



England Coast Path Stretch: Gosport to Portsmouth

Report GPM 5: Tipner to the Round Tower

Part 5.1: Introduction

Start Point:	Tipner (grid reference: 463961 103080)
End Point:	Round Tower (grid reference: 462943 99360)
Relevant Maps:	GPM 5a to GPM 5c

5.1.1 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.

5.1.2 This report covers length GPM 5 of the stretch, which is the coast between Tipner and the Round Tower. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

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

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

5.2.3 A significant inland diversion is necessary to take the trail past the International Ferry Port, Portsmouth Historic Dockyard and Portsmouth Harbour Railway station which are currently inaccessible because of the nature of their use (See Future Change, below and Part 7 of the Overview).

5.2.4 Follows a route similar to the existing Millennium Promenade trail indicated by a chain motif set into the surface, from the start of the trail at The Hard, along to The Round Tower. It deviates from the trail at sections GPM-5-S044 to GPM-5-S052 to align along the perimeter of the Camber Dockyard, adding sea views.

Protection of the environment:

5.2.5 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.

5.2.6 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)
- Portsmouth Dockyard Scheduled Monument (SM)
- Former Board of Ordnance Gunwharf, HMS Vernon SM
- Point Battery including King Edward's Tower and Square Tower SM

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

5.2.7 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.

5.2.8 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:

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

- It would be necessary to ascend/descend existing steps at GPM-5-S046 at Spice Quay, and at GPM-5-S050 as the trail follows the Millennium Walkway at the Round Tower.

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

Where we have proposed exercising statutory discretions:

5.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the 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.

5.2.11 **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 5.3.1 below.

5.2.12 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 5.3.1. 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 5.3.1] 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.

5.2.13 **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.

The saltmarsh/flat at Portsmouth Harbour

5.2.14 Access to the saltmarsh/flat in the coastal margin seaward of route sections GPM-5-S001 to GPM-5-S003 and GPM-5-S023 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 5A and 5B.

5.2.15 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.

Camber Dockyard

5.2.16 Access to the trail and its associated coastal margin is to be excluded under sections s24 and 25 of the Countryside and Rights of Way Act (2000) to sections GPM-5-S044 to GPM-5-S052 when specific land management operations and events take place on Camber Docks. This will prevent disturbance to the operations and ensure public safety. The direction will have no legal effect on land where coastal access rights do not apply. See Directions Map GPM 5C.

5.2.17 Camber Docks occasionally has operations and activities such as boat lifts and crane movements that are not compatible with access on or through the site. When these activities are being undertaken, continuity of the England Coast Path will be maintained by an alternative route GPM-5-A001 which will run along Broad Street and re-join GPM-5-S043 at the corner of East Street and Broad Street.

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

5.2.18 **Alternative routes:** An alternative route is to operate at times when access to route sections GPM-5-S044 to GPM-5-S052 is excluded under the terms of the direction described in paragraphs 5.2.16 to 5.2.17 above. It would be advertised by the owner with temporary signs. The alternative route is to be at the centre of the line shown as route section GPM-5-A001 on map GPM 5c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.19 By default, an 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 5.3.2 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.

5.2.20 **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.

5.2.21 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 5a to GPM 5c as the proposed route of the trail.

Other future change:

5.2.22 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

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

Establishment of the trail:

5.2.22 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.

5.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£7118.93** 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.

5.2.24 There are two main elements to the overall cost:

- A significant number of new signs and a wooden bollard would be needed on the trail, directing people along the coast path, in particular on route sections where the proposed route differs from that of existing long-distance routes such as the Solent Way.
- A number of advisory signs would be needed at The Camber Dockyard, where a direction has been proposed allowing the main route to be closed at times when land management operations and events take place.

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 & bollards	£6297.51
Project management	£821.42

Total **£7118.93 (Exclusive of any VAT payable)**

5.2.25 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:

5.2.26 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).

