

Chapter 1:

Shoreham Footbridge, Shoreham-by-Sea to Western Esplanade, Portslade-by-Sea

England Coast Path: Shoreham-by-Sea to Eastbourne - Natural England's Proposals

Part 1.1: Introduction

Start Point:	Shoreham Footbridge, Shoreham by Sea (grid reference: 521605 104980)
End Point:	Western Esplanade, Portslade-by-Sea (grid reference: 526602 104585)
Relevant Maps:	1a to 1d

Understanding the proposals and accompanying maps:

The Trail:

- 1.1.1 Follows existing walked routes, including pavements and public rights of way, along most of this length.
- 1.1.2 Joins up with the route proposed in our East Head to Shoreham Report at the northern end of Shoreham Footbridge.
- 1.1.3 Follows the coastline quite closely but with restricted views of the sea.
- 1.1.4 Follows roads between Shoreham-by-Sea and Shoreham Harbour locks.
- 1.1.5 Follows a route similar to the existing Monarchs Way path, but departs from this in places in order to continue along the coast towards Shoreham-by-Sea to the west and Brighton to the east.

Protection of sensitive nature conservation features:

- 1.1.6 This part of the coast doesn't include any sites designated for nature conservation and we are satisfied there is no need to include any special measures in our proposals for nature conservation reasons.

Protection of the Historic Environment:

- 1.1.7 This part of the coast does not include any sites designated for heritage preservation reasons and we are satisfied there is no need to include any special measures in our proposals for heritage preservation reasons.

See part 6b and 6c of the Overview - 'Protection of sensitive features' and 'Protection of the Historic Environment' for a description of our overall approach and a summary of our conclusions

Accessibility:

1.1.8 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria set out in the Coastal Access Scheme.

However, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail is located along narrow pavements for parts of this chapter and crosses busy roads on occasion. There are low kerbs which can hinder access for those with reduced mobility.
- The trail crosses two narrow lock gates across the entrance to Shoreham Harbour.
- The trail would follow a short section of uneven ground at the eastern end of the chapter, near Basin Road South.

1.1.9 New drop kerbs will be provided at various locations along section SEB-1-S042 at road crossings along Basin Road South, Shoreham Harbour, as shown on Map 1d, to make the route easier to use. At the eastern end of Basin Road South at section SEB-1-S043, where the route follows raised ground, an existing wooden barrier will be replaced with a new pedestrian access gate and uneven ground will be levelled to provide a better walking surface. We envisage this happening before the new access rights come into force, as part of the physical establishment work described in part 7 of the Overview.

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

Where we have proposed exercising our discretion:

1.1.10 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the river Adur, extending upstream from the open coast.

See part 5 of the Overview. The trail covered by this chapter includes part of this estuary route.

1.1.11 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 wall, pavement edge or track to make the extent of the new access rights clearer. See Table 1.2.1 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'.

1.1.12 Restrictions and/or exclusions: We have proposed to exclude the new access rights by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast, for example on the soft mud of the Adur estuary. For details of these directions see 1.3.10 in the Formal Proposals section of this chapter and Part 10 of the Overview.

1.1.13 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.

1.1.14 These directions will not prevent or affect:

- any existing local use of the land by right, as such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or rights at common law or by Royal Charter etc.

1.1.15 Any such use is not prohibited or limited by these arrangements.

1.1.16 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject to.

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

1.1.17 Other factors affecting access: At route section SEB-1-S037, the Shoreham Harbour Locks, public access will be interrupted from time to time for short periods to allow boat passage. Regular maintenance of the locks will also interrupt the route here, during which time another route across the locks will be provided by Shoreham Port Authority. This arrangement would continue without a formal alternative route or any local restriction on the new access rights to give effect to it formally.

Establishment and ongoing management of the trail

1.1.18 The additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast are some additional dropped kerbs at particular road crossing points (see map 1d) and the provision of a new access gate near the eastern end of Basin Road South, at route sections SEB-1-S042 and SEB-1-S043, map 1d.

1.1.19 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:

1.1.20 Part of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 9 of the Overview. See table 1.2.1 below for details of the sections likely to be affected in the foreseeable future.

