



England Coast Path Stretch: South Hayling to East Head

Report SHE 5: West Itchenor to West Wittering Beach

Part 5.1: Introduction

Start Point:	West Itchenor (grid reference: 479960, 101445)
End Point:	West Wittering Beach (grid reference: 477201, 097828)
Relevant Maps:	SHE 5a to SHE 5d

5.1.1 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

5.1.2 This report covers length SHE 5 of the stretch, which is the coast between West Itchenor and West Wittering Beach. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

- 5.2.1 Follows existing walked routes, including public rights of way, along most of this length.
- 5.2.2 Follows the coastline quite closely and maintains good views of the sea.
- 5.2.3 Is aligned on the beach or foreshore in one location at East Head, sections SHE-5-S057 to SHE-5-S059. See part 5.2 for details.
- 5.2.4 Follows a route similar to the existing New Lipchis Way but departs from this in section SHE-5-S022 in order to follow the coastline more closely.

Protection of the environment:

5.2.5 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.

5.2.6 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)

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

5.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SHE 5c, SHE 5d.	SHE-5-S039-SHE-5-S043 and SHE-5-S044- SHE-5-S055.	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail is aligned inland of Ella Nore Spit. ■ The trail is aligned inland of the East Head Spit. ■ Coastal access rights would be excluded over the eastern end of Ella Nore Spit (see para 5.2.14 and Map 5B). 	<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> <p>To reduce the risk of plants growing in shingle being trampled by people walking along the spit.</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<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 replacement fence to discourage access to the sensitive northern end of the spit. ■ Scrub vegetation to fill gaps in the existing vegetation along the inland public right of way. This is to discourage access to the spit and the saltmarsh inland of it along existing desire lines. 	

5.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

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

- The trail would follow an uneven grass or bare soil path;
- The trail passes along the foreshore.

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

Where we have proposed exercising statutory discretions:

5.2.10 **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 and Gosport to Portsmouth Proposals.

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

5.2.11 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 5.3.1 below.

5.2.12 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 5.3.1. 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 5.3.1] 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.

5.2.13 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.

Ella Nore Shingle Spit

5.2.14 Access is to be excluded on the coastal margin on the shingle spit seaward of the route sections SHE-5-S039 to SHE-5-S043 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to protect breeding ringed plover and oystercatchers and overwintering birds (brent geese and various waders). 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 Map 5B.

5.2.15 Protected bird species use the shingle spit at Ella Nore, seaward of the route. Protected bird species are present in the area year-round. Bird counts show the presence of overwintering bird species including dark-bellied brent geese, lapwing and curlew as well as breeding bird species including ringed plover and oystercatchers. The Nature Conservation Assessment and the Habitats Regulation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The assessments will be published alongside this report.

Exclusion of access to the saltmarsh and mudflat

5.2.16 Access to the land in the coastal margin covered by route sections SHE-5-S001 to SHE-5-S054 is to be excluded all year-round by direction under 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 5A and 5B.

5.2.17 The mudflat in these chapters is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data details 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.

5.2.18 These directions will not prevent or affect:

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

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

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

5.2.19 **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.

5.2.20 Column 4 of table 5.3.1 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 5a to SHE 5d as the proposed route of the trail.

5.2.21 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.

Other future change:

5.2.22 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:

5.2.23 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.

5.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £73,527 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.

5.2.25 There are five main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- New fencing will be installed at Ella Nore to discourage access to the sensitive locations on the shingle spit.
- An information board will be required to provide information about the ferry service and the alternative route.
- Planting to fill gaps in existing vegetation between SHE-5-S042 and SHE-5-S042 to help discourage people accessing the foreshore.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new boardwalk (SHE-5-S021) and resurfacing would enhance the convenience of the trail (SHE-5-S019, SHE-5-S034, SHE-5-S035, SHE-5-S044, SHE-5-S047 and SHE-5-S054). 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	£2504
Boardwalks	£3255
Post and rail fence	£700
Hedgerow infill	£200
Surfacing works	£49900
Project management	£16968
Total	£73,527 (Exclusive of any VAT payable)

5.2.27 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:

5.2.28 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).

