



# England Coast Path Stretch: Aust to Brean Down

## Report ABD 7: Huckers Bow to Birnbeck Pier

### Part 7.1: Introduction

Start Point:	Huckers Bow (grid reference: ST 3473 6620)
End Point:	Birnbeck Pier (grid reference: ST 3101 6252)
Relevant Maps:	ABD 7a to ABD 7f

7.1.1 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.

7.1.2 This report covers length ABD 7 of the stretch, which is the coast between Huckers Bow and Birnbeck Pier. 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

7.1.3 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.

7.1.4 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 7.2: Proposals Narrative

### The trail:

7.2.1 Follows existing walked routes, including public rights of way, along most of this length, with one exception described below.

7.2.2 Follows the coastline quite closely and maintains good views of the sea.

7.2.3 Includes one section of new path through scrub along the top of the dunes (route sections ABD-7-S012 and ABD-7-S013). This avoids the saltmarsh below it which is normally very wet in the winter. See map ABD 7c and associated tables below for details.

7.2.4 Is aligned on the beach or foreshore at route sections ABD-7-S019 and ABD-7-S020.

### Protection of the environment:

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

7.2.6 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
- Middle Hope SSSI
- Spring Cove Cliffs SSSI
- Scheduled Monument: Bowl barrow and disc barrow 600 m NNW of Sandpoint Farm
- Scheduled Monument: Motte-and-bailey castle 650 m NNW of Sandpoint Farm

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

## 7.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
<b>Directions map ABD 7A</b>	ABD-7-S001 to ABD-7-S003	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ The trail is aligned landward of the flood embankment from Huckers Bow sluice to St Thomas Head (see table 7.3.2 other options considered)</li> <li>■ Coastal access rights would be excluded over the lower saltmarsh and flats (see paragraph 7.2.17)</li> </ul> <p>In addition we will:</p> <ul style="list-style-type: none"> <li>■ Install a new stock fence around the saltmarsh and tidal pool seaward of these route sections, to discourage recreational activity on the foreshore beyond it, towards St Thomas Head</li> <li>■ Replace existing stiles leading to the shoreline from route section ABD-7-S003 with stock fencing.</li> <li>■ Install a notice near the tidal pool to promote the foreshore to the north as a waterbird refuge and discourage access along the foreshore towards St Thomas Head.</li> </ul>	<p>To reduce disturbance to non-breeding waterbirds feeding and roosting in this area by recreational users.</p> <p>The waterbirds are sensitive to disturbance and are part of the Severn Estuary Special Protection Area for birds.</p>
<b>ABD 7c</b>	ABD-7-S010/S011 and ABD-7-S014/S015	<p>Notices at these points to promote the north end of bay as a waterbird refuge and alert people to the likely presence of sensitive waterbirds and ask them to take special care around high tide to keep their distance from waterbirds and to keep their dogs with them, using a lead if necessary.</p>	<p>To reduce disturbance to non-breeding waterbirds feeding and roosting at the north end of Sand Bay by recreational users.</p> <p>The waterbirds are sensitive to disturbance and are part of the Severn Estuary Special Protection Area for birds.</p>
<b>ABD 7c</b>	ABD-7-S012 and	<p>A new section of path will be cut through the dune scrub to divert path users away from a damaged</p>	<p>The saltmarsh vegetation is more sensitive to trampling than the proposed route through the scrub.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
	ABD-7-S013	area of saltmarsh (see table 7.3.2: other options considered)	<p>There is already damage to the saltmarsh where path users spread out to avoid waterlogged areas.</p> <p>Saltmarsh is a qualifying feature of the Severn Estuary SAC and is vulnerable to damage by trampling underfoot.</p>

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

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

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

### Accessibility:

7.2.9 The natural coastal terrain is often challenging for people with reduced mobility and this is the case:

- on Middle Hope, where the trail would follow an uneven grass or bare soil path along sections of cliff top (maps ABD 7a and ABD 7b);
- around Sand Point, where the trail would follow a narrow rocky path towards and away from Sand Point at Swallow Cliff, Middle Hope (map ABD 7c).

