

Chapter 1:

# Kingswear to Sharkham Point

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

## Part 1.1: Introduction

<b>Start Point:</b>	<b>Kingswear</b> (grid reference: SX 8813 5102)
<b>End Point:</b>	<b>Sharkham Point</b> (grid reference: SX 9335 5459)
<b>Relevant Maps:</b>	<b>1a to 1e</b>

### Understanding the proposals and accompanying maps:

#### The Trail:

- 1.1.1 Follows the existing South West Coast Path as currently walked and managed between Kingswear and Sharkham Point (route sections KLR-1-S001 to KLR-1-S053). The South West Coast Path mainly follows public rights of way along this length.
- 1.1.2 Mainly follows the coastline quite closely and maintains good views of the sea apart from through Kingswear where the path moves inland to avoid an area affected by erosion and the eastern area of Kingswear where the path is landward of private residences.
- 1.1.3 Is aligned on the beach or foreshore at Man Sands (route sections KLR-1-S047 and KLR-1-S048). See Map 1d for further details.
- 1.1.4 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.
- 1.1.5 This part of the coast includes the following sites, designated for nature conservation, geological or heritage preservation (See map C of the Overview):
  - Lyme Bay and Torbay Special Area of Conservation (SAC)

- Froward Point Site of Special Scientific Interest (SSSI)
- Scabbacombe Site of Special Scientific Interest (SSSI)
- Gomerock Tower Scheduled Ancient Monument (SAM)

1.1.6 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.

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 'Natural environment' for more information.**

#### **Accessibility:**

1.1.7 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.

There are many 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 majority of this stretch;
- The trail is undulating, exposed and narrow in places with steep slopes;
- In many places there are steps where it would be necessary to ascend/descend (for example near Mill Bay Cove and around Inner Froward Point);
- There is a stone stile near Sharkham Point (between route sections KLR-1-S052 and KLR-1-S053);
- There are kissing gates near to Sharkham Point.

1.1.8 Near Inner Froward Point Lookout Station (route section KLR-1-S018) the existing kissing gate will be replaced with a pedestrian gate, to allow improved access. We envisage this happening as part of the physical establishment work described in part 6 of the Overview.

1.1.9 At Scabbacombe Sands (route section KLR-1-S041) the existing stepping stones will be replaced with an extension to the existing adjacent sleeper boardwalk, so as to allow improved access. 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:

The discretions referred to below are explained in more detail in Section 3 of the Overview.

- 1.1.10 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 Dart. See part 3 of the Overview. The ferry service runs seven days a week year round between Dartmouth and Kingswear.
- 1.1.11 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 1.2.1 below).
- 1.1.12 At land surrounding Inner and Outer Froward Point (route sections KLR-1-S018 to KLR-1-S027), between Pudcombe Cove and Scabbacombe Head (route sections KLR-1-S033 to KLR-1-S038), at Southdown Cliff (route sections KLR-1-S050 to KLR-1-S051), and near Sharkham Point car park (route section KLR-1-S053) 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 (National Trust) is content for us to propose this. See maps 1b, 1c, and 1e and table 1.2.1 for more detail.

**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'.**

- 1.1.13 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.
- 1.1.14 An optional alternative route would operate at times when the ordinary route is unavailable for use because of high tides or when the adjacent lake overflows.
- 1.1.15 The optional alternative route at Man Sands would follow route sections KLR-1-OA001 to KLR-1-OA008 as shown on map 1d and described below. 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

- 1.1.16 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 6 the Overview. This would involve the construction of an optional alternative route at Man Sands. The new route would consist of kissing gates, steps, a boardwalk and a raised earth causeway as well as associated signage.
- 1.1.17 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:**

- 1.1.18 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 1.2.1 for details of the sections likely to be affected in the foreseeable future.
- 1.1.19 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 1.2: Commentary on Maps

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

### 1.2.1 Details for sections that follow the existing South West Coast Path: Maps 1a to 1b, Kingswear to Sharkham Point

Notes on table:

Column 2 – an asterisk (\*) against the route section number means see also table 1.2.3: Other options considered.

