

England Coast Path Stretch:

Aust to Brean Down

Report ABD 3: New Pill Gout to Avonmouth Bridge

Part 3.1: Introduction

Start Point: New Pill Gout (grid reference: ST 5349 8291)

End Point: Avonmouth Bridge (grid reference: ST 5256 7765)

Relevant Maps: ABD 3a to ABD 3d

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 Aust and Brean Down.

3.1.2 This report covers length ABD3 of the stretch, which is the coast between New Pill Gout and Avonmouth 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.

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 public rights of way and highways throughout.

3.2.2 Includes a significant inland diversion to take the trail past Avonmouth Docks and industrial estates because there is no viable option closer to the sea.

Protection of the environment:

3.2.3 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.

3.2.4 The following designated sites affect this length of coast:

- Severn Estuary Special Area of Conservation (SAC)
- Severn Estuary Site of Special Scientific Interest (SSSI)
- Severn Estuary Special Protection Area (SPA)
- Severn Estuary Ramsar site
- Scheduled Monument: Heavy Anti-aircraft battery 520m east of Holes Mouth

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

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

3.2.5 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
ABD 3a	ABD-3-S003 to ABD-3-S007	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned landward of the railway, which separates it from the area of sensitivity. ■ Coastal access rights would be excluded over the lower saltmarsh and flats (see paragraph 3.2.13 and Directions Map ABD 3A). <p>In addition, we will install a notice at the junction of route section ABD-3-S002 and ABD-3-S003 promoting as a waterbird refuge the area of</p>	To prevent disturbance of non-breeding waterbirds feeding and roosting on Chittingen Warth by recreational users.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		Chittening Warth that is seaward of route sections ABD-3-S003 to ABD-3-S007. This will explain the sensitivity of waterbirds to disturbance in line with similar notices proposed in reports for adjacent lengths of coast.	

3.2.6 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 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:

3.2.7 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 (ABD-3-S002 to ABD-3-S011 on maps ABD 3a and ABD 3b).

3.2.8 Generally, there are few artificial barriers to accessibility on the proposed route, but there is a set of steps at ABD-3-S004 (map ABD 3a) where the existing path crosses over a raised surface pipeline. These will be improved so as to make them easier to use. We envisage this happening 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:

3.2.9 Estuary:

This report proposes that the trail should contain sections aligned on the estuary of the River Severn, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as M48 Severn Bridge, as indicated by the extent of the trail shown on map A2.

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

3.2.10 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.

3.2.11 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.

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.

3.2.12 Restrictions and/or exclusions:

We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) along this section of coast.

Exclusion of access to the lower saltmarsh and flat at the Severn Estuary.

3.2.13 Access to the lower saltmarsh and flat in the coastal margin seaward of route sections ABD-3-S001 to ABD-3-S052 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 Map ABD 3A for further detail.

3.2.14 The Severn estuary has the largest tidal range in the UK of up to 15 metres, exposing a significant area of soft mud at low tide which becomes rapidly inundated when the tide rises. The mud and the lower areas of saltmarsh on the edge of the mud do not provide a safe walking surface and are subject to frequent tidal inundation.

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

3.2.15 **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,
- in order to link with other parts of the route that need to roll back in direct or in response to such changes.

3.2.16 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 ABD 3a to ABD 3d as the proposed route of the trail.

3.2.17 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.

3.2.18 Before any new route is so determined, on this length of coast, we will conduct a Habitats Regulations Assessment and acquire SSSI assent as necessary in order to comply with our statutory obligations with respect to the designated sites listed in paragraph 3.2.4 above.

3.2.19 We would use roll-back in order to adjust the route as necessary to fit with changes to coastal footpaths arising from planned improvements to the flood defence embankments along this length of coast.

3.2.20 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 ABD 3a to ABD 3d as the proposed route of the trail.

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.

3.2.22 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.

3.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £11,542 and is informed by:

- information already held by the access authority, Bristol 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.

