

Chapter 3:

Seatown to West Bay

Coastal Access: Lyme Regis to Rufus Castle - Natural England's Proposals

Part 3.1: Introduction

Start Point:	Seatown (grid reference: SY 4200 9176)
End Point:	West Bay (grid reference: SY 4642 9024)
Relevant Maps:	3a to 3c

Understanding the proposals and accompanying maps:

The Trail:

- 3.1.1 Follows the South West Coast Path, except on the east side of Bridport Harbour, where it follows another existing walked route that is closer to the sea (see map 3c and table 3.2.1 for details).
- 3.1.2 This part of the coast includes the following sites, designated for nature conservation, geological or heritage preservation (see map C of the Overview):
- West Dorset Coast Special Area of Conservation (SAC)
 - Chesil & The Fleet Special Area of Conservation (SAC)
 - West Dorset Coast Site of Special Scientific Interest (SSSI)
- 3.1.3 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. 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.

See part 5 of the Overview for more details about the assessment process described above, and refer to our published Access and Sensitive Features Appraisal for more information about the conclusions of the assessment process.

Accessibility:

- 3.1.4 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; or
 - it follows a shingle beach (route section LRR-3-S031); or

- there are steps in places where it would be necessary to ascend/descend steep slopes.

3.1.5 At Doghouse Hill, the existing pedestrian gate will be improved by installing a long handled catch to make it easier to use by riders accessing the public bridleway. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.

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

Where we have proposed exercising our discretion:

3.1.6 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).

3.1.7 Landward boundary of the coastal margin: In one place, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

3.1.8 Restrictions and/or exclusions: The new access rights would also be subject to the excepted land types summarised in Annex C of the Overview, and the national restrictions on activities listed in Annex D. This would be so throughout the coastal margin, but these restrictions would not apply to the existing public rights of way. We have not used our discretion to propose any additional restrictions or exclusions on this part of the coast.

See 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'.

Establishment and ongoing management of the trail

3.1.9 Establishment: Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. This includes the measure to improve accessibility described above.

3.1.10 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:

3.1.11 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 table 3.2.1 below for details of the sections likely to be affected in the foreseeable future.

3.1.12 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 5e 'Coastal processes' and 8 'Future changes' of the Overview for more information.

Part 3.2: Commentary on the maps

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

3.2.1 Section details: Maps 3a to 3c, Seatown to West Bay

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 3.2.2: 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 3.2.3’ 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
Map(s)	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
3a	LRR-3-S001	Other existing walked route	Stone: aggregate	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S002	Public footpath	Grass	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S003	Public bridleway	Grass	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S004	Other existing walked route	Grass	Yes - normal	Landward edge of trail	Not used	None
3b	LRR-3-S005 and LRR-3-S006	Public footpath	Grass	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S007	Other existing walked route	Grass	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S008 and LRR-3-S009	Public footpath	Grass	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S010	Public footpath	Grass	Yes – see table 3.2.3	Fence line	Clarity and cohesion	None
3c	LRR-3-S011	Other existing walked route	Tarmac	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S012	Other existing walked route	Concrete steps	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S013 and LRR-3-S014	Other existing walked route	Stone: bedrock	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S015	Other existing walked route	Steps: long backfilled	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S016	Other existing walked route	Grass	Yes - normal	Fence line	Additional landward area	None
	LRR-3-S017 to LRR-3-S019	Public footpath	Grass	Yes – see table 3.2.3	Fence line or hedge	Additional landward area	None
	LRR-3-S020 and LRR-3-S021	Other existing walked route	Stone: aggregate	Yes – see table 3.2.3	Fence line or hedge	Additional landward area	None
	LRR-3-S022	Other existing walked route	Grass	Yes - normal	Landward edge of trail	Not used	None
	LRR-3-S023	Public footpath	Stone: aggregate	No	Landward edge of trail	Not used	None
	LRR-3-S024	Public footpath	Steps: long backfilled	No	Landward edge of trail	Not used	None
	LRR-3-S025	Public footpath	Stone: aggregate	No	Landward edge of trail	Not used	None
	LRR-3-S026 and LRR-3-S027	Other existing walked route	Concrete	No	Pavement edge	Clarity and cohesion	None

