



England Coast Path Stretch: St Mawes to Cremyll

Report SMC 7: Seaton to Rame Head

Part 7.1: Introduction

Start Point:	Seaton (grid reference: SX 3038 5445)
End Point:	Rame Head (grid reference: SX 4191 4855)
Relevant Maps:	SMC 7a to SMC 7j

7.1.1 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 St Mawes to Cremyll.

7.1.2 This report covers length SMC 7 of the stretch, which is the coast between Seaton and Rame Head. 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.

7.1.3 The report explains how we propose to implement the 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.

7.1.4 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 7.2: Proposals Narrative

The trail:

- 7.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 7.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 7.2.3 Is aligned on the beach or foreshore at Downderry Beach (route sections SMC-7-S006 to SMC-7-S013), see map 7a for further details.
- 7.2.4 Is aligned a short distance inland at Tregantle Fort around the rifle range.

The South West Coast Path:

7.2.5 The South West Coast Path generally follows the coast over this length and for the most part we propose adopting the walked line of this route as the line of the England Coast Path. However, there are places where we have proposed improvements to the existing route line, and furthermore there may be places where the walked line differs slightly from the route originally approved by the Secretary of State, as the path has evolved over time to cope with coastal erosion and other processes. In both situations, as explained at part 6a of the Overview, assuming these proposals are approved, we intend to use a separate variation report to the Secretary of State to change the route of the existing national trail to reflect the approved line of the England Coast Path insofar as the two are different.

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.

7.2.6 The following designated sites affect this length of coast:

- Plymouth Sound and Estuaries Special Area of Conservation (SAC)
- Eglarooze Cliff Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Rame Head and Whitsand Bay Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Whitsand and Looe Bay Marine Conservation Zone (MCZ)
- Tregantle Fort Scheduled Monument
- Promontory fort, medieval chapel of St Michael's and Second World War radar station at Rame Head Scheduled Monument

7.2.7 We consider that the coastal environment, including the 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.

7.2.8 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 from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; 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:

7.2.9 There are few artificial barriers to accessibility on the proposed route.

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 (this is the case for the majority of this stretch);
- 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;
- There are pedestrian gates and kissing gates on this stretch.

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

Where we have proposed exercising statutory discretions:

7.2.10 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 Tables 7.3.1 and 7.3.2 below.

7.2.11 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.

7.2.12 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 4b and 4c of Table 7.3.1 and columns 5b and 5c of Table 7.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to columns 4b & 4c [above Table 7.3.1] and 5b & 5c [above Table 7.3.2] 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.

7.3.13 **Restrictions and/or exclusions:** We do not propose any restrictions or exclusions in this report.

7.2.14 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between SMC-7-S002 and SMC-7-S015 when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as SMC-7-A001 to SMC-7-A005 on map SMC 7a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

7.2.15 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of Table 7.3.3 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

7.2.16 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.

7.2.17 Column 3 of Table 7.3.1 and column 4 of Tables 7.3.2 and 7.3.3 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 SMC 7a to SMC 7j as the proposed route of the trail.

7.2.18 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 7.3.1, 7.3.2 and 7.3.3, the route is to be at the centre of the line shown on map SMC 7j as the proposed route of the trail.

Other future change:

7.2.19 At this point we do not foresee any 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:

7.2.20 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.

7.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £21,793 and is informed by:

- information already held by the access authority, Cornwall 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.

7.1.22 There are three main elements to the overall cost:

- Works to make new sections of path accessible to the public, including items such as steps. More significant items of establishment works are shown on the relevant maps accompanying this report;
- Improvements to existing route sections, for example installing steps near Craffhole. 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 new steps would enhance the convenience of the trail.
- A number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path. Any signs and information boards with outdated information about the route would also require replacement.

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
Realignment of route	£10,500
Improvements to existing route	£7,750
Signs & interpretation	£700
Project management (15%)	£2,843
Total	£21,793 (Exclusive of any VAT payable)

7.2.23 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, Cornwall 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:

7.2.24 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 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).

7.2.25 We estimate that the annual cost to maintain the trail will be £7,723.54 (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 7.3: Proposals Tables

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

7.3.1 Section Details – Details for sections that follow the existing South West Coast Path – Maps SMC 7a to SMC 7j: Seaton to Rame Head

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.4: Other options considered.
2. Column 3 – ‘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 3 – ‘Yes – see table 7.3.5’ 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.

Columns 4b and 4c – 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 4b, for the reason in 4c. 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 4a, that would be its landward boundary instead.

1	2	3	4a	4b	4c	5
Map(s)	Route section number(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
SMC 7a	SMC-7-S001 to SMC-7-S002	Yes – see table 7.3.5	No	Pavement edge	Clarity and cohesion	
SMC 7a	SMC-7-S004 to SMC-7-S005	Yes – see table 7.3.5	Yes - cliff			
SMC 7a	SMC-7-S006 to SMC-7-S013	Yes – see table 7.3.5	Yes - beach			
SMC 7a	SMC-7-S014	Yes – see table 7.3.5	No	Various	Clarity and cohesion	Various means fence line and hedgerow
SMC 7b	SMC-7-S015	Yes – see table 7.3.5	No	Landward edge of road	Clarity and cohesion	
SMC 7b	SMC-7-S017	Yes - Normal	No	Tree line	Clarity and cohesion	
SMC 7b	SMC-7-S018	Yes - Normal	No			

