



England Coast Path Stretch: Cremyll to Kingswear

Report CKW 2: Mount Batten Point to Yealm Estuary

Part 2.1: Introduction

Start Point:	Mount Batten Point (Grid reference SX 4859 5336)
End Point:	Yealm Estuary (Grid reference SX 5388 4785)
Relevant Maps:	CKW 2a to CKW 2f

2.1.1 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 Cremyll and Kingswear.

2.1.2 This report covers length CKW 2 of the stretch, which is the coast between Mount Batten Point and the western bank of the Yealm Estuary. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

2.2.1 Follows existing walked routes, including public rights of way along this length.

2.2.2 Generally follows the coastline closely and maintains good views of the sea.

2.2.3 Follows the route of the existing South West Coast Path (SWCP), as currently walked and managed, for the entire length of this report between Mount Batten Point and the Yealm Estuary. See maps CKW 2a to CKW 2f and table 2.3.1 below for more details.

The South West Coast Path

2.2.4 We propose to adopt the walked line of the South West Coast Path along all of the coast covered by this report. However, there are 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. 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.

2.2.5 The following designated sites affect this length of coast:

- Plymouth Sound and Estuaries Special Area of Conservation (SAC)
- Plymouth Sound Shores and Cliffs Site of Special Scientific Interest (SSSI)
- Wembury Point Site of Special Scientific Interest (SSSI)
- Yealm Estuary Site of Special Scientific Interest (SSSI)
- Mount Batten, 17th century artillery tower and World War II remains Scheduled Monument (SM)
- Fort Bovisand Scheduled Monument (SM)
- Staddon Heights Defences Scheduled Monument (SM)

Maps C and D in the Overview show the extent of designated areas along this stretch of coast, including SACs, SSSIs and Scheduled Monuments.

2.2.6 We consider that the coastal environment along this length of coast, including features of the sites listed above, is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

2.2.7 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:

2.2.8 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path, for example at Jennycliff and Wembury Point.
- There are steep gradients in places with steps, for example at Jennycliff and Bovisand, where it would be necessary to ascend or descend the slopes.

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

Where we have proposed exercising statutory discretions:

2.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Plym, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Mount Batten ferry landing quay, as indicated by the extent of the trail shown on map CKW 2a. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

2.2.10 This report proposes that the trail should contain sections aligned on the estuary of the River Yealm, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Yealm ferry landing quay, as indicated by the extent of the trail shown on map CKW 2f. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

2.2.11 **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 2.3.1 below.

2.2.12 In some places, 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. See maps CKW 2a, CKW 2c to CKW 2f and table 2.3.1 below for more details.

2.2.13 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 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the notes relating to these columns above table 2.3.1 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.

2.2.14 Restrictions and/or exclusions: The coastal margin within Bovisand Bay Park Limited has had dog restrictions in place for a number of years to provide safe bathing and leisure areas for the residents of the Park. These directions replicate the current management. The beaches and 'green' area outside the Park offices as shown on Directions Map CKW 2A will be excluded for people with dogs, and the rest of the land within the ownership of Bovisand Bay Park Limited in the coastal margin will be restricted to keeping dogs on leads as follows:

2.2.15 Access to the beaches and 'green' in the coastal margin adjacent to route sections CKW-2-S022 to CKW-2-S026 is to be excluded for people with dogs (except assistance dogs) all year-round by direction under section s24 of the Countryside and Rights of Way Act (2000) for land management reasons. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

2.2.16 Access to the route of the England Coast Path and the coastal margin adjacent to route sections CKW-2-S022 to CKW-2-S026 is to be restricted, requiring people to keep dogs on leads all year-round by direction under section s24 of the Countryside and Rights of Way Act (2000) for land management reasons. The exclusion will have no legal effect on land where coastal access rights do not apply.

2.2.17 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.

2.2.18 Column 3 of table 2.3.1 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 CKW 2a to CKW 2f as the proposed route of the trail.

2.2.19 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 table 2.3.1, the route is to be at the centre of the line shown on maps CKW 2a to CKW 2f as the proposed route of the trail.

Other future change:

2.2.20 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

2.2.21 The route of the trail at the start of section CKW-2-S001 in this report incorporates the use of a ferry across the River Plym (see map CKW 2a). Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate,

will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast. See the report for length CKW 1 for more details.

2.2.22 The route of the trail at the end of section CKW-2-S066 in this report incorporates the use of a ferry across the River Yealm (see map CKW 2f). Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast. See the report for length CKW 3 for more details.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

2.2.23 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.

2.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £2,300 and is informed by:

- information already held by the access authorities, Plymouth City Council and Devon County 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.

2.2.25 There is one main element to the overall cost:

- A number of new signs and interpretation boards would be needed on the trail

The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail.

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
Signs and interpretation	£2,300
Total	£2,300 (Exclusive of any VAT payable)

2.2.26 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, Plymouth City Council and Devon County 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:

2.2.27 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).