5.2.29 We estimate that the annual cost to maintain the trail will be £3,661.97 (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 5.3: Proposals Tables

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

5.3.1 Section Details – Maps SHE 5a to SHE 5d: West Itchenor to West Wittering Beach

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.2: 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 5.3.3’ 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 5a	SHE-5-S001 to SHE-5-S007	Public footpath	Yes - See table 5.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including walls, hedges and fences
SHE 5a	SHE-5-S008	Public footpath	Yes - See table 5.3.3	No			
SHE 5a	SHE-5-S009 and	Public footpath	Yes - See table 5.3.3	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	SHE-5-S010						
SHE 5a	SHE-5-S011	Public footpath	Yes - See table 5.3.3	No	Hedgerow	Clarity and cohesion	
SHE 5a	SHE-5-S012	Public footpath	Yes - See table 5.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including landward edge of path and hedge
SHE 5a	SHE-5-S013	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5a	SHE-5-S014	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5a	SHE-5-S015	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5a	SHE-5-S016	Public footpath	Yes - See table 5.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including landward edge of path and fence
SHE 5a	SHE-5-S017	Public footpath	Yes - See table 5.3.3	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 5a to 5b	SHE-5-S018 and SHE-5-S019	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5b	SHE-5-S020	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5b	SHE-5-S021	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5b	SHE-5-S022	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5b	SHE-5-S023	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5b	SHE-5-S024 and SHE-5-S025	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5c	SHE-5-S026 to SHE-5-S028	Public footpath	Yes - See table 5.3.3	No	Landward edge of road	Clarity and cohesion	
SHE 5c	SHE-5-S029 to SHE-5-S032	Public footpath	Yes - See table 5.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including landward edge of path, wall and hedge
SHE 5c	SHE-5-S033	Public footpath	Yes - See table 5.3.3	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 5c	SHE-5-S034 and SHE-5-S035	Public footpath	Yes - See table 5.3.3	No	Hedgerow	Clarity and cohesion	
SHE 5c	SHE-5-S036	Public footpath	Yes - See table 5.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including fence and landward edge of path
SHE 5c	SHE-5-S037	Public footpath	Yes - See table 5.3.3	Yes - bank			
SHE 5c	SHE-5-S038 to SHE-5-S041*	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5c	SHE-5-S042 to SHE-5-S043*	Public footpath	Yes - See table 5.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 5c	SHE-5-S044	Public footpath	Yes - See table 5.3.3	No	Landward edge of path	Clarity and cohesion	
SHE 5c	SHE-5-S045	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
SHE 5c	SHE-5-S046	Public footpath	Yes - See table 5.3.3	No	Hedgerow	Clarity and cohesion	
SHE 5c to 5d	SHE-5-S047 to SHE-5-S050	Public footpath	Yes - See table 5.3.3	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 5d	SHE-5-S051	Public footpath	Yes - See table 5.3.3	No			
SHE 5d	SHE-5-S052 to SHE-5-S053	Public footpath	Yes - See table 5.3.3	Yes - bank			
SHE 5d	SHE-5-S054* to SHE-5-S055*	Public footpath	Yes - See table 5.3.3	No	Various	Clarity and cohesion	The landward boundary is comprised of various features including landward edge of path, hedge and fence
SHE 5d	SHE-5-S056*	Public footpath	Yes - See table 5.3.3	No			
SHE 5d	SHE-5-S057*	Public footpath	Yes - See table 5.3.3	Yes - beach			
SHE 5d	SHE-5-S058 and SHE-5-S059	Public footpath	Yes - See table 5.3.3	Yes - beach			