1	2	3	4a	4b	4c	5
Map(s)	Route section number(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
SMC 7b	SMC-7-S019	Yes - Normal	No	Various	Clarity and cohesion	Various means fence line, wall and hedge
SMC 7c	SMC-7-S020 to SMC-7-S024	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 7c	SMC-7-S025	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 7d	SMC-7-S026	Yes – see table 7.3.5	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 7d	SMC-7-S027	Yes - Normal	No	Hedgerow	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 7d	SMC-7-S028 to SMC-7-S029	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 7d	SMC-7-S030	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 7d	SMC-7-S031	Yes – see table 7.3.5	No	Fence line	Clarity and cohesion	
SMC 7d	SMC-7-S032 to SMC-7-S034	Yes – see table 7.3.5	No	Landward edge of road	Clarity and cohesion	
SMC 7d	SMC-7-S035 to SMC-7-S036	Yes – see table 7.3.5	No	Pavement edge	Clarity and cohesion	
SMC 7d	SMC-7-S037 to SMC-7-S038	Yes - Normal	No			
SMC 7e	SMC-7-S039	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 7e	SMC-7-S040 to SMC-7-S041	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
SMC 7e	SMC-7-S042	Yes - Normal	No	Wall	Additional landward area	Detail of any roll back subject to SSSI assent

1	2	3	4a	4b	4c	5
Map(s)	Route section number(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
SMC 7f	SMC-7-S043	Yes - Normal	No			
SMC 7f	SMC-7-S044 to SMC-7-S046	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
SMC 7g	SMC-7-S047	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 7g	SMC-7-S048	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
SMC 7g & SMC 7h	SMC-7-S049 to SMC-7-S056	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 7h	SMC-7-S057	Yes – see table 7.3.5	No	Landward edge of road	Clarity and cohesion	
SMC 7i	SMC-7-S058 to SMC-7-S059	Yes – see table 7.3.5	No			
SMC 7i & SMC 7j	SMC-7-S060 to SMC-7-S062	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 7j	SMC-7-S063 to SMC-7-S065	Yes - Normal	No			
SMC 7j	SMC-7-S066 to SMC-7-S068	No	No	Hedgerow	Clarity and cohesion	
SMC 7j	SMC-7-S069 to SMC-7-S070	No	No			

7.3.2 Section Details – Details for sections that differ from the existing South West Coast Path: Map SMC 7a: Seaton to Downderry

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.5: 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 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.

4. 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
SMC 7a	SMC-7-S003	Other existing walked route	Yes - Normal	Yes - cliff			
SMC 7b	SMC-7-S016	Public footpath	Yes – see table 7.3.5	No			

7.3.3 Alternative routes and optional alternative route details – Map SMC 7a: Seaton to Downderry

Notes on table:

- Column 2 – an asterisk (*) against the route section number means see also table 7.3.4: Other options considered.
- 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.
- Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SMC 7a	SMC-7-OA001	Public footway (pavement)	Yes – see table 7.3.5	Pavement edge	Pavement edge	Optional alternative route
SMC 7a	SMC-7-OA002	Public highway	Yes – see table 7.3.5	Road	Road	Optional alternative route

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SMC 7a	SMC-7-OA003	Public footway (pavement)	Yes – see table 7.3.5	Pavement edge	Pavement edge	Optional alternative route
SMC 7a	SMC-7-OA004	Public highway	Yes – see table 7.3.5	Road	Road	Optional alternative route
SMC 7a	SMC-7-OA005	Public footway (pavement)	Yes – see table 7.3.5	Pavement edge	Pavement edge	Optional alternative route

7.3.4 Other options considered: Maps SMC 7a SMC 7b: Seaton to Battern Cliffs

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 7a	SMC-7-S003	We considered following the line of the existing SWCP in west of Seaton.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing SWCP route as mapped is inaccessible and scrubbed over. ■ The trail is closer to the coast and provides excellent views of the sea. ■ This proposal is made with the support of the SWCPA local representative and Cornwall Council. ■ 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.
SMC 7b	SMC-7-S016	We considered following the line of the existing SWCP south of Downderry Lodge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing SWCP route is close to a house driveway which can be dangerous. ■ The trail is closer to the coast and provides good views of the sea. ■ The clarity and cohesion of the route is improved. ■ This proposal is made with the support of the landowners and Cornwall Council. ■ We concluded that overall the proposed route struck the best balance in terms of

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the Coastal Access Scheme.

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.

7.3.5 Roll-back implementation – more complex situations: Maps SMC 7a, SMC 7b and SMC 7d: Seaton to Battern Cliffs and Eglarooze Cliff to Portwrinkle

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SMC 7a	SMC-7-OA001 to SMC-7-OA005	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 7a & SMC 7b	SMC-7-S001 to SMC-7-S015	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 7d	SMC-7-S026	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 7d	SMC-7-S031 to SMC-7-S036	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 7d	SMC-7-S057 to SMC-7-S059	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.

