

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

Report LCK 3: Lulworth Ranges Gates East to Gaulter Gap, Kimmeridge Bay

Part 3.1: Introduction

Start Point:	Lulworth Ranges Gates East (Grid reference SY 9070 3924)
End Point:	Gaulter Gap, Kimmeridge Bay (Grid reference SY 9083 7911)
Relevant Maps:	LCK 3a

3.1.1 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.

3.1.2 This report covers length LCK 3 of the stretch, which is the route between the MOD Gates – East and Gaulter Gap Kimmeridge Bay. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

3.2.1 Follows existing walked route of the South West Coast Path, including public rights of way, along all of this length.

3.2.2 Follows the coastline closely and maintains good views of the sea.

The South West Coast Path

3.2.3 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.

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.

3.2.4 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
- 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

3.2.5 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.

3.2.6 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:

3.2.9 There are 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 steps in places where it would be necessary to ascend/descend in/out of Kimmeridge Bay.

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

3.2.10 **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 3.3.1 below.

3.2.11 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 3.3.1. 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 3.3.1] 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.

3.2.12 **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.

3.2.13 Column 4 of tables 3.3.1 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 3a as the proposed route of the trail.

3.2.14 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 3.3.1, the route is to be at the centre of the line shown on maps LCK 3a as the proposed route of the trail.

Other future change:

3.2.15 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:

3.2.16 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.

3.2.17 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £3520 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.

3.1.18 The main elements to the overall cost:

- A number of new signs would be needed on the trail.
- 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 generally of a suitable standard for the trail, but there are some places where replacement steps are required.

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	£1800
Steps	£1000
Surfacing/Scrub Clearance	£400
Project management	£320
Total	£3520 (Exclusive of any VAT payable)

3.2.19 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:

3.2.20 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).

3.2.21 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 3.3: Proposals Tables

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

3.3.1 Section Details: Map LCK 3a Lulworth Ranges Gates East to Gaulter Gap, Kimmeridge Bay

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: 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 3.3.3 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
3a	LCK – 3 - S001	Public Footpath	Yes - Complex	No	Fence Line		
3a	LCK – 3 - S002	Public Footpath	Yes - Complex	No	Road	Clarity and cohesion	
3a	LCK – 3 – S003*	Public Footpath	Yes - Complex	No	Road	Clarity and cohesion	
3a	LCK - 3 – S004*	Public Footpath	Yes - Complex	No	Fence Line	Clarity and cohesion	
3a	LCK – 3 – S005*	Public Footpath	Yes - Complex	No	Path	Clarity and cohesion	
3a	LCK – 3 – S006*	Public Footpath	Yes - Complex	No	Path	Clarity and cohesion	
3a	LCK – 3 – S007*	Public Footpath	Yes - Complex	No	Path	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
3a	LCK – 3 – S008*	Public Footpath	Yes - Complex	No	Path	Clarity and cohesion	

3.3.2 Other options considered: Map LCK 3a - Lulworth Ranges Gates East to Gaulter Gap, Kimmeridge Bay

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
LCK 3a	LCK – 3 - S003 to LCK – 3 - S008	We considered aligning the route along the road that runs behind the row of cottages to remove the need for applying roll back to these sections.	<p>The coastal route provides better views of the sea as it follows the route of the 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>

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.

2.3.3 Roll-back implementation – more complex situations: Map LCK 3a - Lulworth Ranges Gates East to Gaulter Gap, Kimmeridge Bay

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
LCK 3a	LCK – 3 – S001 to LCK – 3 - S008	Oil Pumping Station and row of cottages	<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 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
	MAIN ROUTE
LCK 3a	Lulworth Ranges Gates East to Gaulter Gap, Kimmeridge Bay



