



England Coast Path Stretch: Gosport to Portsmouth

Report GPM 4: Port Solent to Tipner

Part 4.1: Introduction

Start Point:	Port Solent (grid reference: 463306 105612)
End Point:	Tipner (grid reference: 463961 103080)
Relevant Maps:	GPM 4a to GPM 4c

4.1.1 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.

4.1.2 This report covers length GPM 4 of the stretch, which is the coast between Port Solent and Tipner. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

The trail:

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

4.2.2 Follows the coastline quite closely and maintains good views of the sea for approximately half of this length, from Ports Bridge Roundabout to Tipner.

4.2.3 From Port Solent to Ports Bridge Roundabout (sections GPM-4-S001 to GPM-4-S024) a significant inland diversion is necessary to take the trail past Port Solent and Horsea Island

4.2.4 Follows a route similar to the existing Pilgrims Way trail between Ports Bridge Roundabout and Tipner.

Protection of the environment:

4.2.5 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.

4.2.6 The following designated sites affect this length of coast:

- Portsmouth Harbour Ramsar
- Portsmouth Harbour Special Protection Area (SPA)
- Solent and Dorset Coast Potential Special Protection Area (pSPA)
- Portsmouth Harbour Site of Special Scientific Interest (SSSI)
- Hilsa Lines Scheduled Monument (SM)

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

4.2.7 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

4.2.8 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:

4.2.9 There are no artificial barriers to accessibility on the proposed route. The trail will be entirely aligned on existing surface paths.

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

Where we have proposed exercising statutory discretions:

4.2.10 **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 river 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.

4.2.11 **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 4.3.1 below.

4.2.12 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 4.3.1. 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 X.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.

4.2.13 **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 at Portsmouth Harbour

4.2.14 Access to the saltmarsh/flat in the coastal margin seaward of route sections GPM-4-S001 and GPM-4-S035 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 4A and 4B.

4.2.15 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.

4.2.16 **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.

4.2.17 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps GPM 4a to 4c as the proposed route of the trail.

Other future change:

4.2.18 There are also places described in this report where we foresee the need for future changes to the proposed access provisions for particular reasons. These are summarised at part 7 of the Overview.

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

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

Establishment of the trail:

4.2.19 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.

4.2.20 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£4038.97** and is informed by:

- information already held by the access authority, 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.

4.2.21 There is one main element 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 the existing Pilgrim's 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	£3572.94
Project management	£466.03
Total	£4038.97 (Exclusive of any VAT payable)

4.2.22 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:

4.2.23 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).

4.2.24 We estimate that the annual cost to maintain the trail will be **£684.40** (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 4.3: Proposals Tables

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

4.3.1 Section Details – Maps GPM 4a to 4c: Port Solent to Tipner

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.2: 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 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.
4. 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 4a	GPM-4-S001	Public highway	No	No			
GPM 4a	GPM-4-S002	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4a	GPM-4-S003	Public highway	No	No			
GPM 4a	GPM-4-S004	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4a	GPM-4-S005	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4a	GPM-4-S006	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4a	GPM-4-S007	Cycle track (pedestrian)	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 4a	GPM-4-S008	Public highway	No	No			
GPM 4a	GPM-4-S009	Public highway	No	No			
GPM 4a	GPM-4-S010	Cycle track (pedestrian)	No	No	Hedge	Clarity and cohesion	
GPM 4a	GPM-4-S011	Cycle track (pedestrian)	No	No	Hedge	Clarity and cohesion	
GPM 4a	GPM-4-S012	Public highway	No	No			
GPM 4a	GPM-4-S013	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 4a	GPM-4-S014	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 4a	GPM-4-S015	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 4a	GPM-4-S016	Cycle track (pedestrian)	No	No	Wall	Clarity and cohesion	Using an underpass to cross under main road
GPM 4a	GPM-4-S017	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 4a	GPM-4-S018	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4a	GPM-4-S019	Public highway	No	No			
GPM 4b	GPM-4-S020	Cycle track (pedestrian)	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 4b	GPM-4-S021	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4b	GPM-4-S022	Public highway	No	No			
GPM 4b	GPM-4-S023	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 4b	GPM-4-S024	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4b	GPM-4-S025	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
GPM 4c	GPM-4-S026	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 4c	GPM-4-S027	Public highway	No	No			
GPM 4c	GPM-4-S028	Cycle track (pedestrian)	No	No	Fence line	Clarity and cohesion	
GPM 4c	GPM-4-S029	Cycle track (pedestrian)	No	No	Wall	Clarity and cohesion	
GPM 4c	GPM-4-S030	Cycle track (pedestrian)	No	No			
GPM 4c	GPM-4-S031	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 4c	GPM-4-S032	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4c	GPM-4-S033	Public highway	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
GPM 4c	GPM-4-S034	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 4c	GPM-4-S035	Public highway	No	No			

