

Chapter 3:

Peveril Point to Shep's Hollow

England Coast Path: Kimmeridge to Highcliffe - Natural England's Proposals

Part 3.1: Introduction

Start Point:	Peveril Point (grid reference: SZ 0385 7853)
End Point:	Shep's Hollow (grid reference: SZ 0340 8042)
Relevant Maps:	3a to 3b

Understanding the proposals and accompanying maps:

The Trail:

- 3.1.1 Follows the existing South West Coast Path National Trail throughout, including public rights of way and promenade, apart from at Peveril Point where the proposed trail is closer to the sea (see 3.1.3 below).
- 3.1.2 Follows the coastline quite closely and maintains good views of the sea apart from the section between Ulwell Road and the Ballard Estate where a significant inland diversion is necessary (see map 3b and table 3.2.3).
- 3.1.3 Includes an optional alternative route at Peveril Point (see map 3a) which enables onward access at occasional times when access along route sections LCH-3-S005 to LCH-3-S007 is interrupted by the tide.
- 3.1.4 The South West Coast Path National Trail generally follows the coast over this length and for the most part we propose adopting this route as the line of the England Coast Path. Where we propose any improvements to the existing route line, we intend both routes to incorporate those amendments going forward, assuming they are approved. As explained at part 5a of the Overview, we use a separate variation report to the Secretary of State to change the existing National Trail line to reflect the approved line of the England Coast Path as appropriate.
- 3.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - Isle of Portland to Studland Cliffs SAC
 - Studland to Portland Marine SAC

- Solent and Dorset Coast proposed Special Protection Area (pSPA)
- South Dorset Coast Site of Special Scientific Interest (SSSI) (for its geological /wildlife interest)
- Purbeck Ridge (East) 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.

3.1.6 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.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

See part 5b of the Overview - 'Protection of sensitive features'- for more information.

Accessibility:

3.1.7 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 along the cliff top (Peveril Downs to Peveril Point);
- There are steps at Peveril Point (see map 3a) and Shep's Hollow (see map 3b).
- The surface between trail sections LCH-3-S005 and LCH-3-S006 (see map 3a) is uneven in places and can be slippery.

It is possible to avoid the steps at Peveril Point by walking along Peveril Point Road (a public bridleway). We will work with Swanage Town Council and Dorset County Council to ensure that there is adequate signage in this area. This route would not form part of the formal proposals.

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

Where we have proposed exercising our discretion:

The discretions referred to below are explained in more detail in part 3 of the Overview.

3.1.8 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 3.2.1 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'.

- 3.1.9 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.
- 3.1.10 The optional alternative route at Peveril Point would follow route section(s) LCH-3-A001 to LCH-3-A003 as shown on map 3a and described below. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.
- 3.1.11 Other factors affecting access: At route section LCH-3-S004 at the Royal National Lifeboat Institution Swanage lifeboat station and at route section LCH-3-S005 at the Swanage Boatyard, public access may be interrupted from time to time for short periods to allow the life boat to be launched and during the launching/landing of other craft at the boatyard. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

Establishment and ongoing management of the trail

- 3.1.12 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview, including:
- Improved steps at Shep's Hollow
 - Improved signage to clarify the routes through Peveril Point and New Swanage
- 3.1.13 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:

- 3.1.14 The Hurst Spit to Durlston Head Shoreline Management Plan (SMP15) identifies (in the short or medium term to 2055) a policy of 'hold the existing defence line' from Peveril Point to Shep's Hollow. From Durlston Head to Peveril Point (see chapter 2), there is a policy of 'managed realignment'.
- 3.1.15 Parts of the route of the trail on this length of coast (at Peveril Point and Shep's Hollow) 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 3.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 3.1.16 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 5f - 'Coastal processes' and 8 - 'Future changes' of the Overview for more information.

