

Chapter 3:

# Langstone to South Hayling

England Coast Path: Portsmouth to South Hayling - Natural England's Proposals

## Part 3.1: Introduction

<b>Start Point:</b>	<b>Langstone Bridge</b> (grid reference: 471987, 104482)
<b>End Point:</b>	<b>South Hayling</b> (grid reference: 471804, 098737)
<b>Relevant Maps:</b>	<b>3a to 3f</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 3.1.1 Generally follows existing walked routes, including public rights of way, the Langstone Harbour Waterside Walk, the Shipwrights Way, the Hayling Billy Trail, and Hayling Beach promoted routes along most of this length.
- 3.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 3.1.3 Is aligned on the beach or foreshore at Sinah Common. See part 3.2 for details.
- 3.1.4 An inland route is necessary along sections PSH-3-S009 to PSH-3-S019 to avoid sensitive Brent geese fields, as well as private residences at North Shore Road, Sinah Lane, and Warren Close. This inland diversion is also necessary to avoid Sinah Warren Holiday Village. See maps 3.c, 3.d and 3.e and associated tables below for more details.
- 3.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map D of the Overview):
  - Solent Maritime Special Area of Conservation (SAC)
  - Chichester and Langstone Harbours Special Protection Area (SPA)
  - Chichester and Langstone Harbours Ramsarsite
  - Langstone Harbour Site of Special Scientific Interest (SSSI) for its wildlife interest

- Sinah Common Site of Special Scientific Interest (SSSI) for its wildlife interest
- World War II Heavy Anti-aircraft gunsite (P2) at Sinah Common 570m southeast of Sinah Farm Scheduled Monument.

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

- 3.1.6 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion we took a number of factors into consideration, these are discussed below (see 3.1.7 to 3.1.9).
- 3.1.7 The majority of the route will follow existing walked routes, public rights of way, and pavements adjacent to roads, all of which are well used. We believe that levels and patterns of public access on these sections would be unlikely to change significantly as a result of our proposals however to mitigate for any increase in use we are incorporating the necessary access management at relevant locations: both formally through directions to restrict access and informally through signage and fencing. As such we have concluded that our proposals would not be likely to have any significant impact on designated features.
- 3.1.8 Although our proposal around Sinah Common follows an existing promoted walked route, it was identified that it would be beneficial to install regular interval waymark posts to encourage walkers to stay on the trail. This will help prevent an increase in disturbance to nesting birds and trampling of the shingle vegetation. See map 3.e and parts 6 of the Overview for more information.
- 3.1.9 In addition, we have also identified that it would be beneficial to provide information signs at various key locations and guide fencing (PSH-3-S024 on Sinah Common and PSH-3-S007 & PSH-3-S008 at West Hayling Nature Reserve): to explain the importance of the intertidal habitats; to encourage people to stay on or close to the trail; and to help prevent dogs from disturbing areas of national and international importance for the overwintering, feeding and breeding of resident and migratory birds.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

**See part 6b of the Overview - "Protection of sensitive features" - for more information.**

### **Accessibility:**

- 3.1.10 Generally, 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 follow an uneven grass, gravel and shingle path around Sinah Beach PSH-3-S028 to PSH-3-S031 for approximately 450 metres. See map 3.f and table 3.2.1 for details.

See part 5a 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 the Overview.

- 3.1.12 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 3.2.2 below.
- 3.1.13 At the World War II Heavy Anti-aircraft gun site (P2) at Sinah Common 570m southeast of Sinah Farm Scheduled Monument (PSH-3-S018), 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 owner of this land is content for us to propose this.
- 3.1.14 At the fields east of Funland Amusement Parks (PSH-3-S032), 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 owner of this land is content for us to propose this.

**See also part 3 of the Overview - 'Understanding the detailed 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'.**

We have proposed to exclude access to certain places along this section of the coast. For details of these directions, see 3.3.14 in the Formal Proposals section of this report and Part 10 of the Overview.

