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# England Coast Path Stretch: Calshot to Gosport

Report CCG 1: Calshot to Itchen Bridge



## Part 1.1: Introduction

<b>Start Point:</b>	<b>Calshot (Grid reference SU485017)</b>
<b>End Point:</b>	<b>Itchen Bridge (Grid reference SU436112)</b>
<b>Relevant Maps:</b>	<b>CCG 1a to CCG 1h</b>

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

1.1.2 This report covers length CCG 1 of the stretch, which is the coast between Calshot and Itchen Bridge. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

1.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

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

## Part 1.2: Proposals Narrative

### The trail:

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

1.2.2 Includes inland diversions to avoid the Esso Petroleum Oil Refinery, the Port of Southampton and the cruise ship passenger terminal.

1.2.3 Follows a route similar to the existing promoted routes of the Solent Way and European long-distance walking route E9, between the A326 at Hardley and Hythe, and between the Southampton passenger terminal and the east side of the Itchen Bridge.

1.2.4 Follows the coastline quite closely.

1.2.5 The proposed alignment at section CCG-1-S001 would be aligned upon a permissive trail. Hampshire County Council Countryside Services are currently attempting to add this trail to the Definitive Map. However at the time of writing the Definitive Map Modification Order has not been approved.

### Protection of the environment:

1.2.6 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.

1.2.7 The following designated sites affect this length of coast:

- Solent & Southampton Water Special Protection Area (SPA)
- Solent & Southampton Water Ramsar
- Solent Maritime Special Area of Conservation (SAC)
- Solent & Dorset Coast potential SPA (pSPA)
- Hythe to Calshot Marshes SSSI
- North Solent SSSI
- New Forest SSSI
- Calshot Castle Scheduled Monument

Map C in the Overview shows the extent of designated areas listed.

1.2.8. Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CCG 1a & CCG 1b	CCG-1-S001 to CCG-1-S0012	Three new interpretation panels will be installed (one at the beginning of the permissive path at the LNR, another where the path meets the public right of way from Tom Tiddler's field and the third at	To help reduce disturbance to overwintering birds by recreational users.



Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		Ashlett) along this stretch of coast. This will inform the public of the sensitivities of the wintering birds here.	

1.2.9 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

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

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

**Accessibility:**

1.2.10 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:

- There are steps leading to a footbridge over an inlet at Fawley Power Station.
- There are places where the trail follows an uneven path through scrub and trees.
- Some sections of the trail are narrow.

1.2.11 At sections CCG-1-S008 and CCG-1-S010 the existing pedestrian gates will be replaced, so as to make them easier to use. At CCG-1-OA006 the footbridge will be replaced. We envisage this happening before the new access rights come into force as part of the physical establishment work described below.

**See part 6a of the Overview - ‘Recreational issues’ - for more information.**

**Where we have proposed exercising statutory discretions:**

1.2.12 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of Southampton Water, including the River Itchen, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of Southampton Water as far as Hythe Ferry terminal. This report also includes the estuarial waters of the river Itchen; here we propose to exercise our functions as if the sea included the estuarial waters as far as the A3025 Itchen Bridge. The use of our discretion in both instances is indicated by the extent of the trail shown on



maps CCG 1a to CCG 1f. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

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

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

1.2.14 At sections CCG-1-S046 and CCG-1-S047 we have used this discretion to propose limiting the landward extent of the coastal margin to the gated barrier on Hardley lane at its junction with Fawley Road. This would have the effect of reducing the amount of coastal margin that would otherwise have applied by default by virtue of it already being section 15 land. This option provides the most clarity because:

- Without limiting the extent of the landward boundary, approximately 26,500ha of landward coastal margin would have been created within the New Forest National Park, the majority of which would not have been close to the open coast or the estuary. No new access rights would have applied over any of this area of default margin because the existing section 15 rights will continue to apply over the whole area, whether it falls in the margin or not.
- The gated barrier provides a clearly identifiable boundary for users of coastal access rights, which would otherwise not be the case if the full extent of the s15 land was included.
- There is no other clear boundary feature anywhere else on Hardley Lane that could mark the boundary of the coastal margin.

1.2.15 At section CCG-1-S053 we have used this discretion to propose limiting the landward extent of the coastal margin to the white give way lines on Frost Lane at its junction with Fawley Road. This would have the effect of reducing the amount of coastal margin that would otherwise have applied by default by virtue of it already being urban common and therefore section 15 land. This option provides the most clarity because:

- Without limiting the extent of the landward boundary, approximately 26,500ha of landward coastal margin would have been created within the New Forest National Park, the majority of which would not have been close to the open coast or the estuary. No new access rights would have applied over any of this area of default margin because the existing section 15 rights will continue to apply over the whole area, whether it falls in the margin or not.
- The give way lines provide a clearly identifiable boundary for users of coastal access rights. This would not be the case if the full extent of the section 15 land was included.
- There is no other clear boundary feature anywhere else on Frost Lane that could mark the boundary of the coastal margin

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

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

1.2.17 **Restrictions and/or exclusions:** Natural England proposes to exclude access relevant to this length of coast, as follows:

*The saltmarsh and mudflats between Calshot and the Itchen Bridge*

1.2.18 Access is to be excluded all year-round to all areas of intertidal mudflats and salt marsh on this length of coast, adjacent to route sections CCG-1-S001 to CCG-1-S064 and CCG-1-S082. This exclusion is proposed under s25A of the Countryside and Rights of Way Act (2000) as the land is unsuitable for public access. This exclusion will not affect the route itself and does not apply to any land that could be considered to be excepted land. See Directions Map CCG 1A, CCG 1B and CCG 1C.

1.2.19 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.

1.2.20 These directions will not prevent or affect:

- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc

1.2.21 Any such use is not prohibited or limited by these arrangements.

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

1.2.22 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between HCS-5-S021 (from the adjacent Highcliffe to Calshot stretch) and CCG-1-S002 at high tides, when the ordinary route is flooded. The optional alternative route is to be at the centre of the line shown as route section numbers CCG-1-OA001 to CCG-1-OA007 on map CCG 1a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.23 An optional alternative route is to operate as an optional diversion from the ordinary route between CCG-1-S006 and CCG-1-S013 at high tides, when the ordinary route is flooded. The optional alternative route is to be at the centre of the line shown as route section numbers CCG-1-OA008 and CCG-1-OA009, on map CCG 1b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.24 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 1.3.2 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.

1.2.25 **Other factors affecting access:** At route section CCG-1-S003 at Fawley Power Station inlet, the swing bridge across the inlet may temporarily be shut for short periods when ships are entering and leaving. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

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

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

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

1.2.27 Column 4 of tables 1.3.1 and 1.3.2 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 CCG 1a and CCG 1h as the proposed route of the trail.