1	2	3	4	5	6a	6b	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)	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions
3c	LRR-3-S028	Public footway	Tarmac	No	Pavement edge	Clarity and cohesion	None
	LRR-3-S029	Other existing walked route	Concrete	No	Wall	Clarity and cohesion	None
	LRR-3-S030*	Other existing walked route	Stone: aggregate	No	Landward edge of trail	Not used	None
	LRR-3-S031*	Other existing walked route	Shingle	No	Wall	Clarity and cohesion	None
	LRR-3-S032* to LRR-3-S034*	Other existing walked route	Stone: aggregate	No	Landward edge of trail	Not used	None

3.2.2 Other options considered: Map 3c, Eype Mouth to East Beach, West Bay

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3c	LRR-3-S030 to LRR-3-S034	<p>West Bay: we considered aligning the trail along the existing route of the South West Coast Path that runs along Station Road and crosses East Beach car park as shown on the map.</p> <p>No other options were identified for the trail in relation to this section.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea for the most part; ■ it avoids two busy road crossings; ■ 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; ■ under our proposals, the public footway along Station Road and the public footpath at the eastern side of the car park would remain available for people to use as an alternative, but would not form part of the designated trail.

3.2.3 Roll-back implementation – more complex situations: Maps 3b and 3c, Doghouse Hill to East Beach, West Bay

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
3b	LRR-3-S010	Eypes Mouth Chalet Park	If it is no longer possible to find a viable route seaward of the Chalet Park and other excepted land (e.g. buildings, curtilage, gardens etc), we will choose a new route landward of it, after detailed discussions with all relevant interests. 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.
3c	LRR-3-S019 to LRR-3-S020	Highlands End Holiday Park	If it is no longer possible to find a viable route seaward of the caravan site, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site (not on land utilised for caravans), or (b) if this is not practicable, to pass somewhere on the landward side of it. 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.

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 3c.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Seatown to West Bay