- 3.1.15 Restrictions and/or exclusions: 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.**

### Establishment and ongoing management of the trail

- 3.1.16 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 the Overview.
- 3.1.17 We propose to install improved fencing at West Hayling Nature Reserve (PSH-3-S007), as a deterrent for dogs and people accessing shingle ridges and mudflats on grounds of both safety and wildlife sensitivity.
- 3.1.18 We propose to install improved fencing at Sinah Common (PSH-3-S024), as a deterrent for access to the dunes.
- 3.1.19 We propose to install wooden posts along the seaward border of the trail at Sinah Common (PSH-3-S024), as a means to clearly mark the route and encourage users to remain on the trail.
- 3.1.20 Ongoing management: 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:**

3.1.21 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 3.2: Commentary on Maps

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

### 3.2.1 Section Details – Maps 3.a to 3.f: Langstone to South Hayling

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 3.2.2: 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.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
3.a	PSH-3-S001 to PSH-3-S004	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin
	PSH-3-S005	Other existing walked route	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-3-S006	Other existing walked route	Gravel	No	Various	Clarity and cohesion	Margin
	PSH-3-S007	Other existing walked route	Gravel	No	Path	Clarity and cohesion	Margin
	PSH-3-S008	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
3.b to 3.d	PSH-3-S009* to PSH-3-S010*	Other existing walked route	Gravel	No	Hedgerow	Clarity and cohesion	Margin
3.d	PSH-3-S011*	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin
	PSH-3-S012* to PS-3-S013	Public highway	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-3-S014	Public footpath	Tarmac	No	Hedgerow	Clarity and cohesion	Margin
	PSH-3-S015* to PSH-3-S016*	Public footpath	Grass	No	Fence line	Clarity and cohesion	Margin
	PSH-3-S017*	Public highway	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-3-S018*	Other existing walked route	Grass	No	Fence line	Additional landward area	Margin

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
3.e	PSH-3-S019*	Public highway	Grass	No	Tree line	Clarity and cohesion	Margin
	PSH-3-S020	Public highway	Grass	No	Road	Clarity and cohesion	Margin
	PSH-3-S021	Public highway	Tarmac	No	Hedgerow	Clarity and cohesion	Margin
	PSH-3-S022	Public highway	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-3-S023	Other existing walked route	Shingle	No	Fence line	Clarity and cohesion	None
	PSH-3-S024	Other existing walked route	Shingle	No	Landward edge of dune	Not used	None
	PSH-3-S025	Other existing walked route	Shingle	No	Fence line	Clarity and cohesion	None
3.f	PSH-3-S026	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	None
	PSH-3-S027	Other existing walked route	Grass	No	Landward edge of trail (2m)	Not used	None
	PSH-3-S028	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	None
	PSH-3-S029 to PSH-3-S031	Other existing walked route	Shingle	No	Landward edge of trail (2m)	Not used	None
	PSH-3-S032	Other existing walked route	Grass	No	Road	Additional landward area	None

### 3.2.2 Other options considered: Maps 3.a to 3.f: Langstone to South Hayling

Map(s)	Section numbers(s)	Option(s) considered	Reasons for not proposing this option as the route
3.c and 3.d	PSH-3-S009 to PSH-3-S012	We considered aligning the trail along the other existing walked route that runs seaward of the Hayling Billy Line, joining with North Shore Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The Billy Line is not subject to erosion like the seaward route and provides a more suitable walking surface.</li> <li>■ The seaward route has no screening from sensitive feeding areas for Brent geese.</li> </ul>
3.d and 3.e	PSH-3-S015 to PSH-3-S019	We considered creating a new route seaward of the pony paddocks adjacent to the Public Right of Way and continuing seaward in front of Sinah Warren Holiday Village.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ This proposal is made with the support of the landowner</li> <li>■ 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.</li> <li>■ A seaward alignment was not compatible with the holiday village business as it is an adult only facility</li> </ul>