4.3.2 Other options considered: Map(s) GPM 4a to GPM 4c: Port Solent to Portsea Island

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
4a to 4c	GPM-4-S001 to GPM-4-S035	Aligning past Port Solent and across Horsea Island to connect with Portsea Island via a bridge	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> It is currently not possible to access Tipner from Horsea Island (see future changes) – there is currently no bridge to Portsea Island that is suitable for pedestrians.

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.

Part 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
GPM 0	Legend for all maps
GPM 4a	Port Solent to Western Road
GPM 4b	Western Road to Hilsea
GPM 4c	Hilsea to Tipner
GPM Directions Map 4A	Directions for Report GPM 4: Port Solent to Tipner
GPM Directions Map 4B	Directions for Report GPM 4: Port Solent to Tipner

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

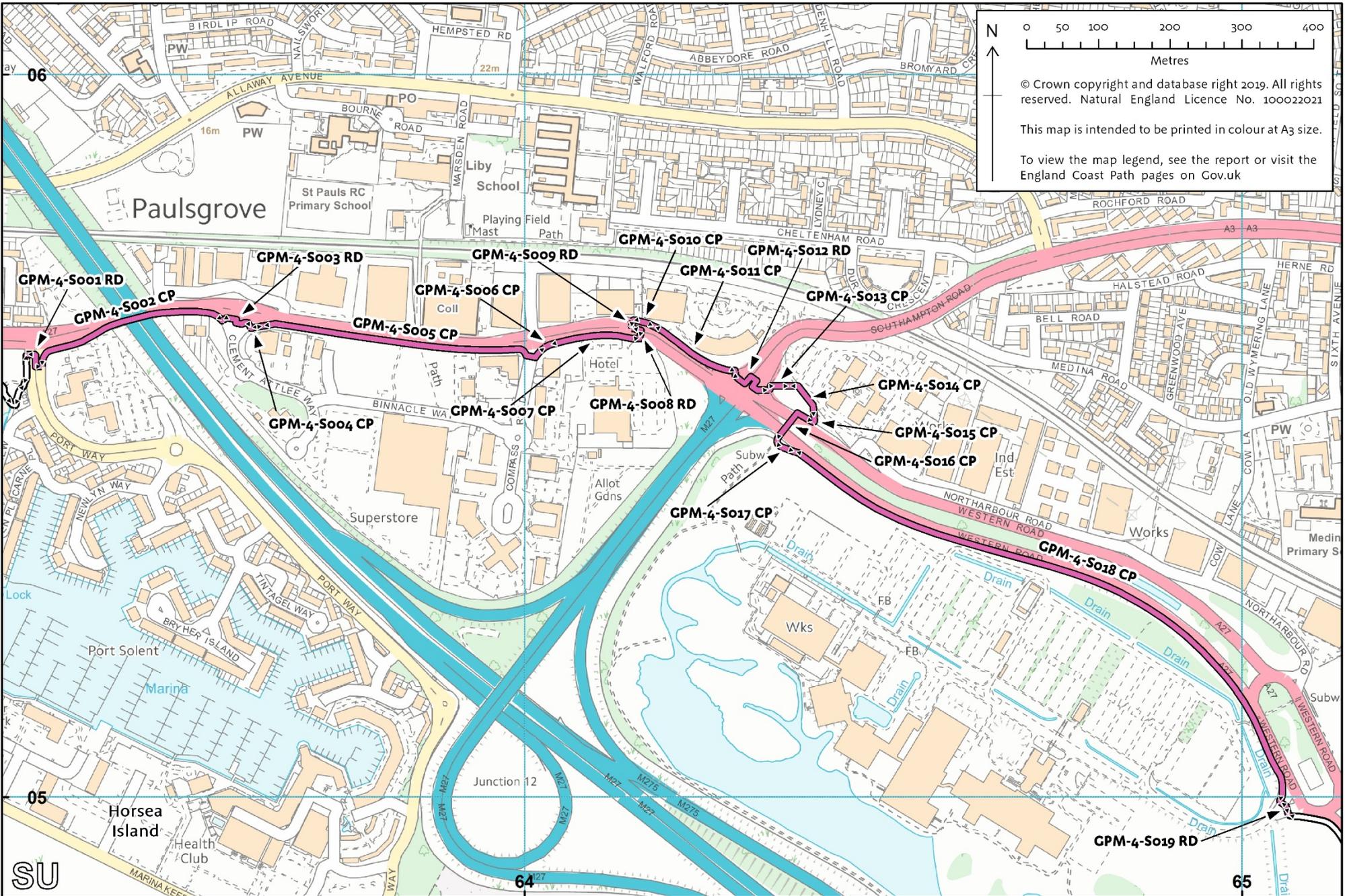
Infrastructure types (for status see below)

