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England Coast Path Stretch: Calshot to Gosport

Report CCG 3: Hamble Warsash Ferry (Pink Ferry) to Fareham/Gosport
Borough Council boundary



Part 3.1: Introduction

Start Point:	Hamble Warsash Ferry (Pink Ferry) (Grid reference: SU 48490 06716)
End Point:	Fareham/Gosport Borough Council boundary (Grid reference: SU 55474 01410)
Relevant Maps:	CCG 3a to CCG 3f

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

3.1.2 This report covers length CCG 3 of the stretch, which is the coast between Hamble Warsash Ferry (Pink Ferry) and the Fareham/Gosport Borough Council. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 3.2: Proposals Narrative

The trail:

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

3.2.2 Mainly follows the coastline quite closely and maintains good views of the sea, apart from at Solent Breezes Holiday Village and at Hillhead Harbour where a short inland diversion is necessary to avoid the holiday village, houses and gardens.

3.2.3 Is aligned on the beach or foreshore in ten locations: CCG-3-S009 to CCG-3-S010, CCG-3-S014 to CCG-3-S015, CCG-3-S017, CCG-3-S037 to CCG-3-S040 and CCG-3-S062.

3.2.4 Follows a route similar to the existing Solent Way and E9 European Long-Distance walking routes but departs from these routes at CCG-3-S066 to CCG-3-S068 as it is closer to the sea and maintains sea views.

Protection of the environment:

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

3.2.5 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 Special SPA (pSPA)
- Lee-on-the Solent to Itchen Estuary SSSI

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

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

3.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CCG 3a	CCG-3-S008 to CCG-3-S009	The proposal will complement the existing access management measures through the installation of an interpretation panel at the base of the spit and improved waymarking.	To help reduce disturbance to overwintering birds by recreational users. To reduce the risk of plants growing in shingle banks being trampled by people walking along the shore.

3.2.7 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; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

3.2.8 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; from sections CCG-3-S016 to CCG-3-S042.
- The trail would follow an uneven shingle surface around Hook and Warsash, from sections CCG-3-S010, to CCG-3-S016.
- The trail is narrow in places.

3.2.9 At a number of locations, the existing bollards and barriers will be replaced. 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.

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

Where we have proposed exercising statutory discretions:

3.2.10 **Estuary:** This report proposes that the trail should contain sections 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 3 - includes the River Hamble, and we propose to exercise our functions as if the sea included its estuarial waters as far the Hamble Warsash Ferry (Pink Ferry), as indicated by the extent of the trail shown on maps CCG 3a.

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

3.2.11 **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 3.3.1 below.

3.2.12 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 3.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 3.3.1] explaining what this means in practice.

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

3.2.13 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 and mudflat between the River Hamble and Titchfield Haven.

3.2.14 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections CCG-3-S001 to CCG-3-S064 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it 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 3a and CCG 3b.

3.2.15 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.

3.2.16 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.

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

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

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

3.2.18 Column 4 of table 3.3.1 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 3a to CCG 3f as the proposed route of the trail.

3.2.19 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 3.3.1 the route is to be at the centre of the line shown on maps CCG 3a to CCG 3f as the proposed route of the trail.

Other future change:

3.2.20 The route of the trail in this report incorporates the use of a ferry at Hamble-le-Rice. 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:

3.2.21 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

3.2.22 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £13455.26 and is informed by:

- information already held by the access authority, Hampshire County 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.

3.2.23 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Solent Way.
- 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 safety barriers, sleeper bridges and boardwalk would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this 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 & interpretation	£5330.20
Sleeper bridge and boardwalk	£3260.00
Safety barrier x 3 and bollards	£1760.00
Project Management	£3105.06
Total	£13455.26 (Exclusive of any VAT payable)

3.2.24 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:

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

3.2.26 We estimate that the annual cost to maintain the trail will be £4788.88 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 3.3: Proposals Tables