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 7.4: Proposals Maps

7.4.1 Map Index

Map reference	Map title
SMC 7a	Seaton to Downderry
SMC 7b	Downderry to Battern Cliffs
SMC 7c	Battern Cliffs to Eglarooze Cliff
SMC 7d	Eglarooze Cliff to Portwrinkle
SMC 7e	Portwrinkle to Kerslake Cliff
SMC 7f	Kerslake Cliff to Tregantle Down
SMC 7g	Tregantle Down to Freathy
SMC 7h	Freathy to Tregonhawke
SMC 7i	Tregonhawke to Rame
SMC 7j	Rame to Rame Head

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:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

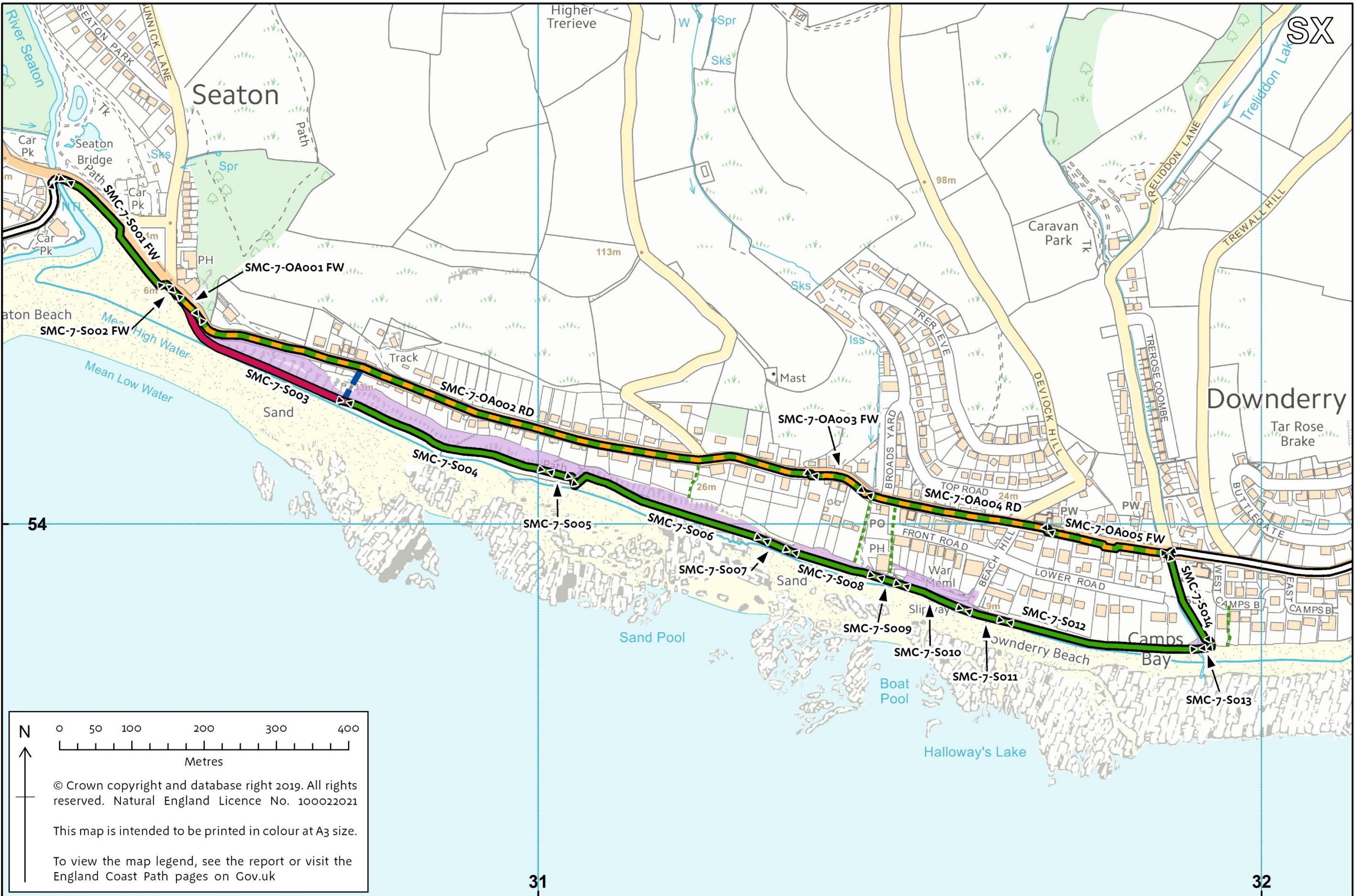
Miscellaneous:

- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- 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