3.2.24 There are 2 main elements to the overall cost:

- Signs and notices - to direct people along the route and explain any special considerations such as sensitive wildlife.
- Access furniture – gates, steps and surface works to make the existing route more convenient for use

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 & notices	£3550
Access furniture and surfacing	£6943
Project management	£1049
Total	£11,542 (Exclusive of any VAT payable)

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

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

3.2.27 We estimate that the annual cost to maintain the trail will be £1550 (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 ABD 3a to ABD 3d: New Pill Gout to Avonmouth Bridge

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 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 3a	ABD-3-S001*	Public Highway - pavement	No	No	Pavement edge	Clarity and cohesion	
ABD 3a	ABD-3-S002*	Public Footpath	No	No	Fence line	Clarity and cohesion	
ABD 3a	ABD-3-S003*	Public Footpath	No	No			
ABD 3a	ABD-3-S004*	Public Footpath	Yes – normal	No			
ABD 3a	ABD-3-S005*	Public Footpath	Yes – normal	No			
ABD 3a	ABD-3-S006*	Public Footpath	No	No			
ABD 3a	ABD-3-S007*	Public Footpath	No	No			
ABD 3b	ABD-3-S008*	Public Footpath	No	No			
ABD 3b	ABD-3-S009*	Public footpath	No	No			
ABD 3b	ABD-3-S010*	Public footpath	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 3b	ABD-3-S011*	Public Footpath	No	No			
ABD 3b	ABD-3-S012*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3b	ABD-3-S013*	Public Highway (road)	No	No			
ABD 3b	ABD-3-S014*	Public Footway (shared use)	No	No	Pavement edge	Clarity and cohesion	
ABD 3b	ABD-3-S015*	Public Highway (road)	No	No			
ABD 3b	ABD-3-S016*	Public Footway (shared use)	No	No	Pavement edge	Clarity and cohesion	
ABD 3b	ABD-3-S017*	Public Highway (road)	No	No			
ABD 3c	ABD-3-S018*	Public Footway (shared use)	No	No	Pavement edge	Clarity and cohesion	
ABD 3c	ABD-3-S019*	Public Footway (shared use)	No	No	Pavement edge	Clarity and cohesion	
ABD 3c	ABD-3-S020*	Public Highway (road)	No	No			
ABD 3c	ABD-3-S021*	Public Footway (shared use)	No	No	Pavement edge	Clarity and cohesion	
ABD 3c	ABD-3-S022*	Public Highway (road)	No	No			
ABD 3c	ABD-3-S023*	Public Footway (shared use)	No	No	Pavement edge	Clarity and cohesion	
ABD 3c	ABD-3-S024*	Public Highway (road)	No	No			
ABD 3c	ABD-3-S025*	Public Highway (road)	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 3c	ABD-3-S026*	Public Footway (shared use)	No	No	Fence	Clarity and cohesion	
ABD 3c	ABD-3-S027*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3c	ABD-3-S028*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S029*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S030*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S031*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S032*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S033*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S034*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S035*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S036*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S037*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S038*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S039*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S040*	Public Highway (road)	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
ABD 3d	ABD-3-S041*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S042*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S043*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S044*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S045*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S046*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S047*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S048*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S049*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S050*	Public Highway (road)	No	No			
ABD 3d	ABD-3-S051*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
ABD 3d	ABD-3-S052*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

3.3.2 Other options considered:: **Maps ABD 3a to ABD 3d: New Pill Gout to Avonmouth Bridge**

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 3a to 3b	ABD-3-S001 to ABD-3-S016	A route across Chittening Warth along the seaward side of the railway line from the sluice at New Pill Gout (see map ABD 2c in length report ABD 2 of the proposals) to Constellation Park.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ At the north end, there would need to be significant new infrastructure to cross New Pill Gout safely. ■ At the south end, there is no viable onward route on the seaward side of the railway line. ■ The only means of crossing the railway at the southern end is via a private vehicle bridge which is not safe for pedestrian access. ■ Although offering only occasional views of the sea, the proposed route offers a reasonably direct and safe walking route. ■ It avoids any risk of disturbance to waterbirds roosting and feeding on the shoreline.
ABD 3b to 3d	ABD-3-S012 to ABD-3-S052	Chittening Industrial Estate to Avonmouth Bridge via other existing promoted routes (Lawrence Weston Greenway, and the Severn Way Bristol link)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and more direct. ■ It passes two railway stations that may be convenient starting points for a coastal walk in this area. <p>The other options, though more pleasant to walk along, would involve a more significant detour from the periphery of the coast.</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.

