

Chapter 5:

# Sandbanks to Southbourne

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

## Part 5.1: Introduction

<b>Start Point:</b>	<b>Sandbanks Ferry</b> (grid reference: SZ 0372 8706)
<b>End Point:</b>	<b>Southbourne promenade</b> (grid reference: SZ 1538 9102)
<b>Relevant Maps:</b>	5a to 5h

### Understanding the proposals and accompanying maps:

#### The Trail:

- 5.1.1 Follows existing walked routes throughout, including public rights of way and promenades.
- 5.1.2 Follows the coastline quite closely and maintains views of the sea except for a short section at Sandbanks where it passes behind some buildings (see map 5a).
- 5.1.3 Is aligned on the beach for two short sections at Sandbanks (see maps 5a and 5b), in order to maintain views of the open sea.
- 5.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview).
  - Poole Harbour Special Protection Area (SPA)
  - Solent and Dorset Coast proposed Special Protection Area (pSPA)
  - Poole Bay Cliffs Site of Special Scientific Interest (SSSI) for its geological /wildlife interest

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.

- 5.1.5 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:**

- 5.1.6 There are no artificial barriers to accessibility on the proposed route, which makes use of existing surface paths throughout. However, it may not be entirely suitable for people with reduced mobility at Sandbanks because the trail would follow sections of beach.
- 5.1.7 It is possible to avoid the beach sections by following the pavement along Banks Road between the Landing Stages on map 5a and Shore Road (at the junction of route sections LCH-6-S007 and LCH-6-S008). We will work with Poole Council to promote this alternative but it would not form part of the designated trail. Table 5.2.2 explains the reasons for our choice.

**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.

- 5.1.8 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 5.2.1 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'.**

- 5.1.9 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.

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

- 5.1.10 Signs would be necessary to establish the trail, in accordance with the general approach described in part 6 the Overview. There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.
- 5.1.11 Ongoing management: Ongoing management and maintenance would be necessary in accordance with the general approach described in part 7 of the Overview.

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

## **Future Change:**

- 5.1.12 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” between Sandbanks and Southbourne. In general, therefore, the proposed route of the trail on this length of coast is unlikely to require adjustment due to coastal processes.
- 5.1.13 There are short sections that cross areas of beach, dune and cliff that may be subject to coastal erosion or accretion in the short to medium term. These parts 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 5.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 5.1.14 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 5f - ‘Coastal processes’ and 8 - ‘Future changes’ of the Overview for more information.**

## Part 5.2: Commentary on Maps

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

### 5.2.1 Section Details – Maps 5a to 5h: Sandbanks to Southbourne

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 5.2.2: 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 5.2.3’ 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
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)
5a	LCH-5-S001*	Public Footway	Tarmac	No	Landward edge of trail (2m)	Not used	None
5a	LCH-5-S002*	Public Footway	Tarmac	No	Pavement edge	Clarity and cohesion	None
5a	LCH-5-S003*	Public Footpath	Tarmac	Yes – see table 5.2.3	Wall	Clarity and cohesion	None
5a	LCH-5-S004	Other existing walked route	Sand	Yes – see table 5.2.3	Wall	Clarity and cohesion	None
5a	LCH-5-S005	Other existing walked route	Tarmac	Yes – see table 5.2.3	Edge of Promenade	Clarity and cohesion	None
5a	LCH-5-S006	Other existing walked route	Sand	Yes – see table 5.2.3	Wall	Clarity and cohesion	None
5b	LCH-5-S007	Other existing walked route	Sand	Yes – see table 5.2.3	Wall	Clarity and cohesion	None
5b	LCH-5-S008	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5b	LCH-5-S009	Public footpath	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5c	LCH-5-S010	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5c	LCH-5-S011	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5d	LCH-5-S012	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5d	LCH-5-S013	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5d	LCH-5-S014	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5d	LCH-5-S015	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5d	LCH-5-S016	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5e	LCH-5-S017	Other existing walked route	Tarmac	No	Landward edge of trail (2m)	Not used	None
5e	LCH-5-S018	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5f	LCH-5-S019	Other existing walked route	Tarmac	No	Edge of Promenade	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)
5f	LCH-5-S020	Other existing walked route	Tarmac	No	Edge of Promenade	clarity and cohesion	None
5g	LCH-5-S021*	Other existing walked route	Tarmac	Yes see table 5.2.3	Landward edge of trail (2m)	Not used	None
5h	LCH-5-S022	Other existing walked route	Tarmac	No	Edge of Promenade	Clarity and cohesion	None
5h	LCH-5-S023	Other existing walked route	Tarmac	No	Wall	Clarity and cohesion	None
5h	LCH-5-S024*	Public Footway	Tarmac	No	Pavement edge	Clarity and cohesion	None