## Part 3.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 3a to 3f.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Langstone to South Hayling

#### Proposed route of the trail

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

#### Landward boundary of coastal margin

- 3.3.2 Adjacent to route sections PSH-3-S001 to PSH-3-S004, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on maps 3.a.
- 3.3.3 Adjacent to route section PSH-3-S006 to PSH-3-S007, the landward boundary of the coastal margin is to coincide with the various boundary features which, at the time of writing this report, are landward of the existing path shown as the trail on map 3.a.
- 3.3.4 Adjacent to route section PSH-3-S009 to PSH-3-S010, the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report, is landward of the existing walked route shown as the trail on maps 3.b, 3.c, and 3.d.
- 3.3.5 Adjacent to route section PSH-3-S011, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement, shown as the trail on map 3.d.
- 3.3.6 Adjacent to route section PSH-3-S014, the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report, is landward of the public footpath shown as the trail on map 3.d.
- 3.3.7 Adjacent to route sections PSH-3-S015 to PSH-3-S016, the landward boundary of the coastal margin is to coincide with the existing fence, which is landward of the public footpath shown as the trail on map 3.d.
- 3.3.8 Adjacent to route section PSH-3-S018, the landward boundary of the coastal margin is to coincide with the existing boundary fence, as indicated by the coastal margin landward of the trail on map 3.d.
- 3.3.9 Adjacent to route section PSH-3-S019, the landward boundary of the coastal margin is to coincide with the tree line, which at the time of writing this report is landward of the public highway shown as the trail on map 3.e. shown as the trail on map 3.e.
- 3.3.10 Adjacent to route section PSH-3-S020, the landward boundary of the coastal margin is to coincide with the road, which at the time of writing this report, is landward of the trail on map 3.e.

- 3.3.11 Adjacent to route section PSH-3-S021, the landward boundary of the coastal margin is to coincide with the hedgerow which, at the time of writing this report, is landward of the public highway shown as the trail on map 3.e.
- 3.3.12 Adjacent to route sections PSH-3-S023, and PSH-3-S025, the landward boundary of the coastal margin is to coincide with the existing boundary fence, which, at the time of writing this report, is landward of the public highway shown as the trail on map 3.e.
- 3.3.13 Adjacent to route section PSH-3-S032, the landward boundary of the coastal margin is to coincide with the road, as indicated by the coastal margin landward of the trail on map 3.f.

