

## Chapter 10:

# Chiswell to Blacknor (Weston)

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

## Part 10.1: Introduction

<b>Start Point:</b>	<b>Chiswell</b> (grid reference: SY6821 7383)
<b>End Point:</b>	<b>Blacknor, Weston</b> (grid reference: SY6802 7096)
<b>Relevant Maps:</b>	<b>10a and 10b</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 10.1.1 Follows the South West Coast Path, including the current diversions at Tout and Bowers Quarries, where existing sections of path have been closed to avoid dangerously eroding cliff edges. See maps 10a & 10b and table 10.2.1 for details of the proposed route and table 10.2.2 for a more detailed explanation of the other route options we considered.
- 10.1.2 Meets another part of the South West Coast Path just south of Chiswell, which links the east and west coast of Portland. This link route would not form part of the England Coast Path under our proposals. The link route may therefore lose its status as part of the South West Coast Path National Trail, but the underlying rights of way would remain available for public use. Part 5a of the Overview explains more about likely changes to the South West Coast Path.
- 10.1.3 This part of the coast includes part of each of 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)
  - Isle of Portland to Studland Cliffs Special Area of Conservation (SAC)
  - Chesil Beach & The Fleet Site of Special Scientific Interest (SSSI)
  - Isle of Portland Site of Special Scientific Interest (SSSI)
- 10.1.4 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.

The levels and patterns of public access along this length of coast would be unlikely to change significantly as a result of our proposals and we have therefore concluded that our proposals would not be likely to have any significant impact on these features.

**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:

- 10.1.5 There are few artificial barriers on the proposed route, but there are places where it may not be entirely suitable for people with reduced mobility because:
- the trail would follow an uneven and narrow stone or bare soil path through disused quarries; or
  - there are steps where it would be necessary to ascend/descend steep slopes.

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

### Where we have proposed exercising our discretion:

- 10.1.6 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 wall to make the extent of the new access rights clearer (see table 10.2.1 below).
- 10.1.7 We have not used our discretion to map the landward extent of the coastal margin at Bowers Quarry (LRR-10-S020) because there is no suitable physical boundary. The coastal margin landward of the trail at Bowers Quarry would automatically be included in the coastal margin because it is section 15 land (see the Glossary in the Overview for an explanation of this term).
- 10.1.8 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. We have not used our discretion to propose any additional restrictions or exclusions on this part of the coast.
- 10.1.9 Voluntary restrictions on climbing are already in place to discourage access on parts of the Portland cliffs at times when birds are nesting. We do not propose any additional measures to protect cliff-nesting birds, but there would be scope to introduce statutory directions at a later stage if this proved necessary.

**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'.**

### Establishment and ongoing management of the trail

- 10.1.10 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. In addition on route sections LRR-10-S008, LRR-10-S009, LRR-10-S017 and LRR-10-S020 (see maps 10a & 10b), we will install new steps because there are steep slopes.
- 10.1.11 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

- 10.1.12 Part 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 tables 10.2.1 below for details of the sections likely to be affected.
- 10.1.13 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 10.2: Commentary on the maps

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

### 10.2.1 Section details: Maps 10a to 10b, Chiswell to Blacknor (Weston)

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 10.2.2: Other options considered.