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

3.3.1 Section Details: Maps CCG 1a to CCG 3f: Hamble Warsash Ferry (Pink Ferry) to Fareham/Gosport Borough Council boundary Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 3.3.3’ 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 3a	CCG-3-S001	Public footpath	Yes - See table 3.3.3	Yes-Bank			Details of any roll-back subject to SSSI assent and HRA
CCG 3a	CCG-3-S002	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 3a	CCG-3-S003	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
CCG 3a	CCG-3-S004	Public footpath	Yes - See table 3.3.3	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
CCG 3a	CCG-3-S005	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
CCG 3a	CCG-3-S006 to CCG-3-S008	Public footpath	Yes - See table 3.3.3	Yes - Bank			Details of any roll-back subject to SSSI assent and HRA
CCG 3a and CCG 3b	CCG-3-S009 to CCG-3-S014	Public footpath	Yes - See table 3.3.3	Yes - Beach			Details of any roll-back subject to SSSI assent and HRA
CCG 3b	CCG-3-S015	Other existing walked route	Yes - See table 3.3.3	Yes - Beach			Details of any roll-back subject to SSSI assent and HRA
CCG 3b	CCG-3-S016 to CCG-3-S017	Other existing walked route	Yes - See table 1.3.3	No			
CCG 3c	CCG-3-S018	Other existing walked route	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
CCG 3c	*CCG-3-S019 to CCG-3-S022	Public footpath	Yes - See table 3.3.3	No	Hedgerow	Clarity and cohesion	Details of any roll-back subject to SSSI assent and HRA
CCG 3c	*CCG-3-S023 to CCG-3-S024	Other existing walked route	No	No	Hedgerow	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 3c	*CCG-3-S025	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
CCG 3c	*CCG-3-S026	Public footpath	No	No	Hedgerow	Clarity and cohesion	
CCG 3c	CCG-3-S027	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
CCG 3c	*CCG-3-S028	Other existing walked route	No	No	Fence line	Clarity and cohesion	
CCG 3c	*CCG-3-S029	Other existing walked route	No	No			
CCG 3c	*CCG-3-S030	Other existing walked route	No	No	Tree line	Clarity and cohesion	
CCG 3c	*CCG-3-S031	Other existing walked route	Yes - Normal	No			
CCG 3c	*CCG-3-S032 & CCG-3-S033	Other existing walked route	Yes - Normal	No	Hedgerow	Clarity and cohesion	
CCG 3c	*CCG-3-S034	Other existing walked route	Yes - Normal	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CCG 3c	*CCG-3-S035	Other existing walked route	Yes - Normal	No	Hedgerow	Clarity and cohesion	
CCG 3d	CCG-3-S036	Other existing walked route	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
CCG 3d	CCG-3-S037	Other existing walked route	Yes - See table 3.3.3	No			
CCG 3d	CCG-3-S038 to CCG-3-S040	Public Footpath	Yes – See table 3.3.3	Yes - Cliff			
CCG 3d	CCG-3-S041	Other existing walked route	Yes - Normal	No	Hedgerow	Clarity and cohesion	
CCG 3e	CCG-3-S042	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
CCG 3e	*CCG-3-S043	Public footpath	Yes - Normal	No	Hedgerow	Clarity and cohesion	
CCG 3e	*CCG-3-S044 to CCG-3-S045	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
CCG 3e	CCG-3-S046 to CCG-3-S048	Public footpath	Yes - See table 3.3.3	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 3e	CCG-3-S049 to CCG-3-S060	Public footpath	Yes - See table 3.3.3	No	Fence line	Clarity and cohesion	
CCG 3e	CCG-3-S061	Public highway	No	No	Landward edge of road	Clarity and cohesion	
CCG 3e	CCG-3-S062	Other existing walked route	No	No			
CCG 3e	CCG-3-S063 to CCG-3-S064	Public highway	No	no			
CCG 3e	CCG-3-S065	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 3e	CCG-3-S066	Other existing walked route	No	No	Fence line	Clarity and cohesion	
CCG 3e	CCG-3-S067 to CCG-3-S068	Other existing walked route	No	No	Promenade edge	Clarity and cohesion	
CCG 3f	CCG-3-S069	Public highway	No	No	Wall	Clarity and cohesion	
CCG 3f	CCG-3-S070	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CCG 3f	CCG-3-S071 to	Other existing	No	No	Promenade 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-3-S075	walked route					
CCG 3f	CCG-3-S076 to CCG-3-S77	Public footpath	No	No			

