



England Coast Path Stretch: South Hayling to East Head

Report SHE 3: Prinsted to Bosham

Part 3.1: Introduction

Start Point:	Prinsted (grid reference: 476585, 105045)
+End Point:	Bosham (grid reference: 480398 104561)
Relevant Maps:	SHE 3a to SHE 3e

3.1.1 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.

3.1.2 This report covers length SHE 3 of the stretch, which is the coast between Prinsted and Bosham. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

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

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

3.2.3 Includes a section of new path, at Cobnor Point (SHE-3-S014 and SHE-3-S015). See map SHE 3c and associated tables below for details.

Protection of the environment:

3.2.4 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.

3.2.5 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)

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.

3.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SHE 3b, SHE 3c, SHE 3e.	SHE-3-S010 to SHE-3-S018, SHE-3-S053	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland between Cutmill Creek and Colner Creek. ■ The trail is aligned inland to the west of Cobnor Point. <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. 	<p>To help reduce disturbance to feeding and roosting overwintering birds by recreational users.</p> <p>To help reduce disturbance to breeding birds by recreational users.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> Approximately 20m of hedgerow will be added to infill sections where vegetation is absent along the proposed area of new access. 	

3.2.7 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:

3.2.8 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.

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

Where we have proposed exercising statutory discretions:

3.2.9 **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 A2. 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 this harbour and our resulting proposals.

3.2.10 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 3.3.1 below.

3.2.11 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 3.3.1. 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 3.3.1] 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.

3.2.12 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

3.2.13 Access to the land in the coastal margin covered by route sections SHE-3-S001 to SHE-3-S014 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 3A to 3B.

3.2.14 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.

3.2.15 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.

3.2.16 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.

3.2.17 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the hidden creeks, channels and local patterns of tidal inundation.

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

3.2.18 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.

3.2.19 Column 4 of table 3.3.1 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 3a to SHE 3e as the proposed route of the trail.

3.2.20 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 3.3.1, the route is to be at the centre of the line shown on maps SHE 3a to SHE 3e as the proposed route of the trail.

Other future change:

3.2.21 The route of the trail near Chidham is aligned along pre-existing rights of way. We are aware that a landowner is attempting to alter the route of the PRoW. Should that come to pass, Natural England will carefully consider whether it is appropriate for the ECP to be altered to follow the new line of the PRoW and if appropriate, prepare a separate variation report to the Secretary of State.

3.2.22 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this report.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

3.2.23 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.

3.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £16,274 and is informed by:

- information already held by the access authority, 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.

3.2.25 There are four main elements to the overall cost:

- A significant number of new signs would be needed on the trail
- Addition of approximately 20 metres of hedgerow to infill the sections where vegetation is absent along the newly proposed access at SHE-3-S014.
- At Cobnor Point, route section SHE-3-S014, where the route crosses a ditch and field boundaries a small bridge will be required and where sections SHE-3-S014 and SHE-3-S015 meet, one large or two small footbridges are required to cross the ditch.
- 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 a new ramp and resurfacing would enhance the convenience of the trail. 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	£3236
Surfacing works	£2925
Hedgerow infill	£400
Cobnor Point – Ramp, Bridges	£5936

and hedge removal.

Project management and variance £3750

Total £16,274 (Exclusive of any VAT payable)

3.2.26 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, 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:

3.2.27 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).

3.2.28 We estimate that the annual cost to maintain the trail will be £4,987.85 (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 3.3: Proposals Tables