Proposed route of the trail

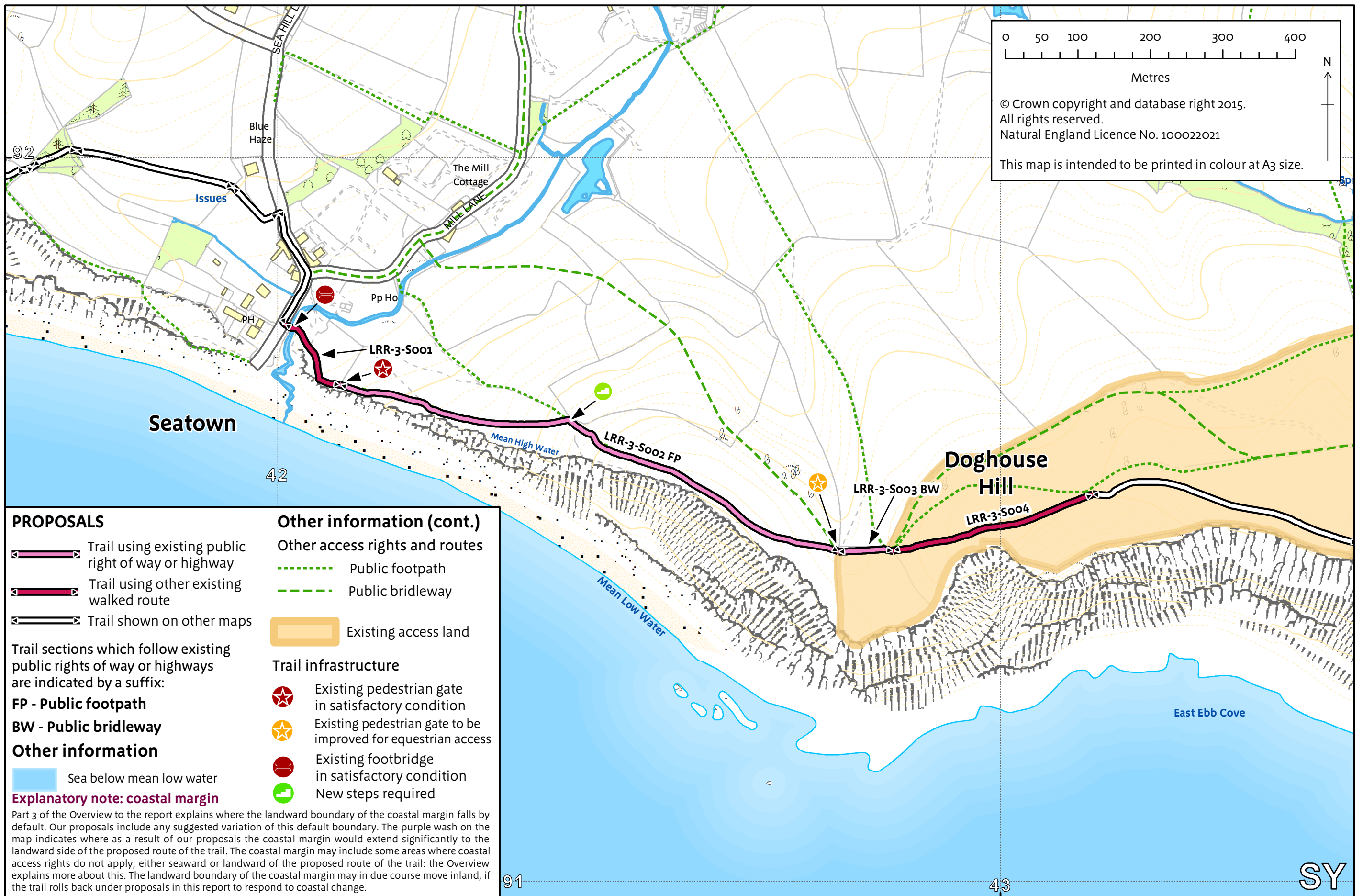
- 3.3.1 In relation to route sections LRR-3-S001 to LRR-3-S022, the initial proposed route, as determined at the time the report was prepared, is to be at the centre of the line shown on maps 3a to 3c as the proposed route of the trail.
- 3.3.2 If at any time any part of the route described in the previous paragraph needs to change in order to remain viable, as a result of coastal erosion or other geomorphological processes or encroachment by the sea, the new route will be determined by Natural England 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 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.
- 3.3.3 In relation to route sections LRR-3-S023 to LRR-3-S034, the route is to be at the centre of the line shown on map 3c as the proposed route of the trail.

Landward boundary of coastal margin

- 3.3.4 Adjacent to route section LRR-3-S010, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the public footpath shown as the trail on map 3b.
- 3.3.5 Adjacent to route sections LRR-3-S016, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the public footpath shown as the trail on map 3c.
- 3.3.6 Adjacent to route sections LRR-3-S017 to LRR-2-S019, the landward boundary of the coastal margin is to coincide with the existing boundary fence or hedge, as indicated by the coastal margin landward of the trail on map 3c.
- 3.3.7 Adjacent to route sections LRR-3-S020 and LRR-3-S021, the landward boundary of the coastal margin is to coincide with the existing boundary fence which, at the time of writing this report, is landward of the existing walked route shown as the trail on map 3c.
- 3.3.8 Adjacent to route sections LRR-3-S026 to LRR-3-S028, the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on map 3c.
- 3.3.9 Adjacent to route section LRR-3-S029, 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 existing walked route shown as the trail on map 3c.
- 3.3.10 Adjacent to route section LRR-3-S031, 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 existing walked route shown as the trail on map 3c.

