

Chapter 8:

Chickerell Hive Point to Ferry Bridge

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

Part 8.1: Introduction

Start Point:	Chickerell Hive Point (grid reference: SY 6422 7910)
End Point:	Ferry Bridge (grid reference: SY 6669 7626)
Relevant Maps:	8a to 8c

Understanding the proposals and accompanying maps:

The Trail:

- 8.1.1 Follows the South West Coast on public footpaths and other existing walked routes along the edge of The Fleet, except as detailed below.
- 8.1.2 Takes a different route at Littlesea Holiday Park, following a public footpath (see LRR-8-S014, map 8b) which is closer to the sea and has better views. See map 8b and the associated table below for details of the proposed route and table 8.2.2 for a more detailed explanation of the other route option we considered.
- 8.1.3 Takes a different route near Lynch Cove, following an existing permissive path (see LRR-8-S022, map 8b) which is more direct and has better views of the sea. See map 8b and the associated table below for details of the proposed route and table 8.2.2 for a more detailed explanation of the other route option we considered.
- 8.1.4 Takes a different route around Pirates Cove (see LRR-8-S032 to LRR-8-S035 map 8c) following the top of an embankment. This avoids the tidal foreshore which is not passable at all tides. See map 8c and the associated table below for details of the proposed route and table 8.2.2 for a more detailed explanation of the other route option we considered.
- 8.1.5 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)
- 8.1.6 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 some of the year (see paragraphs 8.1.12 and 8.1.13 below).

See part 5b of the Overview 'Natural Environment' 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.

- 8.1.7 There are few artificial barriers to accessibility 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 grass or bare soil path along the bank of The Fleet which is sometimes wet in winter; and
 - there are steps and areas of raised boardwalk where it would be necessary to ascending/ descending steep slopes, or to avoid flooded areas in winter.
- 8.1.8 Along this length, we plan to move existing kissing gates where they are not required for stock control, and upgrade other infrastructure and gates so as to make the trail more accessible. We envisage this happening before the new access rights come into force.

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

Where we have proposed exercising our discretion

- 8.1.9 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 8.2.1 below).
- 8.1.10 Landward boundary of the coastal margin: In some places, we have also used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

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'.

- 8.1.11 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. This would be so throughout the coastal margin, but these restrictions would not apply to public rights of way or to the existing access land shown on maps 8b and 8c, which is section 15 land (see glossary in the Overview).
- 8.1.12 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 8a to 8c. 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 Bank – for which Chesil and the Fleet is designated a Special Area of Conservation.
- 8.1.13 Access would be excluded for the reasons described above:
- all year round, to affected land between the trail and the crest of Chesil Bank (including the crest); and
 - between April 1st and August 31st each year, to the outer (seaward-facing) side of Chesil Bank.

- 8.1.14 The exclusions described in paragraphs 8.1.12 and 8.1.13 would not affect:
- existing access arrangements for owners of boats moored on the Fleet land shore; and
 - public access rights to the existing access land on Chesil Bank shown on maps 8b and 8c, which is section 15 land (see the glossary in the Overview).

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

- 8.1.15 Part of the land between Chickerell Hive Point and Littlesea Holiday Park is a range used for firing practice by the armed forces. The range is subject to military byelaws as indicated on map 8a. Access through the range is provided along a public footpath at times when it is not in use. The public footpath would form part of the proposed route for the trail (route sections LRR-8-S002 to LRR-8-S006 shown on map 8a).
- 8.1.16 During live firing, a red flag is shown and walkers are diverted inland of the firing point along a path provided by the Ministry of Defence. The inland path is shown as route sections LRR-8-A001 to LRR-8-A008 on map 8a, and would operate as an official alternative route for the trail under our proposals.
- 8.1.17 Neither the proposed route nor the alternative route would have the effect of creating any spreading room to the land subject to byelaws. People would be able to walk along the seaward-facing side of Chesil Bank between October 1st and March 31st but, as currently, would sometimes be required to wait until it is safe to cross the range.

Establishment and ongoing management of the trail

- 8.1.18 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview and indicated on maps 8a to 8c. In addition:
- On route sections LRR-8-S007 (Tidmoor Point, map 8a), LRR-8-S044 and LRR-8-S047 (Wyke Regis, map 8d) we propose to improve the wet surface in winter by laying stone aggregate.
 - At Pirates Cove LRR-8-S033 to LRR-8-S035 (map 8c) we propose to install new pedestrian gates and guide fencing along the cliff edge.
 - We propose to upgrade existing infrastructure to make the trail accessible for more people, as described in paragraph 8.1.8.
- 8.1.19 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 8.2.1 and 8.2.3 below for details of the sections likely to be affected.
- 8.1.20 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 8.2: Commentary on the maps