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

On sections for which roll-back is not proposed in table(s) 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps CCG 1a to CCG 1h as the proposed route of the trail.

### Other future change:

1.2.29 There are also places described in this chapter where we foresee the need for changes to the access provisions after the redevelopment of the Fawley Power Station at sections CCG-1-S001 to CCG-1-S004. These are summarised at part 7 of the Overview.

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

1.2.31 The route of the trail in this report incorporates the use of a ferry at Hythe to Town Quay, Southampton across Southampton Water. Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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



## Establishment of the trail:

1.2.32 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. The majority of establishment works will be minor, consisting of the placement or replacement of waymarkers, replacement or alterations to bollards, and other signs along the route.

1.2.33 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£30,886.18** and is informed by:

- information already held by the access authority, Hampshire County Council, the New Forest National Park Authority and Southampton City Council in relation to the management of the existing access structures;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.34 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- Advisory signage in more than one location will be needed
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but a new gate in one location would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.
- Three interpretation panels are required to provide information about sensitive features.

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**

<b>Item</b>	<b>Cost</b>
Multi Finger Posts/Advisory Signage	£21311.89
Pedestrian Gate	£645.00
Interpretation Panels x3	£7350.00
Project Management	£1579.29

**Total** **£30886.18 (Exclusive of any VAT payable)**

1.2.35 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, the New Forest National Park Authority and Southampton 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:**

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

1.2.37 We estimate that the annual cost to maintain the trail will be £4242.35 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 1.3: Proposals Tables

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

### 1.3.1 Section Details: Map(s) CCG 1a to CCG 1h: Calshot to Itchen Bridge

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.3: 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 1.3.4’ 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
CCG 1a	*CCG-1-S001	Other existing walked route	Yes - See table 1.3.4	No			
CCG 1a & CCG 1b	*CCG-1-S002 to CCG-1-S004	Public footpath	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
CCG 1b	*CCG-1-S005 to CCG-1-S006	Public footpath	Yes - Normal	No	Hedgerow	Clarity and cohesion	
CCG 1b	*CCG-1-S007	Public footpath	Yes - See table 1.3.4	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
CCG 1b	*CCG-1-S008	Public footpath	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
CCG 1b	*CCG-1-S009 to CCG-1-S010	Public footpath	Yes - See table 1.3.4	No			
CCG 1b	*CCG-1-S011 to CCG-1-S012	Public footpath	Yes - See table 1.3.4	No	Hedgerow	Clarity and cohesion	
CCG 1b	CCG-1-S013	Public footpath	Yes - See table 1.3.4	No	Landward edge of path	Clarity and cohesion	
CCG 1b	CCG-1-S014	Public highway	No	No	Landward edge of road	Clarity and cohesion	
CCG 1c	*CCG-1-S015	Public highway	No	No			
CCG 1c	*CCG-1-S016	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1c	CCG-1-S017	Public footpath	No	No	Fence line	Clarity and cohesion	
CCG 1c	CCG-1-S018	Public footpath	No	No			
CCG 1c	CCG-1-S019 to CCG-1-S020	Public footpath	No	No	Landward edge of path	Clarity and cohesion	
CCG 1c	CCG-1-S021	Public highway	No	No			
CCG 1c	CCG-1-S022	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1c	CCG-1-S023	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
CCG 1c	*CCG-1-S024	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1c	*CCG-1-S025	Public highway	No	No			

CCG 1c	*CCG-1-S026	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1c	*CCG-1-S027 to CCG-1-S028	Other existing walked route	No	No			
CCG 1d	*CCG-1-S029	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
CCG 1d	CCG-1-S030 to CCG-1-S038	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1e	CCG-1-S039	Public highway	No	Yes – S15 Land			The section 15 land extends across the width of the road
CCG 1e	CCG-1-S040	Public footway (pavement)	No	Yes – S15 Land			The section 15 land extends across the width of the road
CCG 1e	CCG-1-S041	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1e	CCG-1-S042 to CCG-1-S043	Public bridleway	No	Yes – S15 Land			
CCG 1e	CCG-1-S044	Public highway	No	Yes – S15 Land			
CCG 1e	CCG-1-S045	Public bridleway	No	No	Path	Clarity and cohesion	

CCG 1e	CCG-1-S046 to CCG-1-S047	Public highway	No	Yes – S15 Land	Various	Clarity and cohesion	Various means the landward edge of the S15 land (as happens by default), apart from where we have used our discretion to limit the extent of default landward margin at the road junction of Hardley Lane. See section 6a of the Overview
CCG 1e	CCG-1-S048 to CCG-1-S049	Restricted byway	No	Yes – S15 Land			
CCG 1e	CCG-1-S050 to CCG-1-S051	Restricted byway	No	No	Path	Clarity and cohesion	
CCG 1e	CCG-1-S052	Public highway	No	No	Road	Clarity and cohesion	



CCG 1e and CCG 1f	CCG-1-S053	Public highway	No	Yes – S15 Land	Various	Clarity and cohesion	Various means the landward edge of the S15 land (as happens by default), apart from where we have used our discretion to limit the extent of default landward margin at the road junction of Frost Lane. See section 6a of the Overview
CCG 1f	CCG-1-S054 to CCG-1-S057	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1f	CCG-1-S058	Public highway	No	No	Fence line	Clarity and cohesion	
CCG 1f	*CCG-1-S059 to CCG-1-S060	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1f	CCG-1-S061 to CCG-1-S063	Public footway (pavement)	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various building frontages
CCG 1f	CCG-1-S064	Public footpath	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various building frontages

CCG 1g	CCG-1-S065	Other walked route		No	Pavement edge	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S066 to CCG-1-S070	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S071	Public Highway	No	No			
CCG 1g & CCG 1h	CCG-1-S072	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S073 to CCG-1-S074	Other existing walked route	No	No	Building frontages	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S075 to CCG-1-S078	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S079	Public highway	No	No			
CCG 1g & CCG 1h	CCG-1-S080	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S081	Other existing walked route	No	No	Fence line	Clarity and cohesion	
CCG 1g & CCG 1h	CCG-1-S082	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

### 1.3.2 Alternative routes and optional alternative route details: Map(s) CCG 1a to CCG 1b: Calshot to Ashlett

Notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.3: 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 1.3.4’ 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
CCG - 1a	*CCG-1-OA001	Public footpath	No	Fence line	Fence line	Optional alternative route
CCG - 1a	*CCG-1-OA002	Public footpath	No	Track	Track	Optional alternative route
CCG - 1a	*CCG-1-OA003	Public footpath	No	Hedgerow		Optional alternative route
CCG - 1a	*CCG-1-OA004	Public footpath	No			Optional alternative route
CCG - 1a	*CCG-1-OA005	Public footpath	No			Optional alternative route
CCG - 1a	*CCG-1-OA006	Public footpath	No	Hedgerow		Optional alternative route
CCG - 1a	*CCG-1-OA007	Public footpath	Yes - Normal	Path	Path	Optional alternative route