7.2.10 There are few artificial barriers to accessibility on the proposed route, but there are steps in places where it would be necessary to ascend/descend steep slopes such as at Middle Hope (see map ABD 7c) and at the access point to Worlebury Hill Woods (see map ABD 7e).

7.2.11 At Middle Hope there is an existing ladder stile (see map ABD 7b) which we propose to retain because replacing it with a gate would not be practicable in this location. There is a field gate nearby that is available for people to use if they prefer.

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

## Where we have proposed exercising statutory discretions:

7.2.12 **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.**

### 7.2.13 Landward boundary of the coastal margin:

We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 7.3.1 below.

7.2.14 At Middle Hope, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The National Trust as owner of this land is content for us to propose this.

7.2.15 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 7.3.1. 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 7.3.1] explaining what this means in practice.

7.2.16 **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 intertidal land at Woodspring Bay*

7.2.17 Access to the coastal margin will be excluded all year round between Hucker's Bow and St Thomas Head, seaward of route sections ABD-7-S001 to ABD-7-S003. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage waterbirds from disturbance. This exclusion will not affect the route itself. See Direction Map ABD 7A and the Habitat Regulations Assessment accompanying this report for further detail.

7.2.18 Internationally protected bird species use the intertidal flats around Woodspring Bay and are present all year round. The Habitat Regulations Assessment concluded that allowing access to the flats would cause a significant effect by disturbing the internationally protected bird species using the site.

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

7.2.19 **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 in response to such changes.

7.2.20 Column 4 of tables 7.3.1 and 7.3.3 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 7e and ABD 7f as the proposed route of the trail.

7.2.21 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.

7.2.22 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 7.2.6 above.

7.2.23 On sections for which roll-back is not proposed in table 7.3.1, the route is to be at the centre of the line shown on maps ABD 7a to ABD 7f as the proposed route of the trail.

### Other future change:

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

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

### Establishment of the trail:

7.2.25 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.

7.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £16,750 and is informed by:

- information already held by the access authority, North Somerset 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.

7.2.27 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**

<b>Item</b>	<b>Cost</b>
Signs & notices	£8750
Access furniture and surfacing	£6500
Project management	£1500
<b>Total</b>	<b>£16,750 (Exclusive of any VAT payable)</b>

7.2.28 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, North Somerset 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:**

7.2.29 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).

7.2.30 We estimate that the annual cost to maintain the trail will be £4750 (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 7.3: Proposals Narrative**

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

### **7.3.1 Section Details – Maps 7a to 7f Huckers Bow to Birnbeck Pier**

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 7.3.2: 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 7a	ABD-7-S001*	Other existing walked route	No	No	Hedge	Clarity and cohesion	
ABD 7a	ABD-7-S002*	Other existing walked route	No	No			
ABD 7a	ABD-7-S003	Other existing walked route	No	No	Fence and wall	Additional landward area	
ABD 7b	ABD-7-S004	Other existing walked route	No	No	Wall	Additional landward area	
ABD 7b	ABD-7-S005	Other existing walked route	No	No	Fence and wall	Additional landward area	
ABD 7b	ABD-7-S006	Other existing walked route	No	No	Fence and wall	Additional landward area	
ABD 7c	ABD-7-S007	Other existing walked route	No	No	Fence and wall	Additional landward area	
ABD 7c	ABD-7-S008	Other existing walked route	No	No	Fence and wall	Additional landward area	
ABD 7c	ABD-7-S009	Other existing walked route	No	No	Wall	Clarity and cohesion	
ABD 7c	ABD-7-S010	Other existing walked route	No	No	Car park/road	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
ABD 7c	ABD-7-S011*	Other existing walked route	No	Yes- Dune			
ABD 7c	ABD-7-S012*	Not an existing walked route	No	Yes- Dune			
ABD 7c	ABD-7-S013*	Not an existing walked route	No	Yes- Dune			
ABD 7c	ABD-7-S014	Other existing walked route	No	Yes- Dune			
ABD 7d	ABD-7-S015	Other existing walked route	No	Yes- Dune			
ABD 7d	ABD-7-S016	Other existing walked route	No	Yes- Dune			
ABD 7d	ABD-7-S017	Other existing walked route	No	Yes- Dune			
ABD 7e	ABD-7-S018	Other existing walked route	No	Yes- Dune			
ABD 7e	ABD-7-S019	Other existing walked route	No	Yes- Dune			
ABD 7e	ABD-7-S020	Other existing walked route	No	No			
ABD 7e	ABD-7-S021	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 7e	ABD-7-S022	Public Highway	No	No			
ABD 7e	ABD-7-S023	Public Footpath	No	No			
ABD 7e	ABD-7-S024*	Other existing walked route	Yes – see table 7.3.3	No	Landward edge of path	Clarity and cohesion	
ABD 7f	ABD-7-S025*	Other existing walked route	Yes – see table 7.3.3	No	Landward edge of path	Clarity and cohesion	
ABD 7f	ABD-7-S026*	Public Bridleway	Yes – see table 7.3.3	No	Landward edge of path	Clarity and cohesion	