### 5.2.2 Other options considered: Maps 5a to 5h: Sandbanks to Southbourne

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
5a	LCH -5-S001 to LCH-5-S003	We considered aligning the trail along the seawall in front of the hotel.	We opted for the proposed route because the seawall has an uneven and, at times, slippery surface and requires climbing or ascending a ladder. Under our proposals, the seawall would remain available for people to use as part of the spreading room, but would not form part of the designated trail.
5a and 5b	LCH-5-S003 to LCH-5-S007	We considered aligning the trail along Banks Road and Shore Road in order to avoid sections of beach walking.	We opted for the proposed route because it maintains views of the sea. The route along Banks Road and Shore Road will be available for people who prefer it and we will work with Poole Council to promote it.
5g	LCH -5-S021	We considered aligning the trail along the promenade.	This promenade is very similar to most of the trail in this chapter. The proposed route is along the cliff top giving a wider panoramic view than the promenade. Under our proposals, the promenade would remain available for people to use as part of the spreading room but would not form part of the designated trail.
5h	LCH -5-S023 – LCH-5-S024	We considered aligning the trail up a flight of steps at the eastern end of the promenade at Southbourne (LCH-5-S024)	The steps would not be suitable for some people with reduced mobility and an alternative route without steps was available. Under our proposals, the steps would remain available for people to use as part of the spreading room, but would not form part of the designated trail.

### 5.2.3 Roll-back implementation – more complex situations: Map(s) 5a to 5b Sandbanks

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
5a and 5b	LCH-5-S003 to S007	Beach and Dune	If it is no longer possible to find a viable route seaward of the properties along Banks Road, we will choose a route landward of them following discussion with owners and occupiers and the local highway authority.

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 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5h
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Sandbanks to Southbourne

#### Proposed route of the trail

- 5.3.1 In relation to route sections LCH-5-S001 and LCH-5-S002, LCH-5-S008 to LCH-5-S020 and LCH-5-S022 to LCH-5-S024, the route is to be at the centre of the line shown on maps 5a to 5f and 5h as the proposed route of the trail.
- 5.3.2 In relation to route sections LCH-5-S003 to LCH-5-S007 and LCH-5-S021, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 5a and 5g as the proposed route of the trail.
- 5.3.3 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

