

Chapter 7:

# Rodden Hive to Chickerell Hive Point

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

## Part 7.1: Introduction

<b>Start Point:</b>	<b>Rodden Hive</b> (grid reference: SY 6053 8201)
<b>End Point:</b>	<b>Chickerell Hive Point</b> (grid reference: SY 6422 7910)
<b>Relevant Maps:</b>	7a to 7d

### Understanding the proposals and accompanying maps:

#### The Trail:

- 7.1.1 Follows the South West Coast Path between Rodden Hive and Chickerell Hive Point, along the inner bank of the Fleet lagoon, with views of the Fleet and Chesil Beach.
- 7.1.2 This part of the coast includes the following sites, designated for nature conservation, geological 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)
- 7.1.3 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. After advice from specialists we have concluded that it would be necessary to exclude access to areas seaward of the trail that form part of the designated sites, for all or part of the year (see paragraph 7.1.8 below).

**See part 5 of the Overview for more details about the assessment process described above, and refer to our published Access and Sensitive Features Appraisal for more information about the conclusions of the assessment process.**

#### Accessibility

- 7.1.4 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 which becomes wet in winter; or

- there are steps in places where it would be necessary to ascend/descend uneven slopes.

7.1.5 Along this length, we envisage removing or upgrading existing kissing gates to make the trail more accessible before the new access rights come into force, as part of the physical establishment work described in part 6 of the Overview.

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

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

7.1.6 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer (see table 7.2.1 below).

**See also 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'.**

7.1.7 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

7.1.8 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 7a to 7d. 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
- damage by trampling and/or abrasion to vegetation in the Fleet and along its shoreline, and on Chesil Beach – for which the Chesil and the Fleet is designated a Special Area of Conservation.

7.1.9 Access would be excluded for the reasons described above:

- all year round, between the trail and the crest of Chesil Beach (including the crest); and
- between April 1st and August 31st each year, to the outer (seaward-facing) side of Chesil Beach.

7.1.10 The exclusions described in paragraphs 7.1.8 and 7.1.9 would have no effect on existing access arrangements for owners of boats moored on the Fleet land shore.

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

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

7.1.11 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. In addition, at East Fleet (LRR-7-S020 – Map 7d), the existing footbridge would be replaced, as it was damaged during storms. We envisage this happening before the new access rights come into force as part of the establishment works described in part 6 of the Overview.

7.1.12 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview. The overall need for this is likely to be greater than on some other parts of the stretch, recognising that it will be necessary for the route to roll back from time to time in response to coastal processes, as described below.

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

### **Future Change**

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- 7.1.13 All of the route of the trail on this length of coast would be able to change without further approval from the Secretary of State in response to coastal erosion or other geomorphological processes, or encroachment by the sea. This would happen in accordance with the criteria and procedures for 'roll back' set out in part 8 of the Overview. See table 7.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 7.1.14 At the time of preparing the report, we do not foresee any other need for future changes to the access provisions proposed for the length of coast described in this chapter.

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

## Part 7.2: Commentary on the maps

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

### 7.2.1 Section details: Maps 7a to 7d: Rodden Hive to Chickerell Hive Point Notes on table:

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Column 5 – ‘Yes – see table 7.2.3’ means refer to that table below about our likely approach to roll-back on this part of the route.

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 (see Part 9 of Overview)
7a	LRR-7-S001	Public footpath	Bare soil (ploughed)	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S002	Public footpath	Stone aggregate	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S003 to LRR-7-S007	Public footpath	Bare soil (ploughed)	Yes - normal	Landward edge of trail	Not used	Margin
7b	LRR-7-S008 and LRR-7-S009	Public footpath	Bare soil (ploughed)	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S010	Public footpath	Bare soil (compacted)	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S011	Public footpath	Grass	Yes – see table 7.2.3	Landward edge of trail	Not used	Margin
	LRR-7-S012	Public footpath	Grass	Yes – see table 7.2.3	Fence line	Clarity and cohesion	Margin
	LRR-7-S013	Public footpath	Bare soil (compacted)	Yes – see table 7.2.3	Fence line	Clarity and cohesion	Margin
	LRR-7-S014	Public footpath	Boardwalk or raised walkway	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S015	Public footpath	Steps (long backfilled)	Yes - normal	Landward edge of trail	Not used	Margin
	7c	LRR-7-S016	Public footpath	Grass	Yes - normal	Landward edge of trail	Not used
LRR-7-S017		Public footpath	Steps (long backfilled)	Yes - normal	Landward edge of trail	Not used	Margin
7d	LRR-7-S018 and LRR-7-S019	Public footpath	Grass	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S020	Public footpath	Boardwalk or raised walkway	Yes - normal	Fence line	Clarity and cohesion	Margin
	LRR-7-S021	Public footpath	Gravel	Yes - normal	Fence line	Clarity and cohesion	Margin
	LRR-7-S022	Public footpath	Grass	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S023	Public footpath	Gravel	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S024	Public footpath	Grass	Yes - normal	Fence line	Clarity and cohesion	Margin
	LRR-7-S025	Other existing walked route	Bare soil (compacted)	Yes – see table 7.2.3	Fence line	Clarity and cohesion	Margin
	LRR-7-S026	Public footpath	Grass	Yes - normal	Fence line	Clarity and cohesion	Margin
	LRR-7-S027	Public Footpath	Gravel	Yes - normal	Landward edge of trail	Not used	Margin
	LRR-7-S028 and LRR-7-S029	Public footpath	Grass	Yes - normal	Fence line	Clarity and cohesion	Margin