1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
CCG - 1b	CCG-1-OA008	Other existing walked route	Yes - Normal			Optional alternative route
CCG - 1b	CCG-1-OA009	Other existing walked route	Yes - Normal	Track	Track	Optional alternative route

### 1.3.3 Other options considered: Map(s) CCG 1a to CCG 1h: Calshot to Itchen Bridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 1a	CCG-1-S001	We considered aligning the trail along the proposed Optional Alternative Route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea and maintains views of the sea</li> <li>■ this proposal is made with the support of the landowner</li> <li>■ 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</li> </ul>
CCG 1b	CCG-1-S007 to CCG-1-S011	We considered aligning the trail along the proposed Optional Alternative Route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is closer to the sea and maintains views of the sea</li> <li>■ this proposal is made with the support of the landowner</li> <li>■ although it is unavailable during some high tides and storm events, it is available for the majority of the time 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</li> </ul>
CCG 1a & CCG 1c	CCG-1-S014 to CCG-1-S016	We considered aligning seaward of these sections to take walkers nearer to the coast	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is on much higher ground and provides panoramic views of Southampton Water</li> <li>■ the seaward route crosses several small paddocks and drainage channels</li> <li>■ the seaward route would have required considerable establishment works</li> <li>■ a bank of trees seaward of a possible alignment blocked sea views</li> <li>■ 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</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 1c & CCG 1d	CCG-1-S024 and CCG-1-S029	We considered aligning the trail along a track between the oil refinery buffer fencing along Kennels Row	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ this alignment along the track is within the refinery buffer zone which exercises the highest levels of security and health and safety precautions</li> <li>■ The track is patrolled by security staff to ensure no breaches occur</li> <li>■ 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</li> </ul>
CCG 1f	CCG-1-S059	We considered aligning the trail seaward of the large development on Sea Road	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ although alignment seaward of the large development would have better sea views it was convoluted in nature and in various locations access was blocked by either walls or fences forming part of the seaward curtilage of flats and buildings</li> <li>■ 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</li> </ul>

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

### 1.3.4 Roll-back implementation – more complex situations: Map(s) CCG 1a to CCG 1b: Calshot to Ashlett

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CCG-1a	CCG-1-S001	Known locally as Tom Tiddlers Ground	These sections are part of the proposed Fawley Waterside Ltd development landward of the trail, this development will create areas of excepted land. 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.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			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.
CCG-1a & CCG 1b	CCG-1-S002 to CCG-1-S004	Site of the now decommissioned Fawley Power Station	<p>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.</p> <p>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.</p>
CCG 1b	CCG-1-S008 to CCG-1-S013	Ashlett Sailing Club	<p>If it is no longer possible to find a viable route seaward of the specified Sailing Club, we will choose a route landward of it, following discussions with owners and occupiers.</p> <p>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.</p>

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

## Part 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
CCG 1a	Calshot to Fawley Power Station
CCG 1b	Fawley Power Station to Ashlett
CCG 1c	Ashlett to Fawley Road
CCG 1d	Fawley Road to Hardley
CCG 1e	Hardley to Frost Lane
CCG 1f	Frost Lane to Hythe
CCG 1g	Southampton Docks to Ferry Terminal (Town Quay)
CCG 1h	Ferry Terminal (Town Quay) to Itchen Bridge
Directions Map CCG 1A	Calshot to Hythe Ferry Terminal
Directions Map CCG 1B	Calshot to Hythe Ferry Terminal
Directions Map CCG 1C	Southampton Ferry Terminal to Itchen Bridge

### 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

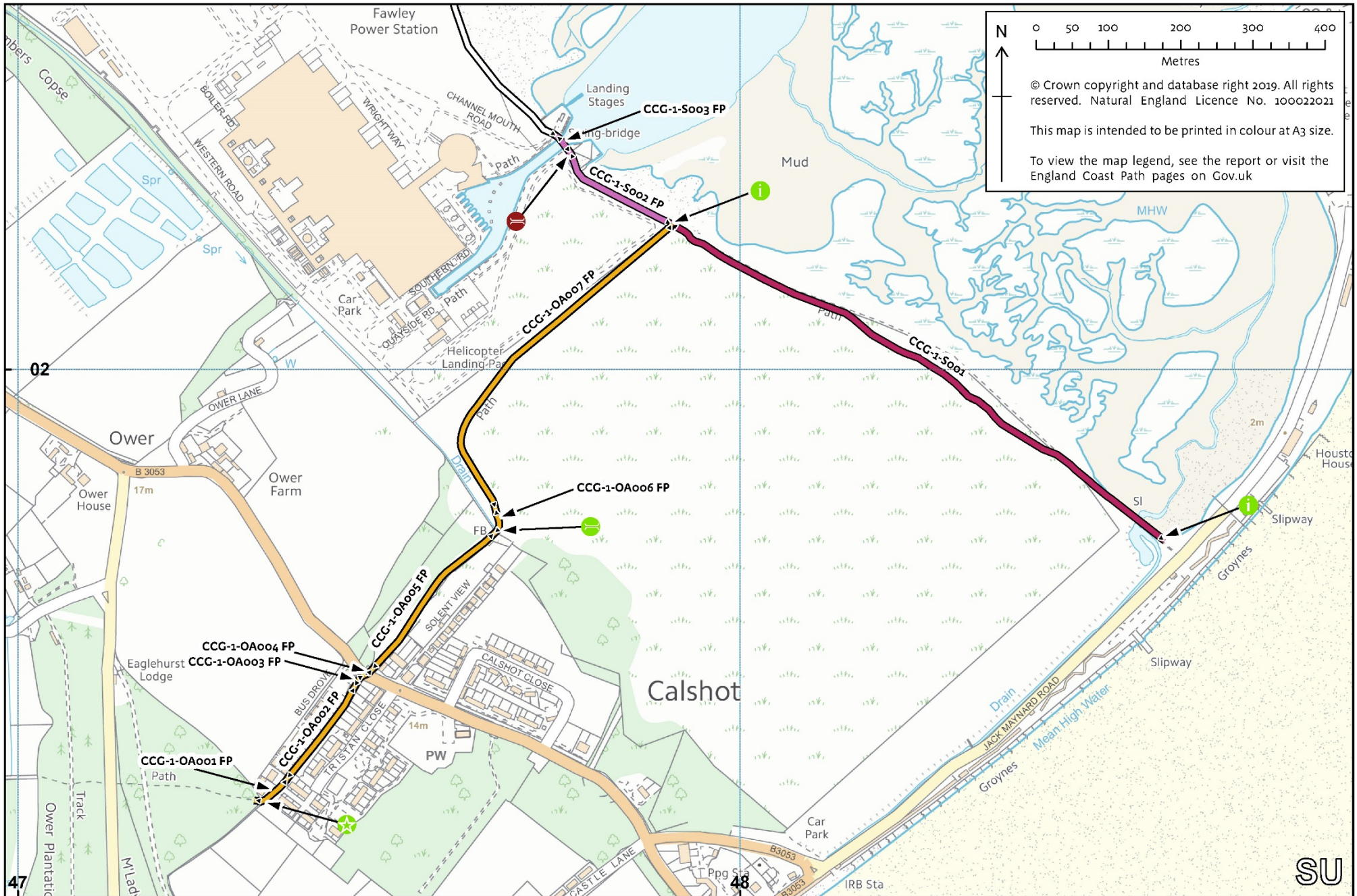
- | Bridges:              | Stiles:       | Gates:               |
|-----------------------|---------------|----------------------|
| Clapper bridge        | Ladder stile  | Bristol gate         |
| Footbridge            | Lift-up stile | Field gate           |
| Quad bike bridge      | Squeeze stile | Gateway with no gate |
| Sleeper bridge        | Step stile    | Kissing gate         |
| Vehicle bridge        | Stone stile   | Pedestrian gate      |
|                       |               | Wheelchair gate      |
| <b>Miscellaneous:</b> |               |                      |
| Barrier               | Cycle chicane | Interpretation panel |
| Boardwalk             | Drainage      | Ramp                 |
| Bollard               | Drop-kerb     | Revetment            |
| Cattle grid           | Gap in fence  | Stepping stones      |
| Culvert               | Hurdle        | Steps                |

