



England Coast Path Stretch: South Hayling to East Head

Report SHE 4: Bosham to West Itchenor

Part 4.1: Introduction

Start Point:	Bosham (grid reference: 480398, 104561)
End Point:	West Itchenor (grid reference: 479960, 101445)
Relevant Maps:	SHE 4a to SHE 4h

4.1.1 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.

4.1.2 This report covers length SHE 4 of the stretch, which is the coast between Bosham and West Itchenor. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

The trail:

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

4.2.2 Follows the coastline quite closely and maintains good views of the sea.

4.2.3 Is aligned on the beach or foreshore in two locations to the north of Bosham Quay and north of West Itchenor ferry. See 4.1.23 for details.

4.2.4 Part of an alternative route follows the existing New Lipchis Way between West Itchenor and Chichester Marina but departs from this in order to more closely follow the Fishbourne Channel.

Protection of the environment:

4.2.5 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.

4.2.6 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)
- Fishbourne Roman site - Scheduled Monument

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

4.2.7 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

4.2.8 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 in respect of the natural environment; 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:

4.2.9 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;
- There are steps;
- It is necessary to descend steps in order to board the ferry.

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

Where we have proposed exercising statutory discretions:

4.2.10 **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.

4.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 4.3.1 below.

4.2.12 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 4.3.1. 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 4.3.1] 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.

4.2.13 **Alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between Windmill Field and Shore Road [SHE-4-S001 and SHE-4-S020] when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as SHE-4-OA001 to SHE-4-OA005 on map SHE 4a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.14 An alternative route is to operate as a diversion from the ordinary route between Taylor's Lane, Bosham and West Itchenor Ferry [SHE-4-S025 and SHE 5 –S001 – see report SHE 5]. The alternative route will be used during the weekdays in the winter months (October until Easter Bank Holiday), when the ferry between Bosham and West Itchenor is not operating. The alternative route is to be at the centre of the line shown as SHE-4-A006 to SHE-4-A104 on maps SHE 4c to 4h. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.15 An optional alternative route is to operate as an optional diversion from the ordinary route between [SHE-4-S037 and SHE-4-S048] when it is unavailable due to high tides. The optional alternative route is to be at the centre of the line shown as SHE-4-OA105 to SHE-4-OA107 on map SHE 4b. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.16 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.

4.2.17 **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.

4.2.18 Column 4 of tables 4.3.1 and 4.3.2 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 4a to SHE 4h as the proposed route of the trail.

4.2.19 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) 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps SHE 4a to SHE 4h as the proposed route of the trail.

Other future change:

4.1.20 The route of the trail on this length of coast incorporates the use of a ferry at Bosham Hoe/West Itchenor (between route sections SHE-4-S048 and SHE-4-S049). Should the service cease altogether or become less suitable for the purpose, Natural England will review its trail alignment and if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

4.1.21 At this point we do not foresee any other 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:

4.2.22 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.

4.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £122,321 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.

4.2.24 There are five main elements to the overall cost:

- A significant number of new signs would be needed on the trail
- A number of information boards will be required to provide information about the ferry service and the alternative route.
- A kissing gate to be installed at SHE-4-A037
- 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 resurfacing would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.
- A capital costs only grant will be made to enable the ferry service between Bosham and Itchenor to operate year round (weekend services from October until the Easter bank holiday). This will be used to cover the costs associated with securing a second vessel and to make accessibility improvements. The ferry's operational costs will be covered by revenue from fares and by a separate community levy to cover increased staffing and running costs during the winter period.

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	£14068
Kissing gate	£633
Surfacing works	£71500
Hand rails	£200
Project management and variance	£25920
Capital costs only grant	£10000
Total	£ 122,321 (Exclusive of any VAT payable)

4.2.25 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:

4.2.26 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).

4.2.27 We estimate that the annual cost to maintain the trail will be £1,899.99 (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 4.3: Proposals Tables

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

4.3.1 Section Details – Maps SHE 4a to SHE 4h: Bosham to West Itchenor Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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 4a	SHE-4-S001 and SHE-4-S002	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and Cohesion	
SHE 4a	SHE-4-S003	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and Cohesion	
SHE 4a	SHE-4-S004	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and Cohesion	
SHE 4a	SHE-4-S005 to SHE-4-S016	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and Cohesion	
SHE 4a	SHE-4-S017	Public footpath	Yes - See table 4.3.4	No	Various	Clarity and Cohesion	The landward boundary is

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
							comprised of various features including wall and landward edge of path
SHE 4a	SHE-4-S018	Public footpath	Yes - See table 4.3.4	No	Edge of road	Clarity and Cohesion	
SHE 4a	SHE-4-S019	Public highway	Yes - See table 4.3.4	No	Edge of road	Clarity and Cohesion	
SHE 4a	SHE-4-S020 to SHE-4-S025	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and Cohesion	
SHE 4a	SHE-4-S026	Public footpath	Yes - See table 4.3.4	No	Landward edge of path	Clarity and Cohesion	
SHE 4a	SHE-4-S027	Public highway	Yes - See table 4.3.4	No	Various	Clarity and Cohesion	The landward boundary is comprised of various features including edge of path, wall and hedge
SHE 4a	SHE-4-S028	Public footpath	Yes - See table 4.3.4	No	Various	Clarity and Cohesion	The landward boundary is comprised of various features including edge of path 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 4a	SHE-4-S029	Public footpath	Yes - See table 4.3.4	No	Fence line	Clarity and Cohesion	
SHE 4a	SHE-4-S030	Public footpath	Yes - See table 4.3.4	No	Wall	Clarity and Cohesion	
SHE 4a	SHE-4-S031	Public footpath	Yes - See table 4.3.4	No			
SHE 4a	SHE-4-S032	Public footpath	Yes - See table 4.3.4	No	Edge of road	Clarity and Cohesion	
SHE 4a	SHE-4-S033	Other existing walked route	Yes - See table 4.3.4	Yes - Flat			
SHE 4a	SHE-4-S034	Public footpath	Yes - See table 4.3.4	No			
SHE 4a	SHE-4-S035 – SHE-4-S037	Public footpath	Yes - See table 4.3.4	No			
SHE 4b	SHE-4-S038	Public highway	Yes - See table 4.3.4	No	Edge of road	Clarity and Cohesion	
SHE 4b	SHE-4-S039	Public footpath	Yes - See table 4.3.4	Yes - beach			
SHE 4b	SHE-4-S040 and SHE-4-S041	Public footpath	Yes - See table 4.3.4	Yes - beach			
SHE 4b	SHE-4-S042 and SHE-4-S046	Public footpath	Yes - See table 4.3.4	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 4b	SHE-4-S047	Public footpath	Yes - See table 4.3.4	No	Hedgerow	Clarity and Cohesion	
SHE 4b	SHE-4-S048*	Other existing walked route	Yes - See table 4.3.4	No	Other	Clarity and Cohesion	
SHE 4b	SHE-4-S049*	Other existing walked route	Yes - See table 4.3.4	No	Various	Clarity and Cohesion	The landward boundary is comprised of various features including edge of jetty, edge of path