Coastal Access - Natural England's Proposals



Legend for all maps *

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

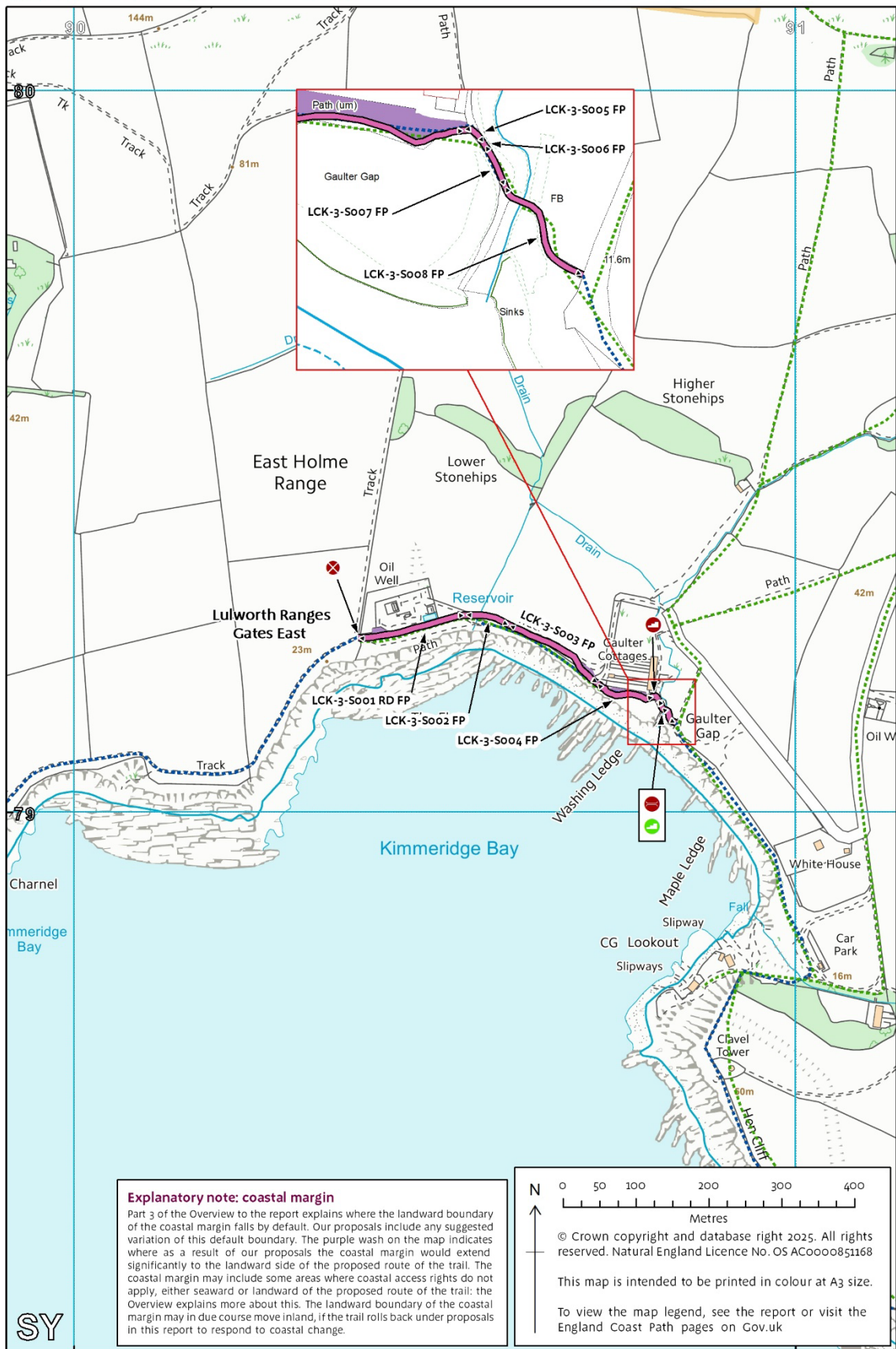
- | Bridges: | Stiles: | Gates: |
|--|---|--|
|  Clapper bridge |  Ladder stile |  Bristol gate |
|  Footbridge |  Lift-up stile |  Field gate |
|  Quad bike bridge |  Squeeze stile |  Gateway with no gate |
|  Sleeper bridge |  Step stile |  Kissing gate |
|  Vehicle bridge |  Stone stile |  Pedestrian 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.



Map LCK 3a Lulworth Ranges Gates East to Gaultier Gap, Kimmeridge Bay