

Chapter 4:

Maidencombe to Holcombe

England Coast Path: Kingswear to Lyme Regis - Natural England's Proposals

Part 4.1: Introduction

Start Point:	Maidencombe (grid reference: SX 9305 6962)
End Point:	Holcombe (grid reference: SX 9584 7510)
Relevant Maps:	4a to 4d

Understanding the proposals and accompanying maps:

The Trail:

- 4.1.1 Follows the existing South West Coast Path as currently walked and managed between Maidencombe and Holcombe (route sections KLR-4-S001 to KLR-4-S026). The South West Coast Path mainly follows public rights of way along this length.
- 4.1.2 Mainly follows the coastline quite closely and generally maintains good views of the sea apart from at Holcombe where the trail passes inland along Teignmouth Road for a short distance.
- 4.1.3 We propose to adopt the line of the South West Coast Path along this section of coast. 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. 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.
- 4.1.4 This part of the coast does not include any sites designated for nature conservation or heritage.

See part 5b of the Overview 'Protection of sensitive features' for more information.

Accessibility:

- 4.1.5 There are some artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme.

On some sections (mostly between Maidencombe and Shaldon) the route may not be entirely suitable for people with reduced mobility because:

- The trail would follow an uneven grass or bare soil path;
- There are steps in places along the trail where it would be necessary to ascend/descend mainly near to Bundle Head, on the outskirts of Shaldon and near Holcombe;
- There are step stiles on the route near Lower Gabwell and near Bundle Head;
- There are kissing gates and a footbridge near to Lower Gabwell.

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 Section 3 of the Overview.

- 4.1.6 Estuary: The report proposes that the trail should extend upstream from the open coast a short distance as far as the ferry across the River Teign. See part 3 of the Overview. The ferry runs a continuous daily on demand service all year round between Shaldon and Teignmouth.
- 4.1.7 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 4.2.1 for further details.

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'.

- 4.1.8 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.
- 4.1.9 Alternative routes: An optional alternative route would operate at times when the ordinary route along the sea wall is inaccessible due to high tides and/or storms.
- 4.1.10 The optional alternative route between KLR-4-S020 and KLR-4-S025 would follow route sections KLR-4-OA001 to KLR-4-OA005 as shown on maps 4c and 4d and described in table 4.2.2. This optional alternative route would not have the effect of creating any additional spreading room on either the seaward or the landward side.

Establishment and ongoing management of the trail

- 4.1.11 There are no additional measures that we consider necessary to improve the safety or convenience of the trail on this length of coast.
- 4.1.12 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:

- 4.1.13 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 4.2.1 below for details of the sections likely to be affected in the foreseeable future.
- 4.1.14 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 5e 'Coastal processes' and 8 'Future changes' of the Overview for more information.

Part 4.2: Commentary on Maps

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

4.2.1 Section Details – Maps 4a to 4d: Maidencombe to Holcombe

Notes on table:

Column 3 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

1	2	3	4a	4b	5
Maps	Route section number(s)	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)
4a	KLR-4-S001	Yes - Normal	Landward edge of trail	Not used	None
	KLR-4-S002	No	Landward edge of trail	Not used	None
	KLR-4-S003	No	Pavement edge	Clarity and cohesion	None
	KLR-4-S004 to KLR-4-S005	No	Path	Clarity and cohesion	None
4b	KLR-4-S006 to KLR-4-S009	Yes - Normal	Landward edge of trail	Not used	None
	KLR-4-S010 to KLR-4-S011	No	Path	Clarity and cohesion	None
	KLR-4-S012	No	Pavement edge	Clarity and cohesion	None
	KLR-4-S013 to KLR-4-S014	No	Landward edge of trail	Not used	None
	KLR-4-S015	No	Landward edge of trail	Not used	None
4c	KLR-4-S016	No	Road	Clarity and cohesion	None
	KLR-4-S017	No	Landward edge of trail	Not used	None
	KLR-4-S018 to KLR-4-S021	No	Promenade edge	Clarity and Cohesion	None
4c & 4d	KLR-4-S022 to KLR-4-S023	No	Wall	Clarity and cohesion	None
4d	KLR-4-S024	No	Road	Clarity and cohesion	None
	KLR-4-S025	No	Pavement edge	Clarity and cohesion	None
	KLR-4-S026	No	Hedgerow	Clarity and cohesion	None

4.2.2 Optional alternative route details – Maps 4a to 4d: Maidencombe to Holcombe

By default, the optional alternative route will cover the land two metres either side of the approved line for this route. However by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the alternative route/optional alternative route follows an existing path corridor, the trail may adopt a variable width as dictated by existing physical features. Columns 6a and 6b of this table describe the boundaries of the alternative route strips.