Part 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
Map ABD 3a	New Pill Gout to Chittening Industrial Estate
Map ABD 3b	Chittening Industrial Estate to Constellation Park
Map ABD 3c	Constellation Park to Avonmouth Station
Map ABD 3d	Avonmouth Station to Avonmouth Bridge
Directions Map ABD 3A	Proposed exclusions: New Pill Gout to Avonmouth 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

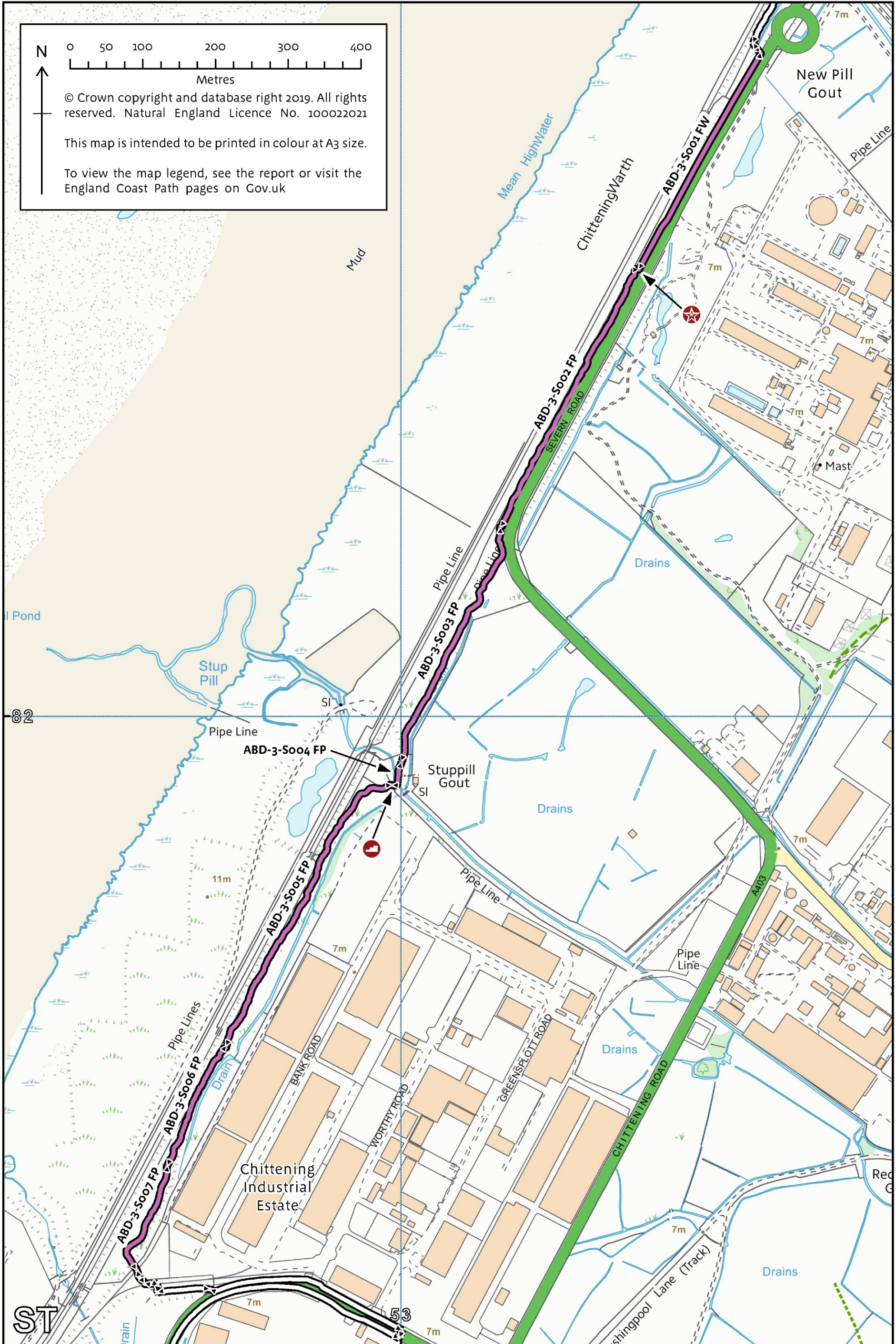
- | | | |
|-----------------------|----------------|----------------------|
| Bridges: | Stiles: | Gates: |
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| 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