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)
1a	KLR-1-S001	No	Landward edge of trail	Not used	None
	KLR-1-S002 to KLR-1-S004	No	Path	Clarity and cohesion	None
	KLR-1-S005*	No	Road	Clarity and cohesion	None
	KLR-1-S006	No	Landward edge of trail	Not used	None
	KLR-1-S007	No	Road	Clarity and cohesion	None
	KLR-1-S008	No	Landward edge of trail	Not used	None
	KLR-1-S009	No	Road	Clarity and cohesion	None
	KLR-1-S010	No	Landward edge of trail	Not used	None
	KLR-1-S011*	No	Road	Clarity and cohesion	None
	KLR-1-S012 to KLR-1-S013	No	Path	Clarity and cohesion	None
	KLR-1-S014	No	Track	Clarity and cohesion	None
	KLR-1-S015* to KLR-1-S017*	No	Path	Clarity and cohesion	None
1b	KLR-1-S018	Yes - Normal	Fence line	Additional landward area	None
	KLR-1-S019 to KLR-1-S024	No	Fence line	Additional landward area	None
	KLR-1-S025 to KLR-1-S027	Yes - Normal	Fence line	Additional landward area	None
	KLR-1-S028 to KLR-1-S032	Yes - Normal	Landward edge of trail	Not used	None
1c	KLR-1-S033 to KLR-1-S038	No	Fence line	Additional landward area	None
	KLR-1-S039 to KLR-1-S040	Yes - Normal	Landward edge of trail	Not used	None
	KLR-1-S041 to KLR-1-S042	No	Landward edge of trail	Not used	None
1d	KLR-1-S043	No	Landward edge of trail	Not used	None
	KLR-1-S044	No	Fence line	Clarity and cohesion	None
	KLR-1-S045 to KLR-1-S046	No	Landward edge of trail	Not used	None
	KLR-1-S047 to KLR-1-S048	Yes - Normal	Landward edge of trail	Not used	None
	KLR-1-S049 to KLR-1-S050	Yes - Normal	Fence line	Additional landward area	None
1e	KLR-1-S051	No	Fence line	Additional landward area	None
	KLR-1-S052	No	Landward edge of trail	Not used	None
	KLR-1-S053	No	Fence line	Additional landward area	None

### 1.2.2 Alternative routes and optional alternative route details – Maps 1d to 1e: Man Sands

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)
1d	KLR-1-OA001	Other existing walked route	Stone: Aggregate	No	Seaward edge of track	Landward edge of track	Clarity and Cohesion	None
	KLR-1-OA002	Not an existing walked route	Steps: Timber	No	Seaward edge of path	Landward edge of path	Clarity and Cohesion	None
	KLR-1-OA003	Not an existing walked route	Boardwalk or raised walkway	No	Seaward edge of path	Landward edge of path	Clarity and Cohesion	None
	KLR-1-OA004	Not an existing walked route	Bridge deck	No	Seaward edge of path	Landward edge of path	Clarity and Cohesion	None
	KLR-1-OA005	Not an existing walked route	Bare soil: Compacted	No	Fence line	Fence line	Clarity and Cohesion	None
	KLR-1-OA006	Not an existing walked route	Grass	No	Fence line	Fence line	Clarity and Cohesion	None
	KLR-1-OA007	Not an existing walked route	Steps: Timber	No	Seaward edge of path	Landward edge of path	Clarity and Cohesion	None
	KLR-1-OA008	Other existing walked route	Bare soil: Compacted	No	Seaward edge of path	Landward edge of path	Clarity and Cohesion	None

### 1.2.3 Other options considered: Map 1a: Kingswear to The Warren

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
1a	KLR-1-S005	We considered aligning the trail along Beacon Road (former South West Coast Path route) and investigated the potential to reopen this road to walkers.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Beacon Road requires significant works on the cliff below in order to be made safe</li> <li>■ the route along Church Hill and Beacon Lane has been established as the South West Coast Path route since the erosion event which caused Beacon Road to close and provides the best link to Castle Road.</li> </ul>
	KLR-1-S011	We considered aligning the trail through the grounds of Kingswear Castle	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ although there are no sea views in this area this would not be resolved by moving the route to a more seaward location</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>
	KLR-1-S015 to KLR-1-S017	We considered a more seaward route east of Mill Bay Cove	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ although there are no sea views in this area this would not be resolved by moving the route to a more seaward location</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 1.3: Chapter 1 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 1a to 1e.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