1.1.21 There are places on the length of coast described in this chapter where, at the time of preparing the report, we foresee the need for changes to the access provisions for particular reasons.

1.1.22 East of route section SEB-1-S001 and to the south of sections SEB-1-S002 and SEB-1-S004, Adur District Council is proposing to construct a new combined walk-cycleway, as part of flood defence works, on the southern side of the A259 coast road. In a few years time, this will provide

improved pedestrian access along this busy coast road and provide a connection to the proposed new riverside walkway further east. When complete, Natural England will review its trail alignment and if appropriate, prepare a separate variation report to the Secretary of State to align the trail to the new walkways.

1.1.23 Between sections SEB-1-S007 at Free Wharf (map 1a) to SEB-1-S021 at the Lifeboat Station, Kingston Beach (map 1b), the industrial land between the A259 coast road and the River Adur is proposed to be gradually redeveloped with a mixture of housing and retail. Part of the planning conditions will be for the creation of a raised flood defence bank which will contain a pedestrian-cycleway adjacent to the River Adur. When complete, Natural England will review its trail alignment and if appropriate, prepare a separate variation report to the Secretary of State to align the trail to the new walkways.

1.1.24 A new sea defence with a pedestrian-cycleway is proposed adjacent to particular sections of Basin Road South, Shoreham Harbour, along sections SEB-1-S042 and SEB-1-S043 (map 1d). When complete, Natural England will review its trail alignment and if appropriate, prepare a separate variation report to the Secretary of State to align the trail to the new pathway.

See parts 6e - 'Coastal processes' and 9 - 'Future changes' of the Overview for more information.

Part 1.2: Commentary on Maps

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

1.2.1 Section Details – Maps 1a to 1d: Shoreham Footbridge, Shoreham-by-Sea to Western Esplanade, Portslade-by-Sea

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 1.2.2: 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 5 – ‘Yes – see table 1.2.1’ means refer to that table below about our likely approach to roll-back on this part of the route.

Column 6a - 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. These coastal land types are: foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land.

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)	Default coastal land type? (See note 6a above)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
1a	SEB-1-S001	Public Highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	Margin
	SEB-1-S002*	Public footway (pavement)	Block paving	No	No	Pavement edge	Clarity and cohesion	Margin
	SEB-1-S003*	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	Margin
	SEB-1-S004*	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and Cohesion	Margin
	SEB-1-S005* to SEB-1-S011*	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and Cohesion	None
1b	SEB-1-S012* to SEB-1-S018*	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S019	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S020	Public footpath	Tarmac	No	No	Wall	Clarity and cohesion	None
	SEB-1-S021	Public footpath	Gravel	No	No	Landward edge of trail (2m)	Not used	None
	SEB-1-S022	Other existing walked route	Gravel	No	No	Landward edge of trail (2m)	Not used	None
	SEB-1-S023	Other existing walked route	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S024	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S025 and SEB-1-S026	Public Highway	Tarmac	No	No	Landward edge of trail (2m)	Not used	None
1b to 1c	SEB-1-S027 to SEB-1-S035	Public footway (pavement)	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
1c	SEB-1-S036	Public footpath	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S037	Public footpath	Tarmac	No	No	Various	Clarity and cohesion	None

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)	Default coastal land type? (See note 6a above)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
1c	SEB-1-S038	Public footpath	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S039 to SEB-1-S040	Public footpath	Tarmac	No	Yes - barrier	Various	Clarity and cohesion	None
	SEB-1-S041	Public footpath	Tarmac	No	No	Promenade edge	Clarity and cohesion	None
1d	SEB-1-S042	Public footpath	Tarmac	No	No	Pavement edge	Clarity and cohesion	None
	SEB-1-S043*	Not an existing walked route	Gravel	Yes - Normal	No	Landward edge of trail (2m)	Not used	None
	SEB-1-S044*	Not an existing walked route	Tarmac	Yes - Normal	No	Landward edge of trail (2m)	Not used	None

1.2.2 Other options considered: Maps 1a to 1d: Shoreham Footbridge, Shoreham-by-Sea to Western Esplanade, Portslade-by-Sea