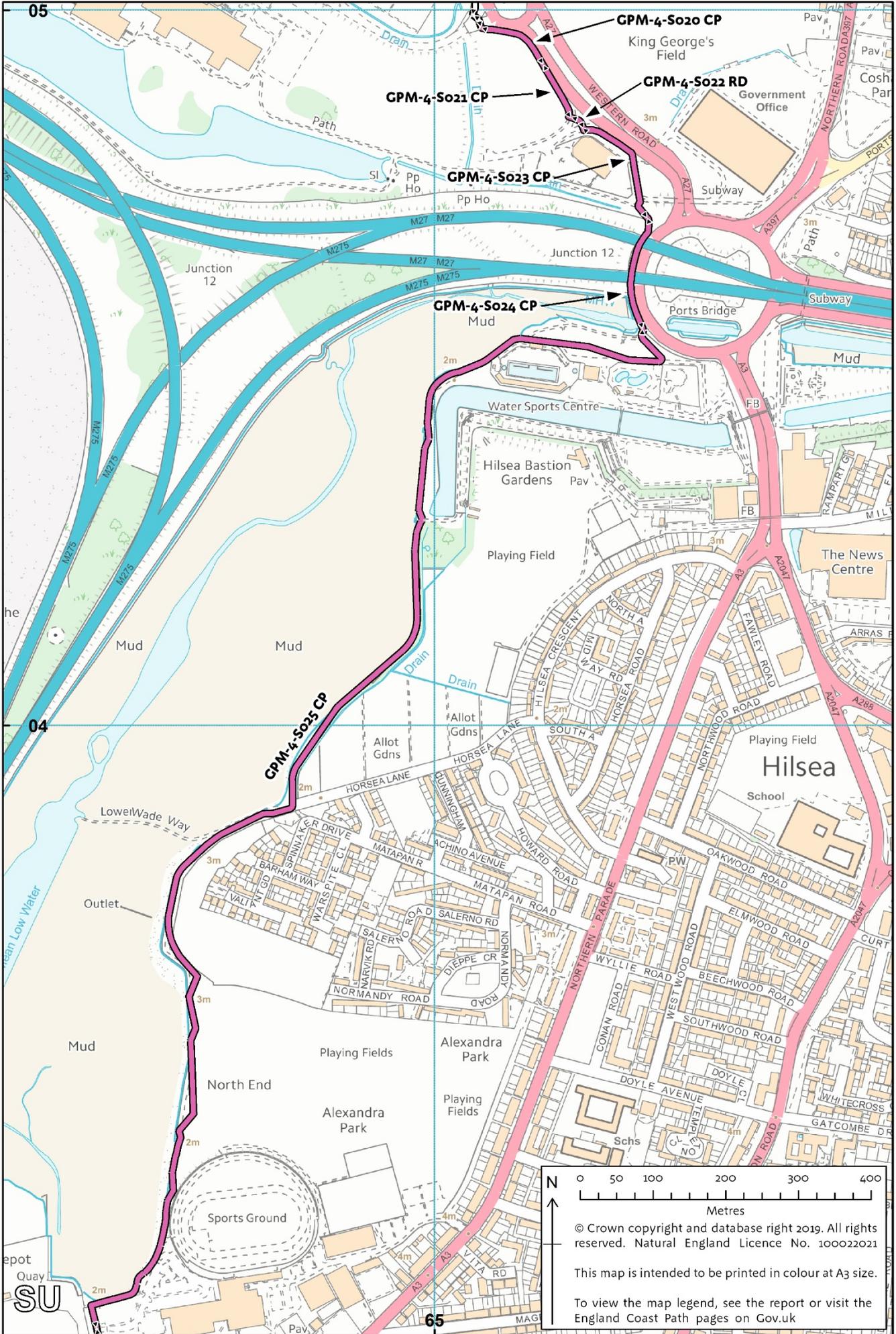
- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate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

