

Chapter 2:

Winspit to Peveril Point

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

Part 2.1: Introduction

Start Point:	Winspit (grid reference: SY 9759 7609)
End Point:	Peveril Point (grid reference: SZ 0385 7853)
Relevant Maps:	2a to 2e

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Follows the existing walked line of the South West Coast Path throughout, including public rights of way, apart from at Durlston Cliff (see map 2e) where the proposed trail is closer to the sea.
- 2.1.2 Follows the coastline closely and maintains views of the sea along the entire length apart from where the route passes through woodland to the north of Durlston Head Castle (see map 2d) and below Durlston Heights (see map 2e) in Swanage.
- 2.1.3 Passes two disused quarries at Winspit and Seacombe (see map 2a) where the trail heads inland for a short distance.
- 2.1.4 There are places where the existing walked route of the South West Coast Path over this length differs slightly from the route originally approved by the Secretary of State, as the path has adapted over time to cope with coastal erosion and other processes. We propose to incorporate these changes into the England Coast Path and make additional improvements as described in paragraph 2.1.1. Assuming these proposals are approved, we intend both routes to follow the same line. As explained at part 5a of the Overview, we use a separate variation report to the Secretary of State to change the existing approved route of the national trail line to reflect the approved line of the England Coast Path wherever appropriate.
- 2.1.5 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - St Albans Head to Durlston Head Special Area of Conservation (SAC)

- 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 and 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.

- 2.1.6 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 reaching this conclusion we noted that the British Mountaineering Council operates a voluntary code to avoid climbing in sensitive areas on this section of coast during the bird breeding season.

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 - 'Natural environment' - for more information.

Accessibility:

- 2.1.7 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surfaced 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.
- It is necessary to ascend/descend steps or steep sections at LCH-2-S001, LCH-2-S004, LCH-2-S009, LCH-2-S027, LCH-2-S038 & LCH-2-S044 in order to follow the trail.

- 2.1.8 It is possible to avoid the steps and steep sections below Durlston Cliff (see map 2e) by following the existing South West Coast Path through the wooded area and along the pavement along Durlston Road (between sections LCH-2-S036 and LCH-2-S044). We will work with Dorset County Council and Swanage Town Council to promote this alternative but it would not form part of the designated trail. Table 2.2.2 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.

- 2.1.9 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 2.2.1 below.

- 2.1.10 In some places, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, either to achieve greater clarity and cohesion, or to secure or enhance public enjoyment of this part of the coast. Some of this land is existing access land. The owner of this land is content for us to propose this.

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'.

- 2.1.11 Restrictions and/or exclusions: Access rights to the spreading room would be subject to the national restrictions on coastal access listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 11 of the Overview - 'Restrictions and exclusions' - for details.

Establishment and ongoing management of the trail:

- 2.1.12 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. Most of this length of trail is in good condition. Some minor repairs and upgrades will be carried out to the path surface (including additional and replacement steps & scrub control) and trail furniture (replacement of stiles with pedestrian gates, improved directional signage) prior to opening.

- The position of the existing pedestrian gate at LCH-2-S009 makes it difficult to open when approaching from the east. This will be remedied as part of the establishment works described on part 6 of the Overview.
- There is a step stile at LCH-2-S015 which will be replaced as part of the establishment works described in part 6 of the Overview.
- The current surface of the trail below Durlston Castle (section LCH-2-S030) is currently not suitable for those in mobility scooters/wheelchairs. This will be upgraded as part of the establishment works described in part 6 of the Overview.
- New steps will be provided at LCH-2-S009 and LCH-2-S013
- New gates will be provided at LCH-2-S018 and LCH-2-S019
- A new sleeper bridge will be provided at LCH-2-S011

- 2.1.13 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:

- 2.1.14 The Durlston Head to Rame Head Shoreline Management Plan (SMP 16) identifies (in the short or medium term to 2055) a policy of 'no active intervention' for the stretch of coastline from Winspit to Durlston Head and of 'managed realignment' from Durlston Head to Peveril Point.
- 2.1.15 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 2.2.1 and 2.2.3 below for details of the sections likely to be affected in the foreseeable future.
- 2.1.16 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 2.2: Commentary on Maps