### 7.2.3 Roll-back implementation – more complex situations: Maps 7a to 7d: Rodden Hive to Chickerell Hive Point

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
7b	LRR-7-S011 to LRR-7-S013	Private houses / hotel / gardens and other curtilage	If it is no longer possible to find a viable route seaward of the buildings, curtilage and gardens, we will choose a new route after detailed discussions with all relevant interests, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
7d	LRR-7-S025	East Fleet Camping & Caravan Site	If it is no longer possible to find a viable route seaward of the caravan/ campsite, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

In relation to all other sections where roll-back has been proposed, the trail is likely to be adjusted to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

## Part 7.3: Chapter 7 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 7a to 7d.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Rodden Hive to Chickerell Hive Point

#### Proposed route of the trail

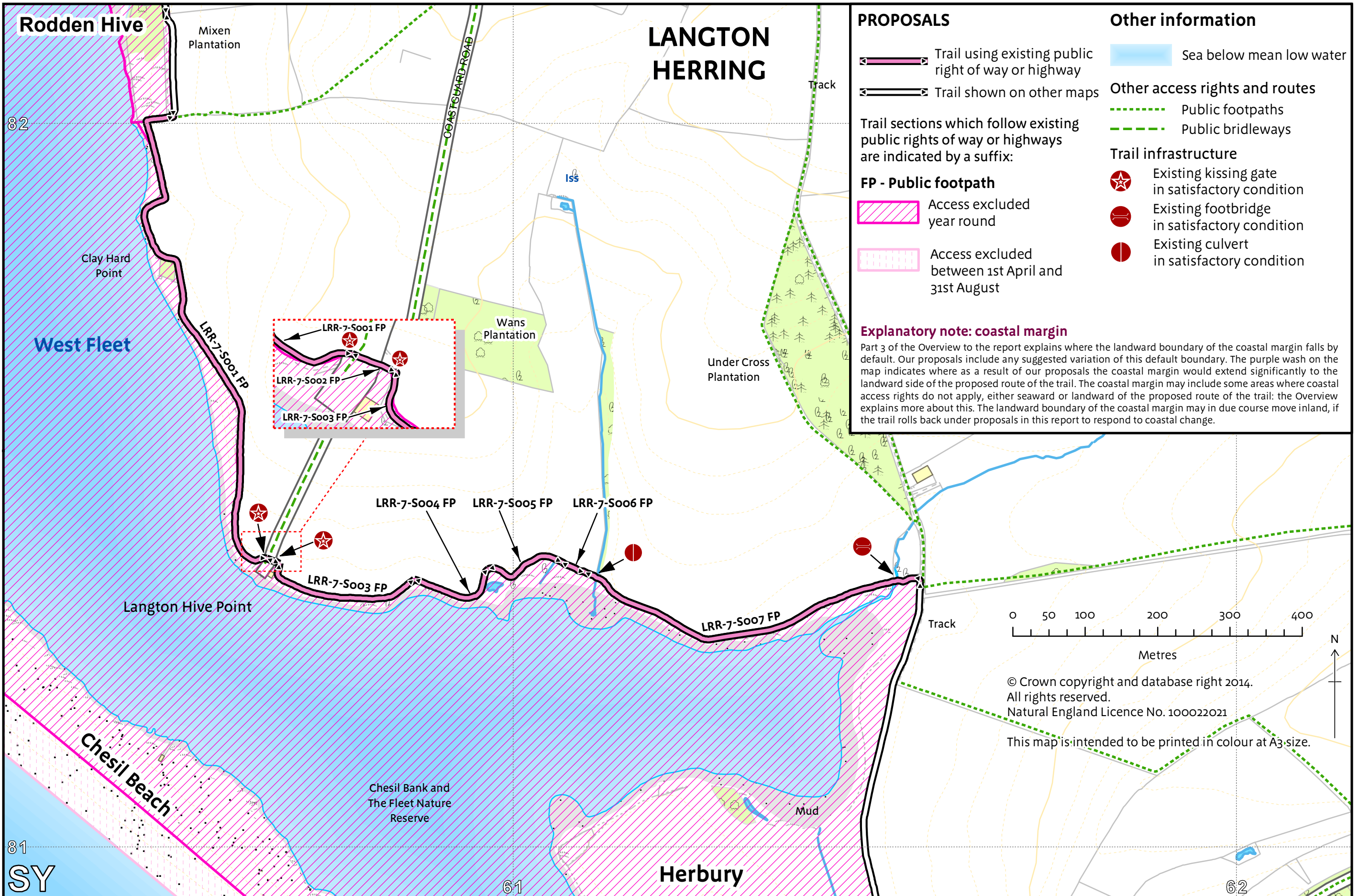
- 7.3.1 In relation to route sections LRR-7-S001 to LRR-7-S029, the initial proposed route, as determined at the time the report was prepared, is to be at the centre of the line shown on maps 7a to 7d as the proposed route of the trail.
- 7.3.2 If at any time any part of the route described in the previous paragraph needs to change in order to remain viable, as a result of coastal erosion or other geomorphological processes or encroachment by the sea, the new route will be determined by Natural England in accordance with the criteria and procedures described under the title 'Roll-back' in part 8 of the Overview and section 4.10 of the Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

