



England Coast Path Stretch: Gosport to Portsmouth

Report GPM 3: Fareham to Port Solent

Part 3.1: Introduction

Start Point:	Fareham (grid reference: 45725 16233)
End Point:	Port Solent (grid reference: 463306 105612)
Relevant Maps:	GPM 3a to GPM 3d

3.1.1 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.

3.1.2 This report covers length GPM 3 of the stretch, which is the coast between Fareham and Port Solent. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

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

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

3.2.3 Is aligned on the beach or foreshore around Wicor Marina at sections GPM-3-S029 to GPM-3-S035.

3.2.4 An inland diversion is necessary to take the trail past Trafalgar Wharf industrial estate (See Future Change, below and Part 7 of the Overview).

3.2.5 Follows a route similar to the existing Pilgrim’s Way but departs from this along sections GPM-3-S023 to GPM-3-S036, as it is closer to the sea and maintains sea views.

Protection of the environment:

3.2.6 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.

3.2.7 The following designated sites affect this length of coast:

- Portsmouth Harbour Ramsar site
- Portsmouth Harbour Special Protection Area (SPA)
- Solent and Dorset Coast Potential Special Protection Area (pSPA)
- Portsmouth Harbour Site of Special Scientific Interest (SSSI)
- Portchester Castle 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.

3.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
GPM 3a, GPM 2b, GPM 2d, GPM 2e Directions Map GPM 3B	GPM-3-S001 to GPM-3-S020, GPM-3-S021 to GPM-3-S037 and GPM-3-S042 to	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> ■ The trail at Wicor Recreation Ground is aligned behind the treeline and hedge line. ■ Clear way marking will encourage users to follow the designated route. ■ Coastal access rights would be excluded over Pewitt Island year 	Pewitt island is an important refuge for non-breeding birds to roost at high tide and is also used by breeding birds The foreshore at Fareham Creek /Cams Hall and fields inland of the proposed trail at Wicor are used by feeding and roosting non-breeding birds

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
	GPM-3-S045	<p>round (see paras 3.2.17 and Direction Map GPM 3B).</p> <p>In addition, we will:</p> <ul style="list-style-type: none"> ■ Install a new information board at the north western part of Cams Hall explaining the sensitivity of the site and asking people to keep to the path and keep dogs under close control. ■ Install a new interpretation panel at Wicor Recreation Ground car park which will include information about restricted access to the intertidal areas, the sensitivities of species using the area and will encourage dog walkers to keep their dogs under control. ■ Plant vegetation adjacent to the foreshore at Cams Hall. This will fill gaps in existing vegetation and help discourage people accessing the foreshore 	

3.2.9 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:

3.2.10 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 an uneven grass, gravel and shingle path around Wicor Marina at sections GPM-3-S029 to GPM-3-S035 for approximately 350m.
- It would be necessary to ascend/descend steps at GPM-3-S090 as the trail diverts inland at Port Solent to join Port Way.

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

Where we have proposed exercising statutory discretions:

3.2.11 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 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.

3.2.12 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 3.3.1 below.

3.2.13 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 3.3.1. 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 3.3.1] 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.

3.2.14 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.

The saltmarsh/flat at Portsmouth Harbour

3.2.15 Access to the saltmarsh/flat in the coastal margin seaward of route sections GPM-3-S001 and GPM-3-S089 is to be excluded all year-round by direction under section 25A 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 3A, 3B and 3C.

3.2.16 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.

Pewitt Island

3.2.17 Access is to be excluded all year-round in the coastal margin on Pewitt Island, which is south of route sections GPM-3-S042 to GPM-3-S045, by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) to protect breeding and overwintering birds. 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 3B.

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

3.2.18 Optional alternative routes: An optional alternative route is to operate at Sea View Farm, Wicor, as an optional diversion from the ordinary route between GPM-3-S029 and GPM-3-S036 when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as GPM-3-OA001 and GPM-3-OA010 on map GPM 3b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

3.2.19 A second optional alternative route is to operate at Portchester Castle as an optional diversion from the ordinary route between GPM-3-S065 and GPM-3-S068 when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as GPM-3-OA011 and GPM-3-OA018 on map GPM 3c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

3.2.20 By default, an 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 optional 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 3.3.2 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.

3.2.21 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.

3.2.22 Column 4 of tables 3.3.1 and 3.3.2 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 3a to GPM 3d as the proposed route of the trail.

3.2.23 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 3.3.1 or 3.3.2, the route is to be at the centre of the line shown on maps GPM 3a to GPM 3d as the proposed route of the trail.

Establishment of the trail:

3.2.24 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.

3.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £6949.67 and is informed by:

- information already held by the access authorities, Hampshire County Council and Portsmouth City 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.

3.2.26 There are two main elements to the overall cost:

- A significant number of new signs and wooden bollards would be needed to direct users on the trail, in particular on route sections where the proposed route differs from that of the existing trails, the Pilgrim's Way and Allan King Way
- A number of interpretation panels are required to provide information about sensitive features, and about the directions to restrict access within Portsmouth Harbour
- Planting to fill gaps in existing vegetation to help discourage people accessing the foreshore

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, bollards & interpretation	£6147.79
Project management	£801.88

Total **£6949.67 (Exclusive of any VAT payable)**

3.2.27 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 and Portsmouth City 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:

3.2.28 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).