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

2.2.1 Section Details – Map(s) 2a to 2e: Winspit to Peveril Point

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.2: 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 2.2.3’ 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)
2a	LCH-2-S001	Public footpath	Steps: stone	Yes - Normal	Steps	Clarity and cohesion	None
	LCH-2-S002	Public footpath	Stone: aggregate	Yes - Normal	Track	Clarity and cohesion	None
	LCH-2-S003	Public footpath	Stone: aggregate	Yes - Normal	Track	Clarity and cohesion	None
	LCH-2-S004	Public footpath	Steps: stone	Yes - Normal	Steps	Clarity and cohesion	None
	LCH-2-S005	Public footpath	Grass	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S006	Public footpath	Stone: bedrock	Yes - Normal	Fence line	Clarity and cohesion	None
	LCH-2-S007*	Public footpath	Grass	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S008*	Other existing walked route	Stone: bedrock	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S009*	Other existing walked route	Steps: stone	Yes - Normal	Steps	Clarity and cohesion	None
	LCH-2-S010*	Public footpath	Stone: aggregate	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S011*	Other existing walked route	Grass	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S012*	Public footpath	Bare soil: compacted	Yes - Normal	Landward edge of trail (2m)	Not used	None
2b	LCH-2-S013	Public footpath	Grass	Yes - Normal	Landward edge of trail (2m)	Not used	None
2c	LCH-2-S014	Other existing walked route	Bare soil: compacted	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S015	Other existing walked route	Bare soil: compacted	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S016	Other existing walked route	Bare soil: compacted	Yes - Normal	Fence line	Clarity and cohesion	None
	LCH-2-S017	Other existing walked route	Bare soil: compacted	Yes - Normal	Fence line	Clarity and Cohesion	None
	LCH-2-S018	Other existing walked route	Bare soil: compacted	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S019	Public footpath	Bare soil: compacted	Yes - Normal	Landward edge of trail (2m)	Not used	None
2d	LCH-2-S020	Other existing walked route	Bare soil: compacted	Yes - Normal	Landward edge of trail (2m)	Not used	None
	LCH-2-S021	Other existing walked route	Bare soil: compacted	Yes - Normal	Fence line	Clarity and cohesion	None
	LCH-2-S022	Public footpath	Bare soil: compacted	Yes - Normal	Fence line	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)
2d	LCH-2-S023	Public footpath	Bare soil: compacted	Yes - Normal	Fence line	Clarity and cohesion	None
	LCH-2-S024	Public footpath	Grass	Yes - Normal	Fence line	Clarity and cohesion	None
	LCH-2-S025	Public footpath	Grass	Yes - Normal	Path	Additional landward area	None
	LCH-2-S026	Public footpath	Stone: bedrock	Yes - Normal	Wall	Additional landward area	None
	LCH-2-S027	Public footpath	Steps: stone	Yes - Normal	Path	Additional landward area	None
	LCH-2-S028	Public footpath	Stone: bedrock	Yes - Normal	Oak Posts	Additional landward area	None
	LCH-2-S029	Public footpath	Stone: aggregate	Yes - Normal	Oak Posts	Additional landward area	None
	LCH-2-S030	Public footpath	Stone: aggregate	Yes - Normal	Path	Clarity and cohesion	None
	LCH-2-S031	Public footpath	Stone: aggregate	Yes - Normal	Path	Clarity and cohesion	None
	LCH-2-S032	Public footpath	Stone: aggregate	Yes - Normal	Path	Clarity and cohesion	None
	LCH-2-S033	Public footpath	Tarmac	Yes - Normal	Path	Clarity and cohesion	None
	LCH-2-S034	Public footpath	Stone: aggregate	Yes - Normal	Fence line	Clarity and cohesion	None
	LCH-2-S035	Public footpath	Stone: aggregate	Yes - Normal	Wall	Clarity and cohesion	None
	2e	LCH-2-S036	Public footpath	Stone: aggregate	Yes - Normal	Path	Clarity and cohesion
LCH-2-S037*		Other existing walked route	Bare soil: compacted	Yes – See table 2.2.3	Fence line	Clarity and cohesion	None
LCH-2-S038*		Other existing walked route	Steps: timber	Yes – See table 2.2.3	Steps	Clarity and cohesion	None
LCH-2-S039*		Other existing walked route	Bare soil: compacted	Yes – See table 2.2.3	Landward edge of trail (2m)	Not used	None
LCH-2-S040*		Public footpath	Stone: bedrock	Yes – See table 2.2.3	Landward edge of trail (2m)	Not used	None
LCH-2-S041*		Public footpath	Stone: bedrock	Yes – See table 2.2.3	Landward edge of trail (2m)	Not used	None
LCH-2-S042*		Public footpath	Stone: bedrock	Yes – See table 2.2.3	Landward edge of trail (2m)	Not used	None
LCH-2-S043*		Public footpath	Stone: aggregate	Yes – See table 2.2.3	Wall	Clarity and cohesion	None
LCH-2-S044*		Public footpath	Steps: concrete	Yes – See table 2.2.3	Wall	Clarity and cohesion	None
LCH-2-S045		Public footway (pavement)	Tarmac	No	Pavement edge	Clarity and cohesion	None
LCH-2-S046		Public footpath	Tarmac	No	Wall	Clarity and cohesion	None
LCH-2-S047		Public footpath	Grass	Yes - Normal	Wall	Additional landward area	None
LCH-2-S048		Public footpath	Bare soil: compacted	Yes - Normal	Fence	Additional landward area	None
LCH-2-S049		Public footpath	Grass	Yes - Normal	Road	Additional landward area	None
LCH-2-S050		Public footpath	Steps: timber	Yes - Normal	Road	Additional landward area	None