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 10.2.3’ 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	
10a	LRR-10-S001	Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	None	
	LRR-10-S002	Other existing walked route	Stone: aggregate	No	Landward edge of the trail	Not used	None	
	LRR-10-S003	Other existing walked route	Concrete	No	Wall	Clarity and cohesion	None	
	LRR-10-S004	Public footpath	Tarmac	No	Wall	Clarity and cohesion	None	
	LRR-10-S005 and LRR-10-S006	Public footpath	Tarmac	Yes – see table 10.2.3	Landward edge of the trail	Not used	None	
	LRR-10-S007	Public footpath	Bare soil (compacted)	Yes – see table 10.2.3	Landward edge of the trail	Not used	None	
	LRR-10-S008	Public footpath	Steps: concrete	Yes – see table 10.2.3	Landward edge of the trail	Not used	None	
	LRR-10-S009	Public footpath	Bare soil (compacted)	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S010	Public footpath	Steps: concrete	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S011	Public footpath	Tarmac	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S012 and LRR-10-S013	Public footpath	Stone: aggregate	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S014*	Other existing walked route	Stone: bedrock	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S015*	Public footpath	Stone: aggregate	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S016*	Other existing walked route	Stone: aggregate	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S017*	Other existing walked route	Stone: bedrock	Yes - normal	Landward edge of the trail	Not used	None	
	LRR-10-S018	Public footpath	Stone: bedrock	Yes - normal	Landward edge of the trail	Not used	None	
	10b	LRR-10-S019	Public footpath	Stone: bedrock	Yes - normal	Landward extent of existing access land	Not used	None
		LRR-10-S020*	Other existing walked route	Stone: bedrock	Yes - normal	Landward extent of existing access land	Not used	None
LRR-10-S021		Public footpath	Stone: bedrock	Yes - normal	Landward extent of existing access land	Not used	None	
LRR-10-S022 and LRR-10-S023		Public footpath	Stone: bedrock	Yes – see table 10.2.3	Fence line	Clarity and cohesion	None	
LRR-10-S024		Public footpath	Bare soil (compacted)	Yes - normal	Landward edge of the trail	Not used	None	
LRR-10-S025		Public footpath	Bare soil (compacted)	Yes - normal	Landward edge of the trail	Not used	None	
LRR-10-S026 and LRR-10-S027		Public footpath	Grass	Yes - normal	Fence line	Clarity and cohesion	None	

### 10.2.2 Other options considered: Maps 10a to 10b, Chiswell to Blacknor (Weston)

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
10a	LRR-10-S004 to LRR-10-S018	We considered aligning the trail along the footpath from the end of the promenade and along the base of the cliff at West Weare.	We opted for the proposed route because the footpath at the base of the cliff leads to a dead end formed by sheer cliffs
	LRR-10-S014 to LRR-10-S017	We considered reopening the trail along the currently closed section of footpath at West Weare along the clifftop in front of Tout Quarry.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>from information supplied by the county geologist, the cliff is still very unstable and liable to landslips; and</li> <li>this proposal is made with the support of the landowner.</li> </ul>
10b	LRR-10-S020	We considered reopening the trail along the currently closed section of footpath at West Cliff over the stone clapper bridge in front of Bowers Quarry.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>from information supplied by the county geologist, the cliff underneath the bridge is very unstable and no longer safe and also liable to landslips;</li> <li>the proposed route is an existing walked route; and</li> <li>it is made with the support of the landowner.</li> </ul>
	LRR-10-S021 to LRR-10-S026	We considered using the public footpath seaward of the proposed route which leads down the cliff, along the base of the cliff and back to the cliff top.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>from information supplied by the county geologist, the seaward path is not safe due to the risk of cliff falls and landslips.</li> <li>past cliff falls and landslips have made part of the footpath impassable or difficult to follow.</li> <li>however, public rights of access to the seaward footpath would not be affected by our proposals.</li> </ul>

### 10.2.3 Roll-back implementation – more complex situations: Maps 10a to 10b, Chiswell to Blacknor (Weston)

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
10a	LRR-10-S005 to LRR-10-S008	Buildings, their curtilage and gardens landward of the trail	If it is no longer possible to find a viable route seaward of the buildings, curtilage and gardens, we will choose a route landward of them. 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.
10b	LRR-10-S022 to LRR-10-S023	Buildings, their curtilage and gardens landward of the trail	If it is no longer possible to find a viable route seaward of the buildings, curtilage and gardens, we will choose a route landward of them. 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 10.3: Chapter 10 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 10a to 10b.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

