Part 5.1: Introduction

<table>
<thead>
<tr>
<th>Start Point:</th>
<th>Littlehampton Harbour Footbridge  (grid reference:  502187 102132)</th>
</tr>
</thead>
<tbody>
<tr>
<td>End Point:</td>
<td>At the junction of the eastern end of Patterson's Walk with the southern end of Sea Lane, Ferring  (grid reference:  510007 101554)</td>
</tr>
<tr>
<td>Relevant Maps:</td>
<td>5a to 5e</td>
</tr>
</tbody>
</table>

Understanding the proposals and accompanying maps:

The Trail:

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

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

5.1.3 Includes three sections of new path at Rustington, East Preston and Ferring. See maps 5b, 5c and 5e and associated tables below for details.

5.1.4 Is aligned on the beach at three locations at Rustington, East Preston and Ferring.

Protection of sensitive features:

5.1.5 This part of the coast does not include any sites designated for nature conservation or heritage preservation (See map C of the Overview).

See part 6b of the Overview - ‘Protection of sensitive features’ for a description of our overall approach and a summary of our conclusions.

Accessibility:

5.1.6 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme.
However, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail would be aligned over unconsolidated shingle.
- There are steps on the existing public right of way (EHS-5-S058, map 5c).

5.1.7 At Kingston Gorse, the existing kissing gates at sections EHS-5-S064 and EHS-5-S065 will be removed by the landowner, so as to make the trail easier to use. We envisage this happening before the new access rights come into force.

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

Where we have proposed exercising our discretion:

The discretions referred to below are explained in more detail in Part 5b of the Overview.

5.1.8 Estuary: This report proposes that the trail should include a route around the estuary of the River Arun, extending upstream from the open coast as far as Littlehampton Harbour Footbridge, which is the first public foot crossing point over the river. See part 5 of the Overview. The trail covered by this chapter includes part of this estuary route.

5.1.9 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 5.2.1 below.

See also part 3 of the Overview - ‘Understanding the proposals and accompanying maps’, for an 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. See also Annex C of the Overview - ‘Excepted land categories’.

5.1.10 Restrictions and exclusions: No directions to restrict or exclude access are proposed on this length of coast. However, access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 10 of the Overview - ‘Restrictions and exclusions’ - for details.

5.1.11 Alternative routes: An optional alternative route between EHS-5-S056 and EHS-5-S057 is to operate at times when access to the ordinary route is affected by high tides. The optional alternative route would follow route section(s) EHS-5-A001 to EHS-5-A003 as shown on map 5.d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

Establishment and ongoing management of the trail

5.1.12 Some physical establishment of the trail would be necessary in accordance with the general approach described in part 7 of the Overview. These establishment works will be minor and will include the placement of waymarkers and other signs along the route.
5.1.13 There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.

5.1.14 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 of the Overview.

See parts 7 - ‘Physical establishment of the trail’ and 8 - ‘Maintenance of the trail’ of the Overview for more information.

Future Change:

5.1.15 At the time of preparing the report, we do not foresee any need for future changes to the access provisions proposed for the length of coast described in this chapter.

See parts 6e - ‘Coastal processes’ and 9 - ‘Future changes’ of the Overview for more information.
Part 5.2: Commentary on Maps

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

5.2.1 Section Details – Maps 5.a to 5.y: Littlehampton to Ferring

Notes on table:
Column 2 – an asterisk (*) against the route section number means see also table 5.2.2: Other options considered.
Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.
Column 6a - certain specific coastal land types are included automatically in the coastal margin where they fall landward of the trail, or connect indirectly with it by touching another part of the coastal margin that itself touches the foreshore at some point.