2.2.2 Other options considered: Winspit to Peveril Point

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
2a	LCH-2-S007 to LCH-2-S012	We considered aligning the trail along the existing public footpath across the 'mouth' of Seacombe Bottom. No other options were identified for the trail in relation to this map	<ul style="list-style-type: none"> Although nearer the coast, the path descends over the steep edge of Seacombe Quarry on unstable ground <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>
2e	LCH-2-S037 to LCH-2-S044	We considered aligning the trail along the existing public footpath that runs through the woodland at the northern end of Durlston Country Park and the roadside pavement along Durlston Road to Durlston Cliff (currently signed as the South West Coast Path 'flat route') as shown on the map.	<ul style="list-style-type: none"> The 'flat route' is further from the coast and sea views are limited <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>The South West Coast Path 'flat route' described here would not be affected by our proposals and the footpath and pavement which it follows will remain available for people to use.</p>

2.2.3 Roll-back implementation – more complex situations: Winspit to Peveril Point

Map(s)	Section number(s)	Feature or site potentially affected	How we will manage roll-back in relation to this feature or site
2e	LCH-2-S037 to LCH-2-S044	Private houses and blocks of flats.	If it is no longer possible to find a viable route seaward of the houses and flats, we will choose a route landward of it, following discussions with relevant interests. In this case it is likely that the path would roll back to Durlston Road and follow the current South West Coast Path 'flat route' described in table 2.2.2 above.

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 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2a to 2e.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Wispit to Peveril Point

Proposed route of the trail

- 2.3.1 In relation to route sections LCH-2-S045 to LCH-2-S046 the route is to be at the centre of the line shown on map 1e as the proposed route of the trail.
- 2.3.2 In relation to route sections LCH-2-S001 to LCH-2-S044 and sections LCH-2-S047 to LCH-2-S050, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 2a-e as the proposed route of the trail.
- 2.3.3 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

- 2.3.4 Adjacent to route section LCH-2-S001, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 2a.
- 2.3.5 Adjacent to route section LCH-2-S002, the landward boundary of the coastal margin is to coincide with the landward edge of the track shown as the trail on map 2a.
- 2.3.6 Adjacent to route section LCH-2-S003, the landward boundary of the coastal margin is to coincide with the landward edge of the track shown as the trail on map 2a.
- 2.3.7 Adjacent to route section LCH-2-S004, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 2a.
- 2.3.8 Adjacent to route section LCH-2-S006, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2a.
- 2.3.9 Adjacent to route section LCH-2-S009, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 2a.

