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England Coast Path Stretch: Calshot to Gosport

Report CCG 2: Itchen Bridge to Hamble Warsash Ferry (Pink Ferry)



Part 2.1: Introduction

Start Point:	Itchen Bridge (grid reference: SU 43604 11224)
End Point:	Hamble Warsash Ferry (Pink Ferry) (grid reference: SU 48490 06716)
Relevant Maps:	CCG 2a to CCG 2e

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

2.1.2 This report covers length CCG 2 of the stretch, which is the coast between the Itchen Bridge and the Hamble Warsash Ferry (Pink Ferry). It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 2.2: Proposals Narrative

The trail:

2.2.1 Follows existing walked routes, including public rights of way, along all of this length. It mostly follows the route of existing promoted routes, the Solent Way and European Long Distance Walking Route E9.

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

2.2.3 Includes no sections of new path. See maps CCG 2a to CCG 2e and associated tables below for details.

2.2.4 Is aligned on the beach or foreshore in ten locations. See part 2.2.21 and maps CCG 2b to CCG 2e for details.

2.2.5 Includes a short inland diversion to avoid the foreshore between Netley Slipway and Netley Hard which is currently inaccessible during most tidal conditions (see Future Change, below and Part 7 of the Overview).

2.2.6 Follows a route similar to the existing Solent Way / European Long Distance Walking Route E9 but departs from this at Netley Castle, and at Hamble Common, to offer more of a coastal walk, with improved sea and quayside views.

Protection of the environment:

2.2.7 In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

2.2.8 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)
- Lee-on-the Solent to Itchen Estuary Site of Special Scientific Interest (SSSI)
- Hamble Common Scheduled Monument (SM)

2.2.9 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.

2.2.10 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the cliff top;
- There are steps at the Sail Centre (CCG-2-S031) as the route leaves Royal Victoria Country Park.

2.2.12 At Netley Sail Centre (section CCG-2-S031) the existing concrete steps will be replaced, so as to make them easier to use. We envisage this happening before the new access rights come into force as part of the physical establishment work described in part 7 of the Overview.

2.2.13 At sections CCG-2-S049, the existing kissing gate will be replaced, so as to make it easier to use. 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:

2.2.14 **Estuary:** This report proposes that the trail should be aligned on the estuary of Southampton Water, including the River Hamble, extending upstream from the open coast. Natural England proposes in report CCG 1 to exercise its functions as if the sea included the estuarial waters as far as Hythe Ferry terminal. This report – CCG 2 - includes the River Hamble, and we propose to exercise our functions as if the sea included its estuarial waters as far as the Hamble Warsash Ferry (Pink Ferry), as indicated by the extent of the trail shown on maps CCG 2e.

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

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

2.2.16 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 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 2.3.1] explaining what this means in practice.

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

2.2.17 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in some places along this section of coast.

The saltmarsh/flat between the Itchen Bridge and the Hamble/Warsash (Pink Ferry).

2.2.18 Access to the saltmarsh/flat in the coastal margin seaward of route sections CCG-2-S006 to CCG-2-S064 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps CCG 2A and CCG 2B.

2.2.19 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.

2.2.20 These directions will not prevent or affect:

- any existing local use of the land by right such use is not covered by coastal access rights;
- 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.

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.

2.2.21 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between sections CCG-2-S030 and CCG-2-S035 when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route section numbers sections CCG-2-OA001 and CCG-2-OA005 on map CCG 2d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.22 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 this table describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

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

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

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea,
or

- in order to link with other parts of the route that need to roll back in direct response to such changes.

2.2.24 Column 4 of tables 2.3.1 and 2.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps CCG 2a to CCG 2e as the proposed route of the trail.

2.2.25 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.

2.2.26 On sections for which roll-back is not proposed in tables 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps CCG 2a to CCG 2e as the proposed route of the trail.

Other future change:

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

2.2.28 The route of the trail in this report incorporates the use of a ferry at Hamble to Warsash, locally known as the Pink Ferry (route section CCG-2-S064). 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:

2.2.29 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, as detailed in their separate reports.

2.2.30 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £34,064.54 and is informed by:

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

2.2.31 There are two main elements to the overall cost:

- A number of new way markers and other signs would be needed on the trail.
- 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 there are some places where new gates, bridges and boardwalks will be required. More significant items of establishment works are shown on the relevant maps accompanying the report.