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

3.3.1 Section Details – Maps SHE 3a to SHE 3e: Prinsted to Bosham

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: 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 3.3.3’ 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 3a	SHE-3-S001 to SHE-3-S003	Public footpath	Yes – See table 3.3.3	No	Fence line	Clarity and Cohesion	
SHE 3a	SHE-3-S004	Public footpath	Yes – See table 3.3.3	Yes – bank			
SHE 3a	SHE-3-S005 to SHE-3-S007	Public footpath	Yes – See table 3.3.3	Yes - bank	Ditch	Clarity and Cohesion	
SHE 3a	SHE-3-S008 to SHE-3-S009	Public footpath	Yes – See table 3.3.3	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 3b to 3c	SHE-3-S010* to SHE-3-S013	Other existing walked route	Yes - Normal	No	Ditch	Clarity and Cohesion	
SHE 3c	SHE-3-S014*	Not an existing walked route	Yes - Normal	No			
SHE 3c	SHE-3-S015	Not an existing walked route	Yes - Normal	No			
SHE 3c	SHE-3-S016	Public footpath	Yes – See table 3.3.3	No	Landward edge of path	Clarity and Cohesion	
SHE 3c	SHE-3-S017 and SHE-3-S018	Public footpath	Yes – See table 3.3.3	Yes - bank			
SHE 3c	SHE-3-S019	Public footpath	Yes – See table 3.3.3	No	Fence line	Clarity and Cohesion	
SHE 3c	SHE-3-S020	Public footpath	Yes – See table 3.3.3	Yes - bank			
SHE 3c	SHE-3-S021	Public footpath	Yes – See table 3.3.3	No	Fence line	Clarity and Cohesion	
SHE 3c	SHE-3-S022	Public footpath	Yes – See table 3.3.3	No			
SHE 3c	SHE-3-S023 to SHE-3-S026	Public footpath	No	No	Landward edge of path	Clarity and Cohesion	
SHE 3c	SHE-3-S027 and	Public footpath	No	No	Landward edge of path	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-3-S028						
SHE 3c	SHE-3-S029 to SHE-3-S031	Public footpath	Yes – See table 3.3.3	No	Hedge bank	Clarity and Cohesion	
SHE 3c	SHE-3-S032	Public footpath	Yes – See table 3.3.3	No	Landward edge of path	Clarity and Cohesion	
SHE 3c to 3d	SHE-3-S033 to SHE-3-S035	Public footpath	Yes – See table 3.3.3	Yes - bank			
SHE 3d	SHE-3-S036 to SHE-3-S038	Public footpath	Yes – See table 3.3.3	Yes - bank			
SHE 3d	SHE-3-S039	Public footpath	Yes – See table 3.3.3	No	Wall	Clarity and Cohesion	
SHE 3d	SHE-3-S040	Public footpath	Yes – See table 3.3.3	No	Fence line	Clarity and Cohesion	
SHE 3d	SHE-3-S041 and SHE-3-S042	Public footpath	Yes – See table 3.3.3	No	Landward edge of road	Clarity and Cohesion	
SHE 3d	SHE-3-S043	Public highway	Yes – See table 3.3.3	No	Landward edge of road	Clarity and Cohesion	
SHE 3d	SHE-3-S044	Public footpath	Yes - Normal	No	Landward edge of steps	Clarity and Cohesion	
SHE 3e	SHE-3-S045 to	Public footpath	Yes - Normal	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-3-S049						
SHE 3e	SHE-3-S050	Public footpath	Yes - Normal	No	Fence line	Clarity and Cohesion	
SHE 3e	SHE-3-S051	Public footpath	Yes - Normal	No	Fence line	Clarity and Cohesion	
SHE 3e	SHE-3-S052* and SHE-3-S053*	Public footway (pavement)	No	No	Pavement edge	Clarity and Cohesion	
SHE 3e	SHE-3-S054*	Public footpath	No	No	Landward edge of steps	Clarity and Cohesion	
SHE 3e	SHE-3-S055	Public footpath	Yes – See table 3.3.3	No			
SHE 3e	SHE-3-S056	Public footpath	Yes – See table 3.3.3	Yes - barrier			
SHE 3e	SHE-3-S057	Public footpath	Yes – See table 3.3.3	No			
SHE 3e	SHE-3-S058	Public footpath	Yes – See table 3.3.3	No			
SHE 3e	SHE-3-S059	Public footpath	Yes – See table 3.3.3	No			
SHE 3e	SHE-3-S060	Public footpath	Yes – See table 3.3.3	No			

3.3.2 Other options considered: Maps SHE 3a to SHE 3e: Prinsted to Bosham

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 3b	SHE-3-S010 to SHE-3-S012	We considered aligning along the original route of the public right of way (PRoW) as shown on our map along the water's edge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The previous route of the PRoW has become heavily eroded and dangerous. The PRoW has now been diverted. ■ Sometime in the near future, the sea wall will be breached. When this happens, the sea will flood the inland fields to create new saltmarsh/mudflat habitat. ■ 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 3c	SHE-3-S014	We considered aligning along the public right of way along the foreshore around Cobnor Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing PRoW floods during high tide. ■ Under our proposals, the public footpath would remain available for people to use as part of the spreading room, but would not form part of the designated trail. ■ Our proposed route is aligned slightly inland, helping to reduce disturbance to birds utilising the intertidal zone. ■ Our proposals would provide better access for people with reduced mobility by removing the need to access the route via steps ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 3e	SHE-3-S052 to SHE-3-S054	We considered aligning along the shoreline south of the A259 between Cutmill Creek and Colner Creek.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ ECP users would cause increased disturbance to wildfowl and waders that roost in the adjacent field during high tides. ■ 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

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.

