



England Coast Path Stretch: South Hayling to East Head

Report SHE 1: South Hayling Beach to Langstone Bridge

Part 1.1: Introduction

Start Point:	South Hayling Beach (grid reference: 471800, 098733)
End Point:	Langstone Bridge (grid reference: 471988, 104495)
Relevant Maps:	SHE 1a to SHE 1i

1.1.1 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 South Hayling and East Head.

1.1.2 This report covers length SHE 1 of the stretch, which is the coast between South Hayling Beach and Langstone Bridge. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

The trail:

1.2.1 Follows existing walked routes, including public rights of way and roads, along most of this length.

1.2.2 Where possible, it follows the coastline closely and maintains good views of the sea.

1.2.3 Is aligned on the beach or foreshore at Bound Lane Beach, sections SHE-1-S001 to SHE-1-S003 and Sandy Point, sections SHE-1-S020 to SHE-1-S024.

1.2.4 Significant inland diversions are necessary in sections SHE-1-S070 to SHE-1-S088 to take the trail past Tournerbury Marshes and Verner Common and SHE-1-S100 to SHE-1-S113 to the east of Northney in order to prevent impact on the sensitive bird features of the SPA, Ramsar and SSSI sites and to avoid significant areas of excepted land.

Protection of the environment:

1.2.5 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.

1.2.6 The following designated sites affect this length of coast:

- Chichester and Langstone Harbours Ramsar
- Chichester and Langstone Harbours Special Protection Area
- Solent Maritime Special Area of Conservation
- Chichester Harbour Site of Special Scientific Interest (SSSI)
- Chichester Harbour Area of Outstanding Natural Beauty (AONB)
- Tournery Bury, Hayling Island, South Hayling - Scheduled Monument

Maps C and D in the Overview show the extent of designated areas listed.

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

1.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SHE 1b, SHE 1c, SHE 1d, SHE 1e, SHE 1f, SHE 1g,	SHE-1-S020 to SHE-1-S022, SHE-1-S026, SHE-1-S070 to SHE-1-	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ The trail is aligned inland at Black Point, Tournerbury Woods and Marshes, Middle Marsh, Verner Common, Gutner Point, and Northney Marshes.	To help reduce disturbance to feeding and roosting overwintering birds by recreational users. To help reduce disturbance to breeding birds by recreational users.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SHE 1h, SHE 1i.	S083, SHE-1-S086 to SHE-1-S088, SHE-1-S100 to SHE-1-S103, SHE-1-S105 to SHE-1-S113	<ul style="list-style-type: none"> ■ Coastal access rights would be excluded over Tournerbury and Middle Marshes, Gutner Point and Northney Marshes (see paragraph 1.2.15 to 1.2.20 and Directions Map SHE 1A, 1B and 1C). <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ A new information board at Sandy Point explaining the sensitivity of the site and asking people to keep dogs on leads. ■ A new information board at Black Point explaining the sensitivity of the site. ■ A new information board to the north east of Middle Marsh explaining the sensitivity of the site and the access exclusion. ■ A new information board at a key access point to Gutner Point along Woodgaston Lane explaining the sensitivity of the site and the access exclusion. ■ A new information board to the north east of Northney Marsh explaining the sensitivity of the site and the access exclusion. ■ Small signs tagged to the fence line at key access points to Northney Marshes informing people of the access exclusion. ■ Clear signposting to encourage walkers to follow the alignment of the trail. 	To reduce the risk of plants growing in shingle banks and dunes being trampled by people walking along the shore.

1.2.8 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:

1.2.9 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path;
- The trail passes along the beach or foreshore;
- There are steps in places.

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

Where we have proposed exercising statutory discretions:

1.2.10 **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 1.3.1 below.

1.2.11 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 1.3.1. 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 1.3.1] 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.

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

Exclusion of access to the saltmarsh and mudflat

1.2.13 Access to the land in the coastal margin adjacent to route sections SHE-1-S026 to SHE-1-S128 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. See Directions Maps 1A to 1C.

1.2.14 The mudflat is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

Tournebury and Middle Marshes - breeding and overwintering birds

1.2.15 Access is to be excluded on the coastal margin at Tournebury and Middle Marshes adjacent to route sections SHE-1-S069 to SHE-1-S081 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect breeding and overwintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps 1A and 1B.

1.2.16 There is year-round use by protected bird species of the grazing marsh and the flood defences of Tournebury Marshes adjacent to the proposed route. Bird counts show the presence of overwintering bird species including dark-bellied brent geese, shelduck, lapwing, curlew and wigeon and breeding bird species including lapwing and redshank. The Nature Conservation Assessment and the Habitats Regulation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The assessments will be published alongside this report.

Gutner Point - breeding and overwintering birds

1.2.17 Access is to be excluded on the coastal margin at Gutner Point adjacent to route section SHE-1-S100 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect breeding and overwintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Map 1B.

1.2.18 There is year-round use by protected bird species of the grazing marsh and the flood defences of Gunter Point adjacent to the proposed route. Bird counts show the presence of overwintering bird species including dark-bellied brent geese, lapwing, oystercatcher, teal and breeding bird species including lapwing, and redshank. The Nature Conservation Assessment and the Habitats Regulation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The assessments will be published alongside this report.

Northney Marshes - breeding and overwintering birds

1.2.19 Access is to be excluded on the coastal margin at Northney Marshes adjacent to route section SHE-1-S105 to SHE-1-S113 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect breeding and overwintering birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply including the existing permissive footpath. See Directions Maps map 1C.

1.2.20 There is year-round use by protected bird species of the grazing marsh and the flood defences of Northney Marshes adjacent to the route. Bird counts show the presence of overwintering bird species including dark-bellied brent geese, shelduck, lapwing, curlew and wigeon and breeding bird species including lapwing and redshank. The Nature Conservation Assessment and the Habitats Regulation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The assessments will be published alongside this report.

1.2.21 These directions will not prevent or affect:

- any existing local use of the land by right: 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 any rights at common law or by Royal Charter etc

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

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

1.2.22 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.

1.2.23 Column 4 of table 1.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SHE 1a to SHE 1i as the proposed route of the trail.

1.2.24 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change 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 7 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.

On sections for which roll-back is not proposed in table(s) 1.3.1, the route is to be at the centre of the line shown on maps SHE 1a to SHE 1i as the proposed route of the trail.

Other future change:

1.2.25 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:

1.2.26 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.

1.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £61,384 and is informed by:

- information already held by the access authority, (Hampshire County Council) in relation to the management of the existing South West Coast Path;
- 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.

1.2.28 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- A number of interpretation boards are required to provide information about sensitive features and about the directions to restrict access within Chichester Harbour and across the stretch.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new boardwalks and surfacing will enhance the convenience of the trail at Sandy Point, Mengham, Gutner Point and Northney. More significant items of establishment works are shown on the relevant maps accompanying this report.

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

Item	Cost
Signs & interpretation	£13558
Boardwalks	£26510
Surfacing works	£7150
Project management and variance	£14166
Total	£61,384 (Exclusive of any VAT payable)

1.2.29 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, Hampshire 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:

1.2.30 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).

