

Chapter 2:

Eastney to Langstone

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

Part 2.1: Introduction

Start Point:	Henderson Rd, Eastney (grid reference: 467437, 098841)
End Point:	Langstone Bridge (grid reference: 471987, 104482)
Relevant Maps:	2a to 2h

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Generally follows existing walked routes, including public rights of way, along most of this length, where they exist and are suitable.
- 2.1.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.1.3 Includes one section of new path, at Fraser Range (section PSH-2-S004). See map 2.a and associated tables below for details.
- 2.1.4 Is aligned on the beach or foreshore at Eastney Beach, Langstone Harbour Channel and Eastney Lake. See part 2.2.1 for details.
- 2.1.5 Follows a route similar to the existing Solent Way and Langstone Harbour Waterside Walk but departs from these in places in order to pass seaward of Fraser Range, and avoid the eroding seawall at Southmoor.
- 2.1.6 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)
 - Solent & Isle of Wight Lagoons Special Area of Conservation (SAC)
 - Chichester and Langstone Harbour Special Protection Area (SPA)

- Chichester and Langstone Harbours Ramsar site
- Langstone Harbour Site of Special Scientific Interest (SSSI) for its wildlife interest
- Fort Cumberland 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.

- 2.1.7 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 in to consideration, these are discussed below (see 2.1.8 to 2.1.10).
- 2.1.8 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.
- 2.1.9 Although our proposal around Eastney Lake follows an existing promoted walked route, it does inundate at some high tides. The Access and Sensitive Features Assessment concluded that aligning the trail here would have no significant impact on the designated features, provided no new access infrastructure was put in that could limit the habitat available for foraging birds or increase disturbance by enabling access during high tide. As such no trail improvements could be made to enable access at all tides so an optional alternative route is proposed for use when the main route is unavailable due to high tides. See map 2.b and part 6 of the Overview for more information.
- 2.1.10 In addition, we have also identified that it would be beneficial to provide information signs at various key locations: 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:

- 2.1.11 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:

- 2.1.12 Parts of the trail from Eastney Beach to the Lifeboat station at Eastney (sections PSH-2-S001 and PSH-2-S005 to PSH-2-S009) may not be suitable for people with reduced mobility because the trail will follow off road tracks and shingle beach.

- 2.1.13 Much of the ground around Eastney Lake (sections PSH-2-S012 to PSH-2-S013) is likely to be unsuitable for people with reduced mobility because the trail will follow the edge of the mudflats and be a combination of uneven and soft ground.
- 2.1.14 There are places where it would be necessary to ascend/descend no more than three steps at Eastney Lake, and Farlington Marshes car park.

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 the Overview.

- 2.1.15 Estuary: This report proposes that the trail should include a route around Langstone Harbour as part of the wider estuary system, extending inland from the open coast as far as the A2030 bridge, which is the first public foot crossing point from Portsea Island. The trail covered by this chapter includes part of this estuary route.
- 2.1.16 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 2.2.1 below.

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 2.3.9 in the Formal Proposals section of this report and Part 10 of the Overview.

- 2.1.17 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.

- 2.1.18 The optional alternative route between Eastney Lake and Milton Locks would follow route section(s) PSH-2-A001 to PSH-2-A005 as shown on map 2.b and described below. 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

- 2.1.19 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 the Overview.
- 2.1.20 At the Fraser Range site (PSH-2-S004) we propose moving the existing security fence along the seawall landward to create room for the trail. This has been agreed with the landowner.
- 2.1.21 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:

2.1.22 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 2.2: Commentary on Maps

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

2.2.1 Section Details – Maps 2a to 2h: Eastney to Langstone

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.3: 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)
2.a	PSH-2-S001*	Other existing walked route	Gravel	No	Fence line	Clarity and cohesion	None
	PSH-2-S002*	Other existing walked route	Shingle	No	Fence line	Clarity and cohesion	None
	PSH-2-S003*	Other existing walked route	Concrete	No	Fence line	Clarity and cohesion	None
	PSH-2-S004*	Not an existing walked route	Concrete	No	Landward edge of trail (2m)	Not used	None
	PSH-2-S005*	Other existing walked route	Concrete	No	Landward edge of trail (2m)	Not used	None
	PSH-2-S006*	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	None
	PSH-2-S007*	Other existing walked route	Shingle	No	Landward edge of foreshore	Not used	None
	PSH-2-S008 and PSH-2-S009*	Other existing walked route	Shingle	No	Fence line	Clarity and cohesion	None