5.2.27 We estimate that the annual cost to maintain the trail will be **£812.00** (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 5.3: Proposals Tables

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

5.3.1 Section Details – GPM 5a to GPM 5c: Tipner to the Round Tower

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.3: 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 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 5a	GPM-5-S001	Cycle track (pedestrian)	No	No	Wall	Clarity and cohesion	
GPM 5a	GPM-5-S002	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 5a	GPM-5-S003	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
GPM 5a	GPM-5-S004	Public highway	No	No			
GPM 5a	GPM-5-S005	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5a	GPM-5-S006	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 5a	GPM-5-S007	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5a	GPM-5-S008	Public highway	No	No			
GPM 5a	GPM-5-S009	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
GPM 5a	GPM-5-S010	Public highway	No	No			
GPM 5a	GPM-5-S011	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5a	GPM-5-S012	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5a	GPM-5-S013	Public highway	No	No			
GPM 5a	GPM-5-S014	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
GPM 5a	GPM-5-S015	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
GPM 5a	GPM-5-S016	Public highway	No	No			
GPM 5a	GPM-5-S017	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5a	GPM-5-S018	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 5b	GPM-5-S019	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5b	GPM-5-S020	Public highway	No	No			
GPM 5b	GPM-5-S021	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5b	GPM-5-S022	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5b	GPM-5-S023	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5c	GPM-5-S024	Public highway	No	No			
GPM 5c	GPM-5-S025	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
GPM 5c	GPM-5-S026	Public highway	No	No			
GPM 5c	GPM-5-S027	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S028	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S029	Public highway	No	No			
GPM 5c	GPM-5-S030	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 5c	GPM-5-S031	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 5c	GPM-5-S032	Other existing walked route	No	No			
GPM 5c	GPM-5-S033	Other existing walked route	No	No			
GPM 5c	GPM-5-S034	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and the landward edge of the promenade
GPM 5c	GPM-5-S035	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 5c	GPM-5-S036	Other existing walked route	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall, hedge

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
							and the landward edge of the promenade
GPM 5c	GPM-5-S037	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 5c	GPM-5-S038	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S039	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S040	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5c	GPM-5-S041	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5c	GPM-5-S042	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S043	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5c	GPM-5-S044	Other existing walked route	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 5c	GPM-5-S045	Other existing walked route	No	No			
GPM 5c	GPM-5-S046	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S047	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 5c	GPM-5-S048	Other existing walked route	No	No			
GPM 5c	GPM-5-S049	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 5c	GPM-5-S050	Other existing walked route	No	No			
GPM 5c	GPM-5-S051	Other existing walked route	No	No			
GPM 5c	GPM-5-S052	Other existing walked route	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 5c	GPM-5-S053	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
GPM 5c	GPM-5-S054	Other existing walked route	No	No			
GPM 5c	GPM-5-S055	Public footway (pavement)	No	No	Buildings	Clarity and cohesion	
GPM 5c	GPM-5-S056	Public highway	No	No	Landward edge of road	Clarity and cohesion	
GPM 5c	GPM-5-S057	Other existing walked route	No	No			
GPM 5c	GPM-5-S058	Other existing walked route	No	No	Wall	Clarity and cohesion	
GPM 5c	GPM-5-S059	Other existing walked route	No	No			
GPM 5c	GPM-5-S060	Other existing walked route	No	No	Fence line	Clarity and cohesion	
GPM 5c	GPM-5-S061	Other existing walked route	No	No	Wall	Clarity and cohesion	

5.3.2 Alternative routes and optional alternative route details – Map 5c Gunwharf Quays to The Round Tower

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.3: 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. 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 5c	GPM-5-A001	Other existing walked route	No	Pavement edge	Road	Alternative route

5.3.3 Other options considered: Maps GPM 5a to GPM 5c: Tipner to the Round Tower

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
GPM 5b	GPM-5-S022 to GPM-5-S023	We considered a route that would have taken ECP users through the Portsmouth Historic Dockyard	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> There would have been restrictive security checks imposed on ECP users at the entry points to the Historic Dockyard, as this is a formal requirement there.
GPM 5c	GPM-5-S043 to GPM-5-S053	We considered a route entirely along the road at Broad Street in Old Portsmouth	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> There has been considerable local support expressed in favour of a formal access route around the Camber, by interest groups such as local members of the Ramblers Association. The Camber offers a route with a more coastal feel and quayside views