1.2.31 We estimate that the annual cost to maintain the trail will be £ 5,277.15 (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 1.3: Proposals Tables

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

1.3.1 Section Details: Maps SHE1a to SHE 1e: South Hayling Beach to Langstone Bridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.2: 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 4 – ‘Yes – see table X.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. 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.
5. 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
SHE 1a	SHE-1-S001	Other existing walked route	Yes – See table 1.3.3	Yes - beach			
SHE 1a	SHE-1-S002	Other existing walked route	Yes – See table 1.3.3	No	landward edge of boardwalk	Clarity and cohesion	
SHE 1a	SHE-1-S003	Other existing walked route	Yes – See table 1.3.3	Yes - beach			
SHE 1a	SHE-1-S004	Other existing	Yes – See table 1.3.3	No	Fence line	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
		walked route					
SHE 1a	SHE-1-S005	Other existing walked route	Yes – See table 1.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 1a	SHE-1-S006	Other existing walked route	Yes – See table 1.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including hedge and path edge
SHE 1a	SHE-1-S007*	Other existing walked route	Yes – See table 1.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including path edge and the landward edge of the promenade
SHE 1a	SHE-1-S008*	Other existing walked route	Yes – See table 1.3.3	No	Promenade edge	Clarity and cohesion	
SHE 1a	SHE-1-S009*	Other existing walked route	Yes – See table 1.3.3	No	Promenade edge	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
SHE 1b	SHE-1-S010* to SHE-1-S014*	Other existing walked route	Yes – See table 1.3.3	No	Wall	Clarity and cohesion	
SHE 1b	SHE-1-S015* to SHE-1-S019*	Other existing walked route	Yes – See table 1.3.3	No	Wall	Clarity and cohesion	
SHE 1c	SHE-1-S020*	Other existing walked route	Yes – See table 1.3.3	No	Fence line	Clarity and cohesion	
SHE 1c	SHE-1-S021* to SHE-1-S022*	Other existing walked route	Yes – See table 1.3.3	No	Fence line	Clarity and cohesion	
SHE 1c	SHE-1-S023* to SHE-1-S024*	Public footpath	Yes – See table 1.3.3	No			
SHE 1c	SHE-1-S025* to SHE-1-S026*	Public footpath	Yes – See table 1.3.3	No			
SHE 1c	SHE-1-S027*	Public highway	Yes – See table 1.3.3	No	Fence line	Clarity and cohesion	
SHE 1c	SHE-1-S028* to SHE-1-S030*	Public footway (pavement)	Yes – See table 1.3.3	No	Pavement edge	Clarity and cohesion	
SHE 1c	SHE-1-S031* to SHE-1-S038*	Public highway	No	No	Landward edge of road	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
SHE 1d	SHE-1-S039*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 1d	SHE-1-S040	Other existing walked route	Yes – See table 1.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 1d	SHE-1-S041 to SHE-1-S042	Public footpath	Yes – See table 1.3.3	No			
SHE 1d	SHE-1-S043	Public footpath	Yes – See table 1.3.3	No			
SHE 1d	SHE-1-S044 to SHE-1-S046	Public footpath	Yes – See table 1.3.3	No			
SHE 1d	SHE-1-S047	Public footpath	Yes – See table 1.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 1d	SHE-1-S048 to SHE-1-S053	Other existing walked route	Yes – See table 1.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 1d	SHE-1-S054 to SHE-1-S059	Public footpath	Yes – See table 1.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 1d	SHE-1-S060	Public footpath	Yes – See table 1.3.3	No			
SHE 1d	SHE-1-S061	Public footpath	Yes – See table 1.3.3	No	Wall	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
SHE 1d	SHE-1-S062 to SHE-1-S063	Public footpath	Yes – See table 1.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including hedge, edge of path and wall
SHE 1e	SHE-1-S064 to SHE-1-S065	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SHE 1e	SHE-1-S066	Public footpath	No	No	Fence line	Clarity and cohesion	
SHE 1e	SHE-1-S067	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
SHE 1e	SHE-1-S068	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
SHE 1e	SHE-1-S069* to SHE-1-S071*	Public footpath	No	No	Fence line	Clarity and cohesion	
SHE 1e	SHE-1-S072*	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
SHE 1e	SHE-1-S073*	Public footway (pavement)	No	No	Pavement edge	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
SHE 1e	SHE-1-S074* to SHE-1-S078*	Public footpath	No	No	Fence line	Clarity and cohesion	
SHE 1e, 1f	SHE-1-S079* to SHE-1-S080*	Public footpath	No	No	Road	Clarity and cohesion	
SHE 1f	SHE-1-S081*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 1f	SHE-1-S082	Public highway	No	No			
SHE 1f	SHE-1-S083 to SHE-1-S084*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 1f	SHE-1-S085	Public highway	No	No			
SHE 1f	SHE-1-S086*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 1f	SHE-1-S087*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SHE 1g	SHE-1-S088*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SHE 1g	SHE-1-S089 to SHE-1-S090	Public footpath	Yes – See table 1.3.3	No			
SHE 1g	SHE-1-S091	Public footpath	Yes – See table 1.3.3	No			

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
SHE 1g	SHE-1-S092 to SHE-1-S093	Public footpath	Yes – See table 1.3.3	No	Fence line	Clarity and cohesion	
SHE 1g	SHE-1-S094	Public footpath	Yes – See table 1.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and hedge
SHE 1g	SHE-1-S095 to SHE-1-S099	Public footpath	Yes – See table 1.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and hedge
SHE 1g	SHE-1-S100*	Public footpath	Yes – See table 1.3.3	No	Wall	Clarity and cohesion	
SHE 1g	SHE-1-S101* to SHE-1-S103*	Public highway	Yes – See table 1.3.3	No	Landward edge of road	Clarity and cohesion	
SHE 1h	SHE-1-S104*	Public highway	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and hedge

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
SHE 1h	SHE-1-S105*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SHE 1h	SHE-1-S106* to SHE-1-S107*	Public footpath	No	No	Landward edge of track	Clarity and cohesion	
SHE 1h	SHE-1-S108* to SHE-1-S109*	Public footpath	No	No			
SHE 1i	SHE-1-S110*	Public footpath	No	No			
SHE 1i	SHE-1-S111*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 1i	SHE-1-S112*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 1i	SHE-1-S113*	Other existing walked route	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
SHE 1i	SHE-1-S114 to SHE-1-S115	Other existing walked route	Yes - Normal	No			
SHE 1i	SHE-1-S116	Other existing walked route	Yes - Normal	No			
SHE 1i	SHE-1-S117 to	Other existing	Yes – See table 1.3.3	No	Landward edge of road	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
	SHE-1-S118	walked route					
SHE 1i	SHE-1-S119 to SHE-1-S122	Other existing walked route	Yes – See table 1.3.3	No			
SHE 1i	SHE-1-S123* to SHE-1-S126*	Other existing walked route	Yes – See table 1.3.3	No	Road	Clarity and cohesion	
SHE 1i	SHE-1-S127*	Public footway (pavement)	Yes – See table 1.3.3	No	Pavement edge	Clarity and cohesion	
SHE 1i	SHE-1-S128 to SHE-1-S130	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

1.3.2 Other options considered: Maps SHE 1a to SHE 1i South Hayling Beach to Langstone Bridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 1a to SHE 1d	SHE-1-S007 to SHE-1-S039	<p>South Hayling beach</p> <p>We considered cutting off the peninsula and aligning the trail from the car park east of the Hayling Island Lifeboat Station to the Public Right of Way at Eastoke</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We wanted to include Sandy Point on the trail, which provides unique views across the harbour to East Head. ■ Walkers may still choose to bypass Sandy Point as the area is served by pre-existing public access. ■ If we had chosen this route, it would have greatly increased the size of the coastal margin and included the entire south-east tip of Hayling Island. ■ The proposed route makes good use of the existing World War II Heritage Trail along the south coast of Hayling Island. ■ The proposed route maintains close proximity to the sea and affords good coastal views.
SHE 1c	SHE-1-S023 to SHE-1-S027	<p>Black Point</p> <p>We considered aligning the trail to extend along the existing public right of way up to Black Point Sands.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Black Point provides an important high tide roosting site for many SPA and Ramsar protected species. ■ The site also provides supporting habitat for ground nesting breeding birds, such as ringed plover, which lay eggs that are very similar in appearance to pebbles; making them more susceptible to trampling. ■ Walkers may still choose to walk up to Black Point along the pre-existing public right of way.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 1e-1f	SHE-1-S069 to SHE-1-S081	<p>Tournerbury Woods</p> <p>North of Mengham we considered various routes between Tournerbury Marshes and Mill Rythe Holiday Village:</p> <p>A year-round hedged route along the seawall</p> <p>A seasonal route along the sea wall outside of the winter to safeguard wintering birds</p>	<ul style="list-style-type: none"> ■ This would have provided new public access to an area of the coast recognised as a valuable wildlife refuge. ■ The marshland and intertidal areas here are considered critically important for wildfowl and wading birds that are sensitive to disturbance. A route along the sea wall would 'skyline' walkers, disturbing the birds utilising the intertidal zone. ■ Aligning the route along the sea wall would have required significant infrastructure expenditure. ■ Significant screening on both sides of the proposed route would have been required if aligning along the sea wall. This would have been necessary in order to reduce disturbance to several SPA and Ramsar protected non-breeding wader and wildfowl species that utilise the site. In addition to high input and maintenance costs, this route would not have been feasible as the input of screening would result in disturbing flight lines between the harbour and marshes.
		<p>A route along the western boundary of Middle Marsh and Tournerbury Marsh but east of Tournerbury Golf course.</p>	<ul style="list-style-type: none"> ■ This would have provided new public access to an area of the coast adjacent to Chichester Harbour SPA. ■ The marshland is important for wildfowl and wading birds that are sensitive to disturbance. Aligning the route here would increase disturbance to them. ■ We concluded that this option would be likely to have significant impact on the key features of the protected sites. ■ We have proposed a nature conservation exclusion, which will encompass Tournebury Marsh and Middle Marsh. Additionally we have proposed an access exclusion on the mudflats and saltmarsh surrounding the Tournebury and Middle Marsh areas