3.2.29 We estimate that the annual cost to maintain the trail will be £2,409.20 (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 3.3: Proposals Tables

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

3.3.1 Section Details – Maps GPM 3a to 3d: Fareham to Portchester

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: 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 3.3.4’ 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 3a	GPM-3-S001	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 3a	GPM-3-S002 to GPM-3-S016	Public footpath	Yes - See table 3.3.4	No	Landward edge of path	Clarity and cohesion	
GPM 3b	GPM-3-S020	Public footpath	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
GPM 3b	GPM-3-S021	Other existing walked route	Yes - Normal	No			
GPM 3b	GPM-3-S022	Other existing	Yes - Normal	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 3b	GPM-3-S023	Other existing walked route	Yes - Normal	No	Tree line	Clarity and cohesion	
GPM 3b	GPM-3-S024	Other existing walked route	Yes - Normal	No	Tree line	Clarity and cohesion	
GPM 3b	GPM-3-S025	Other existing walked route	Yes - Normal	No	Tree line	Clarity and cohesion	
GPM 3b	GPM-3-S026	Other existing walked route	Yes - Normal	No			
GPM 3b	GPM-3-S027	Other existing walked route	Yes - Normal	No	Tree line	Clarity and cohesion	
GPM 3b	GPM-3-S028	Other existing walked route	Yes - Normal	No			
GPM 3b	GPM-3-S029	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3b	GPM-3-S030	Other existing walked route	Yes - See table 3.3.4	Yes - beach			

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 3b	GPM-3-S031	Other existing walked route	Yes - See table 3.3.4	Yes - beach			
GPM 3b	GPM-3-S032	Other existing walked route	Yes - See table 3.3.4	Yes - beach			
GPM 3b	GPM-3-S033	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3b	GPM-3-S034	Other existing walked route	Yes - See table 3.3.4	Yes - beach			
GPM 3b	GPM-3-S035	Other existing walked route	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3b	GPM-3-S036	Other existing walked route	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3b	GPM-3-S037	Other existing walked route	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3b	GPM-3-S038	Other existing walked route	Yes - See table 3.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including hedge, edge

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
							of path and fence
GPM 3b	GPM-3-S039	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3b	GPM-3-S040	Other existing walked route	Yes - Normal	No			
GPM 3b	GPM-3-S041	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3b	GPM-3-S042	Other existing walked route	Yes - Normal	No			
GPM 3b	GPM-3-S043	Other existing walked route	Yes - Normal	No			
GPM 3b	GPM-3-S044	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S045	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S046	Other existing walked route	Yes - Normal	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
GPM 3c	GPM-3-S047	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S048	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S049	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S050	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S051	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S052	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S053	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S054	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S055	Other existing	Yes - Normal	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 3c	GPM-3-S056	Other existing walked route	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
GPM 3c	GPM-3-S057	Other existing walked route	Yes - See table 3.3.4	No	Landward edge of path	Clarity and cohesion	
GPM 3c	GPM-3-S058	Public footpath	Yes - See table 3.3.4	No	Wall	Clarity and cohesion	
GPM 3c	GPM-3-S059	Other existing walked route	Yes - Normal	No			
GPM 3c	GPM-3-S060	Public footpath	Yes - See table 3.3.4	No	Wall	Clarity and cohesion	
GPM 3c	GPM-3-S061	Public footpath	Yes - See table 3.3.4	No	Fence line	Clarity and cohesion	
GPM 3c	GPM-3-S062	Public footpath	Yes - See table 3.3.4	No	Fence line	Clarity and cohesion	
GPM 3c	GPM-3-S063	Other existing walked route	Yes - See table 3.3.4	No	Fence line	Clarity and cohesion	
GPM 3c	GPM-3-S064	Public footpath	Yes - See table 3.3.4	No	Fence line	Clarity and cohesion	
GPM 3c	GPM-3-S065	Other existing walked route	Yes - See table 3.3.4	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 3c	GPM-3-S066	Other existing walked route	Yes - See table 3.3.4	No	Wall	Clarity and cohesion	
GPM 3c	GPM-3-S067	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3c	GPM-3-S068	Other existing walked route	Yes - See table 3.3.4	Yes - S15 land			
GPM 3c	GPM-3-S069	Other existing walked route	Yes - Normal	Yes- S15 land			
GPM 3c	GPM-3-S070	Other existing walked route	Yes - See table 3.3.4	Yes - S15 land			
GPM 3c	GPM-3-S071	Other existing walked route	Yes - See table 3.3.4	Yes - S15 land			
GPM 3c	GPM-3-S072	Public footpath	Yes - See table 3.3.4	Yes -S15 land			
GPM 3c	GPM-3-S073	Public footpath	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3c	GPM-3-S074	Public footpath	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3c	GPM-3-S075	Public footpath	Yes - See table 3.3.4	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
GPM 3c	GPM-3-S076	Public footpath	Yes - See table 3.3.4	Bank			
GPM 3c	GPM-3-S077	Public footpath	Yes - See table 3.3.4	Bank			
GPM 3d	GPM-3-S078	Public footpath	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3d	GPM-3-S079	Public footpath	Yes - See table 3.3.4	No	Hedgerow	Clarity and cohesion	
GPM 3d	GPM-3-S080	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3d	GPM-3-S081	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3d	GPM-3-S082	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3d	GPM-3-S083	Other existing walked route	Yes - See table 3.3.4	No			
GPM 3d	GPM-3-S084	Other existing walked route	Yes - See table 3.3.4	No	Pavement edge	Clarity and cohesion	
GPM 3d	GPM-3-S085	Other existing walked route	Yes - See table 3.3.4	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 3d	GPM-3-S086	Public footway (pavement)	Yes - See table 3.3.4	No	Pavement edge	Clarity and cohesion	
GPM 3d	GPM-3-S087	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 3d	GPM-3-S088	Other existing walked route	No	No			
GPM 3d	GPM-3-S089	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 3d	GPM-3-S090	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 3d	GPM-3-S091	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
GPM 3d	GPM-3-S092	Public footway (pavement)	No	No	Landward edge of path	Clarity and cohesion	