### Formal Proposals – Kingswear to Sharkham Point

#### Proposed route of the trail

#### Discretion to include an estuary

- 1.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Dart as far as the ferry between Dartmouth and Kingswear as indicated by the extent of the trail shown on map 1a.
- 1.3.2 In relation to route sections KLR-1-S001 to KLR-1-S017, KLR-1-S019 to KLR-1-S024, KLR-1-S033 to KLR-1-S038, KLR-1-S041 to KLR-1-S046, and KLR-1-S051 to KLR-1-S053 the route is to be at the centre of the line shown on maps 1a to 1e as the proposed route of the trail.
- 1.3.3 In relation to route sections KLR-1-S018, KLR-1-S025 to KLR-1-S032, KLR-1-S039 to KLR-1-S040, KLR-1-S047 to KLR-1-S050, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps 1b to 1d as the proposed route of the trail.
- 1.3.4 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

- 1.3.5 Adjacent to route sections KLR-1-S018 to KLR-1-S027, KLR-1-S033 to KLR-1-S038, KLR-1-S049 to KLR-1-S051, and KLR-1-S053 the landward boundary of the coastal margin is to coincide with the existing boundary fence, as indicated by the coastal margin landward of the trail on maps 1b to 1e.
- 1.3.6 Adjacent to route section KLR-1-S044 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 map 1d.
- 1.3.7 Adjacent to route sections KLR-1-S002 to KLR-1-S004, KLR-1-S012 to KLR-1-S013, KLR-1-S015 to KLR-1-S017, the landward boundary of the coastal margin is to coincide with the landward edge of the path shown as the trail on map 1a.

- 1.3.8 Adjacent to route sections KLR-1-S005, KLR-1-S007, KLR-1-S009, KLR-1-S011 the landward boundary of the coastal margin is to coincide with the landward edge of the road shown as the trail on map 1a.
- 1.3.9 Adjacent to route section KLR-1-S014, the landward boundary of the coastal margin is to coincide with the landward edge of the track shown as the trail on map 1a.