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 1f - 1g	SHE-1-S085 to SHE-1-S087	We considered aligning the coastal path along Mill Rythe Lane to the coast and emerging at Yew Tree Lane. This would have provided a short section of new coastal access and views of the sea.	<ul style="list-style-type: none"> ■ Current and planned land use of the area surrounding the boat yard would have created a mosaic of excepted land. This, in addition to concerns over public safety in the area, meant it was not possible to establish a viable route here. ■ New gated access through a series of small pony paddocks would need to be implemented to avoid areas of excepted land. ■ The intertidal zone here is also an important area for SPA and Ramsar protected non-breeding waterbird species, which roost on the saltmarsh at high tide and feed on the mudflats at low tide.
		In conjunction with the above considerations at Mill Rythe, we considered aligning the path around Verner Common.	<ul style="list-style-type: none"> ■ This area is already accessed by a small number of visitors from the nearby caravan site. ■ However, for the purposes of the England Coast Path, it is not possible to create a viable access route onto the northern part of Verner Common. This is because there is insufficient space for an access strip between the existing camping pitches. ■ The site contains fields important to wildfowl and wading birds as a high tide roost and is part of the SPA. It is also a potential breeding site for lapwing. ■ After careful consideration we concluded that the proposals would be likely to have significant impact on the key features of the protected sites.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 1g to 1h	SHE-1-S100 to SHE-1-S104	<p>Gutner Point</p> <p>We considered aligning the route around Gutner Point Nature Reserve</p>	<ul style="list-style-type: none"> ■ Gutner Point Nature Reserve is an important site for wildfowl and wading birds. It forms part of the SPA, Ramsar and SAC and is a high tide bird roost. ■ The saltmarsh habitat at Gutner Point could also have been vulnerable to trampling if we had routed through this area. ■ After careful consideration we concluded that aligning the route around Gutner Point Nature Reserve would be likely to have significant impact on the key features of the protected sites. ■ We have proposed a nature conservation exclusion on the field leading towards Gutner Point in addition to the s25A access restriction on the mudflats and saltmarsh at Gutner Point and the surrounding intertidal zone.
		<p>We considered aligning the path along pony tracks and up Gutner Lane.</p> <p>We considered aligning the path along pony tracks to the east of Woodgaston Lane.</p>	<ul style="list-style-type: none"> ■ Gutner Lane only offers distant sea views through adjacent gardens and properties. ■ Both off road pony-track options would negatively impact the privacy of local landowners, passing very close to several previously isolated properties. ■ Aligning the path through to Gutner Lane would require screening and fencing to protect privacy and conservation features as well as the removal of a small portion of hedge and installation of a sleeper bridge. ■ Aligning the path along pony tracks to Woodgaston Lane would require significant resurfacing and a sleeper bridge. ■ Woodgaston Lane provided a convenient route on existing access and has a local business that might benefit from increased visitors. ■ We concluded that overall the proposed route struck the best balance in terms of

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the Coastal Access Scheme.
SHE 1h to 1i	SHE-1-S105 to SHE-1-S113	<p>Northney Marshes</p> <p>We investigated various routes in this vicinity:</p> <p>A year-round route along the sea wall</p> <p>A seasonal route along the sea wall and inland pasture fields</p> <p>A route through inland pasture fields</p> <p>Along the existing permissive path between Northney village and Northney Marshes</p>	<ul style="list-style-type: none"> ■ There would be an increased disturbance to SPA and Ramsar protected species including redshank. These species utilise the coastal grazing marsh and marshland at Northney at varying times from July to April. The inland fields at Northney also provide valuable supporting habitat for wildfowl and waders. After careful consideration we concluded that aligning the route around Northney would be likely to have significant impact on the key features of the protected sites. Due to this we are proposing a nature conservation exclusion on the marshland adjacent to the intertidal zone at Northney. ■ Aligning along the sea wall would have required considerable infrastructure work due to the age of the sea wall and rates of erosion. ■ There was a substantial risk that creating a route here would have led to increased use of the permissive path that goes through highly sensitive SPA designated fields. ■ Finding a suitable alignment was difficult due to the rotational use of pens holding dairy cattle and bulls. Local farmers raised concerns about public safety as dairy cattle can be aggressive when raising young.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 1h to 1i	SHE-1-S106 to SHE-1-S110	At North Hayling we considered aligning along St Peter's Lane or through adjacent fields landward of the road.	<ul style="list-style-type: none"> ■ We had concerns about public safety as there is no pavement along St Peter's Lane and this road can be very busy with traffic at times. ■ Although slightly more seaward than our proposed route, the lane does not offer improved sea views. ■ The proposed route provides off-road walking along an existing public right of way. ■ 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.
SHE 1i	SHE-1-S113	At North Hayling we considered aligning the trail through Spinnaker Grange to meet the coast and then on to Langstone Bridge	<ul style="list-style-type: none"> ■ A private, locked gate blocks access to the coast via Spinnaker Grange. ■ Spinnaker Grange landowners' deeds include covenants to prevent access through this gate for the public. ■ Although the covenants would not prevent us proposing an alignment through the locked gate, we did not feel that changing the current management arrangements would strike a fair balance in this case. ■ After careful consideration we concluded that the benefits of opening this route were not sufficient to warrant proposing this route when an alternative route was close-by.
SHE 1i	SHE-1-S123 to SHE-1-S127	We considered aligning the trail through the fields or along the road to the west of the Langstone Hotel.	<ul style="list-style-type: none"> ■ The proposed route is closer to the coast and offers the best, most enjoyable views of the coast and also the best underfoot walking conditions. ■ The road is adjacent to the path and walkers may choose to walk along it if they prefer. ■ Creating a new route through these fields could have led to disturbance of wader and wildfowl species without extensive mitigation measures.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ The proposed route is made with the support of the hotel owners.

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.

1.3.3 Roll-back implementation – more complex situations: Maps 1a to 1i: South Hayling Beach to Langstone Bridge

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SHE 1a to 1d	SHE-1-S001 to SHE-1-S030	Properties landward of the beach at South Hayling	If it is no longer possible to find a viable route seaward of the excepted land (buildings/curtilage and gardens) in question, we will chose a route landward of it, following discussions with owners and occupiers.
SHE 1c	SHE-1-S020 to SHE-1-S022	Sandy Point Nature Reserve	If it is no longer possible to find a viable route seaward of a the nature reserve, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.
SHE 1d	SHE-1-S040 to SHE-1-S047	Caravan park, campsite and holiday village at Eastoke and Selmore	If it is no longer possible to find a viable route seaward of the specified caravan park, campsite and holiday village we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
SHE 1d	SHE-1-S047 to SHE-1-S063	Properties landward of the proposed path at Eastoke and Selmore	If it is no longer possible to find a viable route seaward of the excepted land (buildings/curtilage and gardens), we will chose a route landward of it, following discussions with owners and occupiers.
SHE 1g	SHE-1-S089 to SHE-1-S103	Properties landward of the proposed path that leads from	If it is no longer possible to find a viable route seaward of the excepted land (buildings/curtilage and gardens) in question, we will chose a route landward of it, following discussions with owners and occupiers.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
		Copse Lane towards Gutner Point	
SHE 1i	SHE-1-S117 to SHE-1-S127	Fields landward of the proposed path along Northney Road	If it is no longer possible to find a viable route seaward of the excepted land (road and fields) in question, we will chose a route landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
SHE 1a	Westfield Car Park to Eastoke Promenade
SHE 1b	Eastoke Promenade to Sandy Point
SHE 1c	Sandy Point to Eastoke Avenue
SHE 1d	Eastoke Avenue to Selsmore
SHE 1e	Selsmore to Mill Rythe
SHE 1f	Mill Rythe to Verner Common
SHE 1g	Verner Common to Tye
SHE 1h	Tye to Northney
SHE 1i	Northney to Langstone Bridge
Directions Map SHE 1A	Directions for report SHE 1: South Hayling Beach to Langstone Bridge
Directions Map SHE 1B	Directions for report SHE 1: South Hayling Beach to Langstone Bridge
Directions Map SHE 1C	Directions for report SHE 1: South Hayling Beach to Langstone Bridge