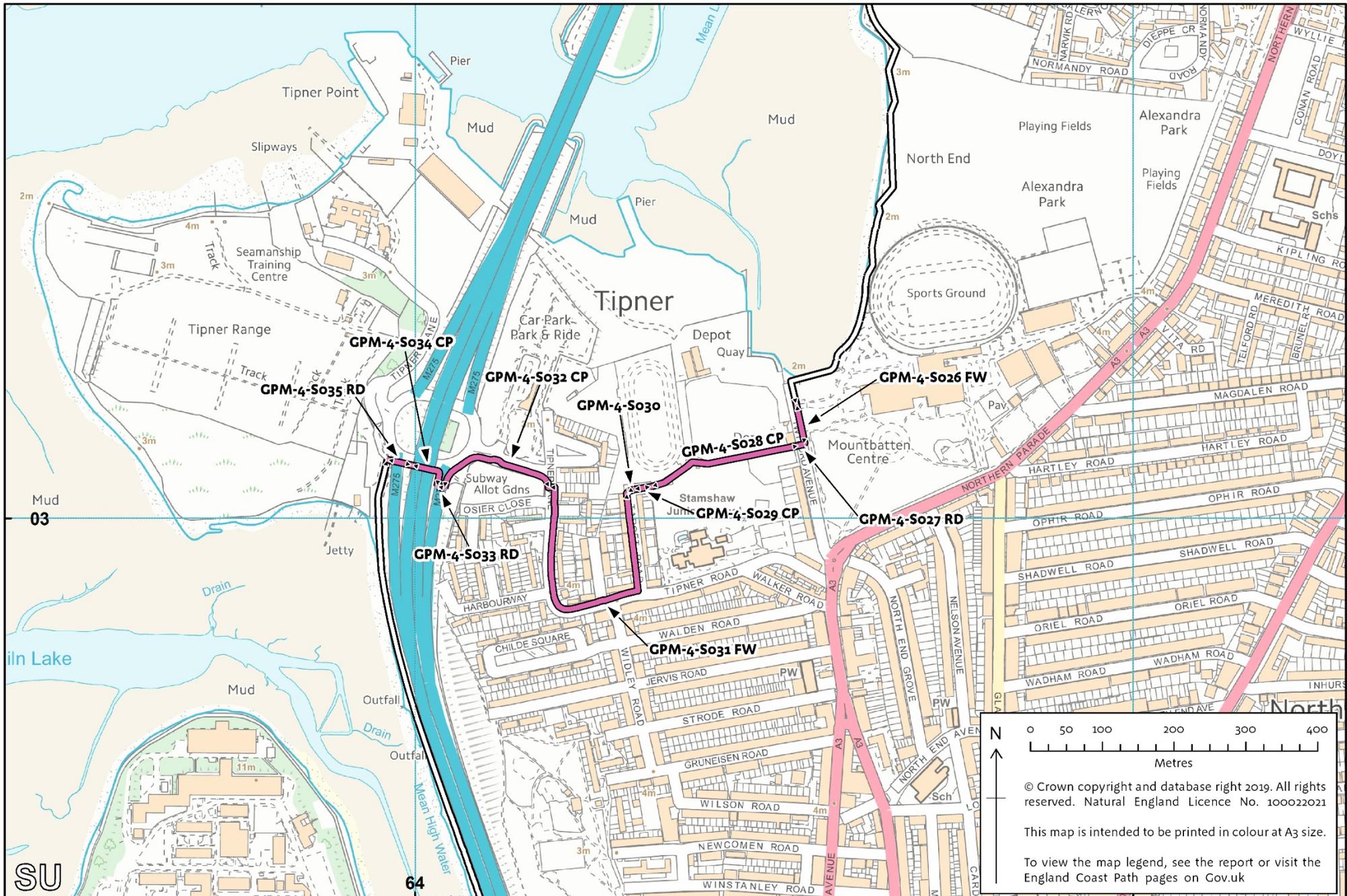
Infrastructure status

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