### 7.3.2 Other options considered: Maps ABD 7a to ABD 7f: Huckers Bow to Birnbeck Pier

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 7a	ABD-7-S001 and ABD-7-S002	We considered aligning the trail along the saltmarsh or floodbank seaward of the proposed route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It reduces the risk of disturbance to waterbirds feeding on the creek; and</li> <li>■ It avoids saltmarsh vegetation which is sensitive to trampling.</li> <li>■ Under our proposals the flood bank and saltmarsh would be available for people to use as part of the spreading room but would not form part of the designated trail.</li> </ul>
ABD 7c	ABD-7-S011 to ABD-7-S013	We considered aligning the trail through the saltmarsh seaward of the proposed route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It avoids saltmarsh vegetation which is sensitive to trampling</li> <li>■ The walking surface would be firmer and drier than the beach in the winter months; and</li> <li>■ It maintains good views of the sea.</li> </ul> <p>Under our proposals the beach would be available for people to use as part of the spreading room but would not form part of the designated trail.</p>
ABD 7f	ABD-7-SO24 to ABD-7-SO26	We considered aligning the trail along the road, or between the road and the foreshore	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It is a convenient existing walked route with sea views;</li> <li>■ The road is less safe and enjoyable to walk on;</li> <li>■ The rocky terrain between the road and the foreshore was considered unsuitable for creation of an accessible path.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 7f	ABD-7-S024 to ABD-7-S026	Various routes over Worlebury Hill and through residential streets to the south and east of the woods before joining the promenade in Weston-Super-Mare.	<ul style="list-style-type: none"> <li>■ We opted for the proposed route because all the various other routes considered would take the trail further away from the coast with little or no sea views.</li> </ul>

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

### 7.3.3 Roll-back implementation – more complex situations: Maps ABD 7e and ABD 7f Worlebury Hill to Birnbeck Pier

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
ABD 7e and 7f	ABD-7-S024-ABD-S026	Worlebury Hill and residential streets on the northern edge of Weston-super-Mare	<p>If it is no longer possible to find a viable route along Birkett Road and Kewstoke Road (route sections ABD-8-S001 to ABD-8-S004 on map ABD 8a – see report ABD 8) we will choose a route landward of the road, following discussions with owners and occupiers.</p> <p>If this is necessary, the new route may pass over Worlebury Hill to the east of the proposed route and along residential streets to the south or east of the woods in order to join the promenade at a suitable point in Weston-Super-Mare.</p> <p>It may be necessary to adjust route sections ABD-7-S024 to ABD-7-S026 as part of such a route adjustment, in order that the new route links up with the approved route at either end.</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 7.4: Proposals Maps

### 7.4.1 Map Index

Map reference	Map title
ABD 7a	Huckers Bow to Middle Hope
ABD 7b	Middle Hope
ABD 7c	Middle Hope to Sandpoint Farm
ABD 7d	Sandpoint Farm to Beach Road, Kewstoke
ABD 7e	Beach Road to Worlebury Hill
ABD 7f	Worlebury Hill to Birnbeck Pier
Directions map ABD 7A	Huckers Bow to Birnbeck Island

