

Chapter 5:

# Holcombe to Exmouth

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

## Part 5.1: Introduction

<b>Start Point:</b>	<b>Holcombe</b> (grid reference: SX 9584 7510)
<b>End Point:</b>	<b>Exmouth</b> (grid reference: SX 9943 8064)
<b>Relevant Maps:</b>	<b>5a to 5q</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 5.1.1 Follows the existing South West Coast Path as currently walked and managed between Holcombe and Exmouth (route sections KLR-5-S001 to KLR-5-S031) and generally follows public rights of way or public highways along most of this length.
- 5.1.2 Mainly follows the coastline quite closely and maintains good views of the sea apart from at Dawlish Warren where the route passes inland of holiday parks along Dawlish Warren Road.
- 5.1.3 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.
- 5.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview).
- Dawlish Warren Special Area of Conservation (SAC)
  - Exe Estuary Special Protection Area (SPA)
  - Exe Estuary Ramsar site

- Dawlish Cliffs Site of Special Scientific Interest (SSSI)
- Exe Estuary Site of Special Scientific Interest (SSSI)
- Dawlish Warren Site of Special Scientific Interest (SSSI)

5.1.5 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.

5.1.6 After advice from specialists we have concluded that our proposals would not be likely to have any significant impact on these features. In reaching this conclusion we have identified that it would be necessary to exclude access year round to part of the coastal margin between Dawlish Warren and Cockwood Harbour (route sections KLR-5-S016 to KLR-5-S021) to protect sensitive wildlife (sensitive feeding waterbirds). This proposal is explained further in parts 5 & 9 of the Overview.

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 'Protection of sensitive features' for more information.**

#### **Accessibility:**

5.1.7 Generally, there are few 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.

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 a short section of this stretch near Holcombe;
- There are steps along the trail near Holcombe where it would be necessary to ascend/descend.

**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.

5.1.8 Estuary: The report proposes that the ordinary route of the trail should extend upstream from the open coast a short distance as far as the ferry across the River Exe. See part 3 of the Overview. The ferry operates a seasonal service from Easter to the end of October, on an hourly basis during the daytime, seven days a week between Starcross and Exmouth. An alternative route that makes use of the existing Exe Estuary Trail would be available at the times when the ferry service is not running and would extend to the Countess Wear Bridge which is the first public foot crossing over the River Exe. The trail covered by this chapter includes this estuary route.

5.1.9 As the ferry service is not available all year round we considered whether it was appropriate



to align the ordinary route of the trail to the Countess Wear Bridge over the Exe Estuary. We concluded that doing so would not provide any additional recreational benefit chiefly because we would not be creating any new public access; the Exe is already well served by the Exe Estuary Trail, a continuous multi use route on both sides of the river, and any new areas of spreading room created would be negligible due to the presence of excepted land, and the likely need for directions to exclude access to the intertidal areas. See table 5.2.3 for further details.

5.1.10 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 5.2.1 below.

**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'.**

5.1.11 Restrictions and/or exclusions: We have proposed to exclude access in certain places along this section of coast. For details of these directions, see 5.3.8 in the Formal Proposals Section of this report and Part 9 of the Overview.

5.1.12 These directions will not prevent or affect:

- any use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or

- use of any registered rights of common or rights at common law or by Royal Charter etc.

5.1.13 Any such use continues unaffected by these arrangements.

5.1.14 However the directions are intended to avoid any new public rights being created over the area in question in view of the sensitive wildlife present.

5.1.15 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.

**See part 9 of the Overview 'Restrictions and exclusions' for details.**

5.1.16 Alternative routes: An optional alternative route would operate at times when the ordinary route along the sea wall between Dawlish and Dawlish Warren is inaccessible due to high tides and/or storms.

5.1.17 The optional alternative route between Dawlish and Dawlish Warren (sections KLR-5-S011 and KLR-5-S013) would follow route sections KLR-5-OA001 to KLR-5-OA005 as shown on maps 5b and 5c and associated table 5.2.2. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.1.18 Alternative routes: An alternative route would operate at times when the ferry service between Starcross and Exmouth is not operating and therefore the ordinary route would be unavailable.

5.1.19 The alternative route between Starcross and Exmouth would follow the route of the existing Exe Estuary Trail (sections KLR-5-A001 to KLR-5-A070) as shown on maps 5e to 5q and described in table

5.2.2. It 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**

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

5.1.21 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:**

5.1.22 At the time of preparing the report, we do not foresee any 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 5.2: Commentary on Maps

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

### 5.2.1 Section Details – Maps 5a to 5e: Holcombe to Exmouth

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 5.2.3: Other options considered.

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)
<b>5a</b>	KLR-5-S001 to KLR-5-S004	No	Path	Clarity and cohesion	None
	KLR-5-S005 to KLR-5-S007	No	Pavement edge	Clarity and cohesion	None
	KLR-5-S008	No	Path	Clarity and cohesion	None
	KLR-5-S009	No	Wall	Clarity and cohesion	None
	KLR-5-S010	No	Path	Clarity and cohesion	None
<b>5b &amp; 5c</b>	KLR-5-S011	No	Wall	Clarity and cohesion	None
<b>5c</b>	KLR-5-S012 to KLR-5-S013	No	Path	Clarity and cohesion	None
	KLR-5-S014	No	Road	Clarity and cohesion	None
	KLR-5-S015	No	Pavement edge	Clarity and cohesion	Margin
<b>5d</b>	KLR-5-S016 to KLR-5-S018	No	Path	Clarity and cohesion	Margin
	KLR-5-S019 to KLR-5-S020	No	Pavement edge	Clarity and cohesion	Margin
<b>5e</b>	KLR-5-S021	No	Road	Clarity and cohesion	Margin
	KLR-5-S022	No	Pavement edge	Clarity and cohesion	None
	KLR-5-S023	No	Path	Clarity and cohesion	None
	KLR-5-S024 to KLR-5-S027	No	Pavement edge	Clarity and cohesion	None
	KLR-5-S028*	No	Path	Clarity and cohesion	None
	KLR-5-S029* to KLR-5-S031*	No	Fence line	Clarity and cohesion	None

## 5.2.2 Alternative routes and optional alternative route details – Maps 5b to 5q: Dawlish to Dawlish Warren and Starcross to Exmouth

By default, the alternative route/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)
<b>Dawlish to Dawlish Warren optional alternative route</b>								
<b>5b</b>	KLR-5-OA001	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-OA002	Other existing walked route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-OA003 to KLR-5-OA004	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
<b>5b &amp; 5c</b>	KLR-5-OA005	Public bridleway	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
<b>Starcross to Exmouth alternative route</b>								
<b>5e</b>	KLR-5-A001 to KLR-5-A010	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
<b>5f &amp; 5g</b>	KLR-5-A011	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
<b>5g</b>	KLR-5-A012	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A013 to KLR-5-A014	Multi-use route	Bridge deck	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
<b>5g &amp; 5h</b>	KLR-5-A015	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
<b>5i, 5j &amp; 5k</b>	KLR-5-A016	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
<b>5k</b>	KLR-5-A017	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
	KLR-5-A018 to KLR-5-A027	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
<b>5l</b>	KLR-5-A028	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
<b>5m</b>	KLR-5-A029	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-A030	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
	KLR-5-A031 to KLR-5-A032	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A033 to KLR-5-A035	Multi-use route	Boardwalk or raised walkway	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A036 to KLR-5-A038	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None

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)
5m	KLR-5-A039 to KLR-5-A040	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
5n	KLR-5-A041	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-A042 to KLR-5-A046	Multi-use route	Boardwalk or raised walkway	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A047 to KLR-5-A048	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
5o	KLR-5-A049	Multi-use route	Boardwalk or raised walkway	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A050 to KLR-5-A051	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A052	Multi-use route	Boardwalk or raised walkway	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A053 to KLR-5-A055	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A056	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
5p	KLR-5-A057	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A058	Multi-use route	Boardwalk or raised walkway	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A059	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A060	Public footpath	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
5q	KLR-5-A061	Public footpath	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-A062 to KLR-5-A063	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-A064 to KLR-5-A066	Multi-use route	Tarmac	No	Seaward edge of path	Landward edge of path	Clarity and cohesion	None
	KLR-5-A067	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-A068	Public highway	Tarmac	No	Seaward edge of road	Landward edge of road	Clarity and cohesion	None
	KLR-5-A069	Public footpath	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None
	KLR-5-A070	Public footway (pavement)	Tarmac	No	Seaward edge of pavement	Landward edge of pavement	Clarity and cohesion	None