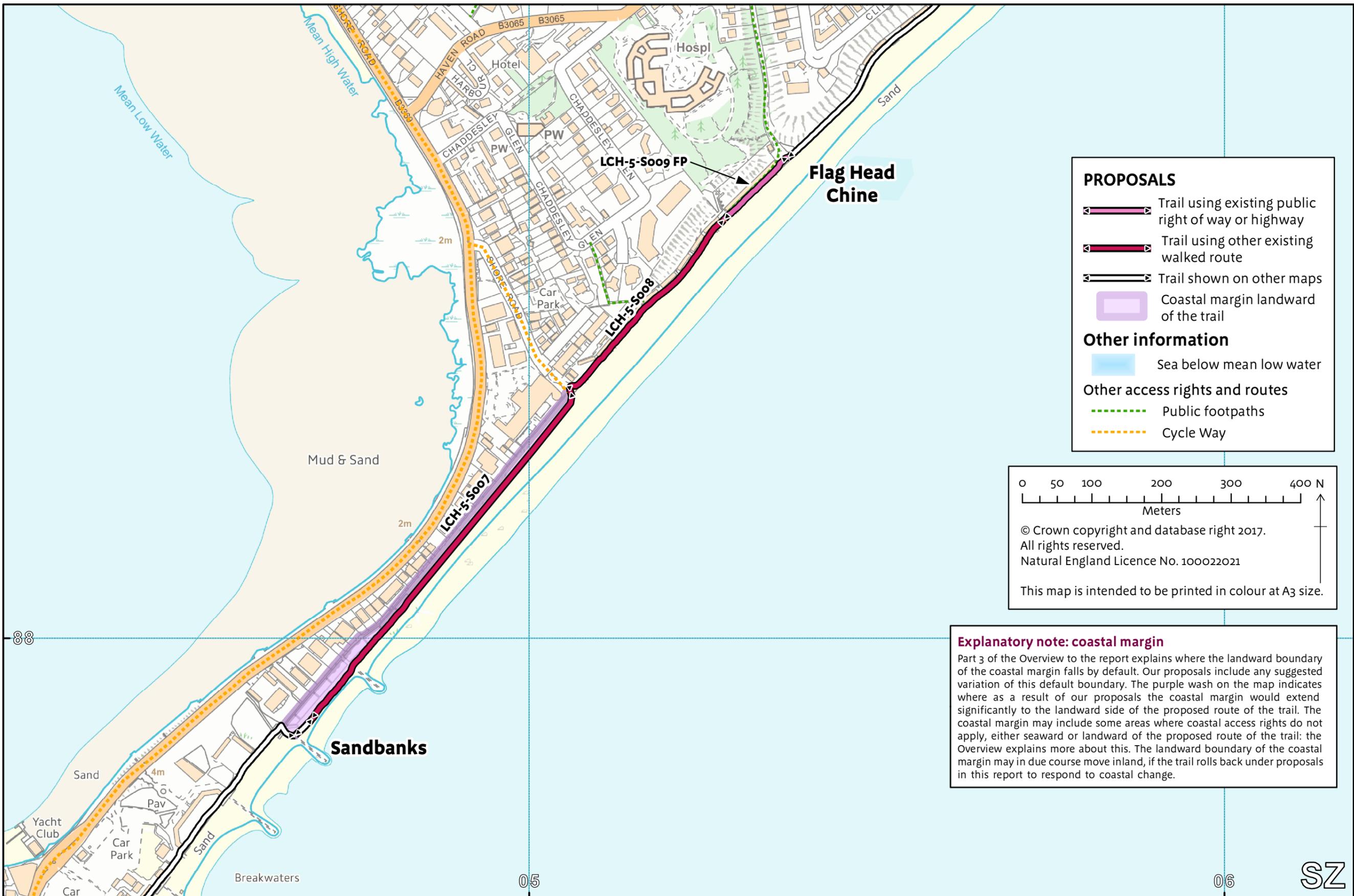
- 5.3.4 Adjacent to route section LCH-5-S002, the landward boundary of the coastal margin is to coincide with the edge of the pavement shown as the trail on map 5a.
- 5.3.5 Adjacent to route section LCH-5-S003, the landward boundary of the coastal margin is to coincide with the wall which, at the time of writing this report, is landward of the public footpath shown as the trail on map 5a.
- 5.3.6 Adjacent to route section LCH-5-S004, the landward boundary of the coastal margin is to coincide with the walls which, at the time of writing this report, are landward of the beach as shown as the trail on map 5a.
- 5.3.7 Adjacent to route section LCH-5-S005, the landward boundary of the coastal margin is to coincide with landward edge of the promenade shown as the trail on map 5a.
- 5.3.8 Adjacent to route sections LCH-5-S006 and LCH-5-S007 the landward boundary of the coastal margin is to coincide with the walls which, at the time of writing this report, is landward of the beach as shown as the trail on maps 5a and 5b.