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

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

- BY** - Public byway
- CT** - Cycletrack (cycles only)
- CP** - Cycletrack (pedestrian)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- BW** - Public bridleway
- 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 footpaths
- Public byways
- Public bridleways
- Restricted byways
- Sustrans national routes
- Existing access land

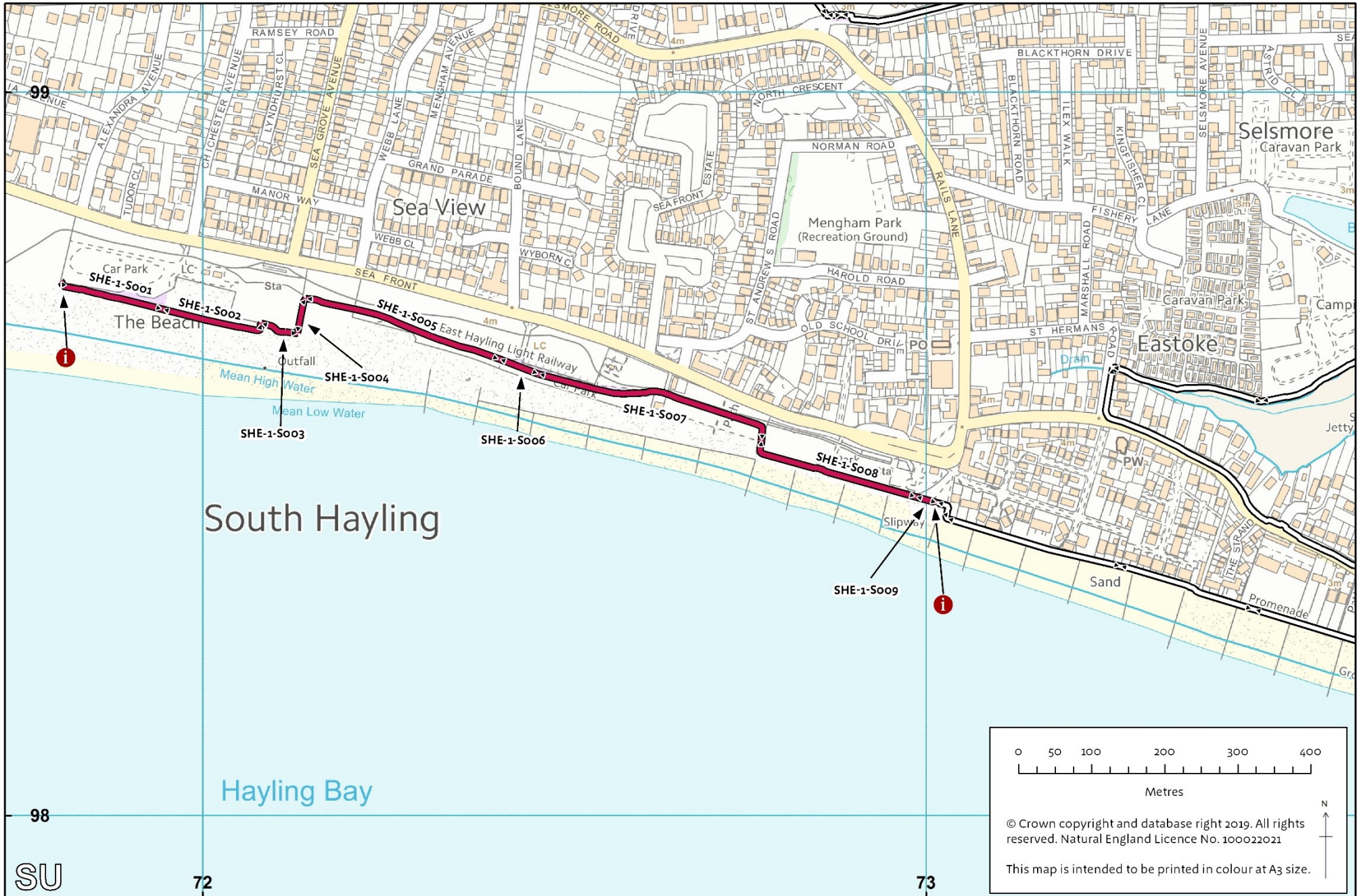
Infrastructure types (for status see below)

- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate | ladder stile |
| sleeper bridge | kissing gate | lift-up stile |
| vehicle bridge | pedestrian gate | squeeze stile |
| cattle grid | wheelchair gate | step stile |
| culvert | gateway with no gate | stone stile |
| | | interpretation panel |

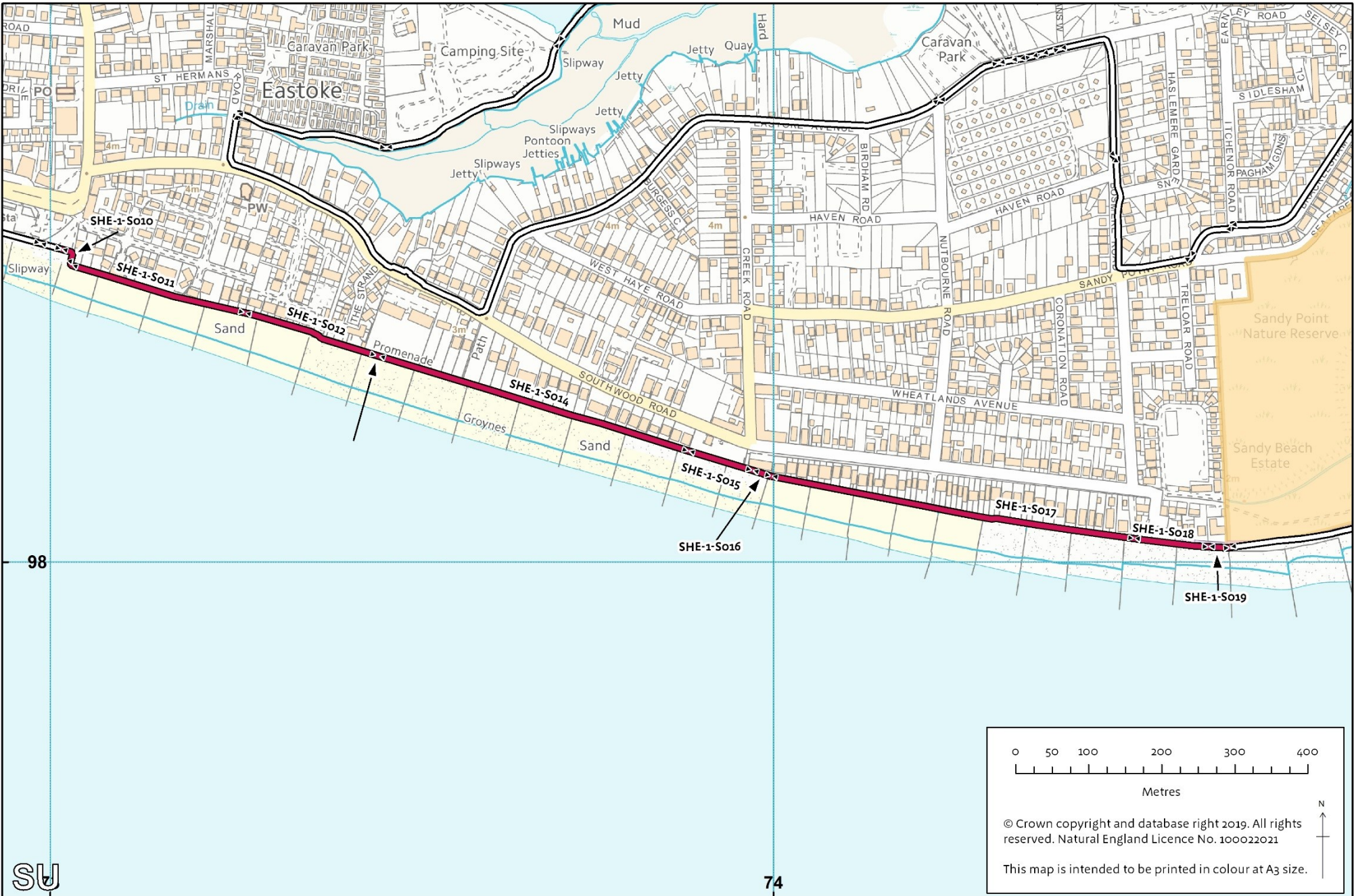
Infrastructure status

Infrastructure status will be indicated by one of three colours, as shown in the example below:

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



Map 1a: Westfield Car Park to Eastoke Promenade



Map 1b: Eastoke Promenade to Sandy Point

0 50 100 200 300 400
Metres

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

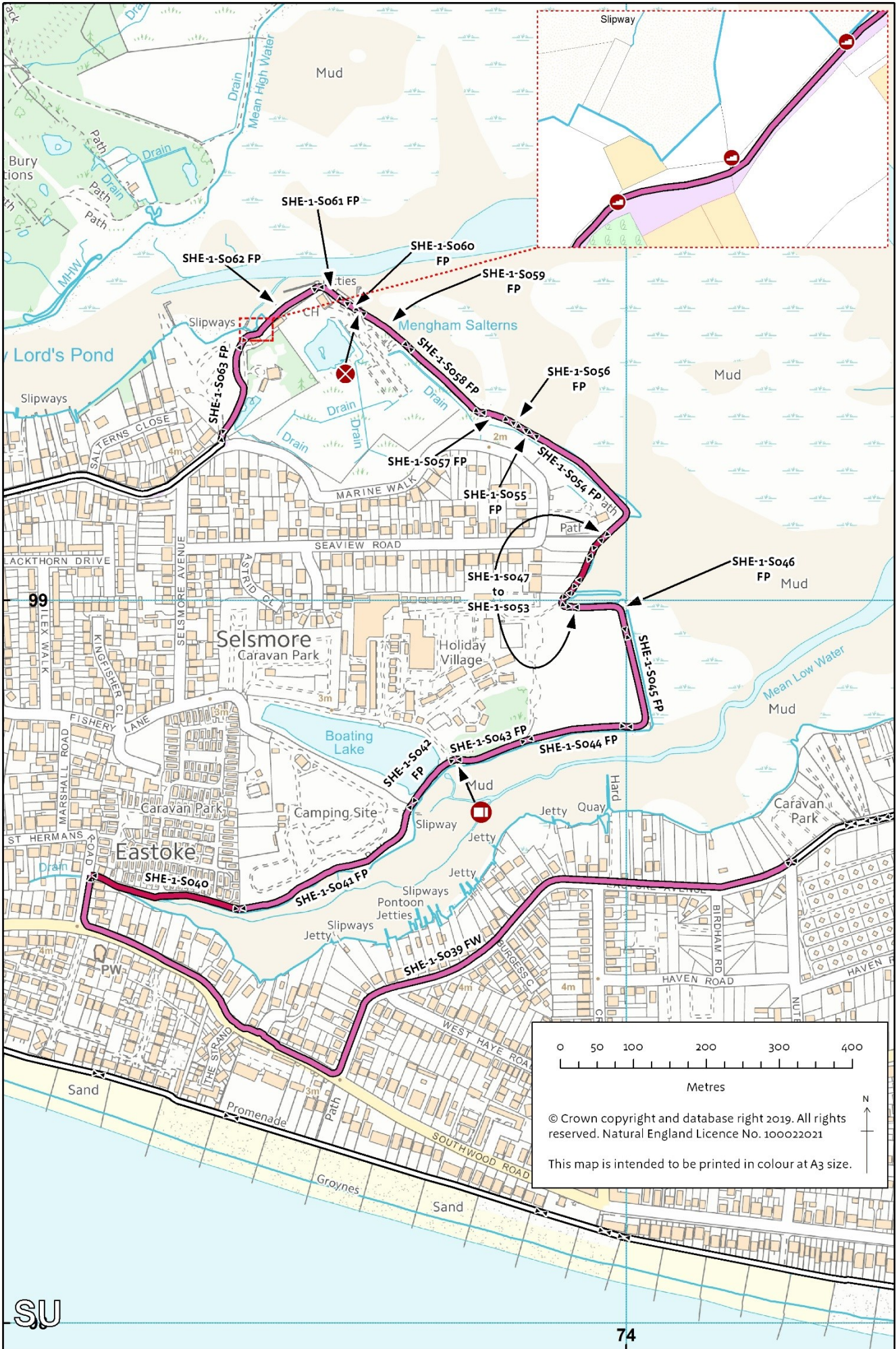
Map 1c: Sandy Point to Eastoke Avenue