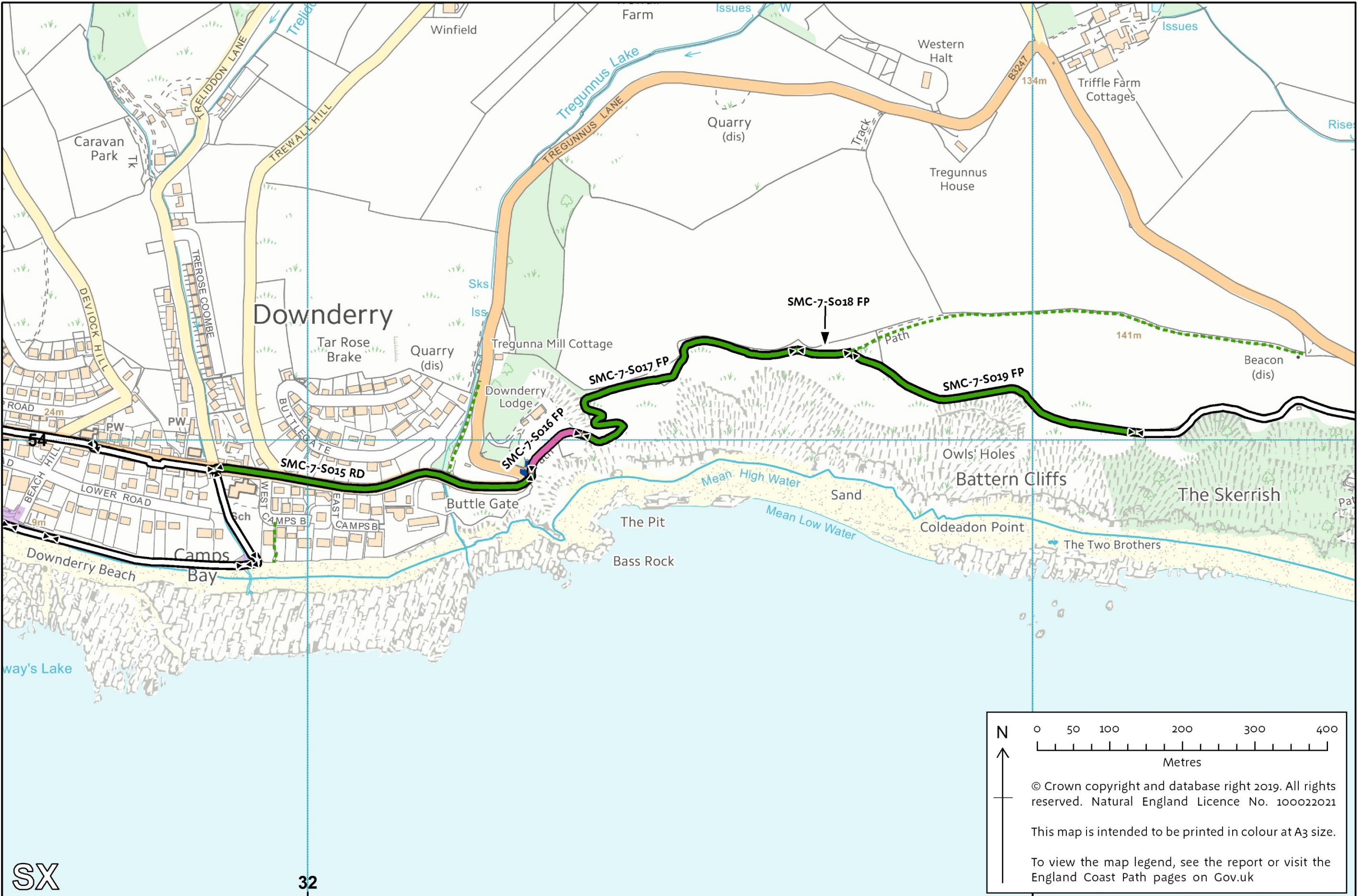
Map SMC 7a: Seaton to Downderry

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

To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map SMC 7b: Donderry to Battern Cliffs