### **Local restrictions and exclusions**

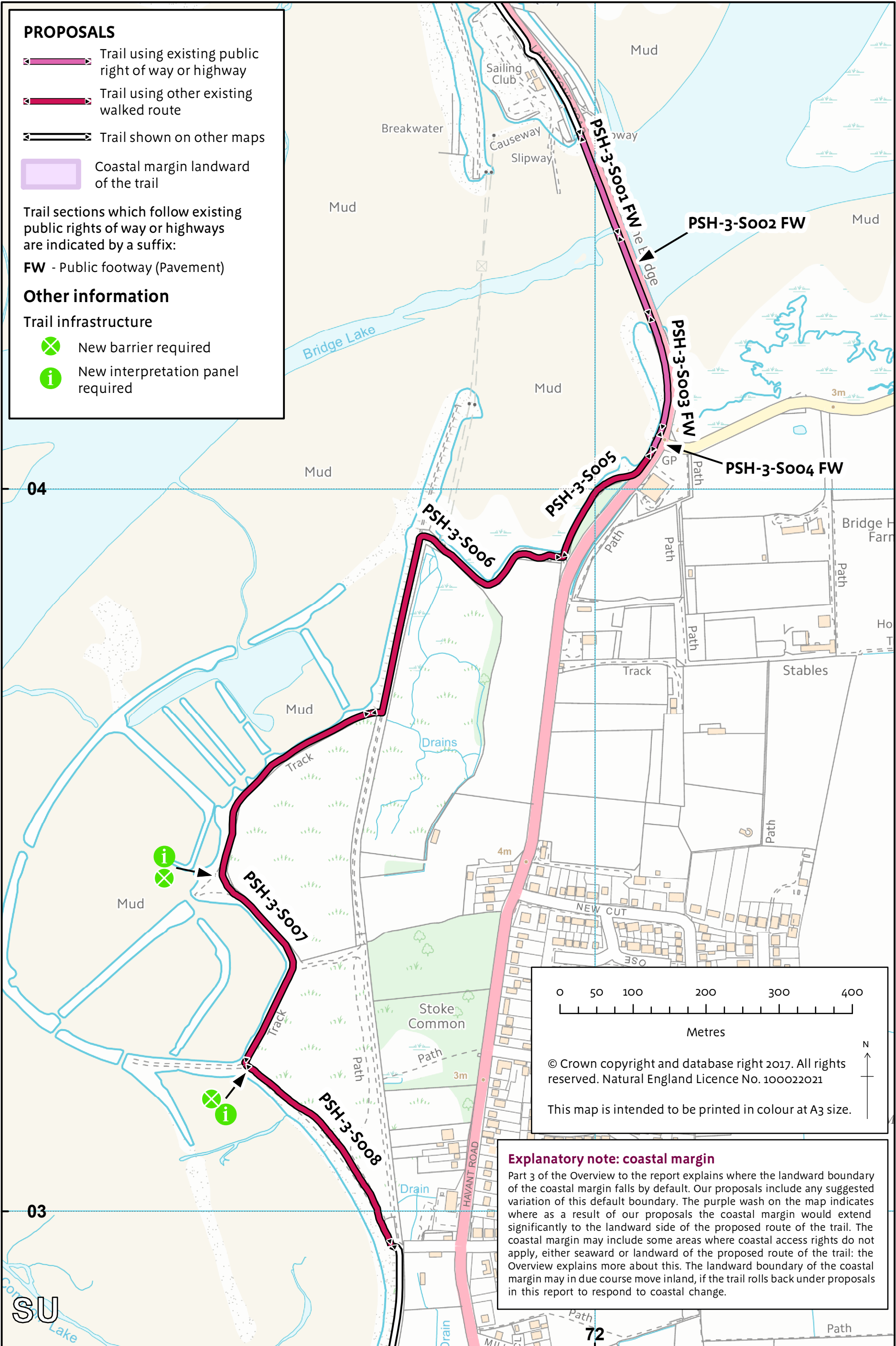
- 3.3.14 Natural England proposes to exclude access relevant to this length of coast, as follows:
- Access to the land in the margin adjacent to sections PSH-3-S001 to PSH-3-S022 is to be excluded by direction under the Countryside and Rights of Way Act (2000) all year-round as it is mudflat and saltmarsh that is unsuitable for public access. This exclusion will not affect the route itself and will have no effect on land where coastal access rights do not apply. See map E of the Overview for further details.

Refer to Part 10 of the Overview for further details.