4.3.2 Alternative routes and optional alternative route details – Maps SHE 4a to SHE 4h: Bosham to West Itchenor

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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.
4. 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 4a	SHE-4-OA001	Public footpath	No	Fence line	Fence line	Optional alternative route
SHE 4a	SHE-4-OA002	Public footpath	No			Optional alternative route
SHE 4a	SHE-4-OA003	Public footpath	No	Fence line	Fence line	Optional alternative route
SHE 4a	SHE-4-OA004	Public footpath	No	Various	Pavement edge	Optional alternative route. The seaward boundary is comprised of various features including houses, walls and fences
SHE 4a	SHE-4-OA005	Public footway (pavement)	No	Pavement edge	Various	Optional alternative route The landward boundary is comprised of various features including walls and fences
SHE 4c	SHE-4-A006	Other existing walked route	No		Fence line	Alternative route
SHE 4c	SHE-4-A007*	Public footpath	No			Alternative route
SHE 4c	SHE-4-A008*	Public footpath	No	Fence line	Fence line	Alternative route
SHE 4c	SHE-4-A009*	Public footpath	No			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
	and SHE-4-A011*					
SHE 4c	SHE-4-A012*	Public footpath	No		Various	The landward boundary is comprised of various features including fence, hedge and edge of path
SHE 4c	SHE-4-A013* and SHE-4-A014*	Public footpath	No		Hedgerow	Alternative route
SHE 4c	SHE-4-A015*	Public footpath	No			
SHE 4c	SHE-4-A016*	Public footpath	No	Hedgerow		
SHE 4d	SHE-4-A017*	Public footpath	No		Hedgerow	
SHE 4d	SHE-4-A018*	Public footpath	No		Ditch	
SHE 4d	SHE-4-A019* to SHE-4-A022*	Other existing walked route	No		Hedge bank	
SHE 4d	SHE-4-A023*	Public footpath	No	Seaward edge of path	Hedgerow	
SHE 4d	SHE-4-A024*	Public highway	No	Seaward edge of road	Landward edge of road	

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 4d	SHE-4-A025*	Public footway (pavement)	No	Pavement edge	Pavement edge	
SHE 4e	SHE-4-A026*	Public footway (pavement)	Yes - See table 4.3.4	Pavement edge	Pavement edge	
SHE 4e	SHE-4-A027*	Public highway	Yes - See table 4.3.4	Seaward edge of road	Landward edge of road	
SHE 4e	SHE-4-A028*	Public footpath	Yes - See table 4.3.4	Various	Various	The seaward boundary is comprised of various features including fences, walls and hedges. The landward boundary is comprised of river bank and edge of path
SHE 4e	SHE-4-A029*	Public footpath	Yes - See table 4.3.4		Various	The landward boundary is comprised of various features including the riverbank and hedge
SHE 4e	SHE-4-A030*	Public footpath	Yes - See table 4.3.4			
SHE 4e	SHE-4-A031*	Public footpath	Yes - See table 4.3.4			
SHE 4e	SHE-4-A032*	Public footpath	Yes - See table 4.3.4			

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 4e	SHE-4-A033*	Public footpath	Yes - See table 4.3.4		Bank	
SHE 4e	SHE-4-A034* to SHE-4-A037*	Public footpath	Yes - See table 4.3.4			
SHE 4e	SHE-4-A038* and SHE-4-A039*	Public footpath	Yes - See table 4.3.4			
SHE 4e	SHE-4-A040*	Public footpath	Yes - See table 4.3.4			
SHE 4e	SHE-4-A041*	Public footpath	Yes - See table 4.3.4			
SHE 4f	SHE-4-A042* and SHE-4-A043*	Public footpath	Yes - See table 4.3.4			
SHE 4f	SHE-4-A044*	Public footpath	Yes - See table 4.3.4		Landward edge of path	
SHE 4f	SHE-4-A045*	Public footpath	Yes - See table 4.3.4		Wall	
SHE 4f	SHE-4-A046*	Public highway	Yes - See table 4.3.4		Landward edge of road	
SHE 4f to 4g	SHE-4-A047* to SHE-4-A050*	Public footpath	No		Landward edge of road	
SHE 4g	SHE-4-A051*	Public footpath	No	Seaward edge of track	Landward edge of track	

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 4g	SHE-4-A052*	Public footpath	No	Various	Various	The seaward boundary is comprised of various features including fence and edge of path. The landward boundary is comprised of various features including fence and edge of path
SHE 4g	SHE-4-A053*	Public footpath	No	Seaward edge of road	Landward edge of road	
SHE 4g	SHE-4-A054* and SHE-4-A055*	Public footpath	No	Seaward edge of path	Landward edge of path	
SHE 4g	SHE-4-A056*	Public footpath	No	Edge of lock	Edge of lock	
SHE 4g	SHE-4-A057*	Public footpath	No		Hedgerow	
SHE 4g	SHE-4-A058*	Public footpath	No	Hedgerow		
SHE 4g	SHE-4-A059* and SHE-4-A060*	Public footpath	No		Hedgerow	
SHE 4g	SHE-4-A061*	Public footpath	No			
SHE 4g	SHE-4-A062*	Public footpath	No	Hedgerow	Hedgerow	

