

# England Coast Path Stretch: Aust to Brean Down

## Report ABD 10: Brean Down Sluice to Brean Down Fort

### Part 10.1: Introduction

**Start Point:** Brean Cross Sluice (grid reference: ST 3086 5623)

**End Point:** Brean Down Fort (grid reference: ST 2806 5929)

**Relevant Maps:** ABD 10a to ABD 10e

10.1.1 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.

10.1.2 This report covers length ABD 10 of the stretch, which is the coast between Brean Cross Sluice and Brean Down Fort. 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.

10.1.3 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.

10.1.4 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 10.2: Proposals Narrative

### The trail:

10.2.1 Follows the coastline closely and maintains good views of the sea and/or the River Axe.

10.2.2 Includes a new path along the flood bank between Brean Cross Sluice and the old ferry point at the mouth of the Axe. See maps ABD 10a and ABD 10b and associated tables below for details.

10.2.3 From the old ferry point, follows existing public footpaths to Brean Down Fort – see maps ABD 10c and ABD 10d and the associated tables.

10.2.4 At Brean Down Fort, meets the approved route of the England Coast Path, which heads south towards Brean and eventually Minehead. The previously approved route would not be changed by our proposals.

10.2.5 The new path described in 10.2.2 above would operate from April 16<sup>th</sup> to July 15<sup>th</sup> inclusive – see below. At other times it would be closed to prevent increased disturbance to Redshank, a wading bird that feeds and roosts in significant numbers along the river from mid-July to mid-April.

10.2.6 Alternative routes would operate for the rest of the year. See map ABD 10e and paragraph 10.2.22 below for details.

### Protection of the environment:

10.2.7 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.

10.2.8 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
- Mendip Limestone Grasslands SAC
- Brean Down SSSI
- Brean Down Scheduled Monument

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

## 10.2.9 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
<b>Directions Map ABD 10A</b>	ABD-10-S002 to ABD-10-S008	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ Access rights to the route excluded between 16 July and 15 April inclusive each year (see paragraph 10.2.20)</li> </ul> <p>Coastal access rights would be excluded over the saltmarsh and flats (see paragraphs 10.2.18)</p> <p>In addition, we will install:</p> <ul style="list-style-type: none"> <li>■ a ‘wing’ fence and gate at the north end of ABD-10-S008, to discourage access further upriver when the route is closed.</li> <li>■ padlocks on the gates at either end of the affected part of the route, which would be locked and unlocked on the specified dates by a representative of the the Ramblers</li> <li>■ notices at either end, to promote the excluded area as a waterbird refuge, publicise the route closure and direct walkers along alternative routes.</li> </ul>	<p>To reduce disturbance to non-breeding redshank feeding and roosting on the riverbank 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>Directions Map ABD 10A</b>	ABD-10-A001 to ABD-10-A021	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>■ Alternative routes for path users to follow when the ordinary route is excluded (see paragraph 10.2.22).</li> </ul> <p>In addition, we will install signs at the junctions of the alternative routes to the main route, to publicise the route closure and direct walkers along alternative routes.</p>	<p>To reduce disturbance to non-breeding redshank feeding and roosting on the river by recreational users.</p> <p>The waterbirds are sensitive to disturbance and are part of the Severn Estuary Special Protection Area for birds.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
<b>Directions Map ABD 10A</b>	ABD-10-S009 to ABD-10-S014	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights would be excluded over the saltmarsh and flats (see paragraph 10.2.18).</li> </ul> <p>In addition, we will install a notice at the north end of ABD-10-S014, to promote the saltmarsh as a waterbird refuge and ask people to keep to the path in those places and keep their dogs with them, using a lead if necessary.</p> <p>British Mountaineering Council (BMC) would publicise the exclusion to climbers seeking access to the north shore of Brean Down.</p>	<p>To avoid increased disturbance to non-breeding waterbirds feeding and roosting on the river 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 10c and ABD 10d</b>	ABD-10-S018	Surface improvements to the existing Military Road to make it more convenient for use	<p>To reduce the risk that users will leave the path and damage the grassland habitat beside it.</p> <p>The grassland is vulnerable to damage and are part of the Mendip Limestone Grasslands SAC.</p>

10.2.10 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:**

10.2.11 The natural coastal terrain is often challenging for people with reduced mobility and this is the case on route sections ABD-10-S002 to ABD-10-S014 of our proposed route where the path passes along a grassy bank.