3.3.3 Roll-back implementation – more complex situations: Maps SHE 3a to SHE 3e: Prinsted to Bosham

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SHE 3a	SHE-3-S001 to SHE-3-S009	Fields that are functionally linked to Chichester Harbour SPA between Prinsted and Chidham Point and adjacent ditches	If it is no longer possible to find a viable route seaward of the ditch system and through the land linked to Chichester Harbour SPA, 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 3c	SHE-3-S016 to SHE-3-S022	Fields that are functionally linked to Chichester Harbour SPA between Cobnor Point and Cobnor House and adjacent ditches	If it is no longer possible to find a viable route seaward of the ditch system and through the land linked to Chichester Harbour SPA, 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 3c and 3d	SHE-3-S029 to SHE-3-S043	Fields that are functionally linked to Chichester Harbour SPA between Cobnor House to Chidham and adjacent ditches	If it is no longer possible to find a viable route seaward of the ditch system and through the land linked to Chichester Harbour SPA, 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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			appropriate or (b) if necessary, be routed landward of it.
SHE 3e	SHE-3-S055 to SHE-3-S060	Fields that are functionally linked to Chichester Harbour SPA between Colner Creek to Bosham	If it is no longer possible to find a viable route through the land linked to Chichester Harbour SPA, 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.

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 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
SHE 3a	Prinsted to Chidham Point
SHE 3b	Chidham Point to Cobnor Point
SHE 3c	Cobnor Point
SHE 3d	Cobnor Farm to Chidham
SHE 3e	Chidham to Bosham
Directions Map SHE 3A	Directions for report SHE 3: Prinsted to Bosham
Directions Map SHE 3B	Directions for report SHE 3: Prinsted to Bosham

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

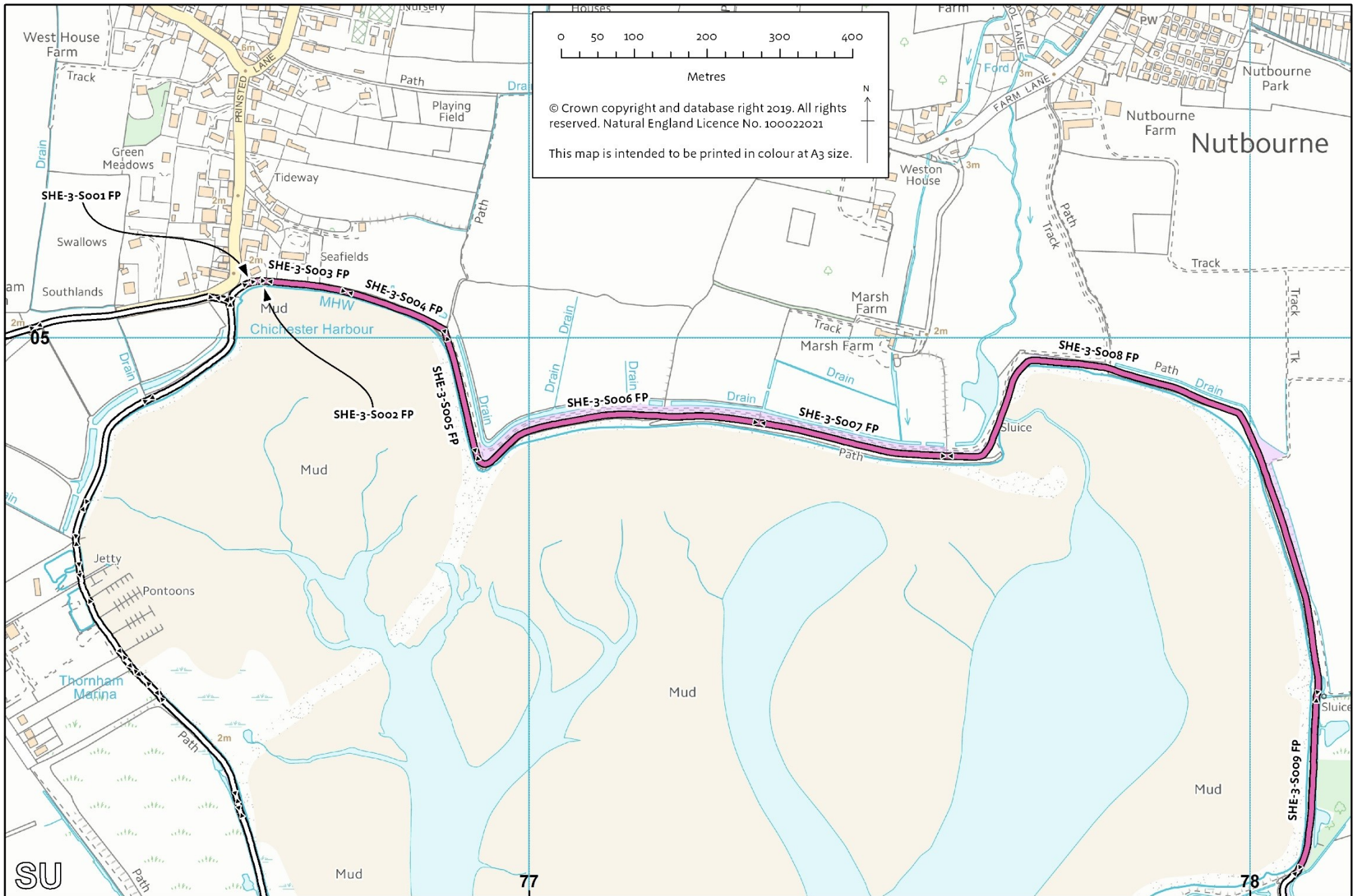
Infrastructure types (for status see below)