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1a	SEB-1-S002 to SEB-1-S003	We considered aligning the trail along the pavement on the north side of the A259 Brighton Road just to the east of the Shoreham Footbridge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the pavement is narrow and alongside a busy road and there is a quieter alternative nearby, taking walkers through Shoreham's main pedestrian shopping street. Also, the A259 will be especially busy with works vehicles during the periods of re-development taking place adjacent to the coast road ■ the views of the coast are also limited along the A259 pavement, obscured by high walls and developments ■ this proposal is made with the support of West Sussex County Council Highways ■ this is a more pleasant route until new flood defence works and development provides an improved walkway, closer to the estuary, in the future ■ 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.
1a and 1b	SEB-1-S004 to SEB-1-S018	We considered aligning the trail along the pavement on the south side of the A259 coast road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there is significant development proposed for the area on the south side of the A259 Brighton Road between Shoreham and Kingston Beach. Regular works traffic is likely to periodically disrupt access along the pavement on the south side of the road throughout the development period ■ the north side of the road provides a better walking surface and more access to local shops and amenities ■ this proposal is made with the support of West Sussex County Council Highways ■ 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.
1b	SEB-1-S020 to SEB-1-S023	We considered aligning the trail along the pavement on the south side of the A259 coast road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the trail is closer to the coast and provides a good view point to look along Shoreham Harbour and the mouth of the River Adur ■ the trail is away from the busy coast road, thereby providing more tranquillity and a better walking experience ■ this proposal is made with the support of the landowner, Adur District Council ■ 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.
1d	SEB-1-S043 and SEB-1-S044	We considered aligning the trail on the pavement alongside Basin Road South.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the raised bank is closer to the coast and provides good seaward views along the coast ■ the trail is away from the busy road, thereby providing more tranquillity and a better walking experience ■ this proposal is made with the support of the landowner, Shoreham Port Authority ■ 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 1.3: Chapter 1 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1d.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Shoreham Footbridge, Shoreham-by-Sea to Western Esplanade, Portslade-by-Sea

Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Adur as far as Shoreham Footbridge as indicated by the extent of the trail shown on map 1a.

Proposed route of the trail

- 1.3.2 In relation to route sections SEB-1-S001 to SEB-1-S042, the route is to be at the centre of the line shown on maps 1a to 1d as the proposed route of the trail.
- 1.3.3 In relation to route section SEB-1-S043 and SEB-1-S044 the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map 1d as the proposed route of the trail.
- 1.3.4 If at any time any part of a route section listed in the previous paragraph needs, in Natural England's view, to change
- as a result of coastal erosion or other geomorphological processes or encroachment by the sea
 - in order to link with other parts of the route that need to roll back in direct response to such changes;

in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 9 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