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 4g	SHE-4-A063*	Public footpath	No		Landward edge of road	
SHE 4g	SHE-4-A064*	Public footpath	Yes - See table 4.3.4			
SHE 4g	SHE-4-A065* and SHE-4-A066*	Public highway	Yes - See table 4.3.4	Seaward edge of road	Landward edge of road	
SHE 4g	SHE-4-A067* and SHE-4-A068*	Public footpath	Yes - See table 4.3.4			
SHE 4g	SHE-4-A069*	Public footpath	Yes - See table 4.3.4		Various	The landward boundary is comprised of various features including fences and hedge
SHE 4g	SHE-4-A070* and SHE-4-A071*	Public footpath	Yes - See table 4.3.4	Various	Various	The seaward boundary is comprised of various features including hedges and fences. The landward boundary is comprised of walls and fences
SHE 4g	SHE-4-A072* to SHE-4-A074*	Public footpath	Yes - See table 4.3.4		Various	The landward boundary is comprised of various features including fences, edge of path and hedges

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 4g	SHE-4-A075* to SHE-4-A077*	Public footpath	Yes - See table 4.3.4	Various	Various	The seaward boundary is comprised of various features including walls and fences The landward boundary is comprised of walls, building and fences
SHE 4h	SHE-4-A078*	Public footpath	Yes - See table 4.3.4	Seaward edge of road	Landward edge of road	
SHE 4h	SHE-4-A079*	Public highway	No	Seaward edge of road	Landward edge of road	
SHE 4h	SHE-4-A080*	Public footpath	No	Seaward edge of track	Landward edge of track	
SHE 4h	SHE-4-A081*	Public footpath	No	Seaward edge of path	Landward edge of path	
SHE 4h	SHE-4-A082*	Public footpath	No			
SHE 4h	SHE-4-A083*	Public footpath	No			
SHE 4h	SHE-4-A084* to SHE-4-A091*	Public footpath	No	Seaward edge of road	Landward edge of road	
SHE 4h	SHE-4-A092*	Public footpath	No			
SHE 4h	SHE-4-A093*	Public footpath	Yes - See table 4.3.4	Seaward edge of path	Landward edge of path	

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 4h	SHE-4-A094*	Public footpath	Yes - See table 4.3.4			
SHE 4h	SHE-4-A095*	Public footpath	Yes - See table 4.3.4	Various	Landward edge of path	The seaward boundary is comprised of various features including edge of path and fence
SHE 4h	SHE-4-A096* to SHE-4-A098*	Public footpath	Yes - See table 4.3.4			
SHE 4h	SHE-4-A099* and SHE-4-A100*	Public footpath	Yes - See table 4.3.4		Landward edge of path	
SHE 4h	SHE-4-A101*	Public footpath	Yes - See table 4.3.4	Seaward edge of road	Landward edge of road	
SHE 4h	SHE-4-A102*	Public footway (pavement)	Yes - See table 4.3.4	Pavement edge	Pavement edge	
SHE 4h	SHE-4-A103* and SHE-4-A104*	Public highway	Yes - See table 4.3.4	Seaward edge of road	Landward edge of road	
SHE 4b	SHE-4-OA105*	Public highway	No	Seaward edge of road	Landward edge of road	
SHE 4b	SHE-4-OA106* and SHE-4-OA107*	Other existing walked route	No		Hedgerow	

4.3.3 Other options considered: Maps SHE 4a to SHE 4h: Bosham to West Itchenor

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 4b- SHE 4e	SHE-4-S048 to SHE-4-S049 and SHE-4-A006 to SHE-4-A104	<p>We considered various options for aligning the path along the coast from Bosham Hoe via Fishbourne to West Itchenor and avoiding using the ferry and alternative route:</p> <ul style="list-style-type: none"> ■ A water's edge route from Bosham Hoe to Fishbourne ■ An off road route through Old Park Wood on to local roads ■ The proposed alternative route as a main route 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Local landowners and businesses were in support of using West Itchenor Ferry and provided financial support to extend the ferry timetable. ■ The alternative route would take walkers away from the sensitive site at Old Park Wood (SPA, Ramsar) which is a valuable ancient woodland sensitive to disturbance from trampling ■ Two important high tide roosts would fall within the coastal margin and could not be restricted as they are subject to pre-existing access rights. However it should be noted that currently despite these access rights it is very difficult to enter the site. ■ Additionally, there are fields important for wader populations along this stretch of coastline. ■ These environmentally sensitive sites (for both flora and fauna) combined with a large area of excepted land at Bosham Hoe would have resulted with a significant inland diversion from Bosham to Fishbourne and no improvements to the existing access/routes around the Fishbourne channel ■ Excepted land prevented a true coastal route and would have required the ECP to follow narrow, busy local roads. ■ Using the alternative route as the main route would place the entire Bosham Peninsula in the coastal margin. ■ 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.

4.3.4 Roll-back implementation – more complex situations: Maps SHE 4a to SHE 4h: Bosham to West Itchenor

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SHE 4a and SHE 4b	SHE-4-S001 to SHE-4-S037	Houses and gardens at Bosham and along Shore Road	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 4b	SHE-4-S038 to SHE-4-S047	Houses, gardens and fields which are functionally linked to Chichester Harbour SPA between Shore Road and Birdham	<p>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.</p> <p>If it is no longer possible to find a viable route seaward of the specified 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.</p>
SHE 4b	SHE-4-S048 and SHE-4-S049	Ferry crossing causeway and jetty within the mudflats of Chichester Harbour SPA	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, 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) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
SHE 4e and SHE 4f	SHE-4-A026 to SHE-4-A046	Fields south of Fishbourne that are functionally linked to Chichester Harbour SPA and adjoining trail sections	If it is no longer possible to find a viable route seaward of the specified 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 4g and SHE 4h	SHE-4-A064 to SHE-4-A078	Houses and gardens around Birdham 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 4h	SHE-4-A093 to SHE-4-A104	Houses and gardens around West Itchenor, drains, fields and adjoining trail sections	If it is no longer possible to find a viable route seaward of the specified land or excepted land (buildings, curtilage, gardens etc), we will choose 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 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
SHE 4a	Bosham
SHE 4b	Bosham to the Itchenor Ferry
SHE 4c	Bosham to Old Park Farm
SHE 4d	Fishbourne
SHE 4e	Fishbourne to Apuldram
SHE 4f	Dell Quay
SHE 4g	Chichester Marina and Birdham Pool
SHE 4h	Birdham to West Ichenor

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)

