

Coastal Access – South Hayling to East Head length SHE4



Representations with Natural England's comments

July 2020

1. Introduction

This document records the representations Natural England has received on the proposals in length report SHE4 from persons or bodies. It also sets out any Natural England comments on these representations.

Where representations were made that relate to the entire stretch for South Hayling to East Head they are included here in so far as they are relevant to length SHE4 only.

2. Background

Natural England's compendium of reports setting out its proposals for improved access to the coast from South Hayling to East Head, comprising an overview and five separate length reports, was submitted to the Secretary of State on 3 October 2019. This began an eight-week period during which representations and objections about each constituent report could be made.

In total, Natural England received 25 representations pertaining to length report SHE4, of which 6 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These 'full' representations are reproduced in Section 3 in their entirety, together with Natural England's comments. Also included in Section 4 is a summary of the 19 representations made by other individuals or organisations, referred to as 'other' representations. Section 5 contains the supporting documents referenced against the representations.

3. Record of ‘full’ representations and Natural England’s comments on them

Representation number:	MCA/SHE Stretch/R/1/SHE2307
Organisation/ person making representation:	<p>The Solent Recreation Mitigation Partnership (Bird Aware Solent)</p> <p>The Solent Recreation Mitigation Partnership is a partnership comprising of the fifteen Solent local authorities (some of whom are themselves in the “full” category as Access Authorities), Natural England, the Royal Society for the Protection of Birds, the Hampshire & Isle of Wight Wildlife Trust, and Chichester Harbour Conservancy.</p> <p>The Partnership for Urban South Hampshire provide political governance for the Solent Recreation Mitigation Partnership. This response is submitted with their support as such we are treating it as a “full” representation.</p>
Route section(s) specific to this representation:	Whole Stretch
Other reports within stretch to which this representation also relates:	SHE 1, SHE 2, SHE 3 and SHE 5
Representation in full	
<p>As representatives of the SRMP partnership, we welcome the concept of the England Coast Path as something of value to local people and residents, but we have some real concerns that we would like addressing.</p> <p>We recognise and thank you for your timely and inclusive approach to engaging with us during the development of a route for the ECP. As you are aware those parts of the Solent being identified as a potential route for the ECP are covered also by our mitigation programme, identified in our Strategy which was formally adopted by PUSH in December 2017 and replaces the interim Strategy we had been operating under since 2014.</p> <p>We acknowledge the ECP team have consulted with us and hope that the ECP team have benefitted from SRMP partners’ local knowledge and ecological expertise. We understand that this input has formed part of the evidence to define a route which does not lead to additional impacts on the Solent’s SPA birds and their habitats. We appreciate that the proposed ECP route will need to satisfy the Habitats Regulations and that avoidance and mitigation may be required for the chosen route. This is in the same way that SRMP is a response to allowing development to proceed in satisfaction of those same regulations.</p> <p>There are two specific areas of concern that have been expressed by partners that could potentially create conflict between the objectives of the two initiatives, outlined below.</p>	

Increased Visitor Numbers

Partners have expressed concerns that the ECP will lead to a rise in the number of visitors to sensitive parts of the coast. This will cause increased disturbance to the overwintering birds that journey to our SPAs, many of which are red and amber listed.

Whilst the SRMP is employing a range of measures to mitigate against disturbance from increasing housing numbers, it does not have the resources to deal with any further elevation in visitor numbers as a result of the ECP. Therefore there is a real concern of a conflict between these two initiatives. Any rise in visitor numbers as a result of ECP use has the potential to diminish the effectiveness of the SRMP measures. ECP will need to ensure that it provides its own mitigation package to protect against the impact of increased visitor numbers it will create.

Mapping of Spreading Zone

It is understood that in some areas of the ECP the spreading zone will be excepted for reasons of safety or nature conservation. Concern is raised about Ordnance Survey's plans for depicting the 'spreading zone' as a magenta wash and not making any exceptions for excepted areas.

As such, to an ECP user carrying an Ordnance Survey map it will appear that they are free/encouraged to walk on intertidal areas. In large parts of the SRMP area, these can be extremely large, support fragile habitats and be a huge food resource for birds and other species. Increased footfall through these areas would cause great damage to these fragile habitats and enormous disturbance to vulnerable wintering bird populations.

Whilst it is understood that exceptions to the spreading zone will be sign posted on the ground and listed on NE's website, enforcement of these would seem to fall to the landowner/occupier. If it is not possible to depict the spreading zone for the ECP accurately on Ordnance Survey maps, we would urge NE to reconsider its inclusion on the map entirely.

We are therefore seeking assurance from you about these two concerns in particular, rather than the more general issues you are already aware of and will be incorporating into the Access & Sensitive Features Appraisal.

Natural England's comments

Increased visitor numbers

We understand the disturbance pressure affecting the Solent SPAs as a result of increasing demand for places to recreate from a growing population. Improving provision for walking, and particularly high quality, well maintained and promoted routes is one of a number of positive ways of managing demand.

Natural England maintains that over the course of developing our proposals for England Coast Path between South Hayling and East Head we have thought carefully about possible impacts on the European sites and their associated designated features that could be affected. We have taken an iterative approach to developing and refining our access proposals, including thorough discussion with the SRMP and other organisations with relevant local knowledge, and are satisfied that sufficient measures are included to mitigate the risks. After careful consideration, we believe that the proposals we have made will not be likely to have a significant effect

on the European sites that gives rise to the real risk of an adverse effect on its overall integrity. In reaching this conclusion, we have taken account of the relevant conservation objectives for the European sites involved and their ecological characteristics.

Our Habitats Regulations Assessment (see page 30, 'Bird Aware Solent', under 'D2. Contextual statement on the current status, influences, management and condition of the European Site and those qualifying features affected by the plan or project') states that:

Proposals for coastal access have been made following a series of workshops and discussions with Bird Aware Solent representatives during which we have checked that detailed design of the access proposals is compatible with the Solent Recreation Mitigation Strategy and latest thinking on how it will be delivered, including site-specific visitor management measures.

Our programme to establish the England Coast Path is complementary to the Partnership's strategy; it seeks to enable responsible access to the Solent coast and inform visitors about the ecological sensitivities. Through meetings and a series of workshops we have developed our proposals in close liaison with Bird Aware Solent and have fully considered the Bird Aware Solent evidence base and both the interim and definitive mitigation strategy. A key feature of the Bird Aware Solent strategy is the provision of coastal rangers to educate and inform coastal visitors about the wintering bird sensitivities and how to enjoy the site, whilst avoiding disturbing the feeding and roosting birds. Our proposals for the alignment and detailed design of the Coast Path complement the work of the rangers. The definitive strategy aims to widen the range of mitigation from the interim strategy through providing on-the-ground access management projects specific to each site, including measures such as interpretation panels. Although a definitive list of these projects has yet to be finalised, Bird Aware Solent and Natural England colleagues have liaised to identify the likely projects that would be effective to reduce recreational disturbance in the Solent based on evidence.

Representatives of the ECP team have provided updates on the proposals to Bird Aware Solent meetings. These sessions have generated useful feedback which we have used in developing our proposals. This document has been developed in consultation with Natural England's staff involved in Bird Aware Solent.

Ongoing maintenance of the path and the associated mitigation measures have been considered within the Overview and individual reports for the stretch.

Mapping of Spreading Zone

How coastal margin is to be mapped on the OS maps does not form part of our proposals.

The decision as to how to depict on OS 1:25,000 maps the England Coast Path and the 'coastal margin' created on approved stretches by the Access to the Countryside (Coastal Margin) (England) Order 2010 resulted from detailed discussions with the Coastal Access National Stakeholder Group. This group, representing a balance of interests including user, conservation and land manager representative organisations, considered it imperative that the route of the England Coast Path and the coastal margin should both be depicted. This decision reflected the importance afforded by the stakeholder group to acknowledge the statutory duty to establish

both a 'long distance walking route' around the coast of England and to identify a margin of land within which the public will also have access, subject to what follows.

Coastal margin will generally have, as a large component, land which is subject to coastal access rights but in some areas contains much land which is not subject to these rights. This may be because either it is excepted land, as set out in Schedule 1 of CROW, or because it is subject to statutory restriction.

It follows that, in contrast to the position with CROW 'open access land', the depiction of coastal margin on OS maps is not a depiction of 'access land' per se, but a depiction of the status of the land, rather as national park boundaries are depicted on the maps. This distinction was central to the decision to depict coastal margin distinctively on OS maps.

The depiction of coastal margin on OS digital and paper products with a magenta wash comes with a clear, concise explanation in the key: "All land within the 'coastal margin' (where it already exists) is associated with the England Coast Path and is by default access land, but in some areas it contains land not subject to access rights - for example cropped land, buildings and their curtilage, gardens and land subject to local restrictions including many areas of saltmarsh and flat that are not suitable for public access. The coastal margin is often steep, unstable and not readily accessible. Please take careful note of conditions and local signage on the ground"

The key also gives the link to the National Trails website <http://www.nationaltrail.co.uk/> which is the official source for information on the England Coast Path.

The new coastal access arrangements bring greater clarity on the ground about the rights of public access to coastal land.

It is in the interest of all parties that information regarding these new rights and about the new coastal margin designation is depicted accurately and consistently on OS maps, with appropriate explanation.

This approach to depicting the England Coast Path and coastal margin on OS maps has been in use since 2014. Natural England is unaware of any issues that have resulted in practice from this approach. This is despite the inclusion of some very substantial areas of developed or other excepted land with the magenta wash – for example:

- On the Isle of Portland, because of the need for the approved route of the ECP to cut across the north east corner of the island, the mapped coastal margin includes Portland Port, the Verne prison, houses, other buildings and their curtilage.
- On the Tees estuary, the coastal margin comprises extensive areas of industry and business interspersed with brownfield sites and areas where access rights are excluded to protect wintering birds.

In conclusion, we support the OS approach to identifying and explaining the status of the English Coastal Margin on their 1:25000 maps, and we are not aware of any practical problems that have arisen from it. We understand why initial concerns may arise about the approach in areas that are new to it – but the best place for site-specific messaging is on the ground, and these local messaging needs receive careful attention when we conduct our alignment and establishment phases on each stretch of coast.

Relevant appended documents (see section 5):

N/A

Representation number:	MCA/SHE Stretch/R/6/SHE1776
Organisation/ person making representation:	[REDACTED] - Sussex Ramblers
Route section(s) specific to this representation:	Whole Stretch (SHE 2, SHE 3, SHE 4 and SHE 5)
Other reports within stretch to which this representation also relates:	SHE 2, SHE 3 and SHE 5
Representation in full	
We are delighted with the proposed footpath and the work of Natural England. We are particularly pleased with the re-grading of the footpath to the Bosham - Itchenor ferry. And the solution to the Bosham Hoe route.	
Natural England's comments	
Natural England welcomes the comments made by Sussex Ramblers.	
Relevant appended documents (see section 5):	
N/A	

Representation number:	MCA/SHE Stretch/R/7/SHE2390
Organisation/ person making representation:	The Environment Agency
Route section(s) specific to this representation:	Whole Stretch (excluding comments on Maps 2e and 4h which have been submitted separately).
Other reports within stretch to which this representation also relates:	SHE 1, SHE 2, SHE 3 and SHE 5
Representation in full	
<p>Thank you for consulting the Environment Agency. The areas in this report cover the patches under the remit of both the Hampshire and Isle of Wight & West Sussex Partnership and Strategic Overview (PSO) Teams.</p> <p>Any works that are due to take place within the 8m boundary of non-tidal Statutory Main Rivers, or more likely, the 16m boundary of tidal Statutory Main Rivers could be subject to requiring a Flood Risk Activity Permit (FRAP).</p> <p>You can check the locations of Statutory Main Rivers online: https://environment.maps.arcgis.com/apps/webappviewer/index.html?id=17cd53dfc524433980cc333726a56386</p> <p>Where the route is merely utilising and upgrading existing footpaths, it is likely that these works will fall under our FRAP exemption rule FRA28. Details of which can be found online: https://www.gov.uk/government/publications/environmental-permitting-regulations-exempt-flood-risk-activities/exempt-flood-risk-activities-environmental-permits#improvement-works-for-existing-tracks-and-paths-fra28</p>	

However, where the proposals include the construction of new footpaths then a 'bespoke permit' would be required, if they fall within the parameters of requiring a FRAP. Guidance regarding FRAPs can be found online:

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

Where the works involve activities in, over or under an Ordinary Watercourse (a river not shown on the above mentioned Statutory Main River map) then the Lead Local Flood Authority should be contacted.

