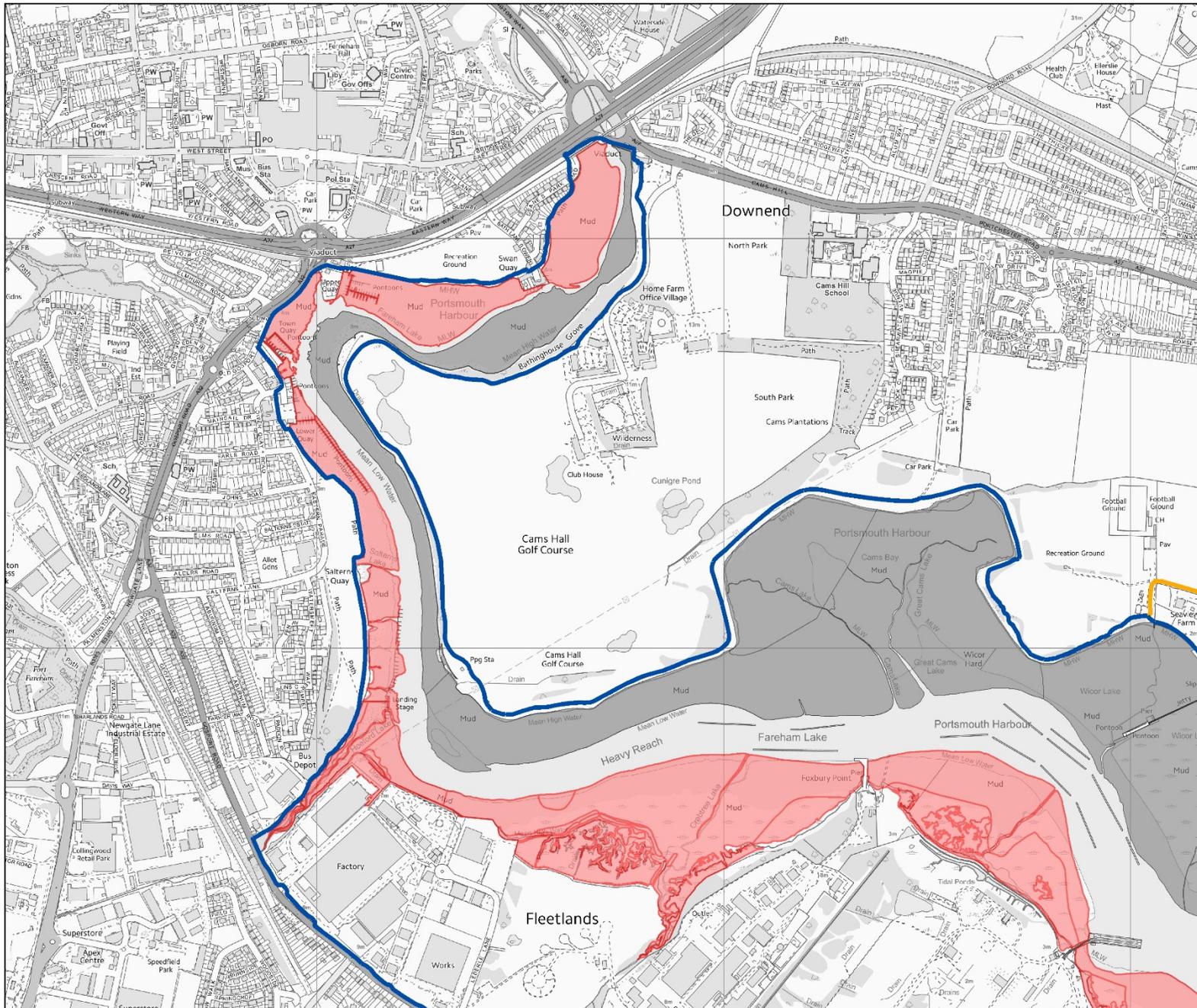
Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Directions shown in other GPM report

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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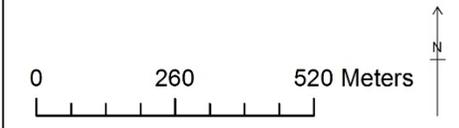
Trail Sections

- Proposed route
- Optional alternative route

Restrictions

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