

Chapter 9:

Ferry Bridge to Chiswell

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

Part 9.1: Introduction

Start Point:	Ferry Bridge (grid reference: SY 6669 7626)
End Point:	Victoria Square, Chiswell (grid reference: SY 6821 7383)
Relevant Maps:	9a to 9b

Understanding the proposals and accompanying maps:

The Trail:

- 9.1.1 Follows the South West Coast Path along the causeway to the Isle of Portland from Small Mouth (at Ferry Bridge) to Victoria Square, Chiswell.
- 9.1.2 Between Small Mouth and Osprey Quay (see map 9a) uses the same route across the causeway to and from Portland and the mainland - this alignment was approved by the Secretary of State on 29th June 2012 as part of the stretch of the England Coast Path linking Lulworth Cove (northeast of Ferry Bridge) and Rufus Castle (on the east coast of Portland). The approved route would not be affected by our proposals for this stretch of coast, but the coastal margin would newly extend over the south-western side of the causeway – see paragraphs 9.1.7 and 9.1.8.
- 9.1.3 Between Osprey Quay and Chiswell (see map 9b) follows the route currently managed as the South West Coast Path. This route continues along the west coast of Portland, eventually meeting the route along the east coast at Rufus Castle to form a complete circuit around the coast of Portland (see chapter 12).
- 9.1.4 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)
- 9.1.5 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 all year (see paragraph 9.1.11 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

9.1.6 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.

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

Where we have proposed exercising our discretion

- 9.1.7 Landward boundary of the coastal margin: Along the causeway between Small Mouth and Osprey Quay, the northeast side of Portland Beach Road already forms part of the coastal margin approved by the Secretary of State on 29th June 2012.
- 9.1.8 Should the Secretary of State approve our proposals for this stretch of coast, the coastal margin would by default extend southwest of the trail as far as the furthest extremity of the foreshore of Chesil Beach.
- 9.1.9 Between Osprey Quay and Chiswell (as shown on map 9b) we have used our discretion on one section of the route shown to propose the landward extent of the coastal margin as an adjacent physical boundary, to make the extent of the new access rights clearer (see table 9.2.1 below).
- 9.1.10 Restrictions and/or exclusions: The new access rights would also be subject to the excepted land types summarised in Annex C of the Overview, and the national restrictions on activities listed in Annex D. This would be so throughout the coastal margin, but these restrictions would not apply to the existing public rights of way or section 15 land (see the Glossary in the Overview for an explanation of this term). The access land shown on maps 9a and 9b is section 15 land.
- 9.1.11 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 map 9a. 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 – for which Chesil and the Fleet is designated a Special Area of Conservation.
- 9.1.12 Access would be excluded all year round for the reasons described above.

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'.

Establishment and ongoing management of the trail

9.1.13 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:

9.1.14 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 9.2: Commentary on the maps

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

9.2.1 Section details: Maps 9a to 9b: Ferry Bridge to Chiswell

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 9.2.2: 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 (see Part 9 of Overview)
9a	WBY-S039* to WBY-S036*	Public footway (pavement)	Tarmac	No	Not applicable – margin extends seaward on both sides of trail by default	Not used	Margin
	WBY-S035* to WBY-S033*	Other existing walked route	Stone aggregate	No	Not applicable – margin extends seaward on both sides of trail by default	Not used	Margin
9b	LRR-9-S001	Public highway	Block paving	No	Landward edge of trail	Not used	None
	LRR-9-S002	Cycleway	Tarmac	No	Pavement edge	Clarity and cohesion	None

9.2.2 Other options considered: Maps 9a to 9b: Ferry Bridge to Chiswell

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
9a	WBY-S039 to WBY-S033	We considered aligning the trail along the existing cycleway and pavement on the south west side of Portland Beach Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> It offers a more pleasant walking route away from the very busy Portland Beach Road; and It is the route currently managed as the England Coast Path and the South West Coast Path.