3.3.2 Alternative routes and optional alternative route details – Map GPM 3b: Cams Bay to Portchester

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: 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 3.3.4’ 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 3b	GPM-3-OA001	Other existing walked route	No			Optional alternative route
GPM 3b	GPM-3-OA002	Other existing walked route	No			Optional alternative route
GPM 3b	GPM-3-OA003	Public footpath	No		Hedgerow	Optional alternative route
GPM 3b	GPM-3-OA004	Public footpath	No		Hedgerow	Optional alternative route
GPM 3b	GPM-3-OA005	Public footpath	No		Hedgerow	Optional alternative route
GPM 3b	GPM-3-OA006	Public footpath	No		Wall	Optional alternative route
GPM 3b	GPM-3-OA007	Public footpath	No	Path	Tree line	Optional alternative route
GPM 3b	GPM-3-OA008	Other existing walked route	No			Optional alternative route
GPM 3b	GPM-3-OA009	Other existing	No	Path	Fence line	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
		walked route				
GPM 3b	GPM-3-OA010	Other existing walked route	No		Tree line	Optional alternative route
GPM 3c	GPM-3-OA011	Public highway	No	Various	Fence line	Optional alternative route The seaward boundary is comprised of various features including hedge, fence edge of path and wall
GPM 3c	GPM-3-OA012	Public highway	No	Various	Wall	Optional alternative route The seaward boundary is comprised of various features including hedge, fence edge of path and wall
GPM 3c	GPM-3-OA013	Public footway (pavement)	No	Pavement edge	Road	Optional alternative route
GPM 3c	GPM-3-OA014	Public highway	No	Various		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
						The seaward boundary is comprised of various features including fence and wall
GPM 3c	GPM-3-OA015	Public highway	No			Optional alternative route
GPM 3c	GPM-3-OA016	Other existing walked route	No			Optional alternative route
GPM 3c	GPM-3-OA017	Other existing walked route	No			Optional alternative route
GPM 3c	GPM-3-OA018	Other existing walked route	No			Optional alternative route

3.3.3 Other options considered: Map GPM 3b: Cams Bay to Portchester

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GPM 3b	GPM-3-S023 to GPM-3-S037	We considered aligning along the public right of way across Wicor Recreational Ground, along Cranleigh Road and Wicor Path, following the Pilgrims Way.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ it removes much of Wicor Recreational Ground from the coastal margin, which is an important site for brent geese ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
GPM 3b	GPM-3-S030 to GPM-3-S036	We considered aligning through the pony paddocks adjacent to the foreshore and installing a boardwalk or raised walkway continuing to the marina	We opted for the proposed route because: <ul style="list-style-type: none"> ■ An all tide route proved unfeasible due to the existence of slipways and holiday rentals preventing a continuous route above high tide. Any other route would have required extensive infrastructure along the foreshore and this would have been impractical given the distance involved.

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.

