



England Coast Path Stretch: South Hayling to East Head

Report SHE 2: Langstone Bridge to Prinsted

Part 2.1: Introduction

Start Point:	Langstone Bridge (grid reference: 471988, 104495)
End Point:	Prinsted (grid reference: 476585, 105045)
Relevant Maps:	SHE 2a to SHE 2h

2.1.1 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.

2.1.2 This report covers length SHE 2 of the stretch, which is the coast between Langstone Bridge and Prinsted. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

2.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

2.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

2.2.3 Is aligned on the beach or foreshore in six locations: North of Langstone Bridge in front of the Ship Inn; between Wade Lane and Pook Lane; at Emsworth to the West of Beach Road; the beach at Emsworth and two locations on the south coast of Thorney Island.

2.2.4 In sections SHE-2-S013 to SHE-2-S021, an inland diversion is necessary to take the trail past Conigar Point which is currently inaccessible for a short period during some high tides and to reduce potential for disturbance to birds.

2.2.5 Follows a route that includes part of the Solent Way and Wayfarers Walk but departs from them where they terminate in Emsworth to join with the Sussex Border Path.

Protection of the environment:

2.2.6 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.

2.2.7 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)
- Warblington Meadow Site of Special Scientific Interest (SSSI)
- Chichester Harbour Area of Outstanding Natural Beauty (AONB)

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.

2.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SHE 2a, SHE 2b, SHE 2e, SHE 2f.	SHE-2-S013 to SHE-2-S021, SHE-2-S064 to	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ The trail is aligned inland at Conigar Point.	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-2-S073	<ul style="list-style-type: none"> ■ The trail is aligned along the existing walked route inland of Pilsey Island. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Clear signposting to encourage walkers to follow the alignment of the trail. ■ A new information board at a key access point onto Pilsey Island explaining the sensitivity of the site and the existing by-laws. 	To reduce the risk of plants growing in shingle banks and dunes being trampled by people walking along the shore.

2.2.9 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:

2.2.10 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;
- There are steps in places;
- The trail passes along the foreshore.

2.2.11 At the end of Wade Lane, the existing access ramp can't feasibly be altered to reduce the gradient, so to make it easier to use we will upgrade the handrails. We envisage this happening as part of the physical establishment work described below.

2.2.12 At the end of Beach Lane, to the West of Emsworth, the current concrete walkway will be extended to allow passage along the foreshore during high tides. Fifty metres to the west, we propose to replace the bridge over the channel. We envisage this happening as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

2.2.13 **Estuary:** This report proposes that the trail should contain sections aligned around the estuarial waters of Chichester Harbour, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of Chichester Harbour, as indicated by the extent of the trail shown on map B. Chichester Harbour forms part of a larger estuarial system that includes Langstone and Portsmouth harbours. These adjacent harbours are included in our Portsmouth to South Hayling Proposals.

See part 5 of the Overview for a detailed analysis of the options considered for the harbour and our resulting proposals.

2.2.14 **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 2.3.1 below.

2.2.15 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 2.3.1. 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 2.3.1] 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.

2.2.16 **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

2.2.17 Access to the land in the coastal margin covered by route sections SHE-2-S001 to SHE-2-S046, SHE-2-S056 to SHE-2-S060 and SHE-2-S073 to SHE-2-S104 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 maps 2A to 2D in the Overview for further details.

2.2.18 The mudflat in this report 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.

2.2.19 There are extensive areas of mudflats in the coastal margin between the Mean Low Water and Mean High Water marks. Where possible, we have proposed to exclude access to the mudflats, as they are unsuitable for access. However, some of this land has pre-existing access rights (known as section 15 land). It is therefore not possible to exclude access from these areas.

2.2.20 This direction 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.

2.2.21 Where land already has open access rights for the public under Part 1 of the CROW Act (the right to roam over mountain, moor, heath, down and registered common), those pre-existing rights are replaced by coastal access rights where the land falls within the coastal margin. Where that happens, our report may in some circumstances propose to exclude the replacement rights, even where they were not excluded previously, based on an updated analysis of relevant powers and requirements.

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

2.2.22 **Alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between SHE-2-S002 and SHE-2-S005 at Langstone when the route is affected by high tides. The optional alternative route is to be at the centre of the line shown as SHE-2-OA001 to SHE-2-OA005 on map SHE 2a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.23 An optional alternative route is to operate as an optional diversion from the ordinary route SHE-2-S011 when the route is affected by high tides. The optional alternative route is to be at the centre of the line shown as SHE-2-OA006 to SHE-2-OA012 on map SHE 2a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.24 An optional alternative route is to operate as an optional diversion from the ordinary route between SHE-2-S041 and SHE-2-S051 at Emsworth when the route is affected by high tides. The optional alternative route is to be at the centre of the line shown as SHE-2-OA013 on map SHE 2c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.25 An alternative route is to operate as a diversion from the ordinary route between SHE-2-S058 and SHE-2-S103 on Thorney Island when the MoD restricts access for security reasons. The alternative route is to be at the centre of the line shown as SHE-2-A001 to SHE-2-A012 on map SHE 2c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.26 By default, an alternative route/optional alternative route covers the land two metres either side of the approved line. 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, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 2.3.2 relating to such alternative routes describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

2.2.27 **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.

2.2.28 Column 4 of tables 2.3.1 and 2.3.2 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 2a to SHE 2h as the proposed route of the trail.

2.2.29 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) 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps SHE 2a to SHE 2h as the proposed route of the trail.

Other future change:

2.2.30 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:

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

2.2.32 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.

2.2.33 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £133,950 and is informed by:

- information already held by the access authorities (Hampshire County Council and West Sussex County Council)
- 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.

2.2.34 There are four 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.
- At section SHE-2-S019 to SHE-2-S020, near Church Lane, the path goes through arable fields and gravel resurfacing is required in places to improve access.
- At the point where the Solent Way enters the town of Emsworth (sections SHE-2-S022 to SHE-2-S026) is a stone bridge. A short distance to the east of the stone bridge there is a raised walkway along the foreshore. At some high tides this bridge and the path on the foreshore are inundated and become impassable:
 - We propose to replace the bridge and extend the nearby raised footway so that it is passable at all states of the tide. This will negate the need for an optional alternative route.
 - We will offer the owners of the property adjacent to the new section of walkway additional screening to protect their privacy, as members of the public will be visible from the property as they use the walkway
 - Both of these works would be considered to be ‘permitted development’ as they are to be carried out by the highway authority on an existing Public Right of Way. Plans and design have been drawn up by Havant Borough Council and these shared with the relevant parties and landowners as part of the ongoing consultation process. The completion of these works is contingent upon this report receiving approval.

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	£22300
Steps	£300
Surfacing works	£9750
Footbridges and walkways	£70000
Wooden Bollards	£360
Pedestrian Gates	£310
Hand Rails	£100
Project management and variance	£30830
Total	£133,950 (Exclusive of any VAT payable)

2.2.35 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 and the relevant authority, in consultation with West Sussex 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:

2.2.36 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).

2.2.37 We estimate that the annual cost to maintain the trail will be £6,872.44 (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 2.3: Proposals Tables

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

2.3.1 Section Details: Maps SHE 2a to SHE 2h: Langstone Bridge to Prinsted

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4’ 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 2a	SHE-2-S001	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 2a	SHE-2-S002* and SHE-2-S003*	Other existing walked route	Yes - See table 2.3.4	No			
SHE 2a	SHE-2-S004*	Other existing walked route	Yes - See table 2.3.4	Yes - foreshore			
SHE 2a	SHE-2-S005*	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of

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
							various features including wall, hedge and edge of path
SHE 2a	SHE-2-S006 and SHE-2-S007	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall, edge of path and hedge
SHE 2a	SHE-2-S008 to SHE-2-S010	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and hedge
SHE 2a	SHE-2-S011*	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including sleepers and fence
SHE 2a	SHE-2-S012	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various

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
							features including hedge and fence
SHE 2a	SHE-2-S013*	Public footpath	Yes - See table 2.3.4	No			
SHE 2a	SHE-2-S014*	Public footpath	Yes - See table 2.3.4	No			
SHE 2a	SHE-2-S015*	Public footpath	Yes - See table 2.3.4	No	Landward edge of path	Clarity and cohesion	
SHE 2b	SHE-2-S016*	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2b	SHE-2-S017*	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2b	SHE-2-S018*	Public footpath	Yes - See table 2.3.4	No			
SHE 2b	SHE-2-S019*	Public footpath	Yes - See table 2.3.4	No			
SHE 2b	SHE-2-S020*	Public footpath	Yes - See table 2.3.4	No			
SHE 2b	SHE-2-S021*	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2b	SHE-2-S022*	Public footpath	Yes - See table 2.3.4	Yes - beach			
SHE 2b	SHE-2-S023* and SHE-2-S024*	Public footpath	Yes - See table 2.3.4	No	Edge of bridge	Clarity and cohesion	
SHE 2b	SHE-2-S025*	Public footpath	Yes - See table 2.3.4	Yes - beach			