Part 9.3: Chapter 9 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 9a to 9b.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Ferry Bridge to Chiswell

Proposed route of the trail

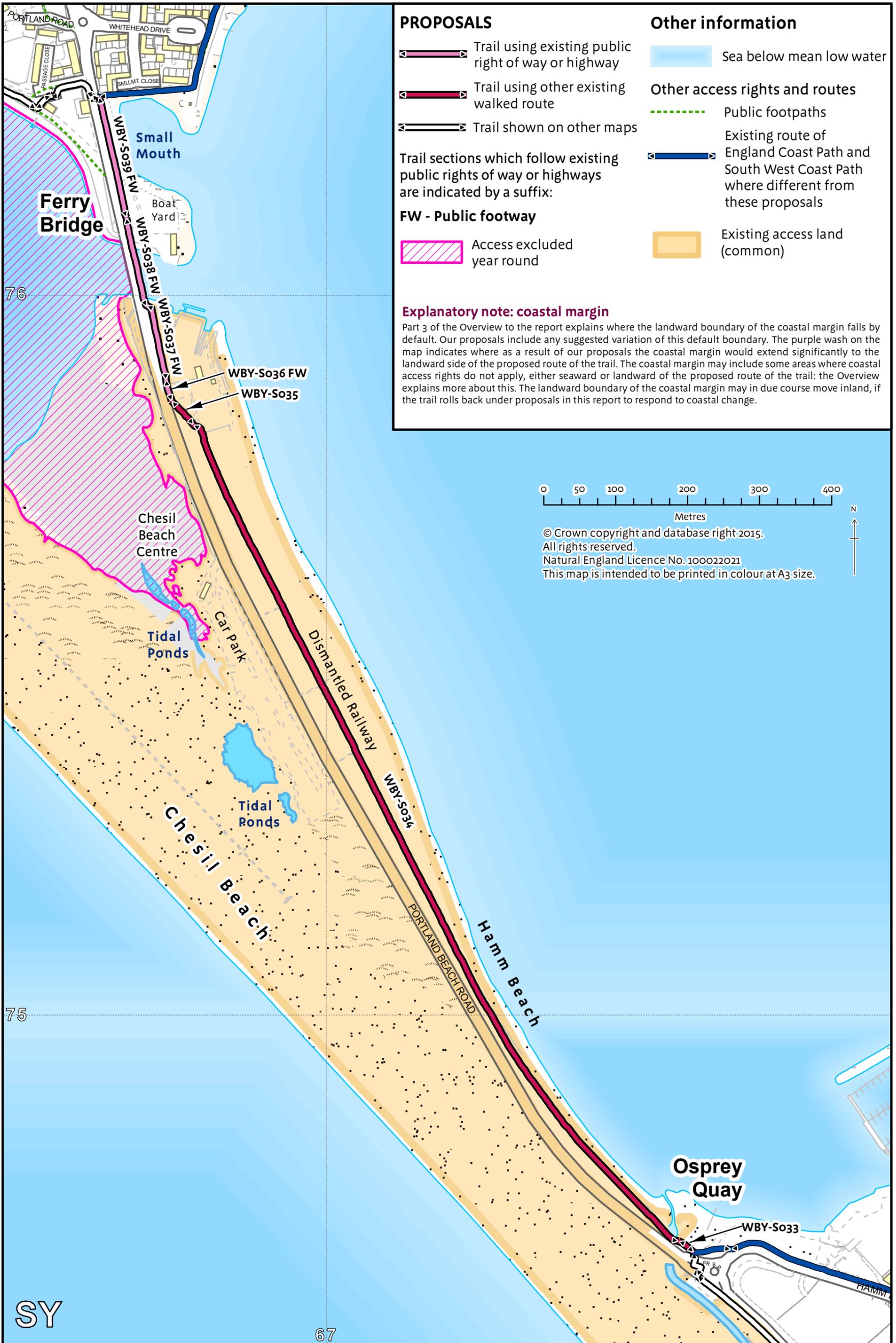
9.3.1 The route is to be at the centre of the line shown on maps 9a to 9b as the proposed route of the trail.

Landward boundary of coastal margin

9.3.2 Adjacent to route section LRR-9-S002 the landward boundary of the coastal margin is to coincide with the edge of the pavement shown as the trail on map 9b.

Local restrictions and exclusions

9.3.3 Access to land seaward of the trail along route sections WBY-S034 to WBY - S039 is to be excluded by direction for nature conservation reasons, as indicated by the area of the proposed exclusion shown on map 9a. This exclusion is to operate all year round.



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