5.3.2 Other options considered: Maps SHE 5a to SHE 5d: West Itchenor to West Wittering Beach

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SHE 5c	SHE-5-S043	Aligning the route along the footpath onto Ella Nore	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The shingle spit is an important high tide roost for wildfowl species that form part of the SPA and Ramsar designations. The eastern end of the coastal spit is an important breeding site for tern species, ringed plover and oystercatcher. The mudflats and saltmarsh also provide valuable feeding habitat for wildfowl species. ■ New public access to this area would be likely to have significant impact on the key features of the protected sites. Due to this, we are proposing an access restriction on 'nature conservation' grounds on the eastern section of Ella Nore spit.
SHE 5d	SHE-5-S054 to SHE-5-S057	Aligning the route along the more coastal footpath at East Head	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route follows the more direct route of the existing New Lipchis Way. The more coastal footpath forms a circular walk around the head of the spit and is promoted on the National Trust website. This footpath falls within the coastal margin and therefore, England Coast Path walkers can choose to follow this footpath if they wish to. ■ Ringed plover and oystercatcher utilise the area for breeding. These species form part of the SPA and Ramsar designations. The saltmarsh to the north and east of East Head is also an important feeding site for wildfowl species that form part of the SPA and Ramsar designations. ■ Additional numbers of people accessing this area would be likely to have significant impact on the key features of the protected sites.

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.

5.3.3 Roll-back implementation – more complex situations: Maps SHE 5a to SHE 5d: West Itchenor to West Wittering Beach

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
Map 5a	SHE-5-S001 to SHE-5-S010	Houses and gardens around West Itchenor	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.
Maps 5a to 5c	SHE-5-S011 to SHE-5-S027	Fields that are functionally linked to Chichester Harbour SPA between West Itchenor and Rookwood and adjacent trail sections	If it is no longer possible to find a viable route seaward of 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.
Map 5c	SHE-5-S028 to SHE-5-S032	Houses and gardens around Rookwood	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.
Map 5c	SHE-5-S033 to SHE-5-S041	Ponds and drains between Rookwood and Ella Nore and houses and gardens at Ella Nore	If it is no longer possible to find a viable route seaward of the ponds and drains or specified excepted land (buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
Map 5c	SHE-5-S042 to SHE-5-S049	Fields that are functionally linked to Chichester Harbour SPA between Ella Nore and Roman Landing	If it is no longer possible to find a viable route seaward of 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.
Map 5d	SHE-5-S050 to SHE-5-S051	Houses and gardens around Roman Landing	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.
Map 5d	SHE-5-S052 to SHE-5-S053	Fields that are functionally linked to Chichester Harbour SPA between Roman Landing and East Head	If it is no longer possible to find a viable route seaward of 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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			the site, if appropriate or (b) if necessary, be routed landward of it.
Map 5d	SHE-5-S054 to SHE-5-S059	Car park at East Head	If it is no longer possible to find a viable route seaward of the specified car park, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

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 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
SHE 5a	West Itchenor to Birch Copse
SHE 5b	Birch Copse to Ella Nore
SHE 5c	Ella Nore to Roman Landing
SHE 5d	Roman Landing to East Head
Directions Map SHE 5A	Directions for report SHE 5: West Itchenor to West Wittering Beach
Directions Map SHE 5B	Directions for report SHE 5: West Itchenor to West Wittering Beach