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 2b	SHE-2-S026*	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2b	SHE-2-S027*	Public footpath	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
SHE 2b	SHE-2-S028	Public footpath	Yes - See table 2.3.4	No			
SHE 2b	SHE-2-S029 and SHE-2-S030	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including hedge, fence and wall
SHE 2b	SHE-2-S031	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2b	SHE-2-S032 to SHE-2-S034	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
SHE 2b	SHE-2-S035	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
SHE 2b	SHE-2-S036	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
SHE 2c	SHE-2-S037 and SHE-2-S038	Public footpath	Yes - See table 2.3.4	Yes - barrier	Landward edge of barrier		
SHE 2c	SHE-2-S039 and SHE-2-S040	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various

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
							features including fence, edge of path and wall
SHE 2c	SHE-2-S041*	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
SHE 2c	SHE-2-S042* to SHE-2-S046*	Public footpath	Yes - See table 2.3.4	Yes - foreshore			
SHE 2c	SHE-2-S047*	Public highway	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and landward edge of pavement
SHE 2c	SHE-2-S048*	Public footway (pavement)	Yes - See table 2.3.4	No	Pavement edge	Clarity and cohesion	
SHE 2c	SHE-2-S049* and SHE-2-S050*	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
SHE 2c	SHE-2-S051*	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including

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
							fence and edge of path
SHE 2c	SHE-2-S052	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SHE 2c	SHE-2-S053	Public footpath	No	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall, pavement edge and fence
SHE 2c	SHE-2-S054	Public footpath	No	No	Water course	Clarity and cohesion	
SHE 2c	SHE-2-S055	Public footpath	No	No	Water course	Clarity and cohesion	
SHE 2c	SHE-2-S056	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
SHE 2c	SHE-2-S057	Public footpath	No	No			
SHE 2c	SHE-2-S058	Public footpath	No	No	Landward edge of path	Clarity and cohesion	
SHE 2d	SHE-2-S059 and SHE-2-S060	Public footpath	Yes - See table 2.3.4	Yes - bank	Water course	Clarity and cohesion	
SHE 2d	SHE-2-S061	Public footpath	Yes - See table 2.3.4	No	Hedgerow	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 2e	SHE-2-S062	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2e	SHE-2-S063	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2e	SHE-2-S064	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2e	SHE-2-S065	Public footpath	Yes - See table 2.3.4	Yes - beach			
SHE 2e	SHE-2-S066	Public footpath	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
SHE 2f	SHE-2-S067	Public footpath	Yes - See table 2.3.4	No	Hedge bank	Clarity and cohesion	
SHE 2f	SHE-2-S068	Public footpath	Yes - See table 2.3.4	No			
SHE 2f	SHE-2-S069	Public footpath	Yes - See table 2.3.4	No			
SHE 2f	SHE-2-S070	Other existing walked route	Yes - See table 2.3.4	No			
SHE 2f	SHE-2-S071	Other existing walked route	Yes - See table 2.3.4	No			
SHE 2f	SHE-2-S072	Public footpath	Yes - See table 2.3.4	No	Hedgerow	Clarity and cohesion	
SHE 2f	SHE-2-S073 and SHE-2-S074	Public footpath	Yes - See table 2.3.4	No	Hedgerow	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 2g	SHE-2-S075	Public footpath	Yes - See table 2.3.4	No			
SHE 2g	SHE-2-S076	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2g	SHE-2-S077	Other existing walked route	Yes - See table 2.3.4	No			
SHE 2g	SHE-2-S078	Public footpath	Yes - See table 2.3.4	No	Landward edge of path	Clarity and cohesion	
SHE 2g	SHE-2-S079	Public footpath	Yes - See table 2.3.4	No	Hedge bank	Clarity and cohesion	
SHE 2g	SHE-2-S080	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2g	SHE-2-S081	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2g	SHE-2-S082	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2h	SHE-2-S083	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2h	SHE-2-S084	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2h	SHE-2-S085	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2h	SHE-2-S086 and SHE-2-S087	Public footpath	Yes - See table 2.3.4	Yes - bank			

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 2h	SHE-2-S088	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2h	SHE-2-S089	Public footpath	Yes - See table 2.3.4	Yes - bank			
SHE 2h	SHE-2-S090	Public footpath	Yes - See table 2.3.4	No	Landward edge of path	Clarity and cohesion	
SHE 2h	SHE-2-S091	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2h	SHE-2-S092 to SHE-2-S093	Public footpath	Yes - See table 2.3.4	No	Landward edge of path	Clarity and cohesion	
SHE 2h	SHE-2-S094	Public footpath	Yes - See table 2.3.4	No			
SHE 2h	SHE-2-S095	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2h	SHE-2-S096	Public footpath	Yes - See table 2.3.4	No			
SHE 2h	SHE-2-S097 and SHE-2-S098	Public footpath	Yes - See table 2.3.4	No			
SHE 2h	SHE-2-S099	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2h	SHE-2-S100	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SHE 2h	SHE-2-S101 to SHE-2-S103	Public footpath	Yes - See table 2.3.4	No	Hedgerow	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 2h	SHE-2-S104	Public footpath	Yes - See table 2.3.4	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including wall and edge of path

2.3.2 Alternative routes and optional alternative route details: Maps SHE 2a to SHE 2h: Langstone Bridge to Prinsted

Notes on table:

- Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: Other options considered.
- 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.
- Column 4 – ‘Yes – see table 2.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
- Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SHE 2a	SHE-2-OA001	Public footway (pavement)	No	Pavement edge	Pavement edge	Optional alternative route

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SHE 2a	SHE-2-OA002	Public footway (pavement)	No			Optional alternative route
SHE 2a	SHE-2-OA003 to SHE-2-OA005	Public footway (pavement)	No	Pavement edge	Pavement edge	Optional alternative route
SHE 2a	SHE-2-OA006	Public footpath	No	Fence line	Fence line	Optional alternative route
SHE 2a	SHE-2-OA007	Public footpath	No	Seaward edge of road	Landward edge of road	Optional alternative route
SHE 2a	SHE-2-OA008	Other existing walked route	No	Pavement edge	Pavement edge	Optional alternative route
SHE 2a	SHE-2-OA009	Public footpath	No	Pavement edge	Pavement edge	Optional alternative route
SHE 2a	SHE-2-OA010	Other existing walked route	No	Fence	Fence	Optional alternative route
SHE 2a	SHE-2-OA011	Other existing walked route	No	Seaward edge of path	Landward edge of path	Optional alternative route
SHE 2a	SHE-2-OA012	Other existing walked route	No	Seaward edge of path	Landward edge of path	Optional alternative route
SHE 2c	SHE-2-OA013	Public footway (pavement)	No	Pavement edge	Pavement edge	Optional alternative route

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SHE 2c	SHE-2-A001	Public footpath	No		Hedgerow	Alternative route
SHE 2c	SHE-2-A002 to SHE-2-A004	Public footpath	No	Various		Alternative route. The seaward boundary is comprised of various features including fence, edge of path and hedge
SHE 2c	SHE-2-A005	Public footpath	No	Road	Various	Alternative route. The landward boundary is comprised of various features including fence and edge of path
SHE 2c	SHE-2-A006*	Public footway (pavement)	No	Pavement edge	Pavement edge	Alternative route.
SHE 2c	SHE-2-A007*	Public footpath	No	Fence line	Fence line	Alternative route.
SHE 2c	SHE-2-A008* and SHE-2-A009*	Public footpath	No			Alternative route.
SHE 2c	SHE-2-A010*	Public footpath	No	Various	Various	Alternative route. The seaward boundary is comprised of various features including edge of path and fence & the landward

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
						boundary is comprised of various features including fence and edge of path
SHE 2c	SHE-2-A011*	Public highway	No	Seaward edge of road	Landward edge of road	Alternative route.
SHE 2c	SHE-2-A012*	Public footpath	No	Seaward edge of path	Landward edge of path	Alternative route.