3.3.4 Roll-back implementation – more complex situations: Maps GPM 3a to GPM 3d: Fareham to Portchester

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
GPM 3a	GPM-3-S002 to GPM-3-S016	Cams Hall Golf Course	If it is no longer possible to find a viable route seaward of the golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site / course, or (b) if this is not practicable, to pass somewhere on the landward side of it. 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.
GPM 3b	GPM-3-S029 to	Wicor Marina	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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	GPM-3-S039		landward of it, following discussions with owners and occupiers.
GPM 3b	GPM-3-SO41	Residential properties of Cador Drive and Audret Close	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 3c	GPM-3-SO57 and GPM-3-S058	Residential properties south of Merton Crescent	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 3c	GPM-3-S060 to GPM-3-S068	Properties and allotment gardens south of Wicor Path	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 3c	GPM-3-S070 to GPM-3-S073	Portchester Castle	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 3c to 3d	GPM-3-S074 to GPM-3-S087	Portchester Castle recreational ground and Castle Shore Park	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 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
GPM 0	Legend for all maps
GPM 3a	Fareham to Cams Bay
GPM 3b	Cams Bay to Portchester
GPM 3c	Portchester to Portchester Castle
GPM 3d	Portchester Castle to Port Solent
Directions Map GPM 3A	Directions for Report GPM 3: Fareham to Port Solent
Directions Map GPM 3B	Directions for Report GPM 3: Fareham to Port Solent
Directions Map GPM 3C	Directions for Report GPM 3: Fareham to Port Solent

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

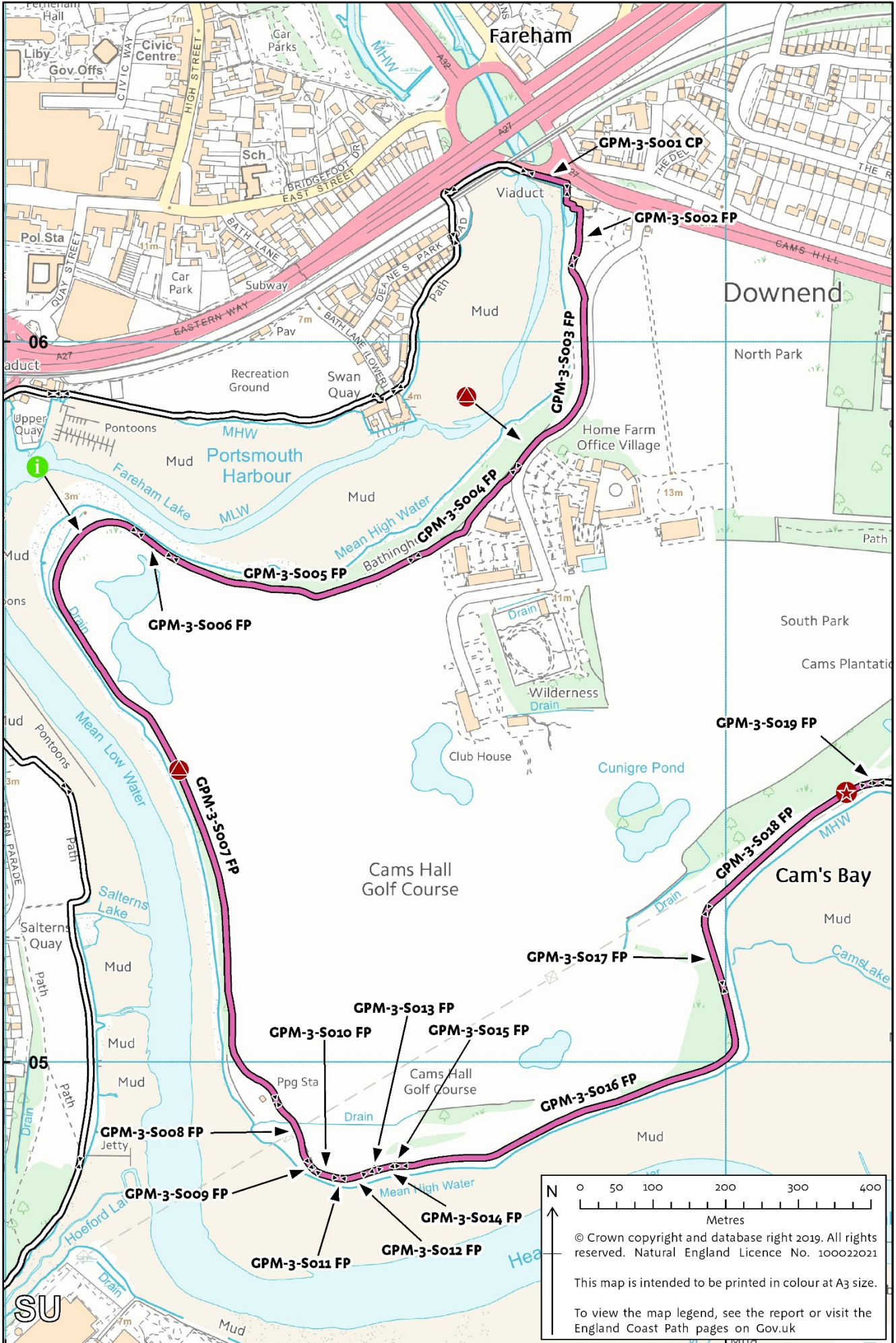
Infrastructure types (for status see below)