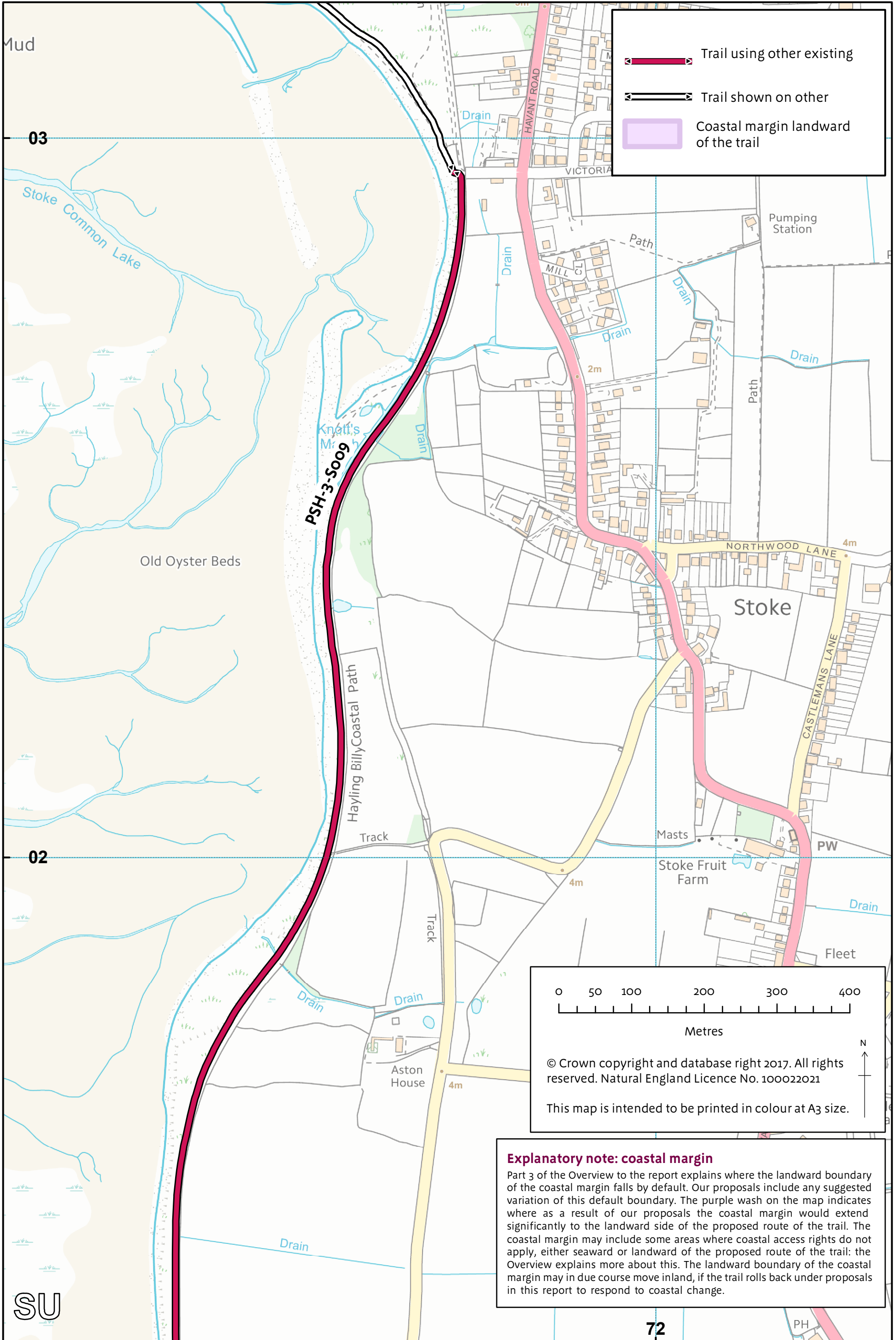
### **Alternative routes**

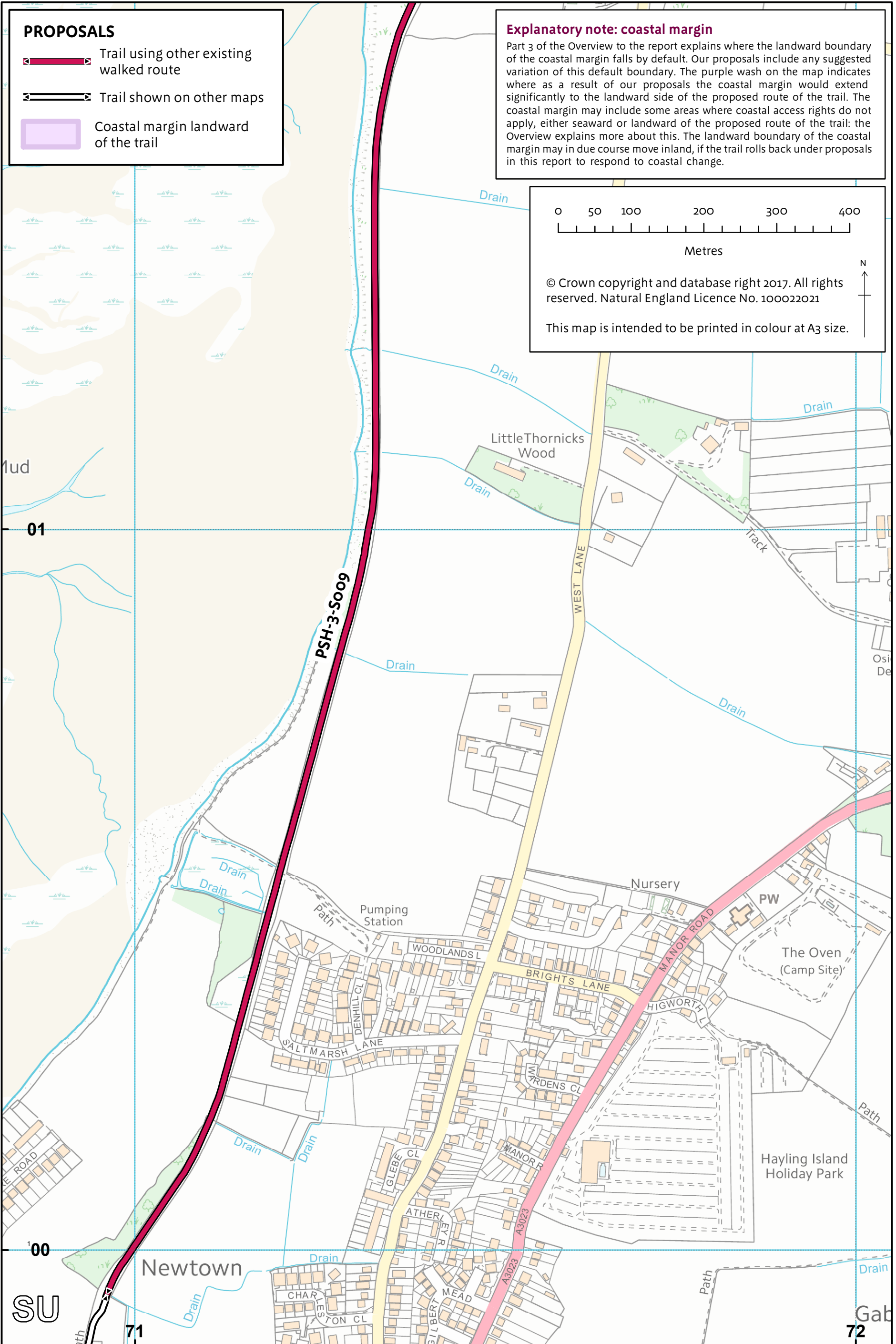
- 3.3.15 There are no proposals for alternative routes in relation to this length of coast.

















**PROPOSALS**

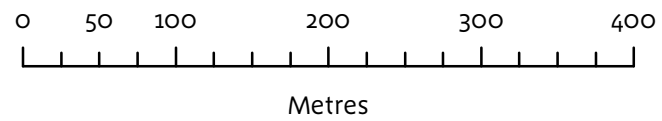
-  Trail using existing public right of way or highway
-  Trail using other existing walked route
-  Trail shown on other maps
-  Coastal margin landward of the trail