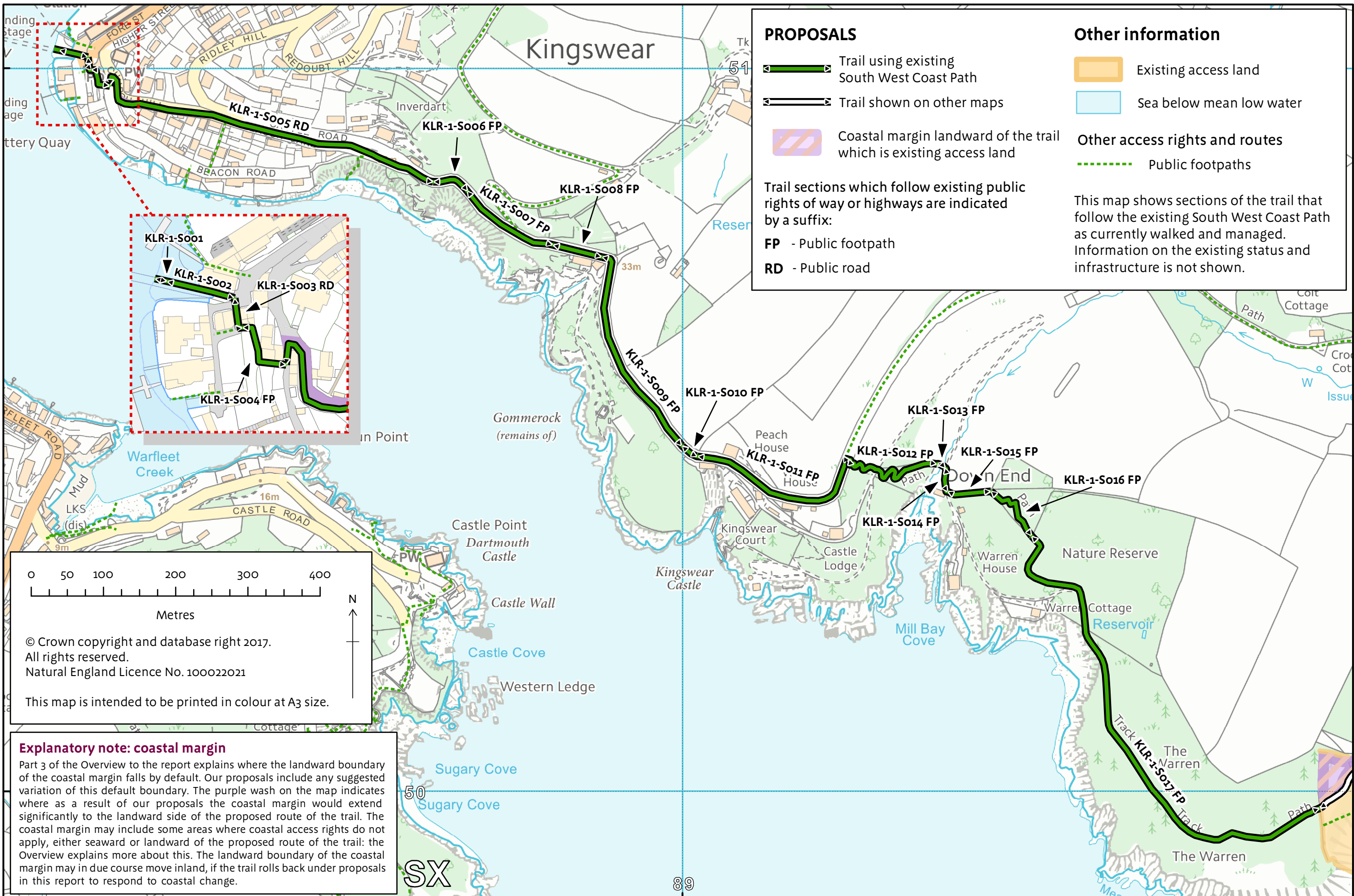
### Local restrictions and exclusions

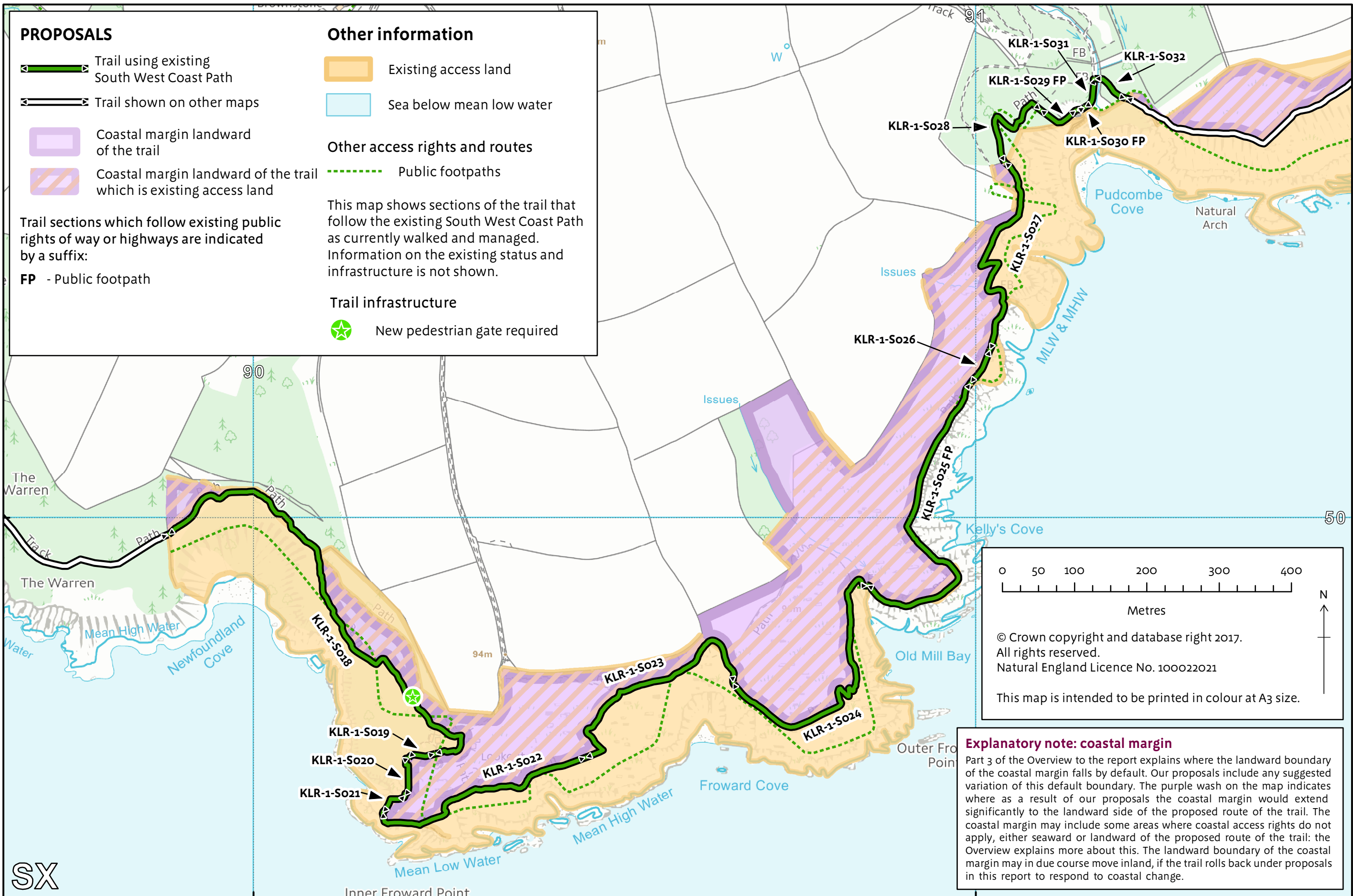
- 1.3.10 At the time of writing this report, there are no proposals for local restrictions or exclusions in relation to this length of coast.