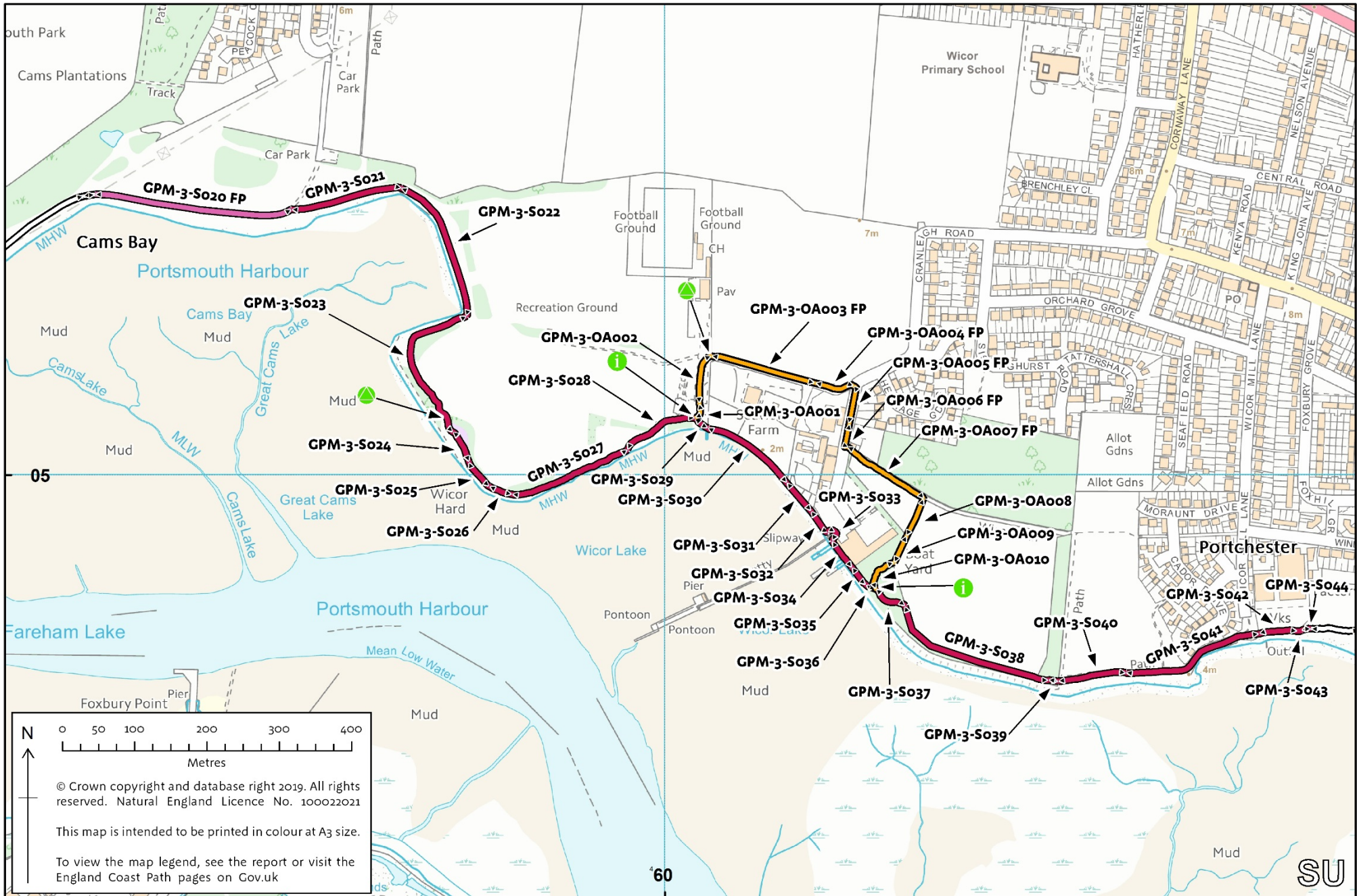
- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate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