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	£11968.50
Surfacing/Steps	£3025.00
Gate	£940.00
Bridges/Structures/Boardwalk	£8860.00
Bollards/Interpretation panel	£1410.00
Project management	£7861.04

Total **£34064.54 (Exclusive of any VAT payable)**

2.2.32 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Hampshire County Council and 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:

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

2.2.34 We estimate that the annual cost to maintain the trail will be £3574.20 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 2.3: Proposals Tables

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

2.3.1 Section Details: Maps CCG 2a to CCG 2e: Itchen Bridge to Hamble Warsash Ferry (Pink Ferry)

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 2.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CCG 2a	CCG-2-S001	Other existing walked route	No	No	Fence line	Clarity and cohesion	
CCG 2a	*CCG-2-S002 to CCG-2-S004	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 2a	CCG-2-S005	Other existing walked route	No	No			
CCG 2a	*CCG-2-S006	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
CCG 2a	CCG-2-S007 to CCG-2-S010	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 2a	CCG-2-S011	Cycle track (pedestrian)	Yes – see table 2.3.4	No	Fence line	Clarity and cohesion	
CCG 2a	CCG-2-S012	Cycle track (pedestrian)	Yes - Normal	No	Pavement edge	Clarity and cohesion	
CCG 2b	CCG-2-S013 to CCG-2-S017	Cycle track (pedestrian)	Yes – see table 2.3.4	No	Pavement edge	Clarity and cohesion	
CCG 2b & CCG 2c	CCG-2-S018 to CCG-2-S022	Other existing walked route	Yes – see table 2.3.4	No	Landward edge of path	Clarity and cohesion	
CCG 2c	CCG-2-S023	Byway open to all traffic	Yes – see table 2.3.4	No	Wall	Clarity and cohesion	
CCG 2c	*CCG-2-S024	Byway open to all traffic	Yes – see table 2.3.4	No	Pavement edge	Clarity and cohesion	
CCG 2c	*CCG-2-S025	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 2c	CCG-2-S026	Public highway	No	No			
CCG 2c	CCG-2-S027	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CCG 2c	*CCG-2-S028	Other existing walked route	No	No			
CCG 2c	CCG-2-S029	Other existing walked route	No	No			
CCG 2d	CCG-2-S030	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
CCG 2d	CCG-2-S031 to CCG-2-S033	Other existing walked route	Yes – see table 2.3.4	Yes - Beach			
CCG 2d	*CCG-2-S034	Public footpath	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
CCG 2d	*CCG-2-S035	Other existing walked route	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
CCG 2d	CCG-2-S036	Public footpath	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
CCG 2d & CCG 2e	CCG-2-S037 to CCG-2-S040	Public footpath	Yes – see table 2.3.4	Yes - Beach			For sections CCG-2 SO37 and CCG-2 SO38: Details of any roll-back subject to SSSI assent and HRA

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 2e	CCG-2-S041	Public footpath	Yes – see table 2.3.4	No	Fence line	Clarity and cohesion	Details of any roll-back subject to SSSI assent
CCG 2e	CCG-2-S042	Public footpath	Yes – see table 2.3.4	Yes – S15 Land			Details of any roll-back subject to SSSI assent
CCG 2e	CCG-2-S043 to CCG-2-S045	Other existing walked route	Yes – see table 2.3.4	Yes – S15 Land			Details of any roll-back subject to SSSI assent
CCG 2e	CCG-2-S046	Public footpath	Yes - Normal	Yes – S15 Land			Details of any roll-back subject to SSSI assent
CCG 2e	CCG-2-S047	Public highway	No	Yes – S15 Land			
CCG 2e	CCG-2-S048	Public footpath	Yes - Normal	Yes – S15 Land			Details of any roll-back subject to SSSI assent
CCG 2e	*CCG-2-S049	Other existing walked route	Yes - Normal	Yes – S15 Land			Details of any roll-back subject to SSSI assent
CCG 2e	CCG-2-S050	Public footpath	Yes - Normal	Yes – S15 Land			Details of any roll-back subject to SSSI assent
CCG 2e	CCG-2-S051	Other existing walked route	Yes - Normal	Yes – S15 Land			Details of any roll-back subject to SSSI assent