3.3.2 Other options considered: Map(s) CCG 3a to CCG 3f: Hamble Warsash Ferry (Pink Ferry) to Fareham/Gosport Borough Council boundary

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CCG 3c	CCG-3-S019 to CCG-3-S032	An alignment in front of Solent Breezes Holiday Park along the public right of way.	<p>We opted for the proposed route because</p> <p>The public right of way has been eroded and is submerged at high tides</p> <p>High tides would strand walkers with no escape route due to high seaward defences</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 3c	CCG-3-S019 to CCG-3-S032	We considered a number of routes through Solent Breezes Holiday Village.	<p>We opted for the proposed route because this proposal is made with the support of the landowners</p> <p>despite extensive discussions with Park Holidays and a number of site visits a feasible alignment could not be identified through the park</p> <p>access was not possible from the western boundary of the park due to excepted land (buildings and curtilage)</p> <p>access in front of these buildings and a shared communal area near to the shoreline was prevented by a large cliff slump</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 3c	CCG-3-S019 to CCG-3-S032	An alignment leading from the entrance through the holiday park in a southerly direction to the cliff top at the south east corner of the holiday park boundary	<p>We opted for the proposed route because:</p> <p>it offers better sea views</p> <p>the southerly alignment departing from Chilling Lane was discounted as it descended into lower boggy ground and across a stream</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 3c	CCG-3-S019 to CCG-3-S032	An alignment in the fields seaward of Chilling Lane, leading from the entrance to the holiday park to the Solent Way at the entrance to Chilling Barn Farm	<p>We opted for the proposed route because:</p> <p>The fields through which the trail would pass are used for grazing horses and at times temporary fencing is used to rotate the grazing horses. A fenced 'channel' for walkers here would reduce the available grazing for the horses.</p> <p>This alignment was not supported by the tenants</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 3c	CCG-3-S028 to CCG-3-S035	An alignment following the existing walked route across the field to the cliff top	<p>We opted for the proposed route because:</p> <p>This field is subject to periodic rotation and is ploughed and cropped.</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 3e	CCG-3-S043	At the area just west of the Meon Shore Chalets, we explored the possibility of constructing steps down the cliff to the beach to meet the public right of way through the Chalets.	<p>We opted for the proposed route because:</p> <p>The route was deemed not to be a viable long-term solution, due to the costs associated with maintenance of the new infrastructure on such a dynamic section of coast.</p> <p>It provides good sea views.</p> <p>It is already a very popular route along the cliff top.</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 3f	CCG-3-S069 to CCG-3-S070	Align along the beach at these sections	<p>We opted for the proposed route because:</p> <p>The groynes are particularly large in places with few gaps cut at their landward extent to allow access over them</p> <p>At its eastern extent a concrete groin has been undermined and its poor state of repair</p> <p>At some high tides and poor weather walkers could become trapped,</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>

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

3.3.3 Roll-back implementation – more complex situations: Map(s) CCG 3a to CCG 3c and CCG 3e: Hamble Warsash Ferry (Pink Ferry) to Fareham/Gosport Borough Council boundary

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CCG 3a	CCG-3-S001	Low lying marsh, a local nature reserve and houses and gardens	<p>If it is no longer possible to find a viable route seaward of the specified features, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through them, or (b) if this is not practicable, to pass somewhere on the landward side of them.</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 3a to CCG 3c	CCG-3-S003 to CCG-3-S020	Settlements, a local nature reserve and low lying marshland and lagoon and channels	<p>If it is no longer possible to find a viable route seaward of the specified features, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through them, or (b) if this is not practicable, to pass somewhere on the landward side of them.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests</p>

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			of potentially affected owners and occupiers and those of the public.
CCG 3d	CCG-3-S037 to CCG-3-S040	House and garden	<p>If it is no longer possible to find a viable route seaward of the house and garden, we will choose a route landward of it, following discussions with the 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 3e	CCG-3-S044 to CCG-3-S60	Settlements, a local Nature reserve and low lying marshland and lagoon and channels. Including Meon Shore Chalets	<p>If it is no longer possible to find a viable route seaward of the specified features, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through them, or (b) if this is not practicable, to pass somewhere on the landward side of them.</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 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
CCG 3a	Hamble Warsash Ferry (Pink Ferry) to Hook Lake
CCG 3b	Hook Lake to Solent Breezes Holiday Village
CCG 3c	Solent Breezes Holiday Village
CCG 3d	Solent Breezes Holiday Village to Cliff Cottage
CCG 3e	Cliff Cottage to Hillhead Harbour
CCG 3f	Hillhead Harbour to Fareham/Gosport Borough Council boundary
Direction Map CCG 3A	Hamble Ferry East to Titchfield
Direction Map CCG 3B	Hamble Ferry East to Titchfield