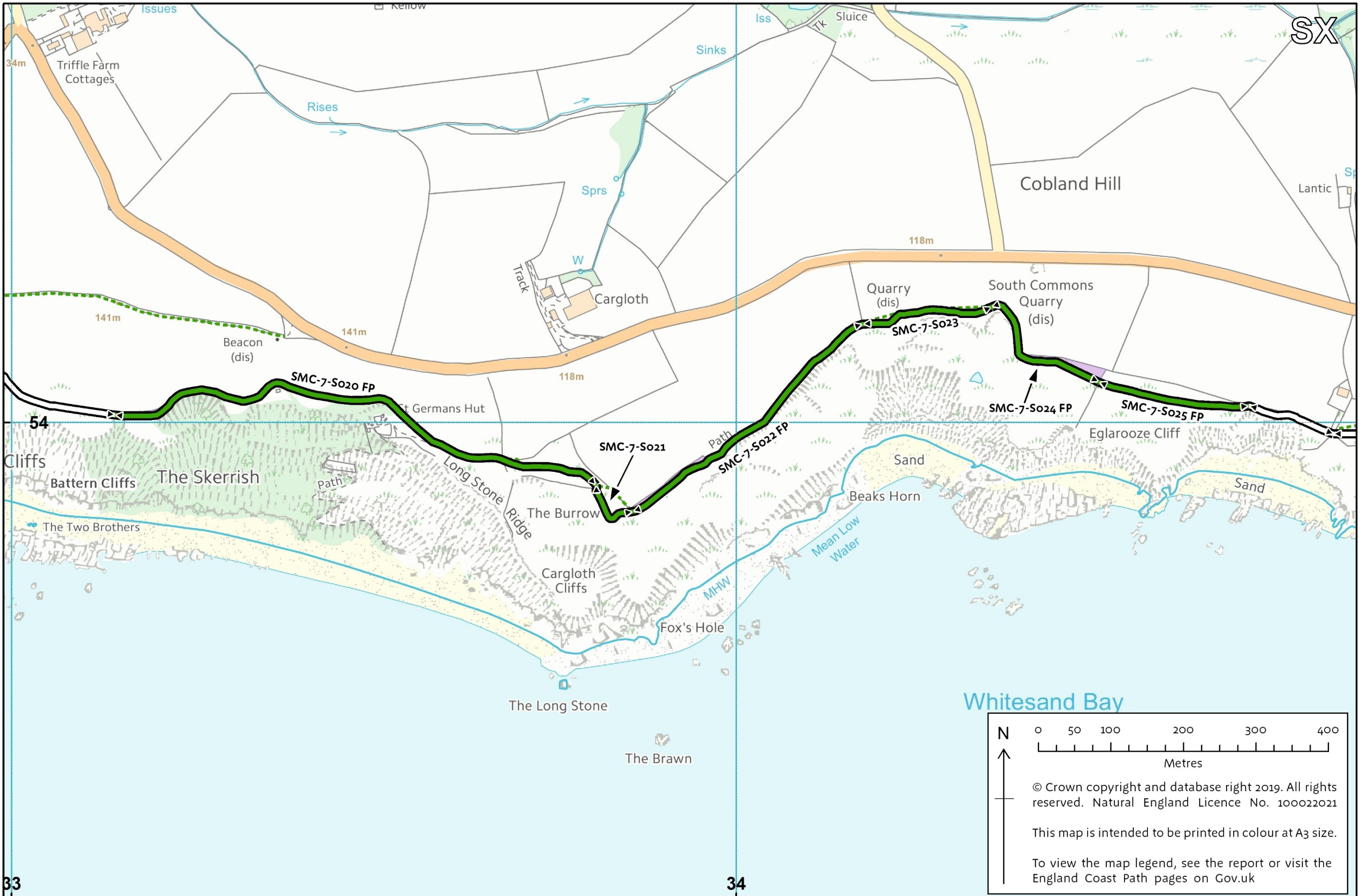
Map SMC 7b: Donderry to Battern Cliffs

N
0 50 100 200 300 400
Metres

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Map SMC 7c: Battern Cliffs to Eglarooze Cliff

N

0 50 100 200 300 400

Metres

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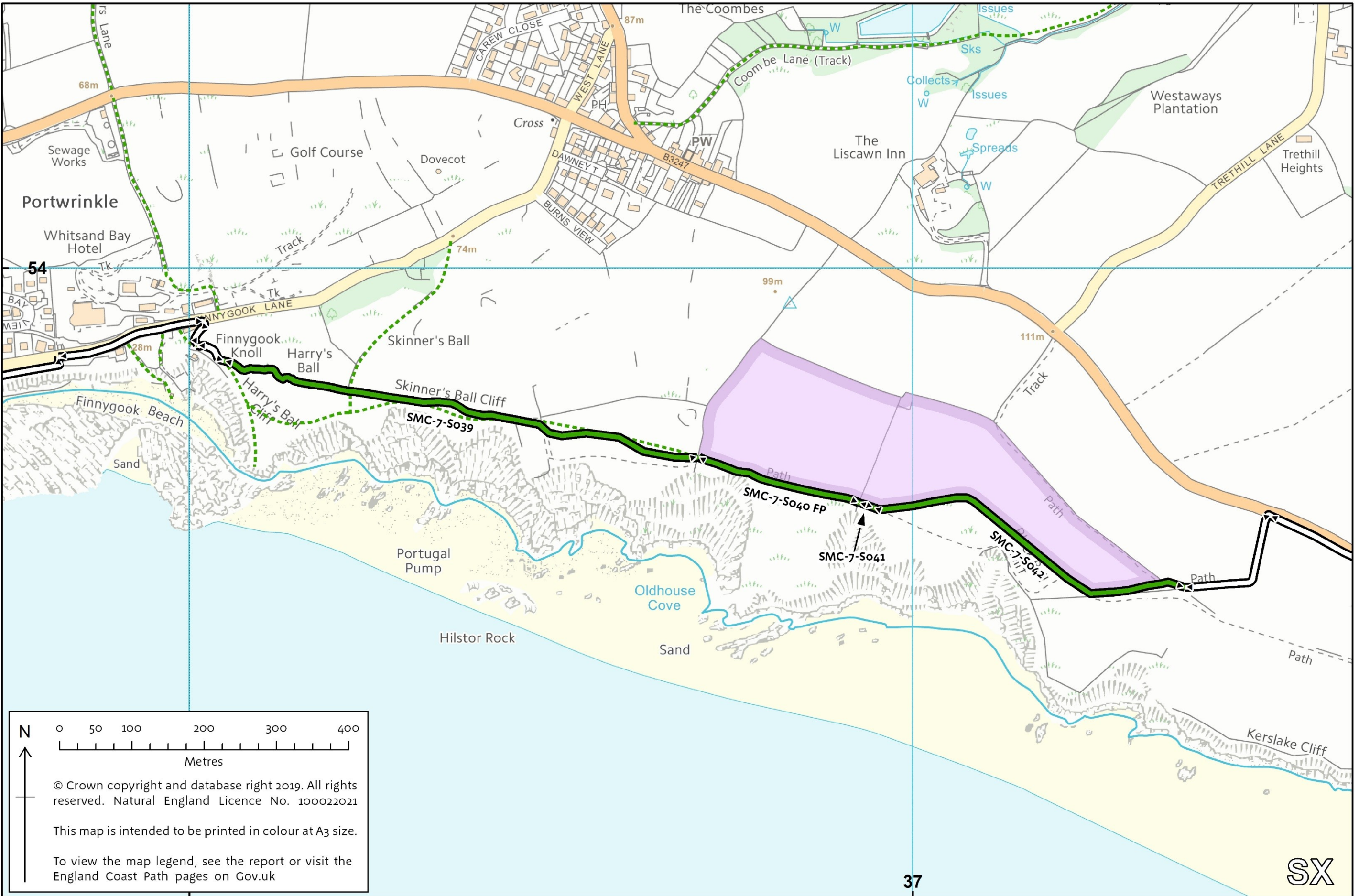