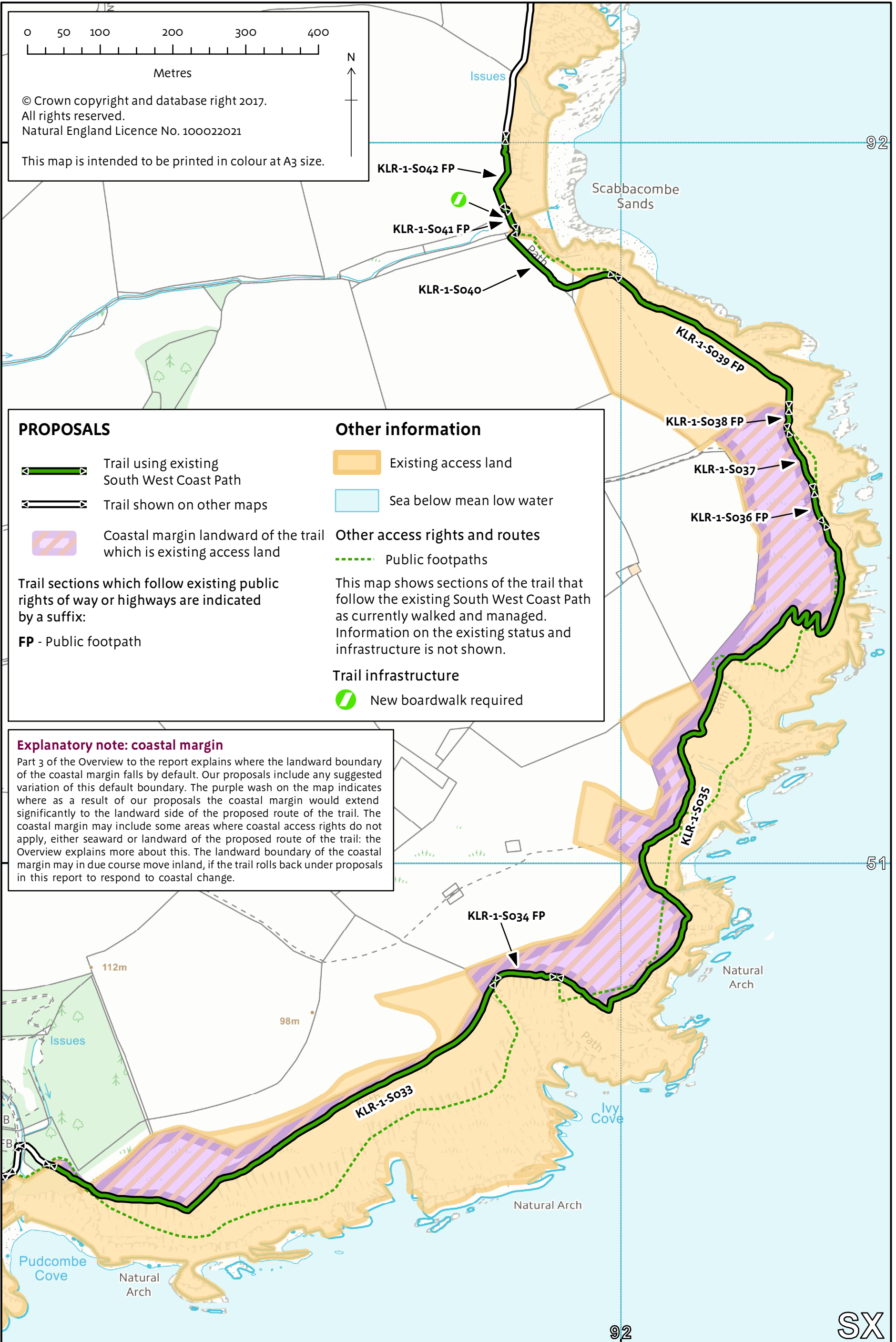
### Alternative routes

- 1.3.11 An optional alternative route is to operate as a diversion from the 'ordinary' route at Man Sands between route section KLR-1-S046 and to KLR-1-S049 at times when the shingle ridge is impassable due to high tides and/or the lake overflows. The optional alternative route is to be at the centre of the line shown as route sections KLR-1-OA001 to KLR-1-OA008 on map 1d.
- 1.3.12 Adjacent to route section KLR-1-OA001:
- the landward boundary of the alternative route strip is to coincide with the landward edge of the track shown as the trail on map 1d; and
  - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the track shown as the trail on map 1d.
- 1.3.13 Adjacent to route sections KLR-1-OA002, KLR-1-OA003, KLR-1-OA004, KLR-1-OA007 and KLR-1-OA008
- the landward boundary of the alternative route strip is to coincide with the landward edge of the path shown as the trail on map 1d; and
  - the seaward boundary of the alternative route strip is to coincide with the seaward edge of the path shown as the trail on map 1d.
- 1.3.14 Adjacent to route sections KLR-1-OA005 and KLR-1-OA006:
- the landward boundary of the alternative route strip is to coincide with the fence line which at the time of writing this report is landward of the line shown as the trail on map 1d; and
  - the seaward boundary of the alternative route strip is to coincide with the fence line which at the time of writing this report is seaward of the line shown as the trail on map 1d.