Landward boundary of coastal margin

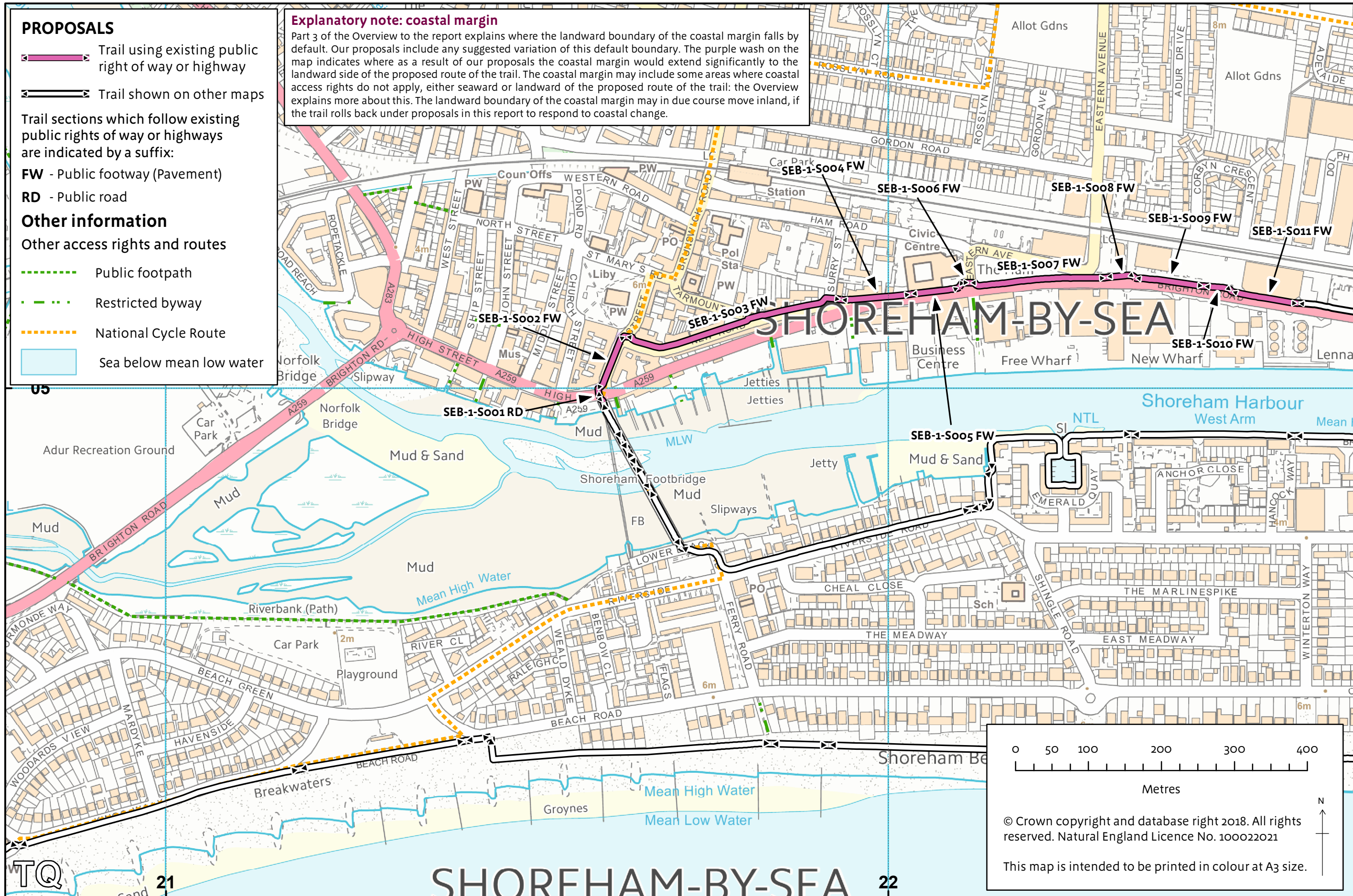
- 1.3.5 Adjacent to route sections SEB-1-S002 to SEB-1-S019; SEB-1-S023 and SEB-1-S024; SEB-1-S027 to SEB-1-S036 and for SEB-1-S038 and SEB-1-S042, the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 1a to 1d.
- 1.3.6 Adjacent to route section SEB-1-S020, 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 1b.

- 1.3.7 Adjacent to route sections SEB-1-S037, the landward boundary of the coastal margin is to coincide with various features such as a fence and railings which, at the time of writing this report, are landward of the public footpath shown as the trail on map 1c.
- 1.3.8 Adjacent to route sections SEB-1-S039 to SEB-1-S040, the landward boundary of the coastal margin is to coincide with various boundaries including the road edge, the landward edge of the grassed/cobbled slopes and the landward edge of the promenade shown as the trail on map 1c.
- 1.3.9 Adjacent to route sections SEB-1-S041, the landward boundary of the coastal margin is to coincide with the landward edge of the promenade shown as the trail on map 1c.