N
↑
0 50 100 200 300 400
Metres

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Map SMC 7e: Portwrinkle to Kerslake Cliff

N

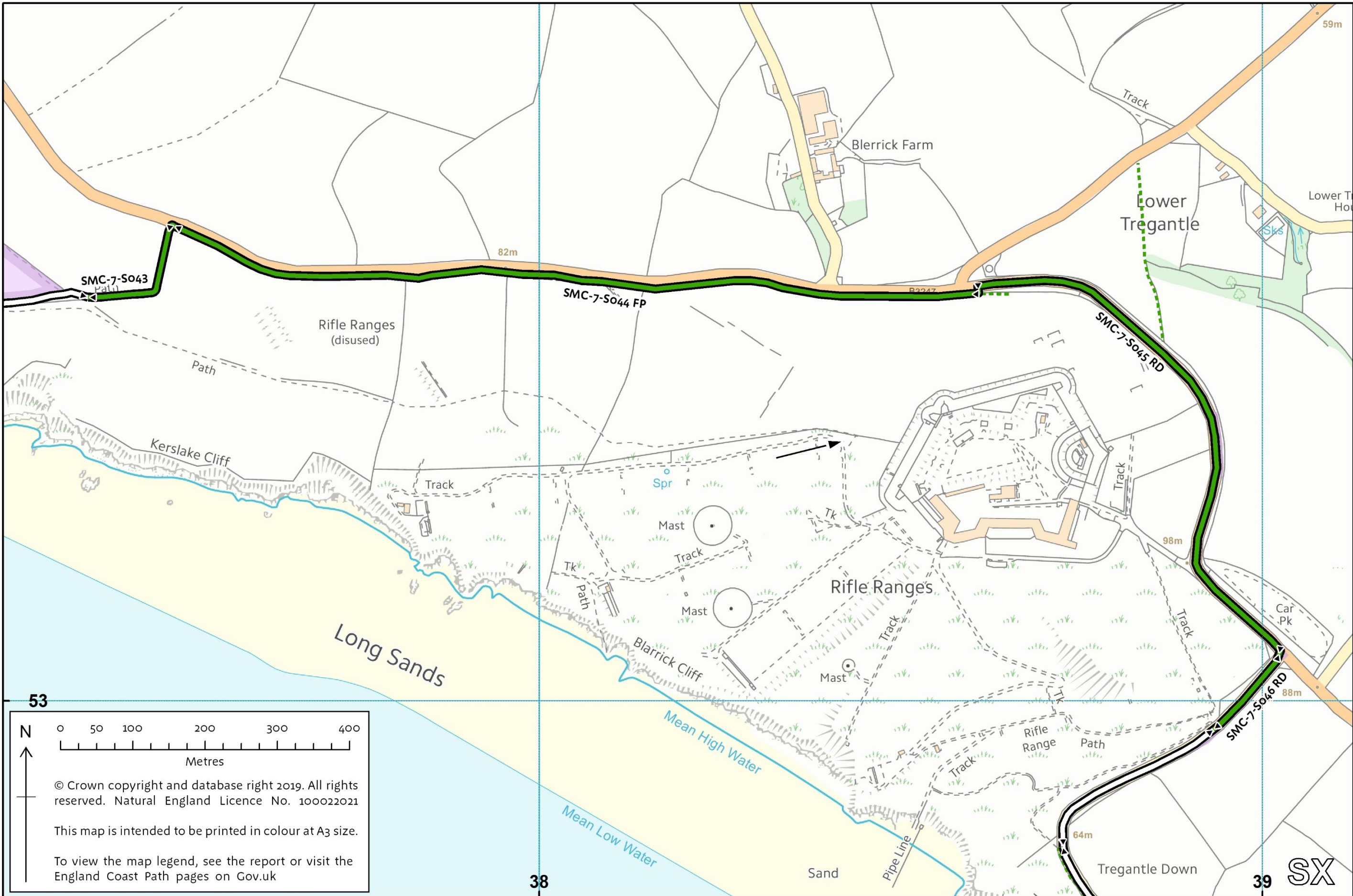
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Metres

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Map SMC 7f: Kerlake Cliff to Tregantle Down