2.3.3 Other options considered: Maps SHE 2a to SHE 2h: Langstone Bridge to Prinsted

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 2a,2c	SHE-2-S002 to SHE-2-S005, SHE-2-S011, SHE-2-S041 to SHE-2-S051	To not include optional alternative routes at Langstone, Wade Court and Emsworth	<p>We opted to include alternative routes at these locations because:</p> <ul style="list-style-type: none"> ■ These sections of coastline are not passable at every high tide. ■ We wanted to ensure there is continuity of access in these areas. ■ At these locations it wasn't feasible to construct an all tide route.
SHE 2a, 2b	SHE-2-S013 to SHE-2-S022	To align the route along the coastline at Conigar Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ This route would only be available at low tides. ■ High numbers of SPA protected wading bird and wildfowl species utilise the lower limits of the intertidal zone to feed and the upper limits to roost at high tide. The fields immediately bordering the coastline also support high numbers of dark-bellied brent geese and wading bird species. By aligning the route along the coastline, increased disturbance would have been caused to bird species. ■ 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 ■ The proposed route will follow the established Solent Way trail

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 2b	SHE-2-S022 to SHE-2-S027	Instead of replacing the existing bridge and building an extension to the raised walkway on the nearby foreshore, we considered proposing an optional alternative route through Emsworth	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route is available at all states of the tide. ■ If we were to create an optional alternative route here, it would have to be aligned up to and along the A259, then along the road to the coastline near Warblington Castle. The optional alternative route would be 2.5km in length, which is an impractical solution. ■ 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. ■ The proposed route will improve access along the coast and is supported by the Chichester Harbour Conservancy and other local groups.
SHE 2c	SHE-2-A006 to SHE-2-A012	We considered aligning the alternative route along Thornham Lane.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Thornham Lane is a long and narrow road; the proposed route offers a more pleasant off road walking experience along footpaths to the north of Thornham Lane.

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.

2.3.4 Roll-back implementation – more complex situations: Maps SHE 2a to SHE 2h: Langstone Bridge to Prinsted

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SHE 2a	SHE-2-S002 to	Houses and gardens at Langstone	If it is no longer possible to find a viable route seaward of the specified excepted land (buildings, curtilage,

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	SHE-2-S010		gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
SHE 2a	SHE-1-S011 to SHE-1-S014	Fields and properties between Wade Lane and Pook Lane	If it is no longer possible to find a viable route seaward of the specified we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the land, 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 2a to 2c	SHE-2-S015 to SHE-2-S051	Houses and gardens at Emsworth and adjoining trail sections	If it is no longer possible to find a viable route seaward of the specified excepted land (buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
SHE 2d to 2h	SHE-2-S059 to SHE-2-S104	Landward of the trail lies a Ministry of Defence site that has restricted access	If it is no longer possible to find a viable route seaward of the MoD site 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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
SHE 2a	Langstone Bride to Warblington
SHE 2b	Warblington to Emsworth
SHE 2c	Emsworth to North Thorney
SHE 2d	Emsworth Harbour to Wickor Point
SHE 2e	Wickor Point to Marker Point
SHE 2f	Marker Point to Longmere Point
SHE 2g	West Thorney
SHE 2h	West Thorney to Prinsted
Directions Map SHE 2A	Directions for report SHE 2: Langstone Bridge to Prinsted
Directions Map SHE 2B	Directions for report SHE 2: Langstone Bridge to Prinsted
Directions Map SHE 2C	Directions for report SHE 2: Langstone Bridge to Prinsted
Directions Map SHE 2D	Directions for report SHE 2: Langstone Bridge to Prinsted

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

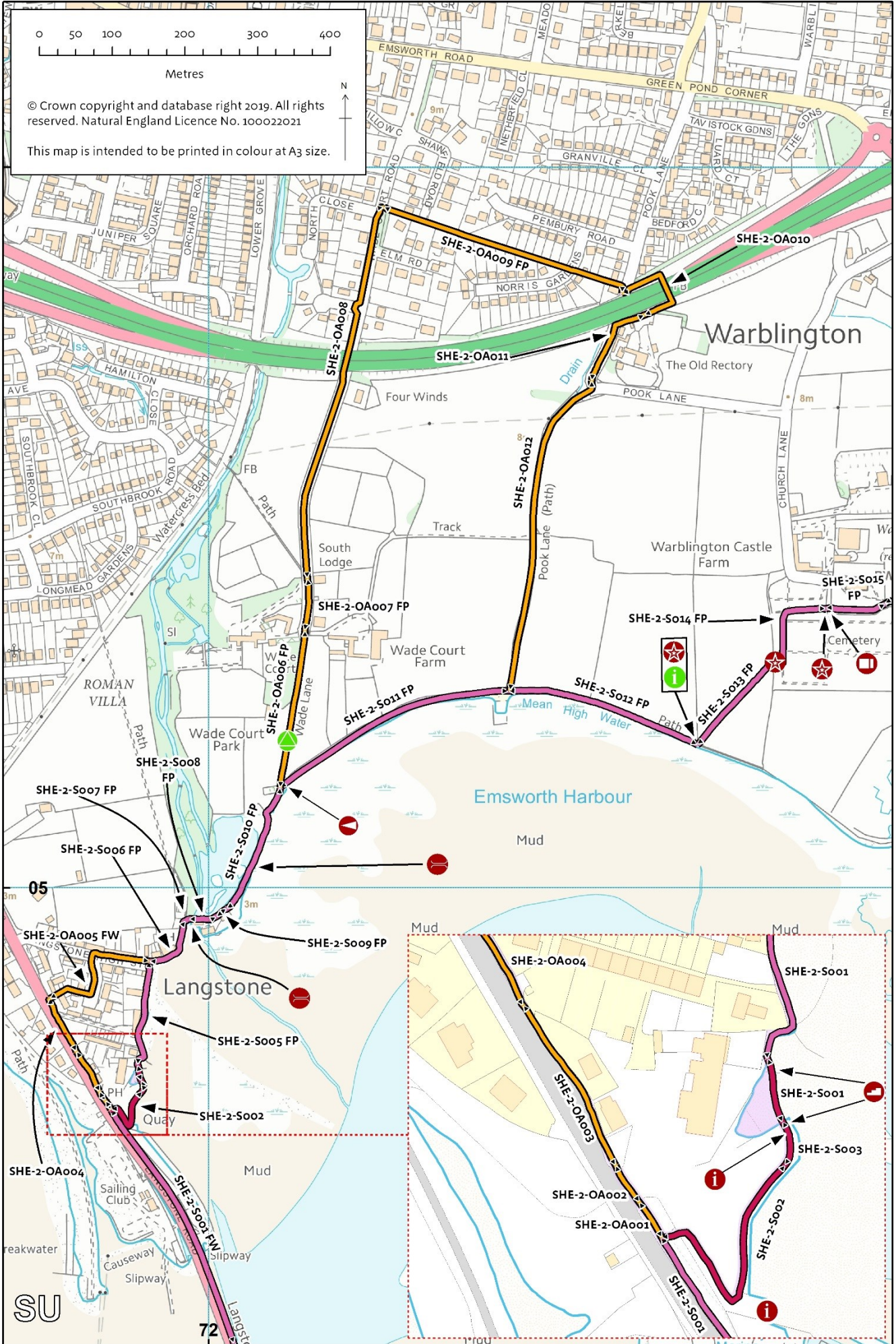
Infrastructure types (for status see below)

- | | | |
|------------------|----------------------|----------------------|
| 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 |