Feel free to contact the Hampshire and Isle of Wight & West Sussex PSO teams with any queries or to discuss specific FRAP applications. The email address have been supplied at the bottom of this form.

Natural England's comments

Natural England welcome the information supplied by the Environment Agency. The Access Authorities (who carry out the establishment works) will seek advice from the Environment Agency, as to whether a FRAP is required for the locations where works are planned. They will ensure all the relevant consents and permits are in place prior to any establishment works. In our consultation with the EA we were made aware that as the route on this stretch is merely utilising and upgrading existing footpaths, it is likely that these works will fall under the FRAP exemption rule FRA28.

Relevant appended documents (see section 5):

N/A

Representation number:	MCA/SHE Stretch/R/8/SHE1765
Organisation/ person making representation:	[REDACTED], Countryside Services Manager - West Sussex County Council
Route section(s) specific to this representation:	Whole Stretch (only the sections in West Sussex)
Other reports within stretch to which this representation also relates:	SHE 2 (only the sections in West Sussex), SHE 3 and SHE 5

Representation in full

Representation on behalf of West Sussex County Council on Natural England's Coastal Access Report for South Hayling to East Head, West Sussex

Question 5 of the representation form requests details and reasons for the representation being made by West Sussex County Council (WSCC) to Natural England's (NE) Coastal Access Report for South Hayling to East Head (SHE) to form part of the England Coast Path (ECP). This sheet provides the detail for the headings listed under question 5 of the completed representation form.

Roles and responsibilities

1. WSCC is both the local access authority (LAA) and the local highway authority (LHA) for the SHE section of the ECP within West Sussex. This begins at the northern extent of section SHE-2-S056FP, being the county boundary with Hampshire, and continues south and east.
2. The majority of the proposed route follows existing public highway, mostly in the form of public footpaths but in part as public road or associated footway. As LHA, WSCC maintains the surface of these to standards it considers appropriate for the county-wide network, and additionally enforces (formally

or informally) duties of third parties to ensure availability of the highways for reasonable and appropriate use by the public.

Status of the new England Coast Path

3. WSCC understands the sections of the ECP created on land currently not considered public highway will not create new public highway; an example is SHE-4-OA106. The ECP, when outside of existing public highway, will be considered the equivalent of Access Land, i.e. the land will remain in someone's private title with a public walking access right over it and with a duty of maintenance from the LAA. Should landowners in future have issues arising from creation and/ or use of the ECP, these will be directed to NE for response.
4. There are instances where the proposals maps incorrectly record public highway status. At least one section of the proposed route will follow a private road or street, being Court Barn Lane (SHE-4-A065RD and part of SHE-4-A066RD); as the lane is not recorded on the Highways Gazetteer, the legal record of publically maintainable highways, the LHA has no duty to maintain the surface and it is incorrect to record this section as 'RD'. Further, it is incorrect to record SHE-2-A022FP as this does not have an existing public highway status.
5. Various proposed ECP lengths are suggested as following legally recorded PROW; however, this may not be the case. Those identified as part of this review are noted below and the proposal record should be amended:
 - o SHE-2-A012FP
 - o SHE-2-S069FP (part)
 - o SHE-2-S077 (part)
 - o SHE-3-S014 (part)
 - o SHE-4-A041FP
 - o SHE-5-S022FP (part)
6. WSCC require NE to review and revise the entire length of the ECP SHE section so as to accurately record its intentions and the LHA interest. In the event this is not completed accurately, future issues arising will be referred back to NE.
7. Further, sections SHE-3-S010-11-12 are all now following a formalised public footpath following a Diversion Order several years ago; again, the proposal record should be amended.

Funding

8. NE has detailed funding to establish and maintain the ECP along length SHE as per costings shown in Table 1.

Table 1: NE costings for establishment and maintenance of ECP (length SHE)

		Capital	Maintenance
SHE-1		Relevant only to HCC	
SHE-2	*	£133,950.00	£6,872.44
SHE-3		£16,274.00	£4,987.85
SHE-4		£122,321.00	£1,899.99
SHE-5		£73,527.00	£3,661.97

* Required to be split between HCC and WSCC

All costs ex VAT

9. Given the estimated costs were calculated some while ago, NE must review the projected costs before its report is signed off. Further, it is recommended to review the specifications given the time elapsed, both as changes are likely to have occurred 'on the ground' (such as from recent storms) and need or standards may have changed, such as boardwalks should be widened or non-slip surfacing added.
10. NE has suggested the sums above to be needed annually to maintain the SHE length and it envisages maintenance to the National Trail quality standards. It has calculated the figures in Table 1 using the formula used to calculate NE's contribution to the maintenance of other National Trails. WSCC understands the NE fund used to support National Trails is reducing in quantum, and with the fund having to support more National Trails (through creation of further ECP lengths) this will put further pressure on the NE fund. WSCC is concerned this will leave a funding shortfall for National Trails, which will impact and be a pressure on LHAs and LAAs to maintain National Trails.
11. WSCC acknowledges it is expected to deliver on-going maintenance of the ECP. A previous report detailed NE will provide on-going funding subject to match funding by the Authority, at a rate of 3:1, i.e. NE to provide £3k when WSCC commits £1k for annual maintenance. This ratio does not appear to be referred to in this report; NE must confirm its commitment to on-going maintenance funding. WSCC will use best endeavours to provide the match funding; however, in the event NE is unable to continue the maintenance funding for the ECP at the ratio 3:1 stated above, WSCC will be unable to fund the shortfall and this could result in an inability to meet the standards of maintenance expected for a National Trail.

Routing

12. NE is asked to confirm the ECP is being established using year-round operation of the Bosham – Itchenor ferry. The report states NE will fund the purchase of a second boat and operation of which will rely on a 'season ticket' arrangement developed by local residents. WSCC requests details of this scheme including contact points as at some future time the funding or operation may come into question. Should such question arise, WSCC expects NE to resolve the matter having first consulted WSCC.
13. Various alternative routes have been identified to overcome existing tidal flooding, routing around Fishbourne Channel and the occasional unavailability of the public footpath around the MOD site at Thorney Island. WSCC requests clarification that these routes will be permanently signed and the costs of both signage and any establishment works are included in the various sums in Table 1.
14. The routing intention for section SHE-3-S039FP is uncertain. The proposal document refers to following the line of the public footpath; however, for a short section south-east of the property Grey Thatch the legally recorded line does run within the harbour and floods on the tide. NE is recommended to review this.

Establishment

15. The Report to the Secretary of State does not specify whether NE or WSCC will deliver the necessary works. WSCC expects NE to deliver the works to establish the ECP, including consultation with various landowners and

occupiers, given it has undertaken enquiries with various parties in forming the proposal and is familiar with the standard the ECP will be provided to. This is, however, subject to prior consultation with WSCC and receiving its support.

16. Improving accessibility is a key aim of the WSCC Local Transport Plan and listed as a key indicator within the National Trail Quality Standards. WSCC encourages accessibility to be improved for all users, be they in a wheelchair or using a pushchair, a cyclist, dog walker, skateboarder or other. Consideration should be given to accessibility to the beach for all users where the surface remains as shingle.
17. Any new structures, such as kissing gates, proposed to be sited within an existing highway boundary will need to be sited with lawful authority. NE must make appropriate application to WSCC in its capacity as LHA and receive its consent prior to installation.

Maintenance

18. The level of maintenance to be delivered by the LAA/ LHA will be to ensure the route is suitable for the intended purpose by users exercising their rights properly and reasonably.
19. Creation of the ECP will require increased regard from WSCC in the form of additional maintenance on those sections of the ECP following existing public highways, e.g. to new signs. It will also expand WSCC's role as LAA to sections of the ECP that are not public highway and to new furniture on those sections, such as kissing gates (WSCC does not manage gates as part of its existing PROW service).
20. WSCC will not accept responsibility for a sub-standard path delivered to it. WSCC recommends that a process is established as part of any handover practice and agreed with WSCC prior to implementation of any works by NE. A process similar to that followed when adopting a road is suggested.
21. WSCC recommends NE produces and agrees with WSCC an easy-to-read guide detailing the differences between the Highways or PROW standards and the National Trail standards.
22. In due course it can be reasonably expected that issues of encroachment or other fault by landowners/ occupiers, including default of any agreement established by NE to create the ECP, will occur and will require resolution by WSCC. In essence the issues will be similar to issues found and managed around the existing public highway network but, given the differing status of the ECP to public highway, could likely require more specialist support to investigate legal issues and decide on appropriate mechanisms for resolution. There are provisions for LAAs to recover reasonable costs from landowners incurred when acting to protect the ECP. NE is requested to confirm it has conveyed guidance to landowners/ occupiers as to their on-going duties and responsibilities, and shares this with WSCC as it may need to refer to this in future.

Signage

23. The proposals do not provide detail about locations and specification of signs. Promotional signs do not fall into the WSCC priority criteria of safety or regulatory and will be another resource implication. The style of signage, including any fixings, must be agreed with WSCC in advance of installation. It is recommended that NE avoid signs and markings that are visually intrusive or could cause a hazard to cyclists who may be using paths at any

time, maybe as trespass.

24. Interpretation boards are proposed at a number of locations. In a harsh coastal environment these will be prone to bleaching or rapid oxidation if there are any metal components. They take time and money to design and produce and they can be a target for vandalism. In addition, they can be seen as introducing visual clutter. There is already a lot of street and sign clutter and WSCC does not support the new National Trail adding to the problem. In addition, some people object to any manmade objects (such as signage) being introduced to the environment at all. NE should encourage use of QR codes or other modern technology instead of interpretation boards to promote the ECP. This will also help minimise the on-going costs of management and support the increasing trend to use of mobile technology.

Future route development

25. As the route is more widely promoted, it may become more popular and there will be sections along the route that will need to be widened to accommodate increased congestion. NE is requested to identify whether a change to surfacing of part of the ECP will require its formal consultation and/ or agreement, and what additional funding will be made available to meet the costs.
26. The West Sussex Walking and Cycling Strategy 2016–2026 contains a list of over 300 potential new routes suggested by local stakeholders. The routes have been prioritised for future delivery subject to feasibility work and the identification of funding. WSCC is keen to ensure that the existence of the ECP should not preclude the potential to upgrade such sections of these routes in order to facilitate cycling as well as walking. NE should clarify it does not need to grant express permission for WSCC to develop and deliver a scheme that is on part of the ECP.
27. WSCC recommends the avoidance of any restrictions placed on the new path to preclude any future cycle path proposals.
28. NE must provide a shapefile accurately detailing the final alignment, widths, surfacing, all infrastructure and the LHA's interests along the ECP, enabling WSCC services to enter this data easily into their management systems.