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

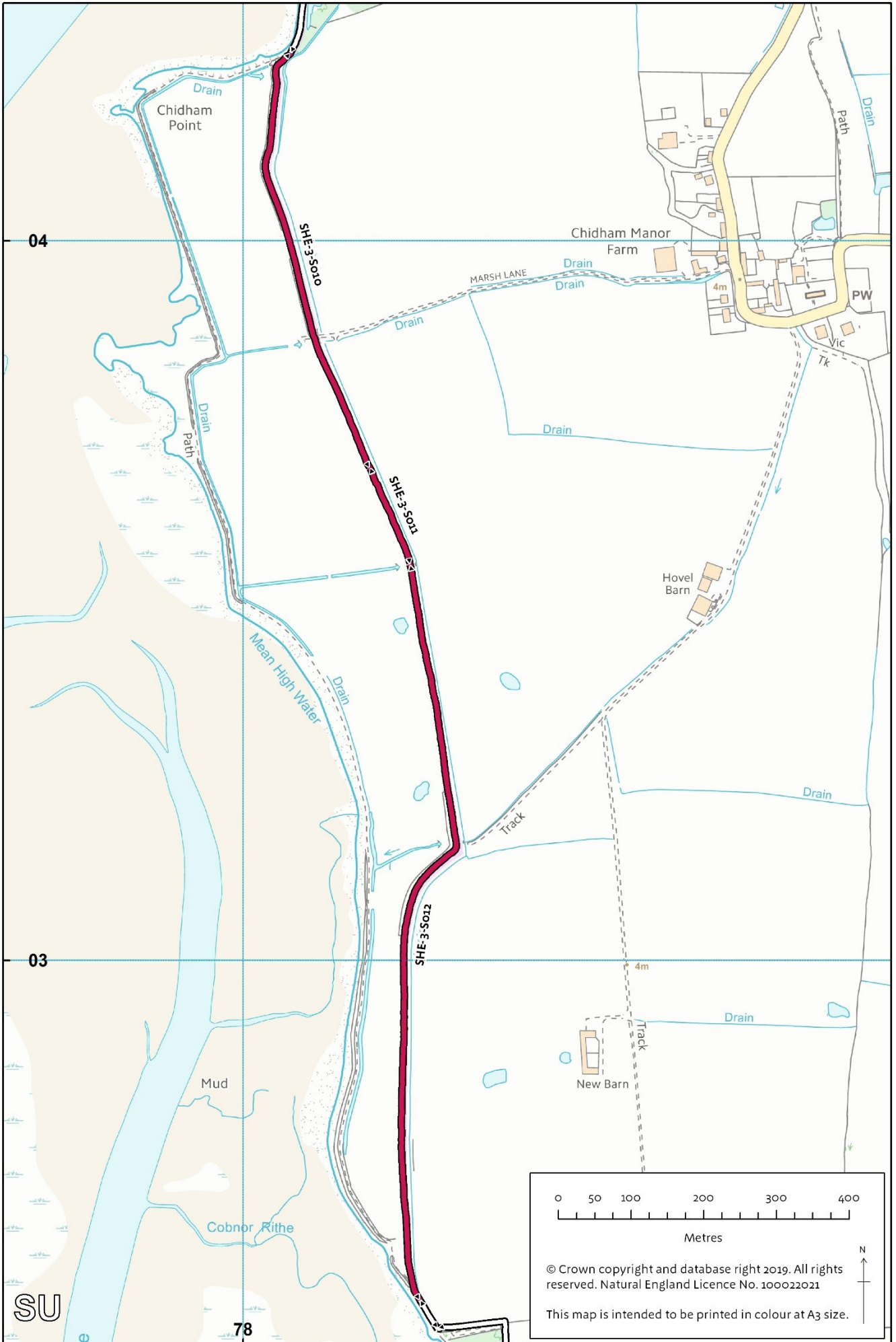
Infrastructure status will be indicated by one of three colours, as shown in the example below:

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



Map 3b: Chidham Point to Cobnor Point

Map 3b: Chidham Point to Cobnor Point

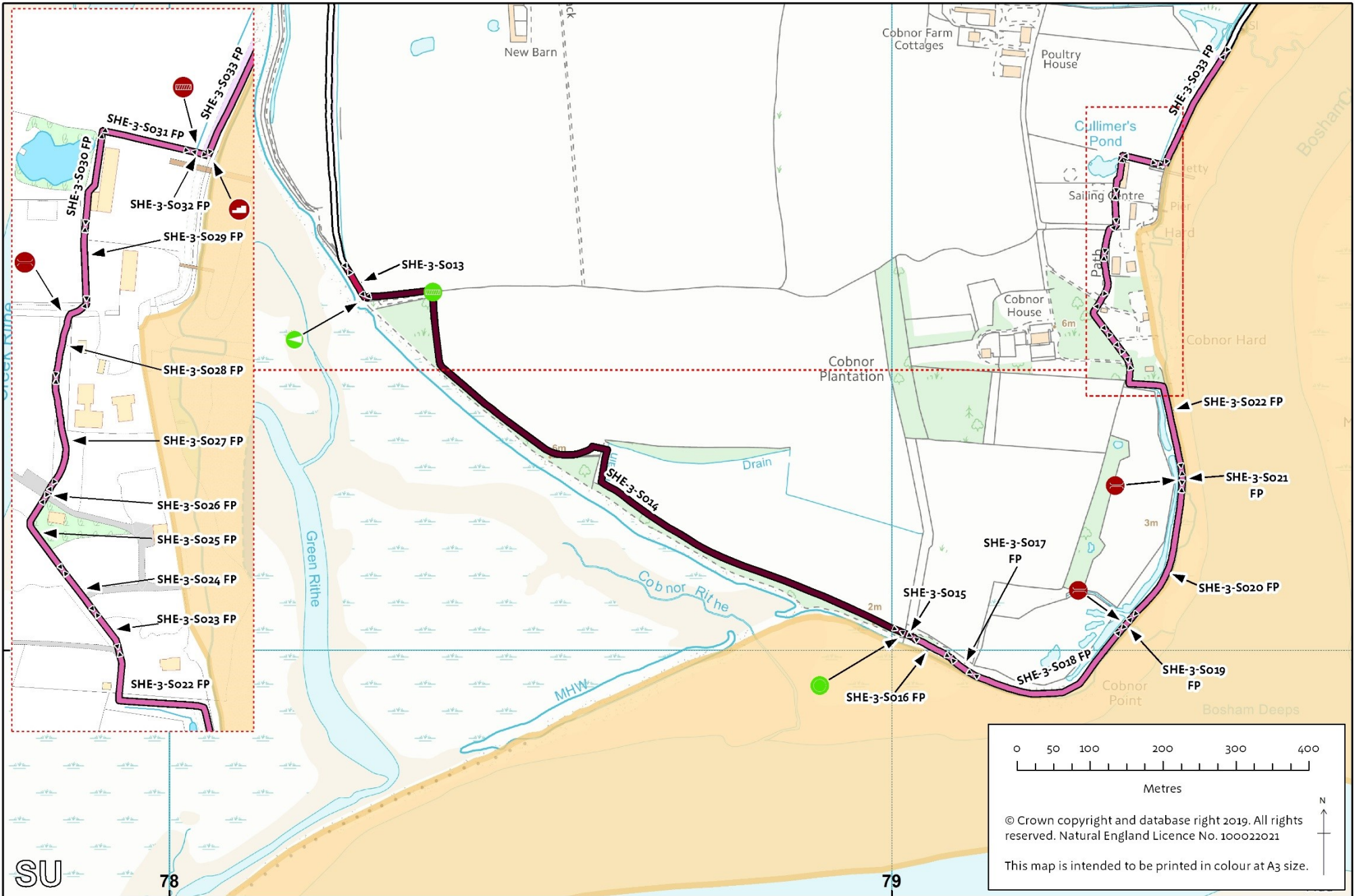


0 50 100 200 300 400
Metres

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