#### Infrastructure status

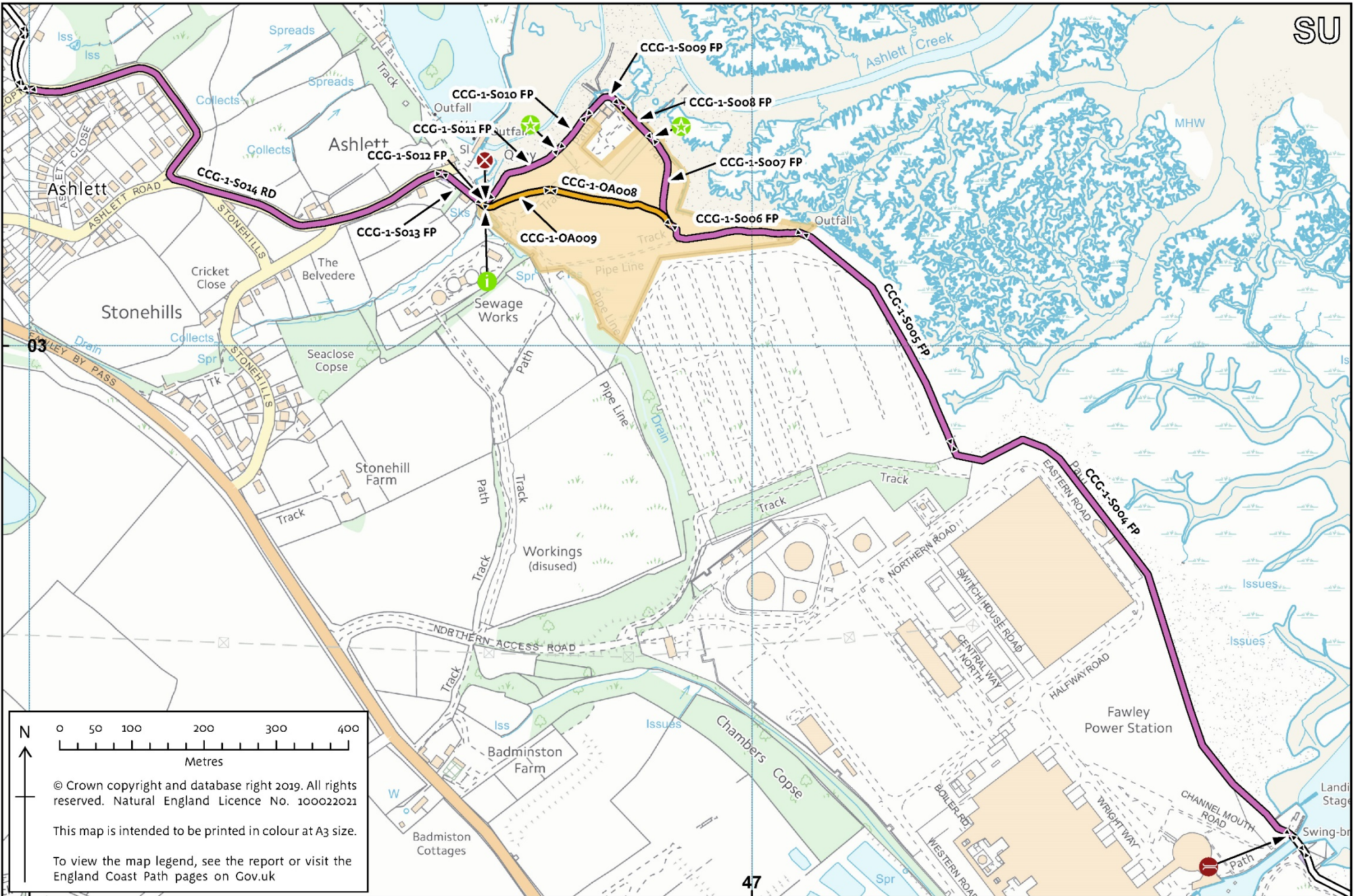
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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