Part 3.2: Commentary on Maps

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

3.2.1 Section Details – Maps 3a to 3b: Peveril Point to Shep’s Hollow

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 3.2.1: 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 3.2.4’ 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
Maps	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)
3a	LCH-3-S001*	Public footpath	Stone: bedrock	Yes - normal	Path	Clarity and cohesion	None
	LCH-3-S002*	Public bridleway	Tarmac	No	Road	Clarity and cohesion	None
	LCH-3-S003*	Other existing walked route	Steps: concrete	No	Steps	Clarity and cohesion	None
	LCH-3-S004*	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	LCH-3-S005*	Public footpath	Concrete	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S006*	Public footpath	Concrete	No	Wall	Clarity and cohesion	None
	LCH-3-S007*	Public footpath	Concrete	No	Wall	Clarity and Cohesion	None
	LCH-3-S008*	Other existing walked route	Steps: stone	No	Steps	Clarity and cohesion	None
	LCH-3-S009*	Other existing walked route	Tarmac	No	Wall	Clarity and cohesion	None
	LCH-3-S010*	Public highway (road)	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S011*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S012*	Public highway (road)	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S013	Public footway - pavement	Block paving	No	Pavement	Clarity and cohesion	None
	LCH-3-S014	Public footpath	Block paving	No	Wall	Clarity and cohesion	None
	LCH-3-S015	Public footpath	Block paving	No	Pavement	Clarity and cohesion	None
	LCH-3-S016	Public footpath	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S017*	Public footpath	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S018*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S019*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None

1	2	3	4	5	6a	6b	7
Maps	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)
3a	LCH-3-S020	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
3b	LCH-3-S021*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S022*	Public highway (road)	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S023*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S024*	Public highway (road)	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S025*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S026*	Public highway (road)	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S027*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S028*	Public highway (road)	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S029*	Public footway - pavement	Tarmac	No	Pavement	Clarity and cohesion	None
	LCH-3-S030*	Other existing walked route	Tarmac	No	Landward edge of trail (2m)	Not used	None
	LCH-3-S031*	Public footpath	Tarmac	No	Wall	Clarity and cohesion	None
	LCH-3-S032*	Public footpath	Tarmac	Yes – see 3.2.4	Wall	Clarity and cohesion	None
	LCH-3-S033*	Public footpath	Grass	Yes – see table 3.2.4	Landward edge of trail (2m)	Not used	None
	LCH-3-S034*	Public footpath	Steps: concrete	Yes – normal	Steps	Clarity and cohesion	None
LCH-3-S035*	Public footpath	Footbridge	Yes – normal	Bridge	Clarity and cohesion	None	
LCH-3-S036*	Public footpath	Steps: stone/ wooden	Yes – normal	Steps	Clarity and cohesion	None	

3.2.2 Alternative routes and optional alternative route details – Map 3a: Peveril Point to Ulwell Road

By default, the alternative route/optional alternative route will cover the land two metres either side of the approved line for this route. However by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route/optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features. Columns 6a and 6b of this table describe the boundaries of the alternative route strips.

1	2	3	4	5	6a	6b	6c	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)	Seaward boundary of alternative route strip	Landward boundary of alternative route strip (See maps)	Reason for boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
3a	LCH-3-A001	Other existing walked route	Bare soil: compacted	Yes - normal	Seaward edge of road	Various	Clarity and cohesion	None
	LCH-3-A002	Public bridleway	Tarmac	No	Seaward edge of road	Various	Clarity and cohesion	None
	LCH-3-A003	Other existing walked route	Steps: tarmac	No	Railings	Railings	Clarity and cohesion	None