Local restrictions and exclusions

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



0 50 100 200 300 400
Metres

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PROPOSALS

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail shown on other maps

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

- FP - Public footpath**
- BW - Public bridleway**

Other information

Sea below mean low water

Explanatory note: coastal margin

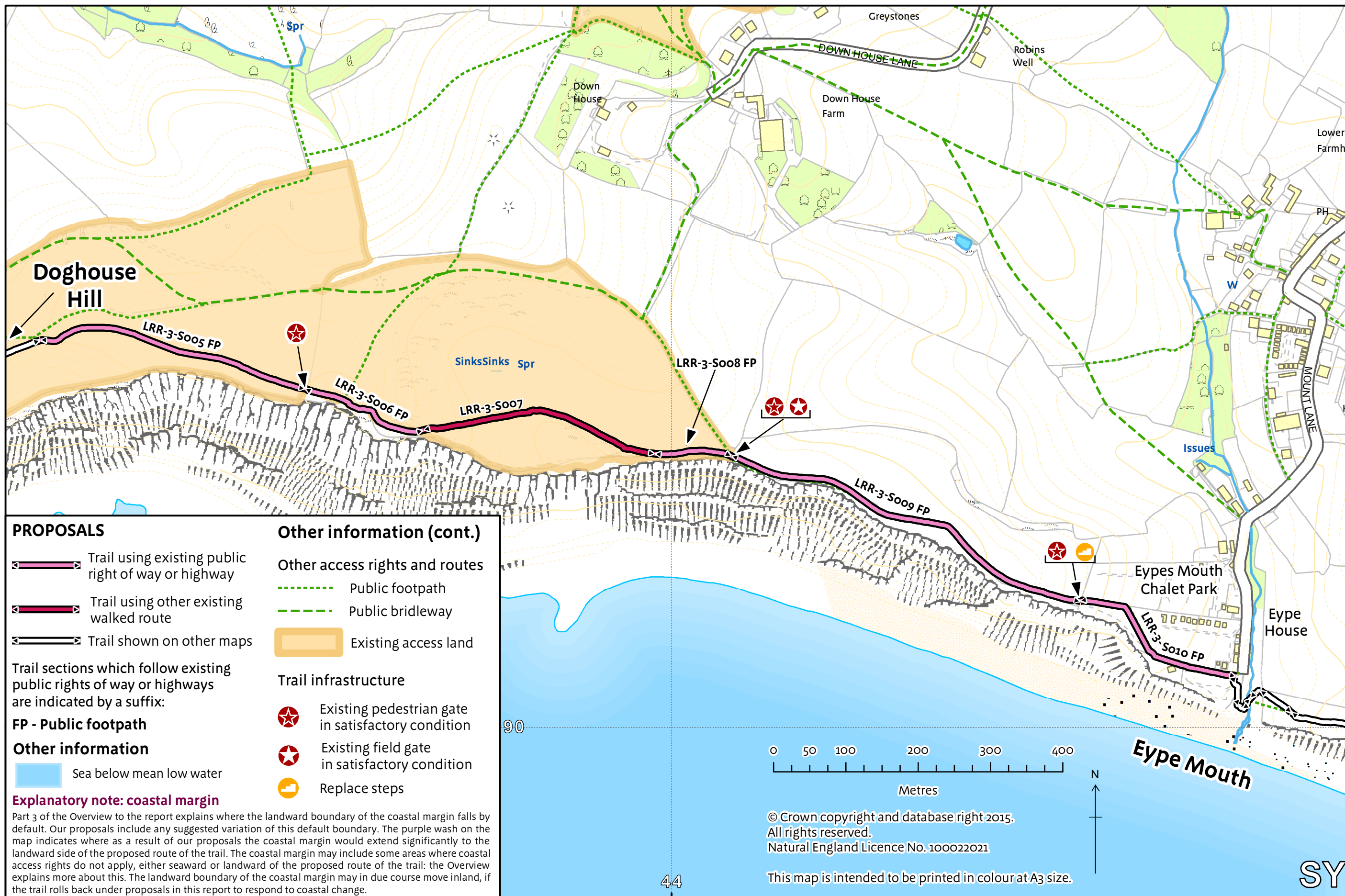
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

Other information (cont.)

- Public footpath
- Public bridleway
- Existing access land

Trail infrastructure

- Existing pedestrian gate in satisfactory condition
- Existing pedestrian gate to be improved for equestrian access
- Existing footbridge in satisfactory condition
- New steps required



PROPOSALS

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Other information

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Explanatory note: coastal margin

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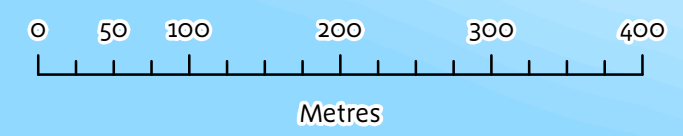
Other information (cont.)