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 2e	CCG-2-S052 to CCG-2-S53	Public footpath	Yes - Normal	Yes – S15 Land			Details of any roll-back subject to SSSI assent and HRA
CCG 2e	CCG-2-S054	Public footpath	No	Yes – S15 Land			
CCG 2e	CCG-2-S055	Other existing walked route	No	Yes – S15 Land			
CCG 2e	CCG-2-S056 to CCG-2-S057	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
CCG 2e	CCG-2-S058 to CCG-2-S059	Other existing walked route	No	Yes – S15 Land			
CCG 2e	CCG-2-S060	Public highway	No	Yes – S15 Land			
CCG 2e	CCG-2-S061	Public highway	No	No			
CCG 2e	CCG-2-S062	Public footpath	No	No			
CCG 2e	CCG-2-S063	Other existing walked route	No	No			
CCG 2e	CCG-2-S064	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	

2.3.2 Optional alternative route details – Map CCG 2d: Itchen Bridge to Hamble Warsash Ferry (Pink Ferry)

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 2.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
CCG 2d	CCG-2-OA001	Other existing walked route	No	Seaward edge of path	Landward edge of path	Optional alternative route
CCG 2d	CCG-2-OA002	Other existing walked route	No	Seaward edge of path	Landward edge of path	Optional alternative route
CCG 2d	CCG-2-OA003	Public footpath	No	Seaward edge of path	Landward edge of path	Optional alternative route
CCG 2d	CCG-2-OA004	Public footpath	No	Seaward edge of path	Landward edge of path	Optional alternative route
CCG 2d	CCG-2-OA005	Other existing walked route	No	Seaward edge of path	Tree line	Optional alternative route

2.3.3 Other options considered: Maps CCG 2a to CCG 2e: Itchen Bridge to Hamble Warsash Ferry (Pink ferry)

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 2a	CG-2-S002	We considered aligning the trail underneath the eastern side of the Itchen bridge and to the seaward side of Spitfire Court	<p>We opted for the proposed route because:</p> <p>A riverside alignment would have been convoluted taking the trail seaward of dwellings and directly underneath the bridge at this location impacting on privacy of residents</p> <p>It is more direct and provides clarity for walkers.</p> <p>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</p>
CCG 2a	CCG-2-S006 to CCG-2-S008	We considered aligning on a more seaward route across the site under development	<p>We opted for the proposed route because</p> <p>A major site development is in progress which would prevent alignment across the site.</p> <p>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</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 2b	CCG-2-S019 to CCG-2-S020	We considered aligning inland through the recreation ground on a cycle route	<p>We opted for the proposed route because:</p> <p>The proposed alignment is closer to the sea and provides better views.</p> <p>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.</p>
CCG 2c	CCG-2-S023 to CCG-S-025	We considered aligning along the foreshore seaward of these sections	<p>We opted for the proposed route because:</p> <p>The shingle presents a difficult walking surface</p> <p>It is a long section of foreshore with no escape routes on its landward side. This presents a danger to walkers who would risk getting stranded during high tides</p> <p>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</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 2c	CCG-2-S028	We considered aligning landward of this section along a cycle route	<p>We opted for the proposed route because:</p> <p>It is closer to the coast and has better sea views.</p> <p>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.</p>
CCG 2c	CCG-2-S028	We considered aligning along the vehicular access road that leads to the Royal Victoria Country park café and shop	<p>We opted for the proposed route because:</p> <p>It provides a traffic free route Our proposal is made with the support of the landowner</p> <p>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</p>
CCG 2d	CCG-2-S034 to CCG-2-S035	We considered aligning on the beach at these sections	<p>We opted for the proposed route because:</p> <p>High tides could leave walkers without escape routes inland</p> <p>The proposed route uses a very popular walked route on higher ground giving better views</p> <p>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</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 2d	CCG-2-SA001 to CCG-S-A005	We considered aligning the ordinary route of the ECP along our proposed optional alternative route	<p>We opted for the proposed route because:</p> <p>It is already a popular route for walkers and we believe that they will continue to use it regardless of our proposals.</p> <p>It is close to the sea and maintains excellent sea views.</p> <p>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</p>
CCG 2e	CCG-2-S049	We considered aligning along the public right of way seaward of our proposed route.	<p>We opted for the proposed route because:</p> <p>The public right of way is on lower ground running alongside a drainage ditch. It is extremely boggy, muddy and unsuitable for walking, particularly in winter and wet weather.</p> <p>The right of way would remain available for people to use .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</p>

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

2.3.4 Roll-back implementation – more complex situations: Maps CCG 2a to CCG 2e: Itchen Bridge to Hamble Warsash Ferry (Pink Ferry)