Local restrictions and exclusions

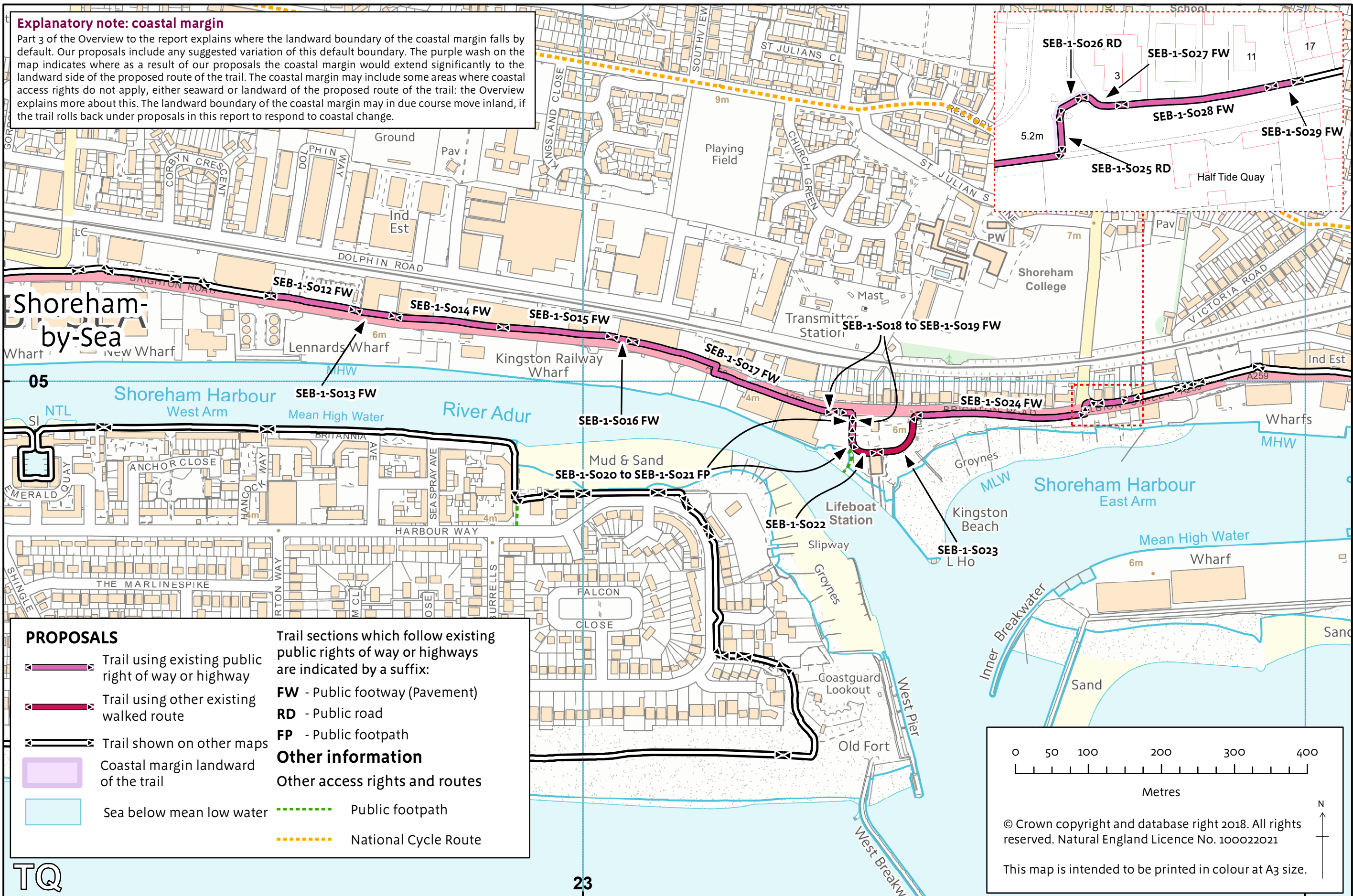
- 1.3.10 Natural England proposes to exclude access relevant to this length of coast, as follows:
- Access to the land in the coastal margin between route sections SEB-1-S001 and SEB-1-S004 is to be excluded all year-round by direction under Section 25A of the Countryside and Rights of Way Act (2000), as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

Please refer to Part 10 of the Overview for further details.



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.