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)
2.b	PSH-2-S010*	Public highway	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S011*	Public footway (pavement)	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S012*	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S013*	Other existing walked route	Shingle	No	Fence line	Clarity and cohesion	Margin
	PSH-2-S014*	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S015*	Other existing walked route	Boardwalk or raised walkway	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S016*	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
2.c	PSH-2-S017	Other existing walked route	Tarmac	No	Fence line	Clarity and cohesion	Margin
2.c and 2.d	PSH-2-S018 and PSH-2-S019	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
2.d	PSH-2-S020	Other existing walked route	Gravel	No	Road	Clarity and cohesion	Margin
	PSH-2-S021	Other existing walked route	Gravel	No	Various	Clarity and cohesion	Margin
	PSH-2-S022	Other existing walked route	Concrete	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S023	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S024	Other existing walked route	Bare soil: Compacted	No	Tree line	Clarity and cohesion	Margin
2.e	PSH-2-S025	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S026	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin
	PSH-2-S027	Other existing walked route	Concrete	No	Landward edge of sea defence	Not used	Margin
	PSH-2-S028	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S029	Other existing walked route	Tarmac	No	Tree line	Clarity and cohesion	Margin
	PSH-2-S030	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S031	Other existing walked route	Grass	No	Fence line	Clarity and cohesion	Margin
	PSH-2-S032	Other existing walked route	Gravel	No	Ditch	Clarity and cohesion	Margin
	PSH-2-S033	Other existing walked route	Grass	No	Ditch	Clarity and cohesion	Margin
	PSH-2-S034	Other existing walked route	Concrete	No	Ditch	Clarity and cohesion	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)
2.e and 2.f	PSH-2-S035	Other existing walked route	Grass	No	Ditch	Clarity and cohesion	Margin
2.f	PSH-2-S036	Other existing walked route	Grass	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S037	Other existing walked route	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
2.f and 2.g	PSH-2-S038 to PSH-2-S041	Other existing walked route	Tarmac	No	Fence line	Clarity and cohesion	Margin
2.g	PSH-2-S042	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S043	Other existing walked route	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S044	Public footpath	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S045	Public footpath	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S046 to PSH-2-S048	Public footway (pavement)	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S049 to PSH-2-S051	Public footpath	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S052	Public footpath	Shingle	No	Landward edge of foreshore	Not used	Margin
	PSH-2-S053	Public footpath	Gravel	No	Landward edge of trail (2m)	Not used	Margin
2.h	PSH-2-S054	Public footpath	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S055	Public footpath	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S056*	Other existing walked route	Grass	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S057 and PSH-2-S058	Public footpath	Grass	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S059	Other existing walked route	Gravel	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S060 and PSH-2-S061	Other existing walked route	Tarmac	No	Landward edge of trail (2m)	Not used	Margin
	PSH-2-S062	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	Margin

2.2.2 Alternative routes and optional alternative route details – Map(s) 2.a to 2.h: Eastney to Langstone

By default, the alternative route/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 alternative route/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.

1	2	3	4	5	6a	6b	6c	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)	Seaward boundary of alternative route strip	Landward boundary of alternative route strip (See maps)	Reason for boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
2.b	PSH-2-A001	Other existing walked route	Grass	No	Seaward edge of of trail (2m)	Landward edge of trail (2m)	Not used	None
	PSH-2-A002	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	PSH-2-A003	Other existing walked route	Tarmac	No	Seaward edge of trail (2m)	Landward edge of trail (2m)	Not used	None
	PSH-2-A004	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	PSH-2-A005	Other existing walked route	Tarmac	No	Seaward edge of track	Landward edge of track	Clarity and cohesion	None

2.2.3 Other options considered: Maps 2.a to 2.h: Eastney to Langstone

Map(s)	Section numbers(s)	Option(s) considered	Reasons for not proposing this option as the route
2.a to 2.b	PSH-2-S001 to PSH-2-S016	We considered aligning the trail along the existing Solent Way, which follows Henderson Rd from the start point of PSH-2-S001 heading north, joining sections PSH-2-A002 to PSH-2-A005.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea and the harbour. ■ 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. ■ That part of the Solent Way would remain available for people to use, but would not form part of the designated trail.
2.b	PSH-2-A004	We considered aligning the alternative route along a PRoW between the rear of the housing estates seaward of Ironbridge Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It provides a clear and easy route to follow in all conditions. ■ The PRoW follows a narrow, unlit alleyway for some distance along an uneven surface.

Map(s)	Section numbers(s)	Option(s) considered	Reasons for not proposing this option as the route
2.h	PSH-2-S056 to PSH-2-S058	We considered aligning the trail along the existing Solent Way, seaward of the trail along the Southmoor sea wall.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The seawall here has already partially breached and the Eastern Solent Coastal Partnership has no planned maintenance strategy. ■ The proposed route is less vulnerable to flooding and future degradation, therefore is more cost effective to maintain at a National Trail standard. ■ The proposed route maintains views of the sea. <p>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. That part of the Solent Way would remain available for people to use, but would not form part of the designated trail.</p>

Part 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2.a to 2.h.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Eastney to Langstone

Discretion to include an estuary

2.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of Langstone Harbour as far as the A2030 bridge as indicated by the extent of the trail shown on map 2.e.

Proposed route of the trail

2.3.2 The route is to be at the centre of the line shown on maps 2.a to 2.h as the proposed route of the trail.

Landward boundary of coastal margin

2.3.3. Adjacent to route sections PSH-2-S001 to PSH-2-S003, PSH-2-S008 to PSH-2-S009, PSH-2-S013, PSH-2-S017, PSH-2-S031, PSH-2-S038 to PSH-2-S041 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 existing walked route shown as the trail on maps 2.a, 2.b, 2.c, 2.e, 2.f, and 2.g.

2.3.4 Adjacent to route section PSH-2-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 existing walked route shown as the trail on map 2.d.

2.3.5 Adjacent to route section PSH-2-S021, the landward boundary of the coastal margin is to coincide with the various existing boundary features which, at the time of writing this report, are landward of the public footpath shown as the trail on map 2.d.

- 2.3.6 Adjacent to route sections PSH-2-S024 and PSH-2-S029, 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 existing walked route shown as the trail on maps 2.d and 2.e.
- 2.3.7 Adjacent to route sections PSH-2-S026 and PSH-2-S062, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on maps 2e and 2h.
- 2.3.8 Adjacent to route sections PSH-2-S032 to PSH-2-S035, the landward boundary of the coastal margin is to coincide with the ditch which, at the time of writing this report, is landward of the existing walked route shown as the trail on maps 2.e and 2.f.

