

## Chapter 6:

# Abbotsbury Beach to Rodden Hive

Coastal Access: Lyme Regis to Rufus Castle - Natural England's Proposals

## Part 6.1: Introduction

<b>Start Point:</b>	<b>Abbotsbury Beach</b> (grid reference: SY 5596 8459)
<b>End Point:</b>	<b>Rodden Hive</b> (grid reference: SY 6052 8200)
<b>Relevant Maps:</b>	<b>6a to 6g</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 6.1.1 Follows the South West Coast Path between Abbotsbury Beach (see map 6a) and Horsepool Farm (see map 6b), except between Chapel Coppice and New Barn Lane, where it follows a more direct existing walked route.
- 6.1.2 From Horsepool Farm eastwards, follows a new walking route through farmland overlooking the Fleet before rejoining the existing South West Coast Path route just north of Rodden Hive. The new part of the route has been chosen to:
- give good sea views and reasonable proximity to the sea along most of its length;
  - work with the grain of the landscape, by following field edges and, from Berry Coppice eastwards, a ridge overlooking the Fleet;
  - be far enough from the West Fleet shoreline to offer protection to the sensitive wildlife and, for that reason, to be separated from it with physical barriers;
  - limit the need for new fencing and other infrastructure (see paragraph 6.1.19), in order to strike a fair balance with the private interests of those who own and manage the land.
- This would be the ordinary route of the trail, which would be available for use between 1st March and 30th September each year. See maps 6a to 6e and associated tables below for details.
- 6.1.3 Also between Horsepool Farm and Rodden Hive, follows the existing South West Coast Path between 1st October and 28th February, in order to prevent increased disturbance to wintering birds. This diversion would form the official alternative route during the affected period – see maps 6f and 6g and associated tables below for details.
- 6.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (see map C of the Overview):
- Chesil & The Fleet Special Area of Conservation (SAC)

- Chesil Beach & The Fleet Special Protection Area (SPA)
- Chesil Beach & The Fleet Ramsar site
- Chesil Beach & The Fleet Site of Special Scientific Interest (SSSI)

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

6.1.5 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion we have identified that it would be necessary to:

- set the trail back from the Fleet shoreline between Abbotsbury Beach and Rodden Hive;
- physically separate this part of the trail from the fields adjoining the Fleet with new fences, in places where there is no existing barrier;
- exclude access to the waters of the Fleet and the fields adjoining it between Abbotsbury Beach and Rodden Hive all year round;
- exclude access to Chesil Bank between Abbotsbury Beach and Ferrybridge, but permit people to walk along the outer flank of the Bank below the crest between 1st September and 30th March;
- exclude access to the trail (and associated spreading room) between Horsepool Farm and Rodden Hive, between 1st October and 28th February annually, in order to protect Dark-bellied Brent Geese overwintering on fields adjoining the Fleet, and provide an official alternative route which would operate during this period (see maps 6f and 6g);
- provide information to the public about these arrangements to encourage their cooperation; and
- monitor visitor use of the ordinary and alternative routes to inform future review of the access arrangements.

These proposals are explained further in paragraphs 6.1.14 to 6.1.18 below and in our published Access and Sensitive Features Appraisal for Chesil and the West Fleet.

**See part 5b of the Overview 'Natural environment' for more information.**

### **Accessibility:**

6.1.6 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme. However, there are places where it may not be entirely suitable for people with reduced mobility because:

- the trail would follow an uneven grass or bare soil path around field edges; or
- at Abbotsbury Beach, the trail would follow an existing public bridleway which is occasionally overtopped by shingle; and
- there would be steps in places where it would be necessary to cross gullies and streams.

6.1.7 Between New Barn Road and Rodden Hive (LRR-6-S011 to LRR-6-S026) several new gates will be required to provide access along the new route. These will be pedestrian gates suitable for use by those with reduced mobility as standard.

6.1.8 At Abbotsbury Swannery (LRR-6-S007) and at Mixen Plantation (LRR-6-S029), the existing stiles will be replaced with pedestrian gates, to make them easier to use by those with reduced mobility. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.

- 6.1.9 At Mixen Plantation (LRR-6-S031), the existing kissing gate will be replaced with a wider pedestrian gate, so as to make it easier to use by those with reduced mobility. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.
- 6.1.10 Along the official alternative route (see maps 6f and 6g) there are currently stone step stiles crossing dry stone walls which may be a barrier to accessibility. We do not intend to replace these due to their historic and landscape value in the context of the area.
- 6.1.11 Along the official alternative route (see maps 6f and 6g) there are a number of existing wooden step stiles which may be a barrier to accessibility. Those that are reaching the end of their working life will be replaced with pedestrian gates suitable for use by those with reduced mobility as part of the establishment works, as indicated on map 6g. We envisage that the others will be replaced at a later date, as part of the ongoing maintenance regime.

**See part 5a of the Overview 'Recreational issues', for more information.**

#### **Where we have proposed exercising our discretion:**

- 6.1.12 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as the edge of a road to make the extent of the new access rights clearer (see table 6.2.1 below).

**See part 3 of the Overview 'Understanding the proposals and accompanying maps', for an explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity. See also Annex C of the Overview 'Excepted land categories'.**

- 6.1.13 Restrictions and/or exclusions: Access rights to the trail and to the limited areas of spreading room seaward of it would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. This would be so throughout the coastal margin, but these restrictions would not apply to public rights of way.
- 6.1.14 Restrictions and/or exclusions: On this length of coast we propose to exclude access to land seaward of the trail for nature conservation reasons, as indicated on maps 6a to 6e. This is in order to limit the potential for:
  - increased disturbance by both people and accompanying dogs of breeding and wintering birds – for which Chesil Beach and the Fleet is designated as a Special Protection Area; and
  - increased damage by trampling and/or abrasion to vegetation in the Fleet and along its shoreline, and on Chesil Bank – for which Chesil and the Fleet is designated a Special Area of Conservation.
- 6.1.15 Access would be excluded for the reasons described above, as shown on maps 6a to 6e:
  - all year round, to affected land between the trail and the crest of Chesil Bank (including the crest);
  - between April 1st and August 31st each year, to the outer (seaward-facing) side of Chesil Bank.
- 6.1.16 We also propose to exclude access between 1st October and 28th February each year to the route (and associated spreading room) between New Barn Road and Rodden Hive as shown on maps 6b to 6e (route sections LRR-6-S011 to LRR-6-S026). This is a precautionary approach to provide extra protection from disturbance to wintering birds, in particular Dark-bellied Brent Geese which are known to feed and rest on fields adjoining this part of the route.
- 6.1.17 An official alternative route would operate as a diversion between Horsepool Farm and Rodden Hive during this period to allow the public to make an onward journey along the coast – see route sections LRR-6-A001 to LRR-6-A020 as shown on maps 6f and 6g. The alternative route would not have the effect of creating any additional spreading room.
- 6.1.18 In order to discourage unauthorised access to sensitive areas we intend to provide:

- additional physical barriers (fences and a locked gate) where required to discourage access to land adjoining the route in certain places - see maps 6c and 6d;
- public information boards or notices in strategic places (not shown on maps);
- signs specifically to advertise the alternative route and dates of operation; and
- pedestrian gates at either end of the excluded part of the route which would be locked during the affected period.