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

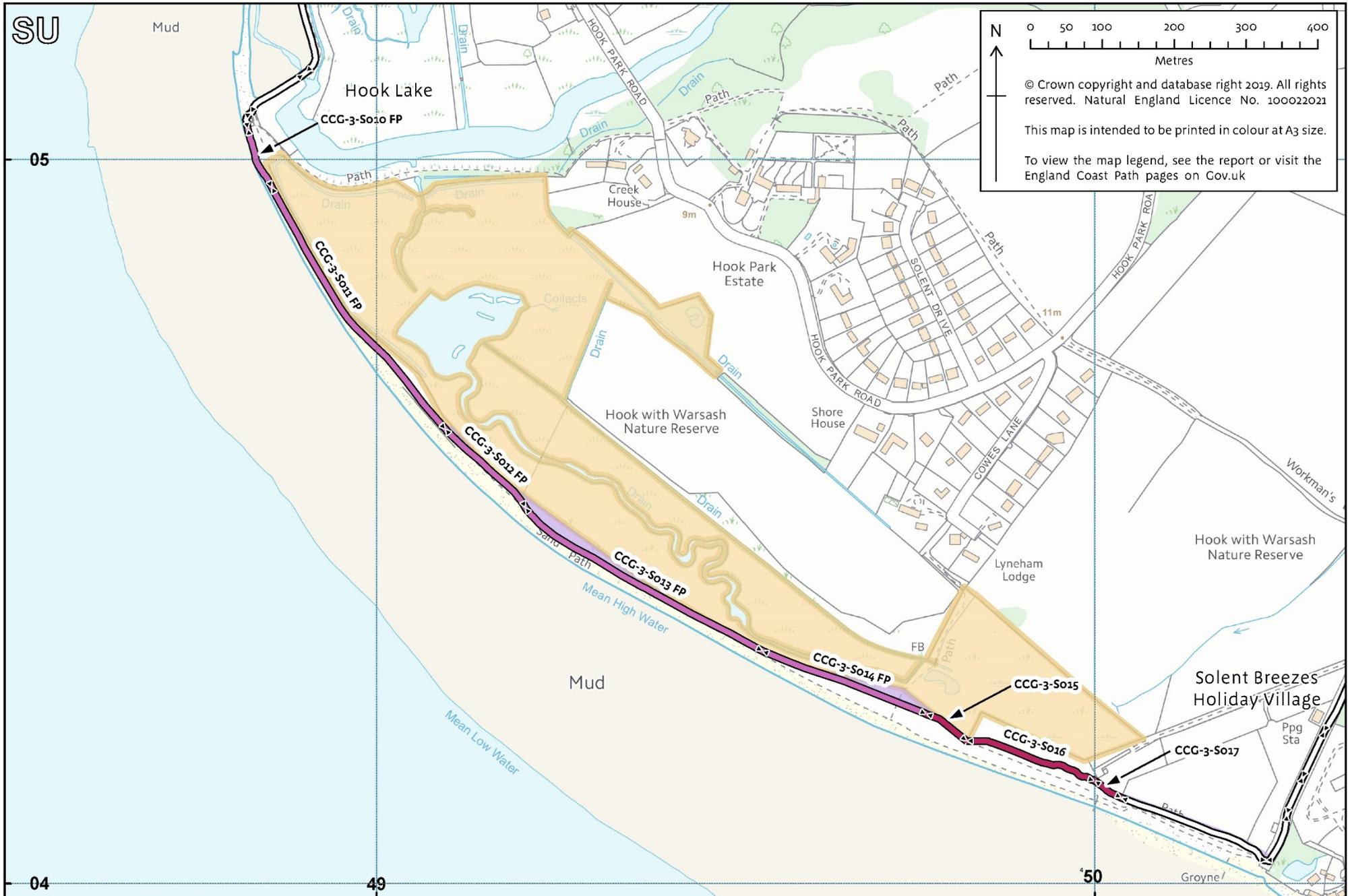
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