10.2.12 Generally there are few artificial barriers to accessibility on the proposed route but there are in places between route sections ABD-10-S002 and ADB-10-S009 where it may be necessary to ascend/descend the flood bank to cross field boundaries.

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

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

10.2.13 **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.**

10.2.14 **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 10.3.1 below.

10.2.15 In places between Brean Cross Sluice and Brean Down Farm we have used this discretion to limit the landward extent of the coastal margin to the crest of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- The track on the bank crest provides an easily identifiable boundary for access users.
- There is no clear boundary feature at the bottom of the seawall that could mark the boundary of the coastal margin

10.2.16 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 10.3.1. 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 10.3.1] 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.**

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

*Saltmarsh and flat on the Axe estuary*

10.2.18 Access to the intertidal flats in the coastal margin on the Axe estuary and saltmarsh in the coastal margin by Brean Down Farm will be excluded all year round, seaward of route sections ABD-10-S001 to ABD-10-S014. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that the land is unsuitable for public access. The exclusion does not affect the route and will have no legal effect on land where coastal access rights do not apply. See Directions Map ABD 10A.

10.2.19 The mud on the Axe estuary is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. The area of saltmarsh by Brean Down Farm is approximately 1.5 metres below a steep seawall with channels across it that are subject to tidal inundation, with limited means of exit from the marsh.

*Axe sluice to the old ferry crossing point*

10.2.20 Access to the trail and coastal margin between the Axe sluice and the old ferry crossing point on the west side of the river Axe will be excluded from 16 July to 15 April annually, on route sections ABD-10-S003 to ABD-10-S008. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect wintering and passage birds from disturbance. During the exclusion period an alternative route will be provided. See Directions Map ABD 10A and the Habitat Regulations Assessment accompanying this report for further detail.

10.2.21 Internationally protected birds, notably redshank, regularly use the intertidal area as a roost site, particularly during the winter and passage periods. The Habitat Regulations Assessment concluded that allowing access to the trail and adjacent margin during this period would cause a significant effect by disturbing the internationally protected bird species using the site. The trail will be open from 15 April to 15 July each year. When the gates at each end of this section are locked the trail is closed and a signed alternative route is available through the village of Brean.

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

10.2.22 **Alternative routes:** Alternative routes would operate at times when the main route along the riverbank is closed (as described in paragraph 10.2.20). The alternative routes would be as described below. They would not have the effect of creating any additional spreading room on either the seaward or the landward side.

- One would follow an existing pedestrian cycle track from Brean Cross Sluice to Brean village where it would link to the approved route of the England Coast Path – see map ABD 10e and the associated tables. This would facilitate onward access between Brean and Weston-super-Mare in both directions when the main route along the river Axe is closed.
- The other would form a link at the foot of Brean Down, leading walkers back to Brean for onward access in the direction of Minehead or Weston-super-Mare – see map ABD 10c and the associated tables.

10.2.23 By default, an 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 alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 10.3.2

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

10.2.24 **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.

10.2.25 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps ABD 10a to ABD 10e as the proposed route of the trail.

### Other future change:

10.2.26 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:

10.2.27 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.

10.2.28 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £19,950 and is informed by:

- information already held by the access authority, Somerset 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.

10.2.29 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, fencing and surfacing to make the existing route more convenient for use and discourage trespass between Brean Cross sluice and the old ferry point when that part of the path is closed.

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	£9,700
Access furniture and surfacing	£8,500
Project management	£1,750
<b>Total</b>	<b>£19,950 (Exclusive of any VAT payable)</b>

10.2.30 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, Somerset 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:

10.2.31 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).