### 5.2.3 Other options considered: Maps 5e to 5q: Starcross to Exmouth

Maps	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
5e to 5q	KLR-5-A001 to KLR-5-A070	In relation to our discretion to include an estuary we considered aligning the ordinary route of the trail around the Exe following the route of the existing Exe Estuary Trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the seasonal ferry service provides a convenient means for trail users to cross the estuary on foot without having to walk an additional 23km around the estuary</li> <li>■ towards Exeter the estuary no longer has the characteristics of open coast</li> <li>■ public access around the Exe is already well served by the Exe Estuary Trail</li> <li>■ aligning the ordinary route around the estuary would have resulted in very little additional spreading room. In addition, due to the highly designated and sensitive nature of the Exe our initial investigations concluded that it was likely that a s26(3)(a) exclusion would be required to protect much of the Exe Estuary for at least part of the year</li> <li>■ the existing year round availability of the Exe Estuary Trail, the presence of excepted land and the likely need for large scale directions to restrict access in the coastal margin mean that there would in our option be little additional public benefit in choosing this route as the ordinary line of the trail</li> <li>■ 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.</li> </ul>

## Part 5.3: Chapter 5 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 5a to 5q.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Holcombe to Exmouth

#### Discretion to include an estuary

5.3.1 In relation to the ordinary route of the trail, Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Exe as far as the Starcross to Exmouth ferry as indicated by the extent of the trail shown on maps 5e and 5q. In addition Natural England proposes to exercise its same functions in relation to an alternative route that should extend upstream from the ferry as far as the Countess Wear Bridge which is the first public foot crossing point over the River Exe (see 5.1.8 and maps 5e to 5q for further details).

#### Proposed route of the trail

5.3.2 The route is to be at the centre of the line shown on maps 5a to 5e as the proposed route of the trail.

#### Landward boundary of coastal margin

- 5.3.3 Adjacent to route section KLR-5-S009 and KLR-5-S011, 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 5a to 5c.
- 5.3.4 Adjacent to route section KLR-5-S029 to KLR-5-031, the landward boundary of the coastal margin is to coincide with the fence line which at the time of writing this report is at the landward edge of the trail shown on maps 5e.
- 5.3.5 Adjacent to route sections KLR-5-S001 to KLR-5-S004, KLR-5-S008, KLR-5-S010, KLR-5-S012 to KLR-5-S013, KLR-5-S016 to KLR-5-S018, KLR-5-S023 and KLR-5-S028 the landward boundary of the coastal margin is to coincide with landward edge of the path shown as the trail on maps 5a, 5c, 5d and 5e.
- 5.3.6 Adjacent to route sections KLR-5-S005 to KLR-5-S007, KLR-5-S015, KLR-5-S019 to KLR-5-S020, KLR-5-S022, and KLR-5-S024 to KLR-5-S027 the landward boundary of the coastal margin is to coincide with landward edge of the pavement shown as the trail on maps 5a, 5c, 5d and 5e.
- 5.3.7 Adjacent to route sections KLR-5-S014 and KLR-5-S021, the landward boundary of the coastal margin is to coincide with landward edge of the road shown as the trail on maps 5c and 5e.

#### Local restrictions and exclusions

- 5.3.8 Natural England proposes to exclude access relevant to this length of coast, as follows:
- Access to the coastal margin between Dawlish Warren and Cockwood Harbour (route sections



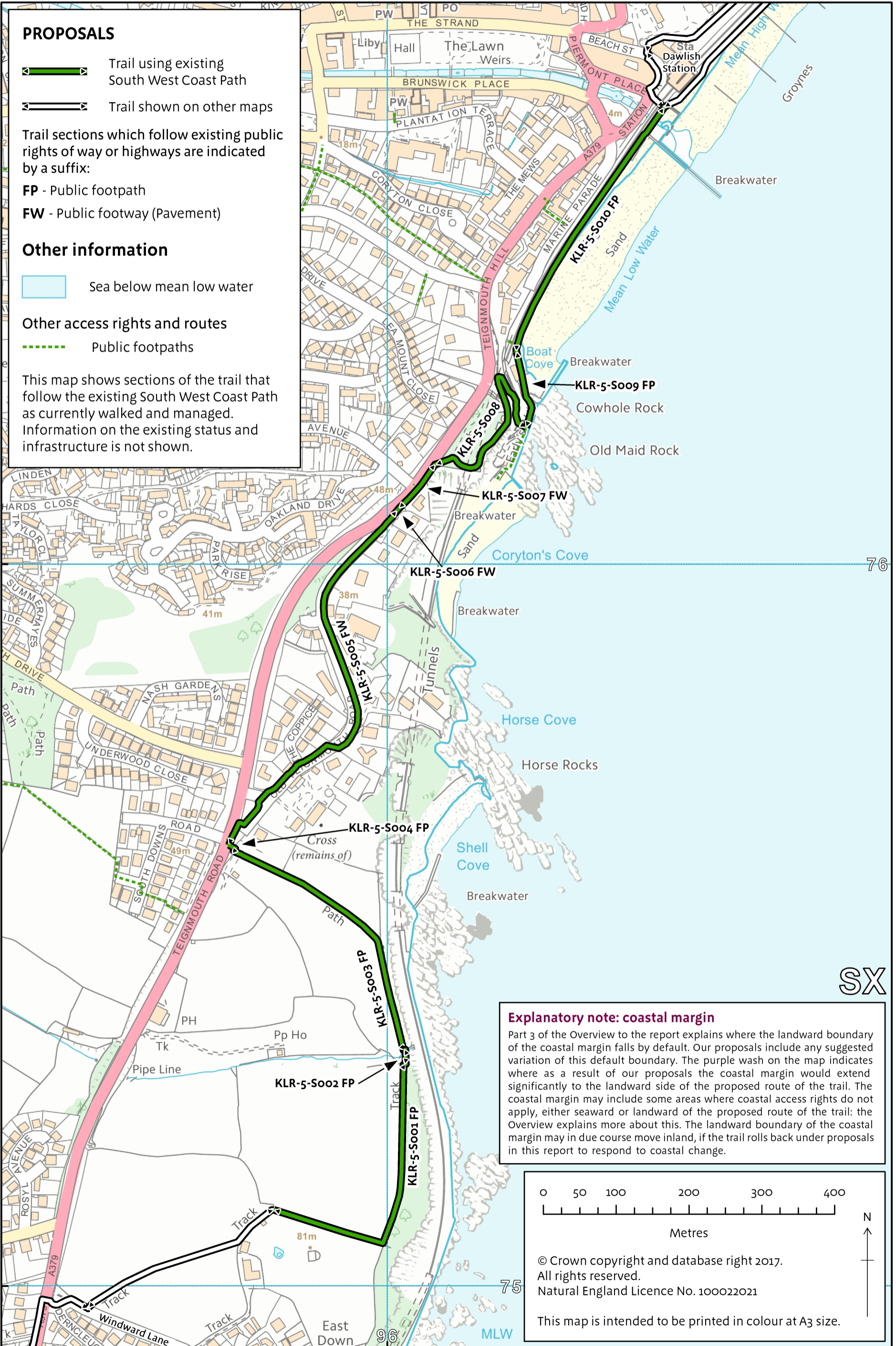
KLR-5-S016 to KLR-5-021) is to be excluded by direction under s26(3)(a) of the CROW Act all year to protect sensitive wildlife (sensitive feeding waterbirds). The exclusion will have no legal effect on land where coastal access rights do not apply. See Map F and Part 9 of the Overview for further details.