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CCG 2a	CCG-2-S011	Sailing clubhouses and gardens	<p>If it is no longer possible to find a viable route seaward of the sailing club, houses and gardens, 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 2b & CCG 2c	CCG-2-S013 to CCG-2-S024	Various car parks, woodland with ponds and drainage channels and springs, boat park, recreation ground and sailing clubs	<p>If it is no longer possible to find a viable route seaward of the features mentioned, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it.</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 2d & CCG 2e	CCG-2-S031 to CCG-2-S045	Buildings, curtilage, boat parks and sailing clubs	<p>If it is no longer possible to find a viable route seaward of the features mentioned, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it.</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 2d & CCG 2e	CCG-2-S037 to CCG-2-S045	Properties including the large Oil Refinery	<p>If it is no longer possible to find a viable route seaward of the oil refinery, 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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
CCG 2a	Itchen Bridge to Weston Hard
CCG 2b	Weston Hard to Netley Castle
CCG 2c	Netley Castle to Royal Victoria Country Park
CCG 2d	Royal Victoria Country Park to Oil Terminal (Ensign Way)
CCG 2e	Oil Terminal (Ensign Way) to East Bank Pink Ferry (Hamble Warsash ferry)
Directions Map CCG 2a	Itchen Bridge to Hamble Ferry
Directions Map CCG 2b	Itchen Bridge to Hamble Ferry

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

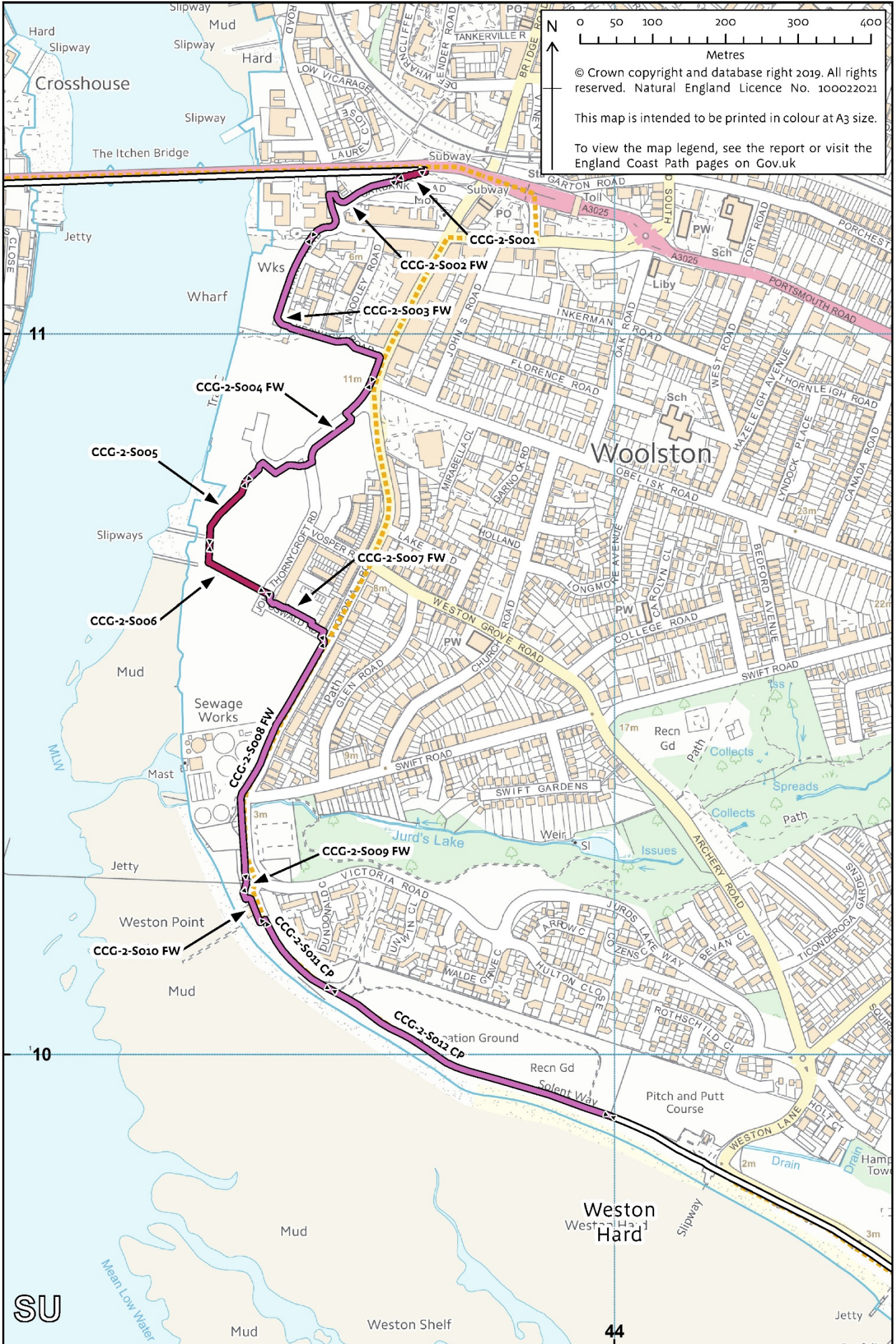
For status of each, where shown on map, see colour codes below