10.2.32 We estimate that the annual cost to maintain the trail will be £3500 (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 10.3: Proposals Tables

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

### 10.3.1 Section Details – Maps ABD 10a to 10e Brean Down Sluice to Brean Down Fort

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 10.3.3: 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 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 10a	ABD-10-S001	Existing walked route	No	No	Edge of surfaced path	Clarity and cohesion	
ABD 10a	ABD-10-S002*	Not an existing walked route	No	Yes - bank	Fence line	Clarity and cohesion	
ABD 10a	ABD-10-S003* to ABD-10-S007*	Not an existing walked route	No	Yes - bank			
ABD 10b	ABD-10-S008*	Not an existing walked route	No	Yes - bank			
ABD 10b	ABD-10-S009*	Public Footpath	No	Yes - bank			
ABD 10b	ABD-10-S010* and ABD-10-S011*	Public Footpath	No	Yes - bank	Edge of surfaced path	Clarity and cohesion	
ABD 10c	ABD-10-S012*	Public Footpath	No	Yes - bank	Fence	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 10c	ABD-10-S013* and ABD-10-S014*	Public Footpath	No	Yes - bank			
ABD 10c	ABD-10-S015* and ABD-10-S016*	Public Footpath	No	No	Landward edge of road	Clarity and cohesion	
ABD 10c	ABD-10-S017*	Public Footpath	No	No			
ABD 10c	ABD-10-S018*	Public Footpath	No	No			
ABD 10d	ABD-10-S019*	Public Footpath	No	No			

### 10.3.2 Alternative routes and optional alternative route details – Maps ABD 10c to ABC 10e: Brean Down Farm to Brean

Notes on table:

- Column 2 – an asterisk (\*) against the route section number means see also table 10.3.3: Other options considered.
- 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.
- 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
ABD 10c	ABD-10-A019	Public Footpath	No	Edge of road	Edge of road	Alternative route

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
ABD 10c	ABD-10-A020	Public Highway	No	Edge of road	Edge of road	Alternative route
ABD 10c	ABD-10-A021	Existing walked route	No			Alternative route
ABD 10e	ABD-10-A001 to ABD-10-A006	Multi-use route	No	Edge of surfaced path	Edge of surfaced path	Alternative route
ABD 10e	ABD-10-A007	Multi-use route	No	Edge of surfaced path	Edge of surfaced path	Alternative route
ABD 10e	ABD-10-A008 to ABD-10-A010	Multi-use route	No	Edge of surfaced path	Edge of surfaced path	Alternative route
ABD 10e	ABD-10-A011 to ABD-10-A014	Multi-use route	No	Edge of surfaced path	Edge of surfaced path	Alternative route
ABD 10e	ABD-10-A015	Public Footway (pavement)	No	Pavement edge	Pavement edge	Alternative route
ABD 10e	ABD-10-A016	Public Highway	No			Alternative route
ABD 10e	ABD-10-A017	Public Footway (pavement)	No	Pavement edge	Pavement edge	Alternative route
ABD 10e	ABD-10-A018	Public Footpath	No	Edge of path	Edge of path	Alternative route

### 10.3.3 Other options considered: Maps ABD 10a to ABD 10e Brean Down Sluice to Brean Down Fort

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABD 10a to ABD 10e	ABD-10-S002 to ABD-10-S019	We considered aligning the trail along the existing pedestrian cycleway between Brean Cross sluice and Brean village. This route is shown on map ABD 10e as the proposed alternative route.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it maintains close proximity to the river and the sea</li> <li>■ it offers views of the sea and the river throughout</li> <li>■ it links to the approved route of the England Coast at Brean Down Fort</li> <li>■ adopting the cycleway as the main route would by default incorporate all the land north of it as coastal margin, including the route we now propose.</li> </ul> <p>Overall we concluded that the proposed route struck the best balance in terms of the criteria of public and private interest described in chapter 4 and 5 of the Coastal Access Scheme.</p> <p>Under our proposals, the cycleway would be an official alternative route for walkers to use when the main route along the river is closed.</p>
ABD 10c	ABD-10-S015 to ABD-10-S017	We considered aligning the trail along the existing public footpath on map ABD 10c between the junction of route sections ABD-10-S014 and ABD-10-S015 and the junction of route sections ABD-10-S017 and ABD-10-S018.	<p>We opted for the proposed route because, although longer, it is more suitable for people with reduced mobility.</p> <p>The shorter path would remain available for people to use, but would not form part of the designated trail.</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 10.4: Proposals Maps