**Please refer to Part 9 of the Overview for further details.**

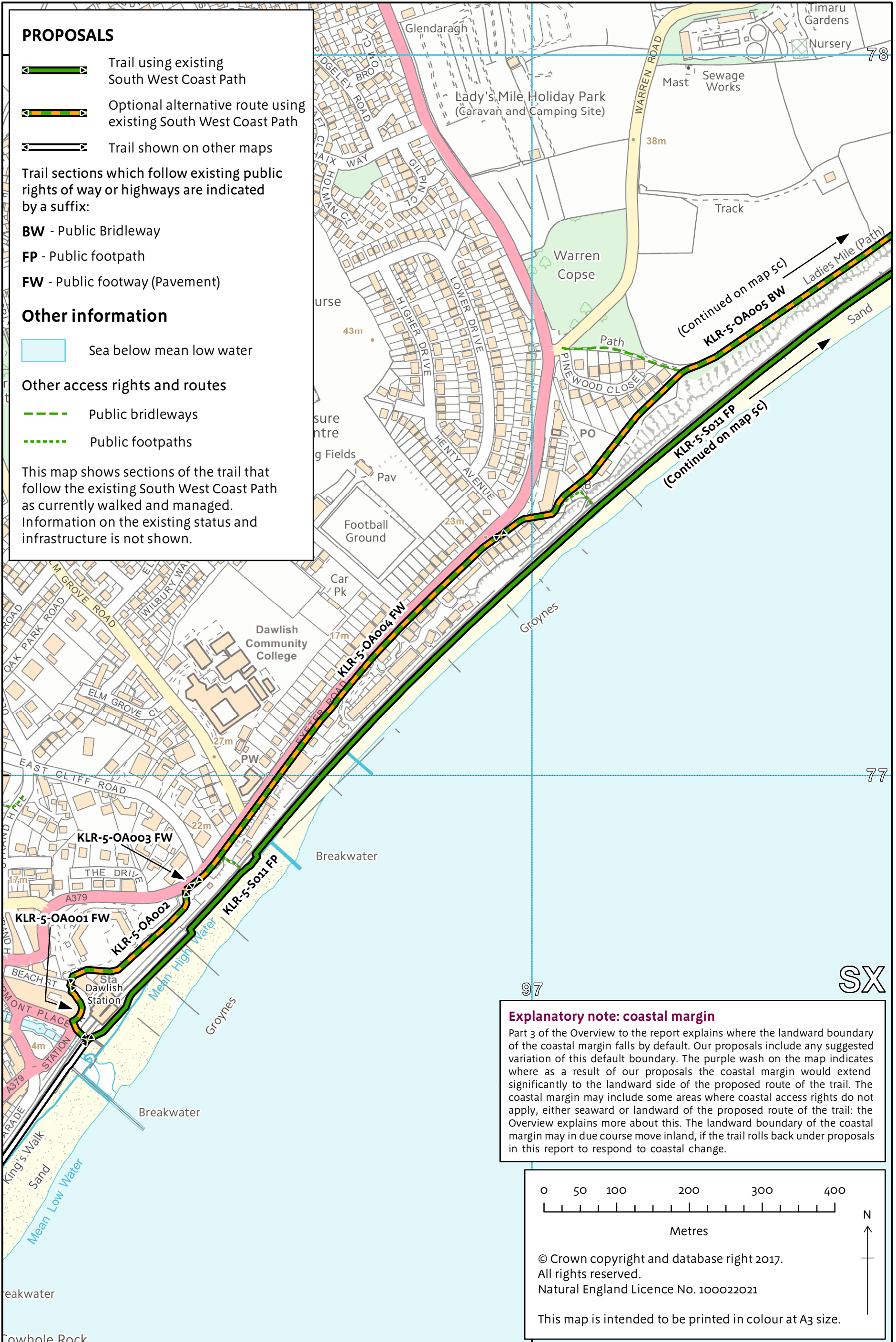
### **Alternative routes**

- 5.3.9 An optional alternative route is to operate as a diversion from the ordinary route between Dawlish and Dawlish Warren (route sections KLR-5-S011 and KLR-5-S013) when the main route along the sea wall is affected by high tides and/or storms. The alternative route is to be at the centre of the line shown as route sections KLR-5-OA001 to KLR-5-OA005 on maps 5b and 5c.
- 5.3.10 An alternative route is to operate as a diversion from the ordinary route between route sections KLR-5-S027 and KLR-6-S004 (see map 6a, chapter 6) when the ferry service between Exmouth and Starcross is not operating. The alternative route is to be at the centre of the line shown as route section KLR-5-A001 to KLR-5-A070 on maps 5e to 5q.
- 5.3.11 Adjacent to route sections KLR-5-OA001, KLR-5-OA003 to KLR-5-OA004, KLR-5-A018 to KLR-5-A027, KLR-5-A029, KLR-5-A041, KLR-5-A061 to KLR-5-A063, KLR-5-A067 and KLR-5-A069 to KLR-5-A070:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the pavement shown as the trail on maps 5b, 5k, 5m, 5n and 5q; and
  - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the pavement shown as the trail on maps 5b, 5k, 5m, 5n and 5q.
- 5.3.12 Adjacent to route sections KLR-5-OA002, KLR-5-OA005, KLR-5-A001 to KLR-5-A010, KLR-5-A012 to KLR-5-A016, KLR-5-A031 to KLR-5-A038, KLR-5-A042 to KLR-5-A055, KLR-5-A057 to KLR-5-A059 and KLR-5-A064 to KLR-5-A066:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the path shown as the trail on maps 5b, 5c, 5e and 5g to 5q; 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 5b, 5c, 5e and 5g to 5q.
- 5.3.13 Adjacent to route sections KLR-5-A011, KLR-5-A017, KLR-5-A028, KLR-5-A030, KLR-5-A039 to KLR-5-A040, KLR-5-A056, KLR-5-A060 and KLR-5-A068:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the road shown as the trail on maps 5f, 5g, 5k, 5m, 5o, 5p and 5q; and
  - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the road shown as the trail on maps 5f, 5g, 5k to 5m, 5o, 5p and 5q.