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

Infrastructure status

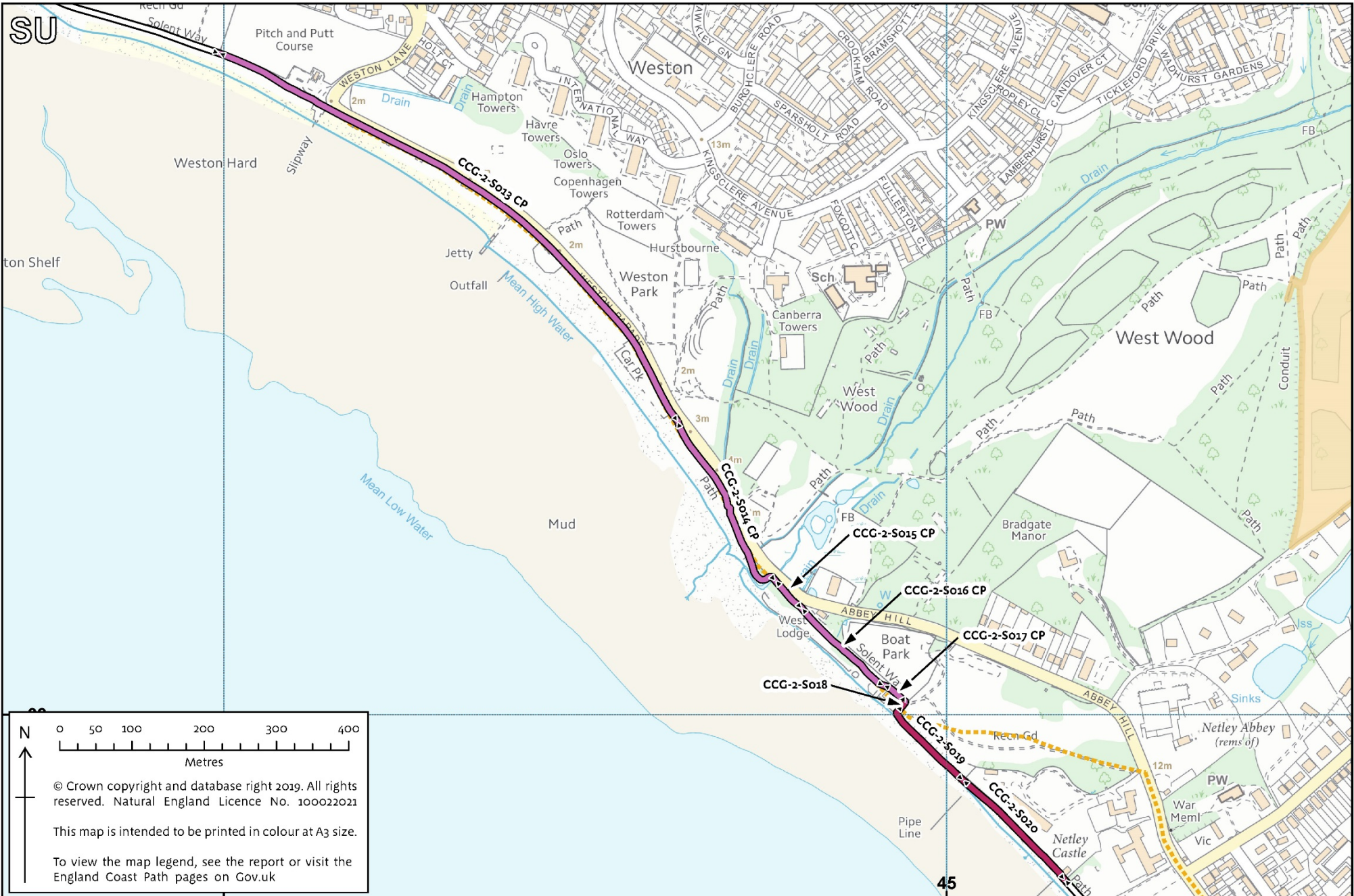
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