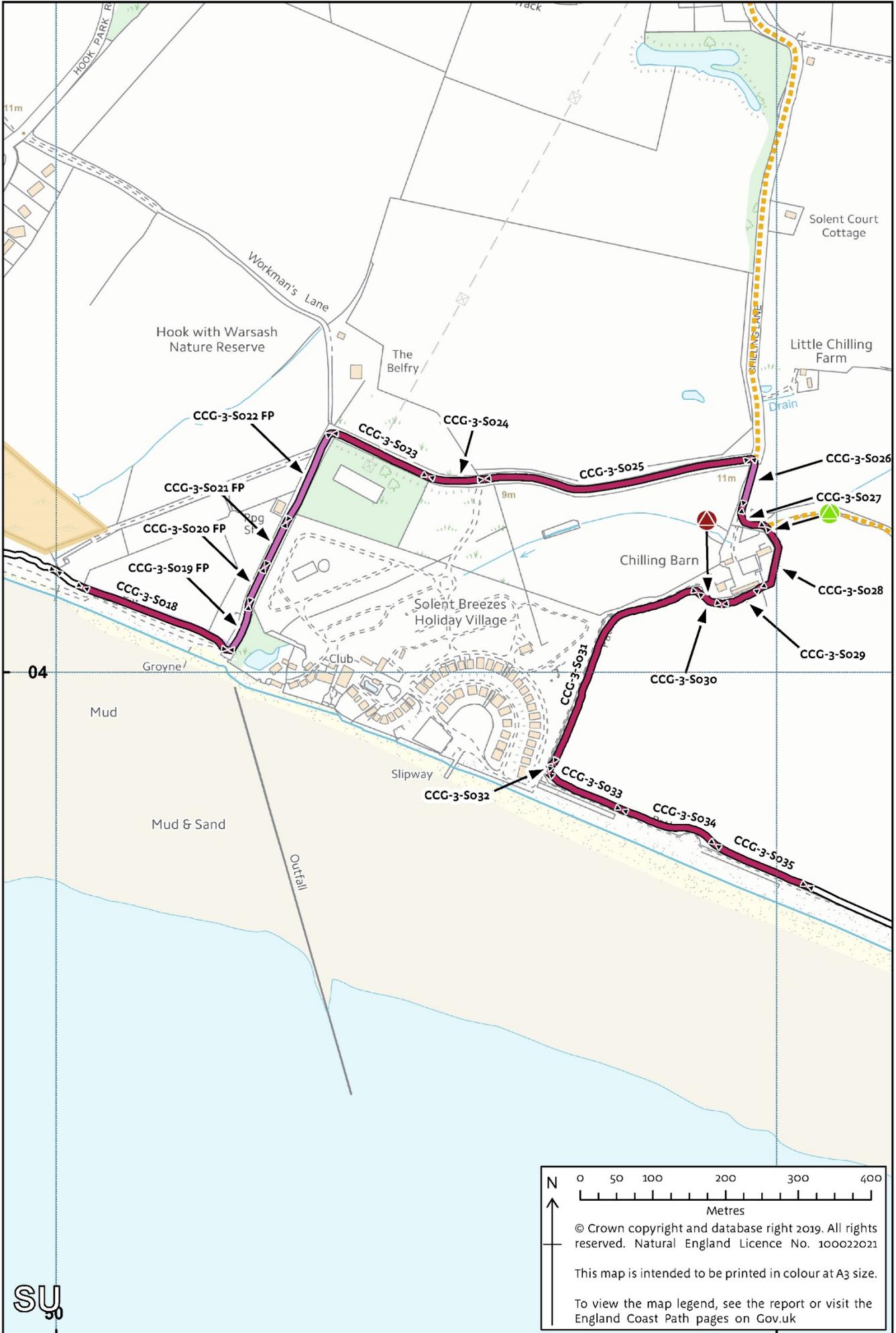
- Existing steps to be retained
- New steps required
- Existing steps to be removed