Map 1c: Sandy Point to Eastoke Avenue



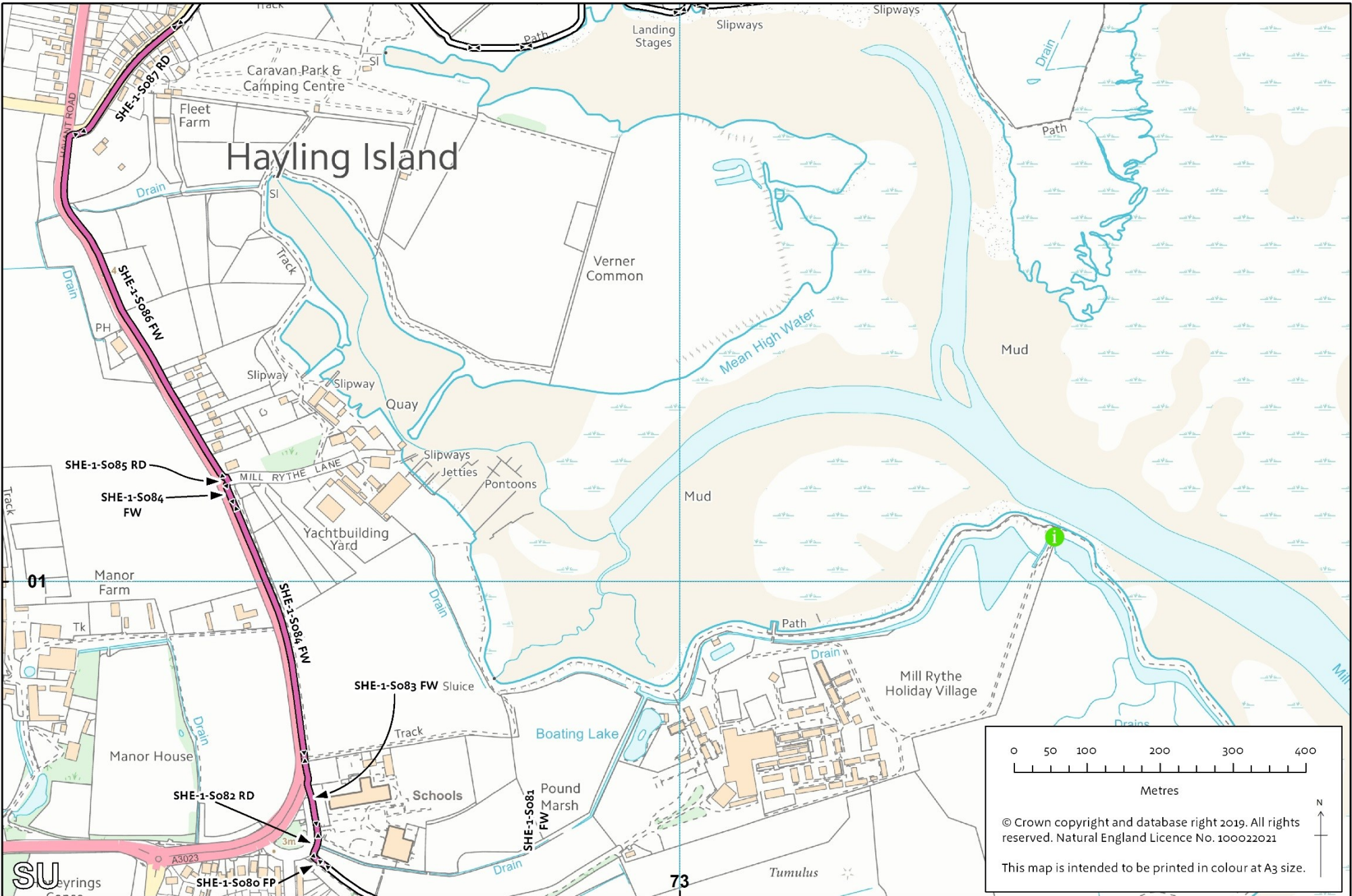
Map 1d: Eastoke Avenue to Selsmore

Map 1d: Eastoke Avenue to Selsmore





Map 1e: Selsmore to Mill Rythe

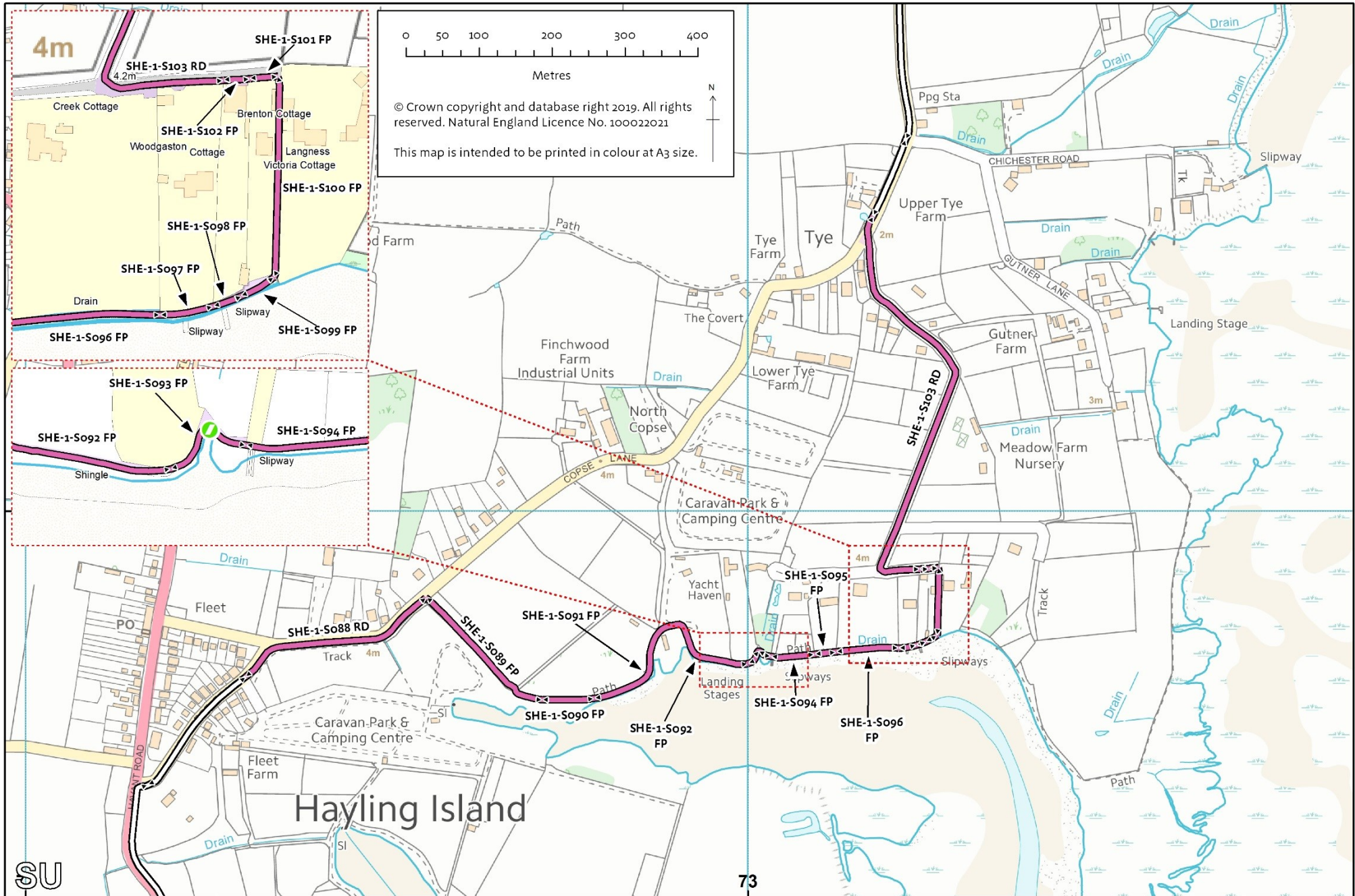


Map 1f: Mill Rythe to Verner Common

0 50 100 200 300 400
Metres