Map CCG 1b: Fawley Power Station to Ashlett

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

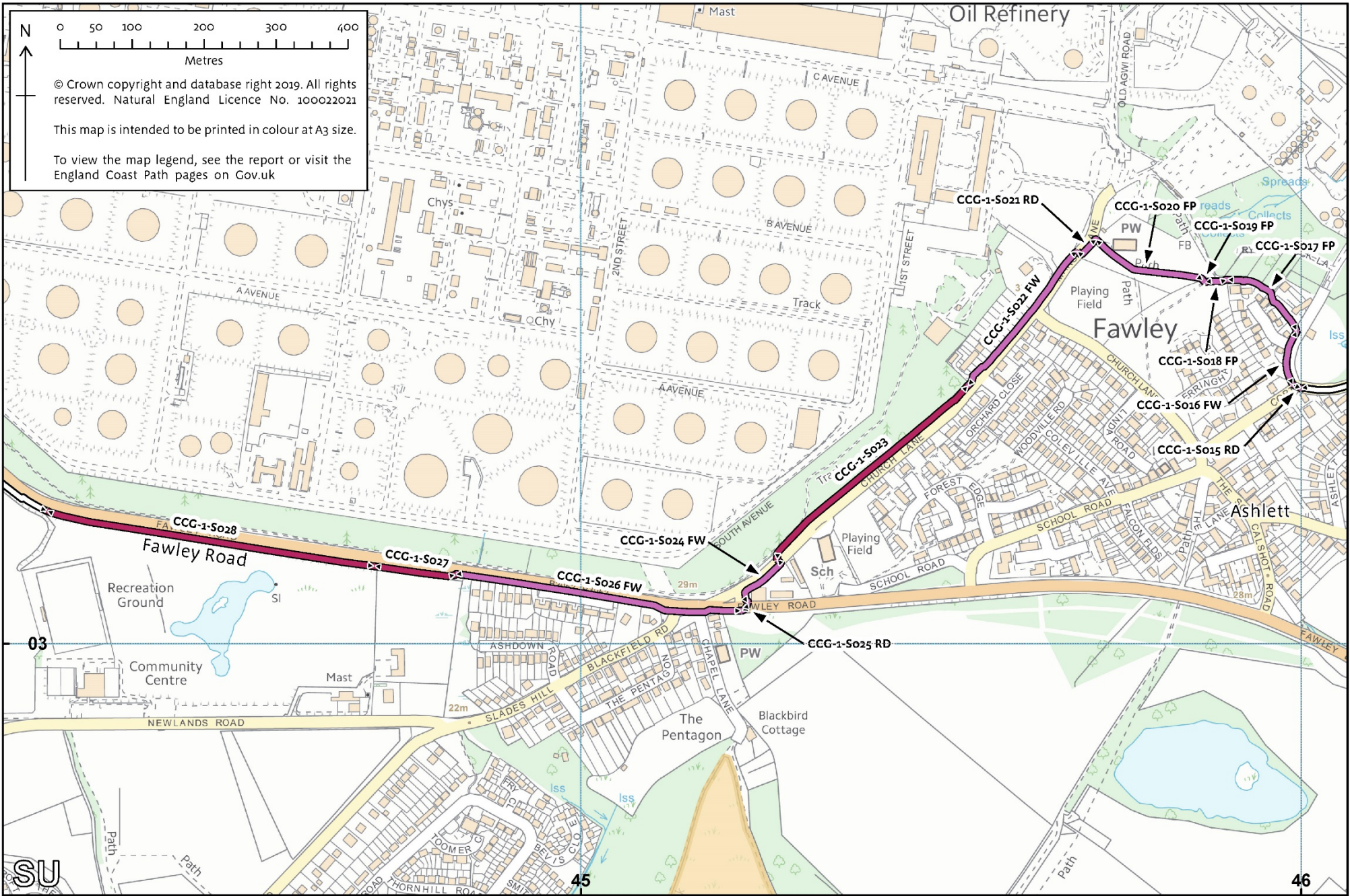


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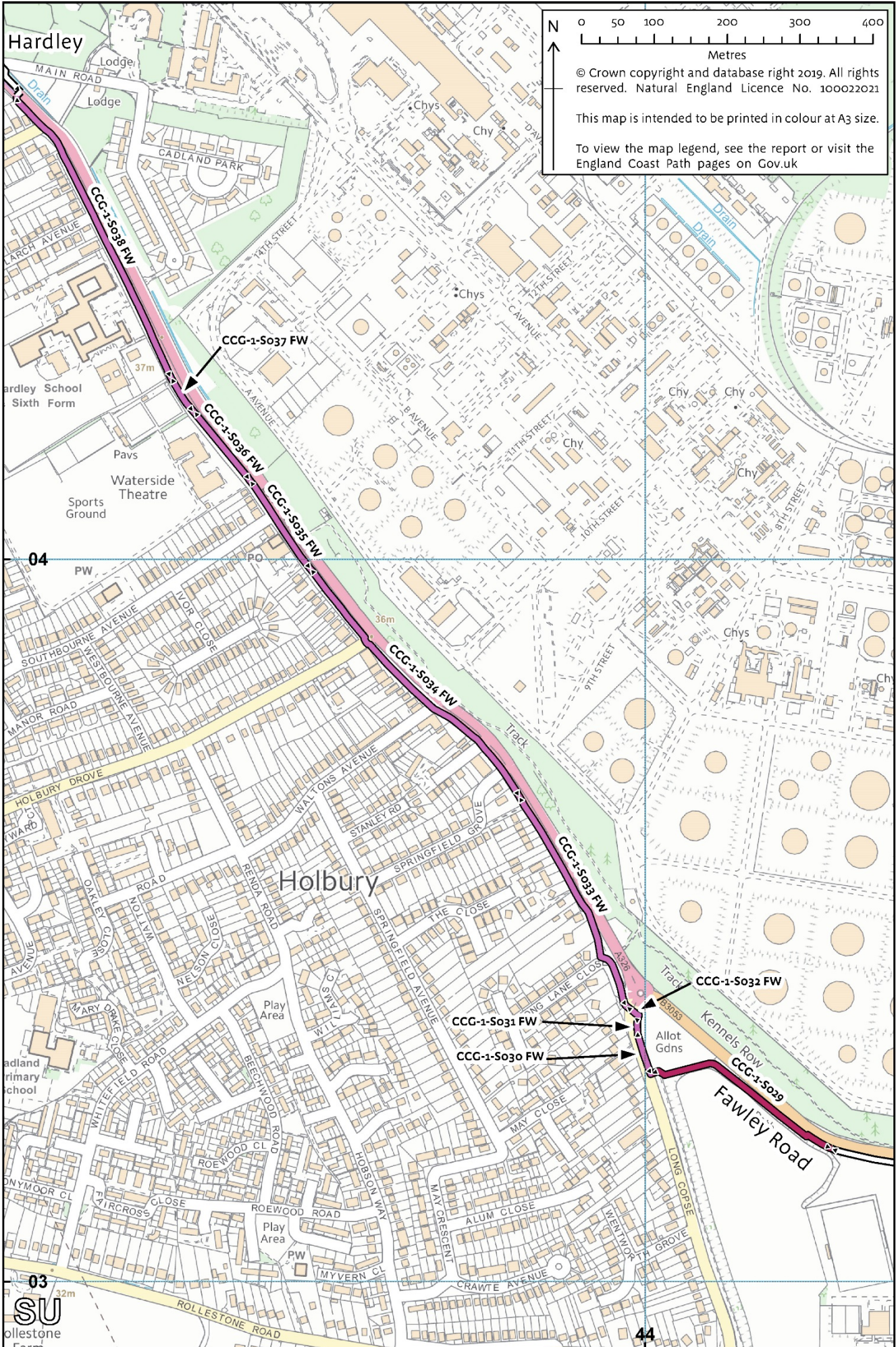
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