### 10.4.1 Map Index

Map reference	Map title
ABD 10a	Brean Cross Sluice to Uphill Creek Mouth
ABD 10b	Uphill Creek Mouth to Brean Down Farm
ABD 10c	Brean Down Farm to Fiddler's Point
ABD 10d	Fiddler's Point to Brean Down Fort
ABD 10e	Brean Cross Sluice to Brean
Directions Map ABD 10A	Proposed exclusions: Uphill Beach Carpark to Brean Down



# Coastal Access - Natural England's Proposals

Legend for all maps

## 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

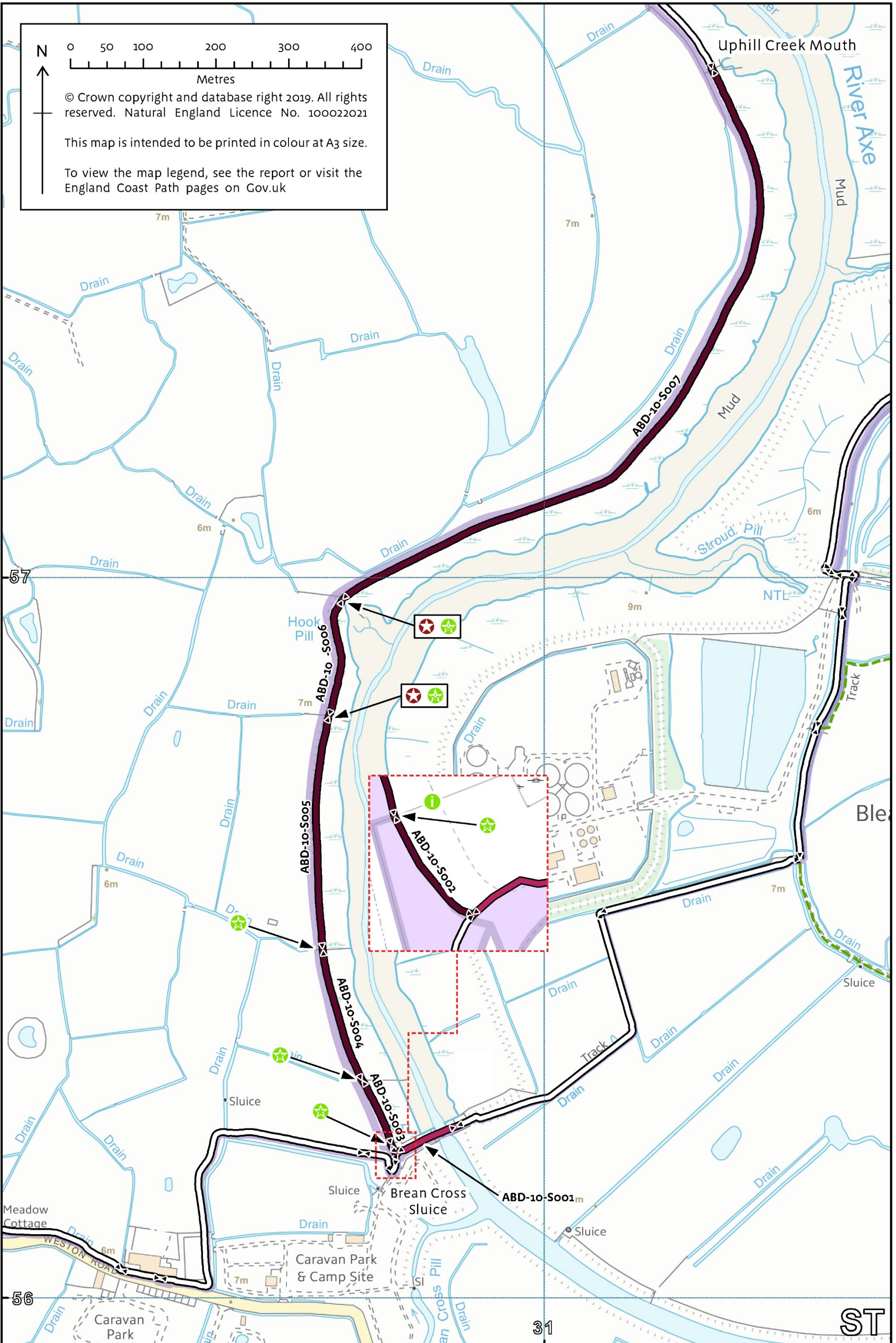
For status of each, where shown on map, see colour codes below