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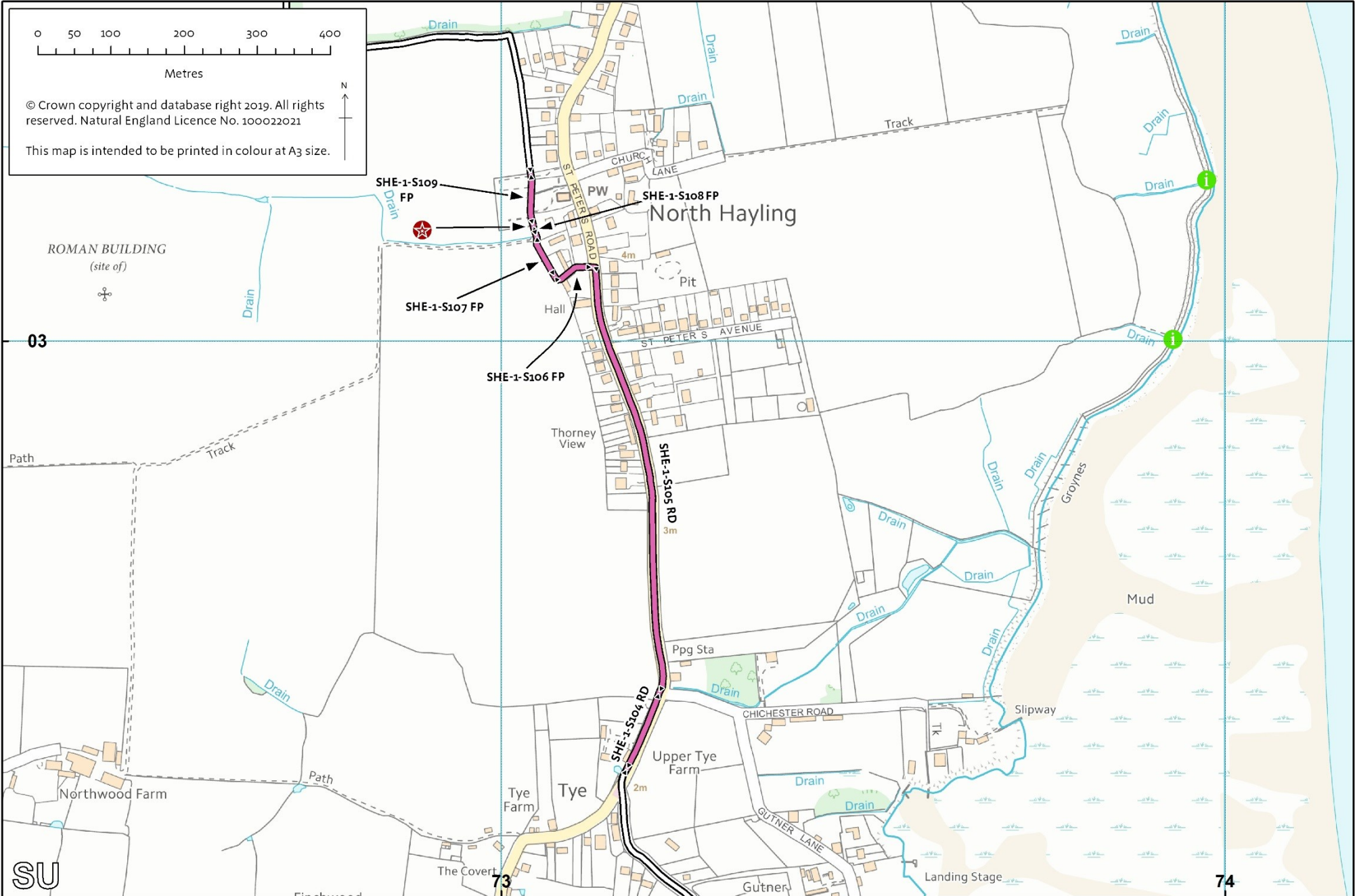
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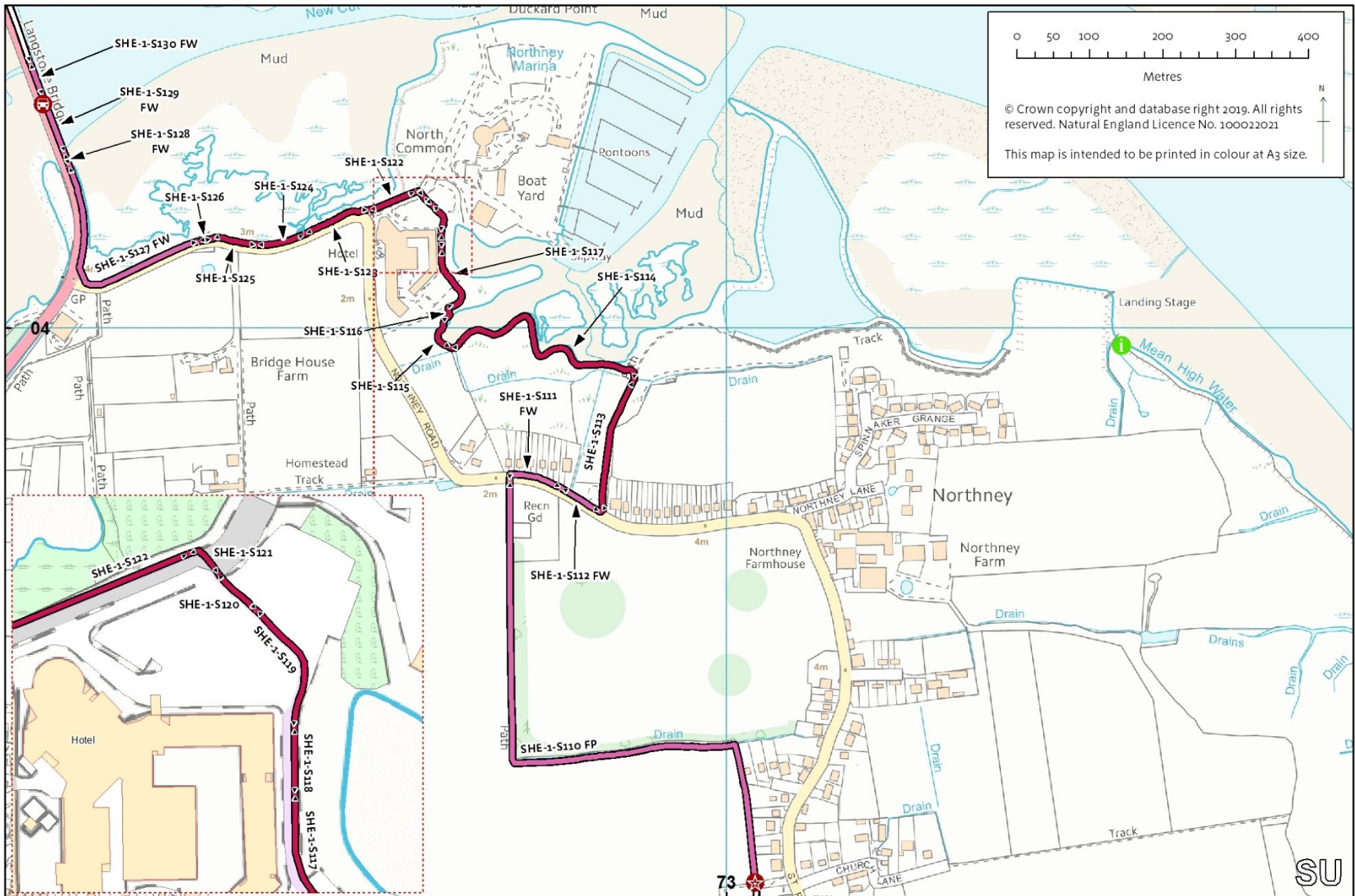


Map 1g: Verner Common to Tye

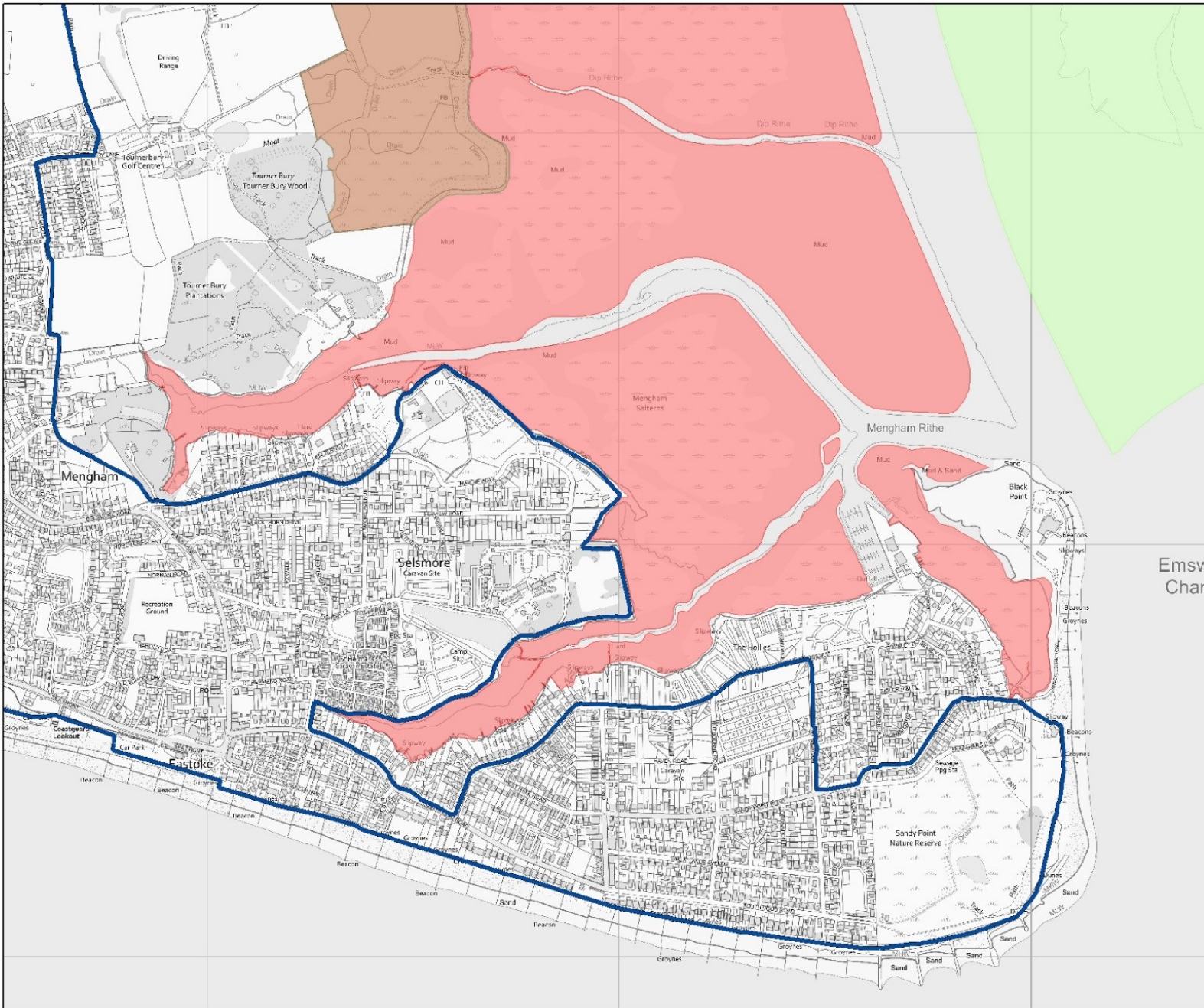
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Directions Map SHE 1A