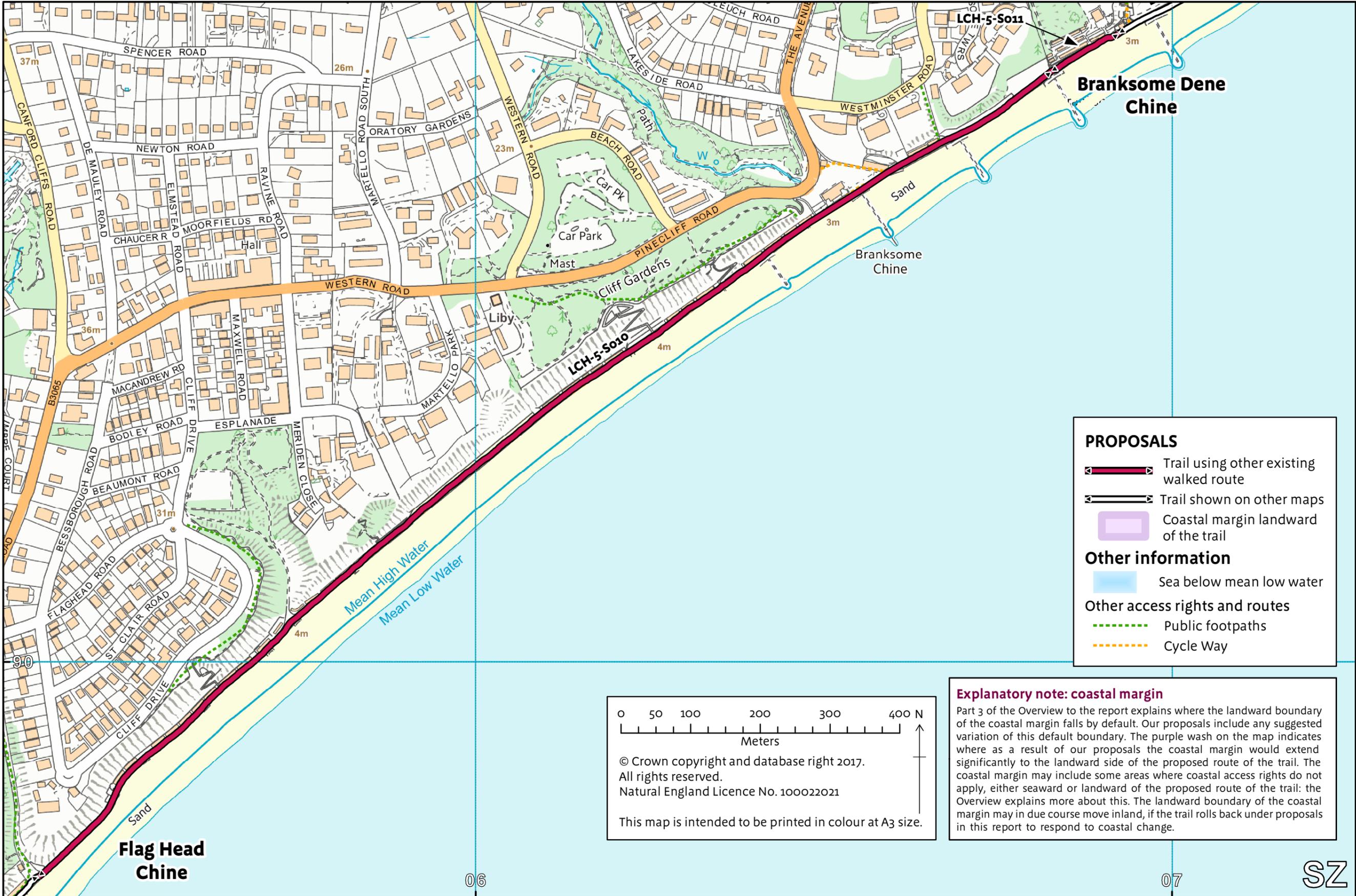
- 5.3.9 Adjacent to route sections LCH-5-S008 to LCH-5-S016 , the landward boundary of the coastal margin is to coincide with landward edge of the promenade shown as the trail on maps 5b, 5c and 5d.
- 5.3.10 Adjacent to route section LCH-5-S018 to LCH-5-S020, the landward boundary of the coastal margin is to coincide with landward edge of the promenade shown as the trail on map 5f.
- 5.3.11 Adjacent to route section LCH-5-S022, the landward boundary of the coastal margin is to coincide with landward edge of the promenade shown as the trail on map 5h.
- 5.3.13 Adjacent to route section LCH-5-S023, the landward boundary of the coastal margin is to coincide with the wall which, at the time of writing this report, is landward of the public footpath shown as the trail on map 5h.
- 5.3.14 Adjacent to route section LCH-5-S024 , the landward boundary of the coastal margin is to coincide with the edge of the pavement shown as the trail on map 5h.