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

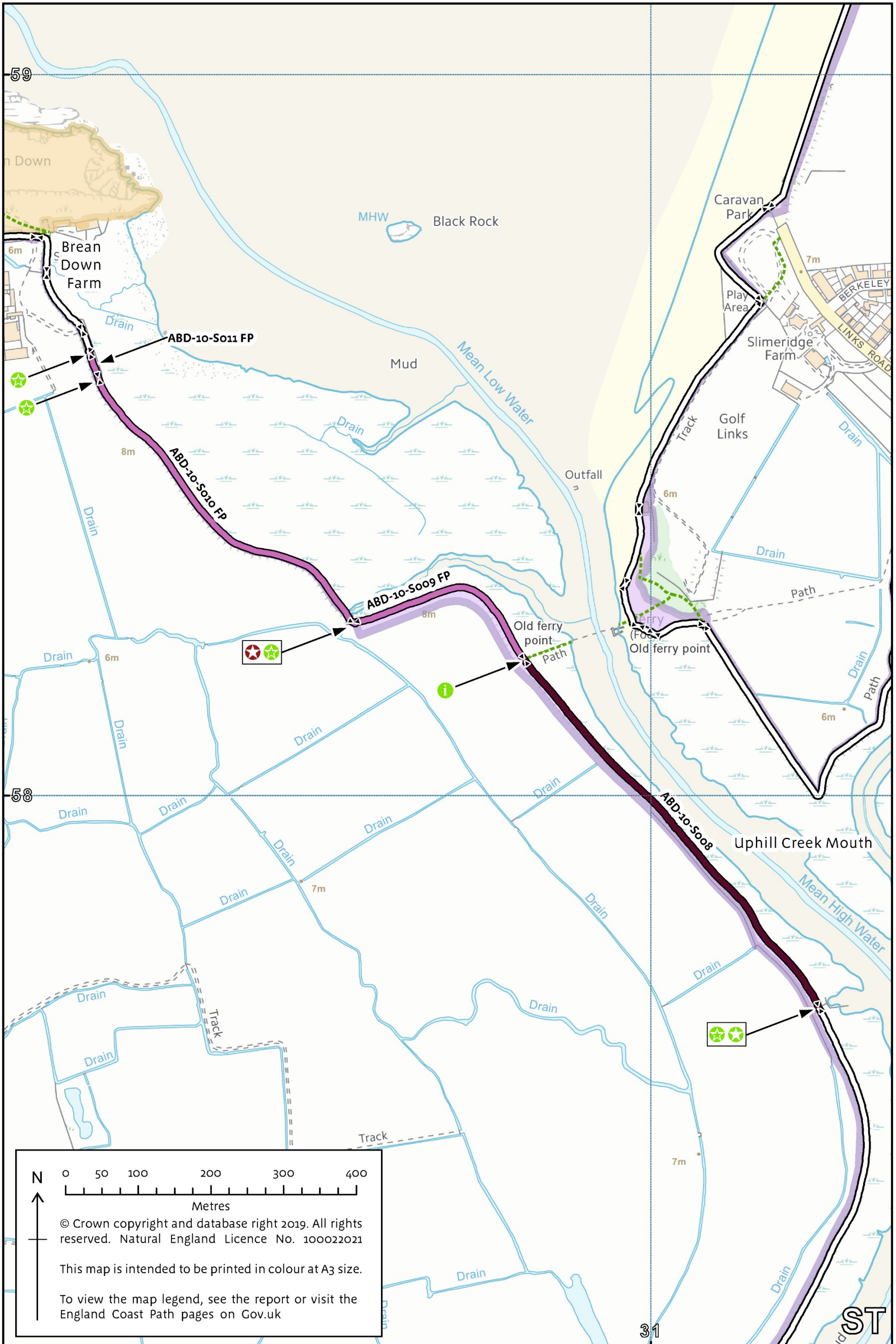
