

King Charles III England Coast Path Stretch: Lulworth Cove to Kimmeridge Bay

Report LCK 1: Lulworth Cove to Lulworth Ranges Gates West

Part 1.1: Introduction

Start Point:	Lulworth Cove (Grid reference SY 8242 7991)
End Point:	Lulworth Ranges Gates West (Grid reference SY 8297 9770)
Relevant Maps:	LCK 1a

1.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Lulworth Cove and Kimmeridge Bay.

1.1.2 This report covers length LCK 1 of the stretch, which is the route between Lulworth Cove and the **Lulworth Ranges Gates West**. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

1.1.3 The report explains how we propose to implement the King Charles III England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

1.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 1.2: Proposals Narrative

The trail:

1.2.1 Follows existing walked routes along all of this length.

1.2.2 The trail heads away from the coast initially to avoid a cliff fall at Lulworth Cove but then follows the coastline quite closely and generally maintains good views of the seas.

The South West Coast Path

1.2.4 The South West Coast Path follows the coast over this length and we propose adopting the walked line of this route as the line of the King Charles III England Coast Path. There are places where the walked line differs slightly from the route originally approved by the Secretary of State, as the path has evolved over time to cope with coastal erosion and other processes. As explained at part 6a of the Overview, assuming these proposals are approved, we intend to use a separate variation report to the Secretary of State to change the route of the existing national trail to reflect the approved line of the King Charles III England Coast Path insofar as the two are different.

1.2.5 At the beginning of the route an inland diversion is necessary to take the trail around Lulworth Cove which is currently inaccessible because of cliff falls and unstable ground right at the start of the stretch. The inland diversion heads up towards West Lulworth before heading up the hill above Lulworth Cove and then down towards Little Bindon. (See Future Change, below and Part 7 of the Overview).

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

1.2.6 The following designated sites affect this length of coast:

- Isle of Portland to Studland Cliffs Special Area of Conservation (SAC)
- Studland to Portland SAC
- Solent and Dorset Coast Special Protection Area (SPA)
- South Dorset Coast Site of Special Scientific Interest (SSSI)
- Purbeck Coast Marine Conservation Zone
- Bindon Hill Camp Scheduled Monument (SM)
- Dorset National Landscape
- Dorset and East Devon (Jurassic Coast) World Heritage Site

Maps C and D in the overview show the extent of designated areas along this stretch of coast.

1.2.7 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

1.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice before confirming this conclusion. For more information about how we came

to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

1.2.9 There are a few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility, and this is the case on sections of our proposed route because:

- The trail in places follows an uneven grass or bare soil path along the cliff top;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steep steps in places where it would be necessary to ascend/descend into Lulworth Cove.

See part 6a of the Overview - ‘Recreational issues’ - for more information.

1.2.10 **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 1.3.1 below.

1.2.11 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 1.3.1] explaining what this means in practice.

See also part 3 of the Overview - ‘Understanding the proposals and accompanying maps’, for a more detailed 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.

1.2.12 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for ‘roll-back’ set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

1.2.13 Column 4 of table 1.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps LCK 1a as the proposed route of the trail.

1.2.14 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change 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 7 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.

On sections for which roll-back is not proposed in tables 1.3.1, the route is to be at the centre of the line shown on maps LCK 1a as the proposed route of the trail.

Other future change:

1.2.15 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

1.2.16 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

1.2.17 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £23,540 and is informed by:

- information already held by the access authority, Dorset County Council, in relation to the management of the existing South West Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.18. There are three main elements to the overall cost:

- A significant number of replacement signs would be needed on the trail to waymark the main route.
- Any signs and information boards with outdated information about the existing route of the South West Coast Path would require replacement.
- The surfaces and access furniture of the existing paths and footways on the proposed route are in need of upgrading in areas so we are proposing scrub clearance, resurfacing, replacement steps and boardwalks which would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signage, gates, fencing	£3000
Steps	£2500
Boardwalks	£7500
Replacement bridge	£5000
Surfacing & Scrub clearance works	£3400
Project management	£2140
Total	£23,540 (Exclusive of any VAT payable)

1.2.19 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Dorset Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

The estimate of annual costs should be derived using the templates and guidance in the Implementation Toolkit. This calculation is made by the National Trails team, based on statistics derived by the GI partner for the stretch.

1.2.20 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the King Charles III England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

1.2.21 We estimate that the annual cost to maintain the trail across the whole stretch will be £8,307.50 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