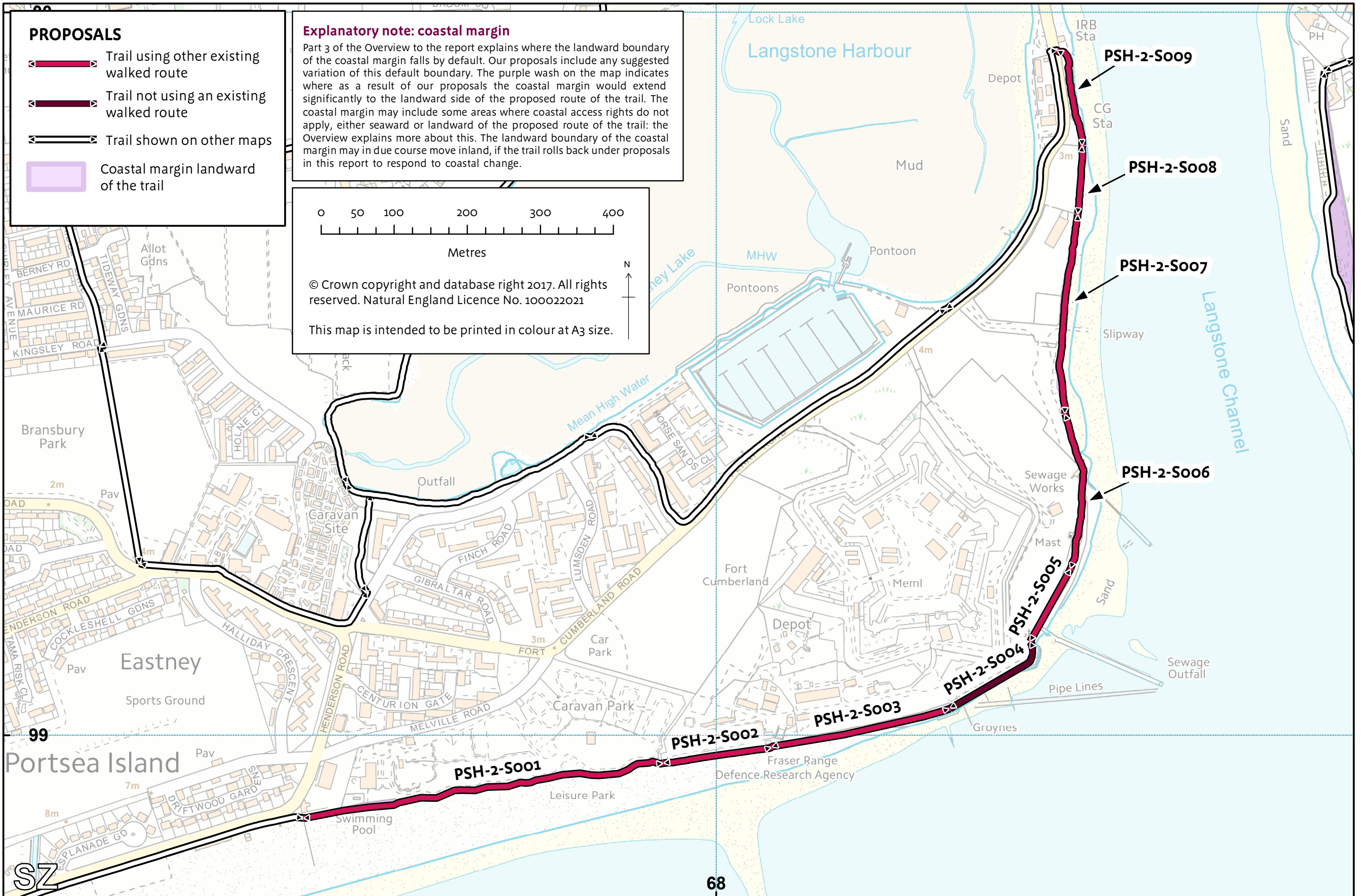
Local restrictions and exclusions

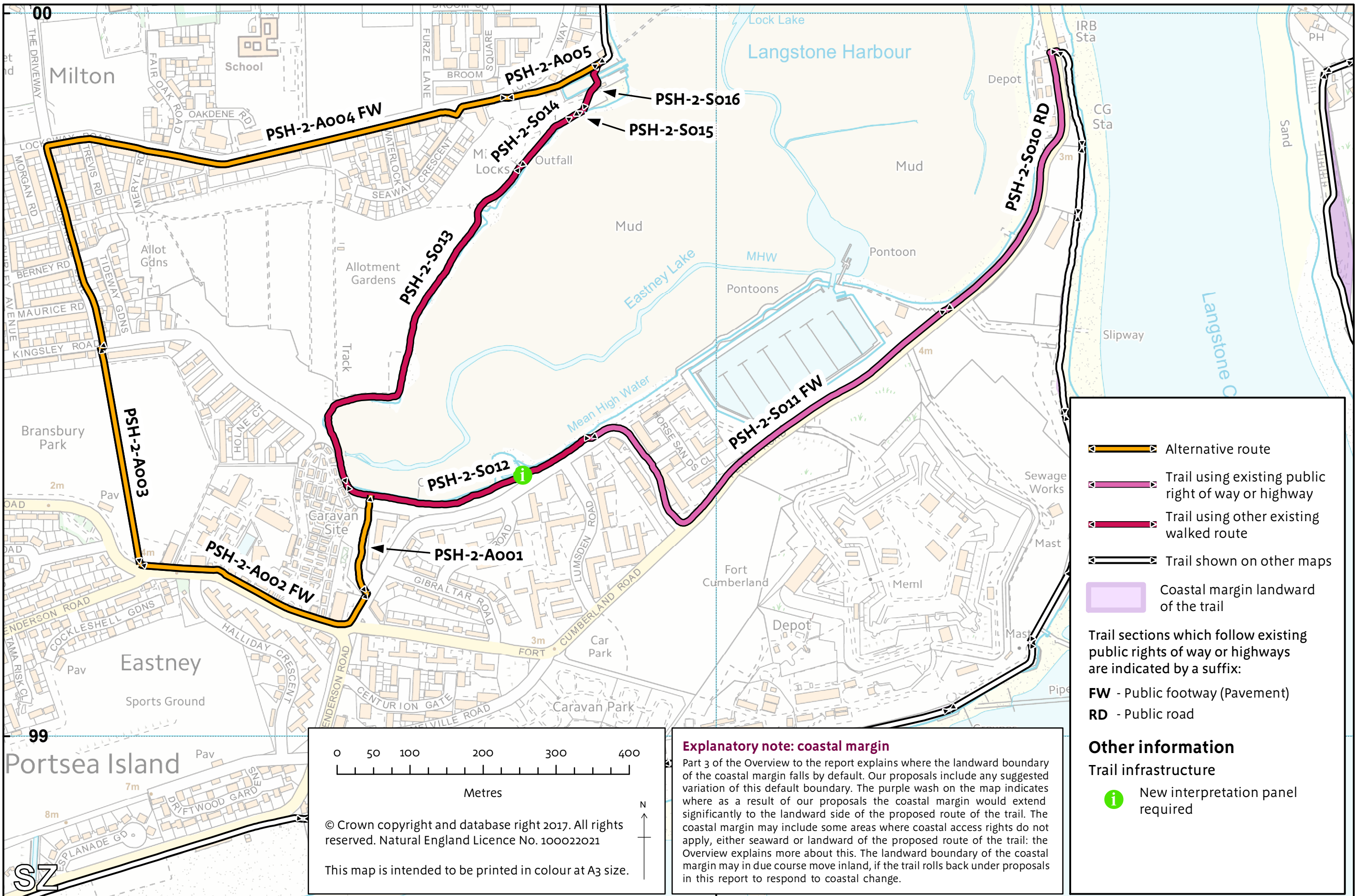
- 2.3.9 Natural England proposes to exclude access relevant to this length of coast, as follows:
- Access to the land in the margin covered by route sections PSH-2-S010 to PSH-2-S062 is to be excluded by a s25A direction under the Countryside and Rights of Way Act (2000) all year-round as it is mudflat 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

- 2.3.10 Optional alternative routes: We have identified one area on the length of coast covered by this chapter where an optional alternative route is required.
- 2.3.11 An optional alternative route is to operate as a diversion from the ordinary route, when the route around Eastney Lake (sections PSH-2-S012 to PSH-2-S016) is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections PSH-2-A001 to PSH-2-A005 on map 2.b.
- 2.3.12 Adjacent to route sections PSH-2-A002 and PSH-2-A004:
- The landward boundary of the optional alternative route strip is to coincide with the landward edge of the pavement shown as the trail on map 2b; and
 - The seaward boundary of the optional alternative route strip is to coincide with the seaward edge of the pavement shown as the trail on map 2b.
- 2.3.13 Adjacent to route section PSH-2-A005:
- The landward boundary of the optional alternative route strip is to coincide with the landward edge of the track shown as the trail on map 2b; and
 - The seaward boundary of the optional alternative route strip is to coincide with the seaward edge of the track shown as the trail on map 2b.





Map 2b: Hayling Ferry to Milton Locks

0 50 100 200 300 400
Metres

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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.