**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
-  Optional alternative route
-  Trail shown on other maps
-  Coastal margin landward of the trail


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

**FP** - Public footpath

**Other information**




-  Existing access land
-  Sea below mean low water

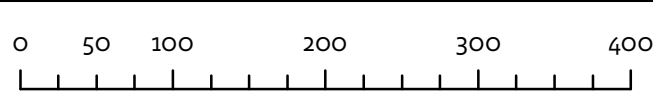
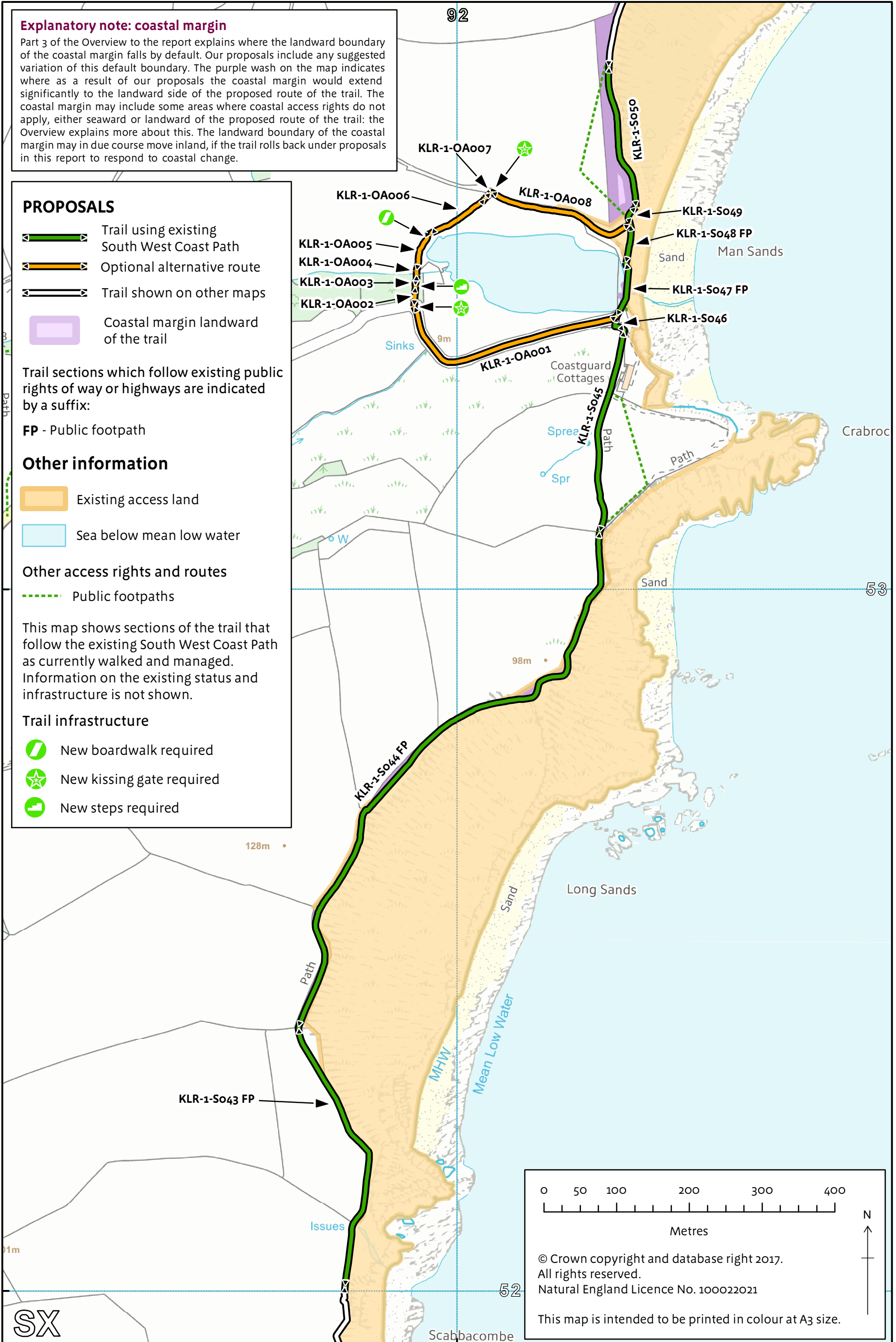
**Other access rights and routes**

-  Public footpaths

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.

**Trail infrastructure**

-  New boardwalk required
-  New kissing gate required
-  New steps required



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