### Infrastructure status

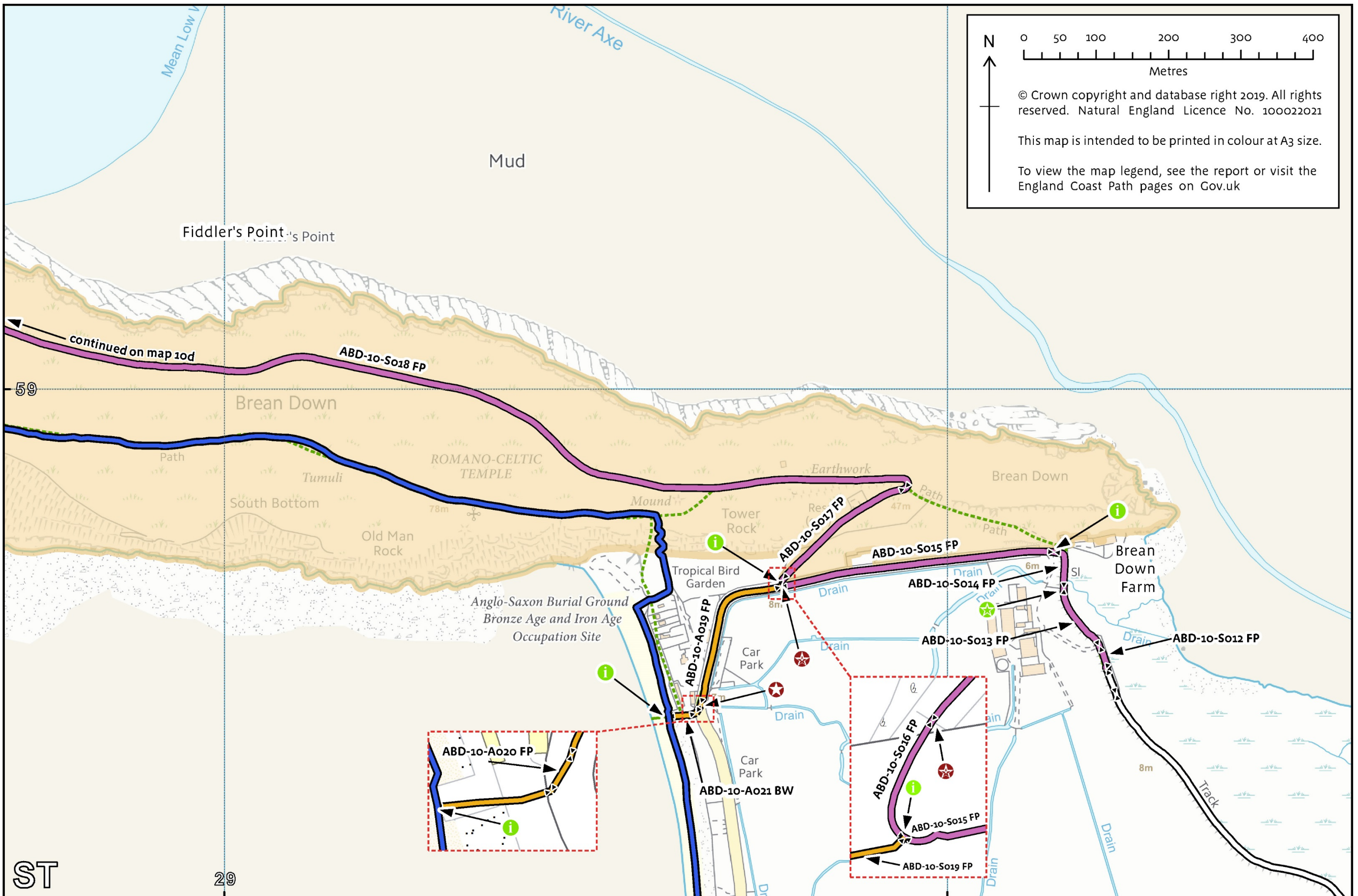
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