### PROPOSALS

#### Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

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

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

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

#### Coastal Margin

##### Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

#### Other Information

##### Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

#### Infrastructure types

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

##### Bridges:

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

##### Stiles:

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

##### Gates:

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

##### Miscellaneous:

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

#### Infrastructure status

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

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



Map ABD 7a Hucker's Bow to Middle Hope

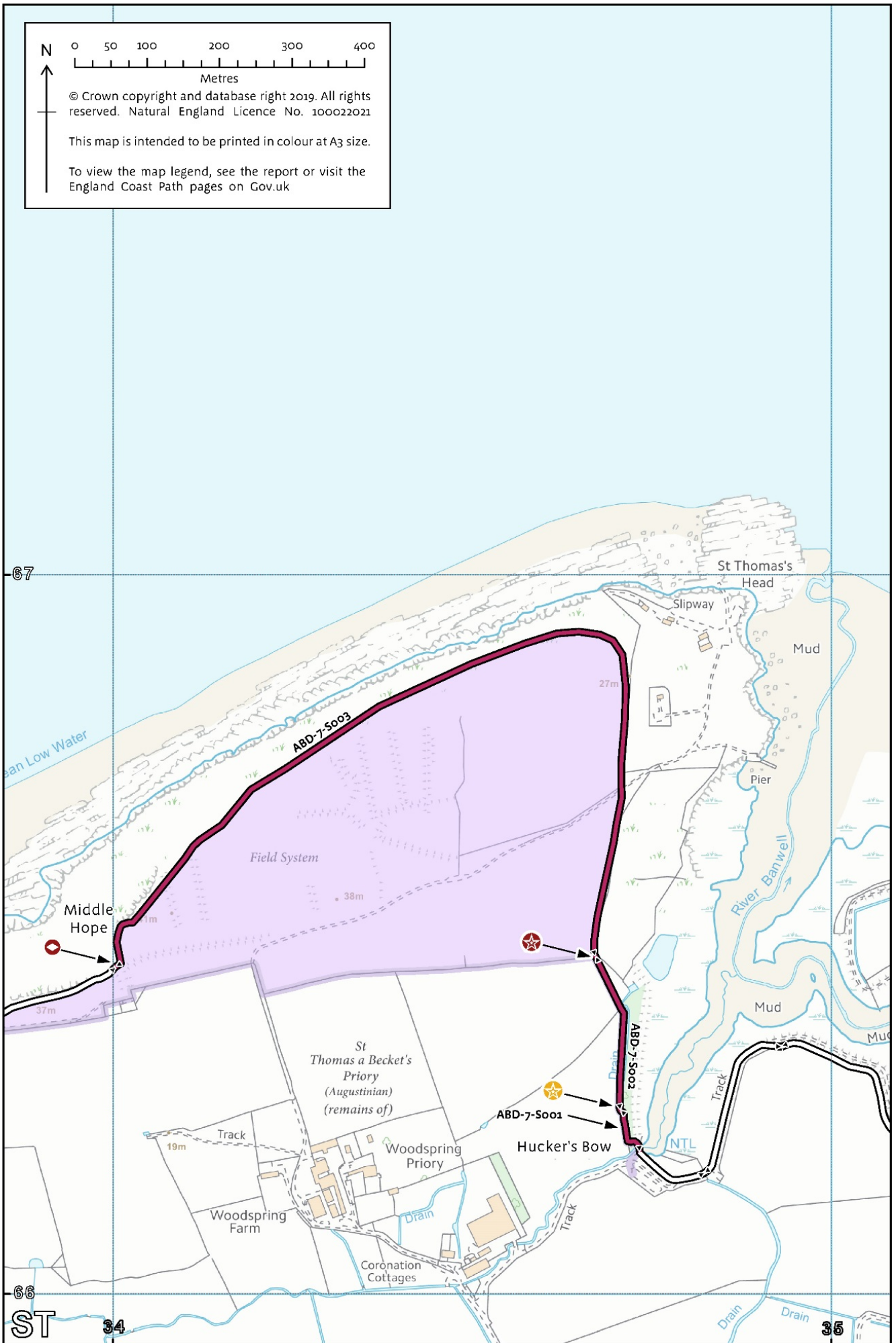
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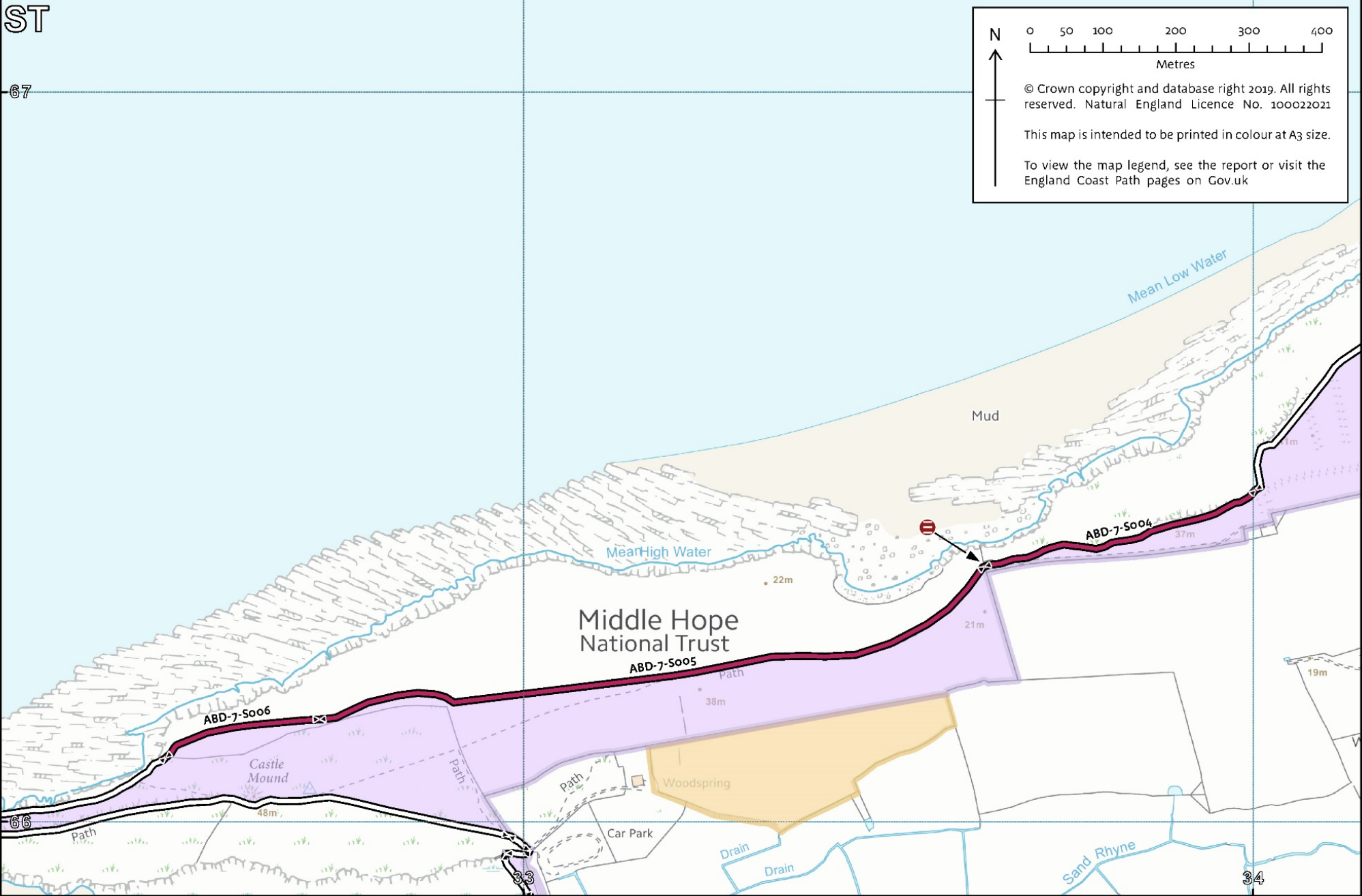
This map is intended to be printed in colour at A3 size.