Refer to our published Access and Sensitive Features Appraisal for more detailed information about the nature conservation exclusions described above.

### **Establishment and ongoing management of the trail:**

- 6.1.19 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. In addition:
- gated fenced corridors 2.5 metres wide would be required along the northern boundary of Berry Coppice (LRR-6-S016) and the southern boundary of South Sleight Coppice (LRR-6-S021 and LRR-6-S022) to prevent access to the adjoining fields, as indicated on maps 6c and 6d;
  - boardwalk and sleeper bridges would be installed at Berry Coppice (LRR-6-S017) requiring limited coppicing and scrub clearance, to facilitate access through the wood; and
  - steps and a sleeper bridge would be required to cross a gully at South Sleight Coppice (LRR-6-S021), requiring limited scrub clearance.
- 6.1.20 There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.
- 6.1.21 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. In addition to the standard maintenance regime it would be necessary to:
- mow new sections of the trail more regularly where necessary until the trail is better established; and
  - lock gates and check signs at either end of the alternative route at the beginning and end of each period of operation

**See parts 6 ‘Physical establishment of the trail’ and 7 ‘Maintenance of the trail’ of the Overview for more information.**

### **Future Change:**

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

**See parts 5e ‘Coastal processes’ and 8 ‘Future changes’ of the Overview for more information.**

## Part 6.2: Commentary on the maps

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

### 6.2.1 Section details: Maps 6a to 6g: Abbotsbury Beach to Rodden Hive

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 6.2.2: Other options considered.

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions
6a	LRR-6-S001	Public bridleway	Shingle	No	Track	Clarity and cohesion	Margin
	LRR-6-S002	Public bridleway	Stone: aggregate	No	Track	Clarity and cohesion	Margin
	LRR-6-S003 and LRR-6-S004	Public footpath	Grass	No	Landward edge of trail	Not used	Margin
	LRR-6-S005 to LRR-6-S007	Other existing walked route	Grass	No	Landward edge of trail	Not used	Margin
	LRR-6-S008	Other existing walked route	Tarmac	No	Road	Clarity and cohesion	Margin
6b	LRR-6-S009	Other existing walked route	Tarmac	No	Road	Clarity and cohesion	Margin
	LRR-6-S010*	Public highway	Tarmac	No	Road	Clarity and cohesion	Margin
	LRR-6-S011*	Not an existing walked route	Grass	No	Hedge	Clarity and cohesion	Trail & Margin
6c	LRR-6-S012*	Not an existing walked route	Bare soil (ploughed)	No	Ditch	Clarity and cohesion	Trail & Margin
	LRR-6-S013* and LRR-6-S014*	Not an existing walked route	Grass	No	Hedge	Clarity and cohesion	Trail & Margin
	LRR-6-S015*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Trail & Margin
	LRR-6-S016*	Not an existing walked route	Grass	No	Fence line	Clarity and cohesion	Trail & Margin
	LRR-6-S017*	Not an existing walked route	Bare soil (compacted)	No	Landward edge of trail	Not used	Trail & Margin
6d	LRR-6-S018* and LRR-6-S019*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Trail & Margin
	LRR-6-S020*	Not an existing walked route	Stone: aggregate	No	Track	Clarity and cohesion	Trail & Margin
	LRR-6-S021*	Not an existing walked route	Bare soil (compacted)	No	Landward edge of trail	Not used	Trail & Margin
	LRR-6-S022*	Not an existing walked route	Grass	No	Fence line	Clarity and cohesion	Trail & Margin
	LRR-6-S023*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Trail & Margin
6e	LRR-6-S024* and LRR-6-S025*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Trail & Margin
	LRR-6-S026*	Not an existing walked route	Grass	No	Landward edge of trail	Not used	Trail & Margin
	LRR-6-S027 to LRR-6-S029	Public footpath	Grass	No	Landward edge of trail	Not used	Margin
	LRR-6-S030	Public footpath	Boardwalk or raised walkway	No	Landward edge of trail	Not used	Margin
	LRR-6-S031	Public footpath	Grass	No	Landward edge of trail	Not used	Margin

1	2	3	4	5	6a	6b	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions
6f	Alternative route LRR-6-A001	Public footpath	Steps: long backfilled	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A002	Public footpath	Grass	No	Wall	Clarity and cohesion	Margin
	Alternative route LRR-6-A003 to LRR-6-A005	Public footpath	Grass	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A006	Public footpath	Bare soil (compacted)	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A007	Public footpath	Grass	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A008	Public footpath	Bare soil (compacted)	No	Landward edge of trail	Not used	Margin
6g	Alternative route LRR-6-A009 to LRR-6-A011	Public footpath	Grass	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A012	Public footpath	Grass	No	Hedge	Clarity and cohesion	Margin
	Alternative route LRR-6-A013	Public footpath	Grass	No	Fence line	Clarity and cohesion	Margin
	Alternative route LRR-6-A014	Public highway	Tarmac	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A015	Public footpath	Grass	No	Hedge	Clarity and cohesion	Margin
	Alternative route LRR-6-A016 and LRR-6-A017	Public footpath	Grass	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-6-A018	Public footpath	Stone: aggregate	No	Track	Clarity and cohesion	Margin
	Alternative route LRR-6-A019 and LRR-6-A020	Public footpath	Grass	No	Landward edge of trail	Clarity and cohesion	Margin