WSCC as landowner

29. WSCC is a landowner for part of the proposed ECP. It understands that once the ECP is provided, and where the route is not already a public highway, landowners will hold a limited occupiers liability. This is understood to be that a person accessing the land is no longer classed as a visitor and the landowner will not be liable for risk resulting from any natural feature of the landscape, river, stream, ditch or pond nor a risk of injury when passing over, under or through any wall, fence or gate, except by proper use of the gate or stile; however, the landowner/ occupier remains liable for any of their actions that deliberately or recklessly create a risk on their land.

Other landowners

30. In managing the ECP, WSCC expects it will need to contact various landowners/ occupiers at certain times. WSCC requests data on all the landowners/ occupiers along the ECP to assist it to identify and approach these parties in future as necessary.

Environment

31. The report has been reviewed with regard to environmental impact and WSCC is broadly supportive of the proposals, which appear to have addressed many ecological sensitivities.

Promotion

32. The ECP, along with associated TV programmes and other promotions, will attract people to the West Sussex coast. Whilst WSCC supports the promotion of walking and the idea of attracting tourists to the area, it does not want to encourage car use in a part of the country where the roads are already heavily congested (e.g. A27 and A259). It is recommended NE looks to promote connections to public transport to users of this path so as not to generate more vehicle traffic in the area.
33. The above said, some car use is inevitable and recommended connection points and parking locations to the path should be designed to cater for this in materials developed by NE.
34. WSCC welcomes the opportunity to work with NE to inform it in developing suitable materials.

Natural England's comments

Whilst some of the comments below relate specifically to the South Hayling to East Head (SHE) proposals, a number of other comments raised in this representation from West Sussex County Council (WSCC) were previously submitted following the publication of East Head to Shoreham (EHS) in September 2017 and Shoreham to Eastbourne (SEB) in September 2018. From the outset of the development of our proposals that fall within West Sussex we have worked closely with WSCC and are aware that they have had longstanding concerns about their role in the delivery and maintenance of the England Coast Path. Throughout the development of our proposals we have endeavored to work constructively with the Council and after they submitted the representation in relation to EHS we met with WSCC to discuss their concerns. We came away from that meeting satisfied we have provided full answers to their general questions relating to the England Coast Path. We also provided Defra with our comments on their representations for EHS and SEB in September 2018 and January 2019 respectively. For ease of reference we have set out the Council's comments in full and then provided our responses in red.

Roles and responsibilities

1. WSCC is both the local access authority (LAA) and the local highway authority (LHA) for the SHE section of the ECP within West Sussex. This begins at the northern extent of section SHE-2-S056FP, being the county boundary with Hampshire, and continues south and east. **Noted**
2. The majority of the proposed route follows existing public highway, mostly in the form of public footpaths but in part as public road or associated footway. As LHA, WSCC maintains the surface of these to standards it considers appropriate for the county-wide network, and additionally enforces (formally or informally) duties of third parties to ensure availability of the highways for reasonable and appropriate use by the public. **Noted**

Status of the new England Coast Path

3. WSCC understands the sections of the ECP created on land currently not considered public highway will not create new public highway; an example is

SHE-4-OA106. The ECP, when outside of existing public highway, will be considered the equivalent of Access Land, i.e. the land will remain in someone's private title with a public walking access right over it and with a duty of maintenance from the LAA. Should landowners in future have issues arising from creation and/ or use of the ECP, these will be directed to NE for response.

NE hopes that WSCC and its partners will follow the example of other local authorities and form a Trail Partnership designed to manage the ECP and resolve any issues such as this, to ensure the path is well maintained and secured for the future. The expectation – both practically and statutorily - is that the day to day management of the ECP National Trail (including maintenance of structures where needed) is undertaken by the Access Authority following formal completion of the route. This work is supported by Natural England grant aid which is allocated on an annual basis. Where the ECP does not follow the line of a PROW local agreements can be put in place between the local authority and landowners as part of creation works for the future maintenance of structures, depending on local circumstances.

4. There are instances where the proposals maps incorrectly record public highway status. At least one section of the proposed route will follow a private road or street, being Court Barn Lane (SHE-4-A065RD and part of SHE-4-A066RD); as the lane is not recorded on the Highways Gazetteer, the legal record of publically maintainable highways, the LHA has no duty to maintain the surface and it is incorrect to record this section as 'RD'. Further, it is incorrect to record SHE-2-A022FP as this does not have an existing public highway status. **See comments below point 7.**
5. Various proposed ECP lengths are suggested as following legally recorded PROW; however, this may not be the case. Those identified as part of this review are noted below and the proposal record should be amended:
 - SHE-2-A012FP
 - SHE-2-S069FP (part)
 - SHE-2-S077 (part)
 - SHE-3-S014 (part)
 - SHE-4-A041FP
 - SHE-5-S022FP (part)**See comments below point 7**
6. WSCC require NE to review and revise the entire length of the ECP SHE section so as to accurately record its intentions and the LHA interest. In the event this is not completed accurately, future issues arising will be referred back to NE. **See comments below point 7**
7. Further, sections SHE-3-S010-11-12 are all now following a formalised public footpath following a Diversion Order several years ago; again, the proposal record should be amended.

Natural England recognise that there are mapping errors at several locations along this stretch incorrectly recording the status of the existing roads or streets, and public footpaths. We will work with West Sussex County Council to update our mapping data, where required. We are unable to change the information in our proposals as submitted, but will update our current GIS meta data where necessary to ensure these areas are recorded correctly.

The private roads or streets and the other existing walked routes mentioned do not fall in to any of the excepted land categories and therefore our ability to include these in our proposals for the route of the England Coast Path for this stretch is unaffected.

Funding

8. NE has detailed funding to establish and maintain the ECP along length SHE as per costings shown in Table 1.

Table 1: NE costings for establishment and maintenance of ECP (length SHE)

		Capital	Maintenance
SHE-1		Relevant only to HCC	
SHE-2	*	£133,950.00	£6,872.44
SHE-3		£16,274.00	£4,987.85
SHE-4		£122,321.00	£1,899.99
SHE-5		£73,527.00	£3,661.97

* Required to be split between HCC and WSCC
All costs ex VAT

9. Given the estimated costs were calculated some while ago, NE must review the projected costs before its report is signed off.
We contacted West Sussex County Council prior to publication and they confirmed that they were happy for NE to use the figures we sent them for items of standard infrastructure. With regards to the costings for the specific works within West Sussex, they also confirmed that they were happy for NE to use the costs they had previously provided. We do however recognise that variations to our estimated cost may occur if the situation on the ground has changed by the time we get to the establishment stage of the process.
10. Further, it is recommended to review the specifications given the time elapsed, both as changes are likely to have occurred 'on the ground' (such as from recent storms) and need or standards may have changed, such as boardwalks should be widened or non-slip surfacing added.
It is acknowledged that the costs of our proposals may change due to circumstances such as erosion or storm events. Natural England was not made aware of any such incidences in time for the publication of this stretch, but as we have communicated to WSCC we would be happy to meet to discuss any areas where they feel changes have occurred. Detailed designs for infrastructure items such as boardwalks will be discussed with West Sussex Country Council at the establishment stage.
11. NE has suggested the sums above to be needed annually to maintain the SHE length and it envisages maintenance to the National Trail quality standards. It has calculated the figures in Table 1 using the formula used to calculate NE's contribution to the maintenance of other National Trails. WSCC understands the NE fund used to support National Trails is reducing in quantum, and with the fund having to support more National Trails (through creation of further ECP lengths) this will put further pressure on the

NE fund. WSCC is concerned this will leave a funding shortfall for National Trails, which will impact and be a pressure on LHAs and LAAs to maintain National Trails. **Noted**

12. WSCC acknowledges it is expected to deliver on-going maintenance of the ECP. A previous report detailed NE will provide on-going funding subject to match funding by the Authority, at a rate of 3:1, i.e. NE to provide £3k when WSCC commits £1k for annual maintenance. This ratio does not appear to be referred to in this report; NE must confirm its commitment to on-going maintenance funding. WSCC will use best endeavours to provide the match funding; however, in the event NE is unable to continue the maintenance funding for the ECP at the ratio 3:1 stated above, WSCC will be unable to fund the shortfall and this could result in an inability to meet the standards of maintenance expected for a National Trail. **Given that NE itself is currently dependent upon annual budget allocations from central government it is not able to make an unequivocal commitment to funding year on year. Currently however NE does offer funding at 3:1 although it is not specified that the match has to come from the Local Authority it is anticipated that most would. Once Trail Partnerships are established then it would be for the TP to determine how the necessary match contribution is going to be achieved and also to pursue opportunities arising for income generation from the trail.**

Routing

13. NE is asked to confirm the ECP is being established using year-round operation of the Bosham – Itchenor ferry. The report states NE will fund the purchase of a second boat and operation of which will rely on a 'season ticket' arrangement developed by local residents. WSCC requests details of this scheme including contact points as at some future time the funding or operation may come into question. Should such question arise, WSCC expects NE to resolve the matter having first consulted WSCC. **We can confirm that the ECP is using the year round operation of the Bosham to Itchenor ferry as part of the main route. WSCC would need to contact the ferry operator directly and we will be happy to provide the relevant contact details should they have any questions regarding the 'season ticket' arrangement or the operation of the ferry. 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.**
14. Various alternative routes have been identified to overcome existing tidal flooding, routing around Fishbourne Channel and the occasional unavailability of the public footpath around the MOD site at Thorney Island. WSCC requests clarification that these routes will be permanently signed and the costs of both signage and any establishment works are included in the various sums in Table 1. **The alternative routes will be permanently signed and the costs of both signage and any establishment works on them are included in the various sums in Table 1.**
15. The routing intention for section SHE-3-S039FP is uncertain. The proposal document refers to following the line of the public footpath; however, for a short section south-east of the property Grey Thatch the legally recorded line does run within the harbour and floods on the tide. NE is recommended to review this. **We are aware that a small section of the route here floods for a**

short period of time at high tide. On these occasions walkers will have to wait a short amount of time for the tide to subside. This point will be addressed more fully in our comments on Report SHE 3.

Establishment

16. The Report to the Secretary of State does not specify whether NE or WSCC will deliver the necessary works. WSCC expects NE to deliver the works to establish the ECP, including consultation with various landowners and occupiers, given it has undertaken enquiries with various parties in forming the proposal and is familiar with the standard the ECP will be provided to. This is, however, subject to prior consultation with WSCC and receiving its support.

Natural England pays for 100% of the establishment works. The statutory methodology (the Coastal Access Scheme) recognises that the access authority will typically then undertake any establishment works necessary to make the trail fit for use as the ECP and to enable users of it to be clear and confident about its alignment on the ground. This is a model that has been successfully and universally adopted throughout the country. NE continues to hope that WSCC will see the value of being involved in the establishment works for this and other stretches of the ECP, as funding can be provided from Natural England. WSCC has the expertise and local knowledge to undertake the works in a manner that sufficiently ensures their expectations are met. NE does not have the necessary resources to deliver the works itself (the Scheme does not envisage this), however if agreement cannot be made then we will seek to work closely with WSCC to identify a suitable body or organisation to carry out the works.