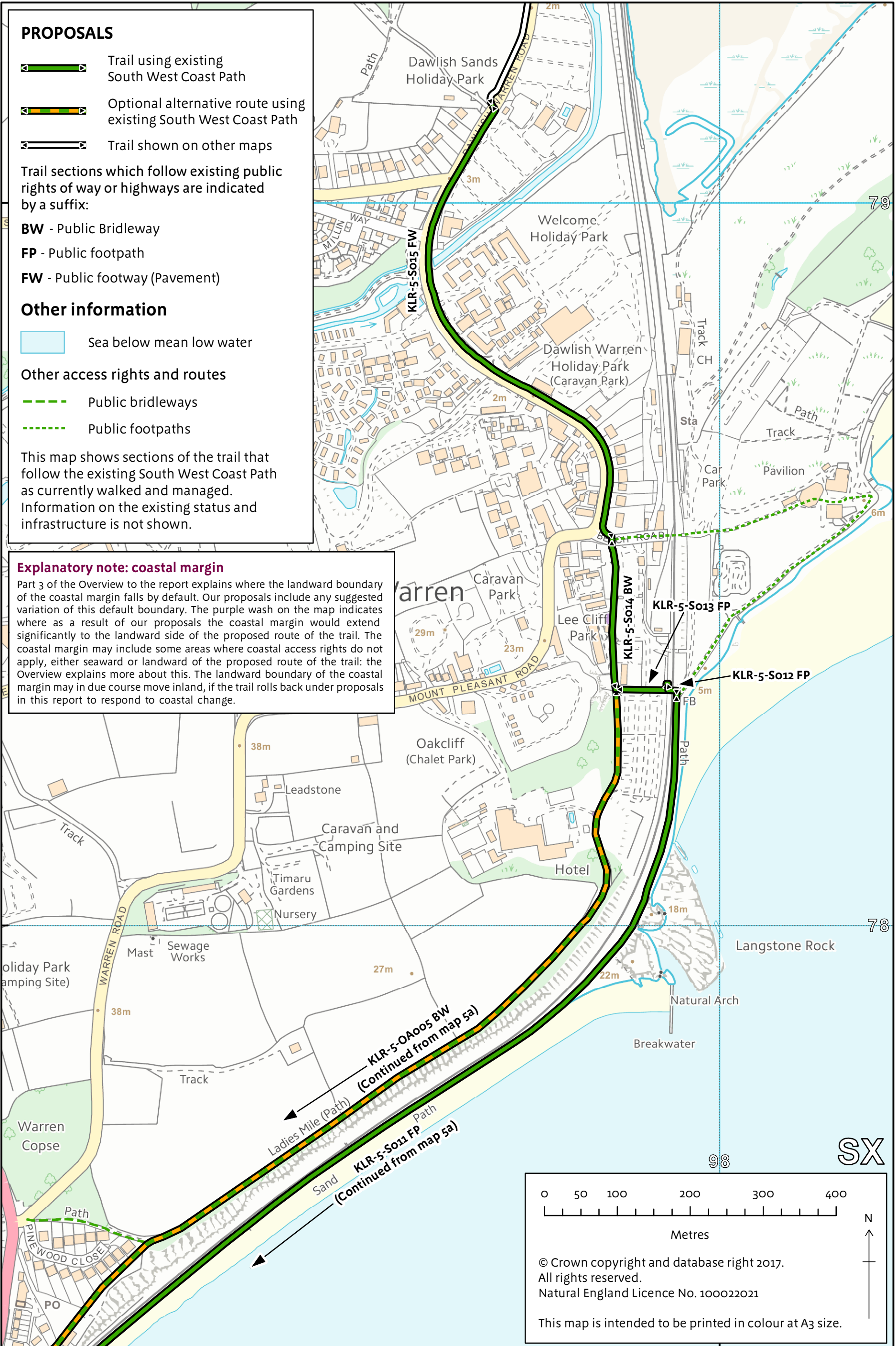




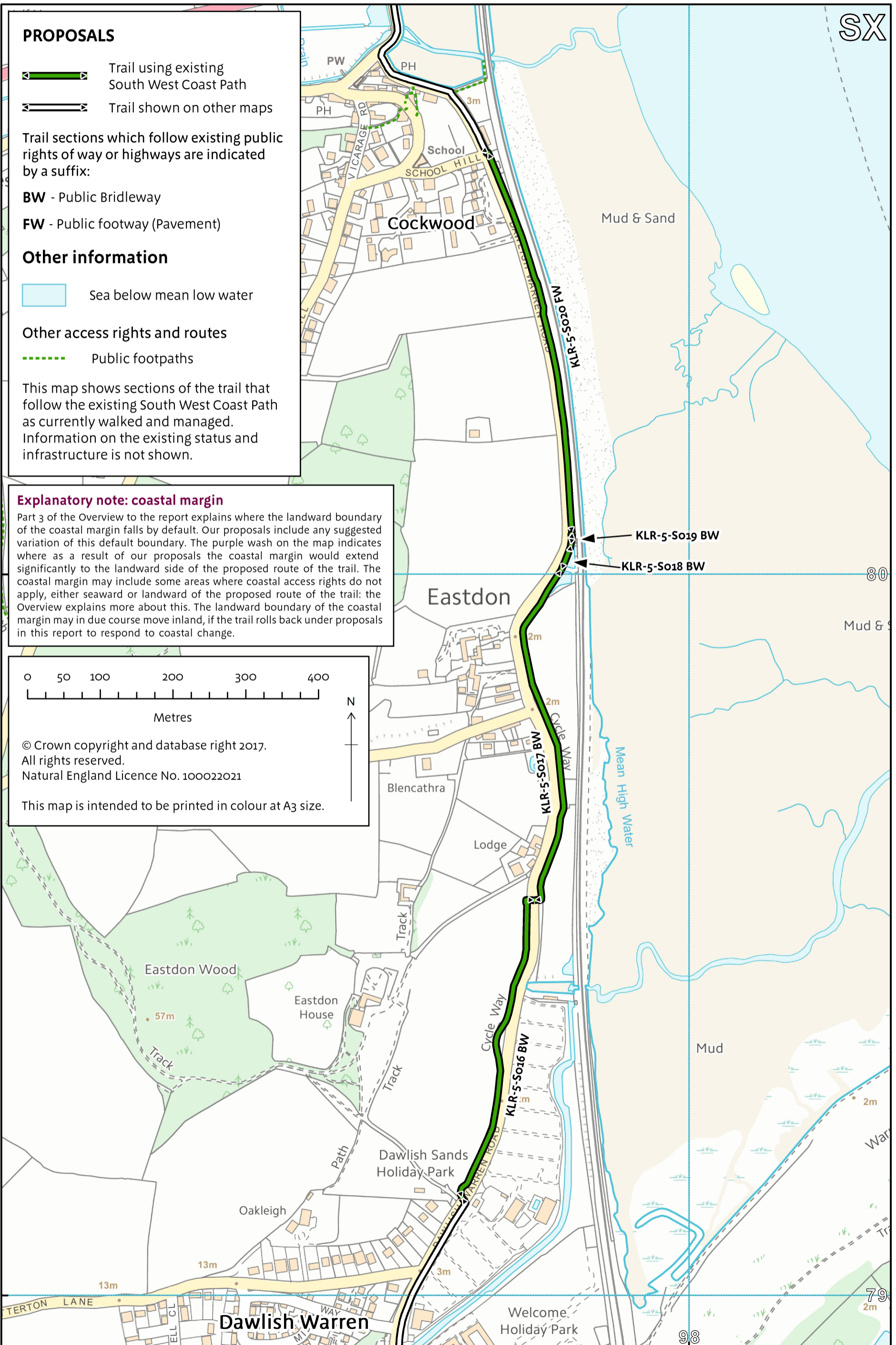




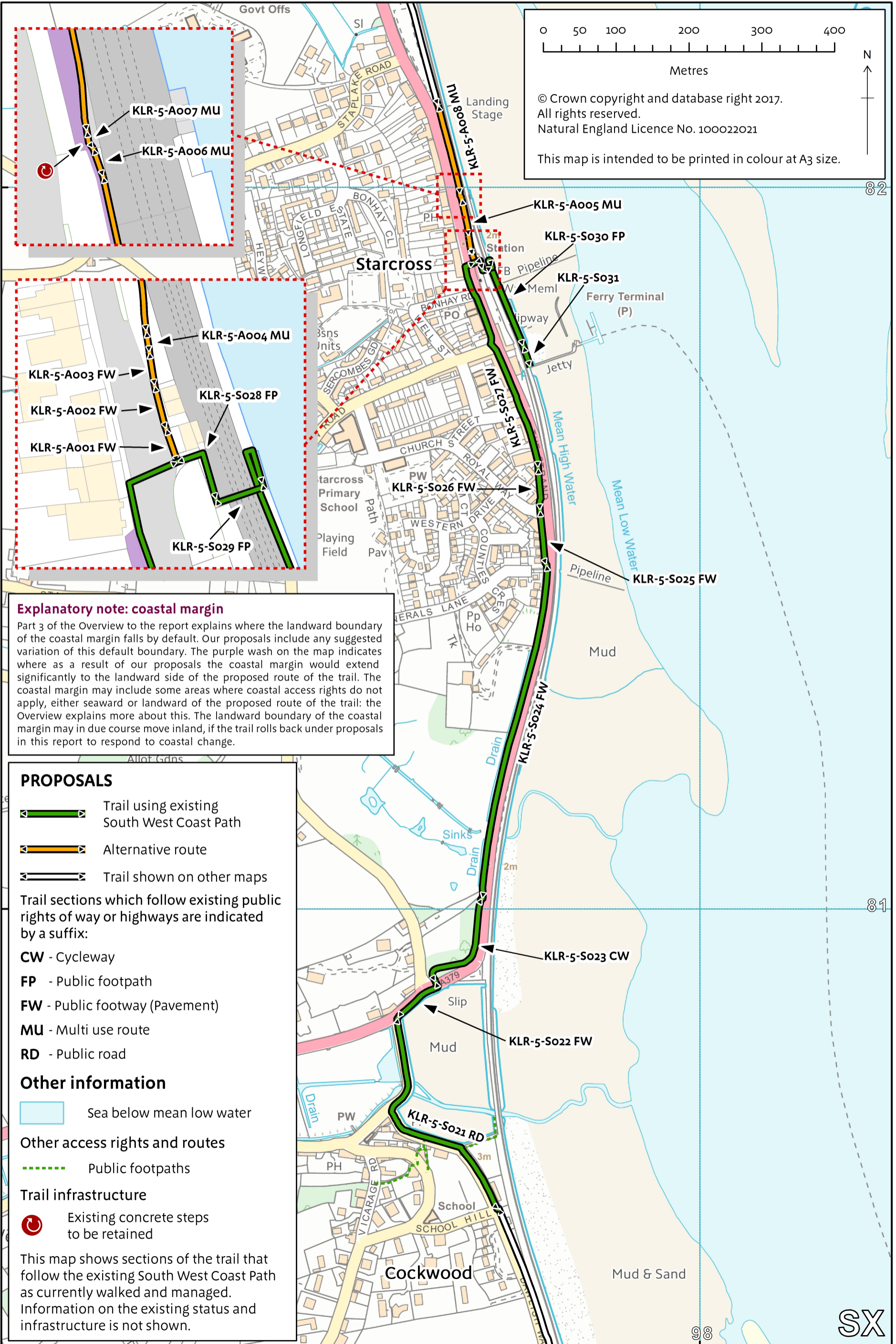












**Explanatory note: coastal margin**

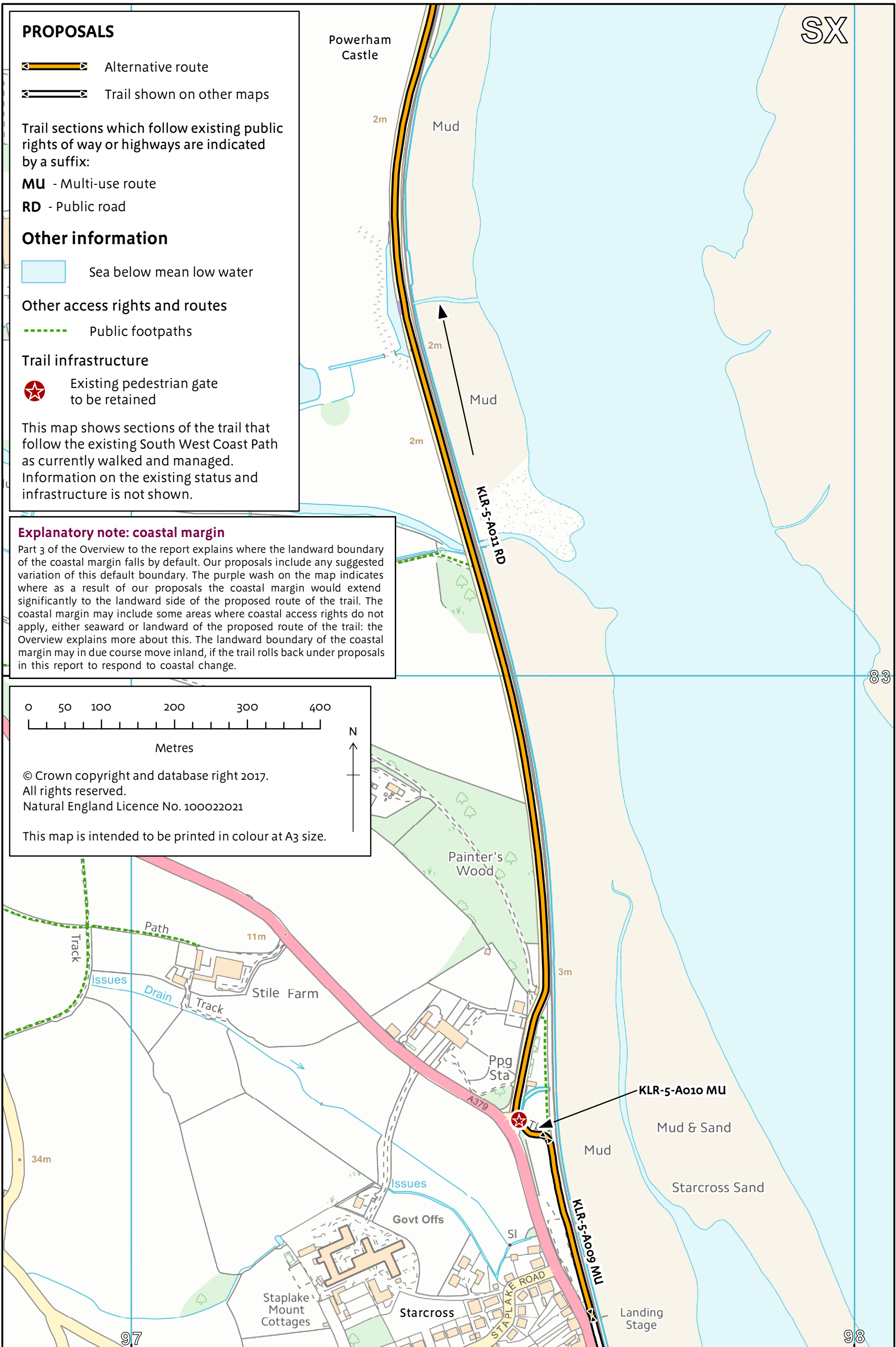
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

- PROPOSALS**
- Trail using existing South West Coast Path
  - Alternative route
  - Trail shown on other maps
- Trail sections which follow existing public rights of way or highways are indicated by a suffix:
- CW** - Cycleway
  - FP** - Public footpath
  - FW** - Public footway (Pavement)