3.2.3 Other options considered: Maps 3a to 3b: Peveril Point to Shep's Hollow

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3a	From the junction of LCH-3-S001 and LCH-3-S002 to the junction of LCH-3-S004 and LCH-3-S005	We considered the trail along the public footpath that goes around the end of Peveril Point, down stone steps and along the foreshore to the RNLI station.	<ul style="list-style-type: none"> Where the steps meet the foreshore, the path surface is very uneven and slippery and often covered in debris washed up by high tides. In addition the path is often inundated at high tide. <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>
3a	From the junction of sections LCH-3-S002 and S003 to the junctions of LCH-3-S009 and LCH-3-S010	We considered aligning the trail on Peveril Point Road (public bridleway) to Encombe Road (Swanage Pier approach).	<ul style="list-style-type: none"> It is further from the sea and has less in the way of sea views There is a 'blind bend' in the road making it potentially dangerous to walk along <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>
3a	LCH-3-S016 to LCH-4-S018	<p>We considered running the trail along the covered area on the east and north sides (seaward) of The Mowlem Cinema/restaurant/cafe complex.</p> <p>This is the current route of the South West Coast Path.</p>	<ul style="list-style-type: none"> The current South West Coast Path route can on occasions be partially blocked by tables and chairs spreading out from the café. <p>The route around the front (seaward side) of The Mowlem would remain available for people to use, but would not form part of the designated trail.</p> <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3b	Junction of LCH-3-S020 and LCH-3-S021 to LCH-3-LCH-3-S035 and LCH-3-S036	<p>We considered various options for the trail between the Shore Road/ Ulwell Road junction and the steps at Shep's Hollow.</p> <p>Option 1</p> <p>Along the private promenade in front of the beachside restaurants, cafes, beach huts and the new sea defences below the Pines Hotel, then along the beach to the steps at Shep's Hollow.</p> <p>This route would involve crossing four groynes.</p> <p>Option 2</p> <p>Along the beach between the Shore Road/Ulwell Road junction to the steps at Shep's Hollow.</p> <p>This route would involve crossing twelve groynes.</p> <p>Option 3</p> <p>Up Ulwell Road, along Burlington Road and down the public footpath to the private promenade and then to the end of the promenade and along the beach to the steps at Shep's Hollow.</p> <p>This route would involve four groyne crossings.</p> <p>Option 4</p> <p>Up Ulwell Road, along Burlington Road and down the public footpath across the private promenade and then along the beach to the steps at Shep's Hollow.</p> <p>This route would involve six groyne crossings.</p>	<ul style="list-style-type: none"> ■ The promenade is narrow in places and access can be restricted by the presence of tables and chairs from beach restaurants and cafes. ■ Towards the northern end of the promenade, there are regular landslips which can on occasion temporarily block access along them ■ Crossing the groynes can be difficult depending on the state of the tide and where sand has gathered. ■ Access to the steps at Shep's Hollow is often cut off s high The steps to the beach at Shep's Hollow require substantial investment to repair. ■ The existing South West Coast Path, whilst less direct, is the most level route and is therefore the most accessible for people with reduced mobility. <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p> <p>Under our proposals, the beach would remain available for people to use, subject to the existing local byelaw, but would not form part of the designated trail.</p>

3.2.4 Roll-back implementation – more complex situations: Map 3b: Ulwell Road to Shep's Hollow

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
3b	Junction of LCH-3-S031/ LCH-3-S032 to LCH-3-S035/ LCH-3-S036	Private houses.	If it is no longer possible to find a viable route seaward of the houses, we will choose a route landward of them, following discussions with owners and occupiers. There is a public footpath shown on the map; this is one option which we would consider.

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 3.3: Chapter 3 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 3a to 3b.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Peveril Point to Shep’s Hollow

Proposed route of the trail

- 3.3.1 In relation to route sections LCH-3-S002 to LCH-3-S031, the route is to be at the centre of the line shown on maps 3a and 3b as the proposed route of the trail.
- 3.3.2 In relation to route sections LCH-3-S001 & LCH-3-S032 to LCH-3-S036, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 3a and 3b as the proposed route of the trail.
- 3.3.3 If at any time any part of a route section listed in the previous paragraph needs, in Natural England’s view, to change as a result of coastal erosion or other geomorphological processes or encroachment by the sea, in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done 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 Coastal Access 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