53

N

0 50 100 200 300 400

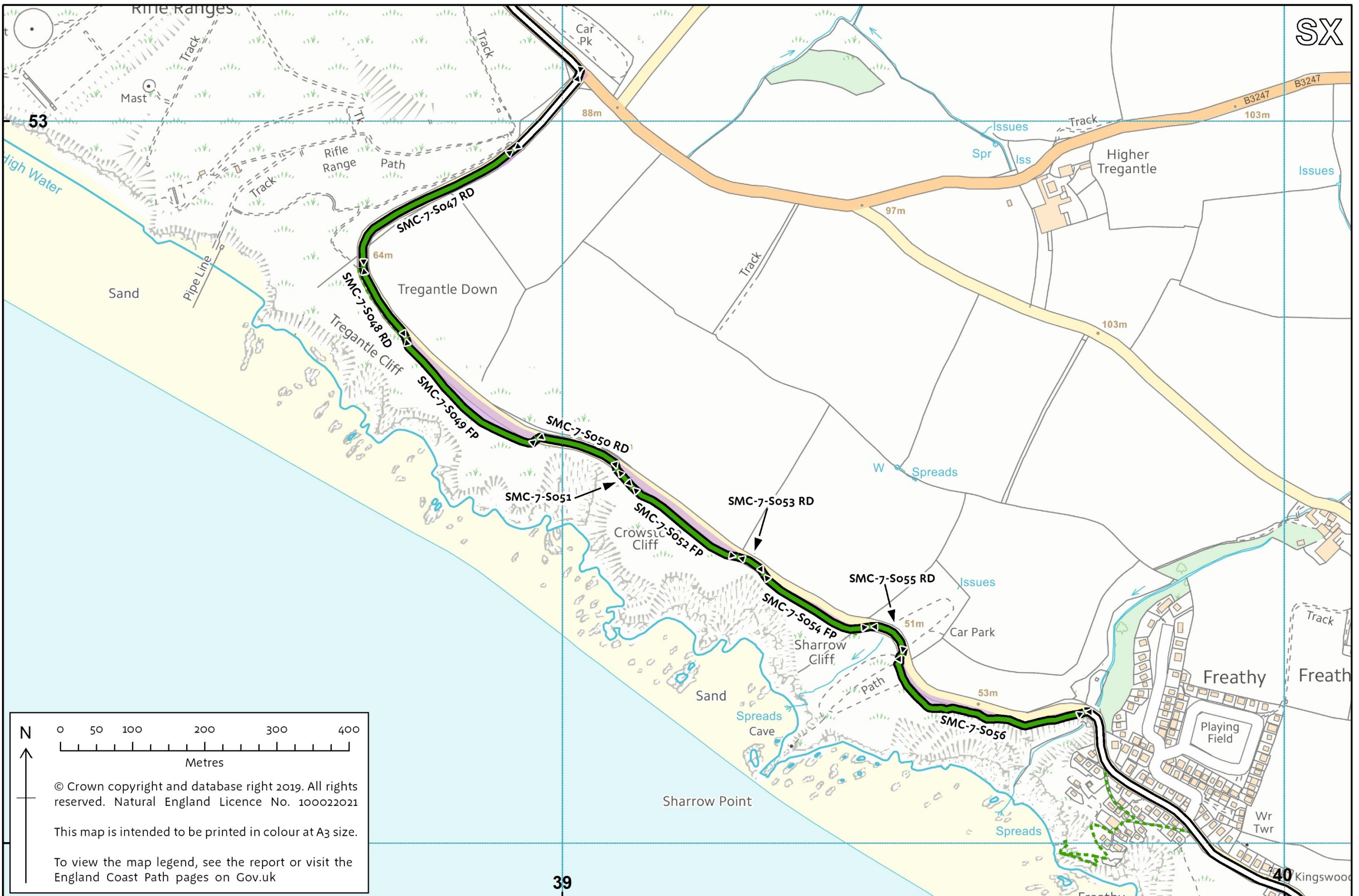
Metres

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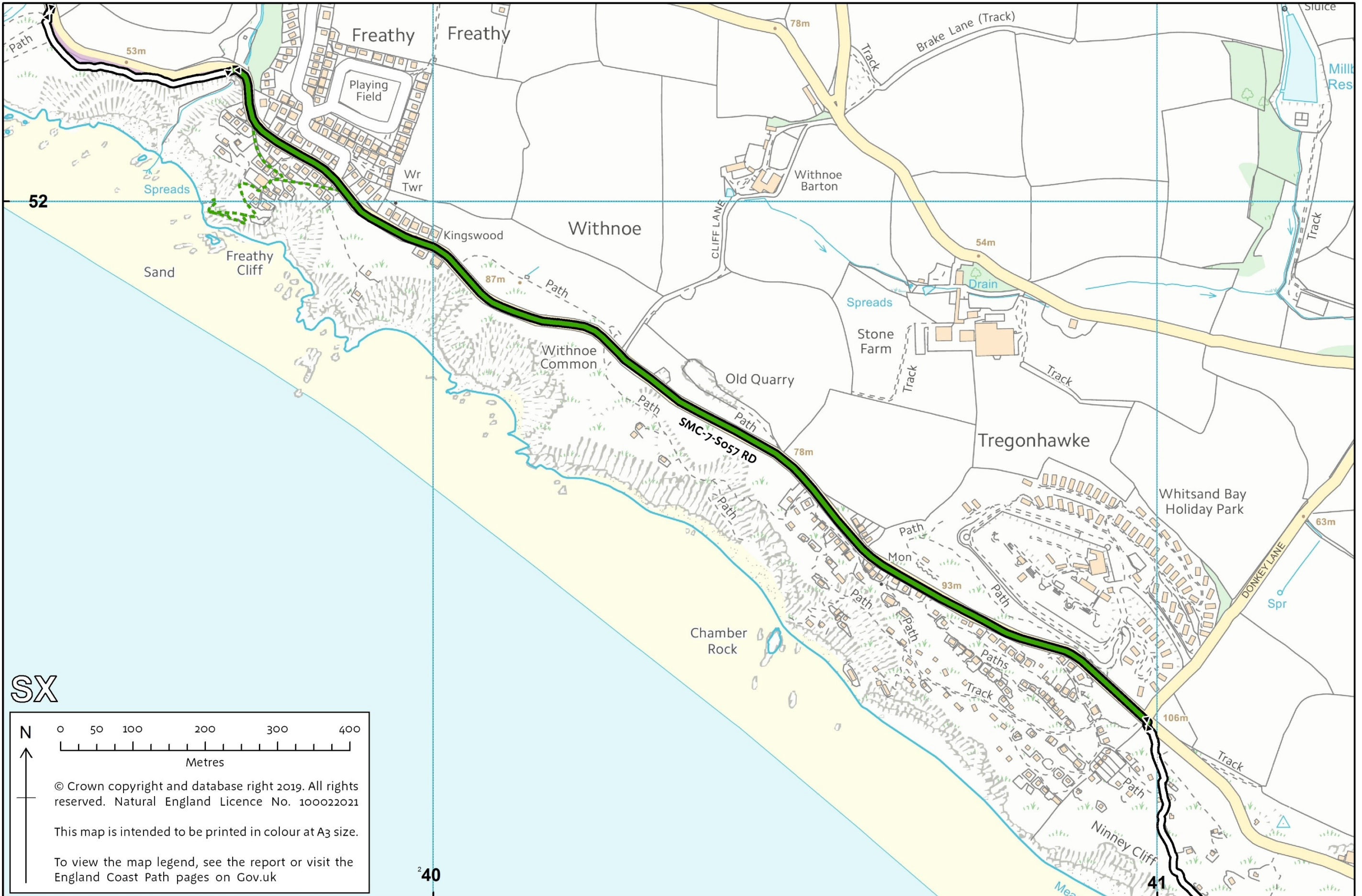
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Map SMC 7g: Tregantle Down to Freathy