  - MU** - Multi use route
  - RD** - Public road
- Other information**
- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Trail infrastructure**
- Existing concrete steps to be retained
- This map shows sections of the trail that follow the existing South West Coast Path as currently walked and managed. Information on the existing status and infrastructure is not shown.

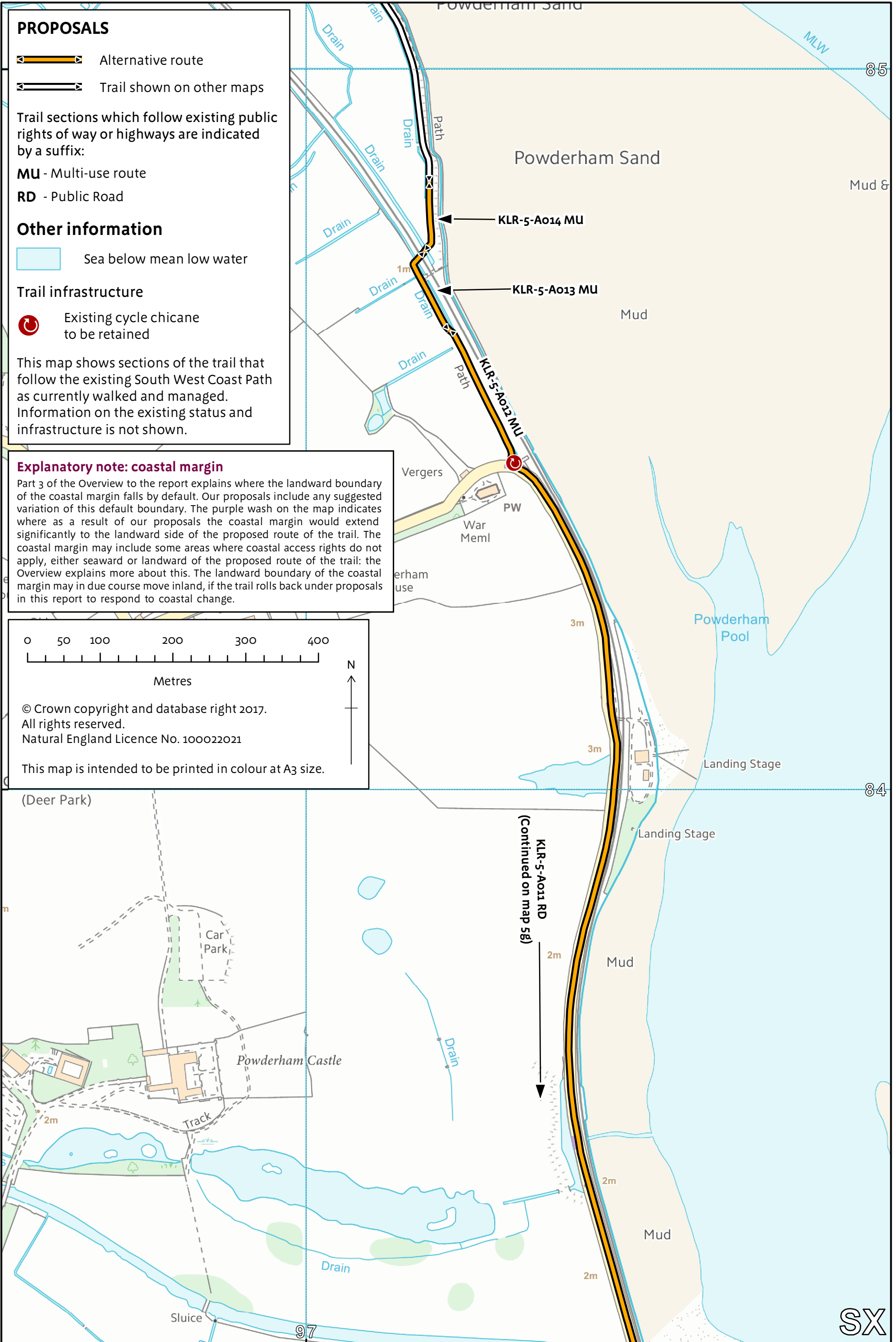
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This map is intended to be printed in colour at A3 size.