17. Improving accessibility is a key aim of the WSCC Local Transport Plan and listed as a key indicator within the National Trail Quality Standards. WSCC encourages accessibility to be improved for all users, be they in a wheelchair or using a pushchair, a cyclist, dog walker, skateboarder or other. Consideration should be given to accessibility to the beach for all users where the surface remains as shingle. **Noted. We have considered accessibility along the whole South Hayling to East Head stretch and the proposed route within West Sussex mainly utilises well used public footpaths. Due to the inherent physical constraints of some parts of the route, creating more accessible surfaces was not considered feasible due to significant construction and stabilisation works and associated costs as well as environmental constraints. Where the route is on shingle we have explained the rationale for choosing that route. The England Coast path is for access on foot and does not normally consider accessibility for cyclists, skateboarders or horses for example.**
18. Any new structures, such as kissing gates, proposed to be sited within an existing highway boundary will need to be sited with lawful authority. NE must make appropriate application to WSCC in its capacity as LHA and receive its consent prior to installation. **NE has worked with the Access Ranger and officers from West Sussex Country Council to identify any necessary infrastructure and signage along the stretch within West Sussex. As per our comments at point 16, we continue to hope that WSCC will be involved in the establishment works and so could ensure all the necessary consents and applications are made.**

Maintenance

19. The level of maintenance to be delivered by the LAA/ LHA will be to ensure the route is suitable for the intended purpose by users exercising their rights properly and reasonably. **Noted**
20. Creation of the ECP will require increased regard from WSCC in the form of additional maintenance on those sections of the ECP following existing public highways, e.g. to new signs. It will also expand WSCC's role as LAA to sections of the ECP that are not public highway and to new furniture on those sections, such as kissing gates (WSCC does not manage gates as part of its existing PROW service). **Noted**
21. WSCC will not accept responsibility for a sub-standard path delivered to it. WSCC recommends that a process is established as part of any handover practice and agreed with WSCC prior to implementation of any works by NE. A process similar to that followed when adopting a road is suggested. **WSCC is already fully involved in decision making but we would hope they are involved in the establishment of the path to ensure their prescribed standards are met, as per our comments at point 16.**
22. WSCC recommends NE produces and agrees with WSCC an easy-to-read guide detailing the differences between the Highways or PROW standards and the National Trail standards.
NE have previously shared our National Trails standards document and have dedicated National Trails Partnership Managers that are available to discuss any aspect of National Trail Standards.
23. In due course it can be reasonably expected that issues of encroachment or other fault by landowners/ occupiers, including default of any agreement established by NE to create the ECP, will occur and will require resolution by WSCC. In essence the issues will be similar to issues found and managed around the existing public highway network but, given the differing status of the ECP to public highway, could likely require more specialist support to investigate legal issues and decide on appropriate mechanisms for resolution. There are provisions for LAAs to recover reasonable costs from landowners incurred when acting to protect the ECP. NE is requested to confirm it has conveyed guidance to landowners/ occupiers as to their on-going duties and responsibilities, and shares this with WSCC as it may need to refer to this in future.
Guidance for landowners and the public is provided on gov.uk:
<https://www.gov.uk/guidance/manage-your-land-on-the-england-coast-path>

Signage

24. The proposals do not provide detail about locations and specification of signs. Promotional signs do not fall into the WSCC priority criteria of safety or regulatory and will be another resource implication. The style of signage, including any fixings, must be agreed with WSCC in advance of installation. It is recommended that NE avoid signs and markings that are visually intrusive or could cause a hazard to cyclists who may be using paths at any time, maybe as trespass.
NE discussed the proposed waymarking sign locations with the Access

Ranger and West Sussex County Council Officers during the development of the South Hayling to East Head stretch. We also provided WSCC with the relevant GIS files showing the proposed locations. We will continue to work with WSCC regarding details for the signs, including their detailed location, design, materials and text. We do not include location of signage in the reports due to how cluttered it would make the maps. As per point 16, we continue to hope that WSCC will take an active lead in the establishment works and so therefore have oversight on all infrastructure.

25. Interpretation boards are proposed at a number of locations. In a harsh coastal environment these will be prone to bleaching or rapid oxidation if there are any metal components. They take time and money to design and produce and they can be a target for vandalism. In addition, they can be seen as introducing visual clutter. There is already a lot of street and sign clutter and WSCC does not support the new National Trail adding to the problem. In addition, some people object to any manmade objects (such as signage) being introduced to the environment at all. NE should encourage use of QR codes or other modern technology instead of interpretation boards to promote the ECP. This will also help minimise the on-going costs of management and support the increasing trend to use of mobile technology. The interpretation panels have been agreed for use at sensitive nature conservation sites, as part of the requirement for mitigation for the ECP identified through our Habitats Regulations Assessment and the Nature Conservation Assessment. The design and siting of them will be in consultation with the NE Responsible Officer, WSCC Rangers and the relevant landowner.

Future route development

26. As the route is more widely promoted, it may become more popular and there will be sections along the route that will need to be widened to accommodate increased congestion. NE is requested to identify whether a change to surfacing of part of the ECP will require its formal consultation and/ or agreement, and what additional funding will be made available to meet the costs. NE would require details as to where the access authority believes the ECP will need widening, as currently the existing path width is considered sufficient. We worked closely with WSCC officers in developing the route and agreeing works required for establishment during the planning stage.
27. The West Sussex Walking and Cycling Strategy 2016–2026 contains a list of over 300 potential new routes suggested by local stakeholders. The routes have been prioritised for future delivery subject to feasibility work and the identification of funding. WSCC is keen to ensure that the existence of the ECP should not preclude the potential to upgrade such sections of these routes in order to facilitate cycling as well as walking. NE should clarify it does not need to grant express permission for WSCC to develop and deliver a scheme that is on part of the ECP. It is suggested that any major upgrade to the trail for multi-use should be communicated to NE's National Trails team as part of a consultation before works are carried out. However the decision to dedicate routes as multi-user or for other higher rights sits with the landowner and the presence of the ECP does not prevent landowners from developing their land as they see fit.

28. WSCC recommends the avoidance of any restrictions placed on the new path to preclude any future cycle path proposals. **No such restrictions are proposed in the South Hayling to East Head proposals.**
29. NE must provide a shapefile accurately detailing the final alignment, widths, surfacing, all infrastructure and the LHA's interests along the ECP, enabling WSCC services to enter this data easily into their management systems. **NE is happy to ensure up to date GIS shapefiles continue to be shared with WSCC.**

WSCC as landowner

30. WSCC is a landowner for part of the proposed ECP. It understands that once the ECP is provided, and where the route is not already a public highway, landowners will hold a limited occupiers liability. This is understood to be that a person accessing the land is no longer classed as a visitor and the landowner will not be liable for risk resulting from any natural feature of the landscape, river, stream, ditch or pond nor a risk of injury when passing over, under or through any wall, fence or gate, except by proper use of the gate or stile; however, the landowner/ occupier remains liable for any of their actions that deliberately or recklessly create a risk on their land. **The CLA has produced an excellent guidance note on liabilities in the coastal margin: <https://www.cla.org.uk/advice/coastal-liabilities>**

Other landowners

31. In managing the ECP, WSCC expects it will need to contact various landowners/ occupiers at certain times. WSCC requests data on all the landowners/ occupiers along the ECP to assist it to identify and approach these parties in future as necessary. **We can provide such details to support establishment works.**

Environment

32. The report has been reviewed with regard to environmental impact and WSCC is broadly supportive of the proposals, which appear to have addressed many ecological sensitivities. **Noted**

Promotion

33. The ECP, along with associated TV programmes and other promotions, will attract people to the West Sussex coast. Whilst WSCC supports the promotion of walking and the idea of attracting tourists to the area, it does not want to encourage car use in a part of the country where the roads are already heavily congested (e.g. A27 and A259). It is recommended NE looks to promote connections to public transport to users of this path so as not to generate more vehicle traffic in the area. **Noted. We would recommend WSCC, their partners and any future Trail Partnership work with us and our National Trails promotion partners to maximise the opportunities afforded by the National Trails website to promote the new trail, local services and facilities.**
34. The above said, some car use is inevitable and recommended connection

points and parking locations to the path should be designed to cater for this in materials developed by NE. **See above response to point 33.**

35. WSCC welcomes the opportunity to work with NE to inform it in developing suitable materials. **See above response to point 33.**

Relevant appended documents (see section 5):

N/A

Representation number:	MCA/SHE Stretch/R/12/SHE2300
Organisation/ person making representation:	[REDACTED] - Historic England
Route section(s) specific to this representation:	Whole Stretch
Other reports within stretch to which this representation also relates:	SHE 1, SHE 2, SHE 3 and SHE 5

Representation in full

England Coast Path Stretch: South Hayling to East Head

As the Government’s adviser on the historic environment, Historic England is keen to ensure that the protection of the historic environment is fully taken into account in the establishment of the England Coast Path and associated public access to coastal land, under the Marine and Coastal Access Act 2009.

Historic England notes that all the sections within this stretch would follow existing footpaths, pavements, roads or other existing walked route, with the exception of sections SHE-3-S014 and SHE-3-S015. Non-designated heritage assets have been identified on or near to the proposed route in sections SHE-3-S014 and SHE-3-S015:

- A Second World War bombing decoy site at Cobnor Point. Aerial photography from 1967 shows a shelter located at SU 7932 0236.
- An archaeological evaluation was carried out at a site approximately 250m to the north of the proposed route at SU 7899 0230, (site code: CCP09). The work revealed significant remains from three broad periods: Bronze Age, mid-late Iron Age and Post-medieval, which may indicate the presence of further remains in the area.

If any physical works that would affect the bombing decoy site, or any digging in the area, is proposed to implement the walking route, the County Archaeologist for West Sussex should be consulted. However, neither this area, nor the rest of the stretch is identified as an Archaeological Notification Area for West Sussex.

As noted above, other elements of the route in this stretch would follow existing routes. However, parts of section SHE-4 also pass near and across Fishbourne Roman Site, a scheduled monument.

Scheduled monument consent is required for most works and other activities that physically affect a scheduled monument. In practice this is a very strict regime under which very little, if any, disturbance of the monument is possible without consent.

Carrying out an activity without consent where it was needed is a criminal offence. Consent must be obtained from the Secretary of State for Digital, Culture, Media and Sport through Historic England for any of the following:

- Works resulting in the demolition or destruction or any damage to a scheduled monument.
- Works for the purpose of removing, repairing, adding to or altering a scheduled monument.
- Flooding or tipping operations on land in, on or under which there is a scheduled monument.

These comments are based on the information provided by you at this time and for the avoidance of doubt does not reflect our obligation to advise you on, and potentially object to, any specific development proposal which may subsequently arise from this or later versions of the plan and which may, in our view, have adverse effects on the historic environment.

Natural England's comments

Thank you for highlighting the non-designated heritage assets that relate to sections SHE-3-S014 and SHE-3-S015, where we are creating new access. Some new infrastructure is required on these sections and therefore some digging will need to take place. The Access Authority (who carries out the establishment works) will seek advice from the County Archaeologist for West Sussex, prior to establishment works taking place on SHE-3-S014 and SHE-3-S015.

We are aware that parts of SHE 4 pass near to and across Fishbourne Roman Site and that this is a scheduled monument. Should Natural England need to carry out any works which would affect this scheduled monument, we would apply for scheduled monument consent. The only works currently planned within the scheduled monument is the addition of 2 roundels to an existing sign post.