- 2.3.10 Adjacent to route section LCH-2-S016, the landward boundary of the coastal margin is to coincide with the fence line landward of the trail shown on map 2c.
- 2.3.11 Adjacent to route section LCH-2-S017, the landward boundary of the coastal margin is to coincide with the fence line landward of the trail shown on map 2c.
- 2.3.12 Adjacent to route section LCH-2-S021, the landward boundary of the coastal margin is to coincide with the existing fence line landward of the trail on map 2d.
- 2.3.13 Adjacent to route section LCH-2-S022, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2d.
- 2.3.14 Adjacent to route section LCH-2-S023, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2d.
- 2.3.15 Adjacent to route section LCH-2-S024, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2d.
- 2.3.16 Adjacent to route section LCH-2-S025, the landward boundary of the coastal margin is to coincide with the existing fence and path, as indicated by the coastal margin landward of the trail on map 2d.
- 2.3.17 Adjacent to route section LCH-2-S026, the landward boundary of the coastal margin is to coincide with the existing wall, as indicated by the coastal margin landward of the trail on map 2d.
- 2.3.18 Adjacent to route section LCH-2-S027, the landward boundary of the coastal margin is to coincide with the existing path, as indicated by the coastal margin landward of the trail on map 2d.
- 2.3.19 Adjacent to route section LCH-2-S028, the landward boundary of the coastal margin is to coincide with the line of oak posts, as indicated by the coastal margin landward of the trail on map 2d.
- 2.3.20 Adjacent to route section LCH-2-S029, the landward boundary of the coastal margin is to coincide with the line of oak posts, as indicated by the coastal margin landward of the trail on map 2d.
- 2.3.21 Adjacent to route section LCH-2-S030, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 2d.
- 2.3.22 Adjacent to route section LCH-2-S031, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 2d.
- 2.3.23 Adjacent to route section LCH-2-S032, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 2d.
- 2.3.24 Adjacent to route section LCH-2-S033, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 2d.