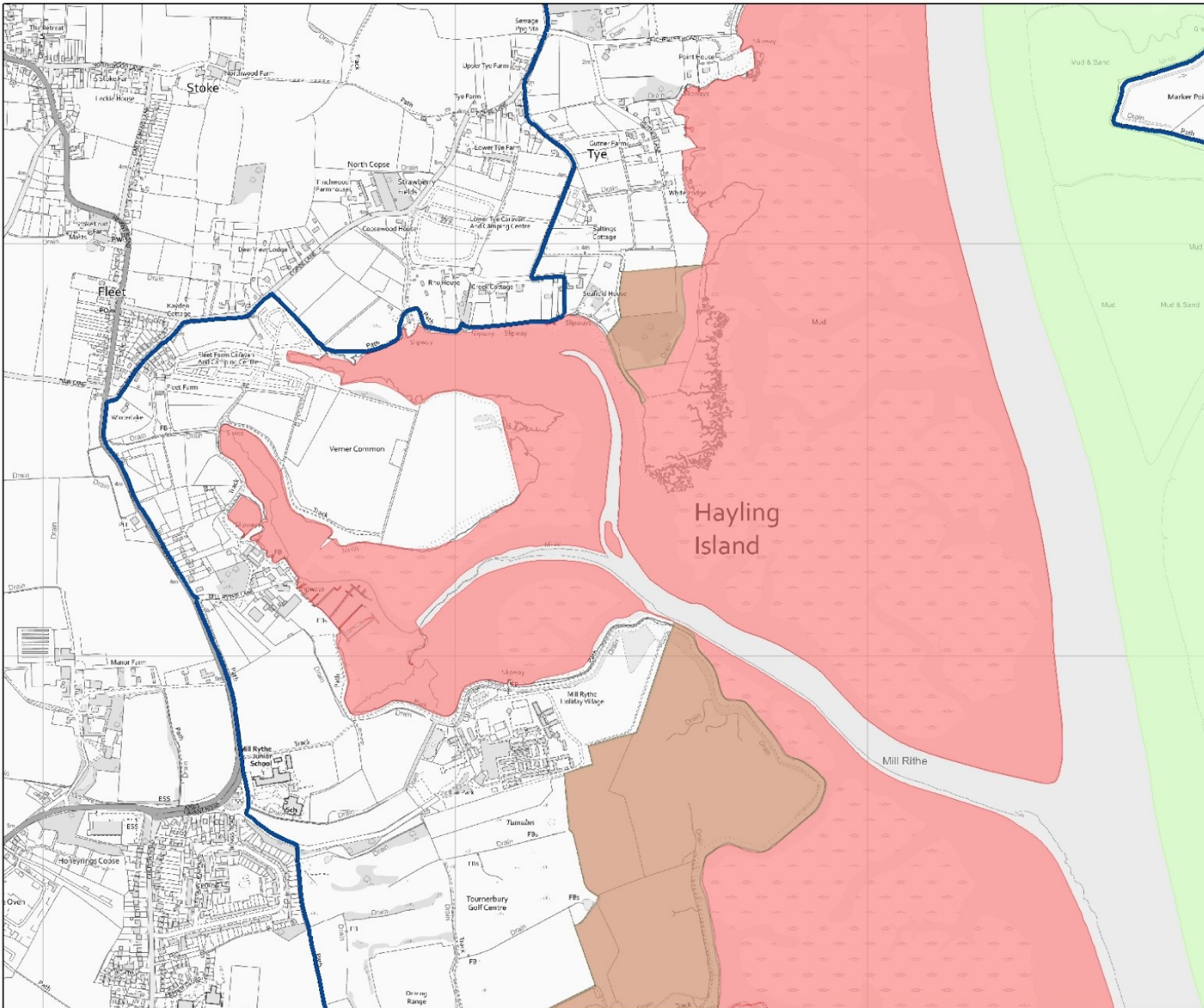


- Proposed Route
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year round
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Section 15 Land, existing access rights apply

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

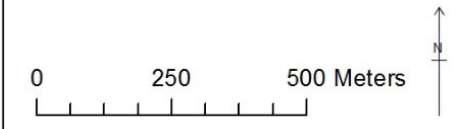
0 250 500 Meters

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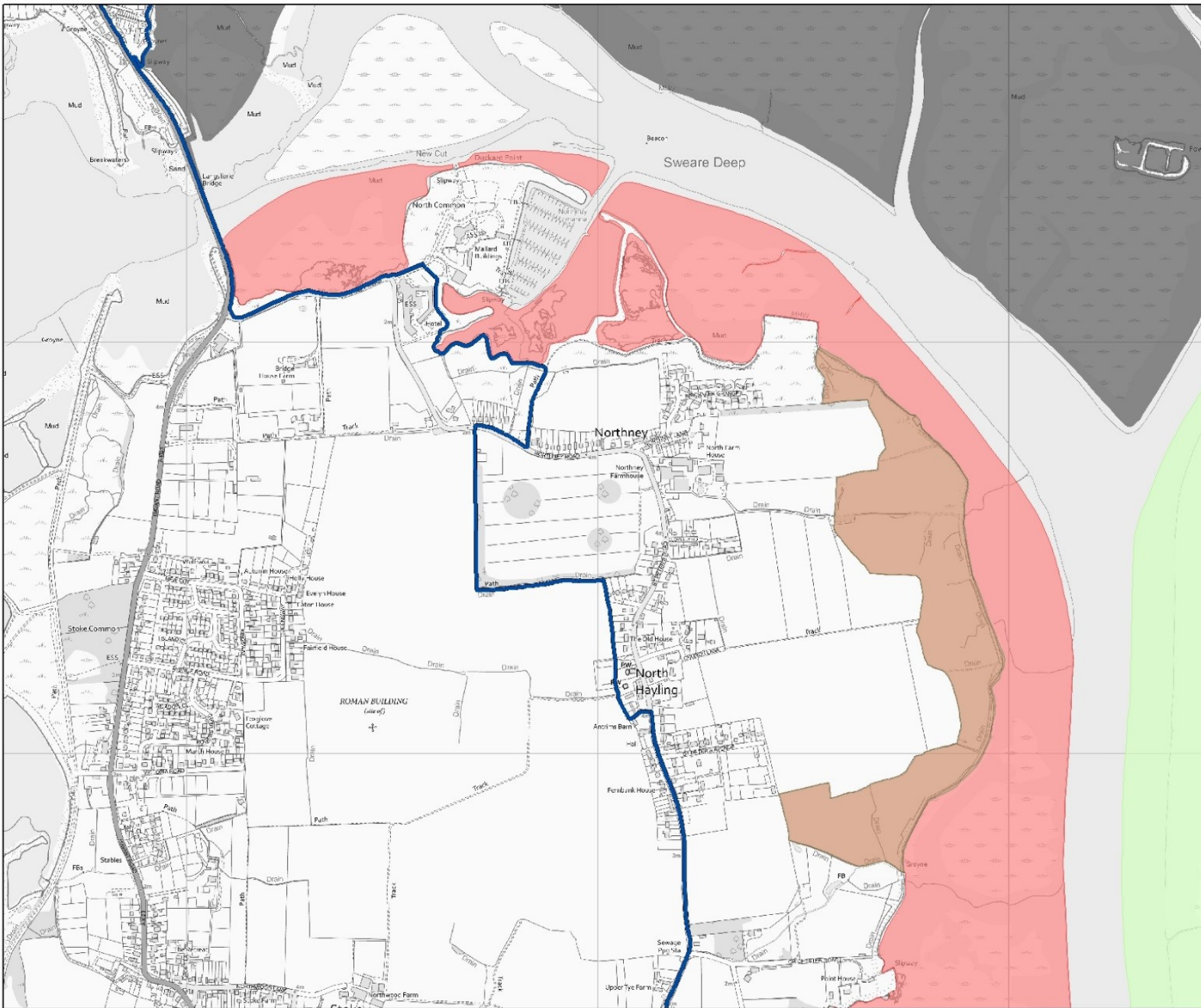


- Proposed Route
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year round
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Section 15 Land, existing access rights apply

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

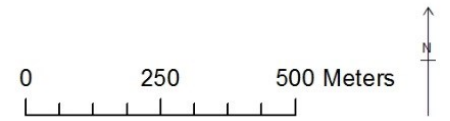


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- Proposed Route
- Directions shown in other SHE report
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year round
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Section 15 Land, existing access rights apply

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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