### **Local restrictions and exclusions**

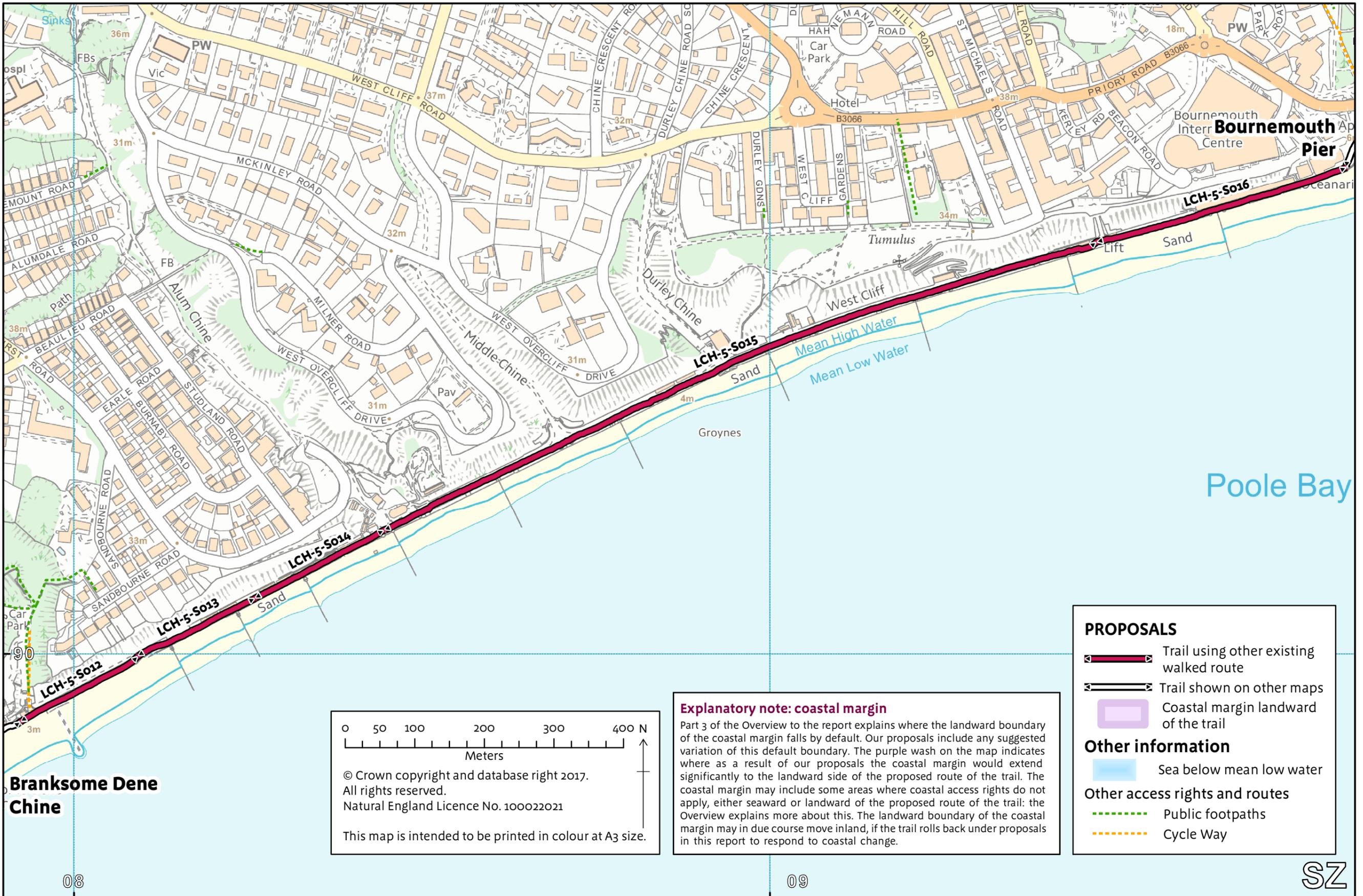
- 5.3.15 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.
- 5.3.16 There are no proposals for alternative routes in relation to this length of coast.