SU

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N

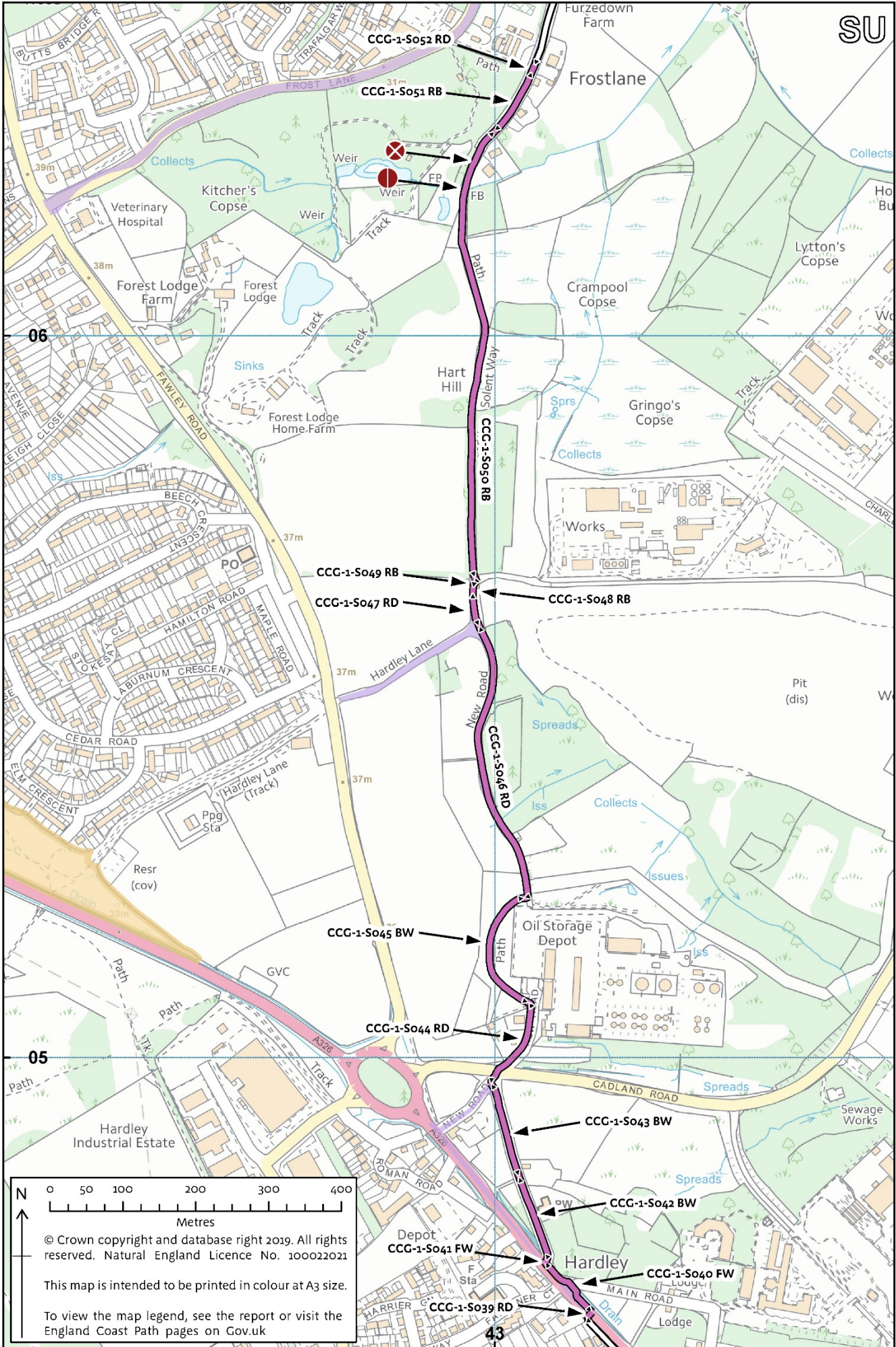
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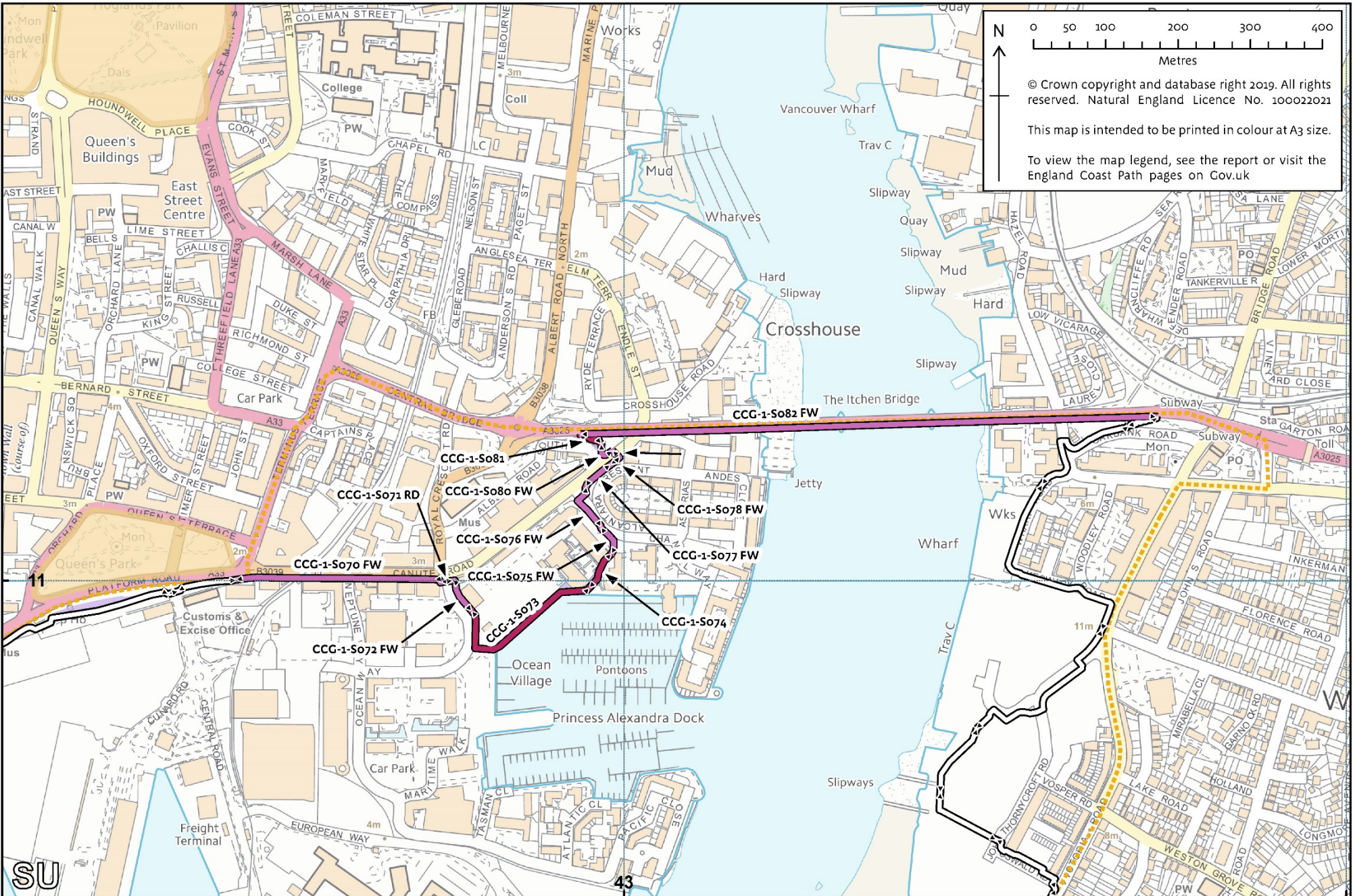