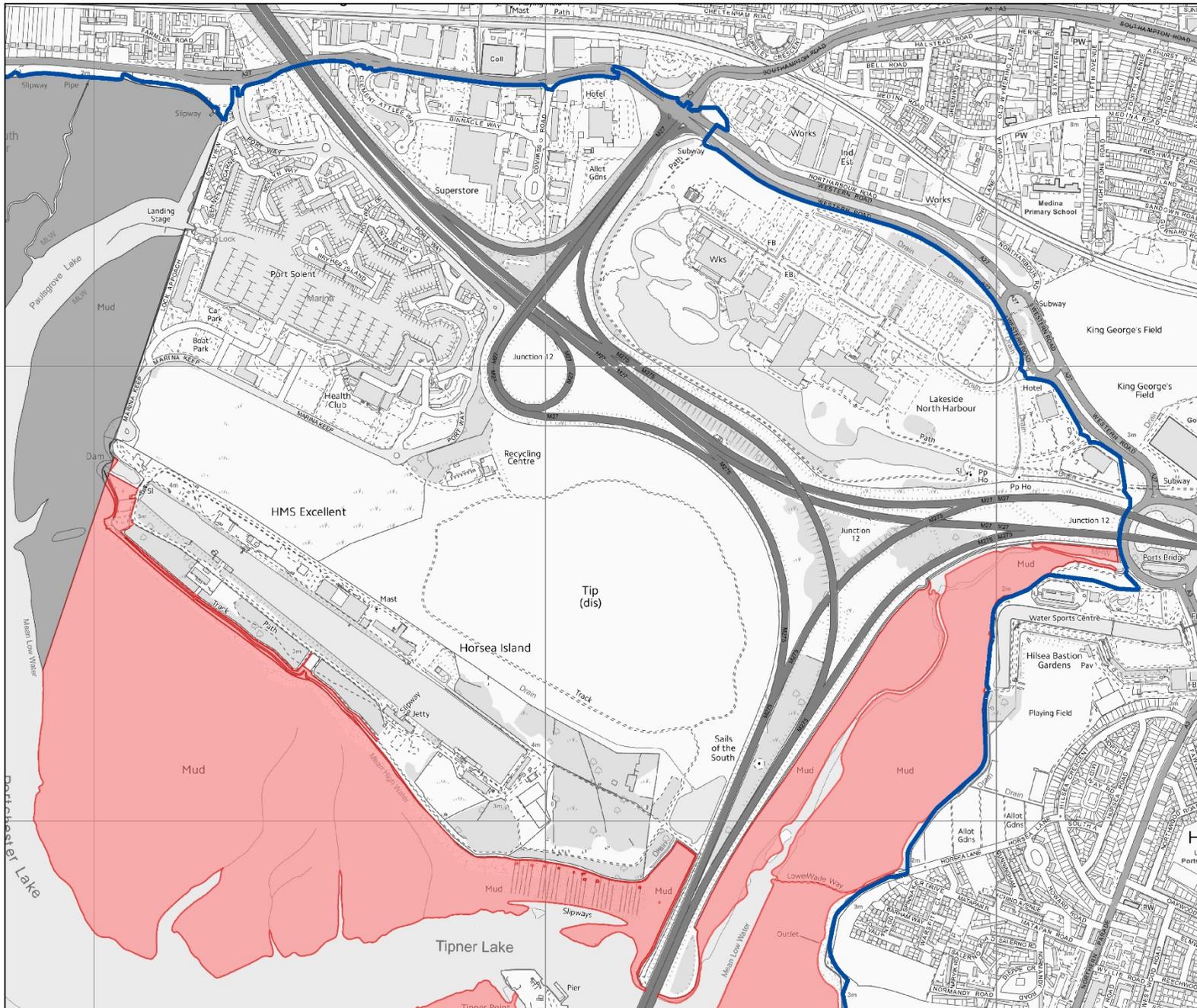




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This map is intended to be printed in colour at A3 size.