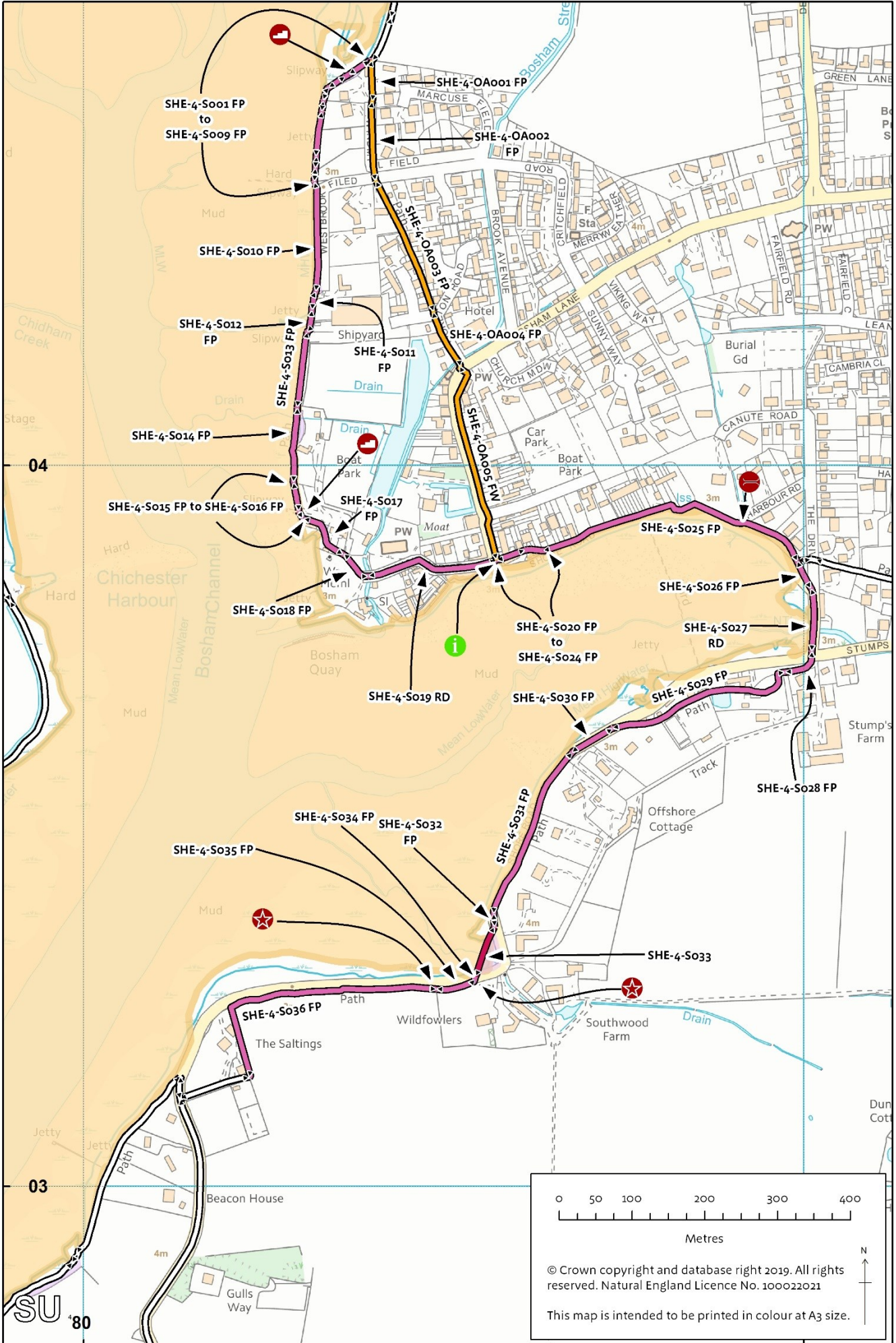
- | | | |
|------------------|----------------------|----------------------|
| barrier | cycle chicane | hurdle |
| boardwalk | drainage | ramp |
| bollard | drop-kerb | revetment |
| clapper bridge | gap in fence | stepping stones |
| footbridge | Bristol gate | steps |
| quad bike bridge | field gate | 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 4a: Bosham