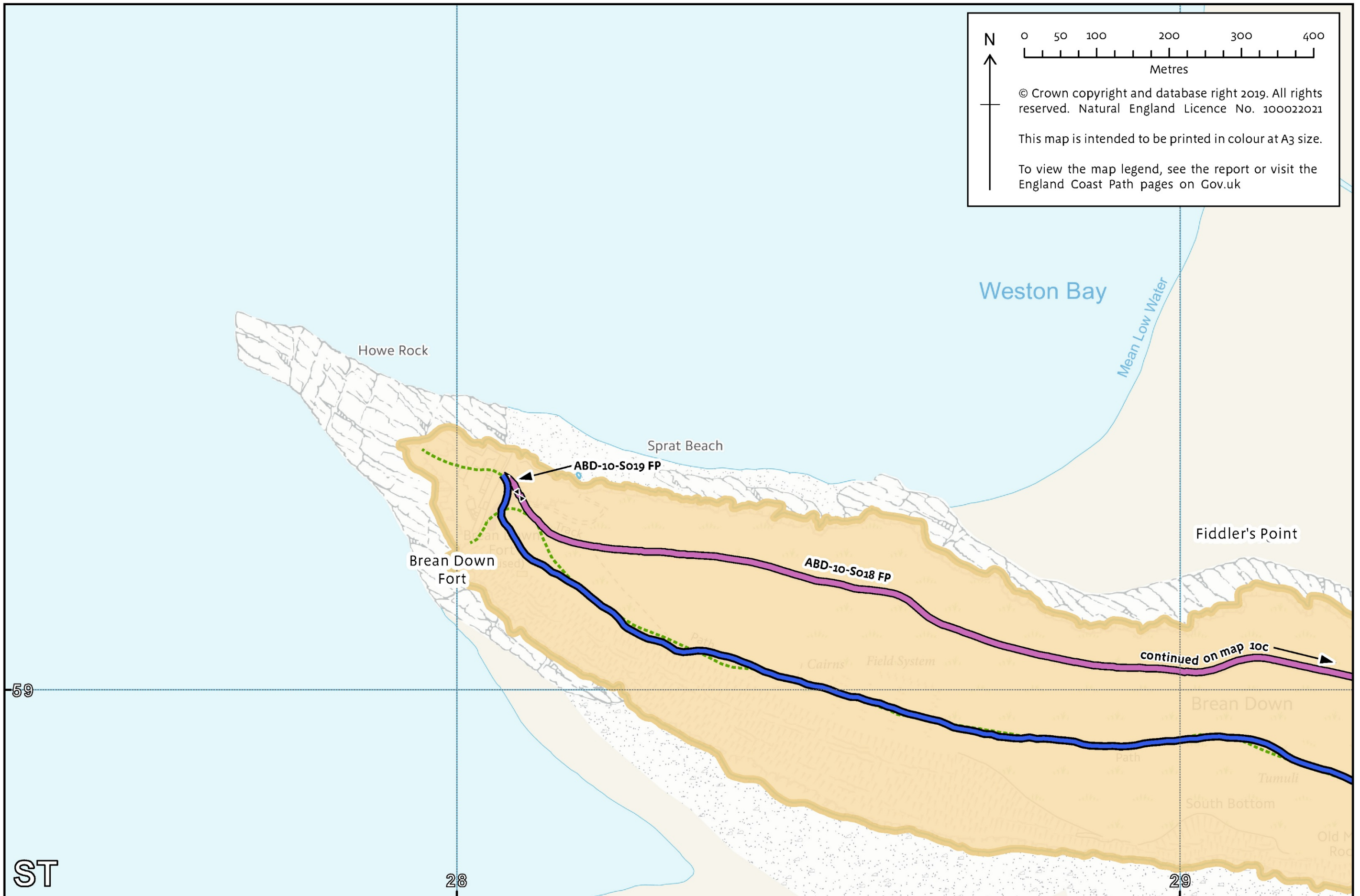
- Existing steps to be retained
- New steps required
- Existing steps to be removed