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





Map ABD 7b Middle Hope



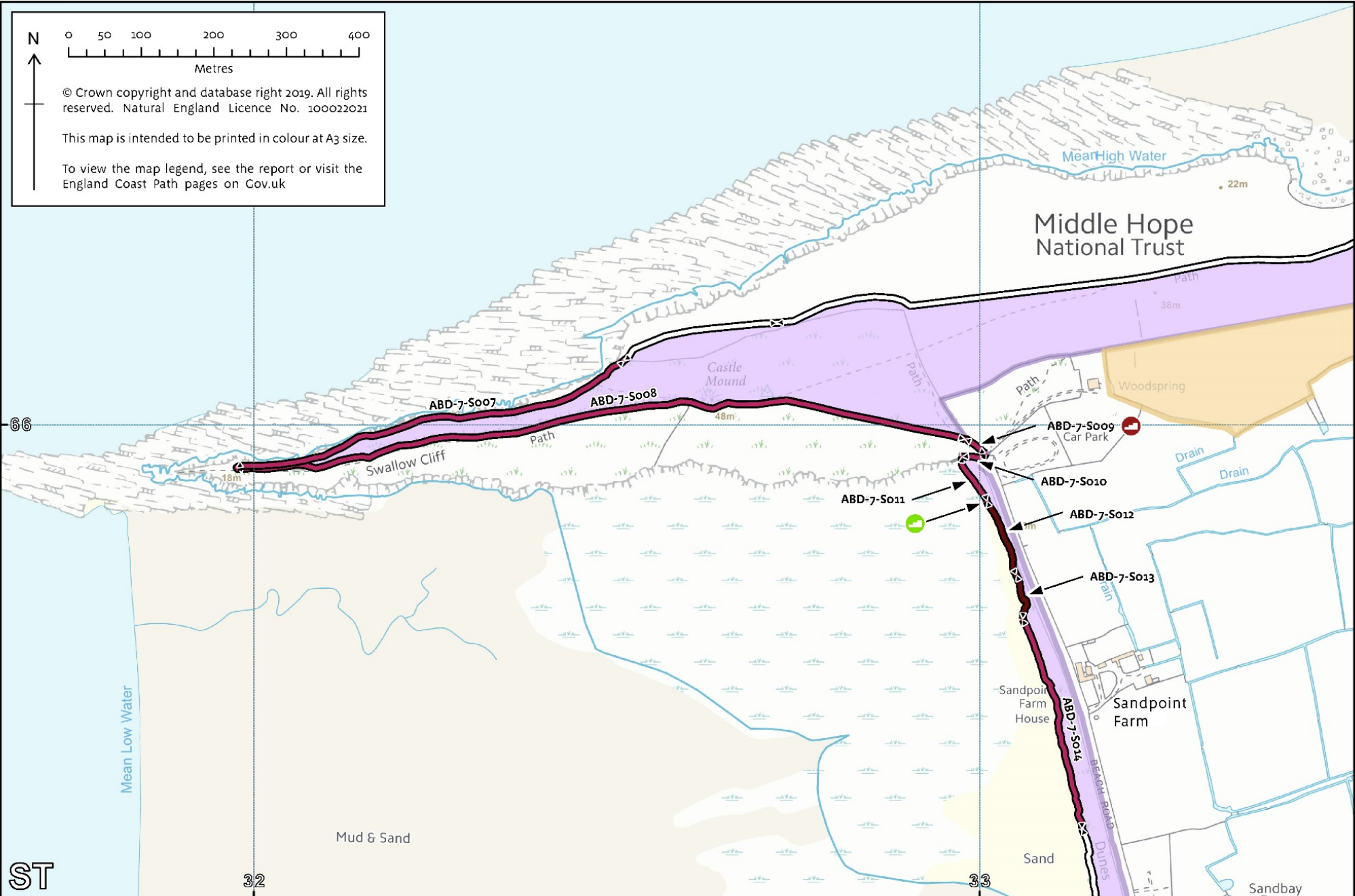
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Map ABD 7c Middle Hope to Sandpoint Farm