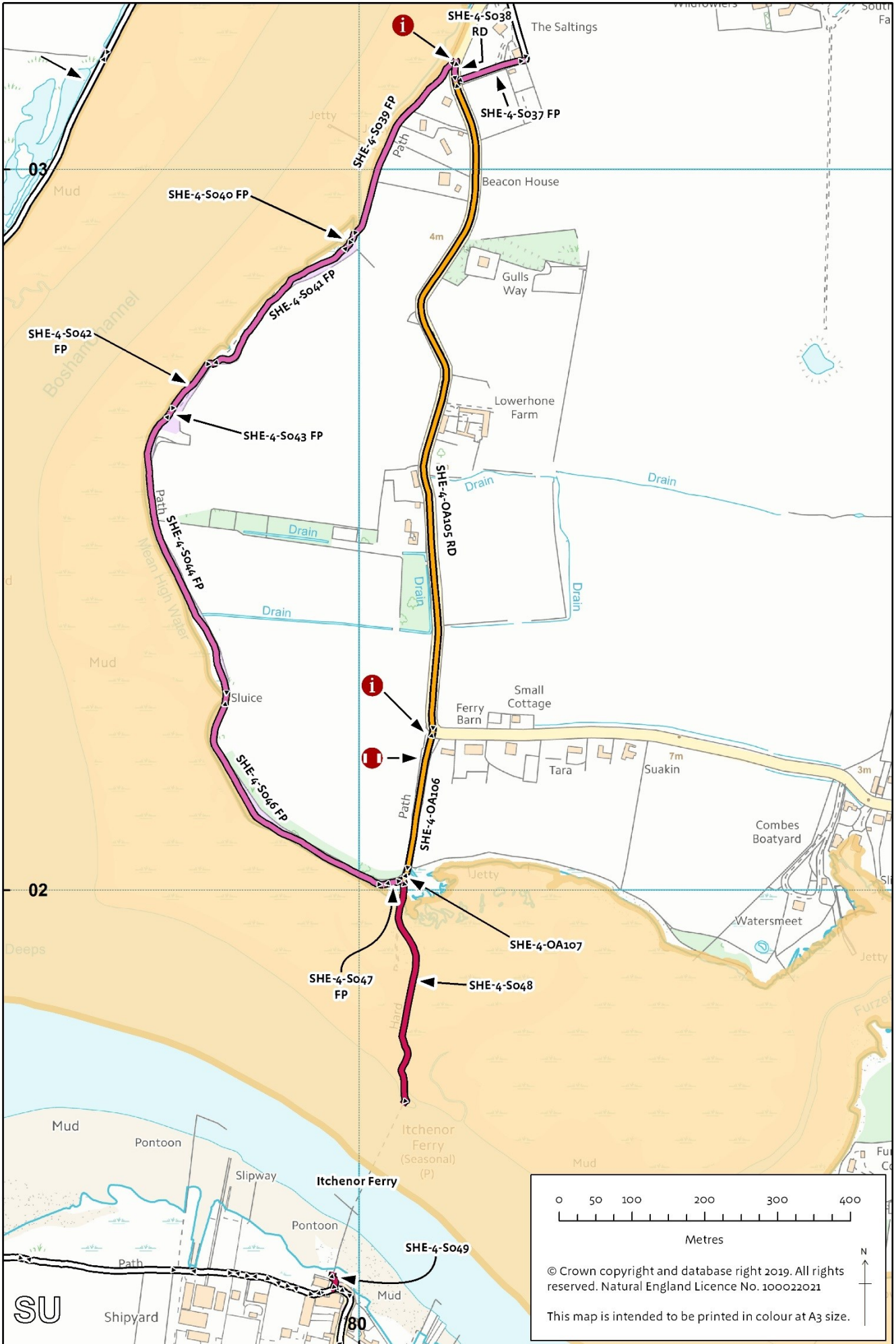
0 50 100 200 300 400
Metres

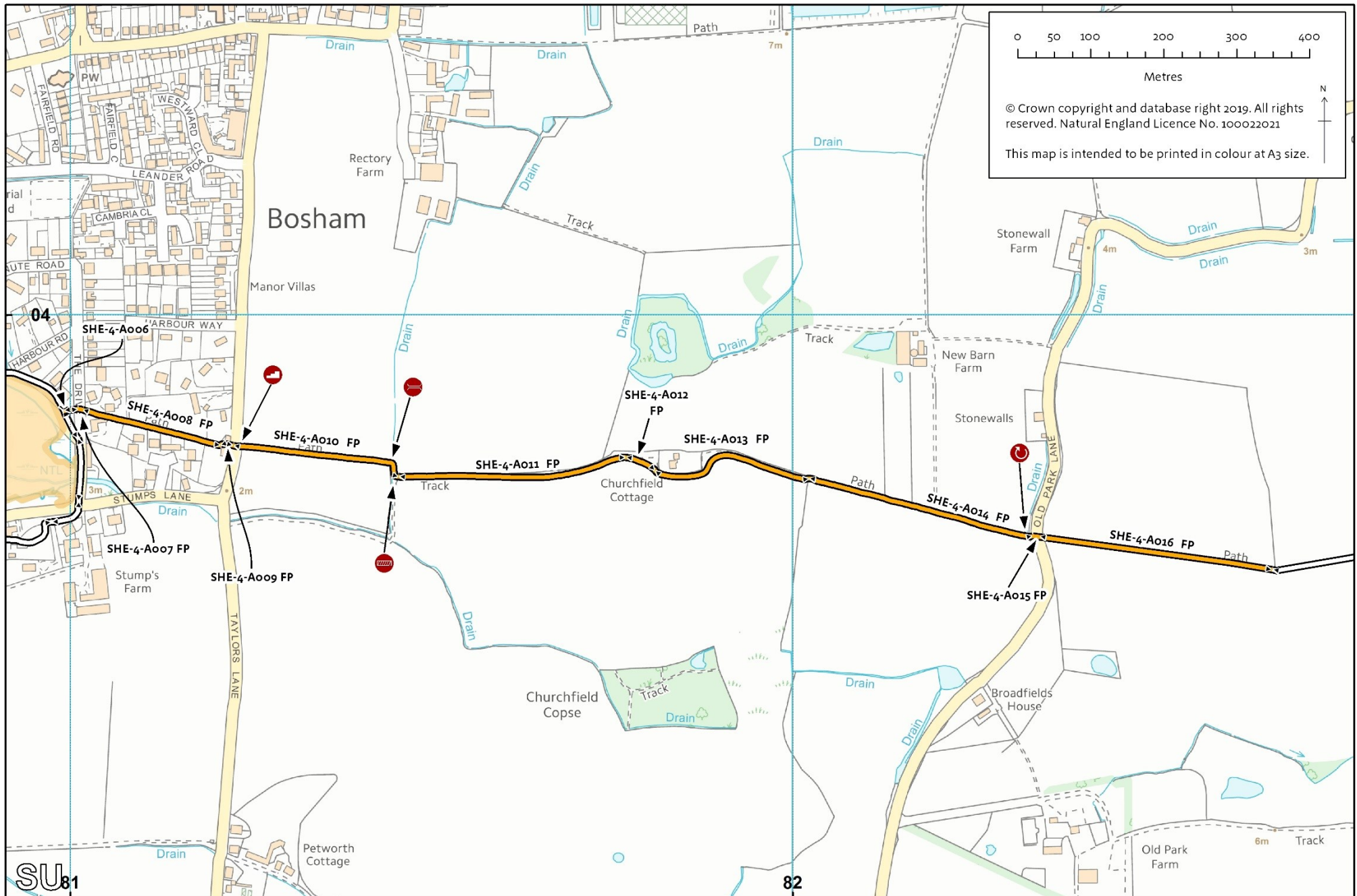
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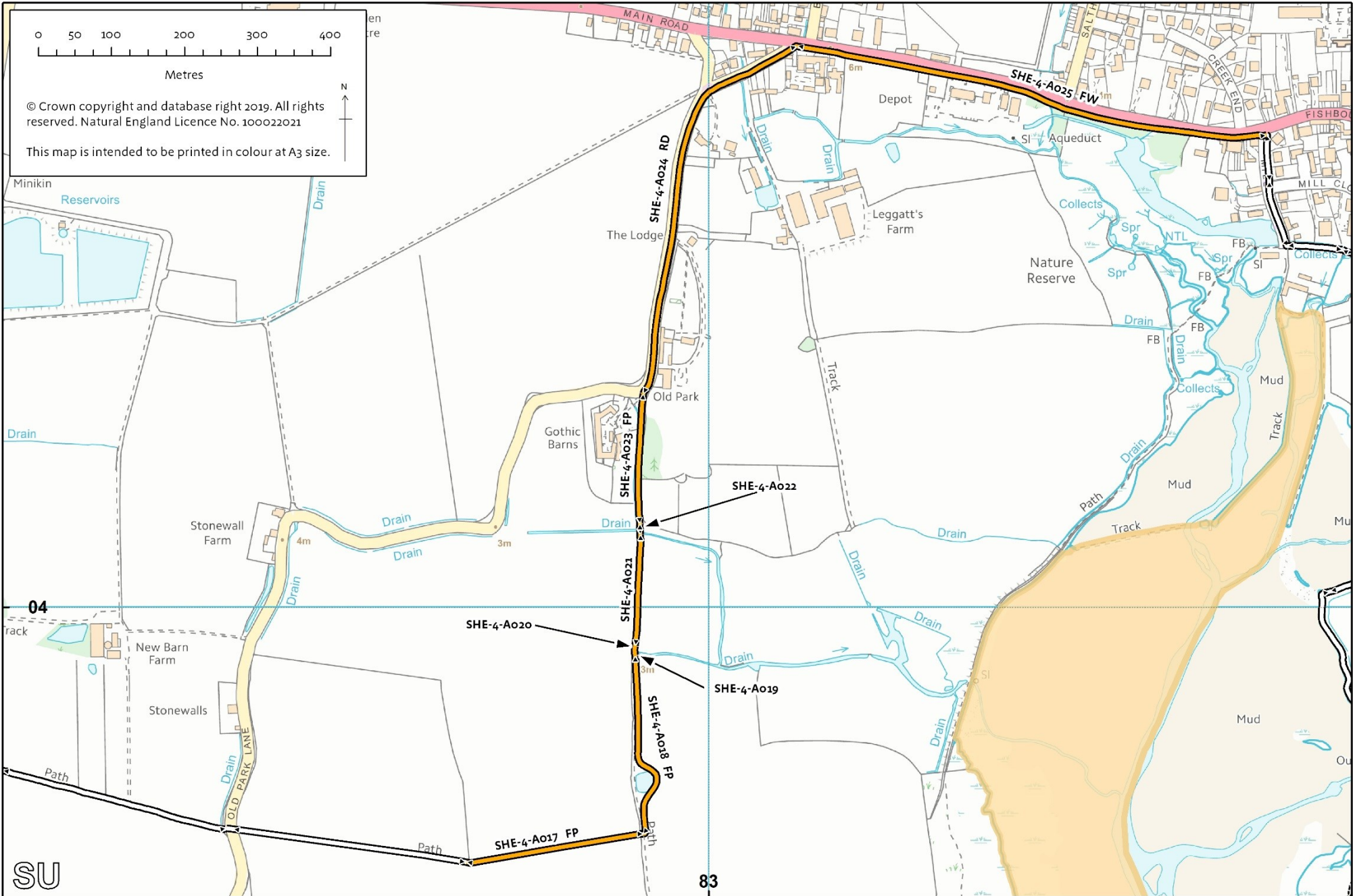