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



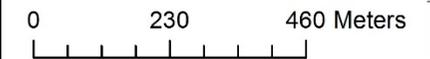
Trail Sections

Proposed route

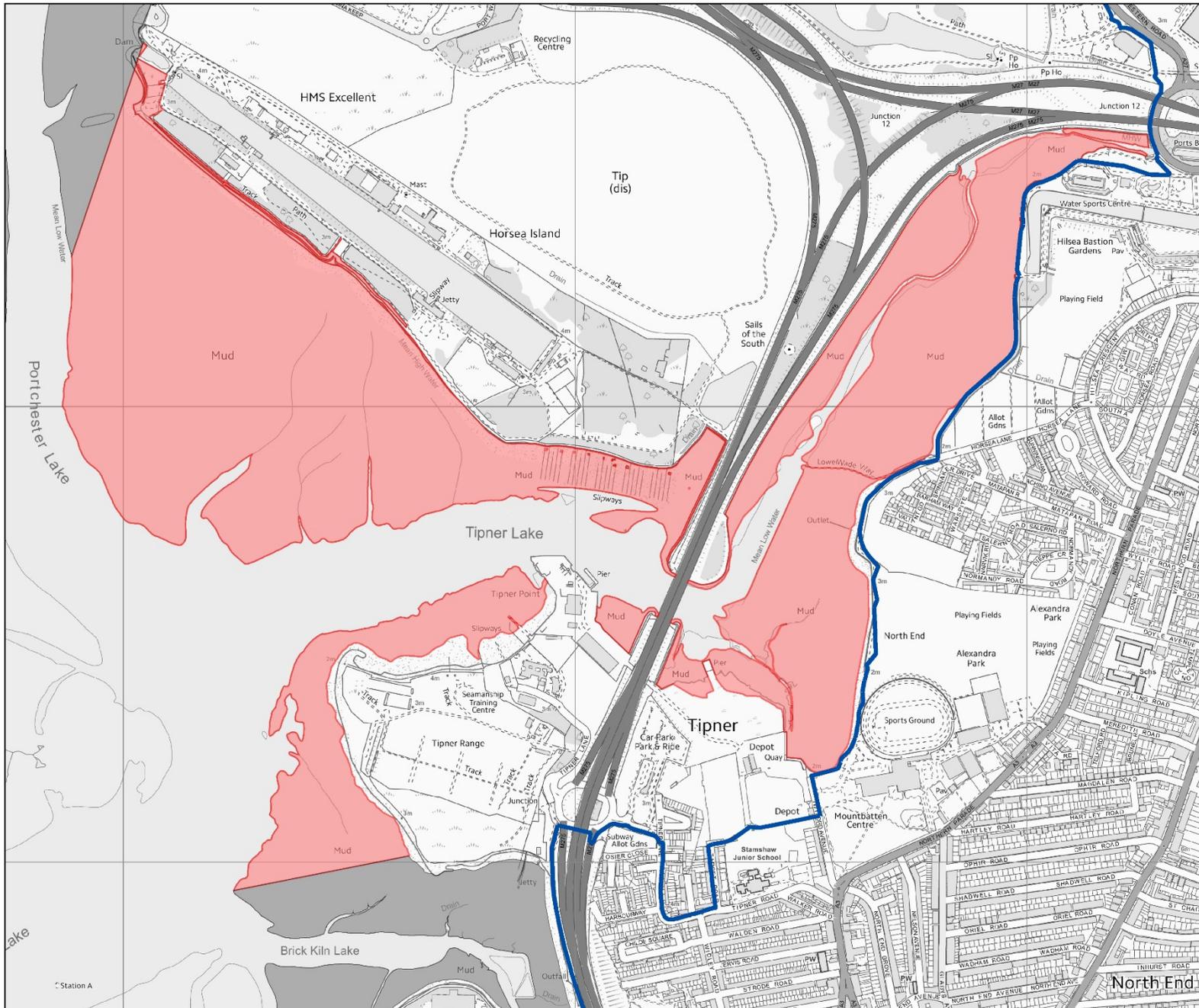
Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- 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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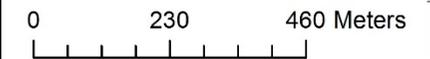
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