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

8.2.1 Section details: Maps 8a to 8c: Chickerell Hive Point to Ferry Bridge

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 8.2.2: 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 8.2.3’ 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)
8a	LRR-8-S001	Public footpath	Grass	Yes – see table 8.2.3	Hedge or fence line	Clarity and cohesion	Margin
	LRR-8-S002	Public footpath	Bare soil (compacted)	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
	LRR-8-S003	Public footpath	Grass	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
	LRR-8-S004	Public footpath	Stone aggregate	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
	LRR-8-S005	Public footpath	Grass	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
	LRR-8-S006	Public footpath	Grass	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
	LRR-8-S007 and LRR-8-S008	Public footpath	Bare soil (compacted)	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S009	Public footpath	Steps: long backfilled	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S010 to LRR-8-S012	Public footpath	Bare soil (compacted)	Yes – normal	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A001	Other existing walked route	Stone aggregate	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A002	Other existing walked route	Grass	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A003	Other existing walked route	Gravel	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A004	Other existing walked route	Concrete	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A005	Public footpath	Tarmac	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A006	Other existing walked route	Stone aggregate	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A007	Other existing walked route	Bare soil (compacted)	No	Landward edge of trail	Not used	Margin
	Alternative route LRR-8-A008	Other existing walked route	Boardwalk or raised walkway	No	Landward edge of trail	Not used	Margin
	8b	LRR-8-S013*	Other existing walked route	Grass	Yes – see table 8.2.3	Hedge bank	Clarity and cohesion and additional landward area
LRR-8-S014*		Public footpath	Grass	Yes – see table 8.2.3	Hedge bank	Clarity and cohesion and additional landward area	Margin
LRR-8-S015*		Other existing walked route	Grass	Yes – see table 8.2.3	Hedge bank	Clarity and cohesion and additional landward area	Margin
LRR-8-S016		Other existing walked route	Bare soil (compacted)	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
LRR-8-S017		Public footpath	Grass	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin
LRR-8-S018		Public footpath	Stone aggregate	Yes – see table 8.2.3	Fence line	Clarity and cohesion	Margin
LRR-8-S019*		Other existing walked route	Grass	Yes – normal	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 (see Part 9 of Overview)
8b	LRR-8-S020*	Other existing walked route	Stone aggregate	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S021*	Other existing walked route	Long backfilled steps	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S022*	Other existing walked route	Grass	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S023*	Other existing walked route	Stone aggregate	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S024	Public footpath	Grass	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S025	Public footpath	Grass	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S026	Public footpath	Stone aggregate	No	Fence line	Clarity and cohesion	Margin
	LRR-8-S027	Public footpath	Grass	No	Fence line	Clarity and cohesion	Margin
	LRR-8-S028	Other existing walked route	Tarmac	No	Fence line	Clarity and cohesion	Margin
	LRR-8-S029	Public bridleway	Tarmac	No	Road	Clarity and cohesion	Margin
	LRR-8-S030	Public bridleway	Long backfilled steps	Yes – normal	Fence line	Clarity and cohesion	Margin
8c	LRR-8-S031	Public footpath	Grass	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S032*	Other existing walked route	Grass	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S033* and LRR-8-S034*	Not an existing walked route	Grass	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S035*	Public footpath	Reeds / wet grass	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S036	Public footpath	Grass	Yes – normal	Landward edge of trail	Not used	Margin
	LRR-8-S037	Public footpath	Grass	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S038	Public footpath	Long backfilled steps	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S039	Public footpath	Grass	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S040	Public footpath	Bare soil (compacted)	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S041	Public footpath	Grass	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S042	Public footpath	Bare soil (compacted)	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S043	Public footpath	Grass	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S044	Public footpath	Bare soil (compacted)	Yes – normal	Fence line	Clarity and cohesion	Margin
	LRR-8-S045	Public footpath	Bare soil (compacted)	Yes – see table 8.2.3	Fence line	Clarity and cohesion	Margin
	LRR-8-S046 to LRR-8-S048	Public footpath	Stone aggregate	Yes – see table 8.2.3	Fence line	Clarity and cohesion	Margin
LRR-8-S049	Public footpath	Long backfilled steps	Yes – see table 8.2.3	Landward edge of trail	Not used	Margin	
LRR-8-S050	Public footpath	Stone aggregate	Yes – see table 8.2.3	Fence line	Clarity and cohesion	Margin	
LRR-8-S051	Public footpath	Stone aggregate	Yes – see table 8.2.3	Wall	Clarity and cohesion	Margin	
LRR-8-S052 and LRR-8-S053	Public footway (Pavement)	Tarmac	No	Road	Clarity and cohesion	Margin	
LRR-8-S054	Public highway	Tarmac	No	Landward edge of trail	Not used	Margin	