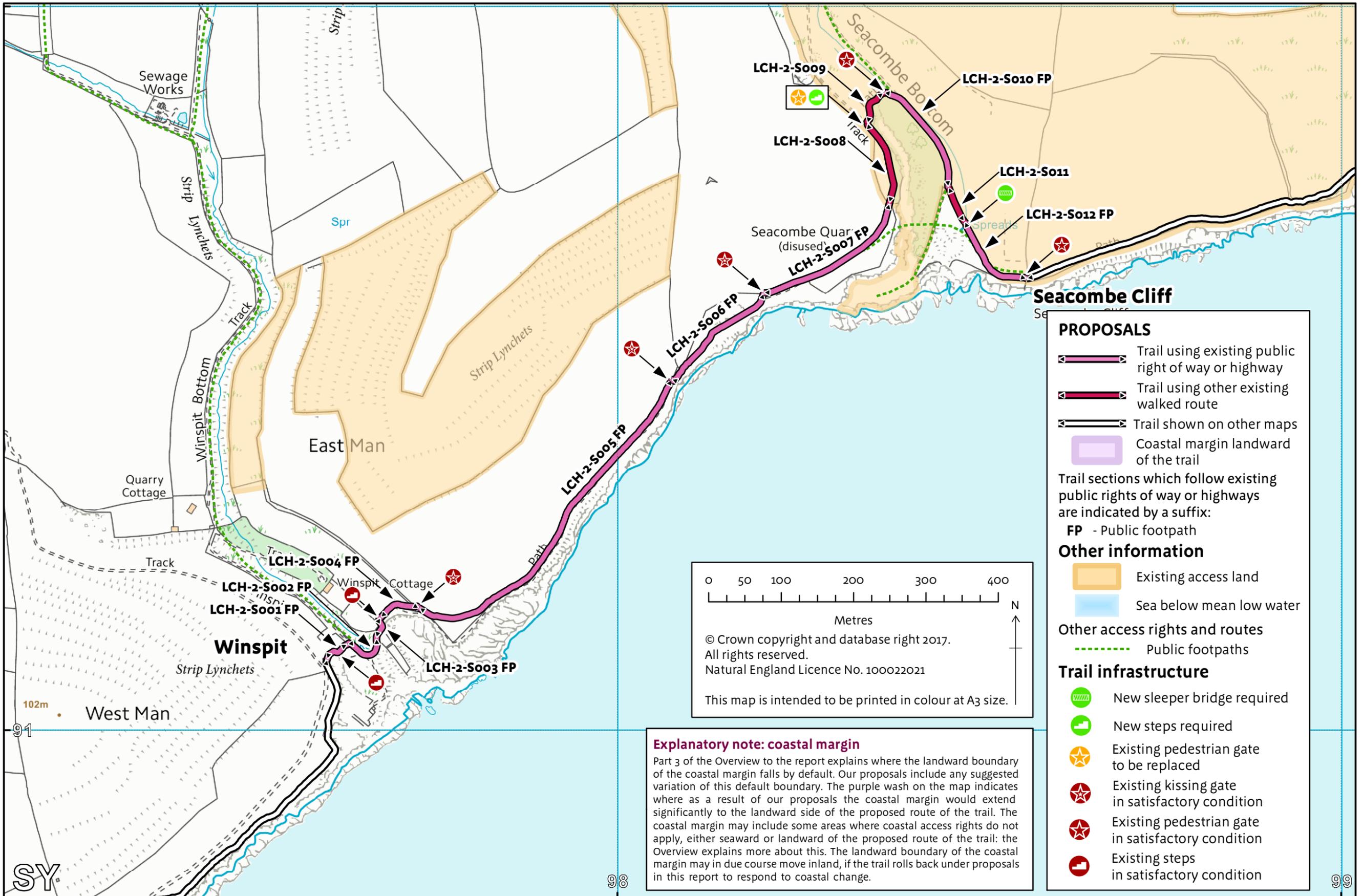
- 2.3.25 Adjacent to route section LCH-2-S034, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the public footpath shown as the trail on map 2d.
- 2.3.26 Adjacent to route section LCH-2-S035, the landward boundary of the coastal margin is to coincide with the existing wall, as indicated by the coastal margin landward of the trail on map 2d.
- 2.3.27 Adjacent to route section LCH-2-S036, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 2e.
- 2.3.28 Adjacent to route section LCH-2-S037, the landward boundary of the coastal margin is to coincide with the existing fence line which, at the time of writing this report, is landward of the other existing walked route shown as the trail on map 2e.
- 2.3.29 Adjacent to route section LCH-2-S038, the landward boundary of the coastal margin is to coincide with the landward edge of the steps shown as the trail on map 2e.
- 2.3.30 Adjacent to route sections LCH-2-S043 and LCH-2-S044, the landward boundary of the coastal margin is to coincide with the existing wall landward of the trail on map 2e.
- 2.3.31 Adjacent to route section LCH-2-S045, the landward boundary of the coastal margin is to coincide with the landward edge of the pavement shown as the trail on map 2e.
- 2.3.32 Adjacent to route section LCH-2-S046, the landward boundary of the coastal margin is to coincide with the existing wall landward of the trail on map 2e.
- 2.3.33 Adjacent to route section LCH-2-S047, the landward boundary of the coastal margin is to coincide with the existing boundary wall, as indicated by the coastal margin landward of the trail on map 2e.
- 2.3.34 Adjacent to route section LCH-2-S048, the landward boundary of the coastal margin is to coincide with the existing boundary fence, as indicated by the coastal margin landward of the trail on map 2e.
- 2.3.35 Adjacent to route section LCH-2-S049, the landward boundary of the coastal margin is to coincide with the seaward edge of the existing road (Broad Road), as indicated by the coastal margin landward of the trail on map 2e.
- 2.3.36 Adjacent to route section LCH-2-S050, the landward boundary of the coastal margin is to coincide with the seaward edge of the existing road (Broad Road), as indicated by the coastal margin landward of the trail on map 2e.