Map 5c Flag Head Chine to Branksome Dene Chine



**Branksome Dene  
Chine**

0 50 100 200 300 400 N  
 Meters

© Crown copyright and database right 2017.  
 All rights reserved.  
 Natural England Licence No. 100022021

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

**Explanatory note: coastal margin**

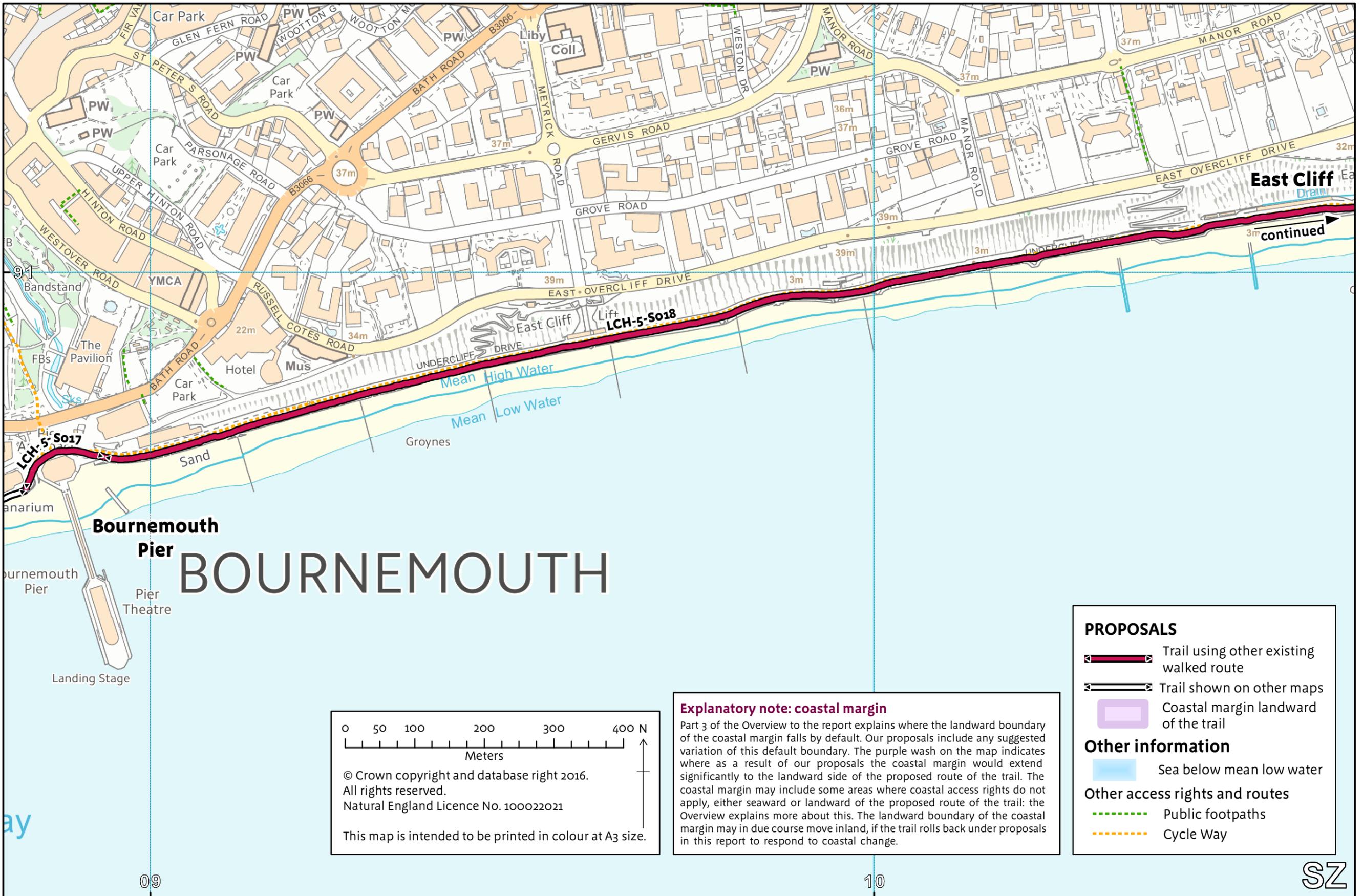
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.