- Alternative route
- 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

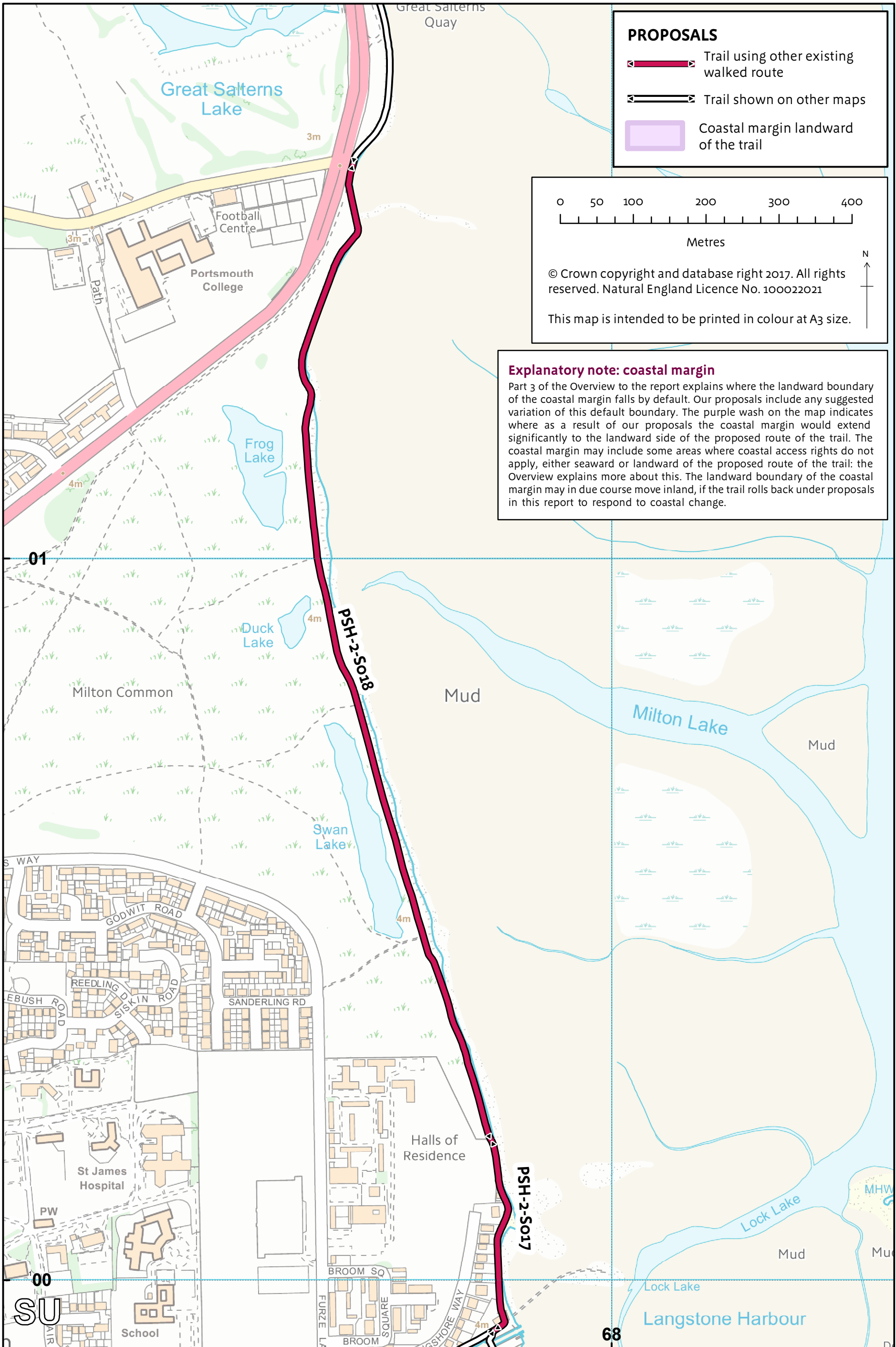
Trail sections which follow existing public rights of way or highways are indicated by a suffix:

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

Other information

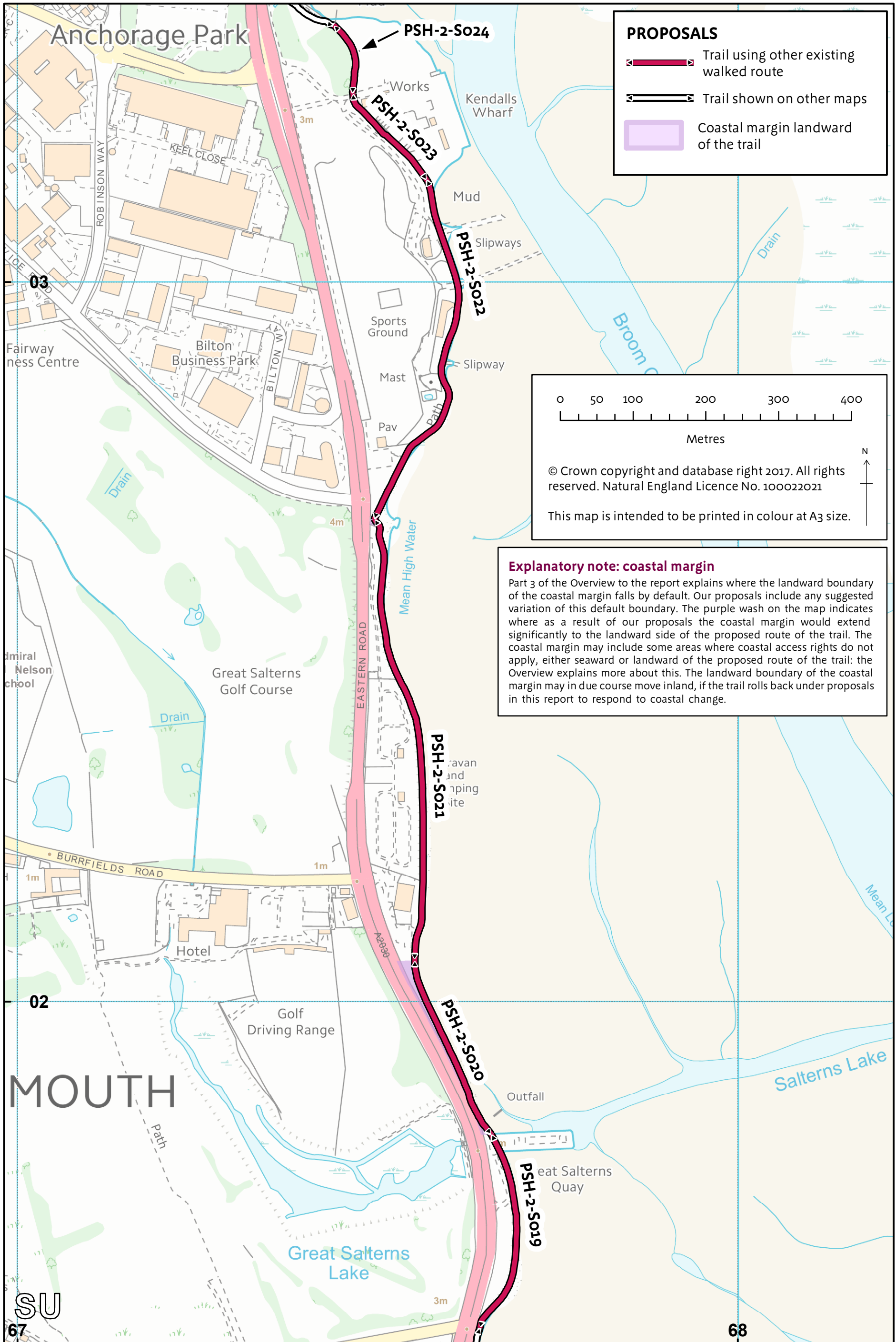