Map SMC 7g: Tregantle Down to Freathy

Map SMC 7h: Freathy to Tregonhawke



Map SMC 7h: Freathy to Tregonhawke

SX

N

0 50 100 200 300 400

Metres

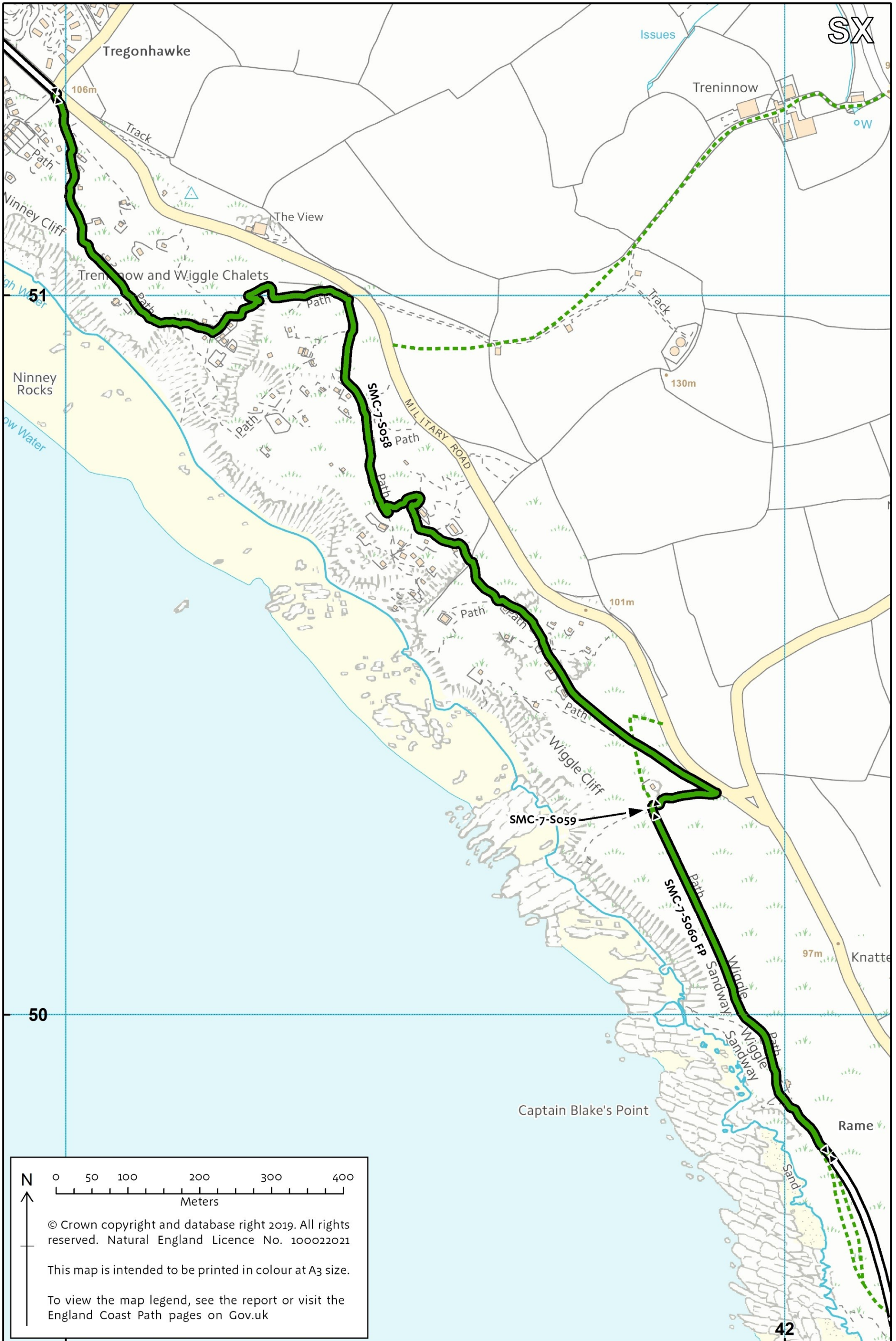
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40

41



N

0 50 100 200 300 400

Meters

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