## 6.2.2 Other options considered: Maps 6a to 6g: Abbotsbury to Rodden Hive

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
6b to 6c	LRR-6-S010 to LRR-6-S015	<p>Align the route between <b>New Barn Road</b> and <b>Berry Coppice</b> via fields to the west of <b>Tiny Coppice</b> and a fenced corridor around the periphery of <b>Chesters Hill</b></p> <p>Shown as option <b>A</b> on maps</p> <p>This is an alternative to the proposed route between New Barn Road and Berry Coppice which is closer to the sea.</p>	<p>We opted for the proposed route because of:</p> <ul style="list-style-type: none"> <li>■ <b>land management</b> – the proposed route will significantly reduce the amount of new fencing and gates required to form a physical barrier between the route and the Fleet and so greatly reduce any inconvenience to the landowner.</li> <li>■ <b>nature conservation</b> – the proposed route eliminates the chance of any increased disturbance to wildfowl gathering in the field west of Tiny Coppice as the warden reports they have done in the past.</li> <li>■ <b>sea views</b> – are comparable in quality for the most part with the proposed route, offering partial and full views of the sea and Fleet, although option A does have a higher proportion of full and uninterrupted views.</li> </ul> <p>Overall we concluded that the advantages of the proposed route in terms of land management and nature conservation outweighed the recreational benefits of the other option.</p>

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
<b>6a to 6g</b> (continues to map 9a)	LRR-6-S001 to WBY-S034	<p>Align the route along Chesil Beach from <b>Abbotsbury Beach car park (SY559845) – Map 6a to Chesil Beach Visitor Centre Portland (SY668775) – Map 9a</b></p> <p>Shown as option ⑥ on maps</p> <p>This is the shortest and most direct route along the whole length of the Fleet between Abbotsbury Beach car park and Ferrybridge (chapters 6 to 9 of the report) but has major drawbacks as listed to the right.</p>	<p>We opted for the proposed route because of:</p> <ul style="list-style-type: none"> <li>■ <b>safety</b> -Chesil Beach is a five to six hour walk with no escape route; it is very exposed with no shelter; in case of emergency there is no vehicle access to the bank; the shingle is difficult to walk on for long periods, with a risk of exhaustion, possibly associated with hypothermia or heatstroke in adverse weather.</li> <li>■ <b>convenience</b> – although Chesil Beach is the most direct route between Abbotsbury and Portland (14km / 9 miles), the surface is much more arduous to walk on and presents an insuperable barrier to people with reduced mobility. Once embarked upon, the walker is committed to 5 or 6 hours of difficult walking which would only be suitable for the most fit and able;</li> <li>■ <b>continuity</b> - when Tidmoor firing range is in operation there is no alternative route along the beach that can be made available, so walkers are inevitably held up until there is a break in firing.</li> <li>■ <b>nature conservation</b> - if a path were promoted along the beach, it would be impracticable to physically separate walkers from the Fleet and inner shoreline, which would be likely to result in more frequent disturbance to breeding and wintering birds. In addition there would be a likelihood of increased trampling of the sensitive shingle plants.</li> </ul> <p>Under our proposals the outer (seaward) flank of the beach would be available for people to walk on between September and April, mirroring the permissive access policy, but would not form part of a promoted route.</p>
<b>6b to 6g</b>	LRR-6-S011 to LRR-6-S024	<p>Align the route between Abbotsbury Swannery and Rodden Hive via <b>New Barn Road (SY597833) and Wyke Wood (SY605825)</b></p> <p>using existing footpaths from New Barn Road east of Keepers Cottage along the southern boundary of Wyke Wood.</p> <p>Shown as option ⑦ on maps</p> <p>3.82km, Horsepool Farm to Rodden Hive</p> <p>This is the shortest route between Horsepool Farm and Rodden Hive. New Barn Road offers intermittent views of the sea from Horsepool Farm for the first 1.39Km (as far as a point just east of the track leading to Higher Barn Farm - see map 6d), but none for the remaining 2.43km to Rodden Hive.</p>	<p>We opted for the proposed route because of:</p> <ul style="list-style-type: none"> <li>■ <b>proximity to the sea</b> – the alternative is significantly further from the sea than the proposed route, varying between 1 and 1.75km along its length;</li> <li>■ <b>safety</b> – although a relatively quiet highway, a significant length of the road has very little verge or room to get out of the way of oncoming traffic;</li> <li>■ <b>sea views</b> - the proposed route offers partial or full views of the sea frequently along its length, and for 3.81km overall of its total 4.65km length from the Horsepool Farm to Rodden Hive;</li> <li>■ <b>availability of spreading room</b> - significant additional areas of farmland (145 hectares) seaward of this route would become subject to a right of access, but without a corresponding increased public enjoyment of the coast.</li> </ul>

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
6f to 6g	LRR-6-S010 to LRR-6-S026	<p>Follow the existing route of the South West Coast Path year round between <b>Horsepool Farm (SY579846)</b> and <b>Rodden Hive (SY605821)</b> shown as alternative route on map 6f and 6g</p> <p>4.21km, Horsepool Farm to Rodden Hive</p> <p>From Horsepool Farm this route offers a full or intermittent views of the sea for the first 1.69km of its length. Thereafter it offers only one glimpse of the sea (at Wyke Wood) over the final 2.52km to Rodden Hive.</p>	<p>We opted for the proposed route because of:</p> <ul style="list-style-type: none"> <li>■ <b>proximity to the sea</b> - the existing South West Coast Path is very far from the coast (almost 2km at the furthest point);</li> <li>■ <b>sea views</b> - the proposed route offers partial or full views of the sea frequently along its length, and overall for 3.81km of its total 4.65Km length from the Horsepool Farm to Rodden Hive</li> <li>■ <b>availability of spreading room</b> - aligning the trail along the existing South West Coast Path would result by default in rights of access across approximately 290 hectares of farmland to seaward, much of which offers no sea views or coastal experience</li> </ul> <p>Under our proposals, the public footpaths on which the South West Coast Path is currently aligned would remain available for people to use, and would form our official alternative route between 1<sup>st</sup> October and 28<sup>th</sup> February.</p>

## Part 6.3: Chapter 6 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 6a to 6g.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Abbotsbury to Rodden Hive

#### Proposed route of the trail

6.3.1 The route is to be at the centre of the line shown on maps 6a to 6e as the proposed route of the trail.

#### Landward boundary of coastal margin

- 6.3.2 Adjacent to route sections LRR-6-S001 and LRR-6-S002, the landward boundary of the coastal margin is to coincide with the landward edge of the track shown as the trail on map 6a.
- 6.3.3 Adjacent to route sections LRR-6-S008 to LRR-6-S010, the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on maps 6a and 6b.
- 6.3.4 Adjacent to route section LRR-6-S011, the landward boundary of the coastal margin is to coincide with the existing hedge which, at the time of writing this report, is landward of the route shown as the trail on map 6b.
- 6.3.5 Adjacent to route section LRR-6-S012, the landward boundary of the coastal margin is to coincide with the existing ditch which, at the time of writing this report, is landward of the route shown as the trail on map 6c.
- 6.3.6 Adjacent to route sections LRR-6-S013 and LRR-6-S014, the landward boundary of the coastal margin is to coincide with the existing hedge which, at the time of writing this report, is landward of the route shown as the trail on map 6c.