- 3.3.4 Adjacent to route section LCH-3-S001, the landward boundary of the coastal margin is to coincide with the landward edge of the public footpath shown as the trail on map 3a.
- 3.3.5 Adjacent to route section LCH-3-S002, the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on map 3a.
- 3.3.6 Adjacent to route section LCH-3-S003, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 3a.
- 3.3.7 Adjacent to route section LCH-3-S004, the landward boundary of the coastal margin is to coincide with the wall which is landward of the public footpath shown as the trail on map 3a.
- 3.3.8 Adjacent to route sections LCH-3-S006 and LCH-3-S007, the landward boundary of the coastal margin is to coincide with the wall which is landward of the public footpath shown as the trail on map 3a.
- 3.3.9 Adjacent to route section LCH-3-S008, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 3a.
- 3.3.10 Adjacent to route section LCH-3-S009, the landward boundary of the coastal margin is to coincide with the wall which is landward of the public footpath shown as the trail on map 3a.

- 3.3.11 Adjacent to route section LCH-3-S011, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3a.
- 3.3.12 Adjacent to route section LCH-3-S013, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3a.
- 3.3.13 Adjacent to route section LCH-3-S014, the landward boundary of the coastal margin is to coincide with the wall which is landward of the public footpath shown as the trail on map 3a.
- 3.3.14 Adjacent to route section LCH-3-S015, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3a.
- 3.3.15 Adjacent to route section LCH-3-S017, the landward boundary of the coastal margin is to coincide with the landward edge of the public footpath shown as the trail on map 3a.
- 3.3.16 Adjacent to route sections LCH-3-S018 and LCH-3-S019, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3a.
- 3.3.17 Adjacent to route section LCH-3-S020, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement (promenade) shown as the trail on map 3a.
- 3.3.18 Adjacent to route section LCH-3-S021, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3b.
- 3.3.19 Adjacent to route section LCH-3-S023, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3b.
- 3.3.20 Adjacent to route section LCH-3-S025, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3b.
- 3.3.21 Adjacent to route section LCH-3-S027, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3b.
- 3.3.22 Adjacent to route section LCH-3-S029, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 3b.
- 3.3.23 Adjacent to route sections LCH-3-S031 and LCH-3-S032, the landward boundary of the coastal margin is to coincide with the wall which is landward of the public footpath shown as the trail on map 3a.
- 3.3.24 Adjacent to route section LCH-3-S034, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 3b.
- 3.3.25 Adjacent to route section LCH-3-S035, the landward boundary of the coastal margin is to coincide with the landward edge of the footbridge shown as the trail on map 3b.
- 3.3.26 Adjacent to route section LCH-3-S036, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 3b.

Local restrictions and exclusions

3.3.27 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

(Optional) alternative routes

3.3.28 An alternative route is to operate as a diversion from the ordinary route between route sections LCH-3-A001 and LCH-3-A003 when the ordinary route is cut off by high tides. The alternative route is to be at the centre of the line shown as route sections LCH-3-A001 to LCH-3-A003 on map 3a.

Landward/seaward boundary of alternative route strip

3.3.29 Adjacent to route sections LCH-3-A001 and LCH-3-A002:

- the landward boundary of the alternative route strip is to correspond to the boundaries of the adjoining public open space (that is, the wall, fence and road edges that form its boundary), as indicated by the coastal margin landward of the trail shown on map 3a; and
- the seaward boundary of the alternative route strip is to correspond to the northern edge of the road (Peveril Point Road) that is seaward of the path shown as the trail on map 3a.

3.3.30 Adjacent to route section LCH-3-A003:

- the landward boundary of the alternative route strip is to correspond to the railing at the edge of the steps shown as the trail on map 3a; and
- the seaward boundary of the alternative route strip is to correspond to the railing at the edge of the steps shown as the trail on map 3a.