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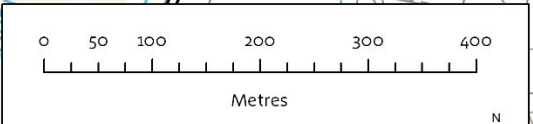
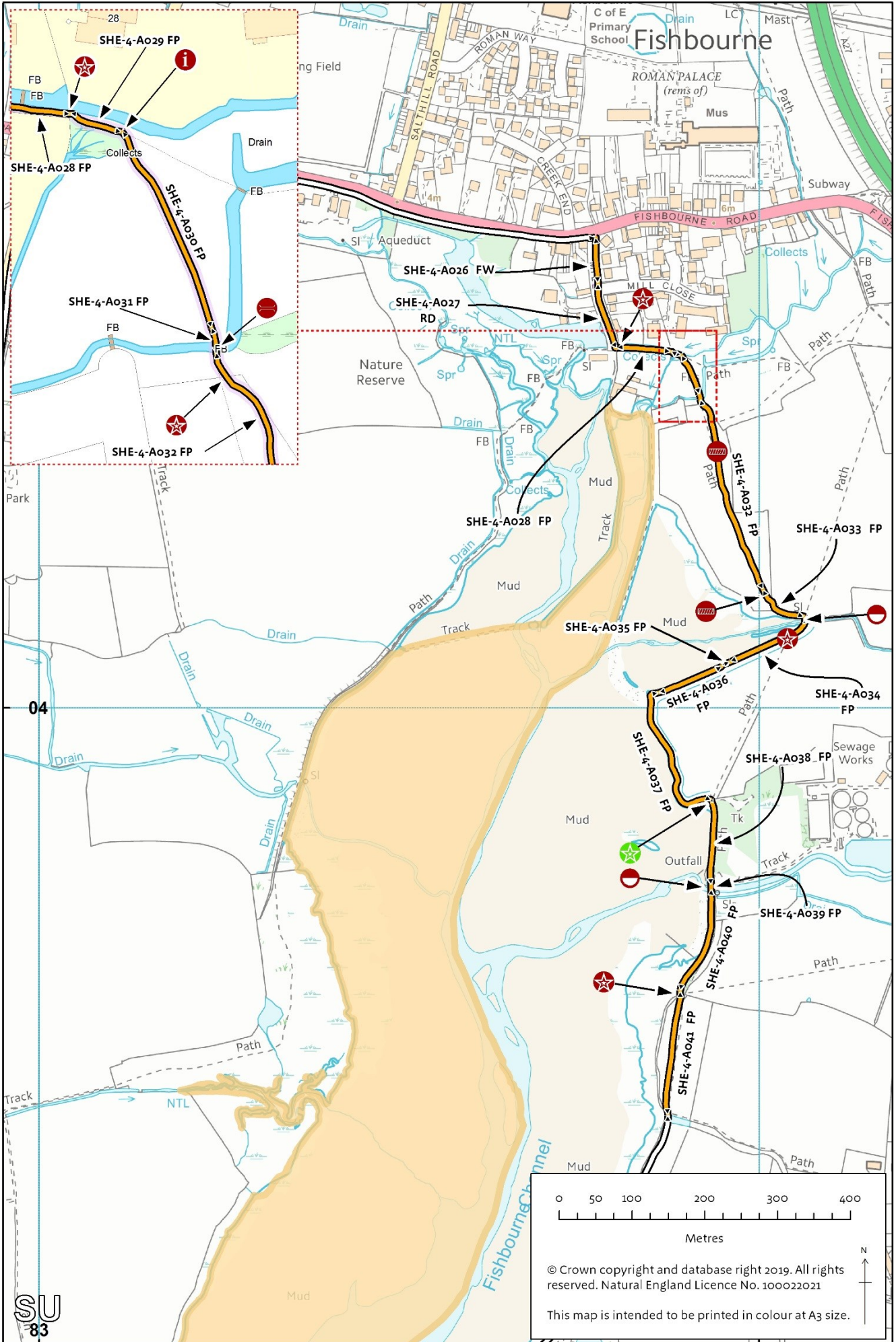
Map 4b: Bosham to the Itchenor Ferry