**PROPOSALS**

- Alternative route
- Trail shown on other maps

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

- MU** - Multi-use route
- RD** - Public Road

**Other information**

- Sea below mean low water

**Trail infrastructure**

- Existing cycle chicane to be retained

This map shows sections of the trail that follow the existing South West Coast Path as currently walked and managed. Information on the existing status and infrastructure is not shown.

**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.

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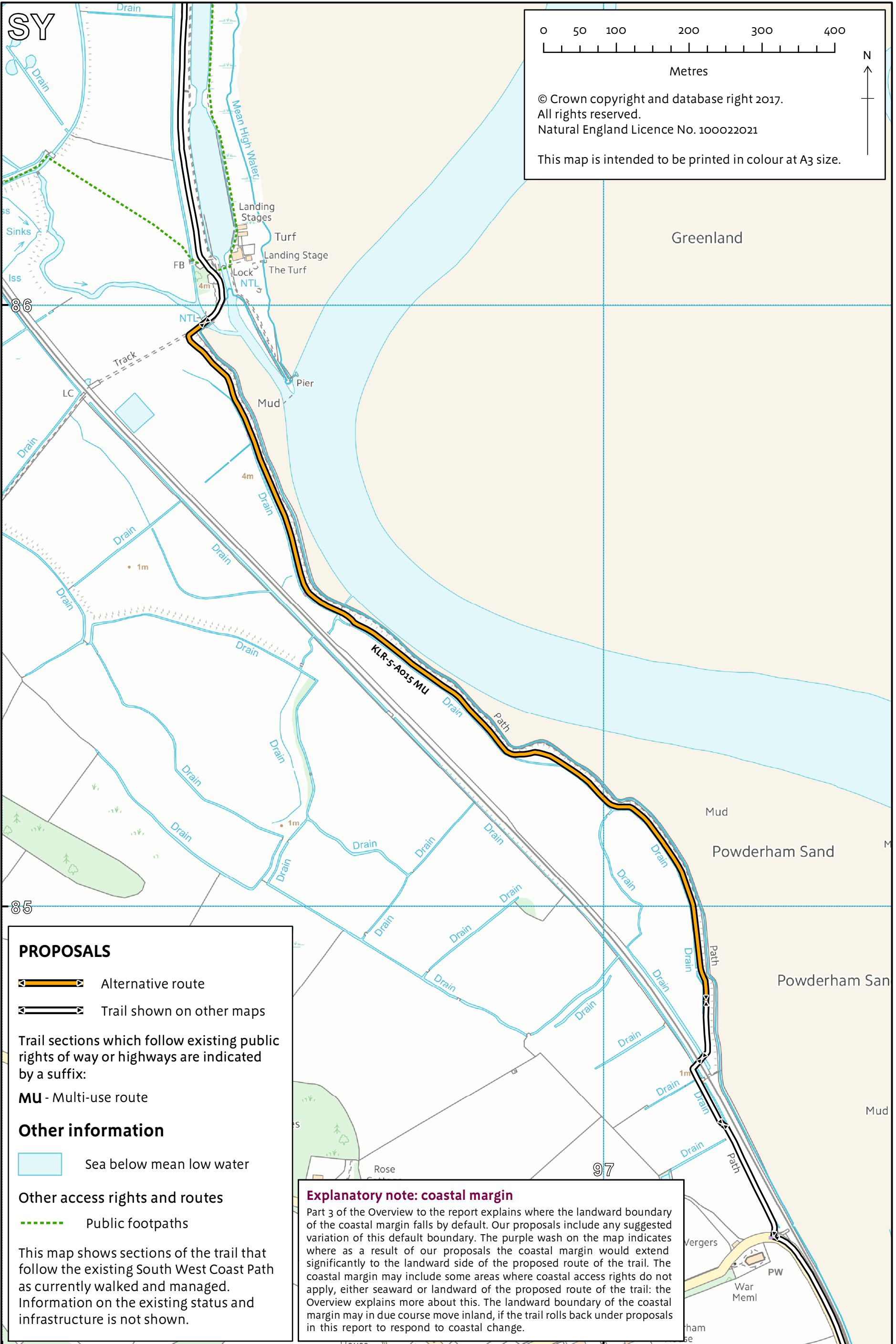
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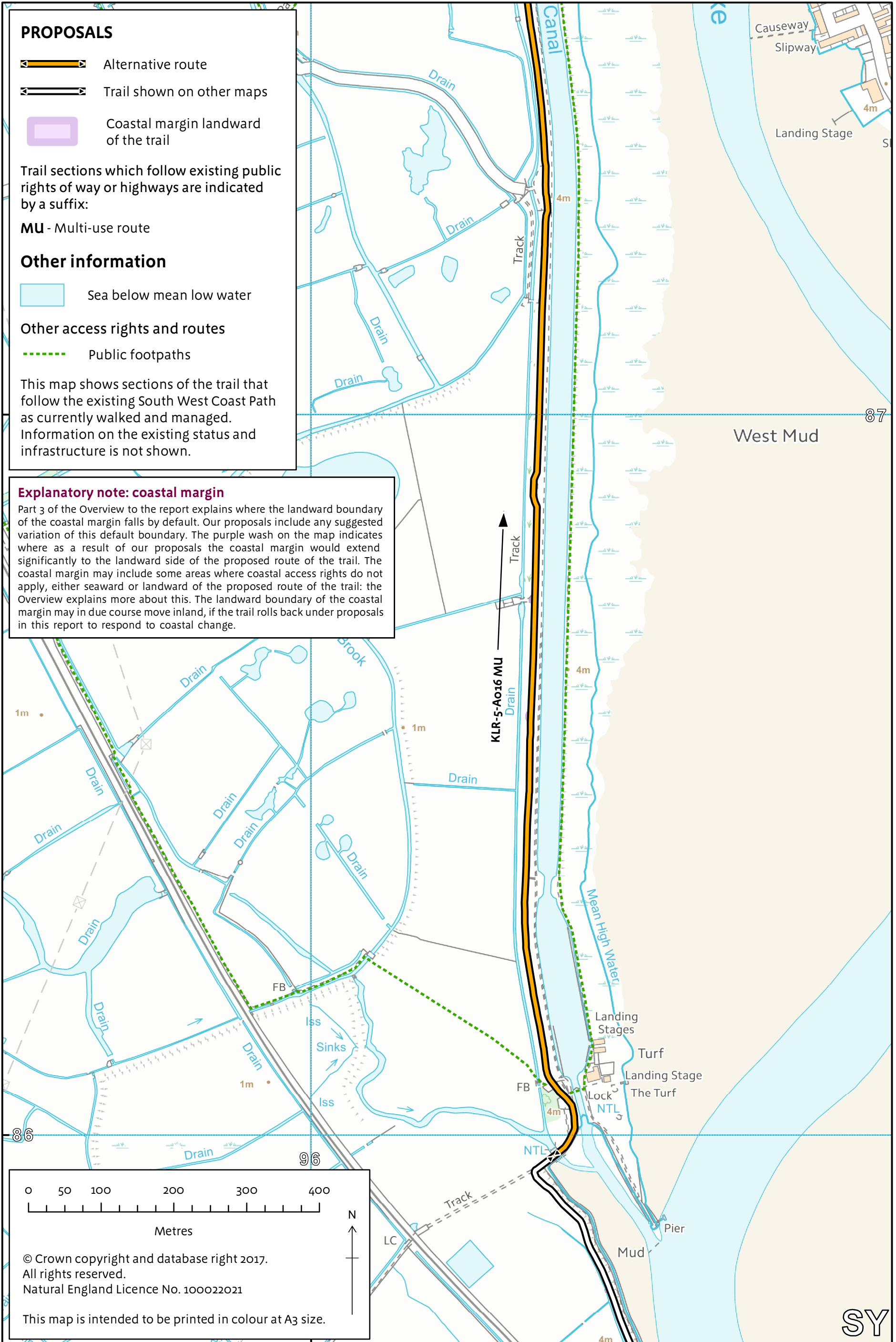
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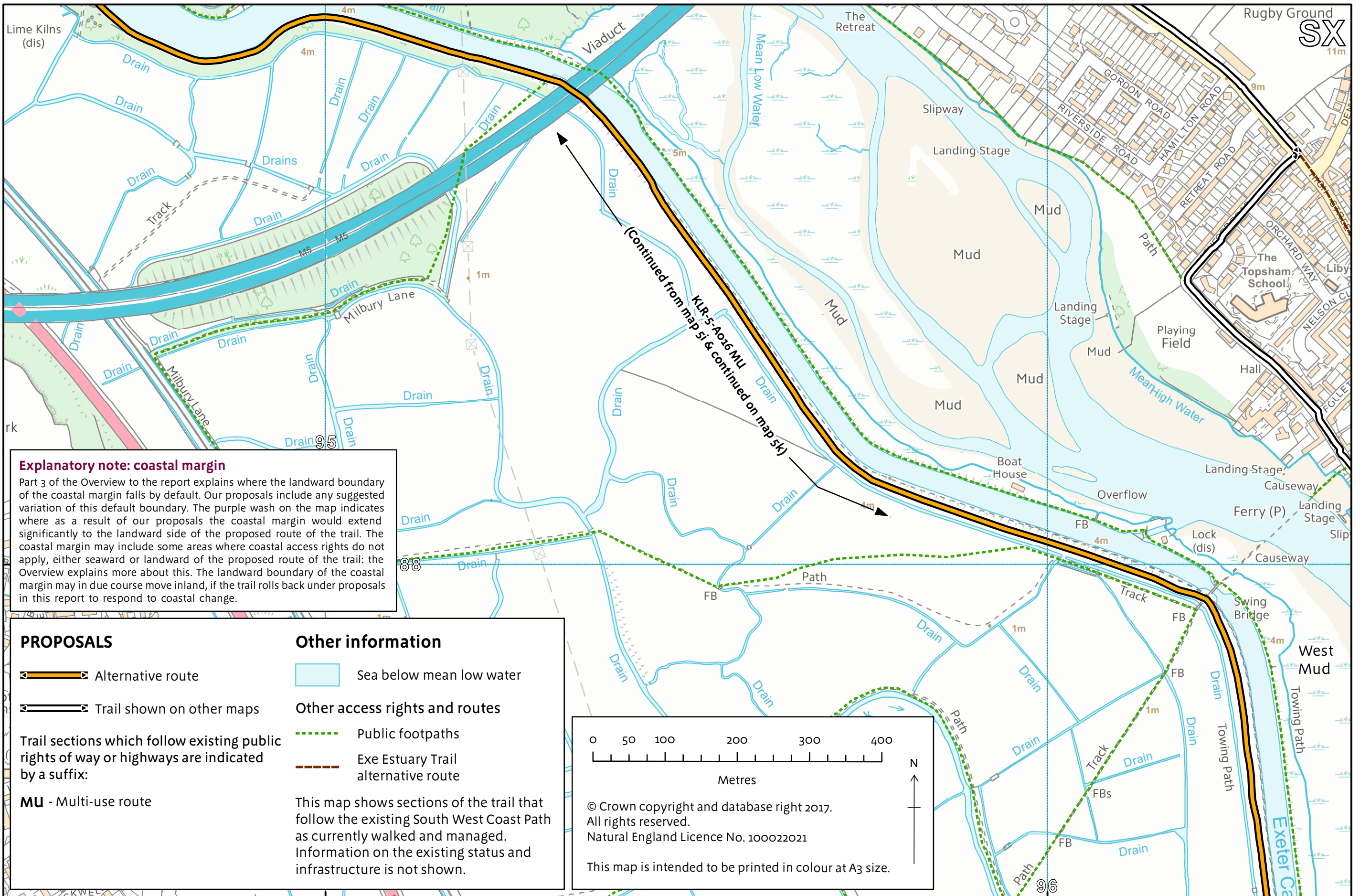