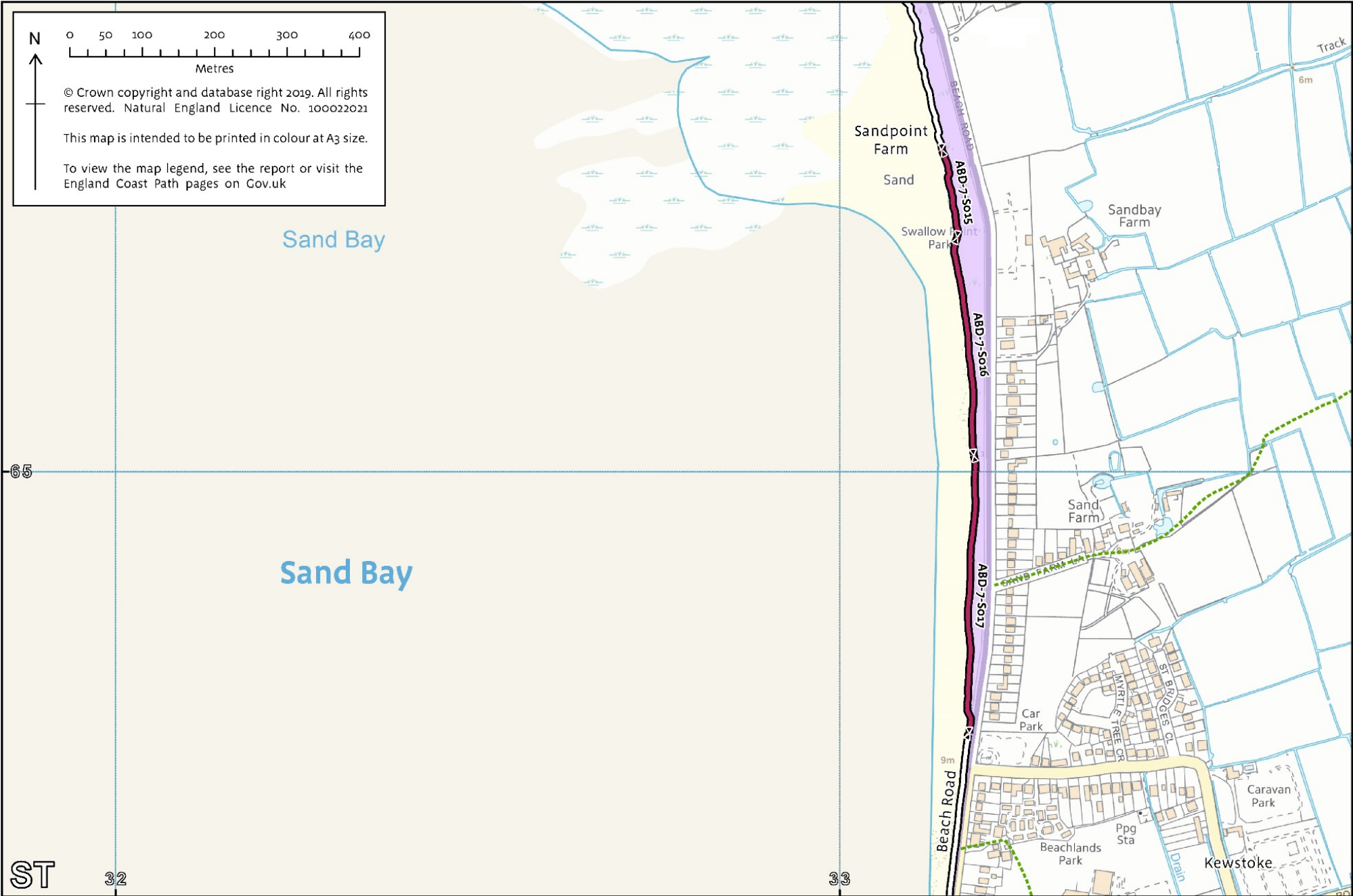


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Map ABD 7d Sandpoint Farm to Beach Road, Kewstoke