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

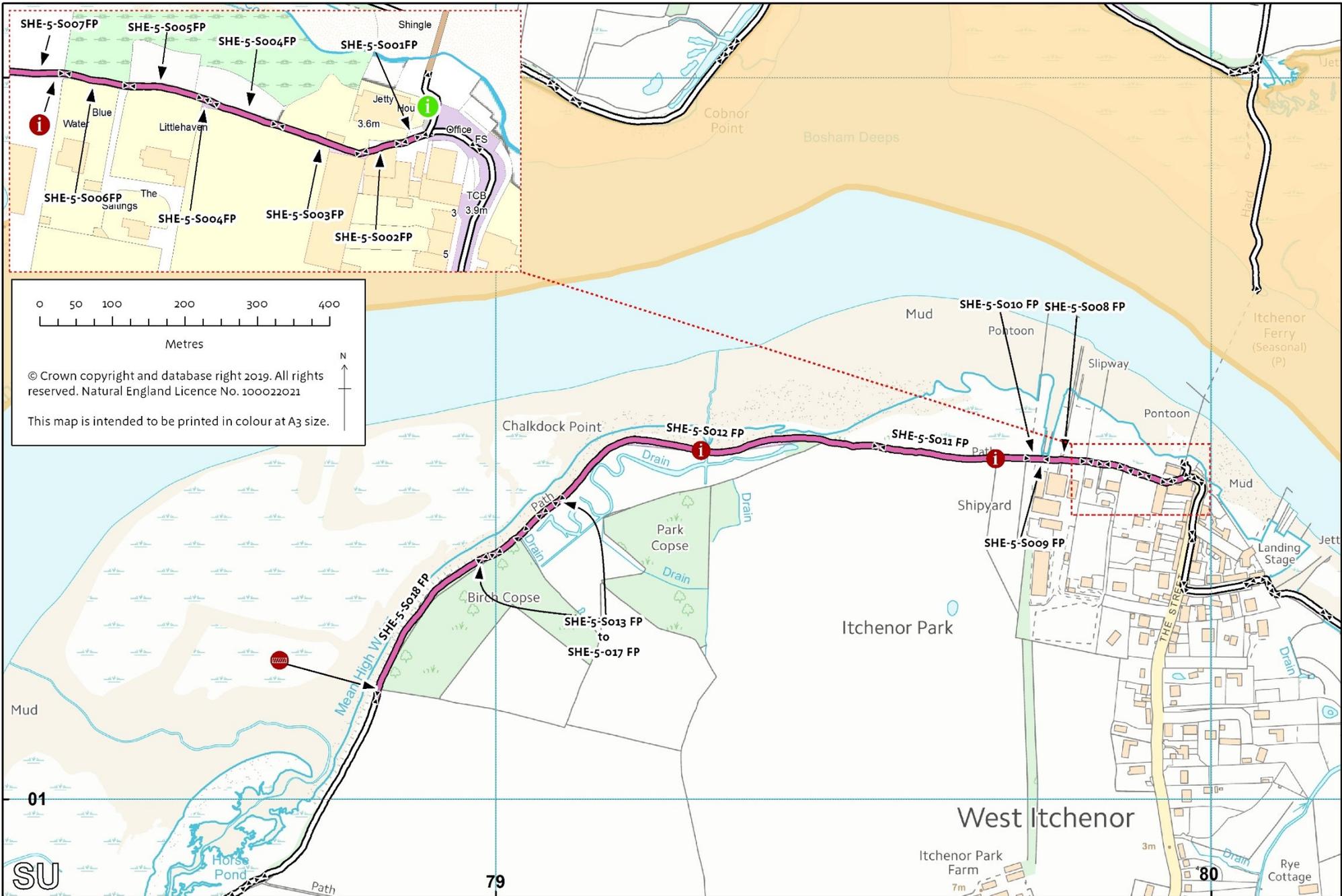
Infrastructure types (for status see below)