Relevant appended documents (see section 5):

N/A

Representation number:	MCA/SHE4/R/11/SHE2390
Organisation/ person making representation:	Environment Agency
Route section(s) specific to this representation:	SHE 4, Map 4h
Other reports within stretch to which this representation also relates:	N/A
Representation in full	

The proposed footpath is shown to fall within the parameters of the Chichester Channel, a classified 'main river' under the jurisdiction of the Environment Agency. Therefore any works in, under or over or within 16 metres of the landward toe, a FRAP will potentially need to be applied for.

The alternative route shown, is within an area where the Agency maintain a sea defence known as 'Itchenor Bank' Therefore any works in, under or over or within 16 metres of the landward toe, a FRAP will potentially need to be applied for.

It should be borne in mind that the present Beach Management Strategy for this frontage is 'Hold The Line' However the Agency are in the very early stages of reviewing the current operational management for this sea defence.

Natural England's comments

We welcome your comments in relation to Flood Risk Activity Permits. The Access Authorities (who carry out the establishment works) will seek advice from the Environment Agency, as to whether a FRAP needs to be applied for where works are planned in, under or over or within 16 metres of the landward toe. The Access Authorities will ensure all the relevant consents and permits are in place prior to any establishment works. In our consultation with the EA we were made aware that as the route on this stretch is merely utilising and upgrading existing footpaths, it is likely that these works will fall under the FRAP exemption rule FRA28.

We are aware that the Environment Agency is in the early stages of reviewing the current operational management for sea defences in this area. Our proposals include roll back, in areas where at the time of publication it was thought it may be required in the future. This allows the path to be moved inland should it be necessary due to future coastal change. As the Environment Agency develops its future plans for the area we would welcome early discussions with you in relation to any changes in management that might affect the proposed route of the England Coast Path.

Relevant appended documents (see section 5):

N/A

4. Summary of 'other' representations, and Natural England's comments on them

Representations containing similar or identical points	
Representation ID	Organisation/ person making representation:
MCA/SHE4/R/1/SHE1129	[REDACTED]
MCA/SHE4/R/2/SHE0481	[REDACTED]

MCA/SHE4/R/3/SHE0803	[REDACTED]
MCA/SHE4/R/4/SHE0373	[REDACTED]
MCA/SHE4/R/7/SHE0080	[REDACTED]
MCA/SHE4/R/8/SHE1428	[REDACTED]
Name of site:	SHE 4 – The Bosham to West Itchenor Ferry
Report map reference:	Map 4b
Route sections on or adjacent to the land:	SHE-4-SO48 to SHE-4-S049
Other reports within stretch to which this representation also relates	N/A
Summary of point:	
These representations support the use of the ferry between Bosham and West Itchenor, as the main route of the coast path.	
Natural England's comment:	
Natural England acknowledges these comments and observations in response to our stretch proposals, and are grateful for your statements of support.	
Relevant appended documents (see Section 5):	
N/A	

Representation ID:	MCA/SHE Stretch/R/3/SHE1767
Organisation/ person making representation:	[REDACTED] - Chichester Harbour Conservancy
Name of site:	Whole Stretch
Report map reference:	N/A
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	SHE 1, SHE 2, SHE 3 and SHE 5

Summary of representation:

Natural England is advised that the projected annual maintenance costs are likely to be far greater than the figure forecast (£22,699). The reason being that one bad storm could result in significant damage, requiring a much greater sum for remedial action. The shoreline of Chichester Harbour is 53 miles (86 kilometres).

It is recommended that a block of funds is set-aside, or ring-fenced, to only be used in instances of severe weather, as a contingency.

Segment	Installation Features	Installation costs (ex. VAT)	Annual Maintenance Cost (ex. VAT)
SHE 1	Signs & interpretation, boardwalks, surfacing works, project management and variance	£61,384	£5,277
SHE 2	Signs & interpretation, steps, surfacing works, footbridges and walkways, wooden bollards, pedestrian gates, handrails, project management and variance	£133,950	£6,872
SHE 3	Signs & interpretation, surfacing works, hedgerow infill, Cobnor Point – ramp, bridges and hedge removal. Project management and variance	£16,274	£4,988
SHE 4	Signs & interpretation, kissing gate, surfacing works, hand rails, project management and variance. Capital costs only grant	£122,321	£1,900
SHE 5	Signs & interpretation, boardwalks, post and rail fence, hedgerow infill, surfacing works, project management	£73,527	£3,662
Total		£407,456	£22,699

Natural England's comment:

NE understands and appreciates the unpredictability of the coastal events (and other similar naturally occurring events that impact upon the quality of the National Trails). The approach to this was covered with the trails partnerships as part of the funding formula discussions, as was the possibility of NE holding back a portion of 'in year budget' in case of major events. The decision of the trail partnerships was not to take this approach, but to implement a formula that distributed the full available budget. NE does not therefore set aside a portion of budget as a contingency fund.

In practice, where such major events occur, and funding is not immediately available, the local authority would secure a temporary diversion to enable people to continue their journeys, whilst a permanent solution is determined and implemented, taking into account influencing factors e.g. the existence of roll back, nature conservation concerns, local restrictions, etc.

Relevant appended documents (see Section 5):

N/A

Representation ID:

MCA/SHE Stretch/R/4/SHE2387

Organisation/ person making representation:	[REDACTED]
Name of site:	Whole Stretch
Report map reference:	N/A
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	SHE 1, SHE 2, SHE 3 and SHE 5

Summary of representation:

[REDACTED] notes that in several places within our reports we mention the need to avoid/prevent disturbances, both to the wildfowl and also to other users. At present there are several notices posted along the paths pointing out the need to control dogs to prevent disturbing the wildfowl.

[REDACTED] is concerned that there are a large number of dog owners who let their dogs run wildly about, not on leads. These dogs, he says, sometimes chase after walkers, including young children, sometimes jumping up and causing some distress to these other walkers. They run into the water causing disturbance to birds and also leave behind faeces on the path.

[REDACTED] requests that:

- We install more notices locally.
- We are more specific when we mention the need to avoid disturbance.
- We state that dogs must be kept under control, and include the fact it can be an offence for a dog not to be on a lead on a public footpath.

Natural England's comment:

We take into account environmental protection objectives when developing our proposals for improved coastal access. We produce a Habitats Regulations Assessment and a Nature Conservation Assessment, relating to any potential impact on the conservation objectives of European sites, as well as other potential impacts on nature conservation. These assessments detail the measures we have taken to reduce the likelihood of disturbance to birds.

One of the key measures we have taken on this stretch is choosing to align the main route of the trail away from the coast in areas that have been highlighted as particularly sensitive to disturbance. We have also placed Section 26(3) (a) directions for reasons of nature conservation over some particularly sensitive areas. These measure have been put in place to reduce the likelihood of interaction between walkers with or without dogs, and sensitive wildlife.

With regards to signage we have proposed to install interpretation panels to inform users of the local environmental sensitivities and where appropriate fencing has

been used to guide walkers and dogs away from sensitive areas. These panels will explain the risk of disturbance caused by dogs and ask walkers and dog owners to behave responsibly in the vicinity of birds.

Much of the route follows existing public rights of way. Coastal access rights do not apply to existing public highways including roads and public rights of way such as footpaths. Because coastal access rights do not take precedence on public rights of way we cannot place restrictions on dog access on those sections of the trail.

Relevant appended documents (see Section 5):

N/A

Representation ID:	MCA/SHE Stretch/R/9/SHE2315
Organisation/ person making representation:	[REDACTED] - Member of the council of the Solent Protection Society
Name of site:	Whole Stretch
Report map reference:	N/A
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	SHE 1, SHE 2, SHE 3 and SHE 5

Summary of representation:

The Society has submitted a representation which relates to the whole stretch, however within that representation there is a specific comment about Thorney Island. We set out our response to that part of the representation in our comments on report SHE 2.

The Society welcomes and supports the proposals in this section of the ECP and is pleased with the links that have been proposed to join up various sections of path and create a more continuous route right round both Chichester and Langstone harbours and has not simply stopped either side of the mouth.

They say that the route and descriptions appear to have been thoroughly thought through with perhaps more detail than they have seen in earlier sections. Proposals on roll back are welcome. They acknowledge that in the past they have misunderstood how alternative routes function, having assumed they were ‘instead of the proposed route’ whereas they are ‘temporary alternatives’ if the proposed route is out of use for some reason such as because of tidal inundation at Conigar Point (SHE-2-S013 to SHE-2-S021). SPS therefore supports the alternative routes proposed in various places. They particularly welcome the support for the ferry to avoid “the very much less satisfactory” alternative during the low season.

Finally SPS supports the proposed S25A and S26(3)(a) designations proposed throughout the route to exclude the public from the seaward coastal margin in these extensive important protected areas. They hope that adequate signage is proposed

throughout the route to inform the public of the exclusions and that in critical areas fencing is proposed to physically restrict public and particularly dog access.

As identified in the reports this area supports nationally and internationally important numbers of over wintering and breeding bird species. Disturbance from walkers, particularly those with dogs, is already at a level of considerable concern. SPS would therefore like assurance that funds are made available to support a wardening scheme.

Natural England's comment:

Natural England acknowledge these comments in response to our stretch proposals, and are grateful for the statements of support.

We agree with the Society, that well placed interpretation panels can play an important role in managing visitor behaviour. We have proposed to install interpretation panels to inform users of the local environmental sensitivities in certain places along this stretch. In addition, where appropriate fencing has been used to guide walkers and dogs away from sensitive areas. Further details about the location of these access management measures can be found in our report documents.

We take into account environmental protection objectives when developing our proposals for improved coastal access. We produce a Habitats Regulations Assessment and a Nature Conservation Assessment, relating to any potential impact on the conservation objectives of European sites, as well as other potential impacts on nature conservation. These assessments detail the measures we have taken to reduce the likelihood of disturbance to nationally and internationally important numbers of over wintering and breeding bird species.

One of the key measures we have taken on this stretch is choosing to align the main route of the trail away from the coast in areas that have been highlighted as particularly sensitive to disturbance. This measure has been put in place to reduce the likelihood of interaction between walkers with or without dogs, and sensitive wildlife.

Natural England has put measures in place to ensure no adverse effect on the integrity of the European sites affected by the trail and wardening is not something we identified as necessary. The Bird Aware project has rangers on the ground, talking to the public and undertaking education work on bird disturbance and our proposals have been developed to complement their work.