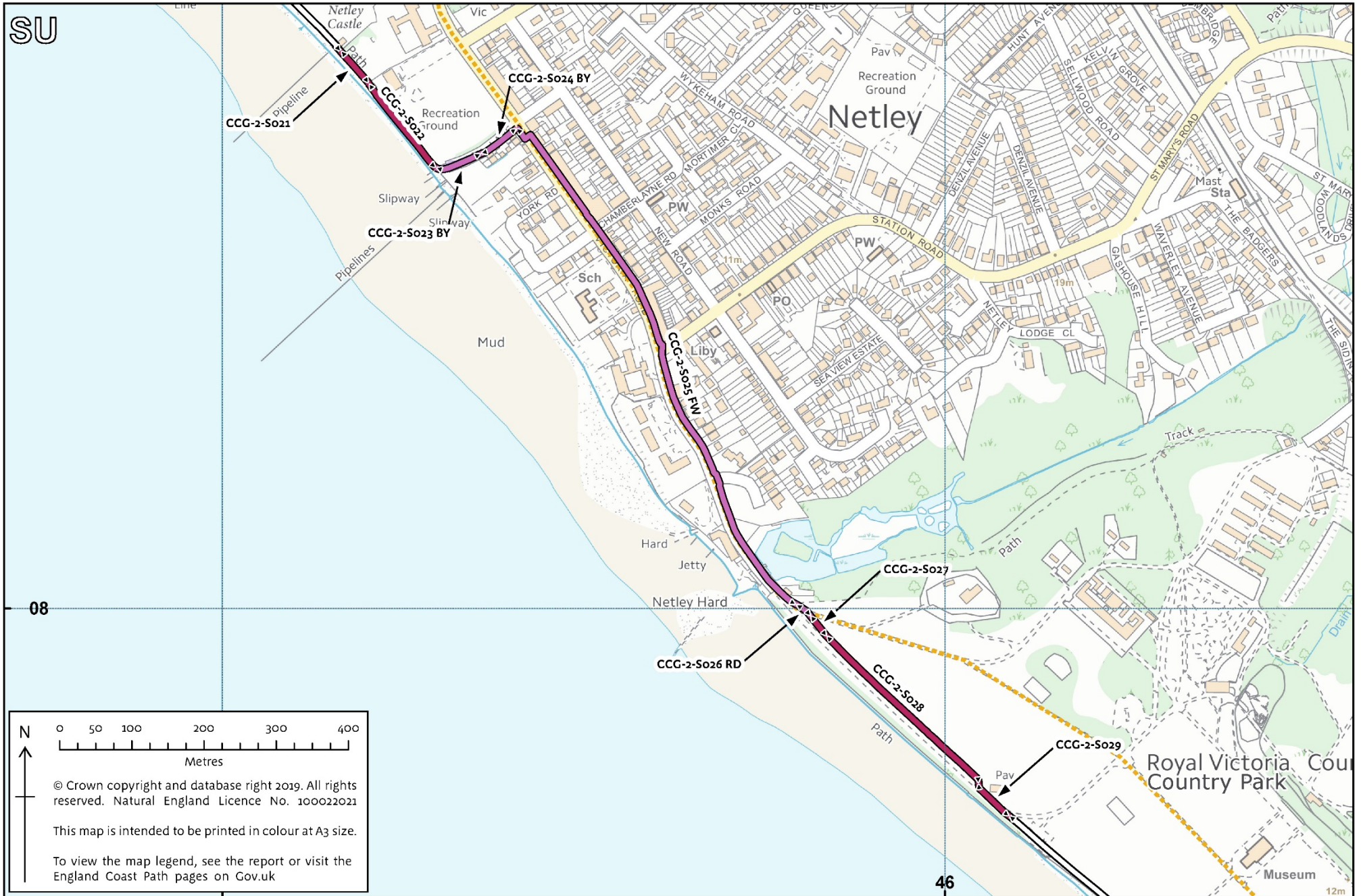
- Existing steps to be retained
- New steps required
- Existing steps to be removed



0 50 100 200 300 400
 Metres
 © Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021
 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