**PROPOSALS**

- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

**Other information**

- Sea below mean low water
- Other access rights and routes
- Public footpaths
- Cycle Way



Map 5e Bournemouth Pier to East Cliff

0 50 100 200 300 400 N  
 Meters  
 © Crown copyright and database right 2016.  
 All rights reserved.  
 Natural England Licence No. 100022021  
 This map is intended to be printed in colour at A3 size.

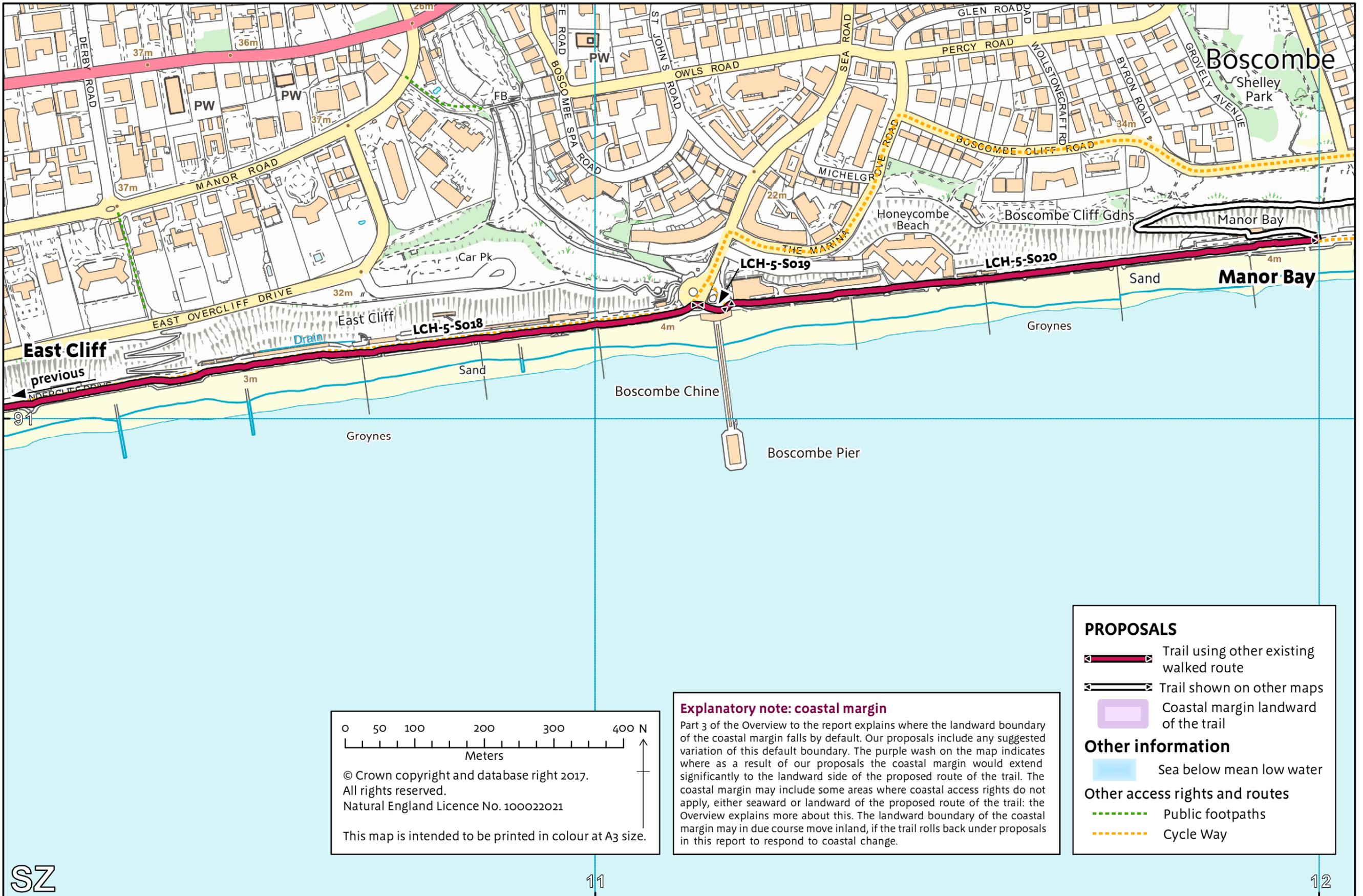
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the 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.