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 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
GPM 0	Legend for all maps
GPM 5a	Tipner to Landport
GPM 5b	Landport to Gunwharf Quays
GPM 5c	Gunwharf Quays to Portsmouth
GPM Directions Map 5A	Directions for Report GPM 5: Tipner to the Round Tower
GPM Directions Map 5B	Directions for Report GPM 5: Tipner to the Round Tower
GPM Directions Map 5C	Directions for Report GPM 5: Tipner to the Round Tower

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
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- 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 bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

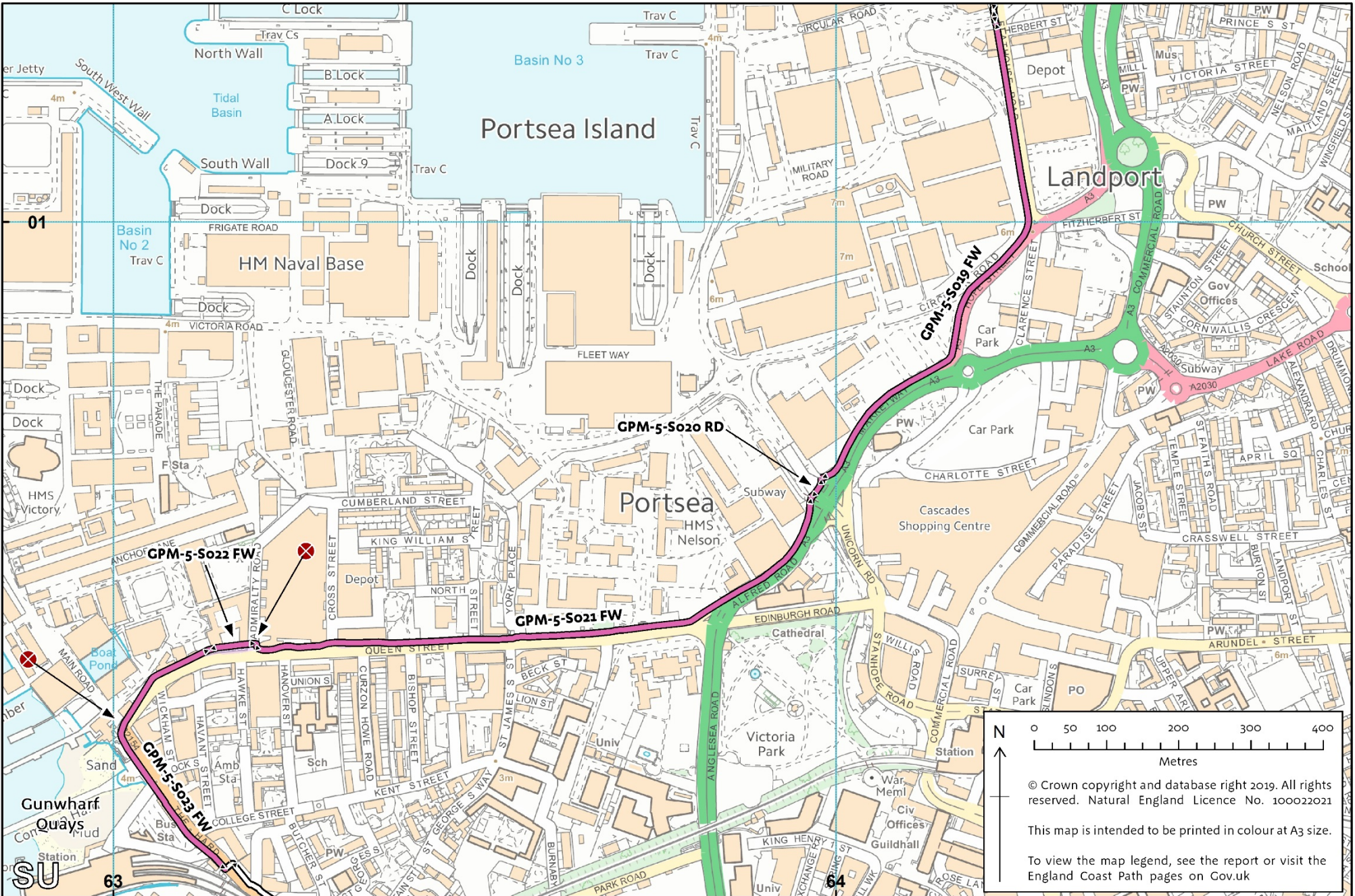
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