Trail infrastructure

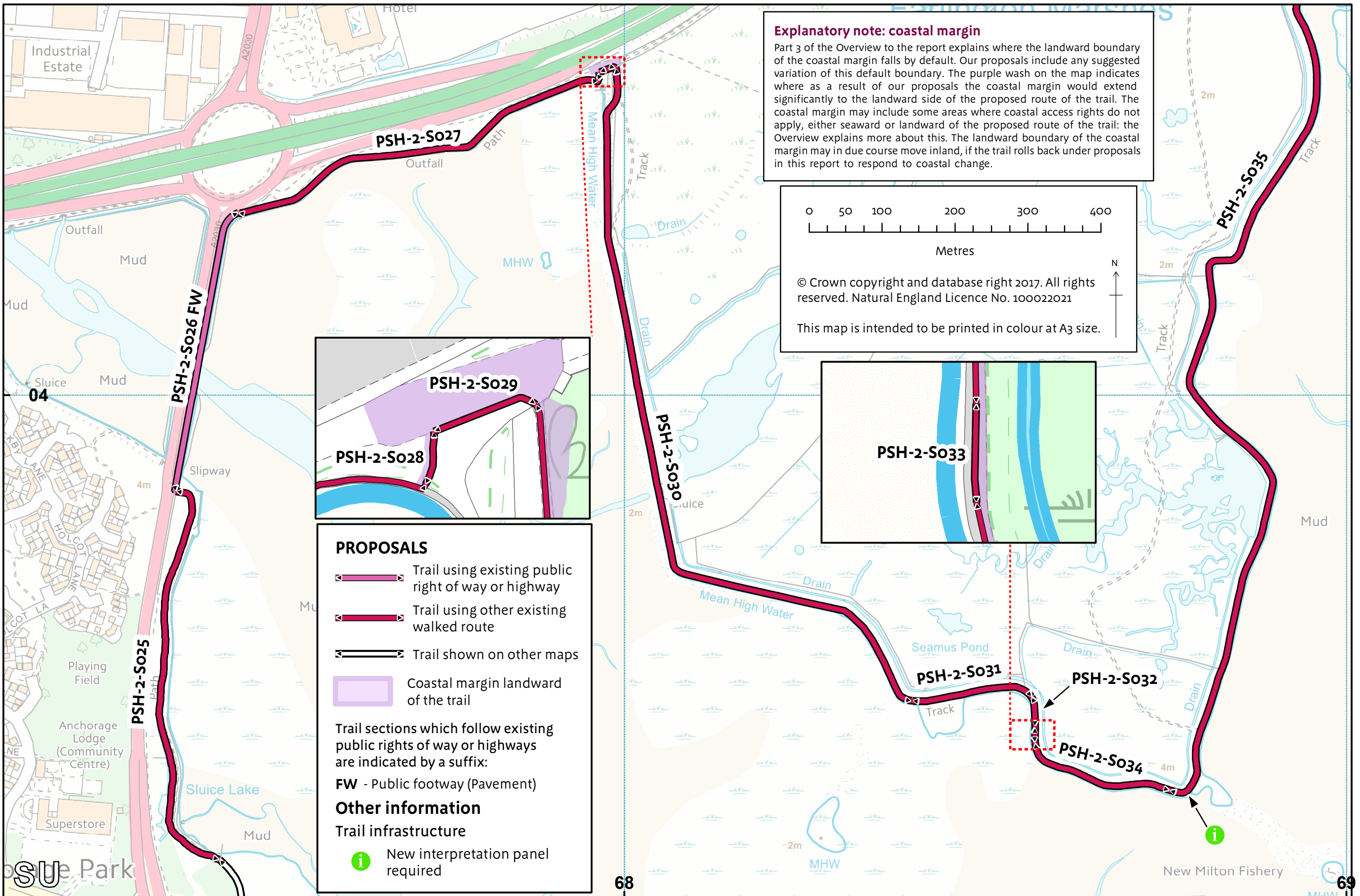
- New interpretation panel required

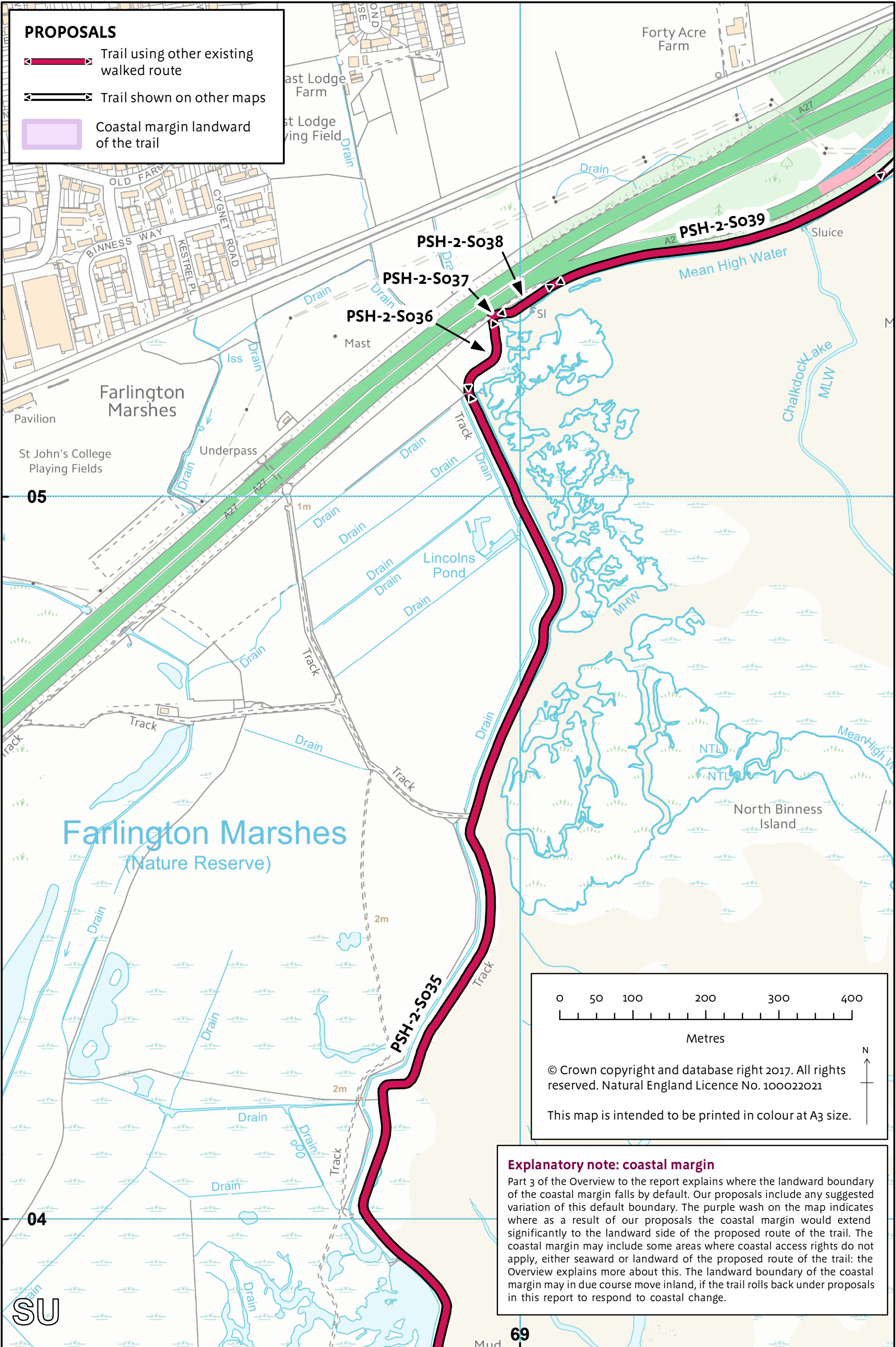