<table>
<thead>
<tr>
<th>Map(s)</th>
<th>Route section number(s)</th>
<th>Current status of this section</th>
<th>Current surface of this section</th>
<th>Roll-back proposed? (See Part 9 of Overview)</th>
<th>Default landward coastal margin?</th>
<th>Landward boundary of margin (See maps)</th>
<th>Reason for landward boundary discretion</th>
<th>Proposed exclusions or restrictions (see Part 10 of Overview)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5a</td>
<td>EHS-5-S001</td>
<td>Public footpath</td>
<td>Tarmac</td>
<td>No</td>
<td>No</td>
<td>Bridge railing</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S002</td>
<td>Public footway (pavement)</td>
<td>Tarmac</td>
<td>No</td>
<td>No</td>
<td>Pavement edge</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S003</td>
<td>Public footway (pavement)</td>
<td>Block paving</td>
<td>No</td>
<td>No</td>
<td>Pavement edge</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S004</td>
<td>Public highway</td>
<td>Block paving</td>
<td>No</td>
<td>No</td>
<td>Road</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S005 to EHS-5-S007</td>
<td>Public footway (pavement)</td>
<td>Block paving</td>
<td>No</td>
<td>No</td>
<td>Pavement edge</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S008</td>
<td>Other existing walked route</td>
<td>Block Paving</td>
<td>No</td>
<td>No</td>
<td>Edge of alley way</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S008 to EHS-5-S013</td>
<td>Other existing walked route</td>
<td>Block paving</td>
<td>No</td>
<td>Yes-barrier</td>
<td>Promenade edge</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S014 to EHS-5-S018</td>
<td>Other existing walked route</td>
<td>Block paving</td>
<td>No</td>
<td>Yes-barrier</td>
<td>Promenade edge</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S019 to EHS-5-S022</td>
<td>Other existing walked route</td>
<td>Concrete</td>
<td>No</td>
<td>Yes-barrier</td>
<td>Promenade edge</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td>5a and</td>
<td>EHS-5-S023 to EHS-5-S028</td>
<td>Other existing walked route</td>
<td>Tarmac</td>
<td>No</td>
<td>Yes-barrier</td>
<td>Promenade edge</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td>5b</td>
<td>EHS-5-S029 to EHS-5-S030</td>
<td>Other existing walked route</td>
<td>Public footpath</td>
<td>No</td>
<td>No</td>
<td>Wall</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S031</td>
<td>Other existing walked route</td>
<td>Stone: Flags</td>
<td>No</td>
<td>No</td>
<td>Wall</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S032 to EHS-5-S033</td>
<td>Other existing walked route</td>
<td>Shingle</td>
<td>No</td>
<td>Yes-beach</td>
<td>Landward edge of beach</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S034</td>
<td>Other existing walked route</td>
<td>Concrete</td>
<td>No</td>
<td>No</td>
<td>Landward edge of concrete path</td>
<td>Clarity and cohesion</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S035</td>
<td>Other existing walked route</td>
<td>Grass</td>
<td>No</td>
<td>No</td>
<td>Landward edge of trail (2m)</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S036</td>
<td>Other existing walked route</td>
<td>Grass</td>
<td>No</td>
<td>No</td>
<td>Landward edge of trail (2m)</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S037</td>
<td>Other existing walked route</td>
<td>Gravel</td>
<td>No</td>
<td>No</td>
<td>Landward edge of trail (2m)</td>
<td>Not used</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>EHS-5-S038</td>
<td>Other existing walked route</td>
<td>Gravel</td>
<td>No</td>
<td>No</td>
<td>Landward edge of trail (2m)</td>
<td>Not used</td>
<td>None</td>
</tr>
</tbody>
</table>
### Optional alternative route details – Map 5.b: Beach at East Preston

By default, the optional alternative route will cover the land two metres either side of the approved line for this route. However by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features. Columns 6a and 6b of this table describe the boundaries of the alternative route strips.

<table>
<thead>
<tr>
<th>Map(s)</th>
<th>Route section number(s)</th>
<th>Current status of this section</th>
<th>Current surface of this section</th>
<th>Roll-back proposed? (See Part 9 of Overview)</th>
<th>Seaward boundary of alternative route strip</th>
<th>Landward boundary of alternative route strip (See maps)</th>
<th>Reason for boundary discretion</th>
<th>Proposed exclusions or restrictions (see Part 10 of Overview)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5d</td>
<td>EHS-5-A001</td>
<td>Other existing walked route</td>
<td>Gravel</td>
<td>No</td>
<td>Wall</td>
<td>Edge of track</td>
<td>Clarity and cohesion</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>EHS-5-A002</td>
<td>Other existing walked route</td>
<td>Tarmac</td>
<td>No</td>
<td>Seaward edge of trail (2m)</td>
<td>Landward edge of trail (2m)</td>
<td>Not used</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>EHS-5-A003</td>
<td>Other existing walked route</td>
<td>Tarmac</td>
<td>No</td>
<td>Seaward edge of trail (2m)</td>
<td>Landward edge of trail (2m)</td>
<td>Not used</td>
<td>No</td>
</tr>
</tbody>
</table>
### 5.2.3 Other options considered: Maps 5.a to 5.e: Littlehampton to Ferring