Relevant appended documents (see Section 5):

N/A

Representation ID:	MCA/SHE Stretch/R/10/SHE2391
Organisation/ person making representation:	[REDACTED] - Manhood Peninsula Partnership
Name of site:	Whole Stretch (SHE 4 and SHE 5)
Report map reference:	N/A

Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	SHE 5
<p>Summary of representation: The Manhood Peninsula Partnership (MPP) is making representation in support of the proposals for the SHE-4 and SHE-5 sections of the England Coast Path.</p> <p>The MPP supports and advocates the improvement of rights of way and other pedestrian, cycle and equestrian routes across the Manhood Peninsula south of Chichester. The partnership is comprised of local representatives of national organisations, local government, NGOs and local parishes.</p> <p>The MPP wants to work with and to bring together route advocates, route providers and route funders to achieve “a superb network of green links across the peninsula”.</p> <p>This work is being undertaken by the Green Links across the Manhood (GLaM) group, a subgroup of the MPP. The above sections of the England Coast Path reflect the aspirations of the MPP and GLaM. A GLaM Key Statement (attached) has been produced supporting these aspirations.</p>	
<p>Natural England’s comment: Natural England acknowledge these comments in response to our stretch proposals, and are grateful for the statements of support.</p>	
<p>Relevant appended documents (see Section5: 6.1 Green Links across the Manhood Peninsula (GLaM) – A Key Statement from the Manhood Peninsula Partnership 6.2 Green Links across the Manhood Peninsula (GLaM) overview of access plans and aspirations</p>	

Representation ID:	MCA/SHE Stretch/R/11/SHE0008
Organisation/ person making representation:	[REDACTED] - The Disabled Ramblers
Name of site:	Whole Stretch
Report map reference:	N/A
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	SHE 1, SHE 2, SHE 3 and SHE 5
<p>Summary of representation:</p>	

The Disabled Ramblers is concerned that Natural England has not recognised that there is a significant and steadily increasing number of people with reduced mobility who use all-terrain mobility scooters and other mobility vehicles to enjoy routes on rugged terrain in the countryside, including uneven grass, bare soil or rocky paths, foreshore areas and some sea walls and beaches. Slopes of 1:4, obstacles 6" high, water to a depth of 8" are all challenges that users of all-terrain mobility scooters are used to managing.

These people have the same legitimate rights to access that walkers do, so Natural England should ensure that, unless the natural terrain itself prevents access, any existing or new infrastructure along the Coast Path does not present a barrier to their ability to progress along the Coast Path.

The Disabled Ramblers has identified many instances where Natural England proposes to retain structures or introduce new ones which are, or may, be barriers to access for those with limited mobility, particularly on mobility scooters. (The sites have not been visited, so it is possible that some structures may not restrict access, but it is likely that they do restrict access.) These structures include the following:

- Pedestrian Gates (these should be suitable for access by riders of large mobility vehicles, riders who are on their own and will remain on their mobility vehicles, and should comply with *British Standard BS5709: 2018 Gaps Gates and Stiles.*)
- Bristol Gates (these are always a barrier to mobility vehicles and should be replaced with an appropriate structure which complies with *British Standard BS5709: 2018 Gaps Gates and Stiles.*)
- Cycle Chicanes (in many instances these are impassable by mobility vehicles, in which case they should be replaced with an appropriate structure which complies with *British Standard BS5709: 2018 Gaps Gates and Stiles.*)
- Kissing Gates (these are usually impassable by mobility scooters, so unless these are specifically designed for access by large mobility vehicles, they should be replaced with an appropriate structure which complies with *British Standard BS5709: 2018 Gaps Gates and Stiles.*)
- Undefined barriers (very often these are A or K frames which are set too narrow so are a barrier to access by mobility vehicles which can legally be up to 85 cm wide)
- Footbridges and board walks (need to be wide enough for mobility vehicles, and wherever possible should be reached by ramps, not steps. Consideration should also be given to handrails to assist those with visual impairments.)
- Sleeper bridges (very often these are 3 sleepers wide, but at least 4 are needed for mobility vehicles)
- Bollards (spacing should be checked to ensure a gap through which mobility scooters can pass.)

The following proposed changes have been detailed in the Natural England reports. If not designed carefully these changes may become barriers to those with limited mobility:

- Sections SHE-2-S019 to S0120: gravel resurfacing. Gravel is a very difficult surface for mobility vehicles, very often proving a barrier to access, so a more appropriate material should be chosen for resurfacing.
- Sections SHE-2-S022 to SHE-2-S026: replacing a bridge and extending a raised footway. Natural England should ensure that ramps, not steps, are built

to reach the raised footway, and ensure it is appropriately designed and sufficiently wide for use by mobility vehicles.

- Sections SHE-3-S014 to SHE-3-S015 Cobnor Point: footbridges over a ditch. Natural England should ensure that ramps, not steps, are built to reach the footbridges, and ensure they are appropriately designed and sufficiently wide for use by mobility vehicles.

Disabled Ramblers requests that Natural England

- reconsider their proposals for all existing and new structures, ensuring compliance with *British Standard BS5709: 2018 Gaps Gates and Stiles*, because in many cases these structures bar legitimate access along the Coast Path for those with limited mobility.
- comply with the Equality Act 2010 (and the Public Sector Equality Duty within this act) comply with the Countryside Rights of Way Act 2000

Natural England's comment:

Section 4.3 of the Scheme – *'Adjustments for disabled people and others with reduced mobility' guides our approach to aligning the trail to ensure that it is as inclusive as possible.*

"4.3.8 We follow the principles set out in our publication "By All Reasonable Means" to make the trail as easy to use as we reasonably can for disabled people and others with reduced mobility, whilst accepting that such opportunities will often be constrained by practical limitations, such as the rugged nature of the terrain or the availability of visitor transport and facilities (see section below). Where there is a choice of routes (after taking into account all the key principles in chapters 4 and 5 of the Scheme), we favour the one that is accessible to the widest range of people or most easily adapted for that purpose.

4.3.9 Throughout the trail, we avoid creating any unnecessary new barriers to access by choosing the least restrictive infrastructure that is practical in the circumstances. For example, where we install infrastructure in preparation for the introduction of the rights we normally use:

- *gaps to cross field boundaries where livestock control is not an issue;*
- *gates rather than stiles where livestock will be present, designed to enable access by people with wheelchairs; and*
- *graded slopes rather than steps if practicable.*

In drawing up our proposals we have taken all reasonable steps to make the trail as easy as possible for those with reduced mobility and been mindful of British Standard BS5709:2018 Gaps Gates and Stiles.

Natural England does however recognise that since our proposals were put together we have worked a lot more closely with the Disabled Ramblers and have gained an increased understanding of structures which are, or may be barriers to access for those with limited mobility, particularly those on mobility scooters. There may be inherent reasons or restrictions due to the nature of certain sites, why certain structures we have proposed are necessary or existing structures cannot be removed. However, when we begin the establishment of this section of coast path we will look again at where it might be possible for us to make targeted adjustments to the structures we have proposed to make the trail more accessible for people with reduced mobility.

The representation submitted does not highlight any specific proposed changes in Report SHE 4 that may become barriers to those with limited mobility, as it does in relation to reports SHE 2 and SHE 3. The specific issues raised in relation to reports SHE 2 and SHE 3 will be discussed in our comments in relation to representations received for those reports.

Relevant appended documents (see Section 5):

5.3 Photographic examples of people using mobility vehicles on various terrain

Representation ID:	MCA/SHE Overview/R/1/SHE0040
Organisation/ person making representation:	[REDACTED] - Lichfields, on behalf of Bourne Leisure Limited
Name of site:	Whole Stretch
Report map reference:	N/A
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	SHE 1, SHE 2, SHE 3 and SHE 5

Summary of representation:

Rollback

The Overview report states on page 32 that in determining the new route, Natural England will take into account “any views expressed by people with a relevant interest in affected land” but does not specifically state that Natural England will contact and consult with landowners.

On behalf of Bourne Leisure, we request that the Overview report is amended to specifically state that Natural England will contact and consult with owners and occupiers in relation to any rollback – including where the trail is being adjusted to follow the current feature. This is important in order to ensure that landowners are kept informed, so that any issues can be raised with Natural England and that landowners’ views are taken into account if rollback needs to take place.

Natural England’s comment:

As highlighted by Lichfields, The Overview report states on page 32 that in determining the new route, Natural England will take into account “any views expressed by people with a relevant interest in affected land”. In the individual reports, the “Roll back” tables explain that where roll back will occur, if it is no longer possible to find a viable route seaward of the excepted land (buildings/curtilage and gardens for example), we will chose a route landward of it, following discussions with owners and occupiers. As such we see no need to amend the Overview document as we have published a commitment to consult with all relevant parties.

Relevant appended documents (see Section 5): N/A

Representation ID:	MCA/SHE4/R/5/SHE0548
Organisation/ person making representation:	[REDACTED]
Name of site:	SHE 4 (Grid Ref: 480398 104561. Saltings Bordering Windmill House Bosham)
Report map reference:	Map 4a
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	N/A
Summary of representation:	
[REDACTED] says that they hold the title to land due north of [REDACTED]. The coastal path crosses their land. They wish to make sure that Natural England know this in order that we consult him should we consider any alterations to the path.	
Natural England's comment:	
Natural England confirms that our data shows [REDACTED] as the registered land owner of [REDACTED]. In the event that we need to implement roll back or to submit a variation report to the Secretary of State to alter the position of the trail, we will always contact the landowner at an early stage in the process.	
Relevant appended documents (see Section 5): N/A	

Representation ID:	MCA/SHE4/R/6/SHE0385
Organisation/ person making representation:	[REDACTED]
Name of site:	SHE 4 (Old Park Wood)
Report map reference:	N/A

Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	N/A
<p>Summary of representation:</p> <p>[REDACTED] is pleased that the importance of Old Park Wood has been recognised and that the Coastal Path and the alternative route have both been directed to avoid any impact on this unique site. Old Park Wood is a very important habitat and is being managed for long term conservation to protect this critical site for the future.</p> <p>They also appreciate the long term recognition of the importance of Old Park Wood (Page 4 of the associated Nature Conservation Assessment dated 3 October 2019) and that any route through Old Park Wood has been ruled out.</p> <p>They say that “It is gratifying to see that the protection of this important environmental site, with over 1,000 years’ recorded history, will receive the long term protection it fully deserves and which is essential to ensure this critical habitat remains undisturbed”.</p>	
<p>Natural England’s comment:</p> <p>Natural England acknowledge these comments in response to our stretch proposals, and are grateful for the statement of support.</p>	
<p>Relevant appended documents (see Section 5): N/A</p>	

Representation ID:	MCA/SHE4/R/9/SHE2379
Organisation/ person making representation:	[REDACTED]
Name of site:	SHE 4
Report map reference:	Maps SHE 4b, SHE 4c, SHE 4d and SHE 4e
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates	N/A
<p>Summary of representation:</p> <p>[REDACTED] objects to Natural England proposing that the ECP uses the Bosham-Itchenor ferry rather than creating a new footpath around the area of Bosham Hoe. He</p>	

believes that the wealthy landowners have used undue influence and their considerable finance to propose a route which is not coastal. [REDACTED] states that *“the alternative route proposed has no coastal features whatsoever. A new coastal route is possible with sensible planning. The report already admits that access rights exist around Old Deer Woods which could be extended through Bosham Hoe with sensitive planning.*

Smugglers Lane and Hook Lane, the latter already a public footpath, are a much better alternative route to the one proposed and it is wrong to say that these routes are busy. Their narrowness is an asset and an off route footpath could easily be created if pedestrian safety is thought critical. Again finance is seen to be the driving issue here”.

[REDACTED] also has concerns that the ferry crossing and the track/causeway on the Bosham side will be inaccessible to people with reduced mobility and that the causeway is very dangerous after high tides and is long and hazardous at low tide. They believe that no safety audit has been done.

Natural England’s comment:

As stated in table 4.3.3. of Report SHE 4, Natural England considered various options for aligning the ordinary route (and the alternative route) of the trail along the coast from Bosham Hoe via Fishbourne to West Itchenor . We rejected those options because:

- Old Park Wood (SPA, Ramsar, SSSI) 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. The alternative route proposed instead utilises an existing Public Right of Way, which provides a more pleasant route and minimises the amount of walking on narrow roads.
- Whilst Smugglers Lane and Hook Lane are public footpaths, they are on narrow public highway and provide no coastal feel or views. For walkers unable to use the ferry service the use of these roads would not provide a more convenient route to enable them to continue their journey than the one we have proposed.
- When we consider whether alternative routes can be provided, we are directed by the Scheme to ensure they can be done so at a reasonable cost that would strike an appropriate balance between the other key principles described in chapters 4 and 5 of the Scheme.
- Using the alternative route as the main route would place the entire Bosham Peninsula in the coastal margin.