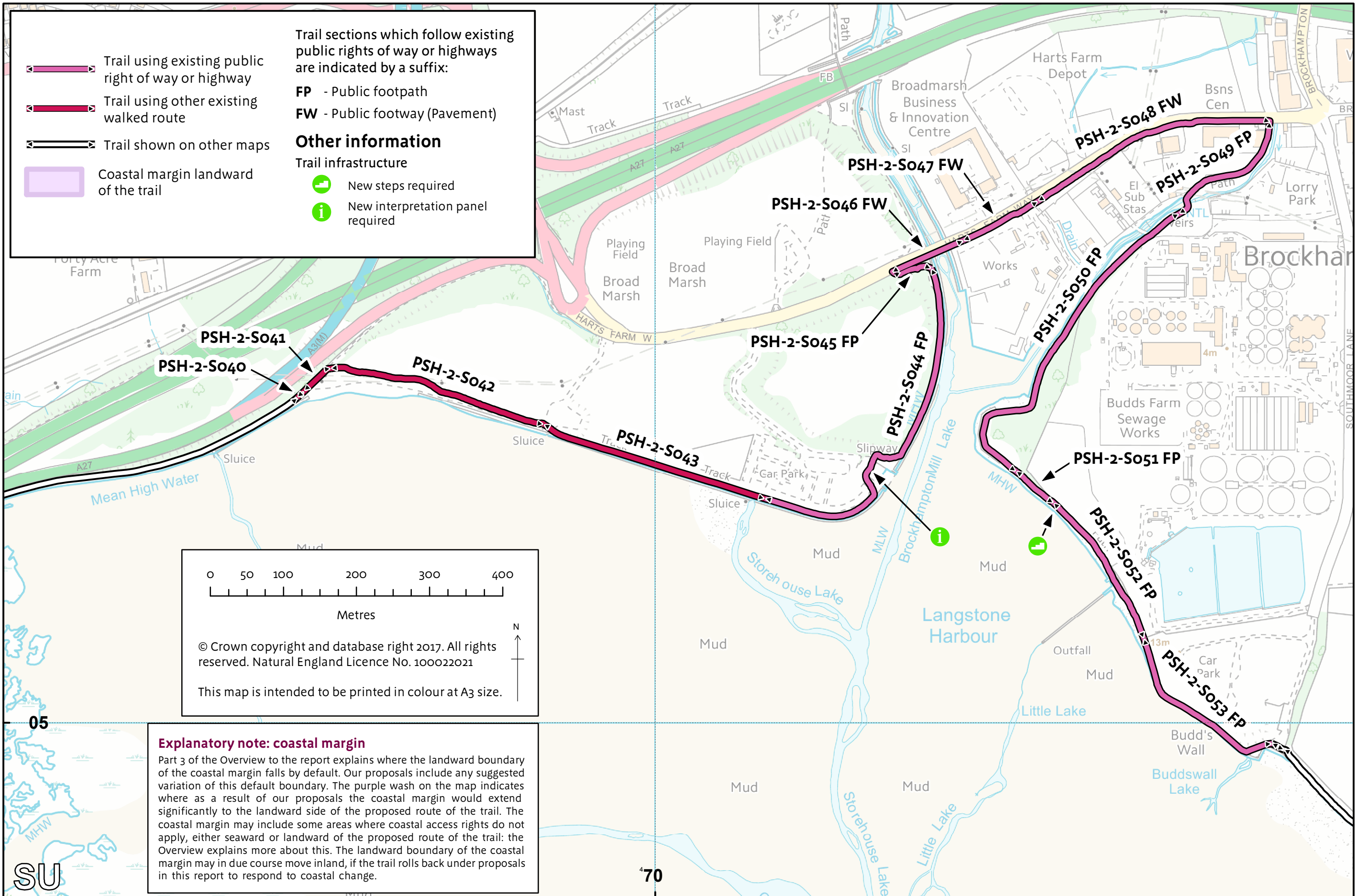
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68