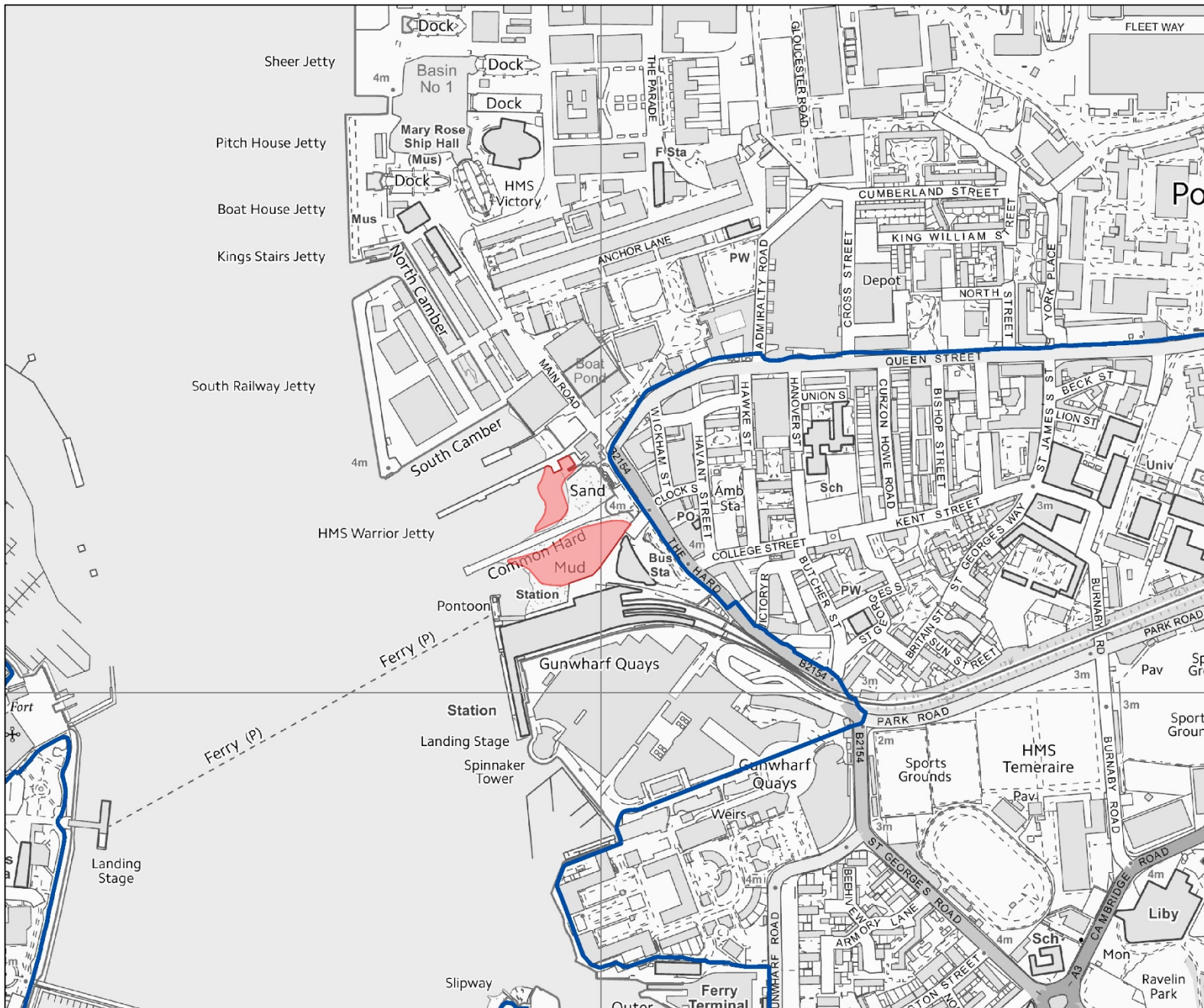
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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