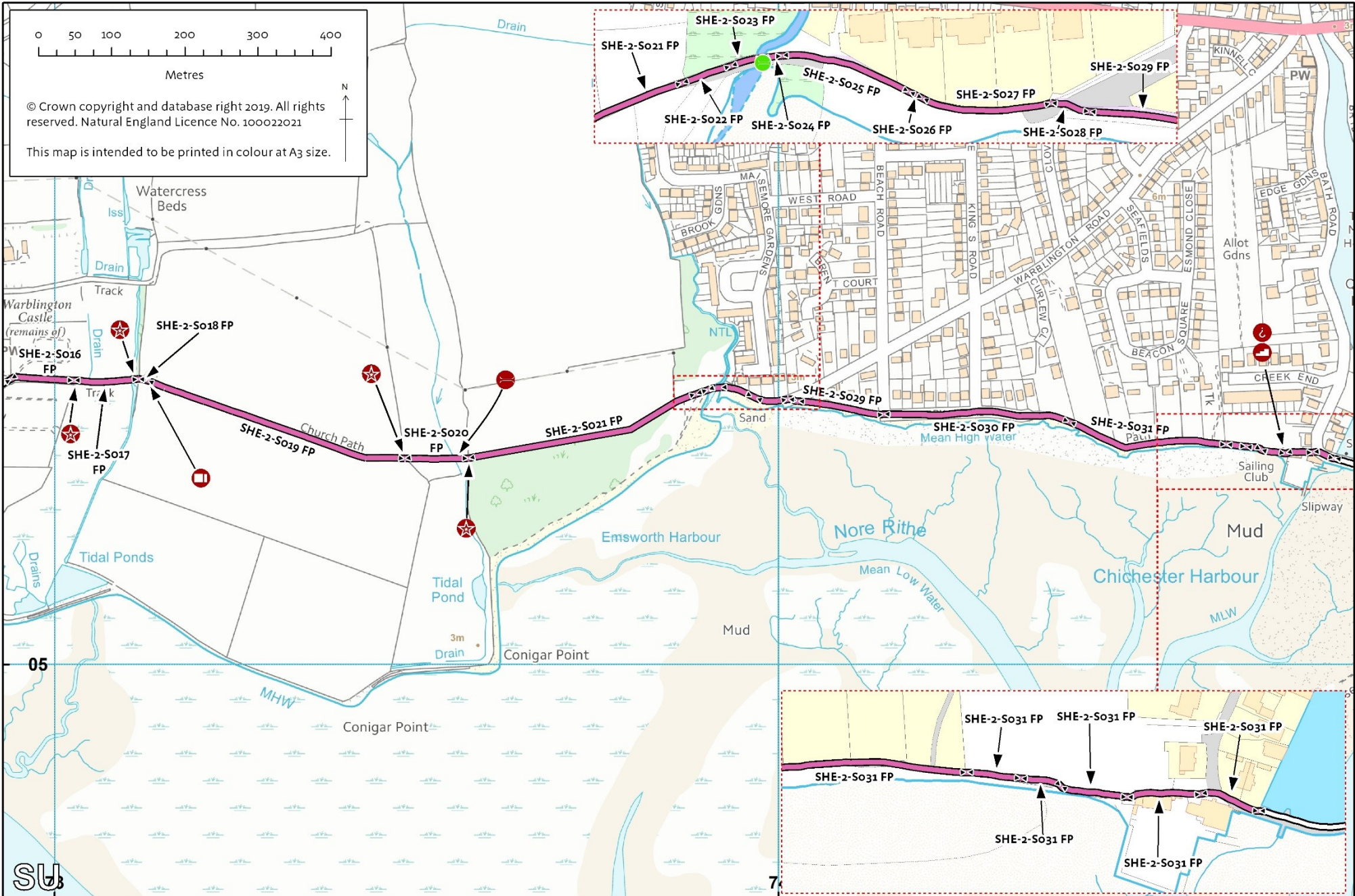
Infrastructure status

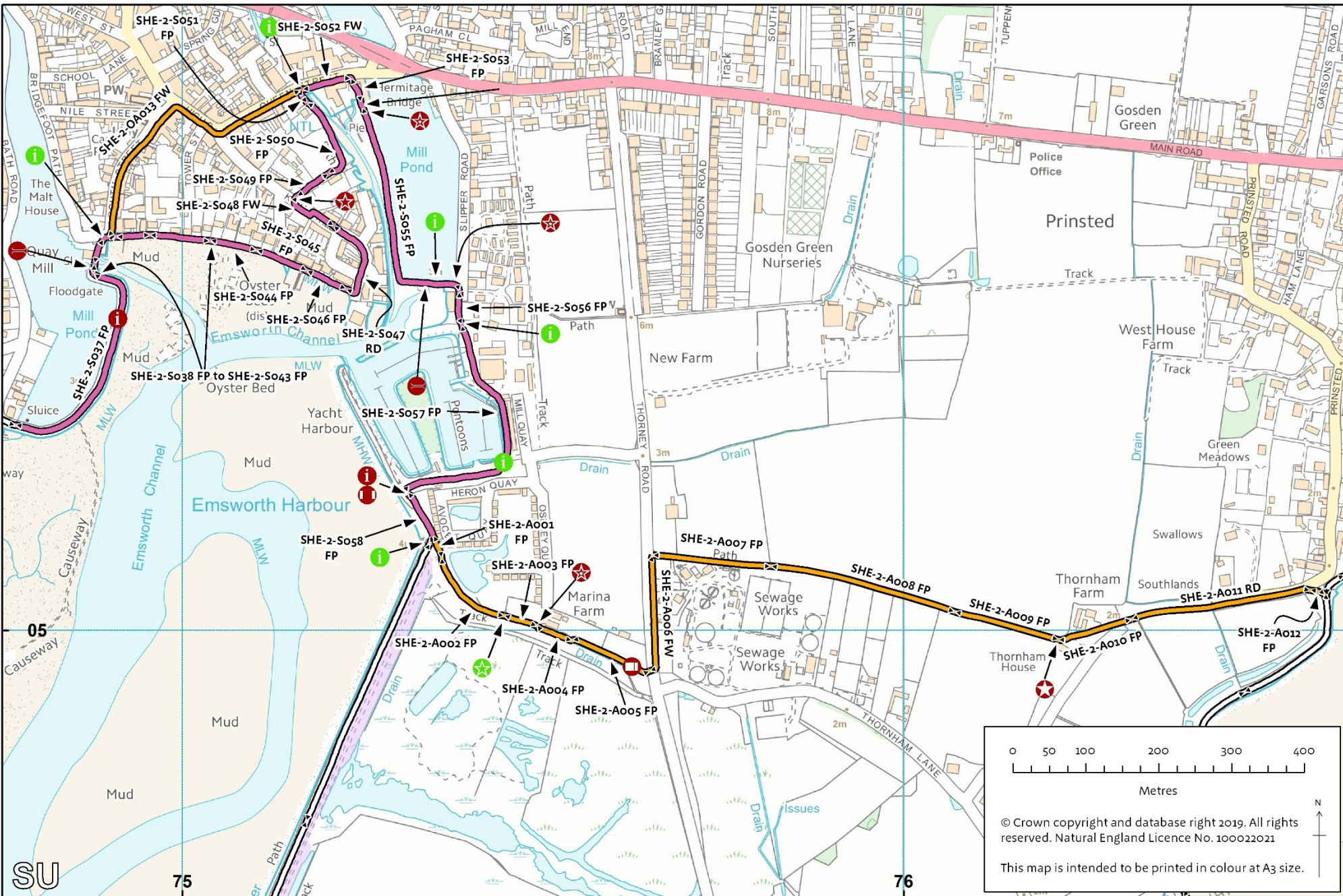
Infrastructure status will be indicated by one of three colours, as shown in the example below:

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



Map 2a: Langstone Bridge to Warblington





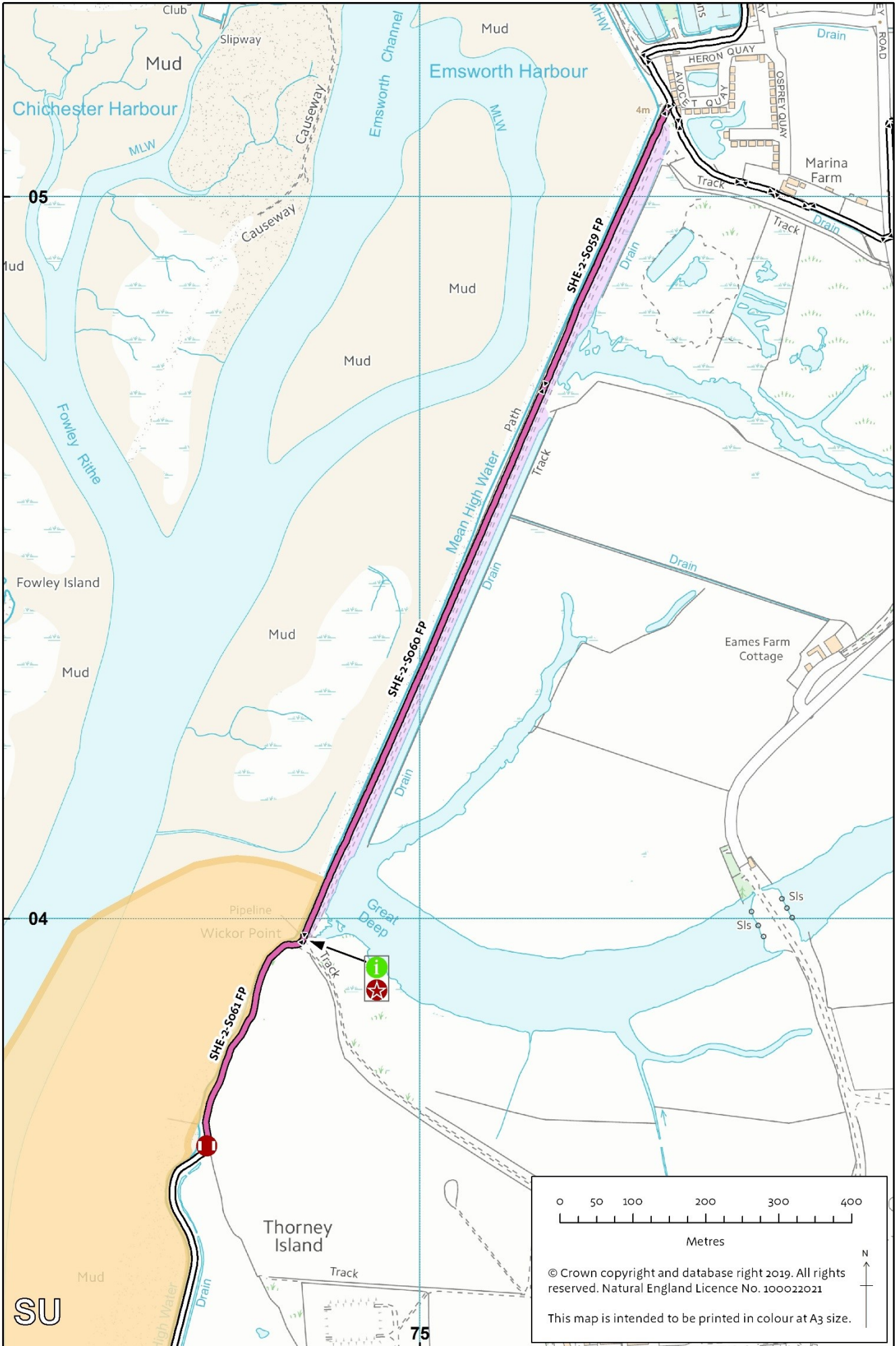
Map 2c: Emsworth to North Thorney

0 50 100 200 300 400
Metres

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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

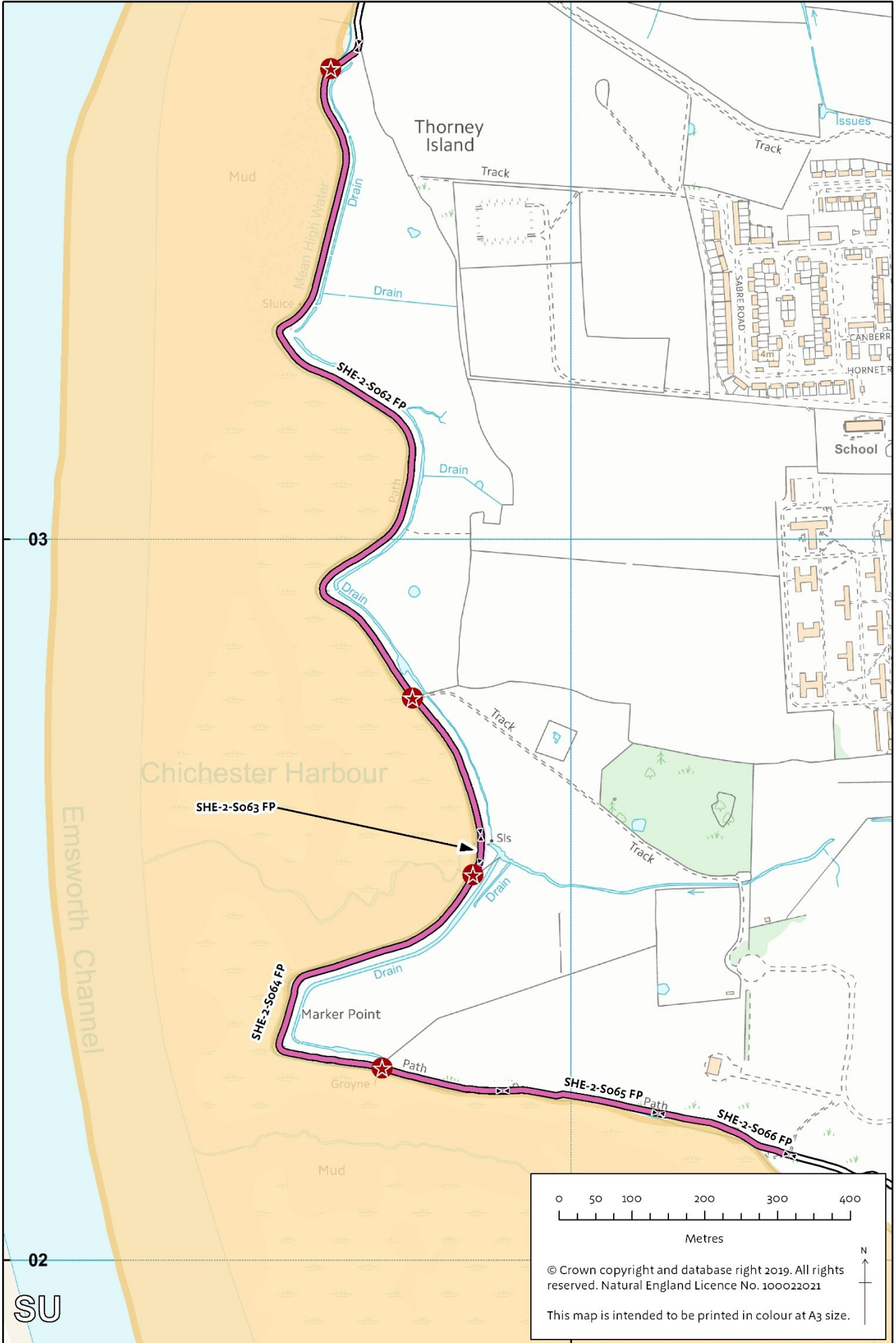
Map 2d: Emsworth Harbour to Wickor Point