Map CCG 1g: Southampton Docks to Ferry Terminal (Town Quay)

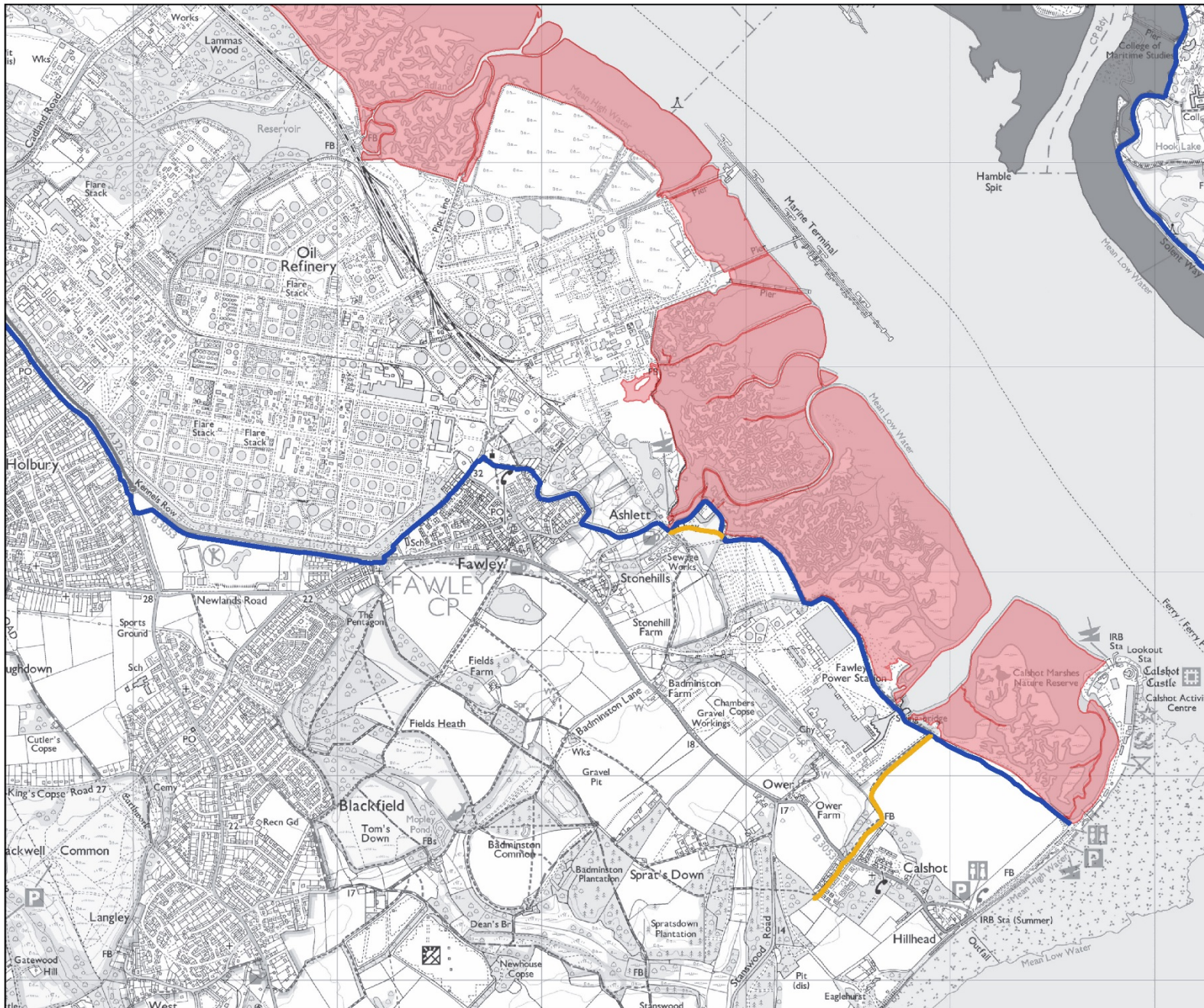
Map CCG 1g: Southampton Docks to Ferry Terminal (Town Quay)