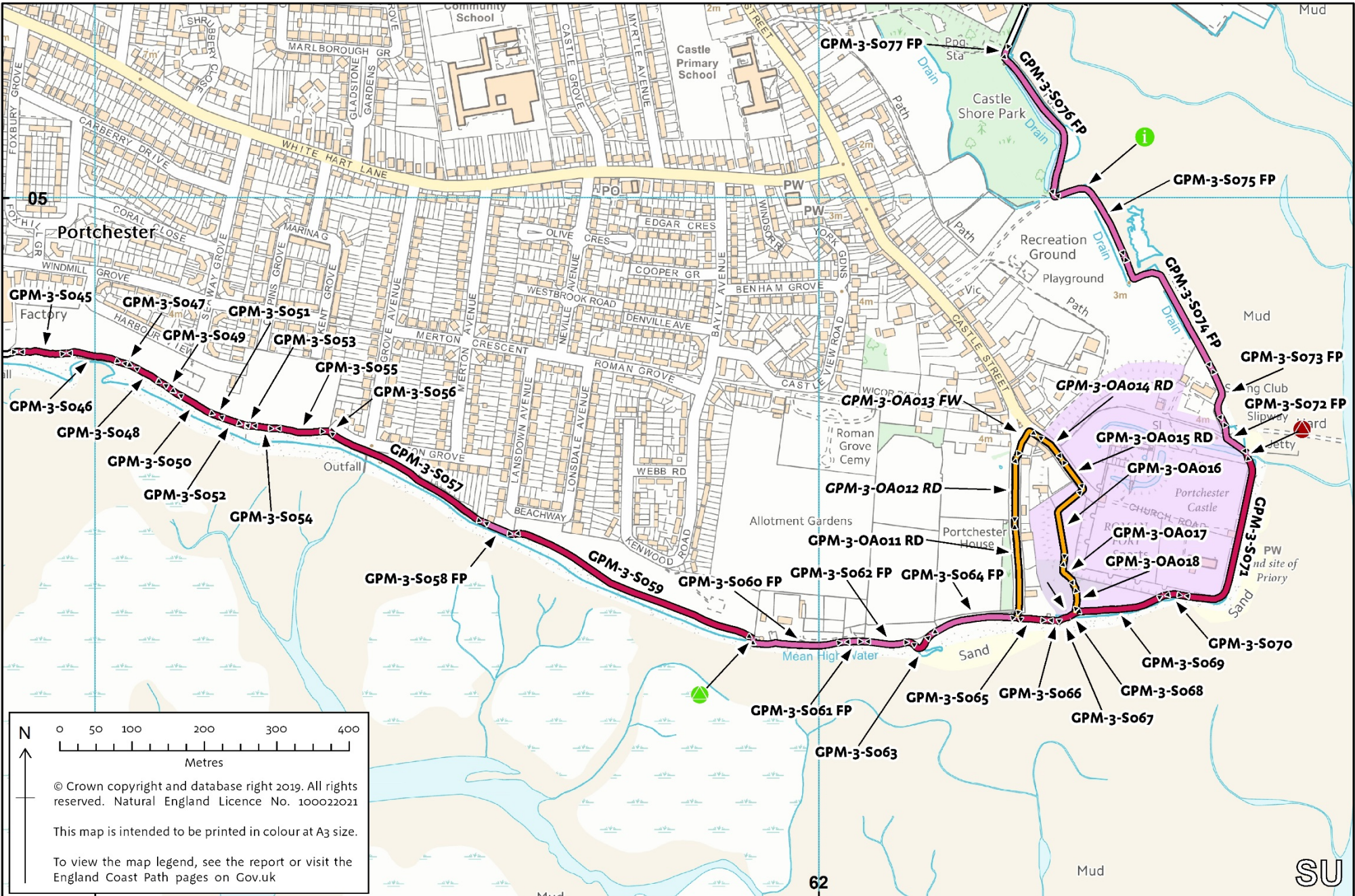
Infrastructure status will be indicated by one of three colours, as shown in the example below:

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





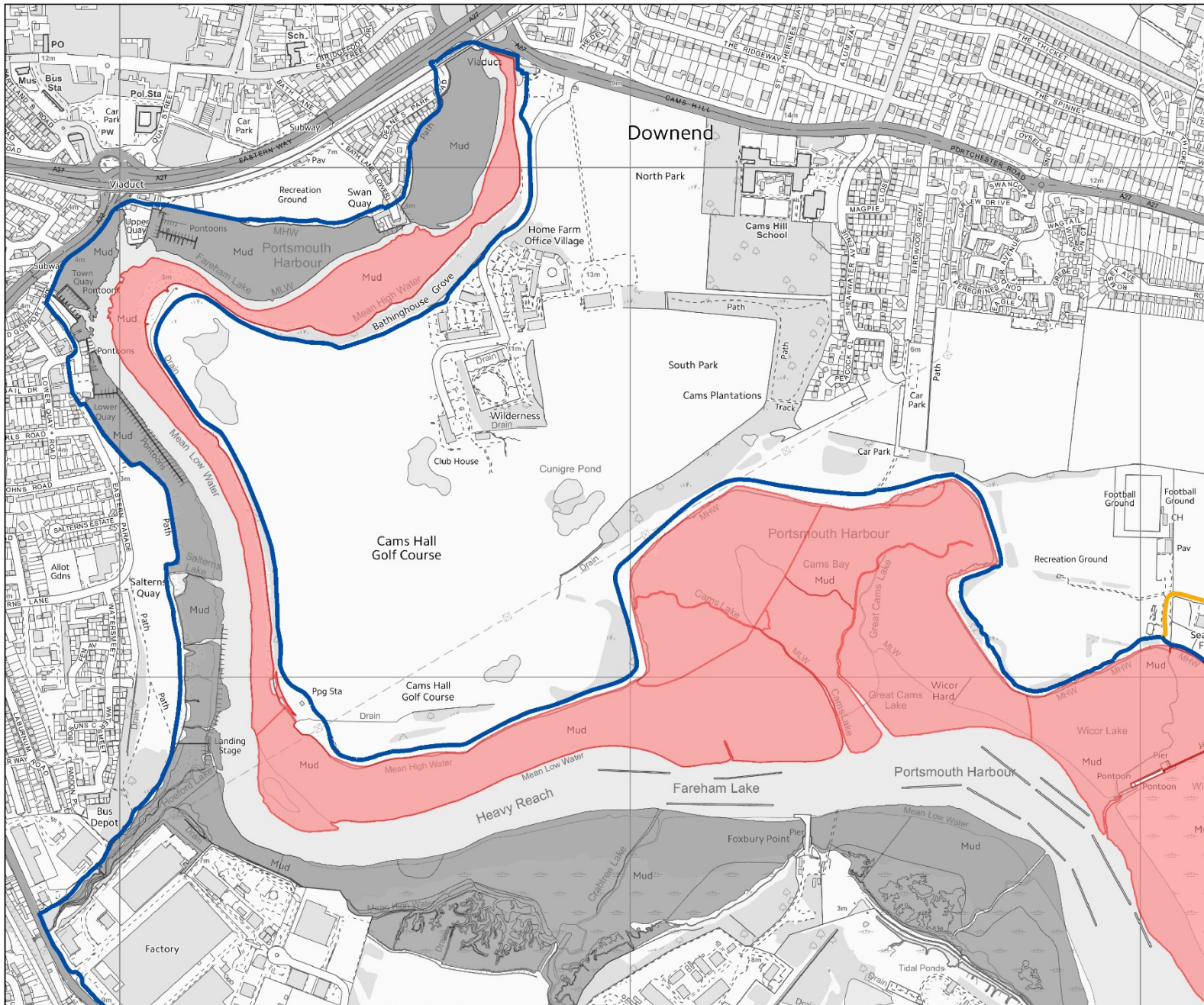
Map GPM 3b: Cams Bay to Portchester



Map GPM 3c: Portchester to Portchester Castle

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





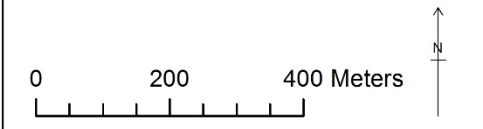
Trail Sections

- Proposed route
- Optional alternative route

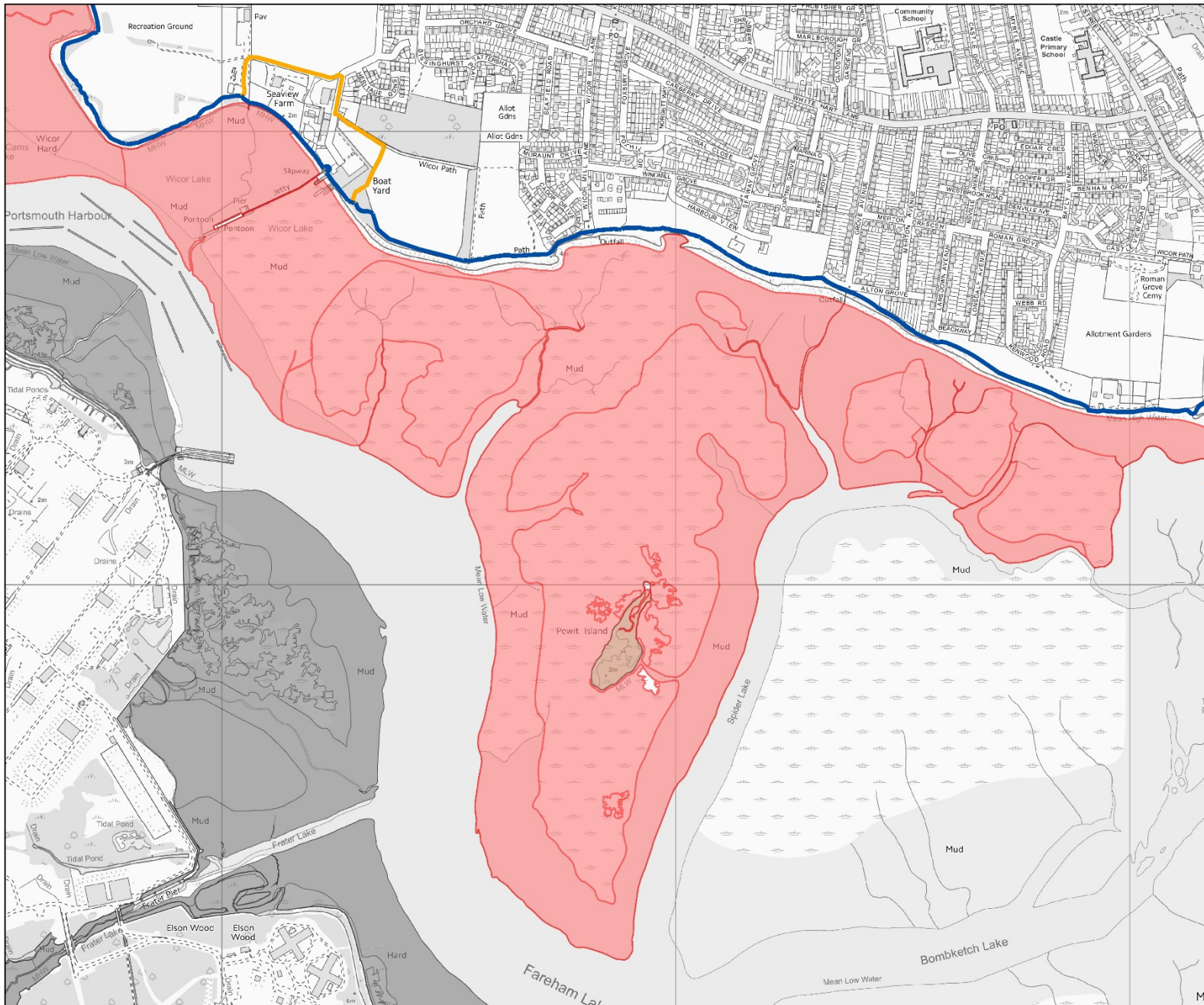
Restrictions