<table>
<thead>
<tr>
<th>Map(s)</th>
<th>Section number(s)</th>
<th>Option(s) considered</th>
<th>Reasons for not proposing this option as the route</th>
</tr>
</thead>
</table>
| 5b and 5c | EHS-5-S034 to EHS-5-S044 | Between Rustington and East Preston, we considered aligning the trail along the existing public footpath upon the beach. | We opted for the proposed route because:  
- The beach is unconsolidated shingle and is difficult to walk on.  
- The majority of existing walkers are using the well-defined informal path upon the greenswards.  
- 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. |
| 5c and 5d | EHS-5-S045 to EHS-5-S057 | At East Preston, we considered aligning the trail along Sea Lane, Seaview road and South Strand road. | We opted for the proposed route because:  
- It is closer to the sea and maintains views of the sea.  
- It is more direct and we consider it likely that trail users would use the beach route even if it did not form part of the proposed trail.  
- 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. |
| 5e | EHS-5-S066 to EHS-5-S081 | At Ferring, adjacent to the car park at Bluebird Café we considered using the existing public footpaths in this area, as shown on the map. | We opted for the proposed route because:  
- It is closer to the sea and maintains views of the sea.  
- 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. |
Part 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5e.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Littlehampton to Ferring

Discretion to include an estuary

5.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Arun as far as Littlehampton Harbour Footbridge as indicated by the extent of the trail shown on map 5e.

Proposed route of the trail

5.3.2 The route is to be at the centre of the line shown on maps 5.a to 5.e as the proposed route of the trail.

Landward boundary of coastal margin

5.3.3 Adjacent to route section EHS-5-S001, the landward boundary of the coastal margin is to coincide with the landward edge of the bridge shown as the trail on map 5a.

5.3.4 Adjacent to route sections EHS-5-S002 to EHS-5-S003 and EHS-5-S005 to EHS-5-S007, the landward boundary of the coastal margin is to coincide with landward edge of the pavement as shown as the trail on map 5a.

5.3.5 Adjacent to route section EHS-5-S004, the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on map 5a.

5.3.6 Adjacent to route section EHS-5-S008, the landward boundary of the coastal margin is to coincide with landward edge of the alleyway as shown as the trail on map 5a.

5.3.7 Adjacent to route sections EHS-5-S029 to EHS-5-S030, the landward boundary of the coastal margin is to coincide with the wall, which is landward of the public footpath shown as the trail on map 5b.

5.3.8 Adjacent to route section EHS-5-S031, the landward boundary of the coastal margin is to coincide with the wall, which is landward of the existing walked route shown as the trail on map 5b.

5.3.9 Adjacent to route section EHS-5-S034, the landward boundary of the coastal margin is to coincide with landward edge of the path shown as the trail on map 5b.

5.3.10 Adjacent to route sections EHS-5-S040 to EHS-5-S044, the landward boundary of the coastal margin is to coincide with the landward edge of the greensward, which is landward of the existing walked route shown as the trail on map 5c.
5.3.11 Adjacent to route section EHS-5-S058, the landward boundary of the coastal margin is to coincide with the edge of the car park, which is landward of the trail shown on map 5d.

5.3.12 Adjacent to route section EHS-5-S059 and EHS-5-S060, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 5d.

5.3.13 Adjacent to route section EHS-5-S081, the landward boundary of the coastal margin is to coincide with the edge of the concrete slab, which is landward of the trail shown on map 5e.

5.3.14 Adjacent to route sections EHS-5-S082 to EHS-5-S087, the landward boundary of the coastal margin is to coincide with the landward edge of the path at shown as the trail on map 5e.

**Local restrictions and exclusions**

5.3.15 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

**Alternative routes**

5.3.16 An optional alternative route is to operate at times when access to route sections EHS-5-S056 to EHS-5-S057 on the beach at East Preston is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections EHS-5-A001 to EHS-5-A003 as shown on map 5d.

**Landward/seaward boundary of alternative route strip**

5.3.17 In relation to route section EHS-5-A001:

- the landward boundary of the optional alternative route strip is to correspond to the edge of the track shown as the trail on map 5d; and

- the seaward boundary of the optional alternative route strip is to correspond to the wall seaward of the line shown as the trail on map 5d.
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.

Explanatory note: coastal margin

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

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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.
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Explanatory note: coastal margin

Other access rights and routes
- Public bridleway
- Public footpath
- Sea below mean low water
- Trail infrastructure
- Existing kissing gate to be retained

This map is intended to be printed in colour at A3 size.
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 Access - East Head to Shoreham - Natural England’s Proposals
Chapter 5: Littlehampton Harbour to Ferring
Map 5e: West Kingston to Patterson’s Walk, Ferring

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.