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



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

SU

79

80

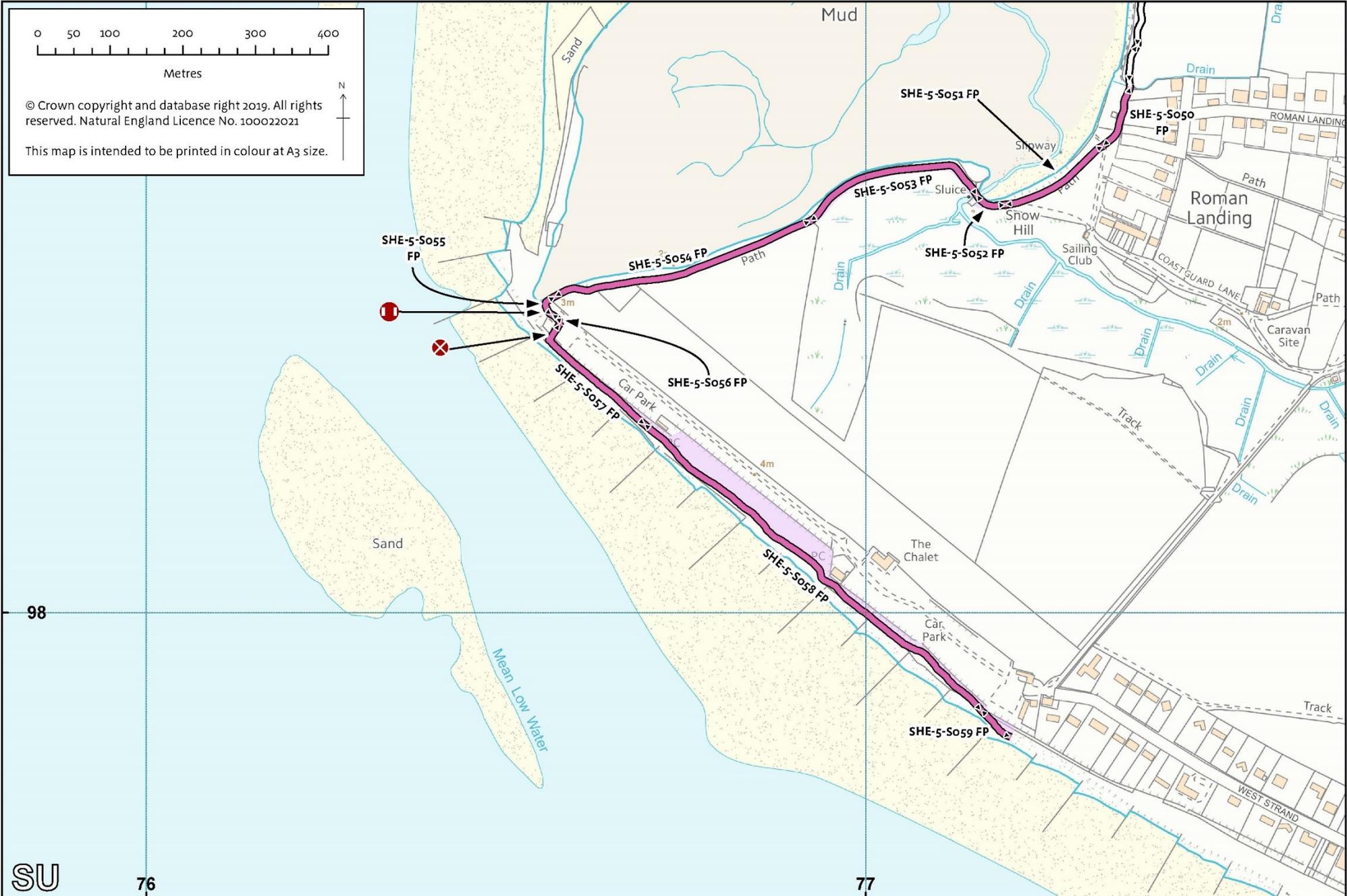
Map 5b: Birch Copse to Ella Nore