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

1.3.1 Section Details: Map LCK 1a – Lulworth Cove to Lulworth Ranges Gates West

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 1.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
LCK 1a	LCK-1-S001*	Public Highway	Yes – see table 1.3.3	No	Landward edge of trail (2m)		
LCK 1a	LCK-1-S002	Public Highway	Yes – see table 1.3.3	No	Landward edge of trail (2m)		
LCK 1a	LCK-1-S003	Public Highway	Yes – see table 1.3.3	No	Landward edge of trail (2m)		
LCK 1a	LCK-1-S004	Public Footway (pavement)	Yes – see table 1.3.3	No	Pavement edge	Clarity and cohesion	
LCK 1a	LCK-1-S005	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
LCK 1a	LCK-1-S006	Multi-use route	No	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
LCK 1a	LCK-1-S007*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
LCK 1a	LCK-1-S008	Public Footway (pavement)	No	No	Fence line	Clarity and cohesion	
LCK 1a	LCK-1-S009*	Multi-use route	No	No	Hedgerow	Clarity and cohesion	
LCK 1a	LCK-1-S010	Multi-use route	No	No	Hedgerow	Clarity and cohesion	
LCK 1a	LCK-1-S011	Public Footpath	No	Yes – s15 Land			
LCK 1a	LCK-1-S012	Public Footpath	No	Yes – s15 Land			
LCK 1a	LCK-1-S013	Public Footpath	Yes - normal	Yes – s15 Land			
LCK 1a	LCK-1-S014	Public Footpath	Yes - normal	Yes – s15 Land			
LCK 1a	LCK-1-S015	Public Footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
LCK 1a	LCK-1-S016	Public Footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
LCK 1a	LCK-1-S017	Public Footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
LCK 1a	LCK-1-S018	Public Footpath	Yes - normal	No	Landward edge of path	Clarity and cohesion	
LCK 1a	LCK-1-S019	Public Footpath	Yes - normal	Yes – s15 Land			
LCK 1a	LCK-1-S020	Public Footpath	Yes - normal	Yes – s15 Land			

1.3.2 Other options considered: Map LCK 1a – Lulworth Cove to Lulworth Ranges Gates West

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
LCK 1a	LCK-1-S001	We considered aligning the trail around Lulworth Cove and up a set of steps to the east of the cove towards Little Bindon	<p>We opted for the proposed route because:</p> <p>The route around the cove is subject to coastal erosion and cliff falls and the cliff in which the steps would be set is also subject to erosion and slippage. A recent cliff fall has blocked the beach.</p> <p>This proposal is made with the support of the landowner.</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>
	LCK-1-S007	We considered aligning the trail along the current South West Coast Path (along Main Road) but then using the now closed permissive path that runs adjacent to Christopher Cottage, north into the field beside the main road to connect to the route that runs along the top of the cliff above the cove.	<p>We opted for the proposed route because:</p> <p>It prevents any impact on privacy that a route adjacent to the cottage would have caused.</p> <p>It requires no new infrastructure beyond updated signage.</p> <p>It makes use of the already well walked South West Coast Path.</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>
	LCK-1-S009	We considered aligning the trail along the current alternative South West Coast Path, which is in operation when the nearby MOD ranges are closed to walkers, partially along Holme Lane.	<p>An ordinary route aligned to the current alternative route of the South West Coast Path would result in considerable Coastal Margin being applied to all the land seaward of this line.</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> <p>Also see Section 6a of the Overview</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

1.3.3 Roll-back implementation – more complex situations: Map LCK 1a – Lulworth Cove to Lulworth Ranges Gates West

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
LCK 1a	LCK – 1 – S001 to LCK – 1 S004	Lulworth Cove & Main Road	<p>The adjoining open stretch (Rufus Castle to Lulworth Cove) has complex roll back set for its final sections, so to ensure continuity we have applied complex roll back to the relevant sections of this report.</p> <p>In the event that it is not possible to find a viable route seaward of any excepted land (e.g. buildings) we will choose a route that passes landward of it, following discussions with owners and occupiers and relevant experts.</p> <p>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.</p>

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Proposals Maps

1.4.1 Map Index



Map reference	Map title
	MAIN ROUTE
LCK 1a	Lulworth Cove to Lulworth Ranges Gates West

PROPOSALS

Trail Sections

-  Trail using existing public right of way or highway
-  Trail using other existing walked route
-  Trail not using existing walked route
-  Alternative route
-  Trail shown on other maps
-  Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

-  Trail using existing South West Coast Path
-  Alternative or optional alternative route using existing South West Coast Path



Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

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.

-  Coastal margin landward of the trail
-  Coastal margin landward of the trail which is existing access land
































Other Information

Other access rights and routes

-  Public bridleways
-  Public byways
-  Public footpaths
-  Restricted byways
-  South West Coast Path
-  Sustrans national routes
-  Existing access land




Infrastructure types

For status of each, where shown on map, see colour codes below

- | Bridges: | Stiles: | Gates: |
|--|---|--|
|  Clapper bridge |  Ladder stile |  Bristol gate |
|  Footbridge |  Lift-up stile |  Field gate |
|  Quad bike bridge |  Squeeze stile |  Gateway with no gate |
|  Sleeper bridge |  Step stile |  Kissing gate |
|  Vehicle bridge |  Stone stile |  Pedestrian gate |
| | |  Wheelchair gate |
| Miscellaneous: | | |
|  Barrier |  Cycle chicane |  Interpretation panel |
|  Boardwalk |  Drainage |  Ramp |
|  Bollard |  Drop-kerb |  Revetment |
|  Cattle grid |  Gap in fence |  Stepping stones |
|  Culvert |  Hurdle |  Steps |

Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

-  Existing steps to be retained
-  New steps required
-  Existing steps to be removed

* Please note that the items in this legend may not all be present on an individual map or report.