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

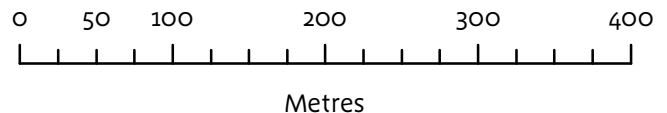
- FP** - Public footpath
- FW** - Public footway (Pavement)

Other information

Trail infrastructure

- New steps required
- New interpretation panel required

- 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

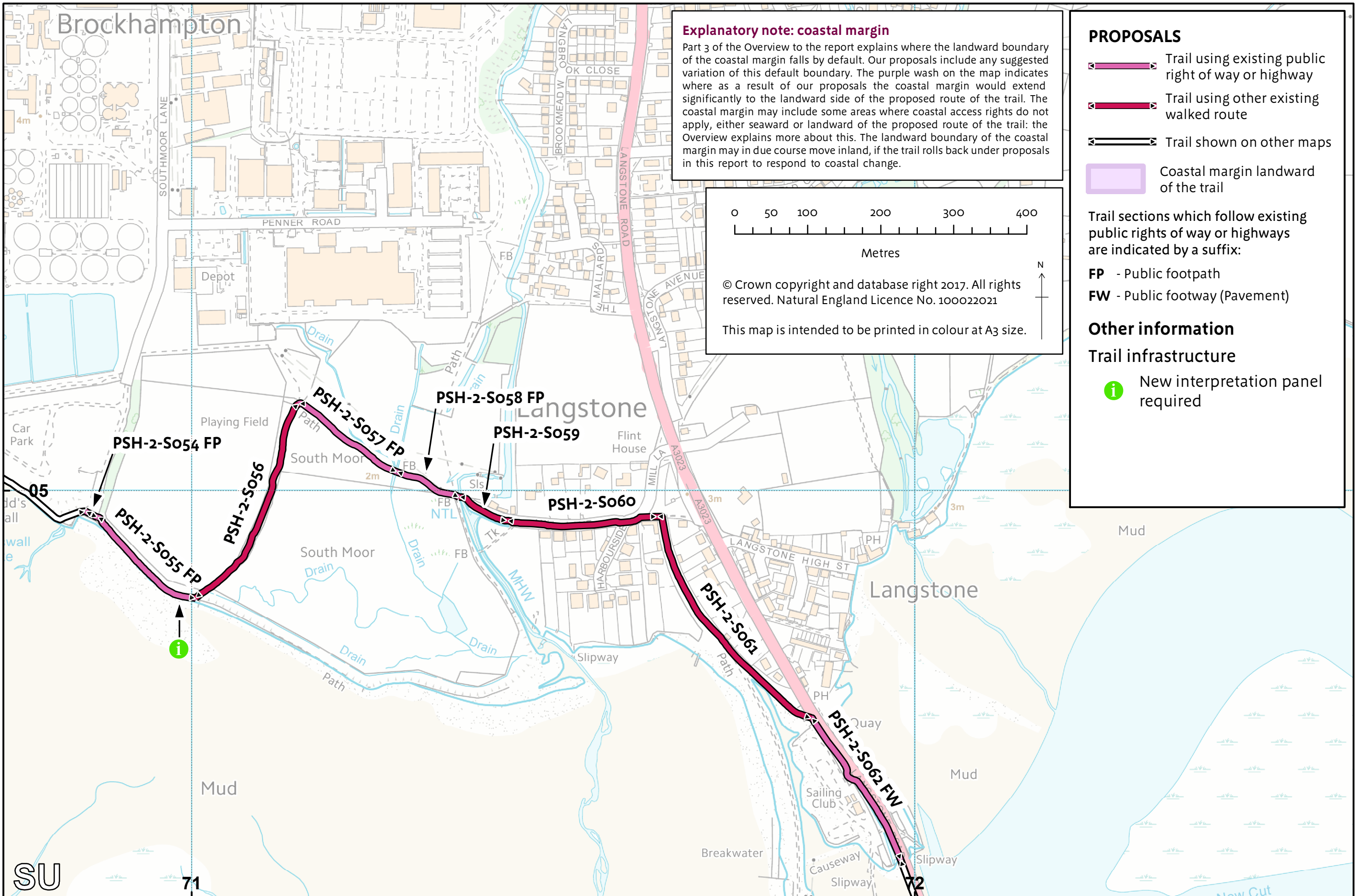


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Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates 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.

Map 2g: Forty Acre Farm to Budd's Wall



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)

Other information

Trail infrastructure

-  New interpretation panel required

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.

0 50 100 200 300 400
 Metres

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71