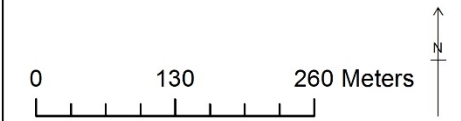
Trail Sections

Proposed route

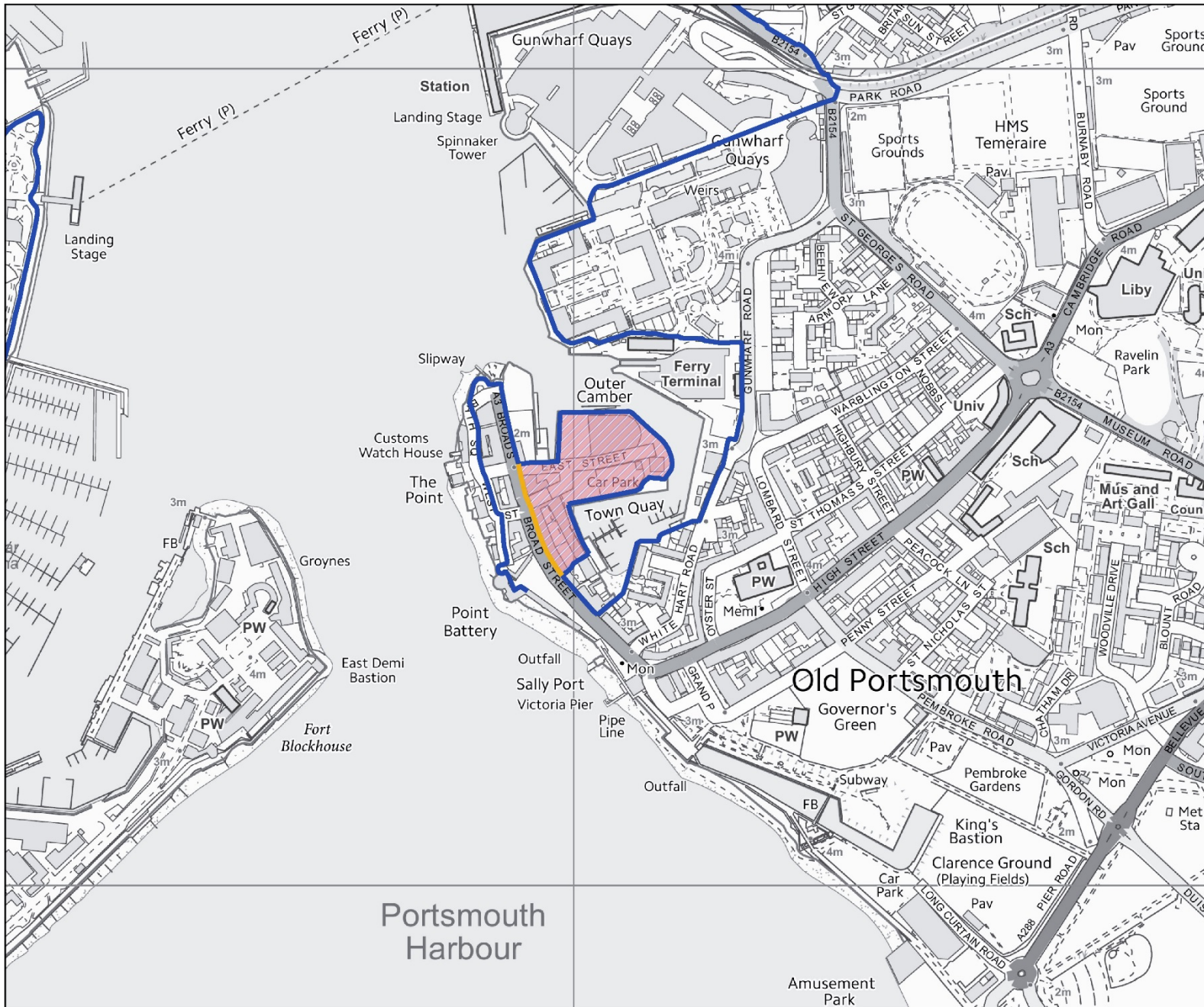
Restrictions

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

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



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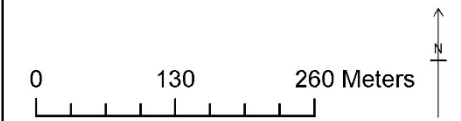
Trail Sections

- Proposed route
- Alternative route

Restrictions

Proposed long-term access exclusion: Land Management S24 & Public Safety S25(1)(b) (When specific operations or events are taking place)

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



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