**PROPOSALS**

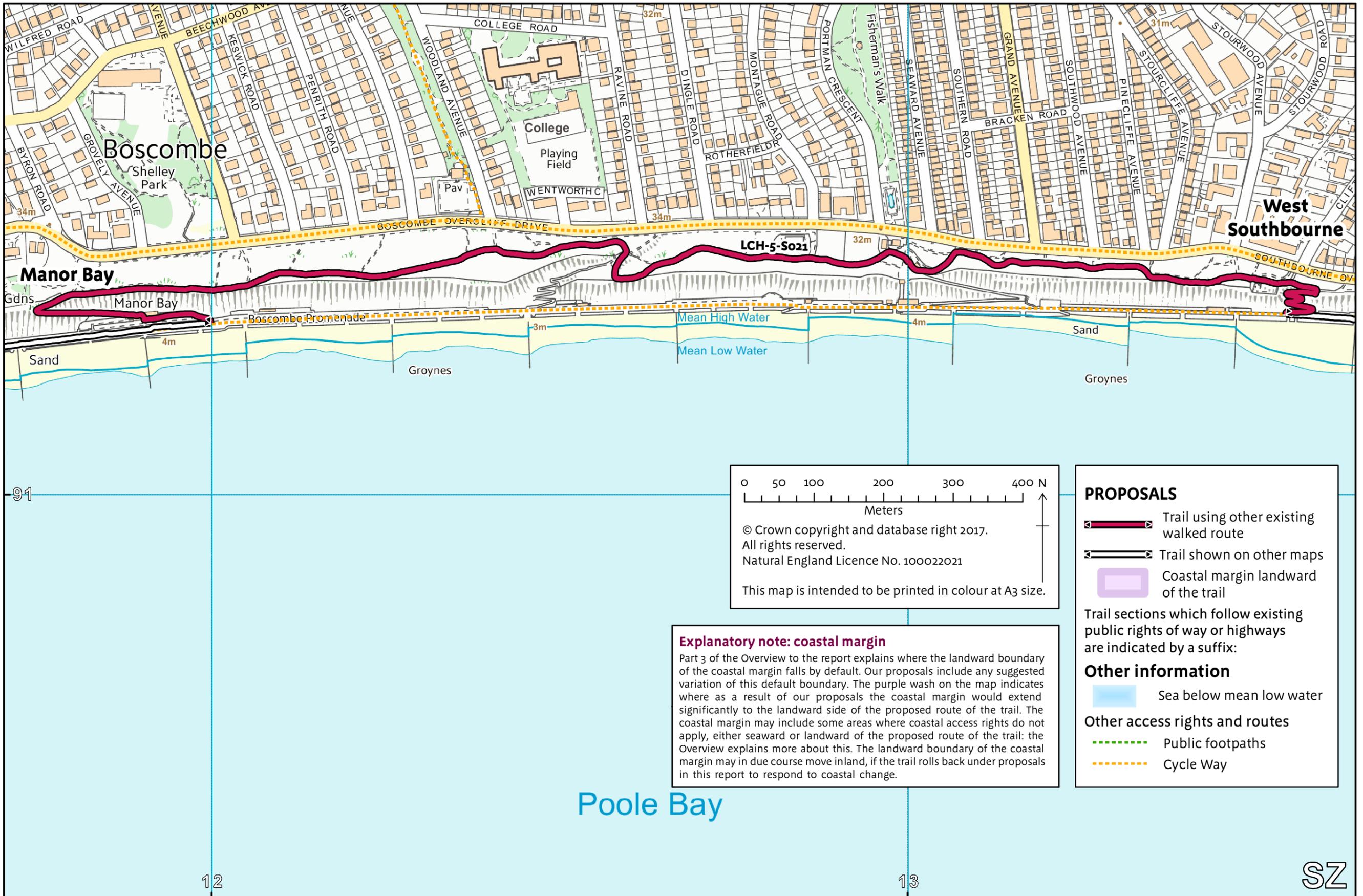
- Trail using other existing walked route
- Trail shown on other maps
- Coastal margin landward of the trail

**Other information**

- Sea below mean low water
- Other access rights and routes
- Public footpaths
- Cycle Way



Map 5f East Cliff to Manor Bay



Map 5g Manor Bay to West Southbourne