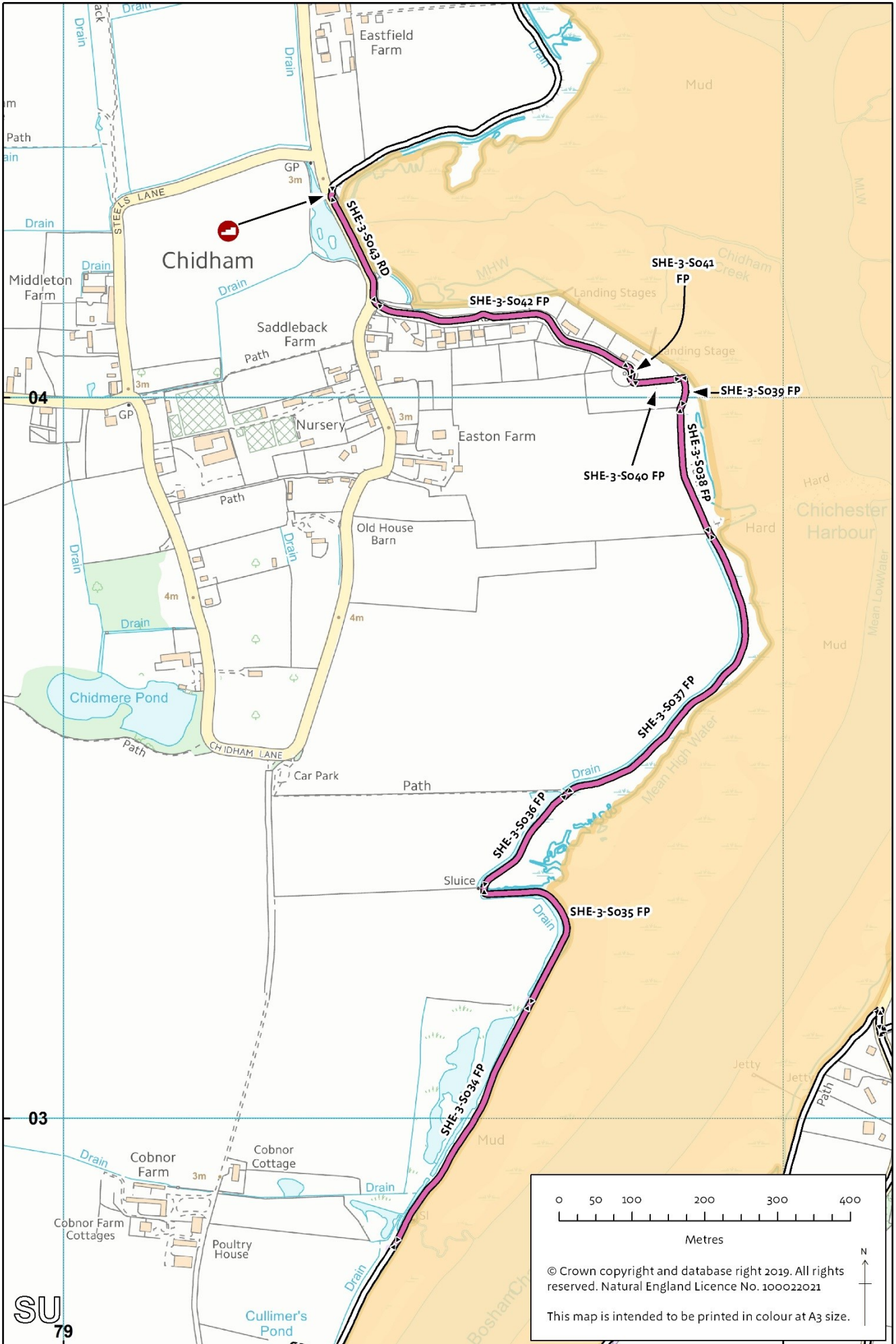
N ↑



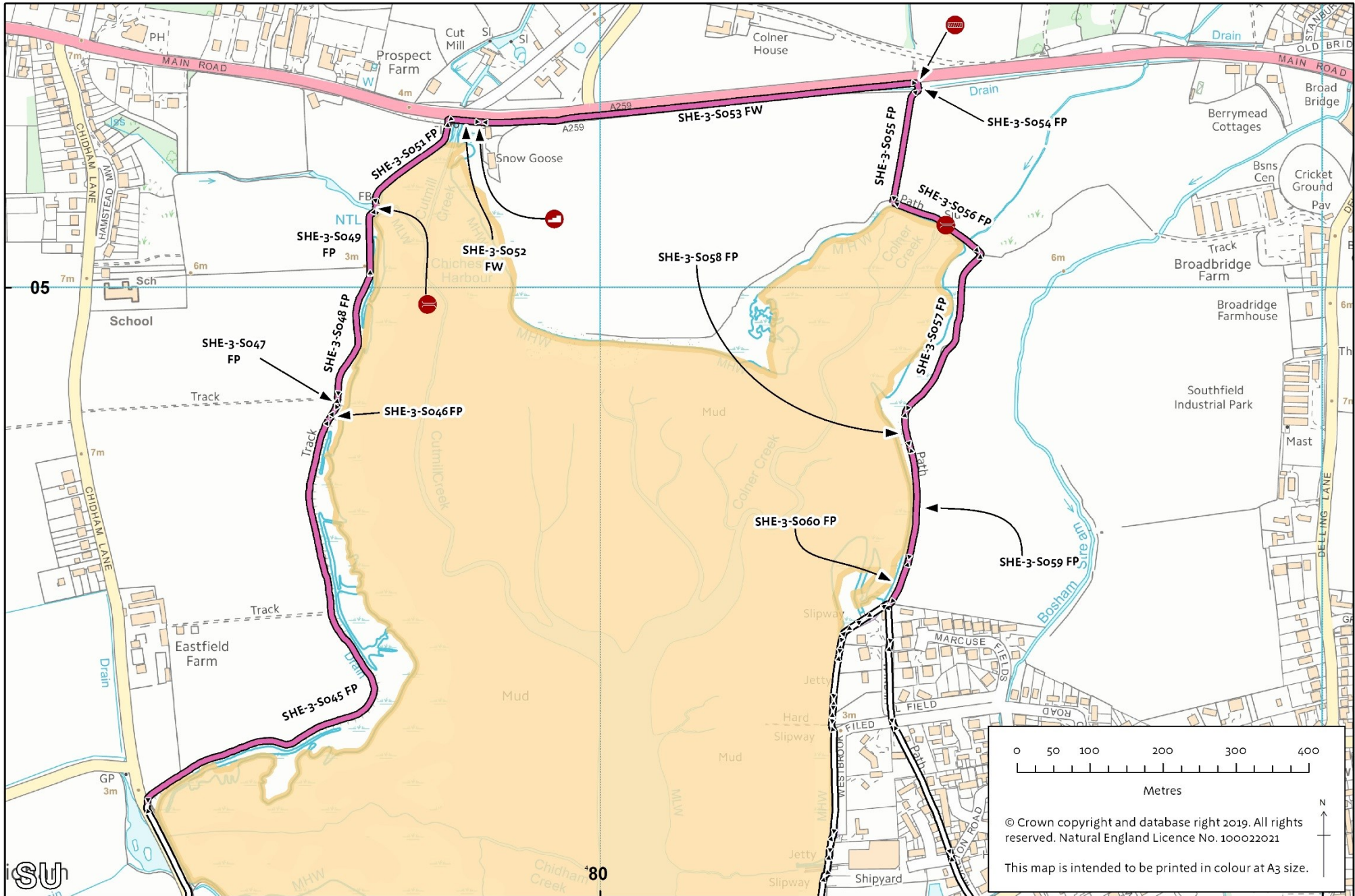
Map 3c: Cobnor Point

Map 3d: Cobnor Farm to Chidham

Map 3d: Cobnor Farm to Chidham



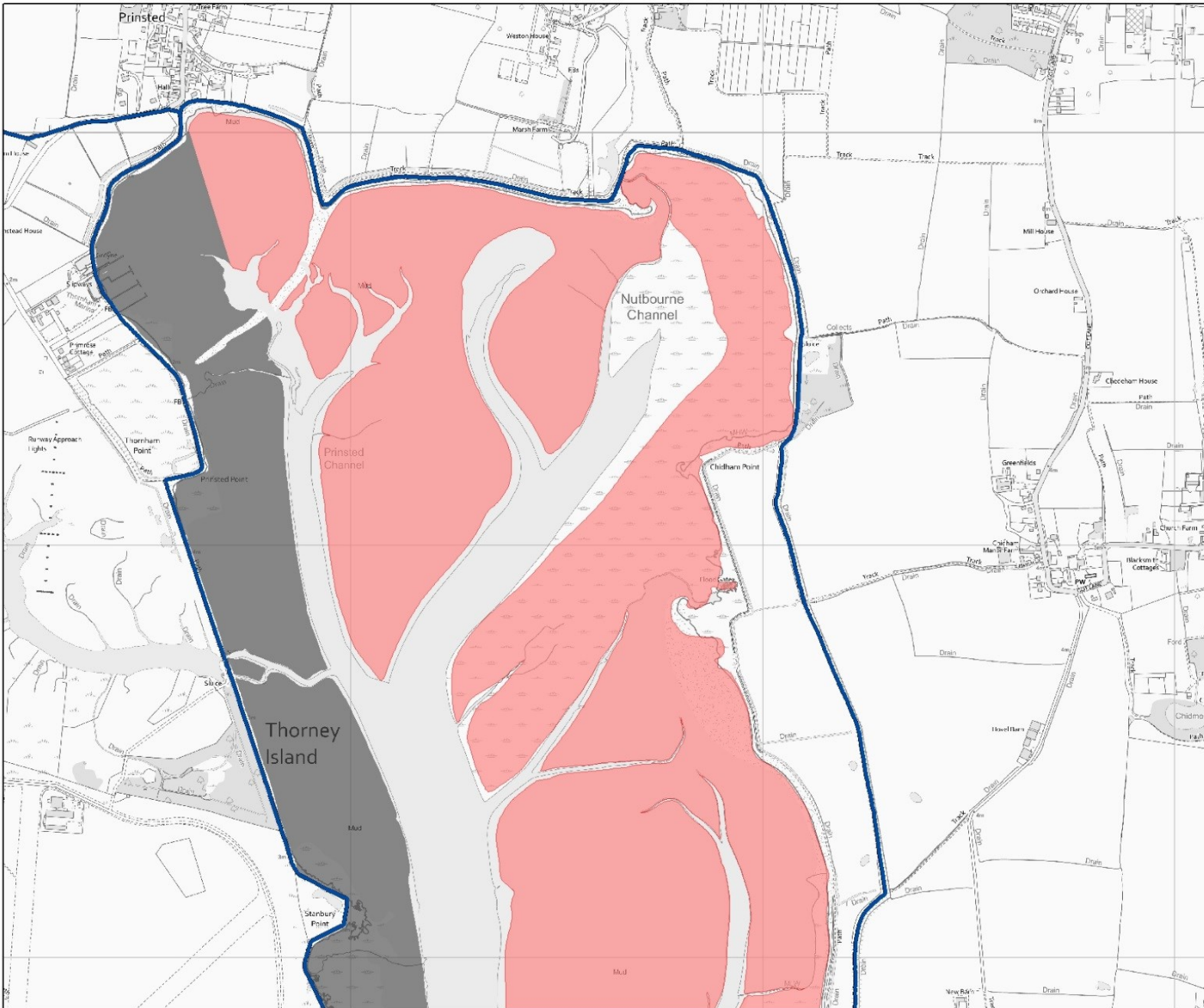
SU 79



0 50 100 200 300 400
Metres

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