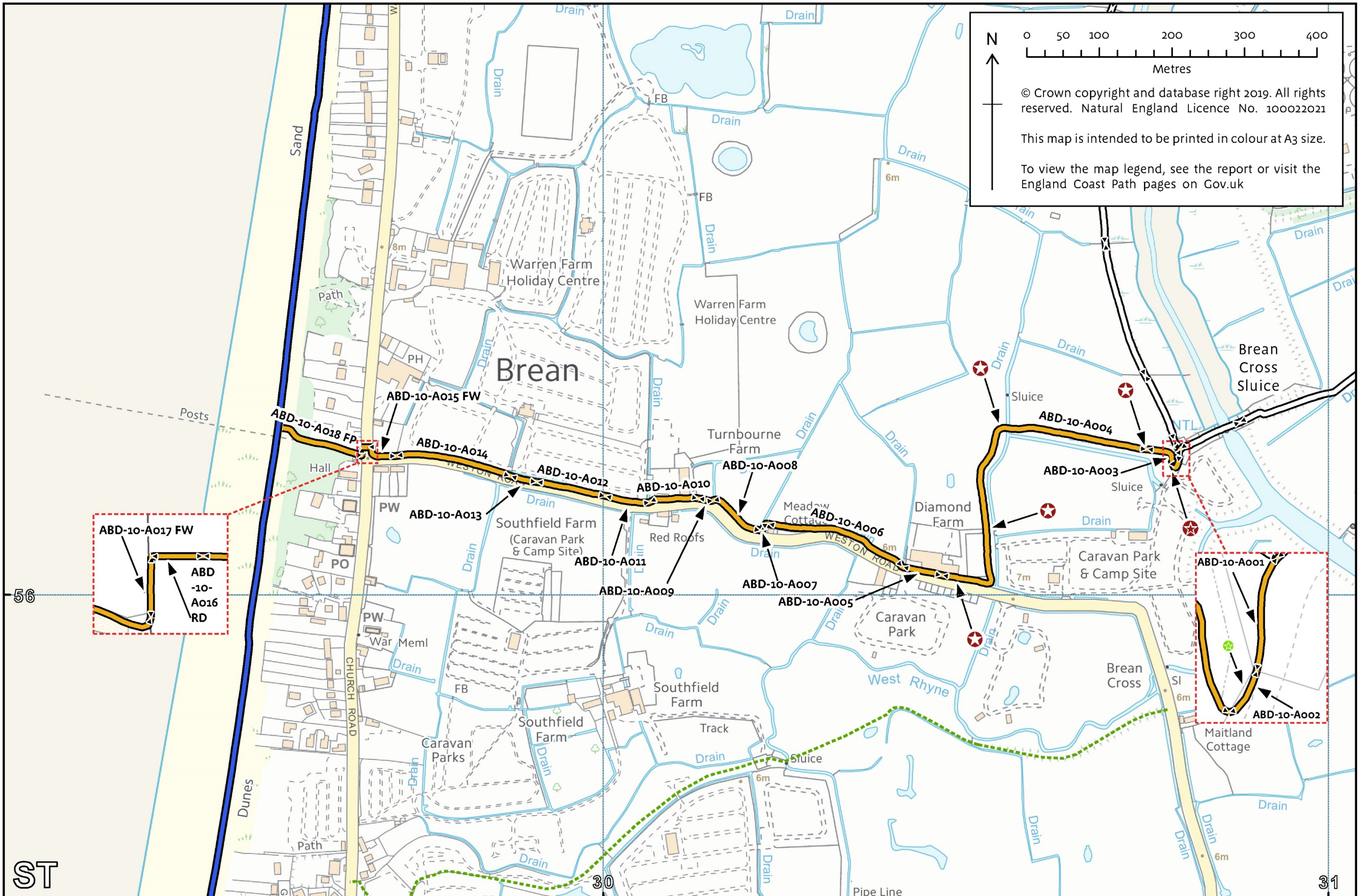












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ST

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Directions Map ABD 10A