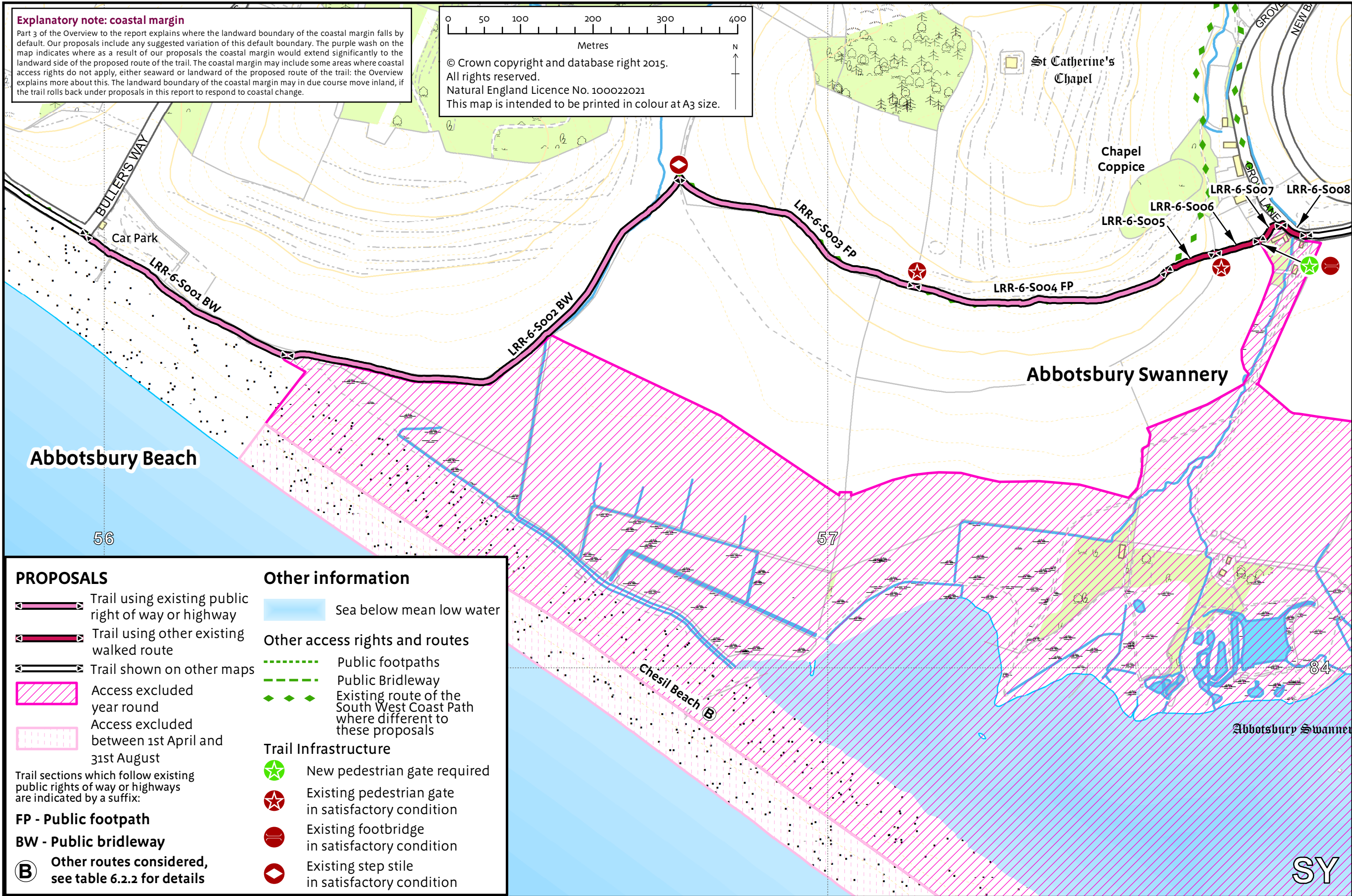
- 6.3.7 Adjacent to route section LRR-6-S016, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the route shown as the trail on map 6c.
- 6.3.8 Adjacent to route section LRR-6-S020, the landward boundary of the coastal margin is to coincide with the landward edge of the track shown as the trail on map 6d.
- 6.3.9 Adjacent to route section LRR-6-S022, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the line shown as the trail on map 6d.