- 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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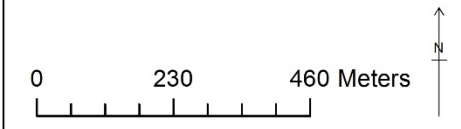
Trail Sections

- Proposed route
- Optional alternative route

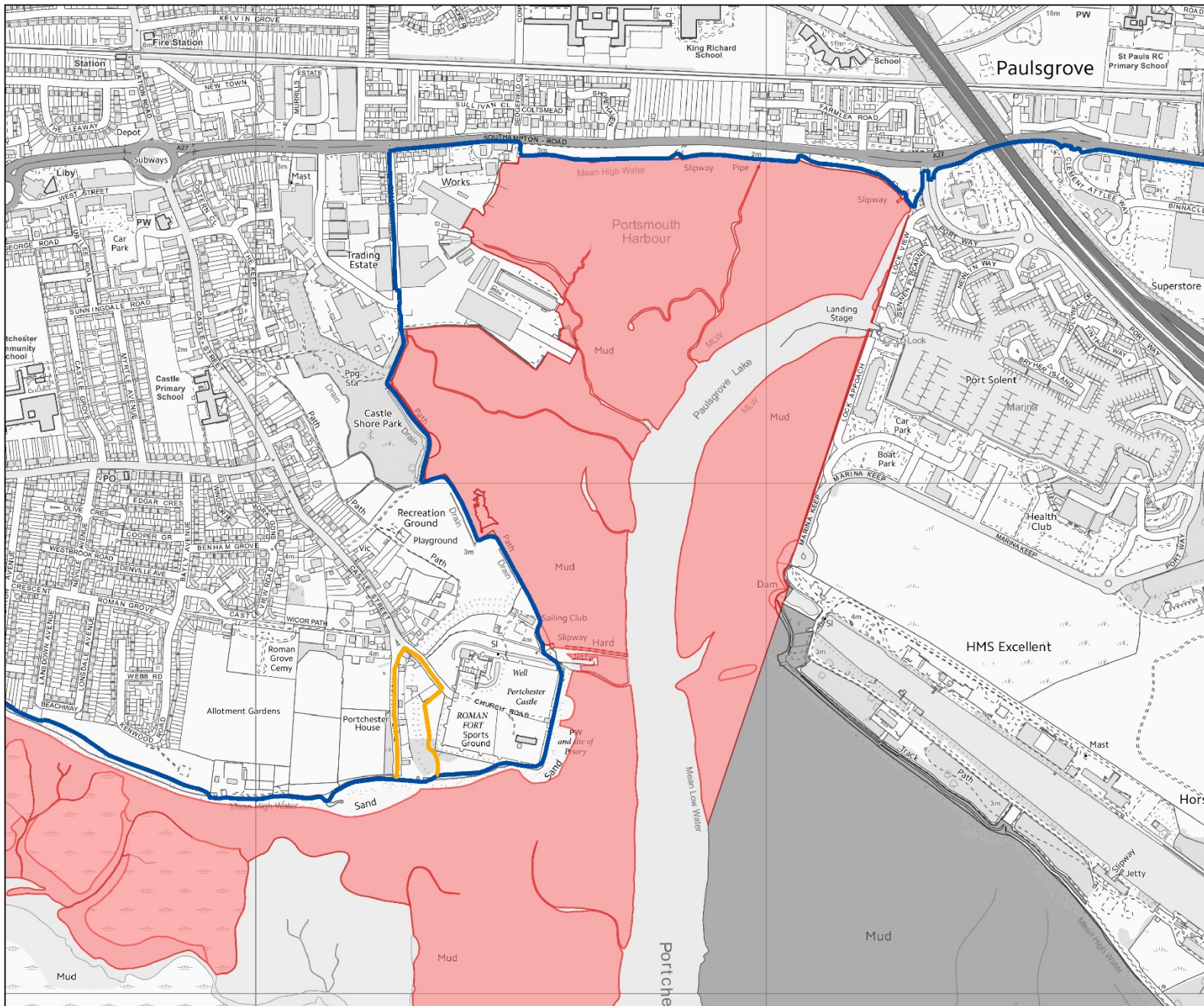
Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), 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

- 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.

0 200 400 Meters

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