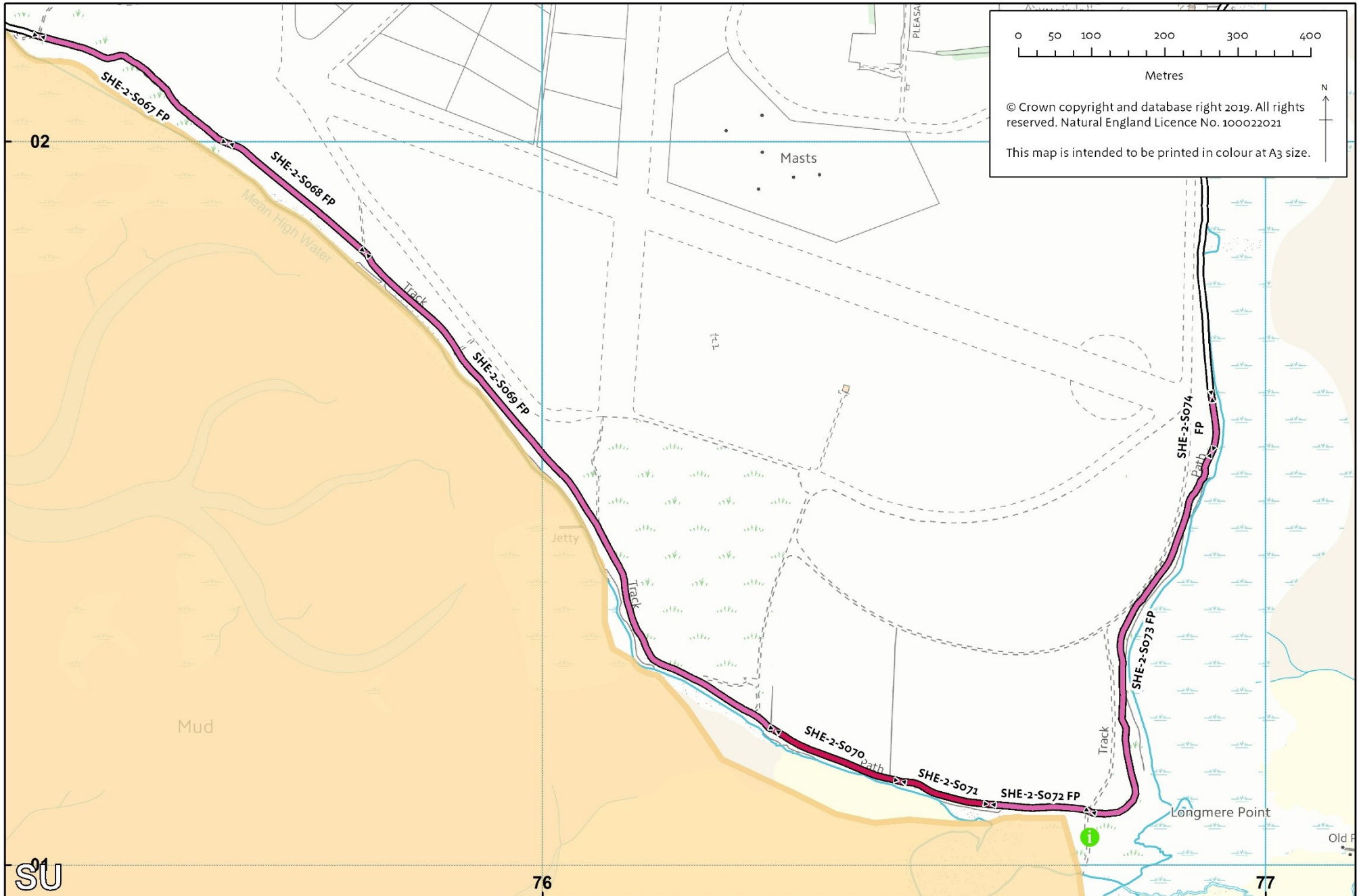


Map 2d: Emsworth Harbour to Wickor Point

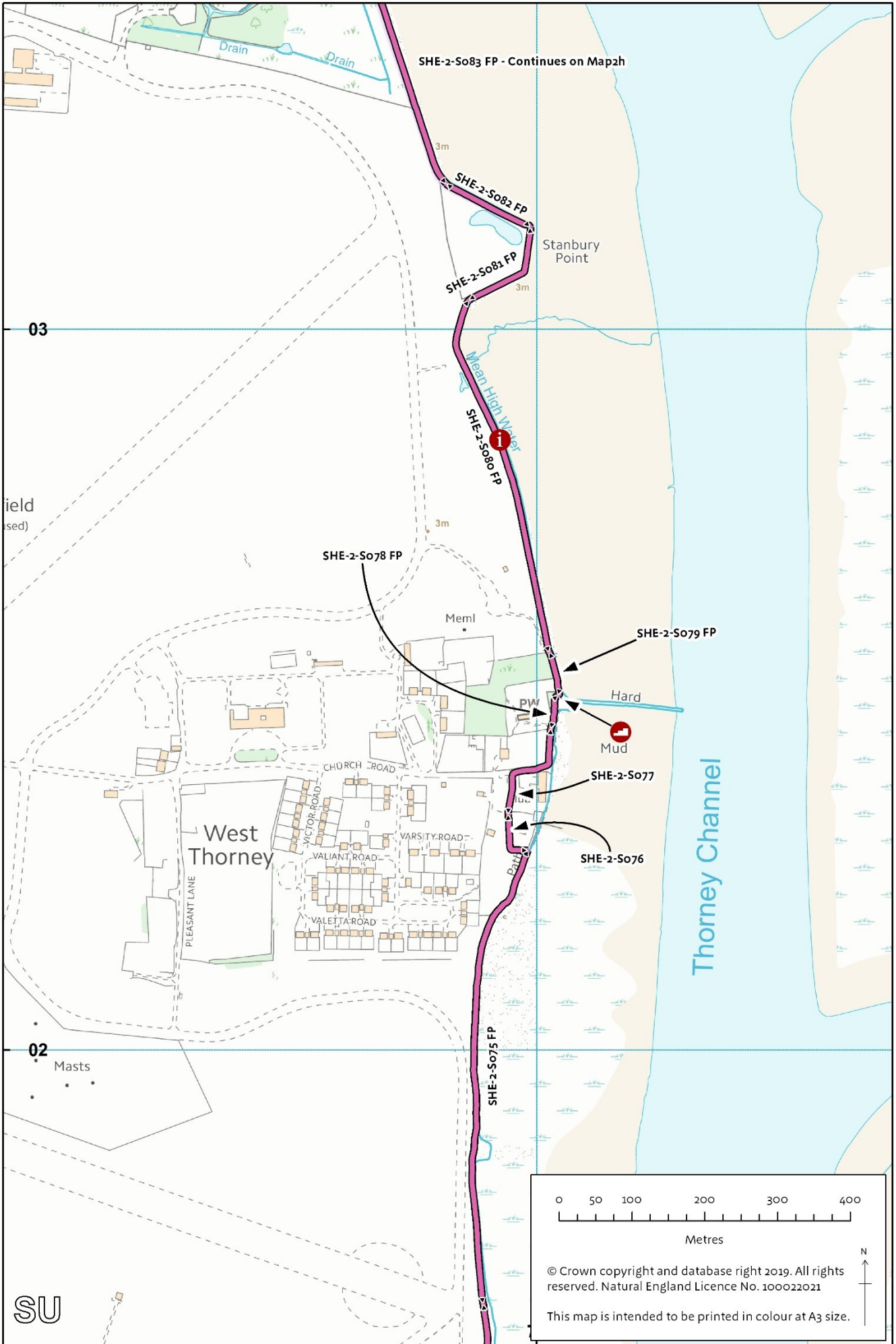
Map 2e: Wickor Point to Marker Point

Map 2e: Wickor Point to Marker Point

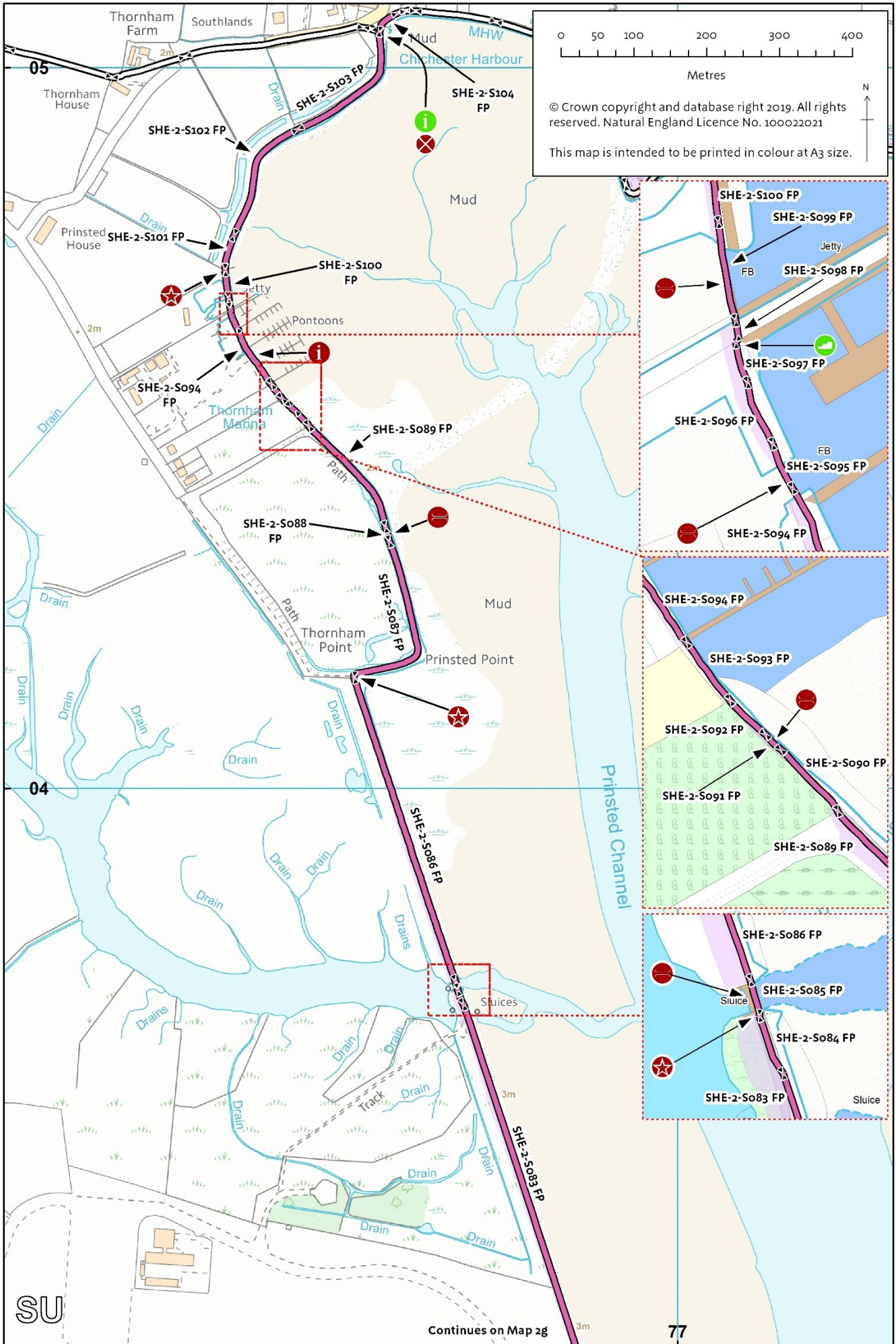




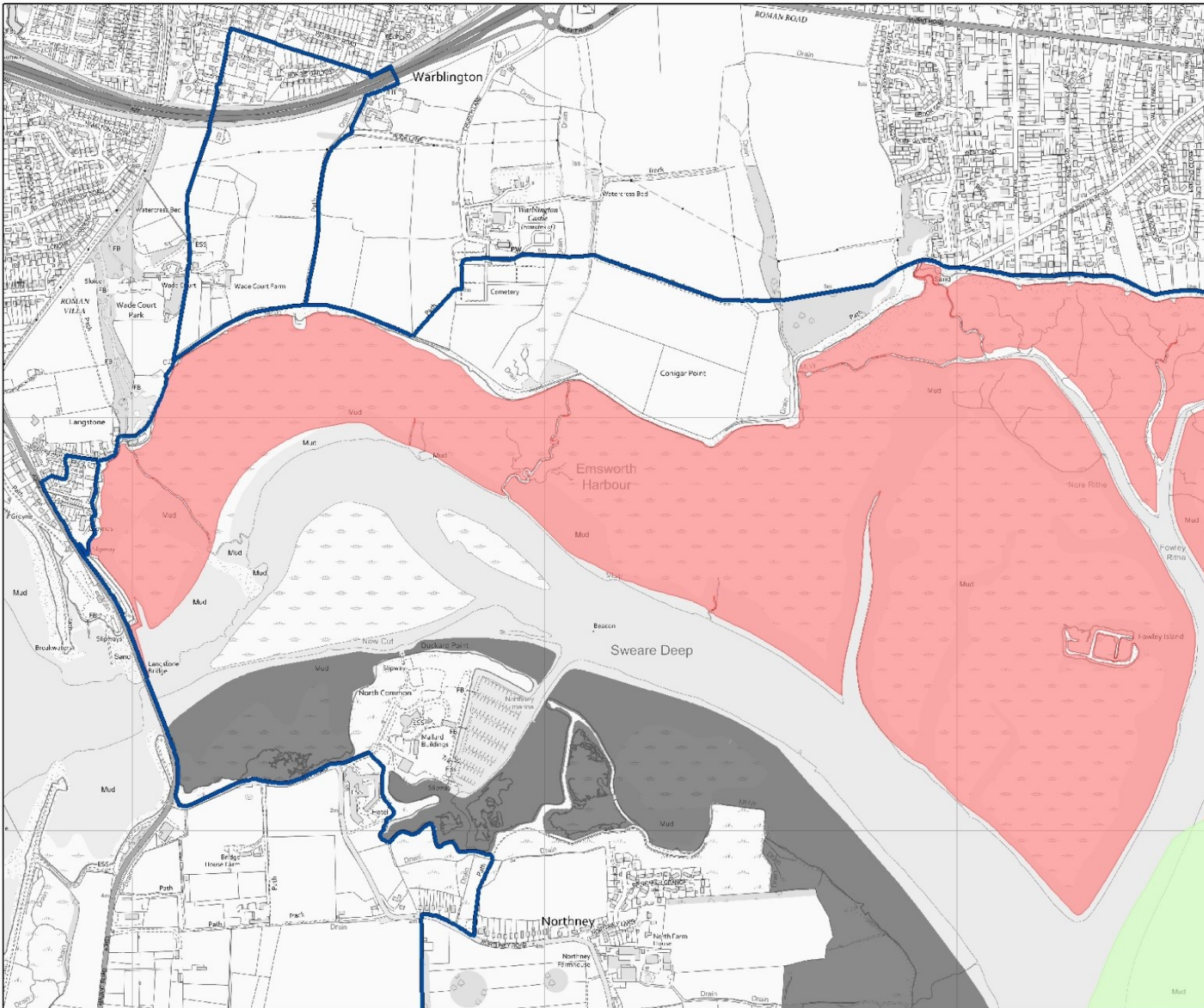
Map 2f: Marker Point to Longmere Point