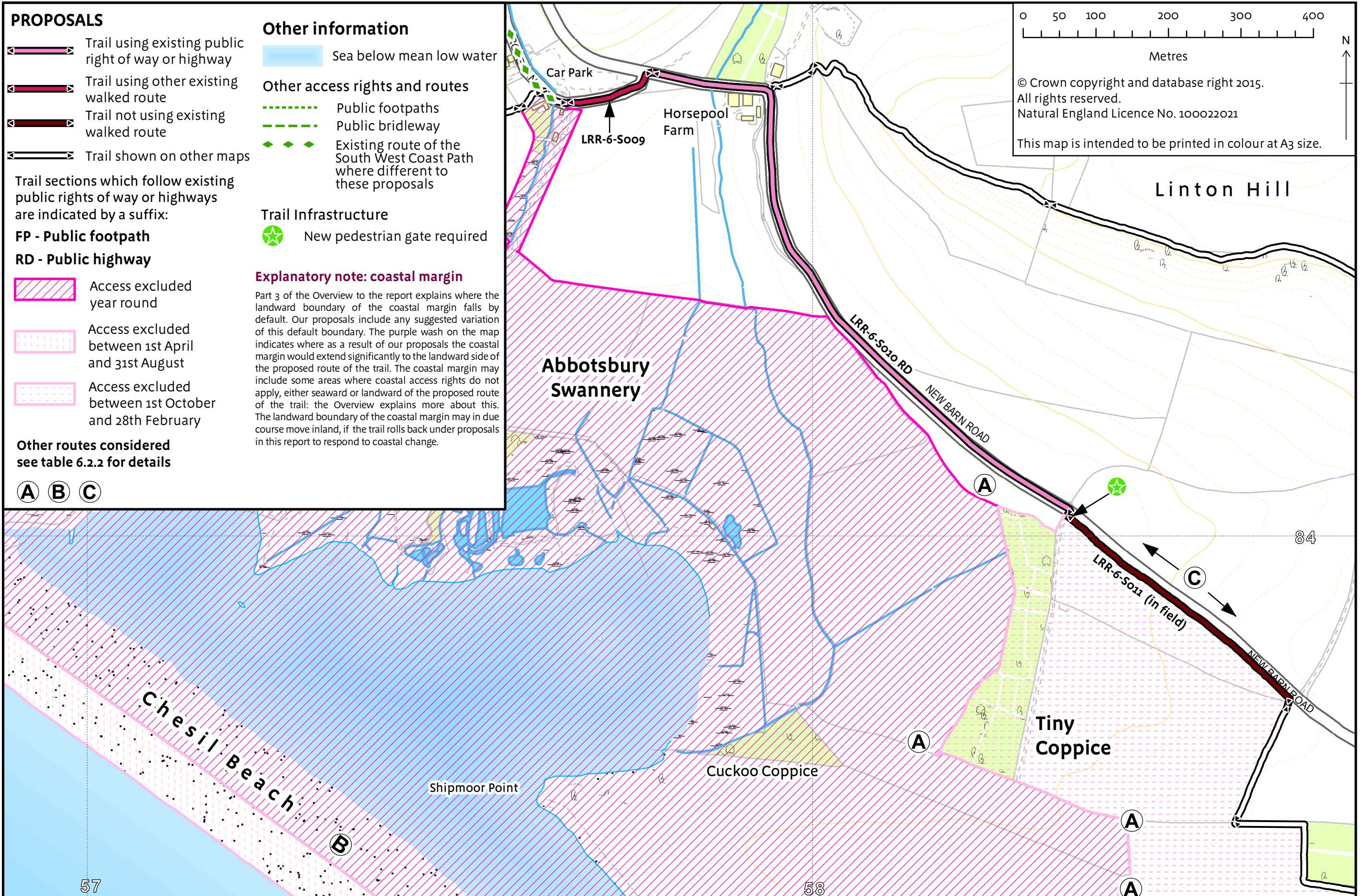
### Local restrictions and exclusions

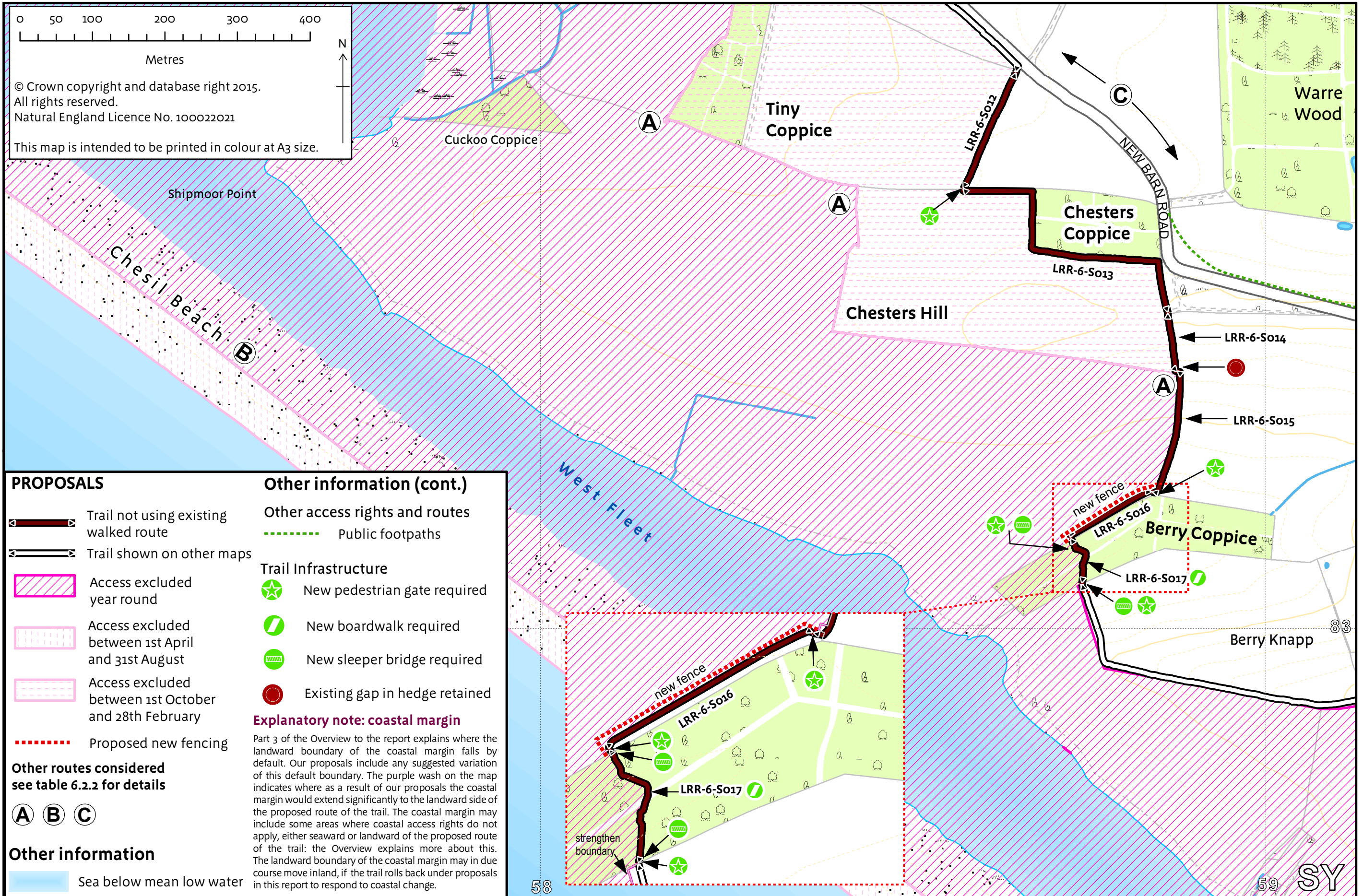
- 6.3.10 There are proposals to restrict or exclude access relevant to this length of coast, as follows:
- Access to fields, the Fleet lagoon and the inner shingle bank (including the crest of the bank) seaward of route sections LRR-6-S002 to LRR-6-S031 is to be excluded by direction to reduce the risk of increased disturbance to birds and increased damage to shingle and shoreline vegetation, as indicated by the area of proposed exclusion shown on maps 6a to 6g. This exclusion is to operate all year round.
  - Access to the outer shingle bank seaward of route sections LRR-6-S002 to LRR-6-S031 is to be excluded by direction to reduce the risks of increased disturbance to breeding birds and increased damage to shingle vegetation, as indicated by the area of proposed exclusion shown on maps 6a to 6g. This exclusion is to operate between 1st April and 31st August each year.
  - Access to route sections LRR-6-S011 to LRR-6-S026 and adjoining parts of the coastal margin (seaward of route sections LRR-6-S011 to LRR-6-S014 as shown on maps 6b to 6e) is to be excluded by direction to reduce the risk of increased disturbance to overwintering Dark-Bellied Brent Geese. This exclusion is to operate between 1st October and 28th February each year.