Map CCG 2a: Itchen Bridge to Weston Hard





Map CCG 2c: Netley Castle to Royal Victoria Country Park

Map CCG 2d: Royal Victoria Country Park to Oil Terminal (Ensign Way)



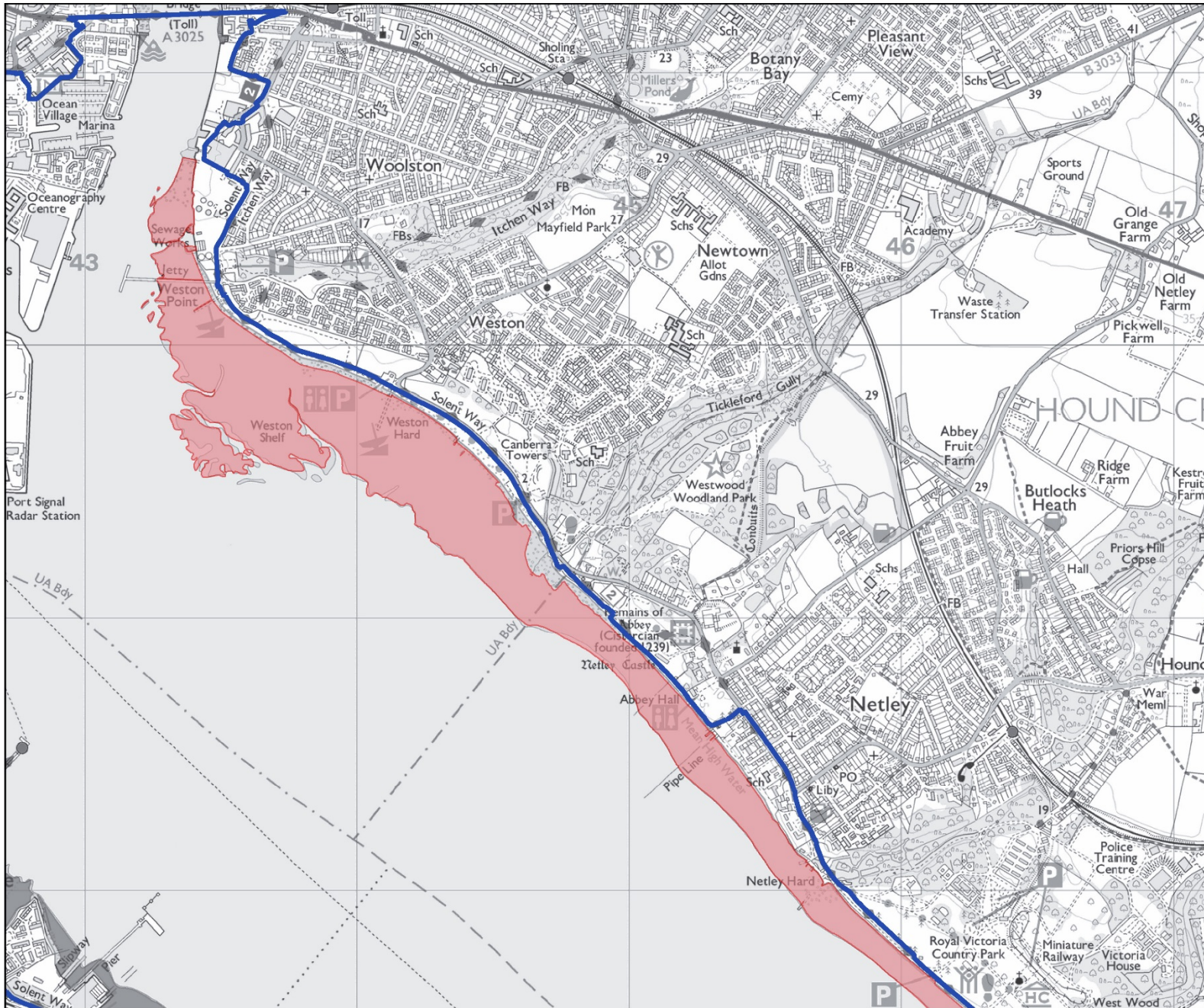
Map CCG 2d: Royal Victoria Country Park to Oil Terminal (Ensign Way)

Map CCG 2e: Oil Terminal (Ensign Way) to Hamble Warsash Ferry (Pink Ferry)



Map CCG 2e: Oil Terminal (Ensign Way) to Hamble Warsash Ferry (Pink Ferry)

Directions Map CCG 2A



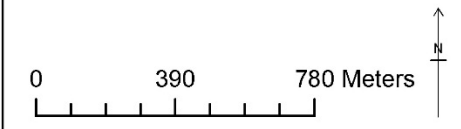
Trail Sections

— 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.