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

- FP** - Public footpath
- FW** - Public footway (Pavement)
- RD** - Public road

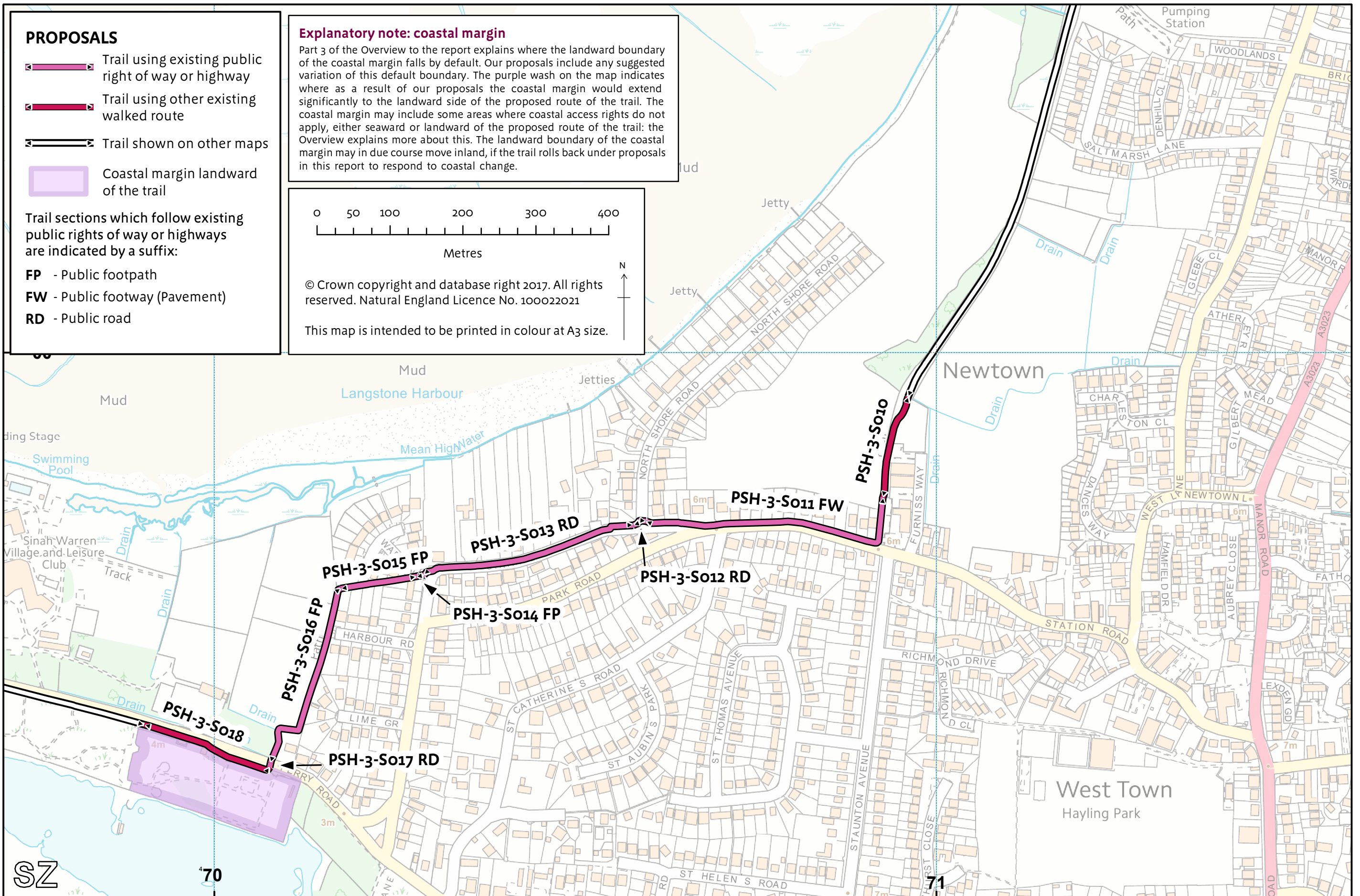
**Explanatory note: coastal margin**

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.