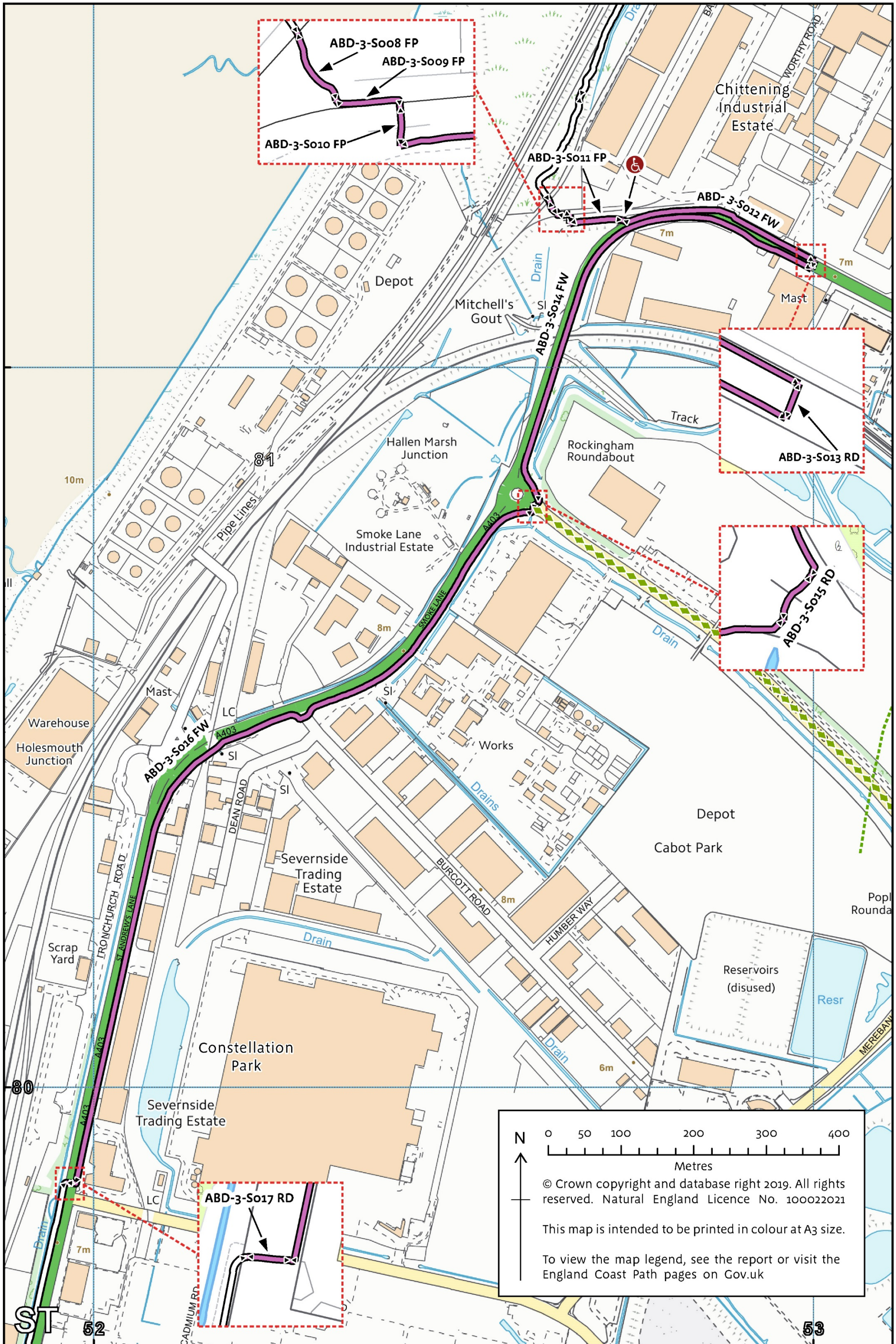
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