**Explanatory note: coastal margin**

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**PROPOSALS**

- Alternative route
- Trail shown on other maps
- Trail sections which follow existing public rights of way or highways are indicated by a suffix:
- MU** - Multi-use route

**Other information**

- Sea below mean low water
- Other access rights and routes**
- Public footpaths
- Exe Estuary Trail alternative route
- This map shows sections of the trail that follow the existing South West Coast Path as currently walked and managed. Information on the existing status and infrastructure is not shown.

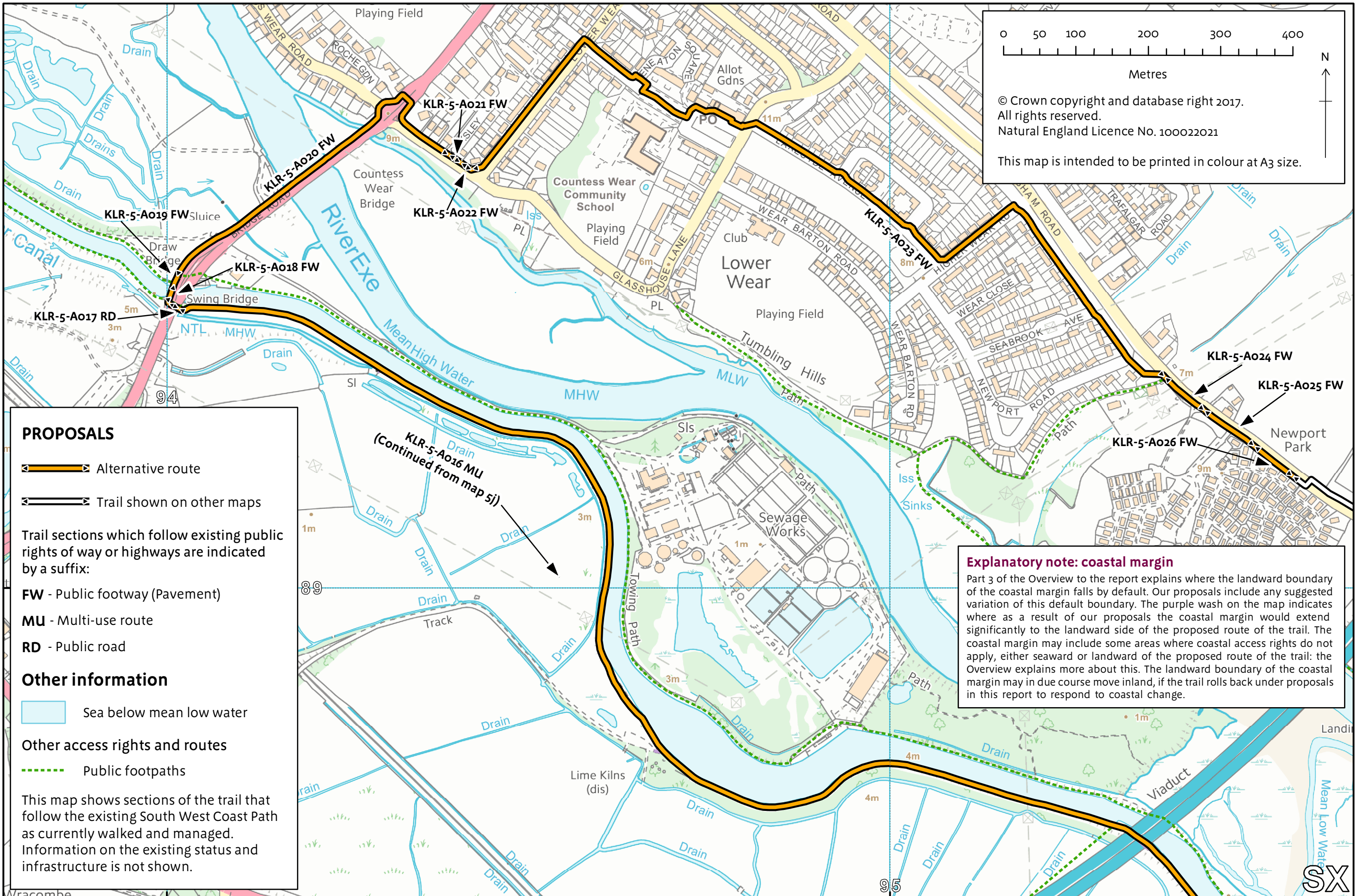
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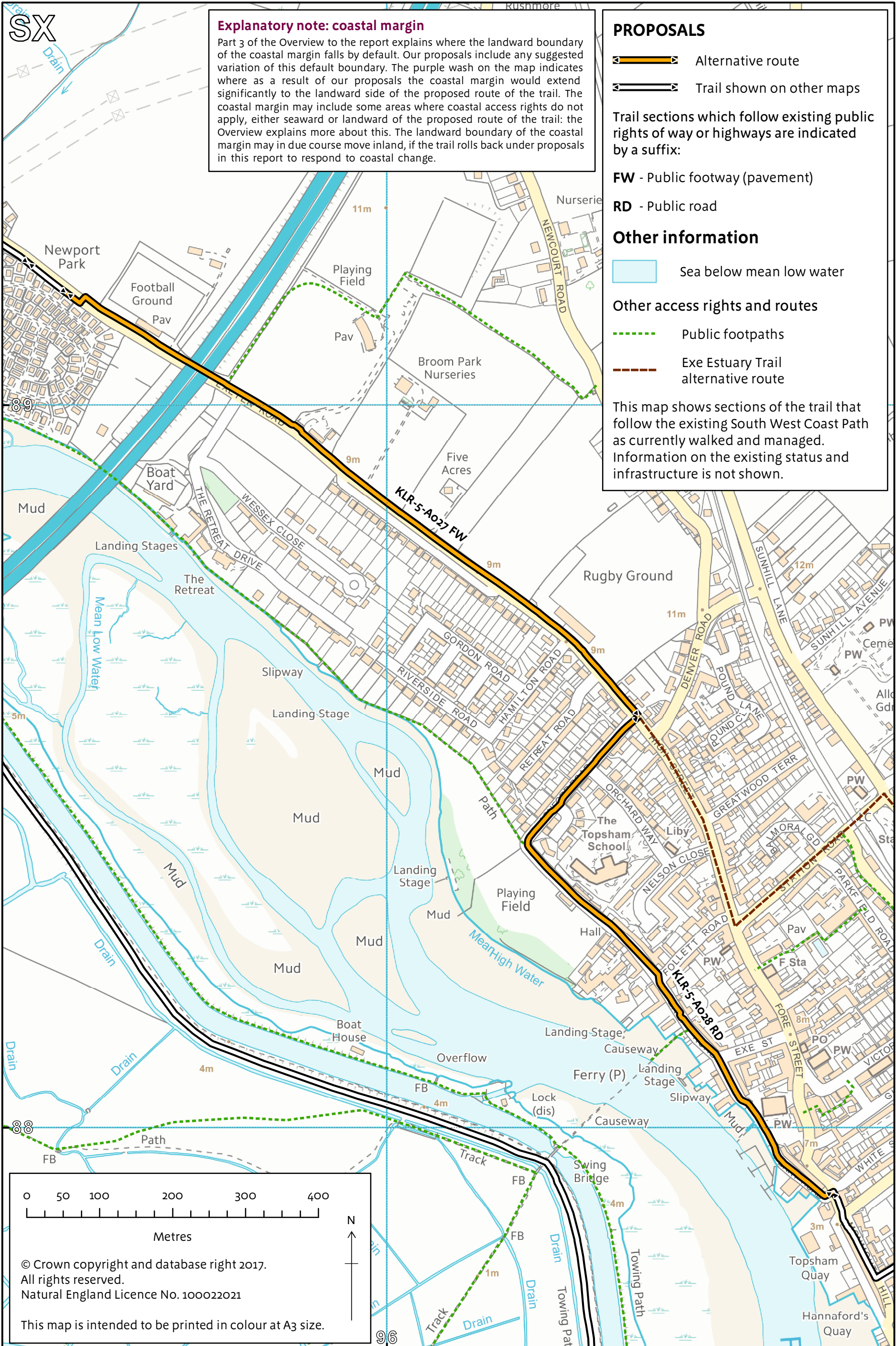