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
- Sea below mean low water

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

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

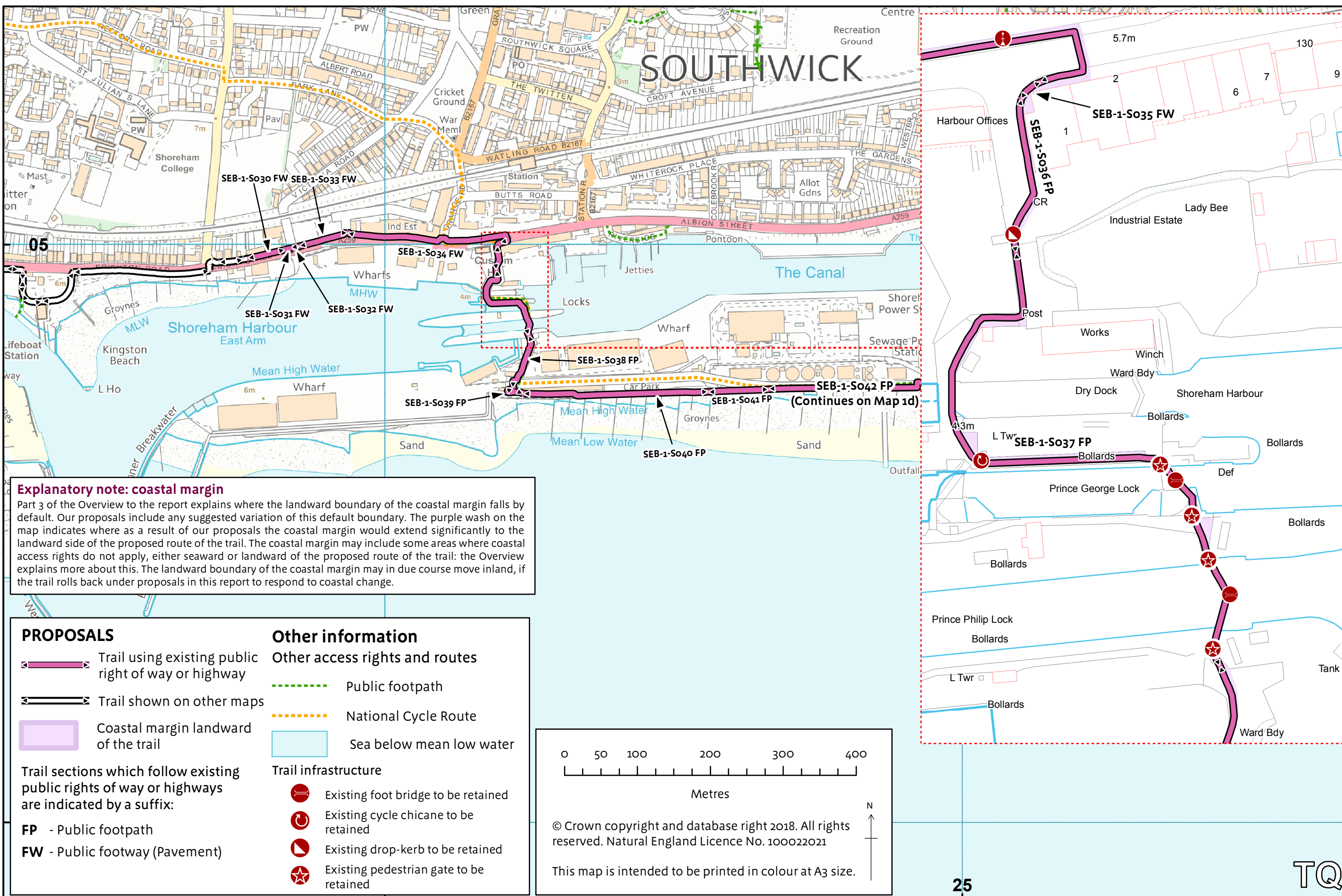
Other information

- Other access rights and routes: Public footpath
- National Cycle Route

0 50 100 200 300 400
Metres

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



Map 1c: Shoreham Harbour East Arm to S'ham Power Station

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.

PROPOSALS		Other information	
	Trail using existing public right of way or highway		Public footpath
	Trail shown on other maps		National Cycle Route
	Coastal margin landward of the trail		Sea below mean low water
Trail sections which follow existing public rights of way or highways are indicated by a suffix:		Trail infrastructure	
FP	- Public footpath		Existing foot bridge to be retained
FW	- Public footway (Pavement)		Existing cycle chicane to be retained
			Existing drop-kerb to be retained
			Existing pedestrian gate to be retained

0 50 100 200 300 400
 Metres

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