Map 2h: West Thorney to Prinsted

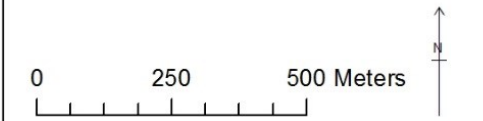


Continues on Map 2g

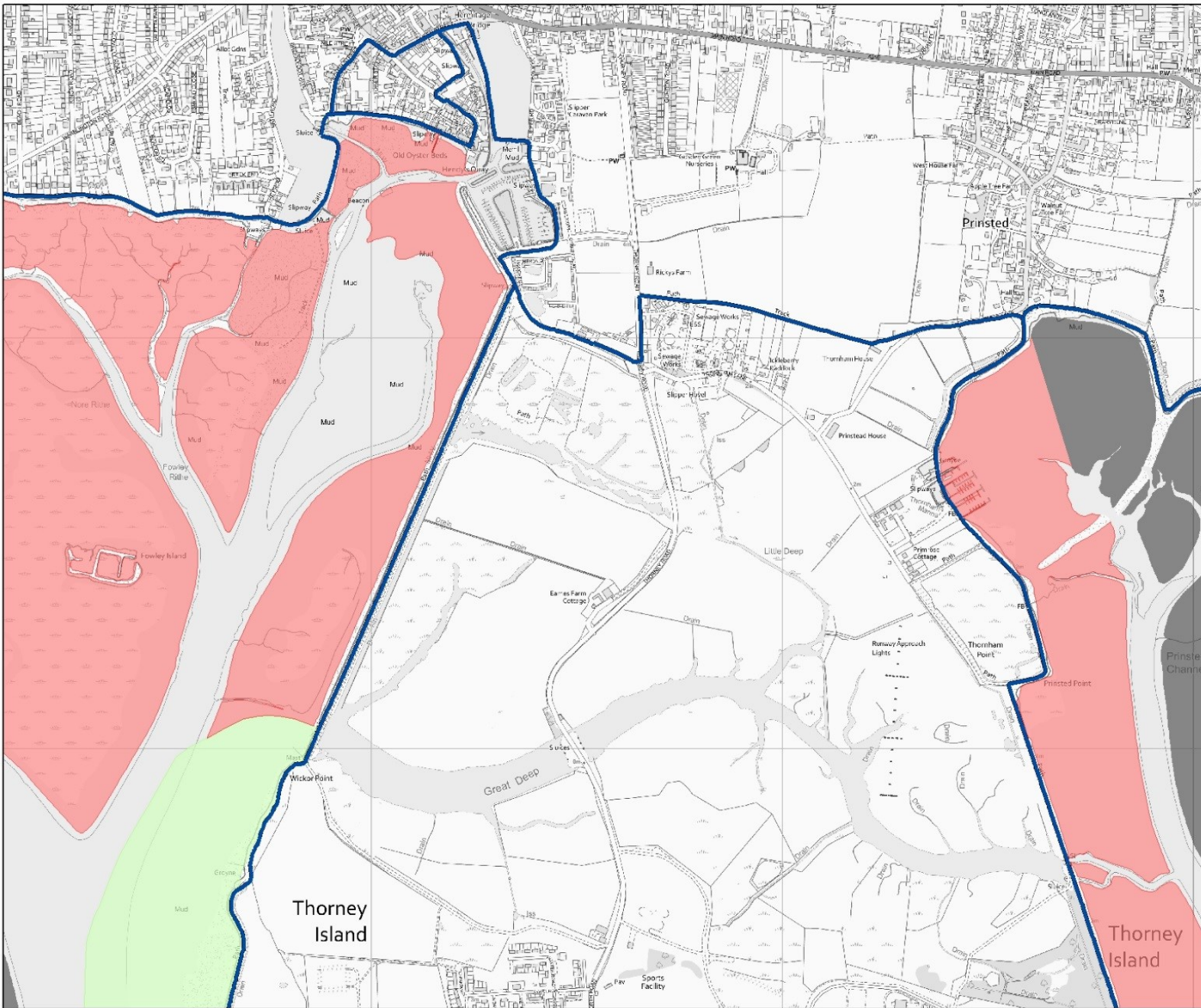


- Proposed Route
- Directions shown in other SHE report
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Section 15 Land, existing access rights apply

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.



© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021



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

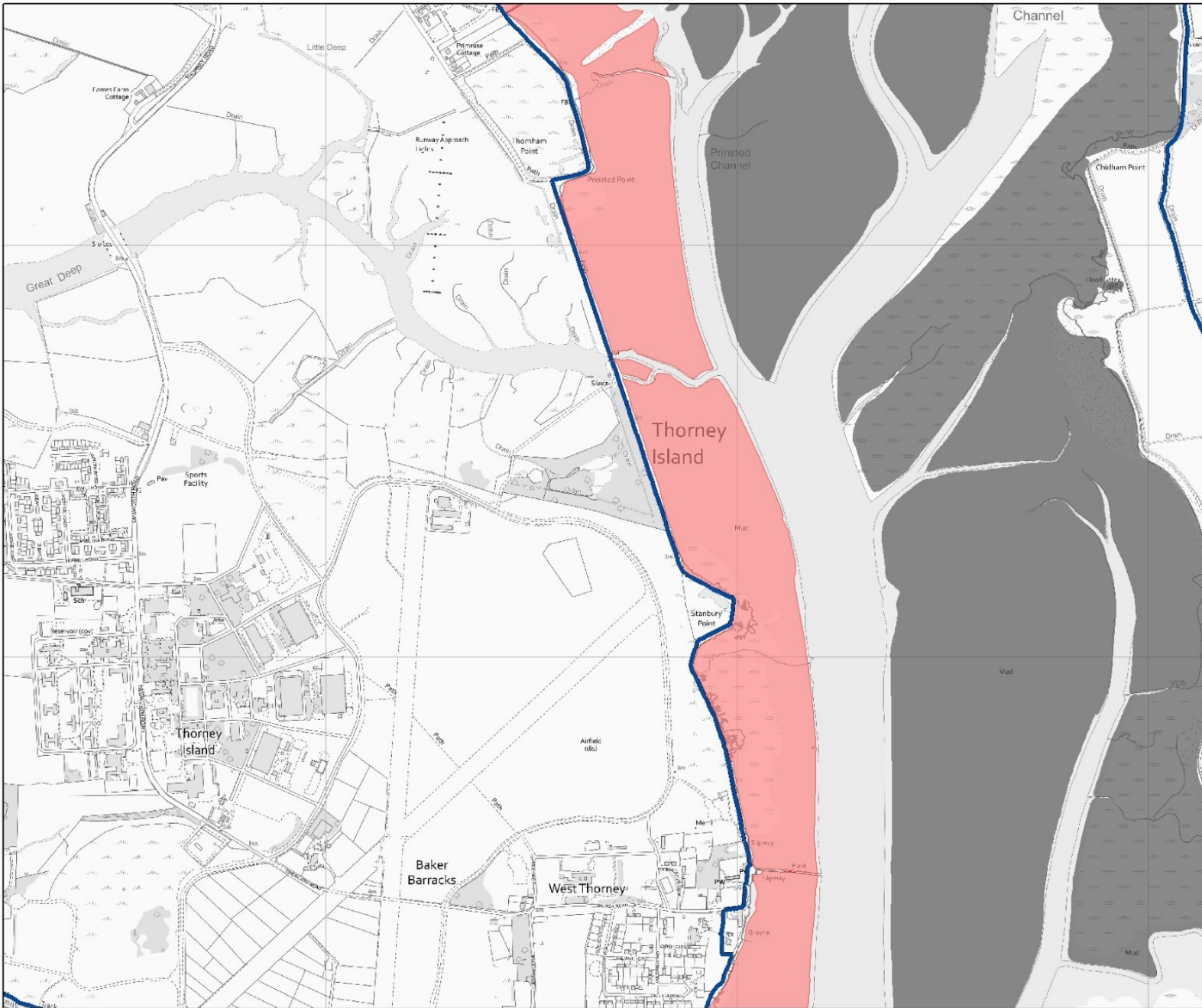
These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



0 250 500 Meters

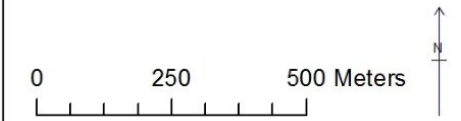


© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

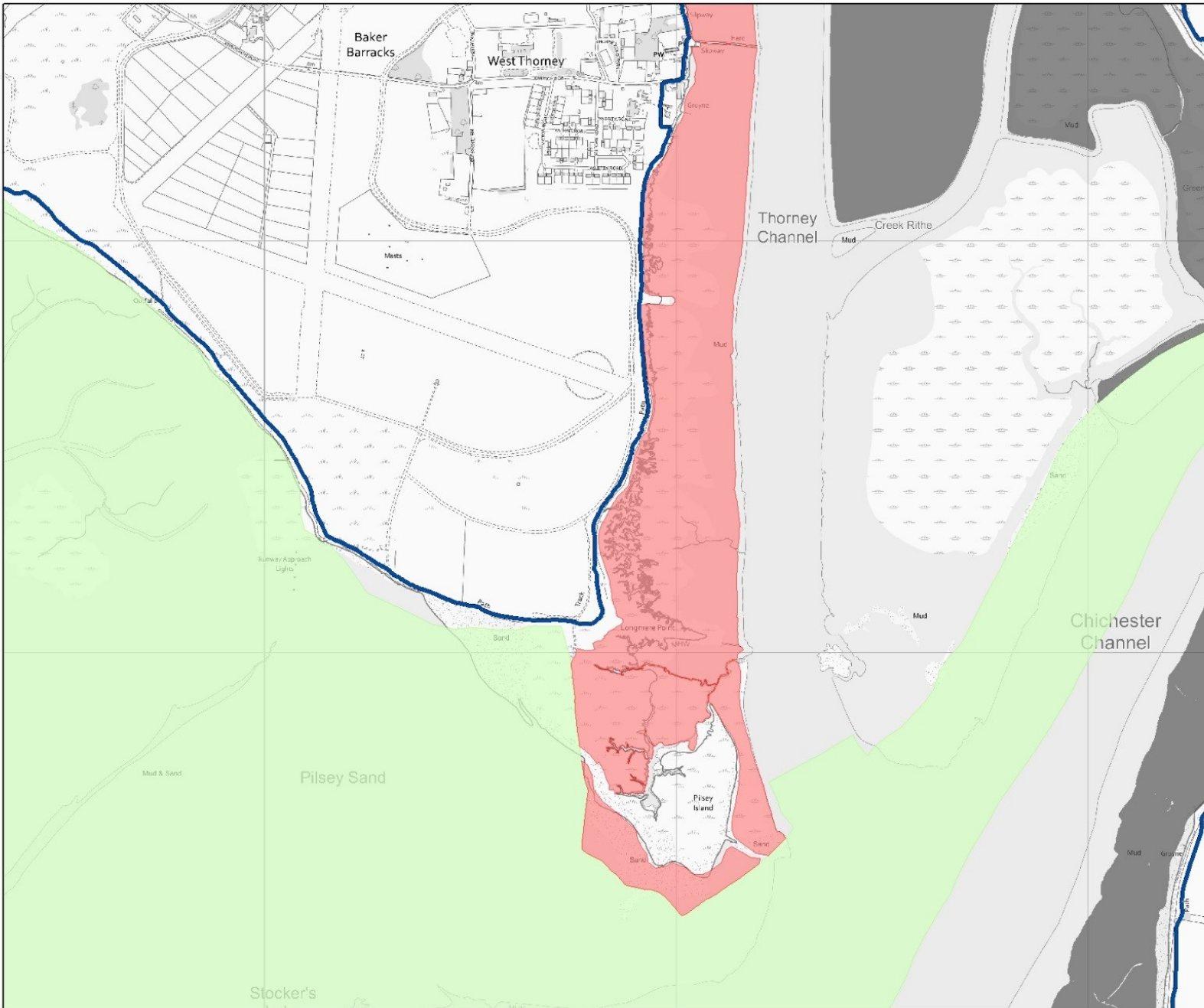


- Proposed Route
- Directions shown in other SHE report
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

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.



© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021



- Proposed Route
- Directions shown in other SHE report
- 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.

© Crown copyright and database right 2019.
All rights reserved. Natural England Licence No. 100022021