Map ABD 3a New Pill Gout to Chittening Industrial Estate

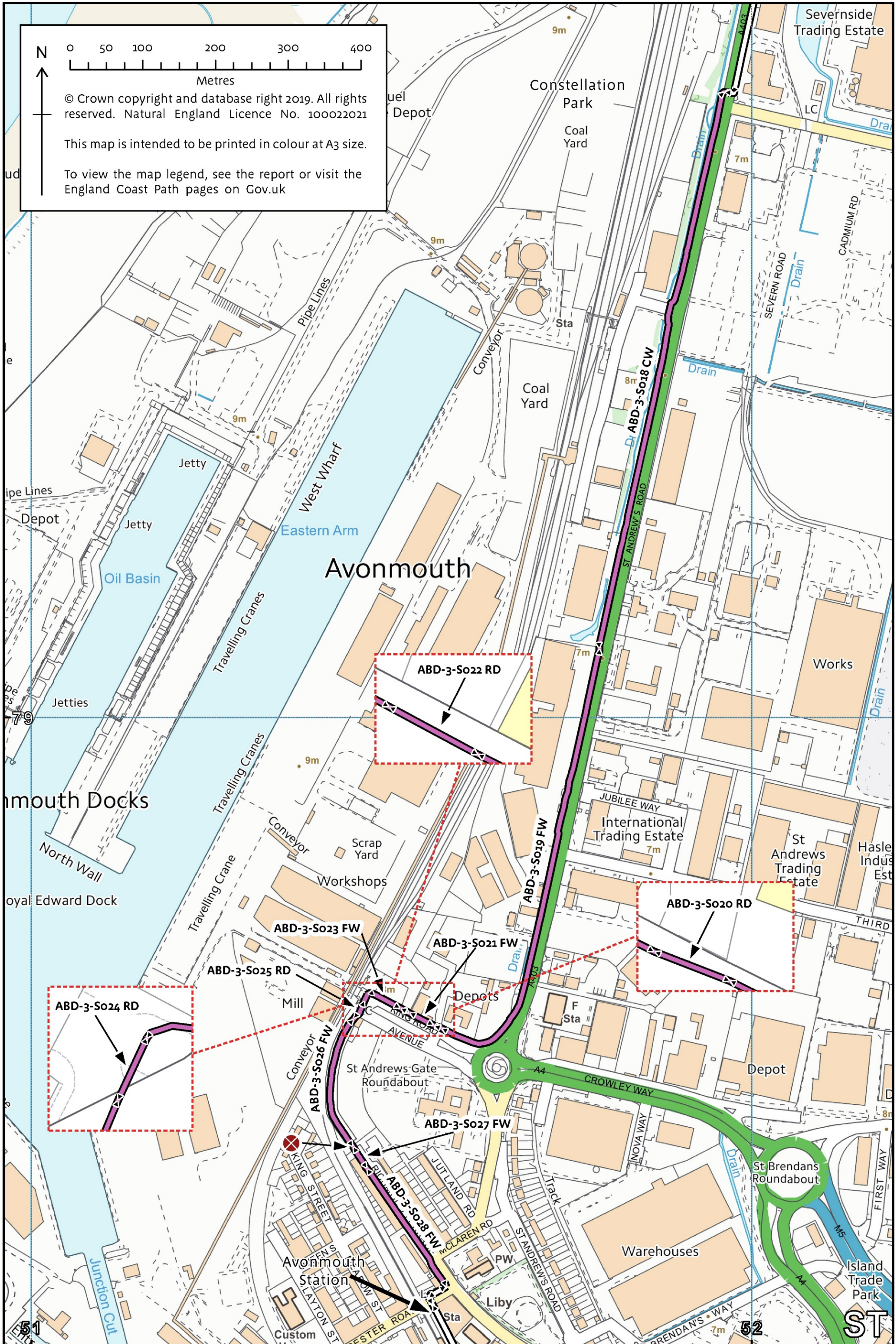


Map ABD 3b Chittening Industrial Estate to Constellation Park



Map ABD 3b Chittening Industrial Estate to Constellation Park

Map ABD 3c Constellation Park to Avonmouth Station



Map ABD 3c Constellation Park to Avonmouth Station

Map ABD 3d Avonmouth Station to Avonmouth Bridge