Map 5b: Birch Copse to Ella Nore



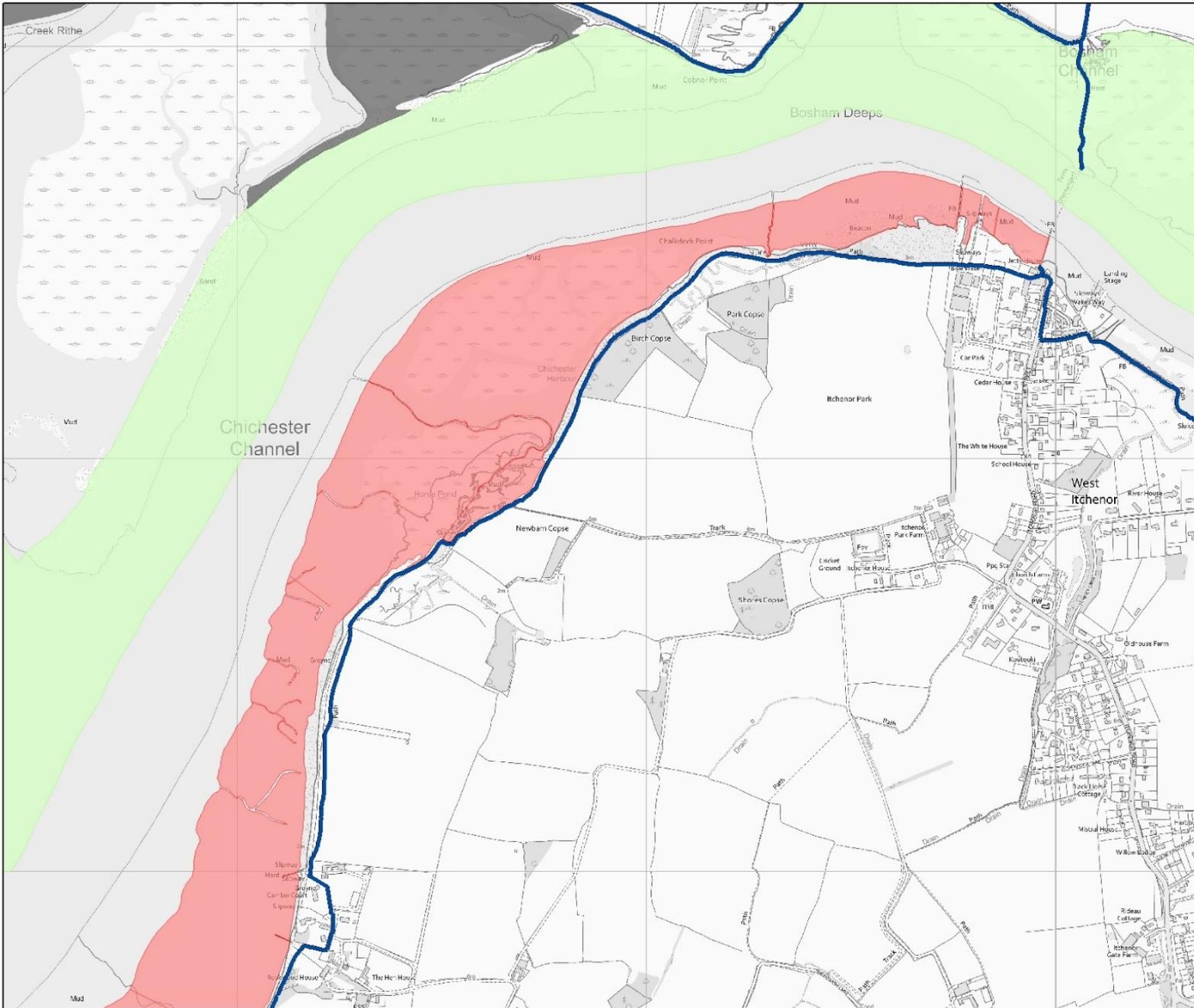
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Map 5d: Roman Landing to East Head