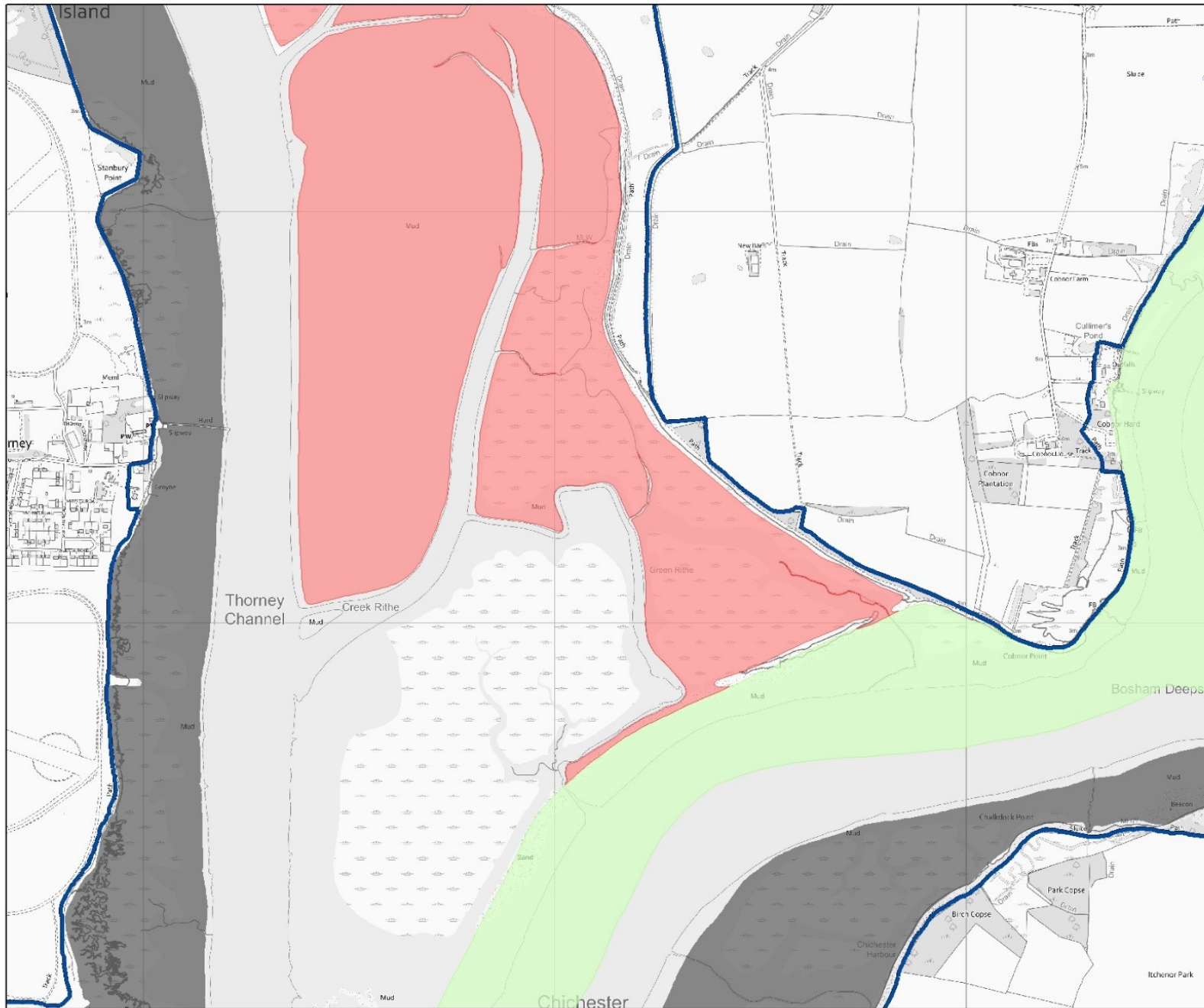


- Proposed Route
- Directions shown in other SHE report
- Proposed long-term access exclusion, Sensitive Wildlife, Section 26 (3)(a), No Public Access, Year round
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

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.

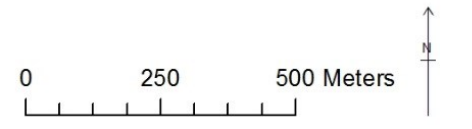
0 250 500 Meters

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- Proposed Route
- 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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