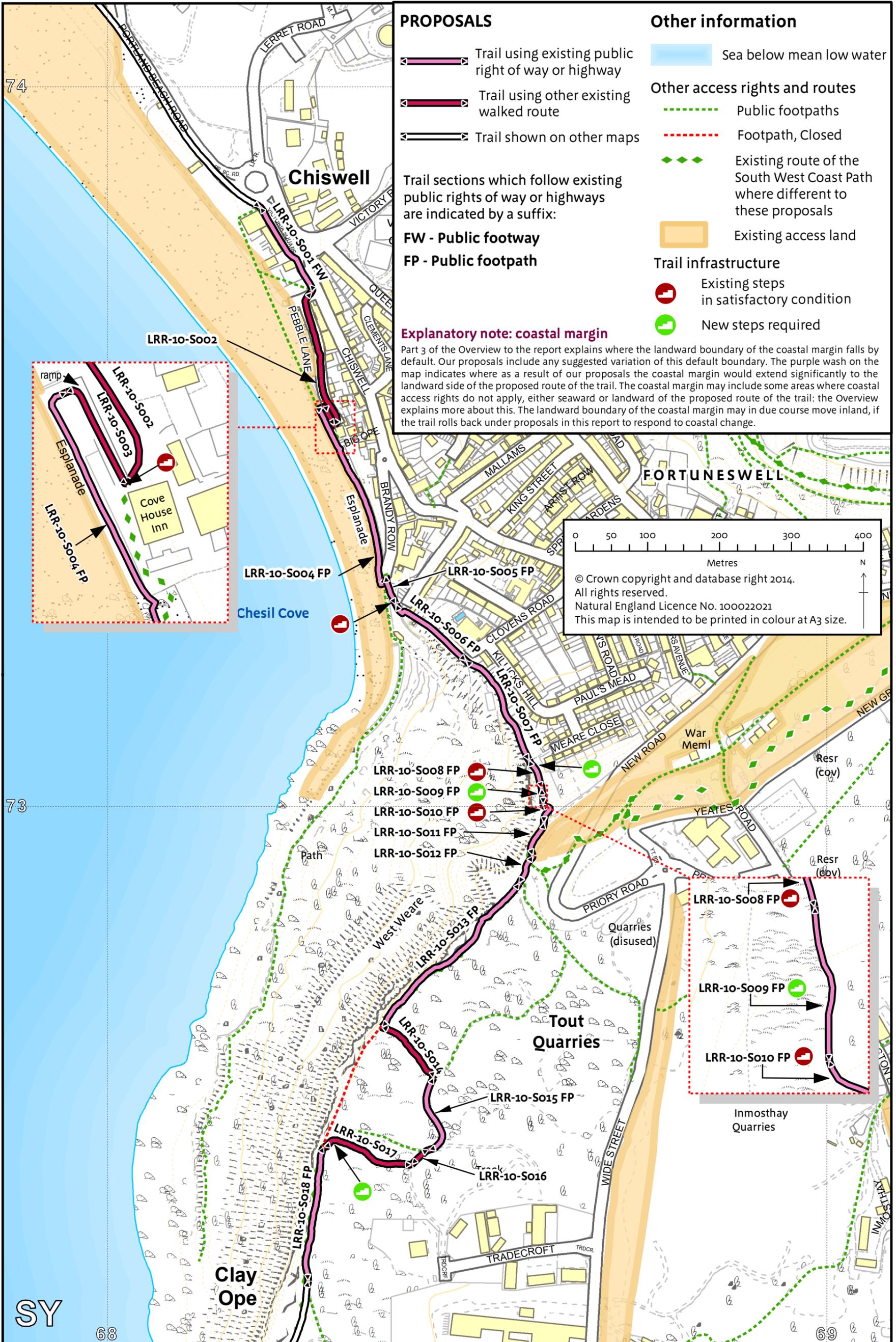
### Formal Proposals – Chiswell to Blacknor (Weston)

#### Proposed route of the trail

- 10.3.1 In relation to route sections LRR-10-S001 to LRR-10-S004 the route is to be at the centre of the line shown on map 10a as the proposed route of the trail.
- 10.3.2 In relation to route sections LRR-10-S005 to LRR-10-S027 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 10a and 10b as the proposed route of the trail.
- 10.3.3 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