Map 4b: Bosham to the Itchenor Ferry



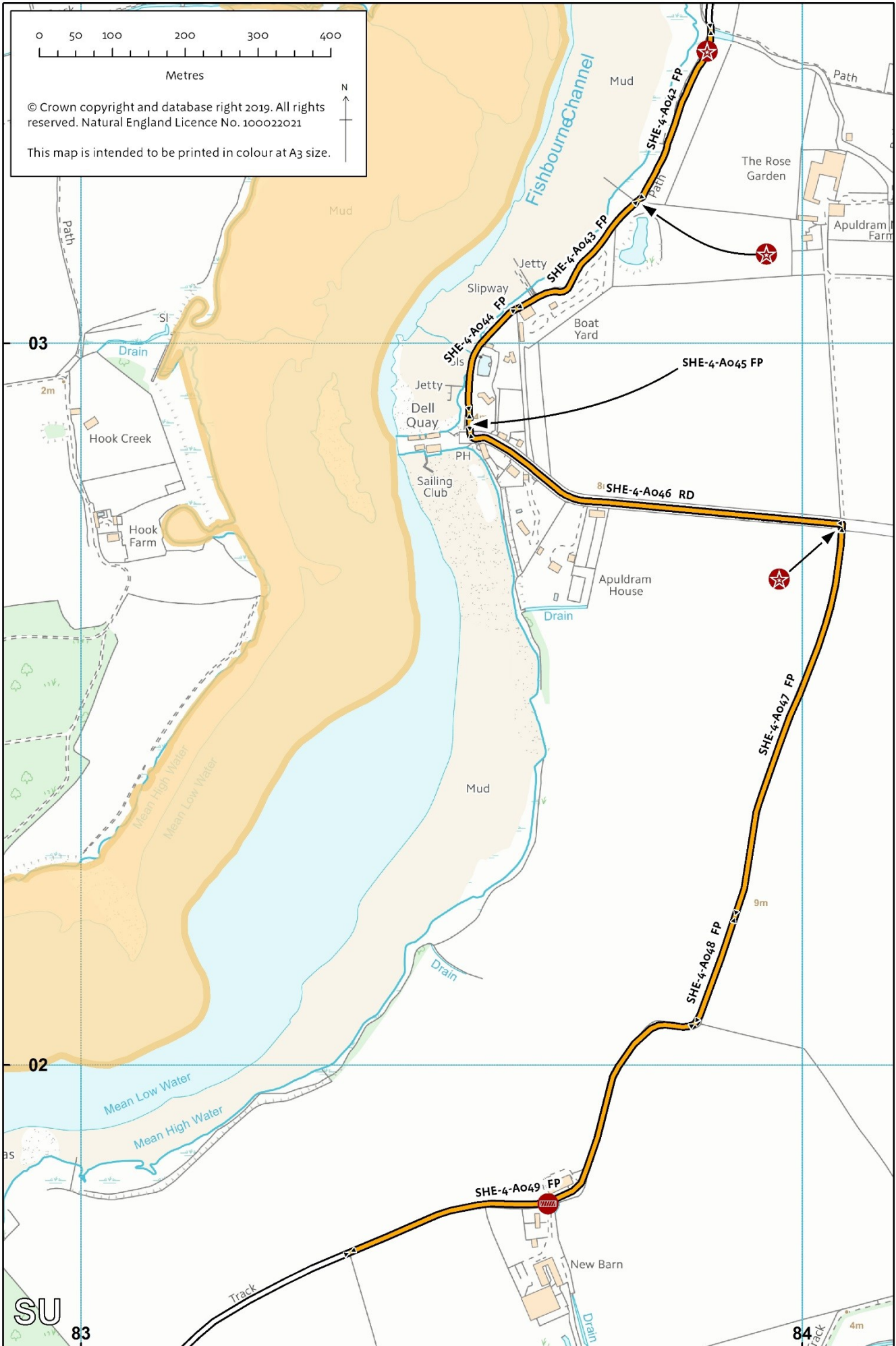






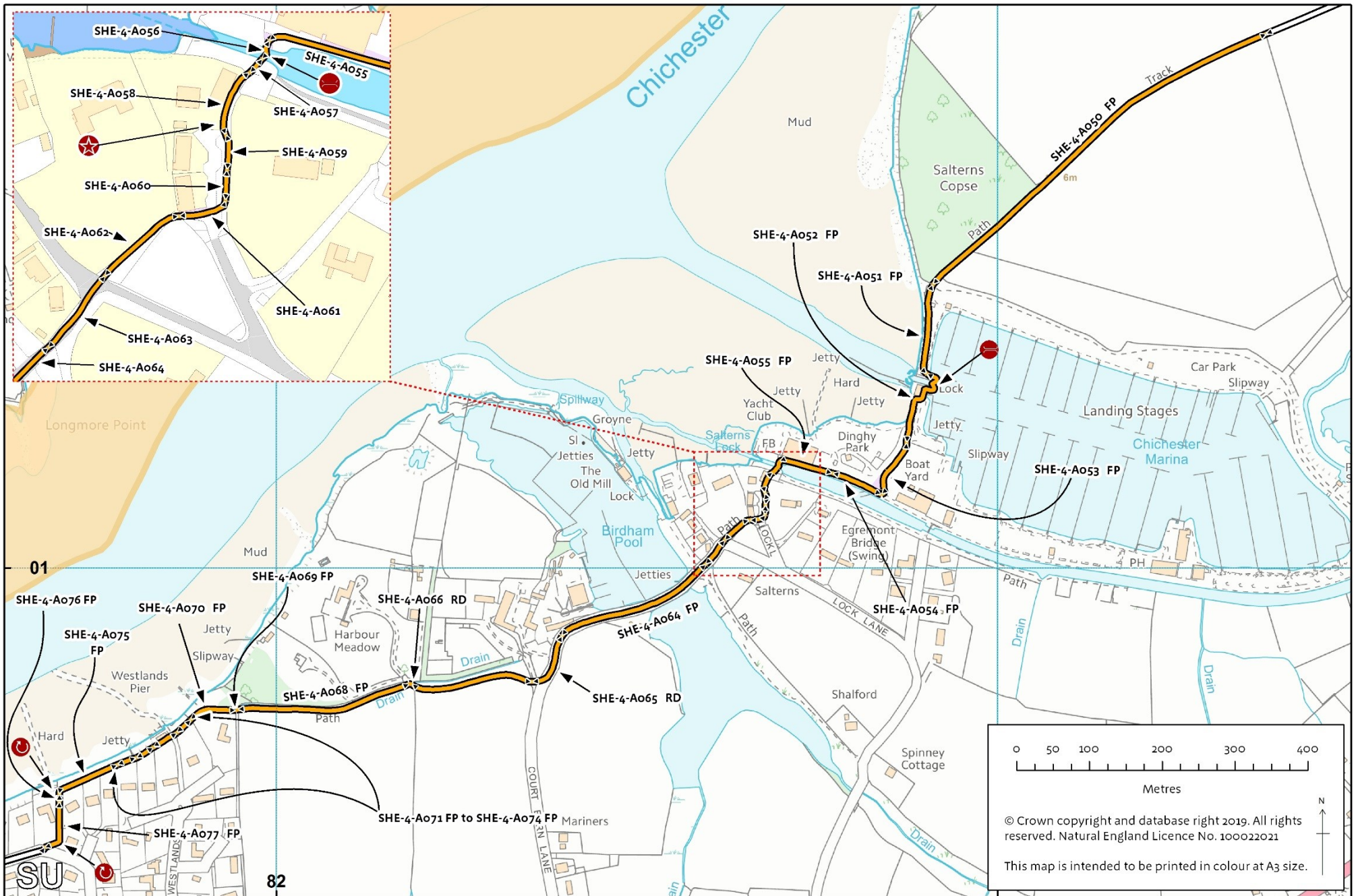
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Map 4f: Dell Quay



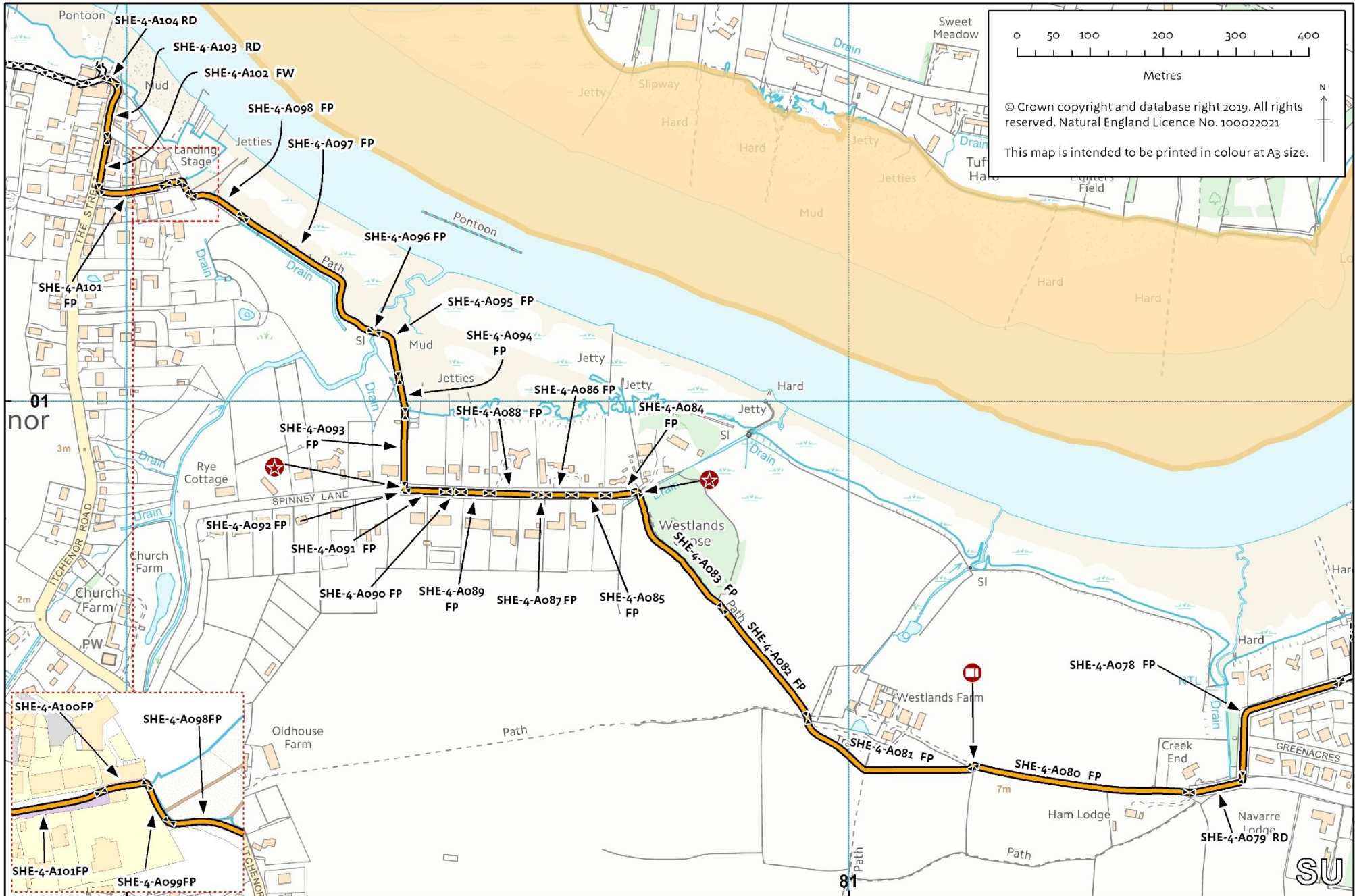
Map 4f: Dell Quay

Map 4g: Chichester Marina and Birdham Pool



Map 4g: Chichester Marina and Birdham Pool

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Map 4h: Birdham to West Itchenor

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