- Local landowners and businesses were in support of using West Itchenor Ferry and provided financial support to extend the ferry timetable.
- 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.

[REDACTED] states that the alternative route has “no coastal features whatsoever”. However, we assert that, aside from where it cuts across the top of the Bosham Peninsula it is in the main, coastal. Approximately 8km of the 12km that make up the alternative route are coastal.

The ferry service will be suitable for those with reduced mobility. We have discussed these matters with the operator and been assured that the vessels and approaches will be fully accessible. The ferry is run by a private business, which is responsible for considering the Health and Safety of those using their service. Therefore we did not consider it necessary to carry out an additional safety audit.

Relevant appended documents (see Section 5):

N/A

Representation ID:	MCA/SHE4/R/10/SHE1767
Organisation/ person making representation:	[REDACTED] - Chichester Harbour Conservancy
Name of site:	SHE 4
Report map reference:	Maps 4a and 4b
Route sections on or adjacent to the land:	South of SHE-4-SOO1 FP and SHE-4-SO38 RD / SHE-4-A046 RD / SHE-4-SO49
Other reports within stretch to which this representation also relates	N/A

Summary of representation:

South of SHE-4-SOO1 FP and SHE-4-SO38 RD

The Conservancy has some concerns about this route. On the Bosham Peninsula, there are two high-tide and alternative routes, and a main alternative route for when the ferry is not operating. The concern is that the main settlement will be cluttered with signage, which may be unattractive for locals and confusing for walkers. Furthermore, Bosham is a Conservation Area, so the signage needs to be consistent with that designation. The Conservancy therefore urges Natural England to simplify the proposals wherever possible.

SHE-4-A046 RD

Although this is only on the main Alternative Route, the Conservancy is not in favour of the proposed path between Dell Quay and Salterns Copse. It uses Dell Quay Road, which neither has a footpath nor street lightning, and the Salterns Way cycle route, which is principally a cycle path, not a footpath.

The Conservancy's suggestion is that walkers use the permissive path instead. It is recommended that Natural England approach the landowner, the Church Commissioners, the tenant farmer, [REDACTED], and West Sussex County Council to see if the permissive path can become a Public Right of Way.

SHE-4-SO49

Natural England is advised that in recent times when there is a high tide in Chichester Harbour, the jetty is getting cut-off for vessel passengers and walkers (see picture enclosed). The Conservancy are considering plans to replace the jetty with a new structure, adapted to cater for high tide access.

Natural England's comment:

South of SHE-4-SO01 FP and SHE-4-SO38 RD

When developing our proposals we walk the route to consider where new signage is required to ensure the route is clear for people to follow on the ground. We have proposed installing information boards at key locations to ensure it is clear to walkers the route options they have available and the situations in which they might wish to use the optional alternative routes provided. Natural England is aware that part of the route falls within Bosham Conservation Area. We will engage with local Conservation Area Officers as well as West Sussex County Council during the establishment phase of the project to ensure that the locations of and types of signage developed are suitable for use within the conservation area.

SHE-4-A046 RD

Section SHE-4-A046 RD is part of the alternative route of the trail which would come into operation at times when the ferry is not running. We chose not to align along the permissive path here as we were not aware of any current legal agreement in place to keep it open as a permissive path.

The formal rights of access that would be created over the alternative route of the coast path would only be in place when the ferry was not running. This means that coastal access rights over this path would not exist when the ferry was running, but that they would exist when it was not. As this section of trail is a considerable distance from the ferry, path users may not know whether or not the ferry is in operation at that particular time. This would create confusion for walkers, particularly if the owners withdrew permission to use this route when the alternative route was not in operation.

If there had been an agreement in place to guarantee that the permissive path remains available for use over the coming years, then there would have been a stronger case for inclusion as part of our proposals for the alternative route. This is because the public would have confidence that the path is open at all times, even when the ferry is running. However, as there is not we choose to use a route where permanent access rights already exist.

There is of course nothing to stop independent signage being used to direct walkers along the permissive path, separate from the England Coast Path. Walkers can then choose to use the permissive path under the permission of the landowner.

Our proposed route follows a quiet farm road/bridleway that is already well used by walkers and cyclists, who are used to the dual use of the route.

SHE-4-SO49

Natural England welcome Chichester Harbour Conservancy's plans to replace the existing jetty.

Relevant appended documents (see Section 5):

5.4 Map showing the area discussed under the heading SHE-4-A046 RD

5.5 Photo showing the area discussed under the heading SHE-4-SO49

5. Supporting documents

5.1 MCA/SHE Stretch/R/10/SHE2391 - Green Links across the Manhood Peninsula (GLaM) - A Key Statement from the Manhood Peninsula Partnership



Green Links across the Manhood Peninsula (GLaM) – A Key Statement from the Manhood Peninsula Partnership

The aim of this Key Statement is to influence all those who can act to improve Green Links across the Manhood Peninsula, including:

- Local communities, particularly Parish Councils as they develop neighbourhood plans; and respond to planning applications
- Chichester District Council as it decides on planning applications; delivers the Local Plan, and develops a Green Infrastructure Strategy and an Infrastructure Delivery Plan
- West Sussex County Council as it manages the local road and public rights of way networks; implements the Rights of Way Improvement Plan; and comments on the highway and transport aspects of planning applications
- Chichester Harbour Conservancy and the Royal Society for the Protection of Birds as they manage our outstanding harbours and the visitors they attract
- Funding bodies as they consider requests for contributions towards project costs
- Local businesses as they consider sponsorship of projects and new business opportunities

Green Links across the Manhood Peninsula (GLaM) – rights of way and other route proposals and aspirations

The Manhood Peninsula Partnership (MPP) supports and advocates the improvement of rights of way and other pedestrian, cycle and equestrian routes across the peninsula. The MPP wants to work with and to bring together route advocates, route providers and route funders to achieve a superb network of green links across the Manhood – the **GLaM** network.

Key benefits

An improved and extended network of well-maintained green links/access routes across the whole of the Manhood peninsula could:

- Provide better links between communities for all journeys – to work, to school, and to have fun
- Enhance the wellbeing of local residents by delivering physical and mental health benefits through offering safe and enjoyable walks and cycle rides
- Encourage local people and visitors to get out of their cars and explore the area, reducing the burden on the congested roads and keeping more local and visitor expenditure on the peninsula
- Boost the local economy and provide opportunities for new and existing business to grow

Broaden the shoulders of the tourism market, drawing in visitors who want out-of-season countryside and coastal experiences, which will help bolster the local economy during the low season and offer opportunities and better financial security for 'green tourism' and businesses, such as cycle hire and accommodation providers

- Reinforce the 'sense of place', enabling the Manhood Peninsula to become better known as somewhere with wonderful scenery and impressive wildlife that is readily accessible to visitors

What are green links/access routes?

The peninsula has a network of public rights of way, including footpaths and bridleways; and two significant cycle routes, Salterns Way and Bill Way. These all encourage "green", non-car journeys. Many of the routes are actually *green* – with trees, hedgerows and other features that provide a living landscape for wildlife and for our enjoyment.

Quiet lanes are also important – especially in Apuldram, Almodington and Batchmere, and Birdham, Sidlesham and Earnley – where they link up with footpaths and bridleways away from the main road traffic routes. Protecting the character of the quiet lanes and managing traffic speeds will be important to protecting the tranquillity and attractiveness of the Manhood.

Much of the rights of way network is historical. New routes have been created where the vision of an individual, an organisation or a partnership has found the necessary funding, won the necessary acceptance and agreements, and managed to implement schemes. We have Salterns Way and Bill Way and the new routes at Medmerry (the "Medmerry Way"?) to show for their efforts. But the many existing paths etc. don't always join up in ways that make for attractive and convenient routes that link the settlements and attractions of the Manhood.

An improved and better integrated network of routes would benefit existing residents and businesses, and provide for more enjoyable journeys, improved health and wellbeing, and more opportunities for local businesses.

The existing route providers – West Sussex County Council and Chichester Harbour Conservancy – have ambitions to improve and extend their routes. The WSCC South Chichester County Local Committee has resolved to approve as a transport priority the Manhood Greenlinks project to enhance and connect footpaths, cycle paths and bridleways around the Medmerry Coastal Realignment Scheme. Around the harbours and the open coast "spreading room" will be necessary as paths are threatened by erosion; central government, through Natural England, is pursuing a national coastal path, although full delivery is likely to take many years.

The Environment Agency and the RSPB are delivering exciting new routes as part of the Medmerry scheme. Sustrans aim to extend Bill Way from Selsey to Sidlesham to complete the Selsey to Chichester route. Sidlesham Parish Council is exploring how to create a green network corridor in the parish. Selsey Town Council and Selsey Coastal Trust have aspirations for a coastal promenade. Other community groups and businesses have their own ideas about improvements and provision of missing links.

Linking our local network with longer distance routes is important, too, as that may attract users that are currently unaware of the attractions of the peninsula – from routes such as the South Coast National Cycle Route that links to Portsmouth and to Bognor Regis and Brighton; and Centurion Way

and the Lipchis Way (Liphook to West Wittering) that link to the South Downs National Park.

We need to bring all these initiatives together to provide a complete network of pedestrian and cycle routes, as much off-road as possible, and an extended range of bridleways. Where possible, more paths need to be made easier for users of wheelchairs and mobility scooters. We need well-signed routes, particularly circular ones that encourage exploration and discovery. And we need good sources of information about routes: on the internet and in publications and leaflets.

Support for the Green Links across the Manhood network

To identify and map proposals for the whole peninsula, the Manhood Peninsula Partnership brought together representatives from WSCC, CDC, Sidlesham Parish Council, the West Sussex Local Access Forum, Sustrans, local businesses, RSPB and the Manhood Wildlife & Heritage Group. This built on and extended the work of the Medmerry Stakeholders Advisory Group (MStAG), who developed aspirational routes associated with the Medmerry Managed Realignment Scheme.

The Manhood Peninsula Partnership's **Green Links across the Manhood Peninsula [GLaM]** proposals are supported by the vision set out in both the MPP's Destination Management study and the Integrated Coastal Zone Management (ICZM) Plan, *Towards ICZM on the Manhood Peninsula*, adopted by Chichester District Council.

The **GLaM** proposals reflect strategies prepared by key partner organisations:

- Coastal West Sussex and Greater Brighton Local Strategic Statement
- "Chichester – a very special place" Chichester in Partnership
- The emerging Chichester Local Plan 2014-2029
- West Sussex Transport Plan
- West Sussex Rights of Way Improvement Plan 2006-2017
- Chichester Harbour AONB Management Plan 2014-2019
- RSPB management plans for Pagham Harbour and for Medmerry

Implementation

Working within the overall **GLaM** vision, we need to make sure that longer-term strategies recognise route aspirations and that they plan accordingly for their delivery. We also need to be opportunistic, identifying and seizing opportunities whenever and wherever they arise, particularly as a result of planning applications.

The emerging **Green Links across the Manhood Peninsula [GLaM]** proposals are set out below and visually represented on the accompanying map.