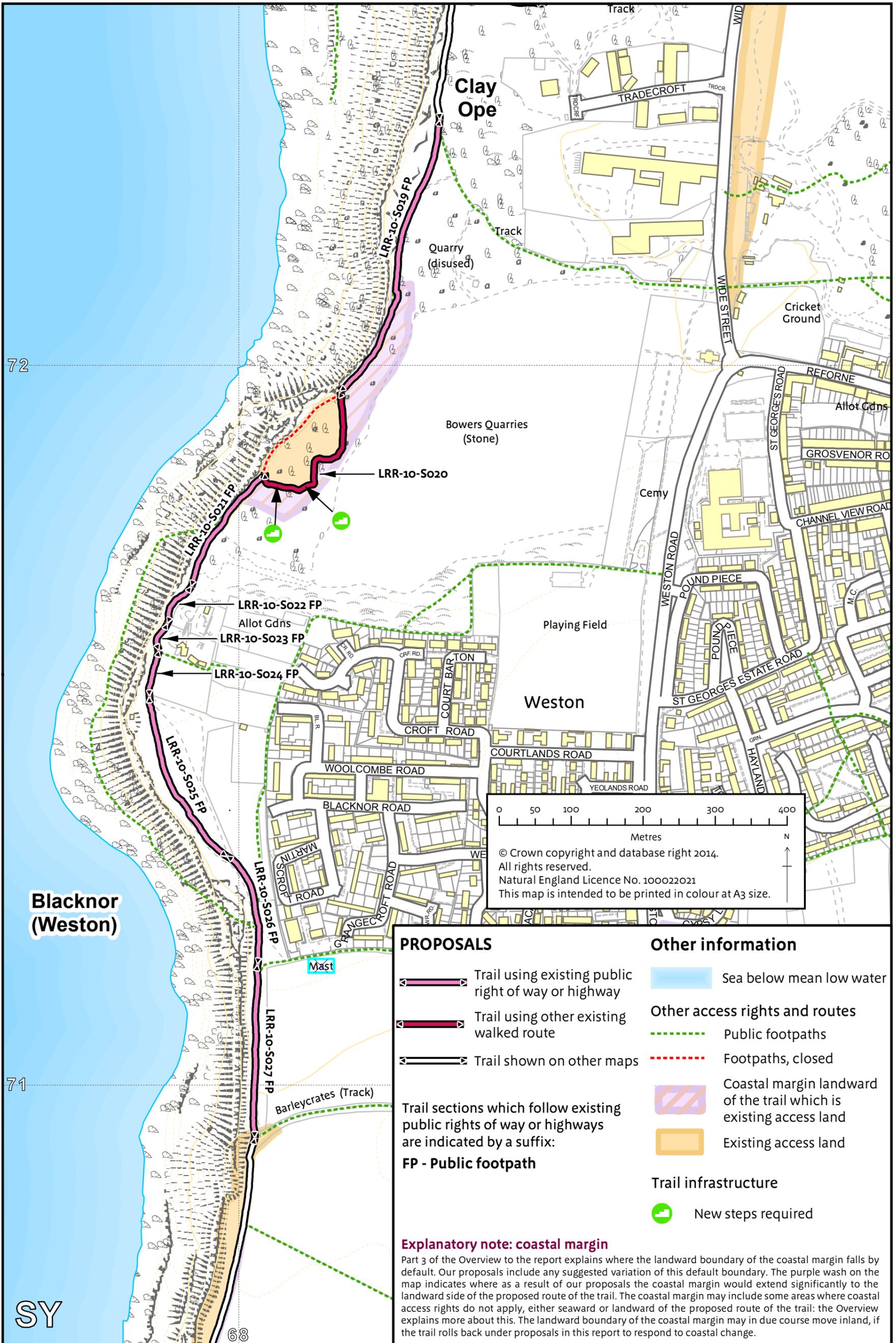
- 10.3.4 Adjacent to route sections LRR-10-S001, the landward boundary of the coastal margin is to coincide with the edge of the pavement which is shown as the trail on map 10a.
- 10.3.5 Adjacent to route sections LRR-10-S003 and LRR-10-S004, the landward boundary of the coastal margin is to coincide with the existing wall which, at the time of writing this report, is landward of the existing walked route shown as the trail on map 10a.
- 10.3.6 Adjacent to route sections LRR-10-S022 and LRR-10-S023, 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 10b.
- 10.3.7 Adjacent to route sections LRR-10-S026 and LRR-10-S027, 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 10b.



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 Metres

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**Blacknor (Weston)**

**Clay Ope**

**Weston**

Bowers Quarries (Stone)

LRR-10-So20

LRR-10-So22 FP

LRR-10-So23 FP

LRR-10-So24 FP

LRR-10-So25 FP

LRR-10-So26 FP

LRR-10-So27 FP

Barleycrates (Track)

**PROPOSALS**

**Other information**

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

- Sea below mean low water
- Other access rights and routes
  - Public footpaths
  - Footpaths, closed
  - Coastal margin landward of the trail which is existing access land
  - Existing access land

- Trail infrastructure**
- New steps required

**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.