8.2.2 Other options considered: Maps 8a to 8c, Chickerell Hive Point to Ferry Bridge

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
8b	LRR-8-S013 to LRR-8-S015	We considered aligning the trail along the existing route of the South West Coast Path, following the existing walked path.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is an existing walked route, mainly on public footpath; ■ it is closer to the sea and maintains views of the sea; ■ it offers a pleasant walk through coastal grassland; ■ it avoids land which forms part of the caravan site; ■ this proposal is made with the support of the landowner.
	LRR-8-S020 to LRR-8-S023	We considered aligning the trail along the existing route of the South West Coast Path, following the existing walked path at the base of the cliff.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is an existing walked route; ■ it is more direct and offers good coastal views; ■ it is a more convenient route for people with reduced mobility ■ this proposal is made with the support of the landowner.
8c	LRR-8-S032 to LRR-8-S035	We considered aligning the trail across the foreshore at Pirates Cove along the existing route of the South West Coast Path	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it offers a route which is dry at all points of the tide; ■ it may help nature conservation objectives for this part of the Fleet if fewer people walk on it; ■ this proposal is made with the support of the landowner.

8.2.3 Roll-back implementation – more complex situations: Maps 8a to 8c, Chickerell Hive Point to Ferry Bridge

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
8b	LRR-8-S013 to LRR-8-S019	Littlesea Holiday Park	If it is no longer possible to find a viable route seaward of the licenced area of the Holiday Park, 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.
8c	LRR-8-S045 to LRR-8-S049	Pinch point between eroding slumping cliff and boundary of Chesil Vista Holiday Park	If it is no longer possible to find a viable route seaward of the licenced area of the Holiday Park, 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 8.3: Chapter 8 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 8a to 8c.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Chickerell Hive Point to Ferry Bridge

Proposed route of the trail

- 8.3.1 In relation to route sections LRR-8-S001 to LRR-8-S025 and route sections LRR-8-S030 to LRR-8-S051 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 8a to 8c as the proposed route of the trail.
- 8.3.2 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.
- 8.3.3 In relation to route sections LRR-8-S026 to LRR-8-S029 and LRR-8-S052 to LRR-8-S054 the route is to be at the centre of the line shown on maps 8a to 8c as the proposed route of the trail.

Landward boundary of coastal margin

- 8.3.4 Adjacent to route section LRR-8-S001, the landward boundary of the coastal margin is to coincide with the existing boundary fence and hedge which, at the time of writing this report, is landward of the public footpath shown as the trail on map 8a.
- 8.3.5 Adjacent to route sections LRR-8-S013, LRR-8-S014 and LRR-8-S015 the landward boundary of the coastal margin is to coincide with the existing hedge bank, as indicated by the coastal margin landward of the trail on map 8b.
- 8.3.6 Adjacent to route section LRR-8-S018, 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 8b.
- 8.3.7 Adjacent to route section LRR-8-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 existing walked route shown as the trail on map 8b.
- 8.3.8 Adjacent to route sections LRR-8-S025 to LRR-8-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 8b.
- 8.3.9 Adjacent to route section LRR-8-S028, 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 8b.
- 8.3.10 Adjacent to route section LRR-8-S029, the landward boundary of the coastal margin is to coincide with the edge of the tarmac private road which, at the time of writing this report, is landward of the public bridleway shown as the trail on map 8b.
- 8.3.11 Adjacent to route section LRR-8-S030, 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 bridleway shown as the trail on map 8b.

- 8.3.12 Adjacent to route sections LRR-8-S037 to LRR-8-S048, 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 8c.
- 8.3.13 Adjacent to route section LRR-8-S050, 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 8c.
- 8.3.14 Adjacent to route section LRR-8-S051, 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 public footpath shown as the trail on map 8c.
- 8.3.15 Adjacent to route sections LRR-8-S052 and LRR-8-S053, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement which is shown as the trail on map 8c.

Local restrictions and exclusions

- 8.1.16 Access to affected land seaward of the trail along route sections LRR-8-S001 to LRR-8-S053 is to be excluded by direction for nature conservation reasons:
- as far as (and including) the crest of Chesil Beach, as indicated by the area of the proposed exclusion shown on map 8a;
 - as far as the landward extent of existing access land on Chesil Beach, as indicated by the area of the proposed exclusion shown on maps 8b and 8c.

This exclusion is to operate all year round.

- 8.1.17 Access to the seaward-facing side of Chesil Beach (below the crest of the bank) shown on map 8a is to be excluded by direction for nature conservation reasons, as indicated by the area of proposed exclusion shown on map 8a. This exclusion is to operate between 1st April and 31st August annually.

Alternative routes

- 8.1.18 An alternative route is to operate at times when access to route sections LRR-8-S002 to LRR-8-S006 is excluded for defence purposes. The alternative route is to be at the centre of the line shown as route section LRR-8-A001 to LRR-8-A008 on map 8a.