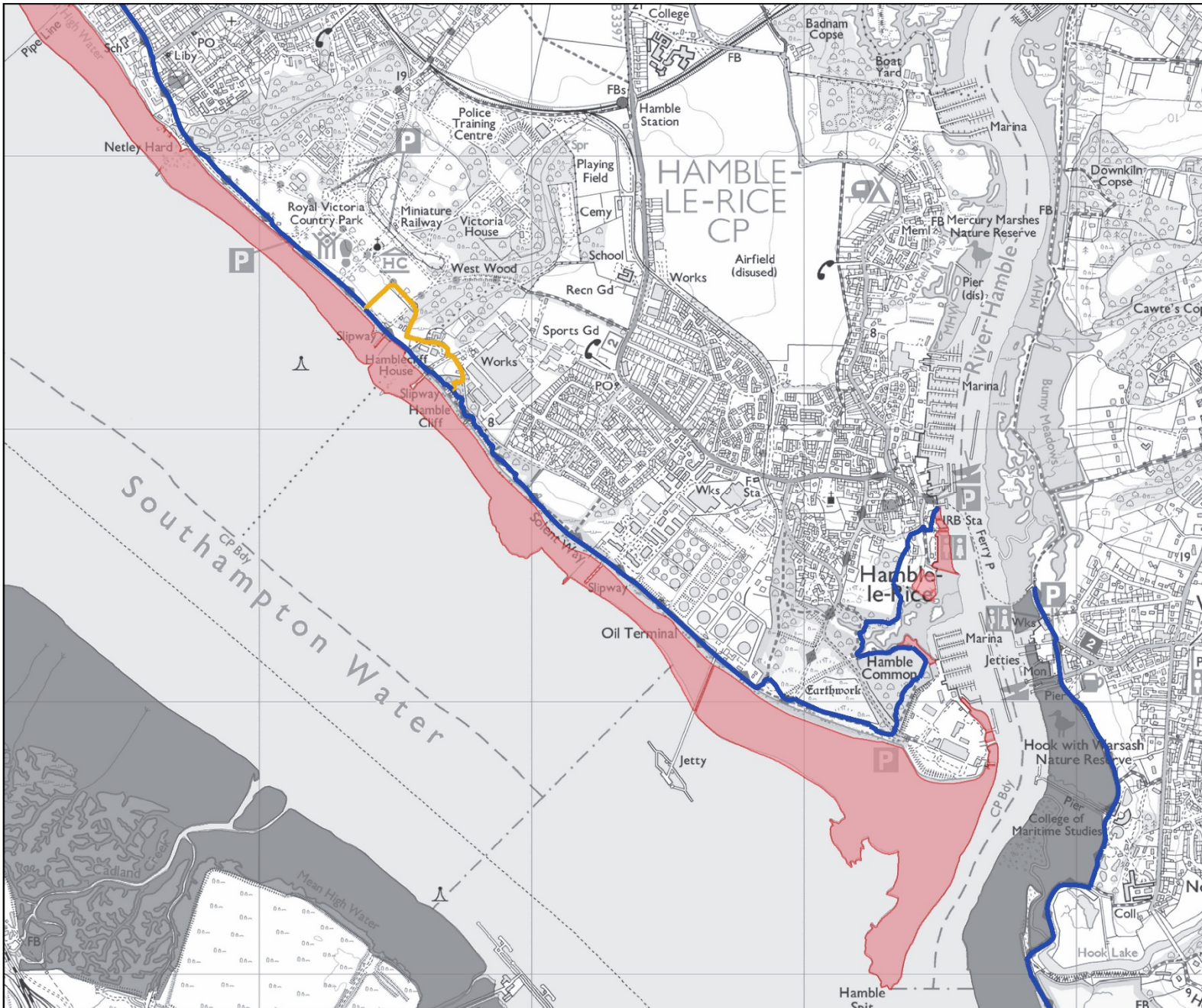


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Coastal Access - Calshot to Gosport - Natural England's Proposals

Report CCG 2: Itchen Bridge to Hamble Ferry

Directions Map CCG 2B



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.

0 390 780 Meters

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Directions Map CCG 2B