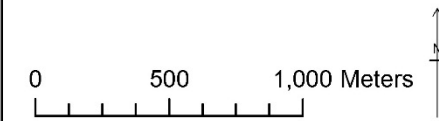
Trail Sections

- Proposed route
- Optional alternative route

Restrictions

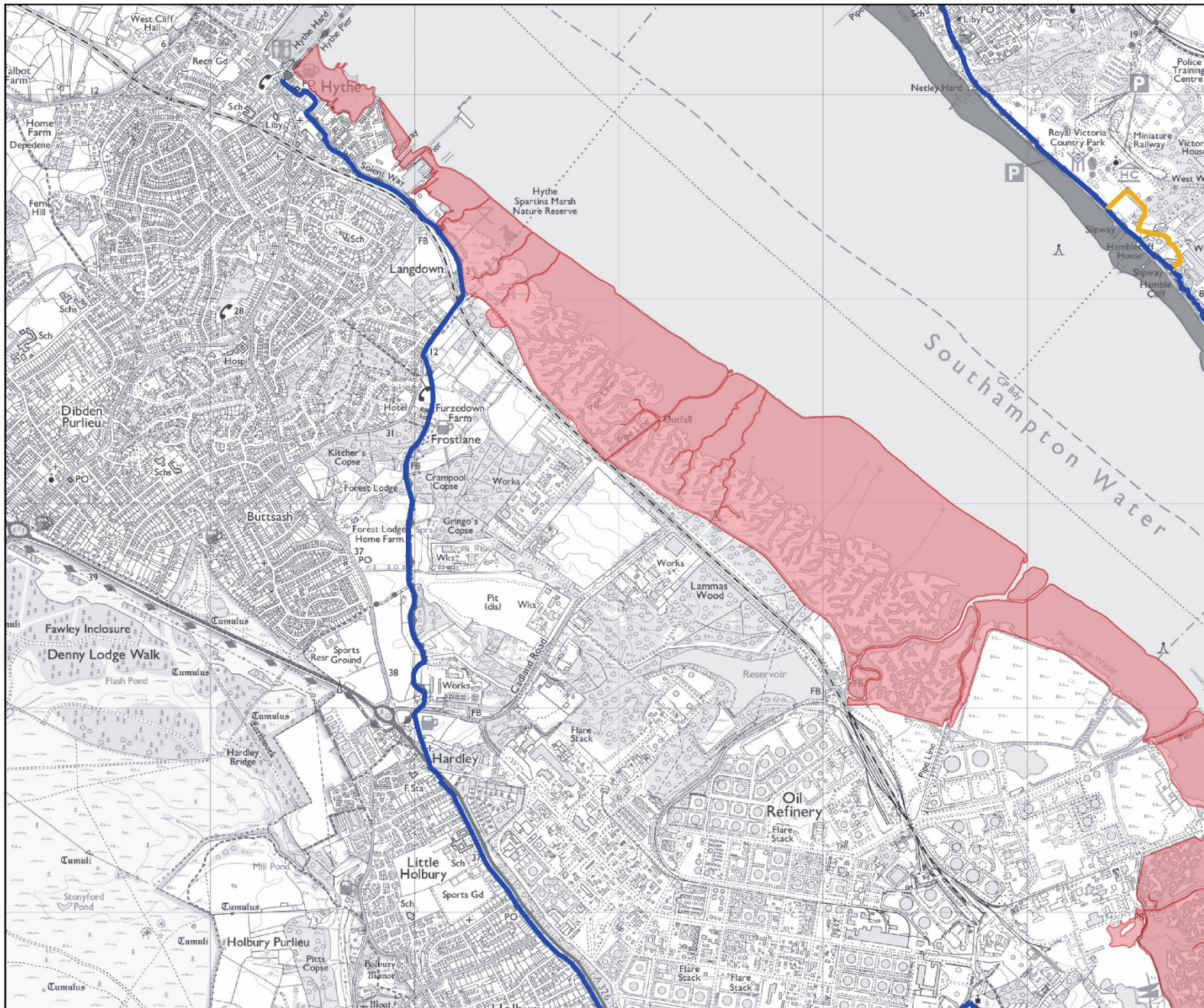
- Proposed long-term access exclusion, Unsuited for Public Access, Section 25A, No Public Access, Year round
- Directions shown in other CCG report

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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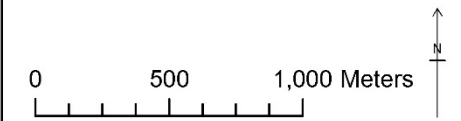
Trail Sections

- 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 CCG report

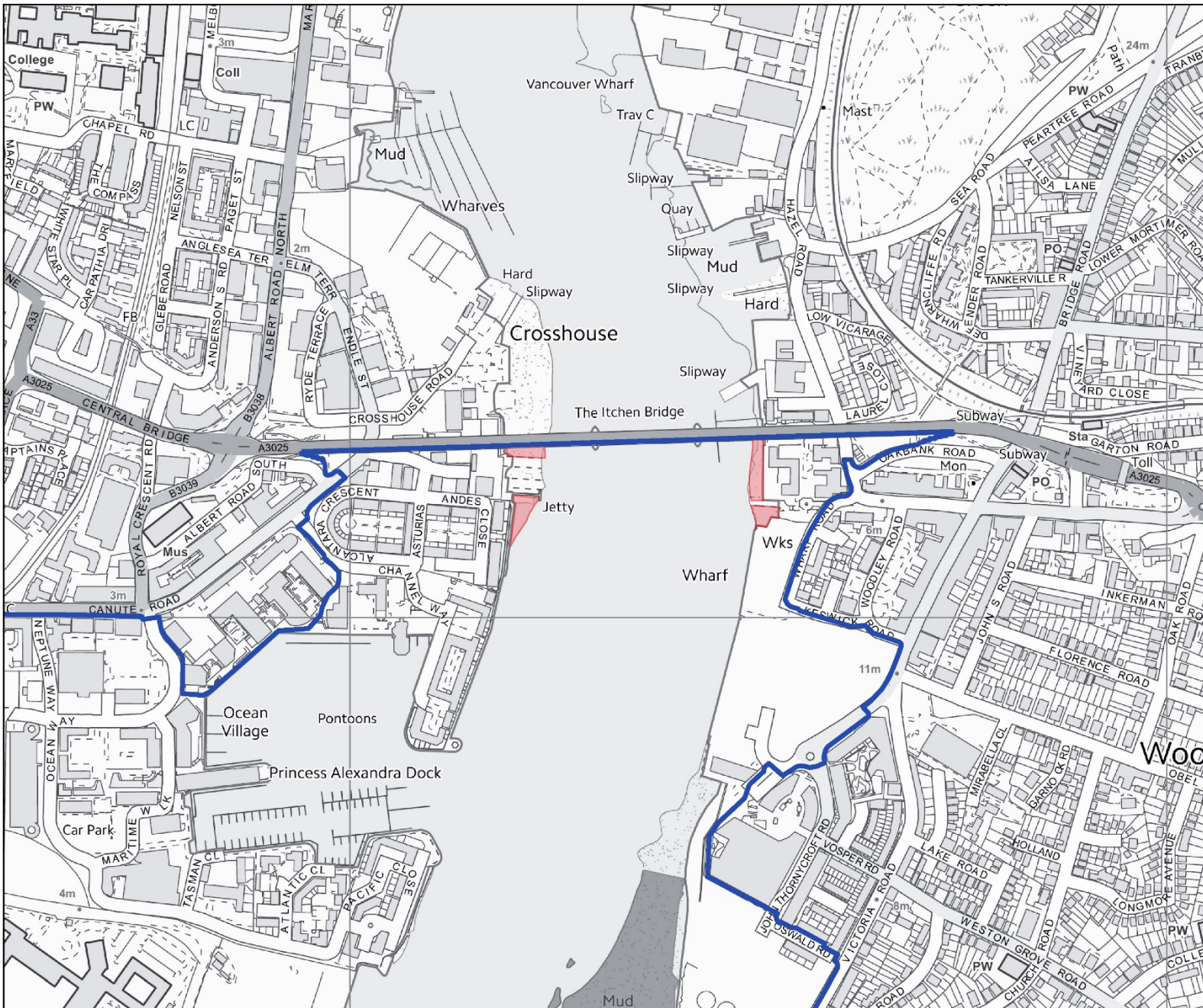
These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Directions Map CCG 1C



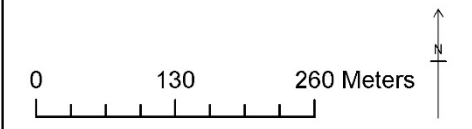
Trail Sections

Proposed route

Restrictions

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