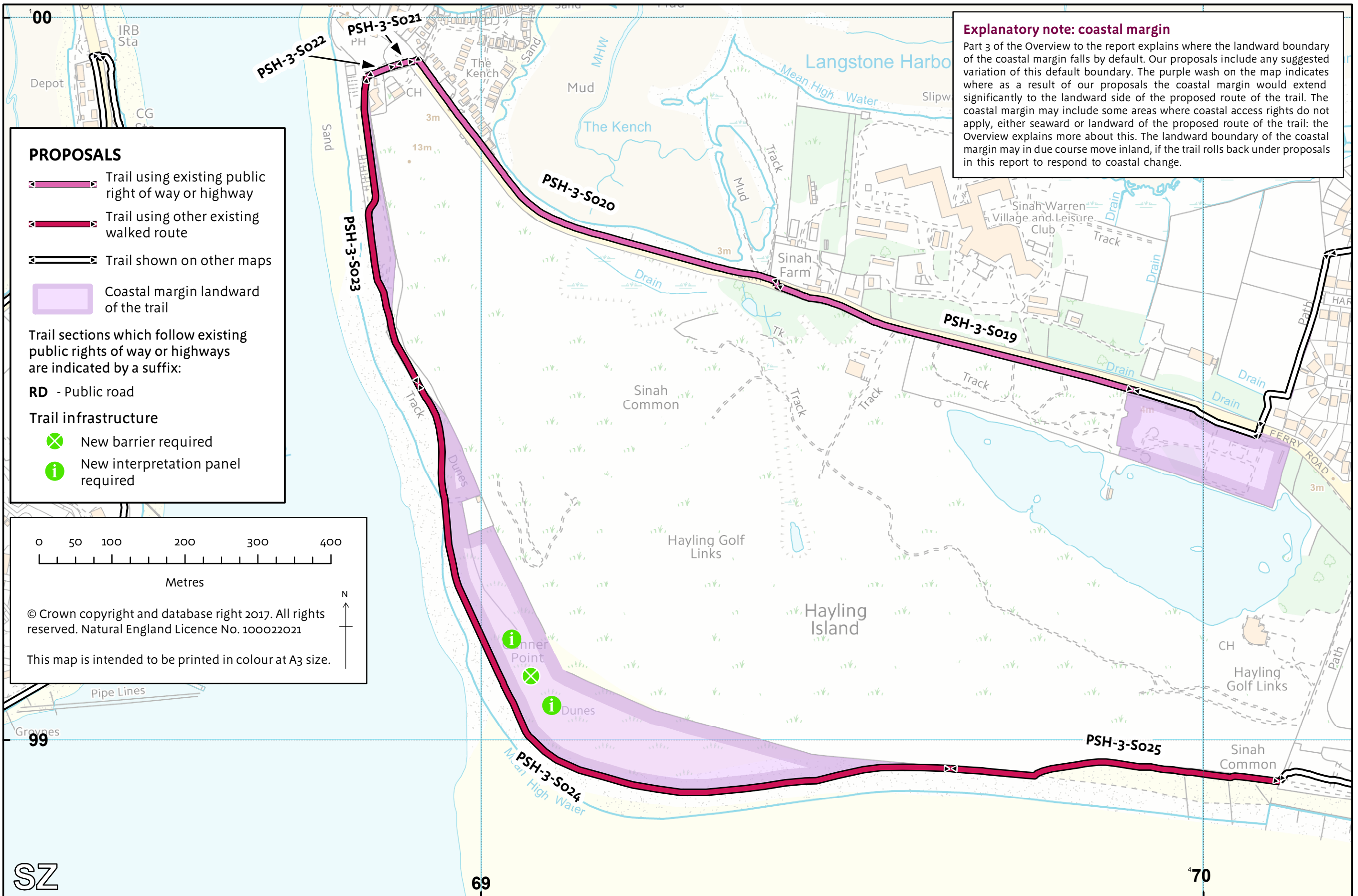


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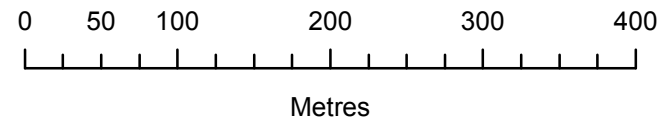






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**PROPOSALS**

- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

**Other information**

- Other access rights and routes
- Existing access land