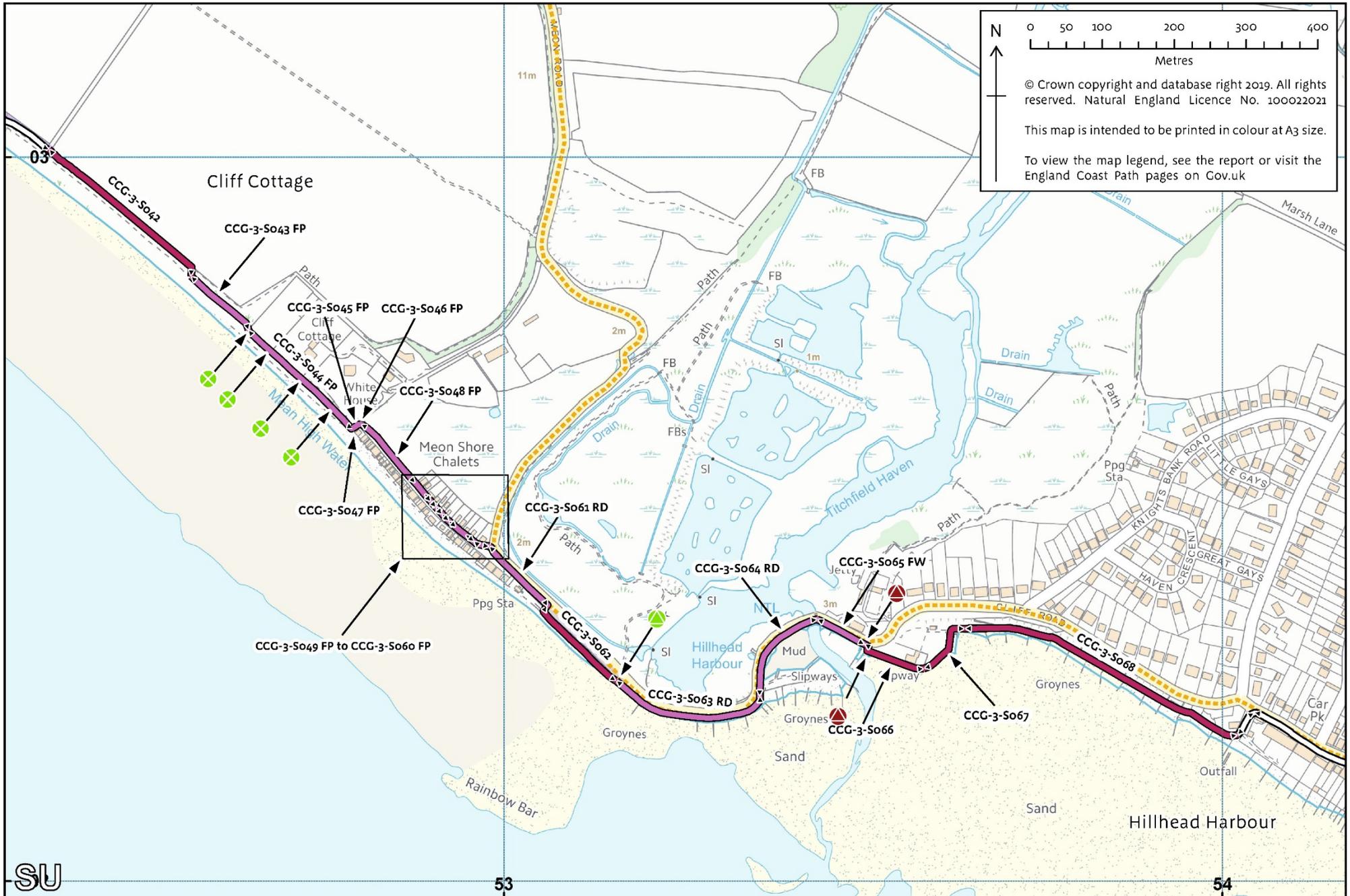


Map CCG 3a: Hamble Warsash Ferry (Pink Ferry) to Hook Lake

SU





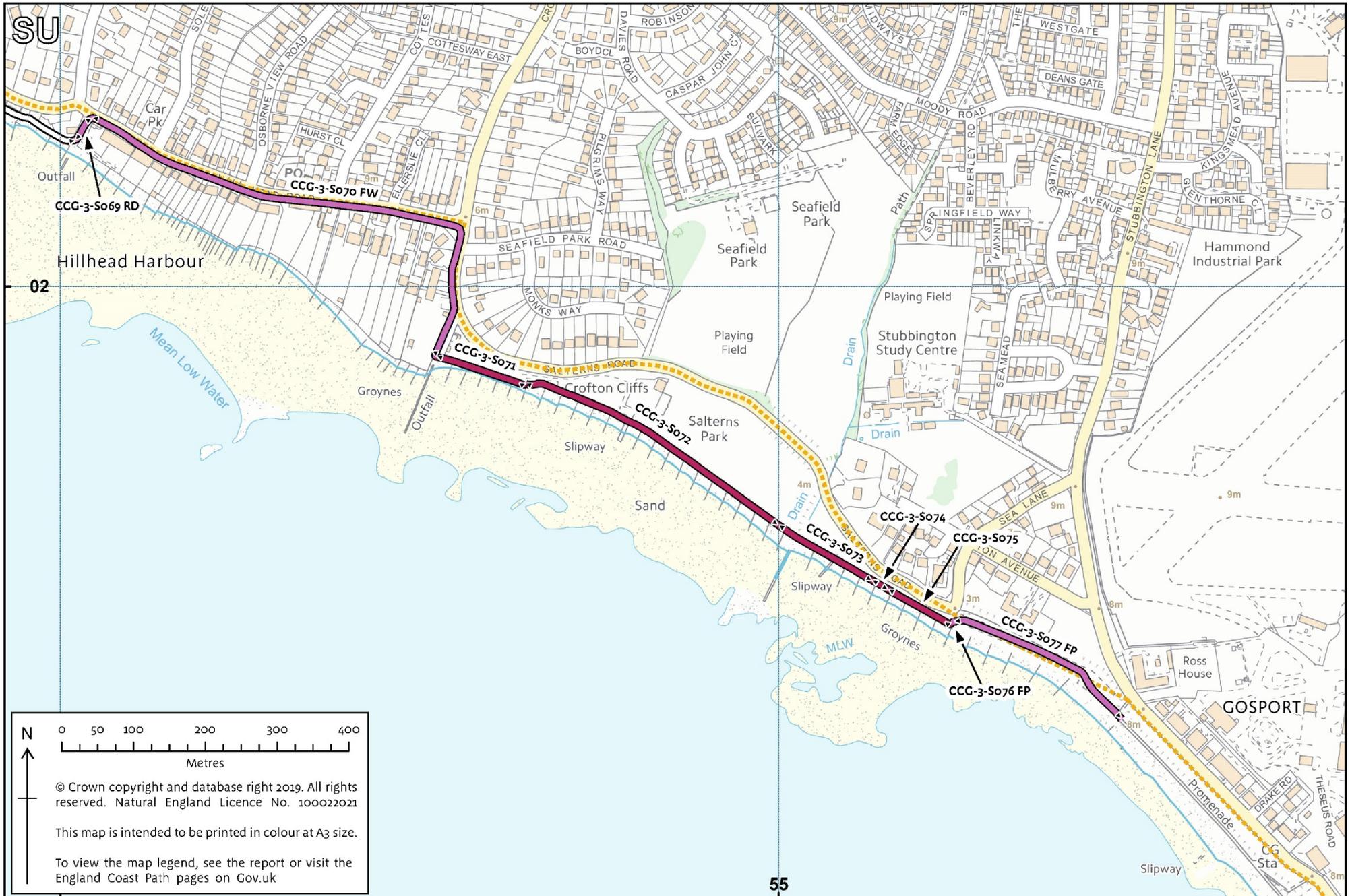


Map CCG 3e: Cliff Cottage to Hillhead Harbour

SU

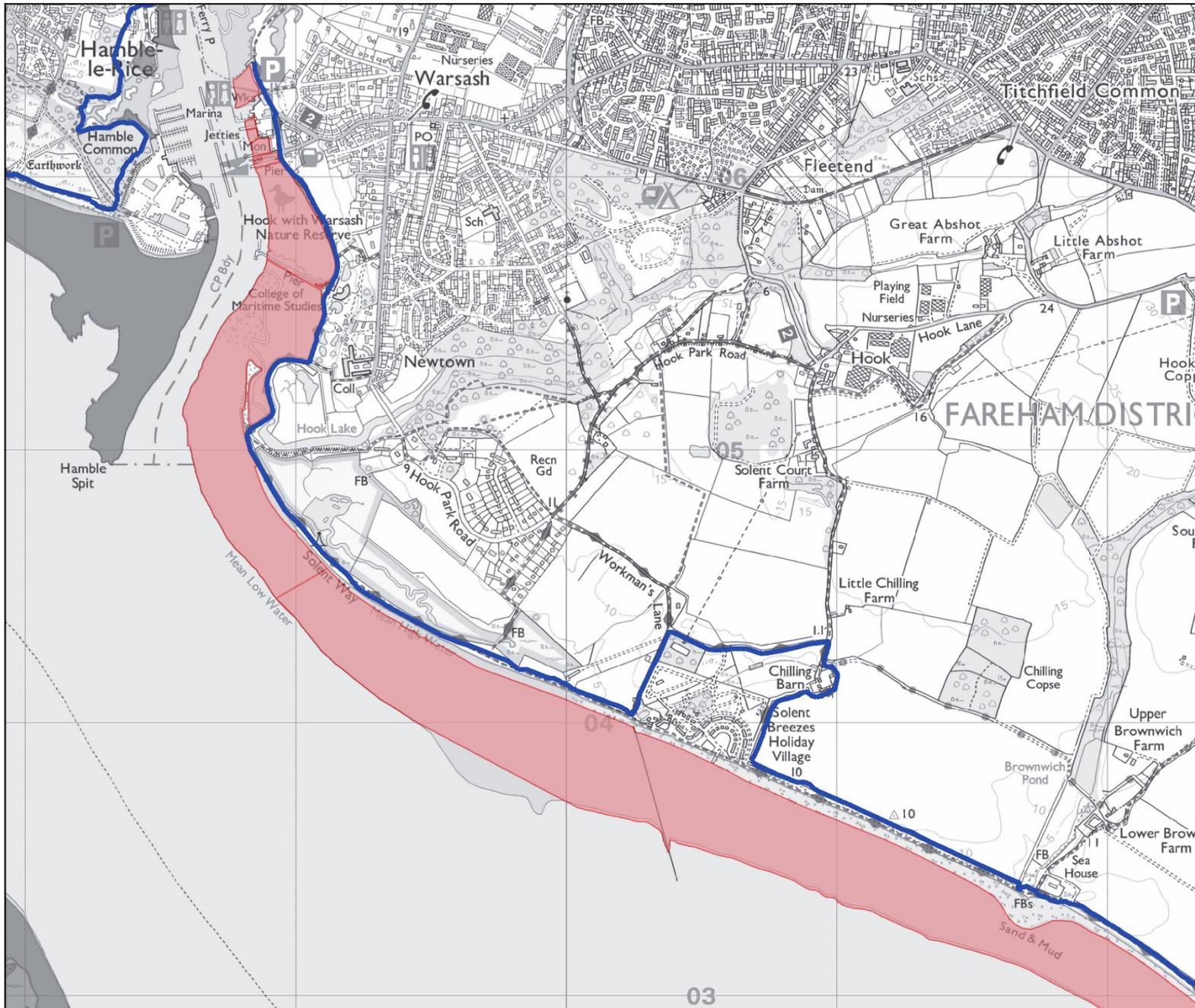
53

54



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

Directions Map CCG 3A



Trail Sections

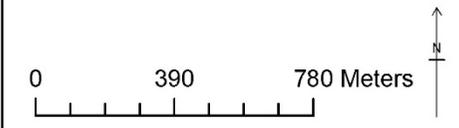
— Proposed route

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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Directions Map CCG 3B



Trail Sections

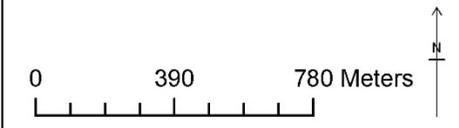
— Proposed route

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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