Map ABD 7e Beach Road to Worlebury Hill

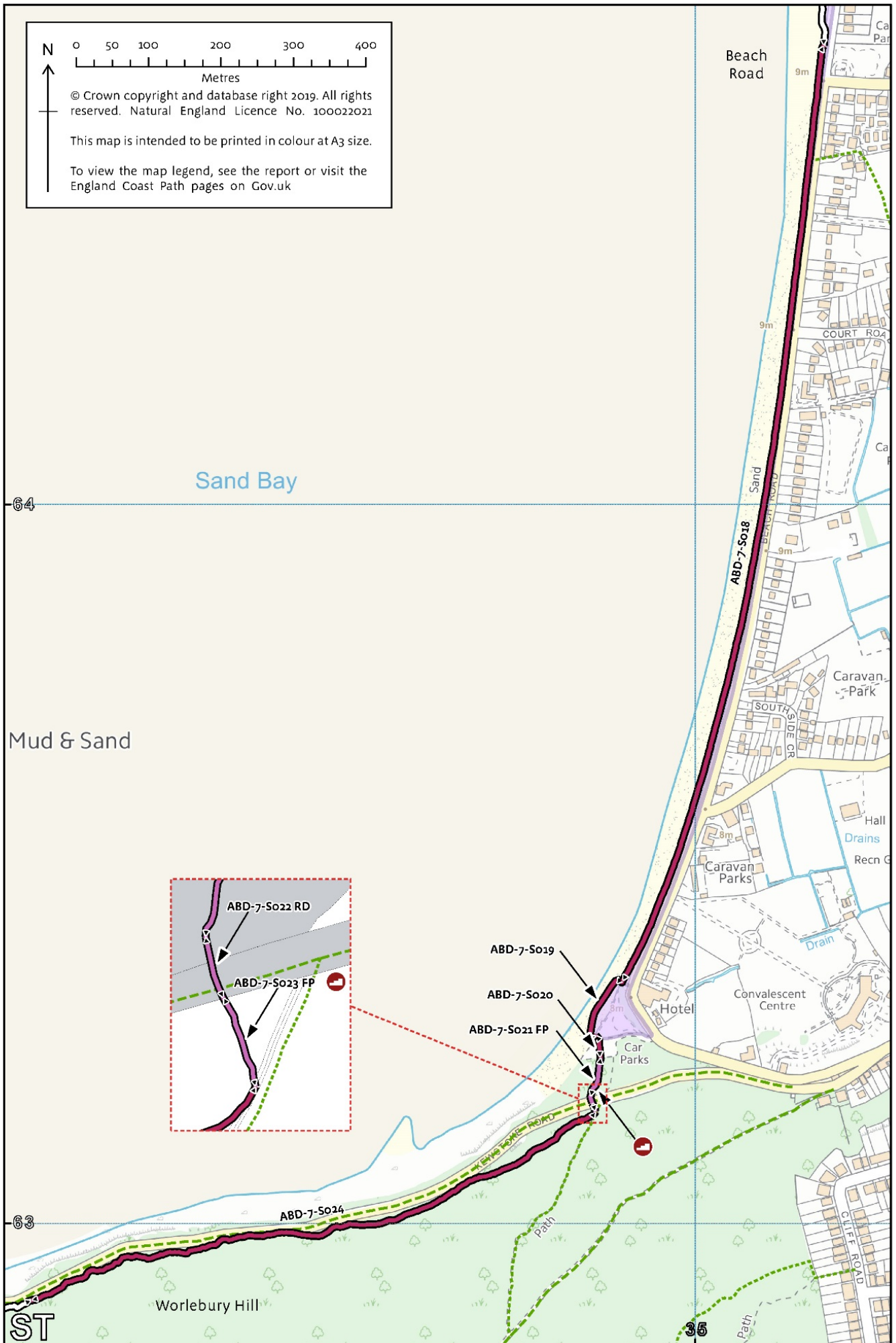
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**Directions Map ABD 7A**