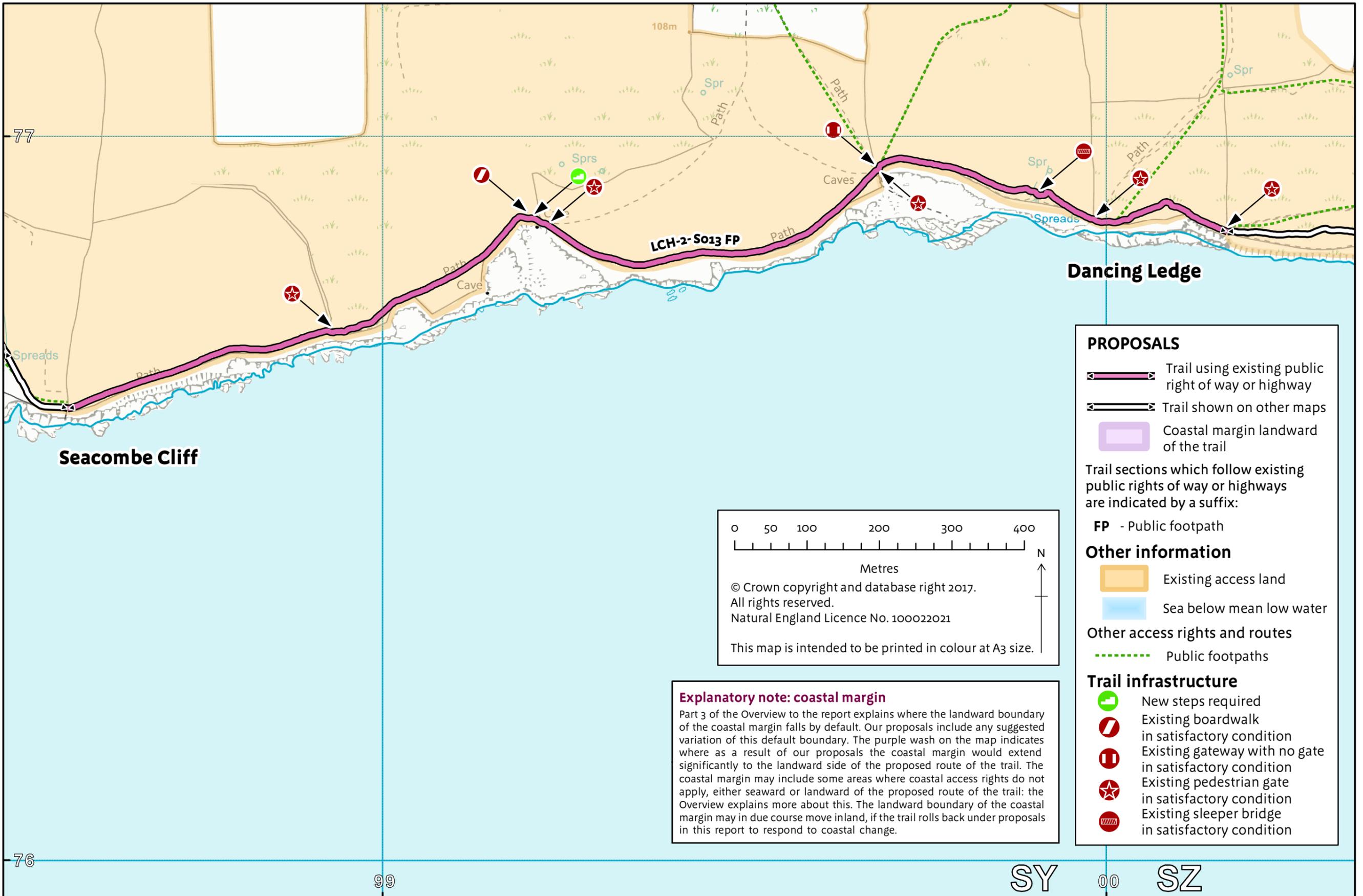
Local restrictions and exclusions

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

Alternative routes

- 2.3.38 There are no proposals for alternative routes in relation to this length of coast.





77

76

99

SY

00

SZ