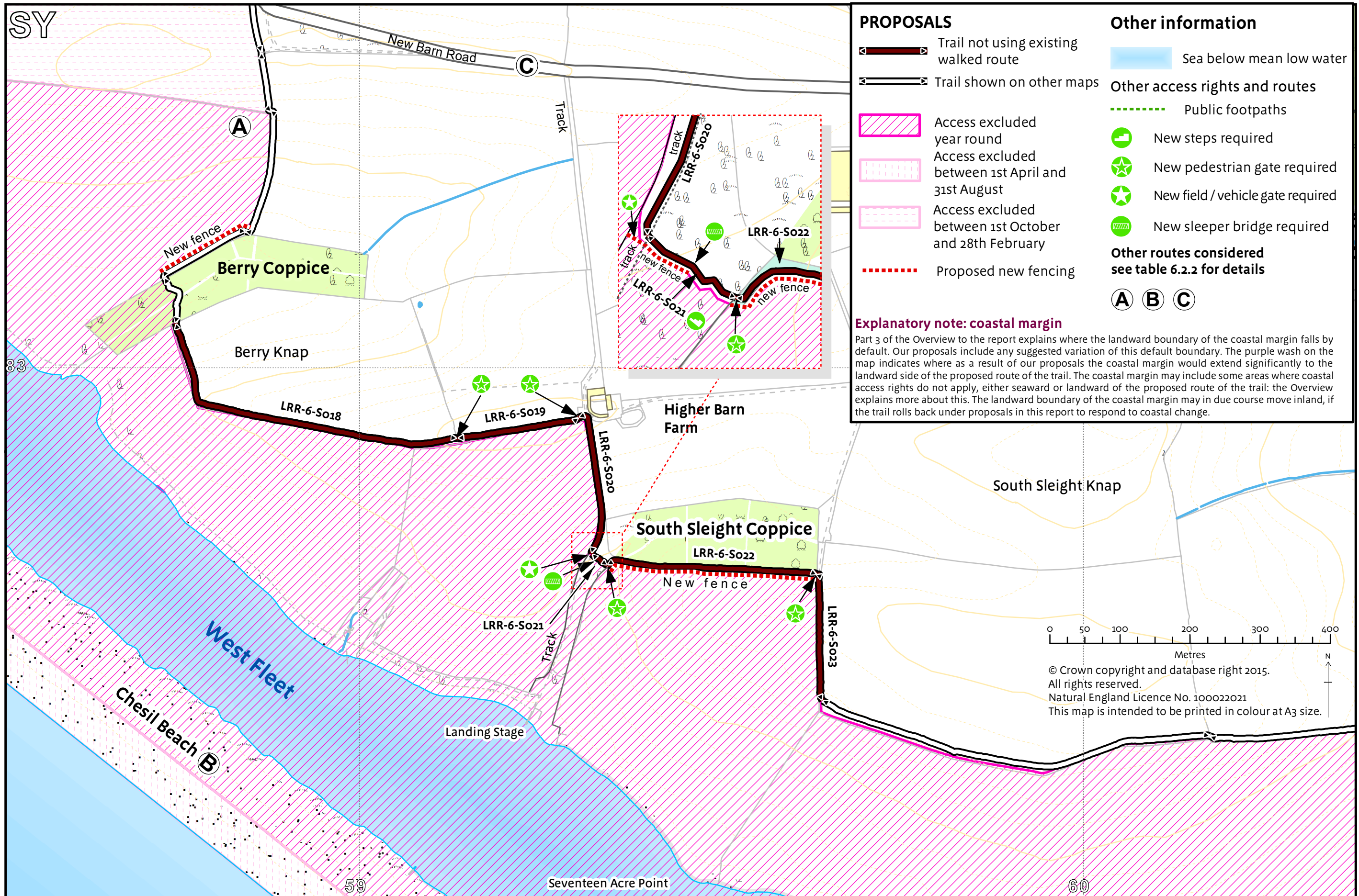
### Alternative routes

- 6.3.11 An alternative route is to operate at times when access to route sections LRR-6-S011 to LRR-6-S026 is excluded as described above. The alternative route is to be at the centre of the line shown as route section LRR-6-A001 to LRR-6-A020 on maps 6f and 6g.
- 6.3.12 Adjacent to route section LRR-6-A002, the landward boundary of the alternative route strip is to coincide with the existing boundary wall which, at the time of writing this report, is landward of the public footpath shown as the trail on map 6f.
- 6.3.13 Adjacent to route section LRR-6-A012, the landward boundary of the alternative route strip is to coincide with the existing hedge which, at the time of writing this report, is landward of the public footpath shown as the trail on map 6g.
- 6.3.14 Adjacent to route section LRR-6-A013, the landward boundary of the alternative route strip is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the public footpath shown as the trail on map 6g.
- 6.3.15 Adjacent to route section LRR-6-A015, the landward boundary of the alternative route strip is to coincide with the existing hedge which, at the time of writing this report, is landward of the public footpath shown as the trail on map 6g.
- 6.3.16 Adjacent to route section LRR-6-A018, the landward boundary of the alternative route strip is to coincide with the landward edge of the track shown as the trail on map 6g.