Map 5j West Mud to M5 bridge (west of Exe)



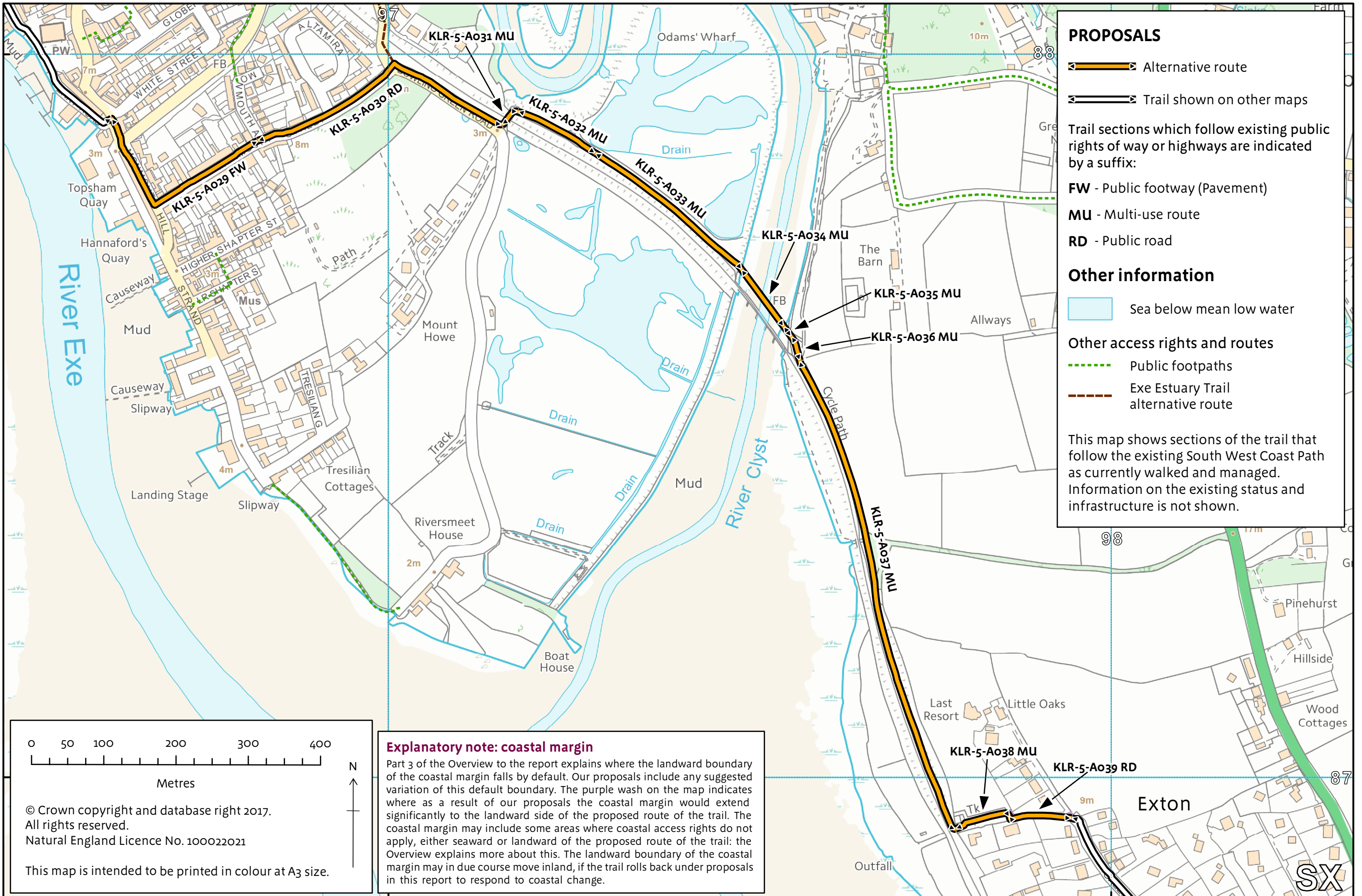


Map 5k M5 bridge (west of Exe) to Newport Park









**PROPOSALS**

- Alternative route
- Trail shown on other maps

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

- FW - Public footway (Pavement)
- MU - Multi-use route
- RD - Public road

**Other information**

- Sea below mean low water

**Other access rights and routes**

- Public footpaths
- Exe Estuary Trail alternative route

This map shows sections of the trail that follow the existing South West Coast Path as currently walked and managed. Information on the existing status and infrastructure is not shown.

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