Other access rights and routes

- Public footpath
- Public bridleway
- Existing access land

Trail infrastructure

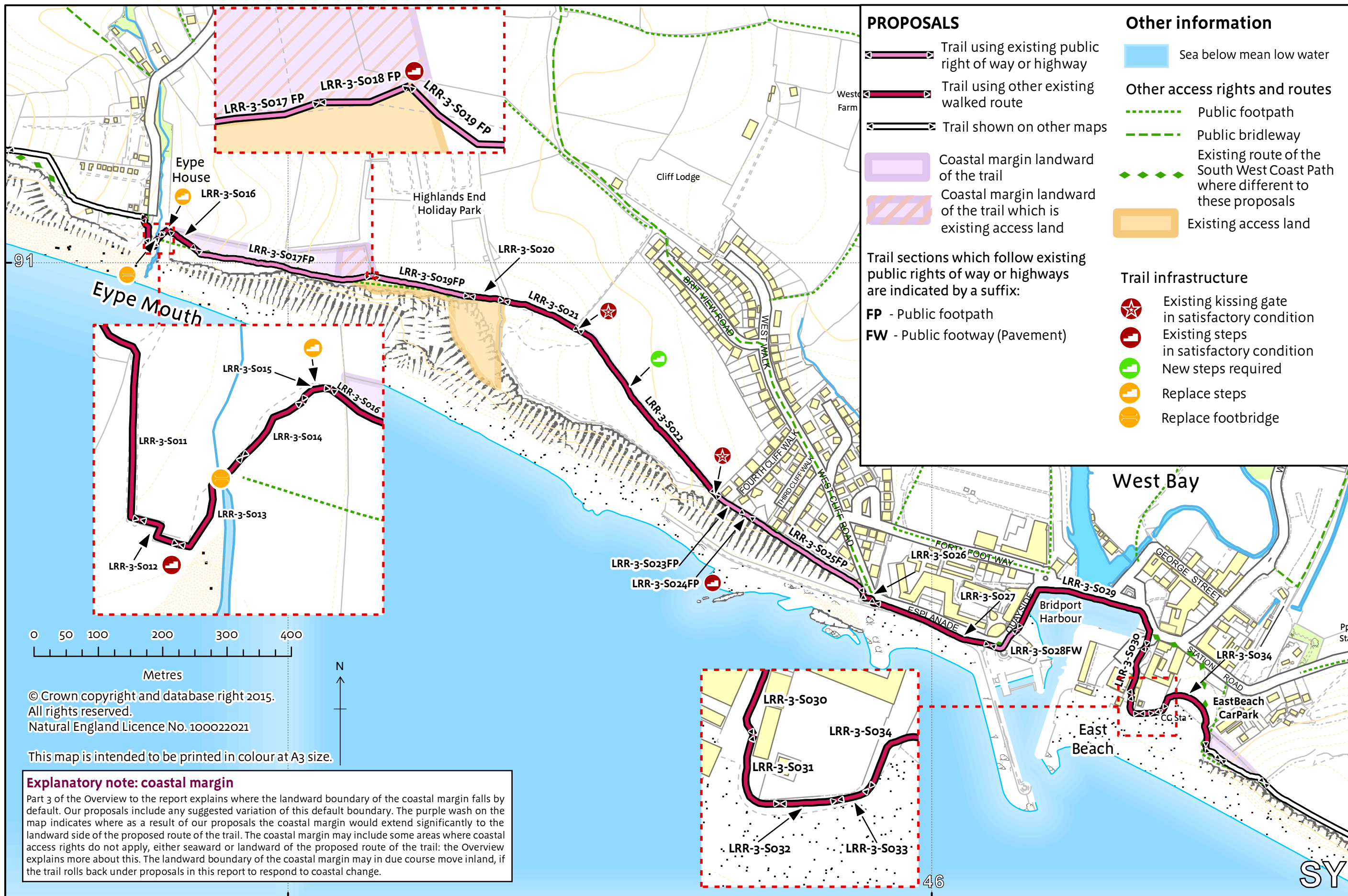
- Existing pedestrian gate in satisfactory condition
- Existing field gate in satisfactory condition
- Replace steps



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SY



Map 3c Eype Mouth to East Beach, West Bay

SY