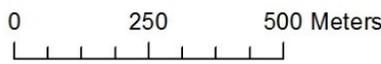
Directions Map SHE 5A



- 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

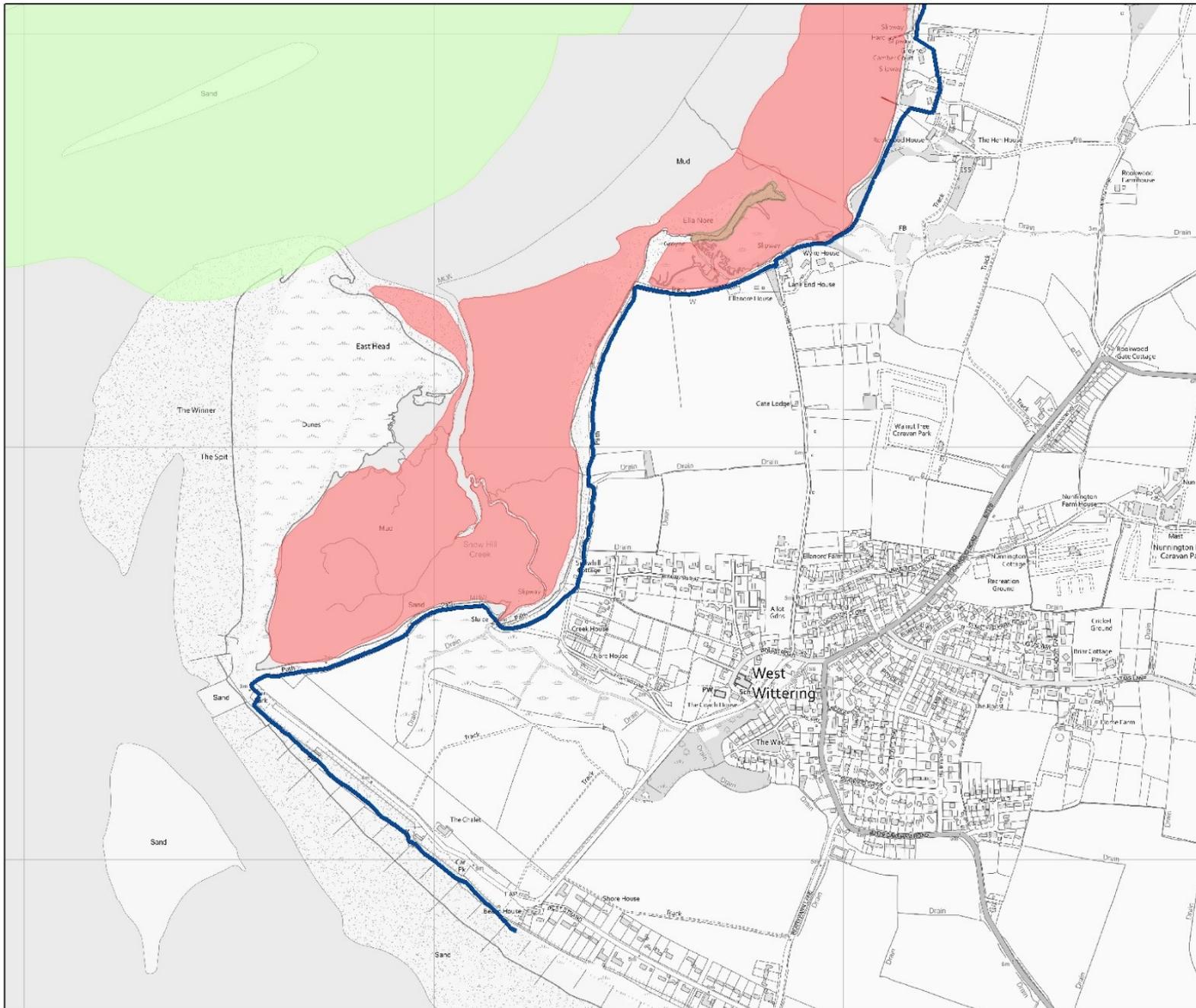
These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.





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Directions Map SHE 5B



- 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

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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