1	2	3	4	5	6a	6b	6c	7
Maps	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 8 of Overview)	Seaward boundary of alternative route strip	Landward boundary of alternative route strip (See maps)	Reason for boundary discretion	Proposed exclusions or restrictions (see Part 9 of Overview)
4c	KLR-4-OA001	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
	KLR-4-OA002	Public footpath	Stone: Aggregate	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-4-OA003	Public footpath	Bare soil: Compacted	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
4d	KLR-4-OA004	Public footpath	Stone: Aggregate	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-4-OA005	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None

4.2.3 Other options considered: Maps 4a to 4d: Maidencombe to Holcombe

Maps	Section numbers	Option(s) considered	Reasons why no other options were identified
4a to 4d	KLR-4-S001 to KLR-4-S026	No other options were identified for the trail in relation to these maps.	The route of the existing South West Coast path is aligned close to the sea along the majority of this section of coast and therefore could not be improved upon.

Part 4.3: Chapter 4 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 4a to 4d.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Maidencombe to Holcombe

Discretion to include an estuary

- 4.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Teign as far as the ferry between Shaldon and Teignmouth as indicated by the extent of the trail shown on map 4b.

Proposed route of the trail

- 4.3.2 In relation to route sections KLR-4-S002 to KLR-4-S005, KLR-4-S010 to KLR-4-S026, the route is to be at the centre of the line shown on maps 4a to 4d as the proposed route of the trail.
- 4.3.3 In relation to route sections KLR-4-S001 and KLR-4-S006 to KLR-4-S009, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 4a and 4b as the proposed route of the trail.
- 4.3.4 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

- 4.3.5 Adjacent to route sections KLR-4-S022 to KLR-4-S023, the landward boundary of the coastal margin is to coincide with the wall which at the time of writing this report is at the landward edge of the trail shown on maps 4c and 4d.
- 4.3.6 Adjacent to route section KLR-4-S026, the landward boundary of the coastal margin is to coincide with the hedgerow which at the time of writing this report is at the landward edge of the trail shown on map 4d.
- 4.3.7 Adjacent to route sections KLR-4-S003, KLR-4-S012 and KLR-4-S025 the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 4a, 4b and 4d.

- 4.3.8 Adjacent to route sections KLR-4-S004 to KLR-4-S005 and KLR-4-S010 to KLR-4-S011 the landward boundary of the coastal margin is to coincide with landward edge of the path shown as the trail on maps 4a and 4b.
- 4.3.9 Adjacent to route sections KLR-4-S016 and KLR-4-S024 the landward boundary of the coastal margin is to coincide with landward edge of the road shown as the trail on maps 4c and 4d.
- 4.3.10 Adjacent to route sections KLR-4-S018 to KLR-4-S021 the landward boundary of the coastal margin is to coincide with landward edge of the promenade shown as the trail on map 4c.

Local restrictions and exclusions

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

Alternative routes

- 4.3.12 An optional alternative route is to operate as a diversion from the ordinary route between KLR-4-S020 and KLR-4-S025 when the main route along the sea wall is affected by high tides and/or storms. The optional alternative route is to be at the centre of the line shown as route section numbers KLR-4-OA001 to KLR-4-OA005 on maps 4c and 4d.
- 4.3.13 Adjacent to route section KLR-4-OA001:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the road shown as the trail on map 4c; and
 - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the road shown as the trail on map 4c.
- 4.3.14 Adjacent to route sections KLR-4-OA002, KLR-4-OA003 and KLR-4-OA004:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the path shown as the trail on maps 4c and 4d; and
 - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the path shown as the trail on maps 4c and 4d.
- 4.3.15 Adjacent to route section KLR-4-OA005:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the pavement shown as the trail on map 4d; and
 - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the pavement shown as the trail on map 4d.