#### Landward boundary of coastal margin

- 7.3.3 Adjacent to route sections LRR-7-S012 and LRR-7-S013, 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 public footpath shown as the trail on map 7b.
- 7.3.4 Adjacent to route sections LRR-7-S020 and LRR-7-S021, 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 public footpath shown as the trail on map 7d.
- 7.3.5 Adjacent to route section LRR-7-S024, 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 public footpath shown as the trail on map 7d.
- 7.3.6 Adjacent to route section LRR-7-S025, 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 existing walked route shown as the trail on map 7d.
- 7.3.7 Adjacent to route section LRR-7-S026, 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 public footpath shown as the trail on map 7d.
- 7.3.8 Adjacent to route sections LRR-7-S028 and LRR-7-S029, 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 public footpath shown as the trail on map 7d.

#### Local restrictions and exclusions

- 7.3.9 Access seaward of the trail along route sections LRR-7-S001 to LRR-7-S029 as far as (and including) the crest of Chesil Beach is to be excluded by direction for nature conservation reasons, as indicated by the area of proposed exclusion shown on maps 7a to 7d. This exclusion is to operate all year round.
- 7.3.10 Access to the seaward-facing side of Chesil Beach (below the crest of the bank) is to be excluded by direction for nature conservation reasons, as indicated by the area of proposed exclusion shown on maps 7a to 7d. This exclusion is to operate between 1st April and 31st August annually.



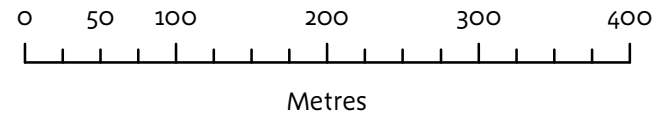
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**Explanatory note: coastal margin**

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 coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.



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

**PROPOSALS**

- Trail using existing public right of way or highway
- Trail shown on other maps

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

**FP - Public footpath**

- Access excluded year round
- Access excluded between 1st April and 31st August

**Other information**

- Sea below mean low water

**Other access rights and routes**

- Public footpaths
- Public bridleways

**Trail infrastructure**

- Existing kissing gate in satisfactory condition
- Existing kissing gate to be removed / upgraded
- Existing pedestrian gate in satisfactory condition
- Existing sleeper bridge in satisfactory condition
- Existing footbridge in satisfactory condition
- Existing interpretation panel in satisfactory condition
- Existing steps in satisfactory condition
- New steps required
- Existing boardwalk in satisfactory condition
- New boardwalk required