The next stages are to discuss and refine these ideas with key stakeholders, to identify route champions and funding opportunities, to get the routes into plans and strategies, and then to press ahead with improving the Green Links network.

The Manhood Peninsula Partnership will consult widely on the **GLaM** proposals and incorporate helpful comments into its **GLaM** strategy. Given the organisations that the MPP is seeking to influence, it hopes that the **GLaM Key Statement** will be adopted by them and will influence their actions and decisions. The MPP will ask Chichester District Council to adopt the **Key Statement** as a material consideration for planning applications. As the MPP develops projects it will use this **Key**

Statement to support and justify bids for funding and hopes that others will do the same.

Proposed Green Links

The emerging **Green Links across the Manhood Peninsula [GLaM]** are identified in three broad phases: Phase 1 for achievement in the short-term - the next one/three years - to maximise the benefits of the Environment Agency's works at Medmerry; phase 2 for achievement in the next three/five years; and phase 3 for achievement in the next five years+. The phasing is indicative rather than fixed in any way; once detailed investigation work has been carried out, individual routes may be brought forward or moved to later.

At this stage, routes have not all been scoped in detail. Apart from existing ones, the routes shown on the map are purely indicative and further work is required to agree them with all parties and to fully define them.

Phase 1:

- 1 Pagham Harbour Visitor Centre to Medmerry - footpath and cycleway [plus, eventually, a bridleway]
- 2 Pagham Harbour Visitor Centre to Bird Pond, Sidlesham – extension of footway alongside road carriageway; provision of bridleway
- 3 Bunn Leisure – permissive bridleway access to Medmerry

Phase 2:

- 4 Bracklesham Barn to Earnley to Medmerry – footpath, cycleway and bridleway
- 5 Bill Way II – cycleway from Sidlesham Ferry (Pagham Harbour Visitor Centre) to Selsey
- 6 Selsey coastal promenade
- 7 Jury Lane – upgrade footpath to bridleway
- 8 Mapson's Lane – use of farm track for bridleway linking Sidlesham to Birdham
- 9 Pagham Harbour Visitor Centre to Pagham village bridleway

Phase 3:

West Manhood

- 10 West Wittering to East Wittering and Bracklesham to Earnley cycleway/bridleway
- 11 Salterns Way (Shipton Green) to Bracklesham cycleway/bridleway

East Manhood

- 12 North Selsey to Medmerry bridleway
- 13 -
- 14 Sidlesham Ferry to East Beach, Selsey bridleway
- 15 Bill Way to Pagham bridleway

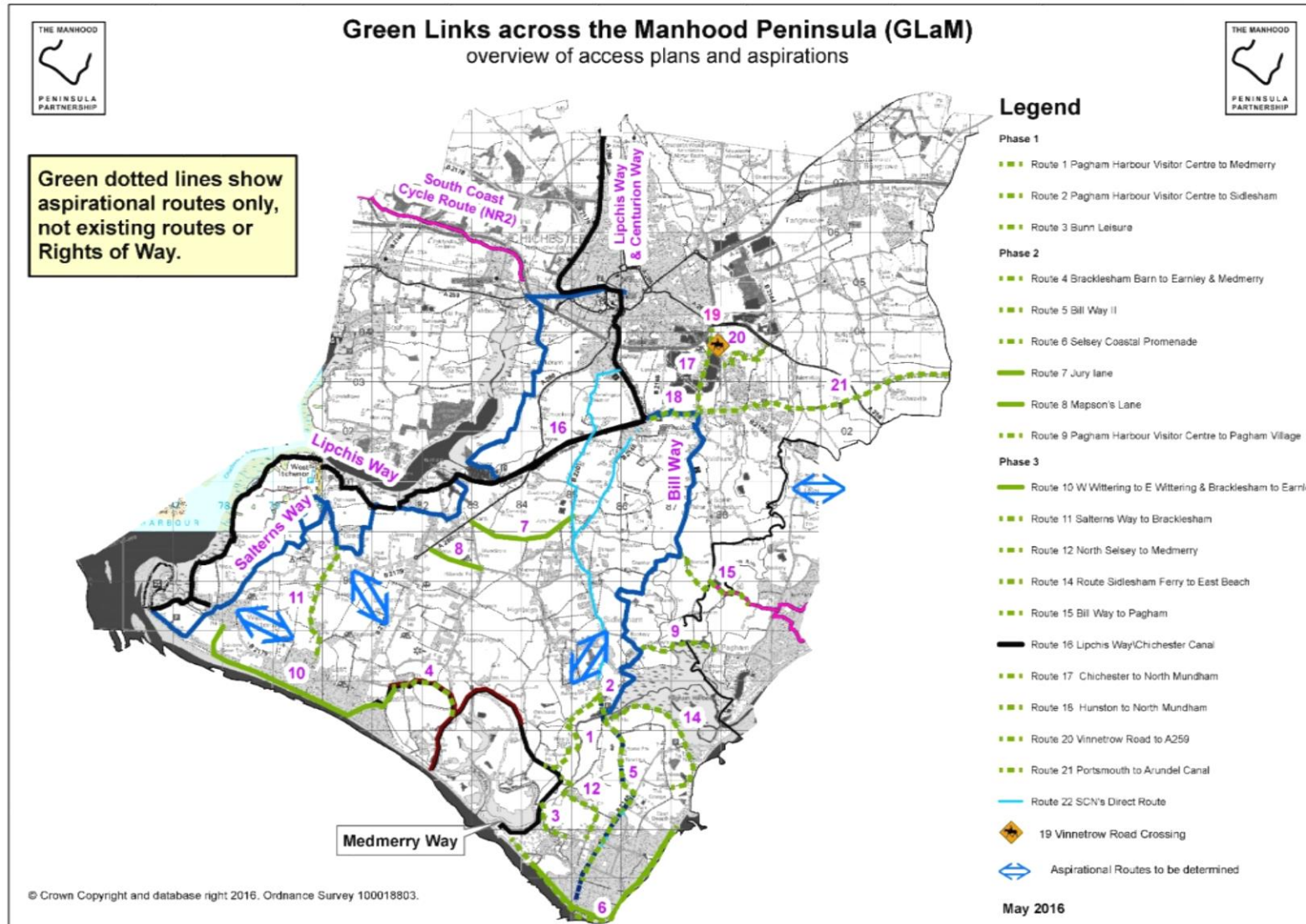
North Manhood

- 16 Chichester Canal – towpath improvements from Hunston to Chichester Marina to connect to Salterns Way
- 17 Chichester to North Mundham via Southern Leisure Lakes- bridleway improvements to link to new A27 bridge
- 18 Hunston to North Mundham – linking Chichester Canal towpath to Bill Way
- 19 Vinnetrow Road bridleway crossing
- 20 Vinnetrow Road to A259 - upgrading of existing bridleways
- 21 Hunston to Merston/Colworth - Portsmouth to Arundel canal towpath improvements

This Key Statement was agreed by the Manhood Peninsula Partnership in June 2014.

Further information about the **Manhood Peninsula Partnership** can be found at: <http://peninsulapartnership.org.uk/>
Or by contacting the MPP Project Officer, Jane Cunningham 01243 521091
jcunningham@chichester.gov.uk

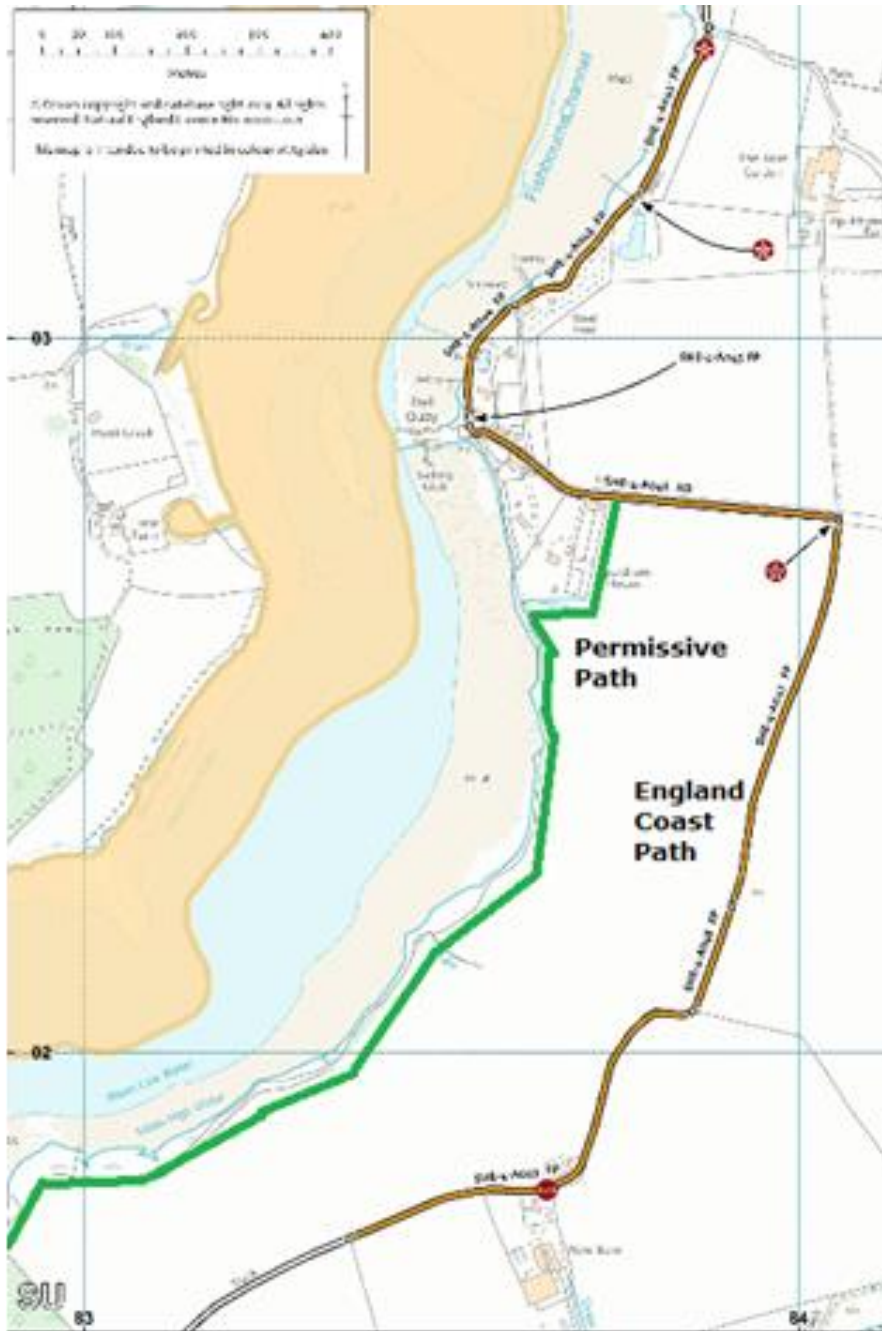
5.2 MCA/SHE Stretch/R/10/SHE2391 - Green Links across the Manhood Peninsula (GLaM) overview of access plans and aspirations



5.3 MCA/SHE Stretch/R/11/SHE0008 – Photographic examples of people using mobility vehicles on various terrain

These pictures have been redacted from this record due to containing personal information.

5.4 MCA/SHE4/R/10/SHE1767 - Map showing the area discussed under the heading SHE-4-A046 RD



5.5 MCA/SHE4/R/10/SHE1767 - Photo showing the area discussed under the heading SHE-4-SO49