**PROPOSALS**

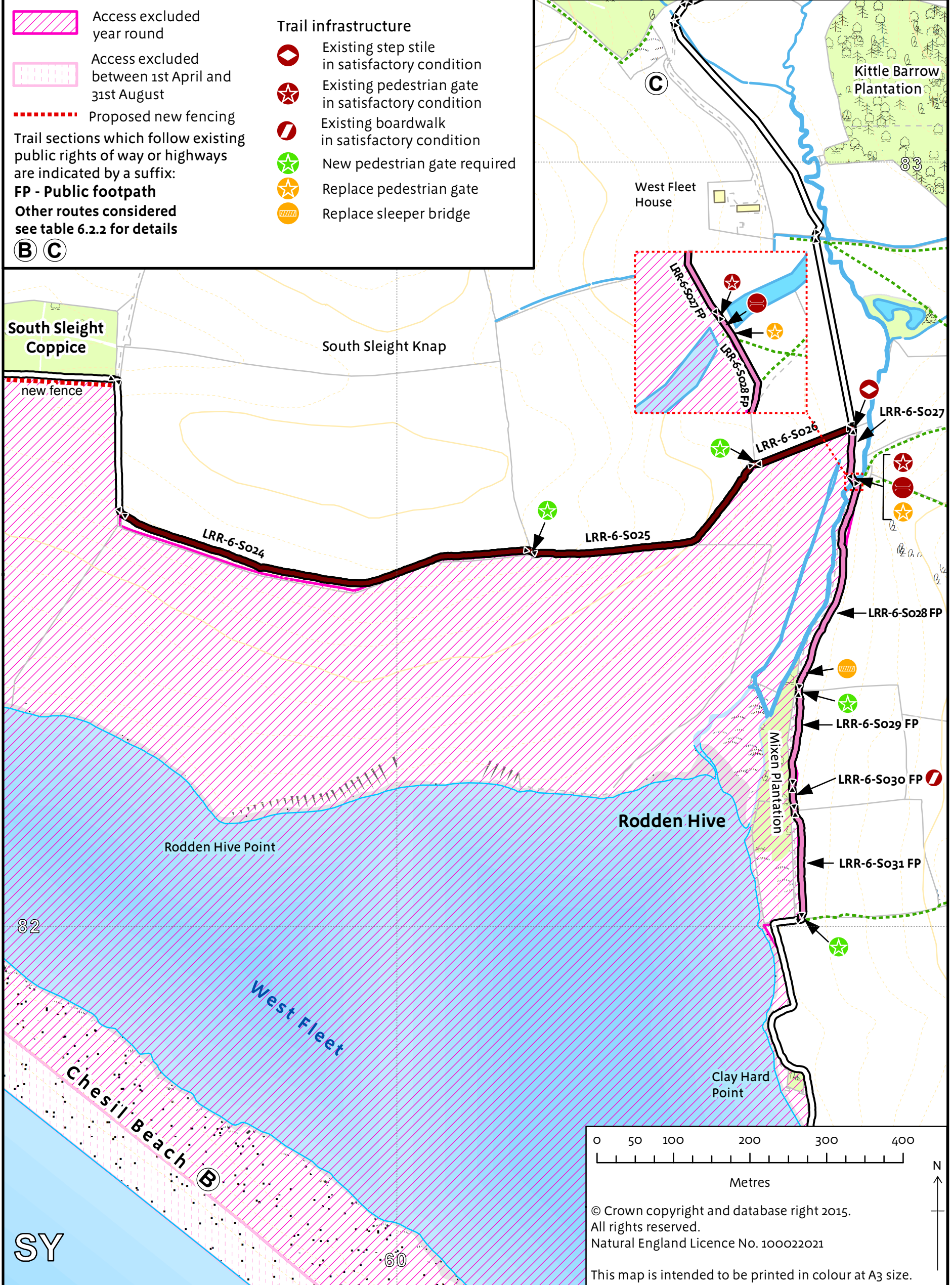
- Trail not using existing walked route
  - Trail using existing public right of way or highway
  - Trail shown on other maps
  - Access excluded year round
  - Access excluded between 1st April and 31st August
  - Proposed new fencing
- Trail sections which follow existing public rights of way or highways are indicated by a suffix:  
**FP - Public footpath**  
**Other routes considered see table 6.2.2 for details**
- (B) (C)**

**Other information**

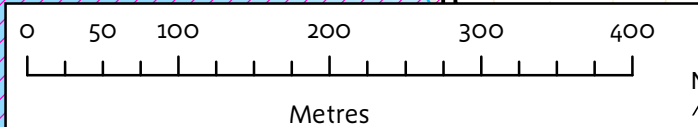
- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Public bridleways
- Trail infrastructure**
- Existing step stile in satisfactory condition
- Existing pedestrian gate in satisfactory condition
- Existing boardwalk in satisfactory condition
- New pedestrian gate required
- Replace pedestrian gate
- Replace sleeper bridge

**Explanatory note: coastal margin**

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

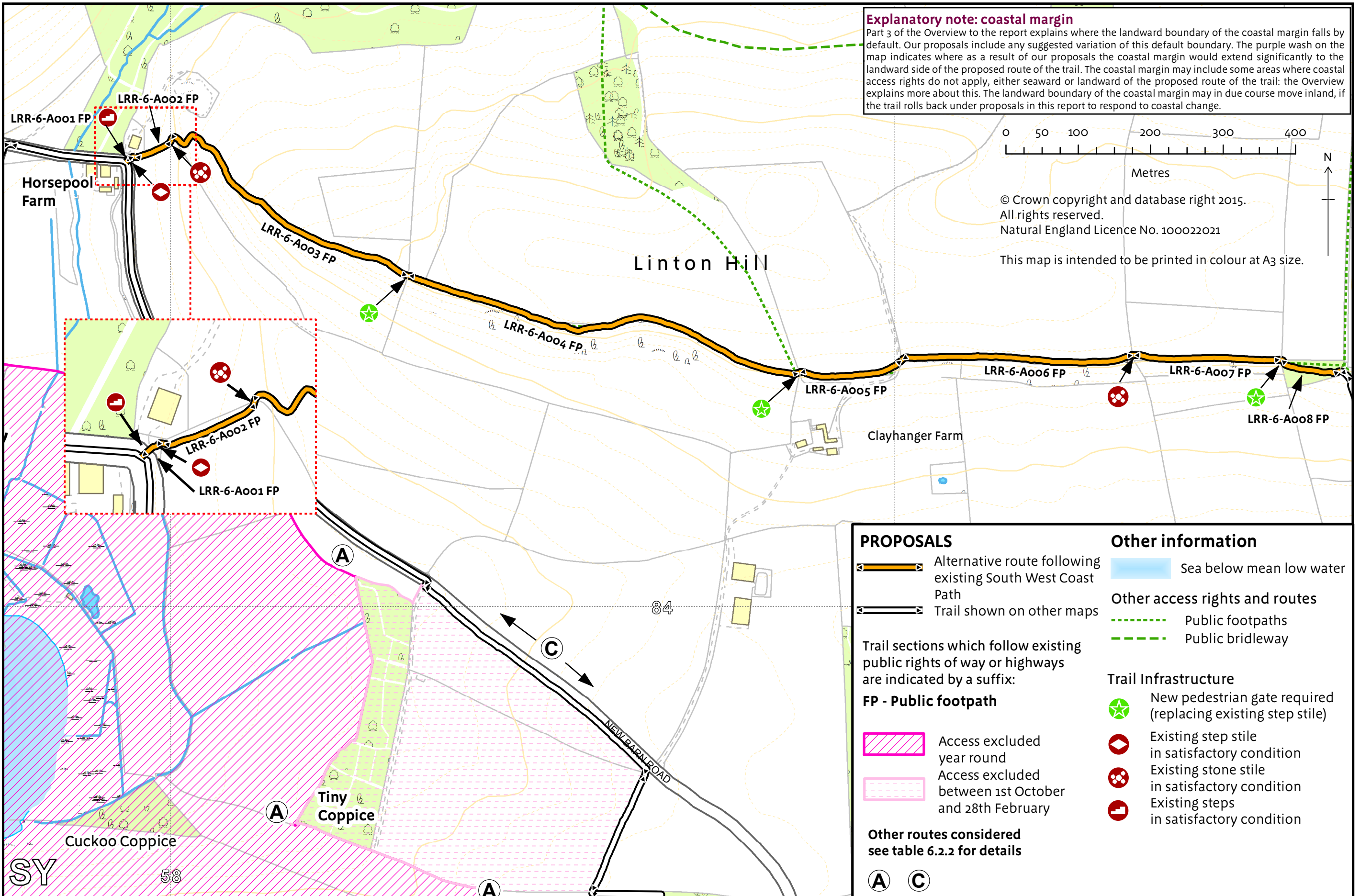


SY

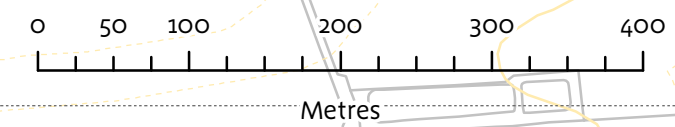
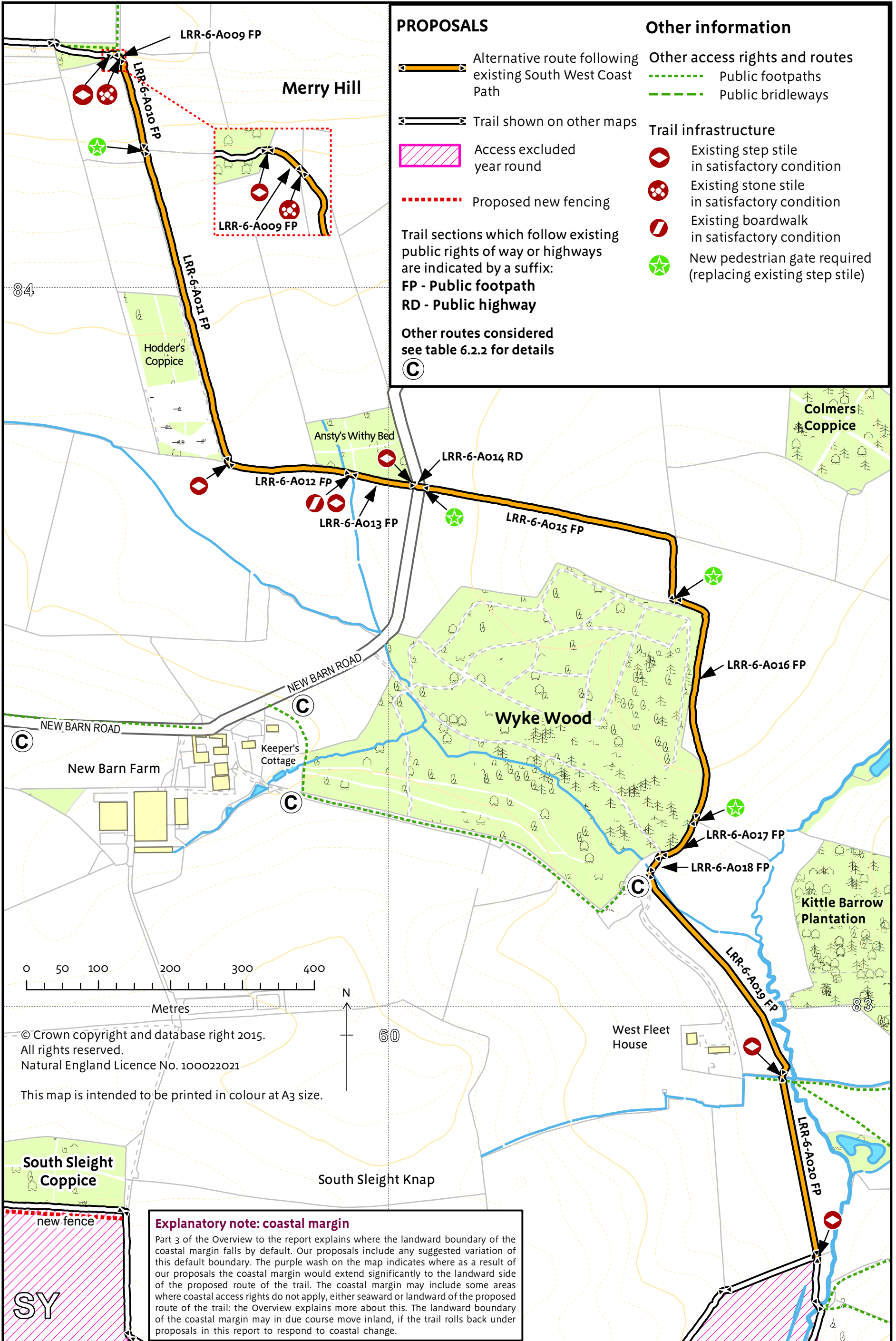


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This map is intended to be printed in colour at A3 size.



Map 6f Linton Hill (Alternative route)



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