2.2.28 We estimate that the annual cost to maintain the trail will be £7,135 (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 2.3: Proposals Tables

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

2.3.1 Details for sections that follow the existing South West Coast Path – Maps CKW 2a to CKW 2f: Mount Batten Point to Yealm Estuary

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.2: 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 2.3.3’ 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 4a - 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.
5. 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
CKW 2a	CKW-2-S001	Yes - see table 2.3.3	No	Wall	Clarity and cohesion	
	CKW-2-S002	Yes - see table 2.3.3	No	Seaward edge of road	Additional landward area	
	CKW-2-S003	Yes - see table 2.3.3	No	Pavement edge	Clarity and cohesion	
	CKW-2-S004	Yes - see table 2.3.3	No	Various	Additional landward area	Various boundary features along the seaward side of the car park eg edge of road, surfaced area of car park

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
CKW 2a	CKW-2-S005	Yes - see table 2.3.3	No	Pavement edge	Clarity and cohesion	
	CKW-2-S006	Yes - see table 2.3.3	No	Seaward edge of road	Additional landward area	
	CKW-2-S007	Yes - see table 2.3.3	No			
	CKW-2-S008	Yes - see table 2.3.3	No	Fence line	Additional landward area	
	CKW-2-S009	Yes - see table 2.3.3	No	Seaward edge of road	Additional landward area	
CKW 2b	CKW-2-S010	Yes - normal	No			
	CKW-2-S011	No	No	Fence line	Clarity and cohesion	
	CKW-2-S012	No	No	Path	Clarity and cohesion	
	CKW-2-S013*	No	No			
	CKW-2-S014*	No	No	Path	Clarity and cohesion	
	CKW-2-S015*	No	No			
	CKW-2-S016*	No	No	Path	Clarity and cohesion	
	CKW-2-S017*	Yes – see table 2.3.3	No	Path	Clarity and cohesion	
	CKW-2-S018	Yes – see table 2.3.3	No	Landward edge of road	Clarity and cohesion	
	CKW-2-S019 & CKW-2-S020	Yes - normal	No			
	CKW-2-S021	Yes - normal	No	Path	Clarity and cohesion	
	CKW-2-S022	Yes - normal	No	Landward edge of road	Clarity and cohesion	
	CKW-2-S023* & CKW-2-S024*	Yes - see table 2.3.3	No	Path	Clarity and cohesion	
CKW 2c	CKW-2-S025	Yes - see table 2.3.3	No	Landward edge of road	Clarity and cohesion	
	CKW-2-S026	Yes - see table 2.3.3	No	Fence line	Additional landward area	

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
CKW 2c	CKW-2-S027 to CKW-2-S034	Yes - see table 2.3.3	No			
	CKW-2-S035	Yes – see table 2.3.3	No	Landward edge of track	Clarity and cohesion	
CKW 2d	CKW-2-S036	Yes - see table 2.3.3	No	Landward edge of track	Clarity and cohesion	
	CKW-2-S037	Yes - see table 2.3.3	No	Landward edge of road	Clarity and cohesion	
	CKW-2-S038	Yes - see table 2.3.3	No			
	CKW-2-S039 to CKW-2-S043	Yes - see table 2.3.3	No	Fence line	Additional landward area	
	CKW-2-S044 & CKW-2-S045	Yes - see table 2.3.3	No	Fence line	Clarity and cohesion	
	CKW 2e	CKW-2-S046 & CKW-2-S047	Yes - see table 2.3.3	No	Fence line	Clarity and cohesion
CKW-2-S048 & CKW-2-S049		Yes - see table 2.3.3	No			
CKW-2-S050		Yes – see table 2.3.3	No			
CKW-2-S051		Yes - see table 2.3.3	No	Path	Clarity and cohesion	
CKW-2-S052		No	No			
CKW-2-S053		No	No	Various	Additional landward area	Various boundary features include wall, fence and hedge
CKW-2-S054		No	No	Path	Clarity and cohesion	
CKW-2-S055		No	No	Wall	Clarity and cohesion	
CKW-2-S056		Yes - see table 2.3.3	No	Path	Clarity and cohesion	
CKW-2-S057		Yes - see table 2.3.3	No	Wall	Additional landward area	
CKW 2f	CKW-2-S058	Yes - see table 2.3.3	No	Wall	Additional landward area	
	CKW-2-S059	Yes - see table 2.3.3	No	Fence line	Additional landward area	
	CKW-2-S060 & CKW-2-S061	No	No	Fence line	Additional landward area	

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
CKW 2f	CKW-2-S062	No	No	Path	Clarity and cohesion	
	CKW-2-S063	Yes – see table 2.3.3	No	Path	Clarity and cohesion	
	CKW-2-S064 to CKW-2-S066	Yes – see table 2.3.3	No	Fence line	Additional landward area	

2.3.2 Other options considered – Map CKW 2b: Jennycliff to Bovisand Bay

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 2b	CKW-2-S013 to CKW-2-S017	We considered aligning the trail to the seaward side of Fort Bovisand.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it offers sea views along some of its length; ■ the gradient and terrain to the north of Fort Bovisand would be unsuitable for a national trail; ■ this proposal is made with the support of the landowner and would be consistent with any future redevelopment of Fort Bovisand; ■ 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
CKW 2b	CKW-2-S023 to CKW-2-S024	We considered aligning the trail to the seaward side of the access road at Bovisand Park.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the access road is suitable for pedestrian access with only a light amount of traffic and there are good sea views along it; ■ access for dogs to some of the land adjacent to route sections CKW-2-S023 and CKW-2-S024 is to be excluded for people with dogs (except assistance dogs) all year-round by direction under section s24 of the Countryside and Rights of Way Act (2000) for land management reasons (see paragraph 2.2.15 above);

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> <li data-bbox="874 248 1458 360">■ this proposal is made with the support of the landowner and is consistent with their existing management of the site; <li data-bbox="874 383 1458 528">■ 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

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.

2.3.3 Roll-back implementation – more complex situations – Maps CKW 2a to CKW 2f: Mount Batten Point to Yealm Estuary

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 2a	CKW-2-S001 to CKW-2-S009	Buildings and residential areas in the Mount Batten area and Mount Batten Scheduled Monument	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc) and Scheduled Monument, we will choose a route landward of it, after detailed discussions with the relevant experts and with any potentially affected owners and occupiers.
CKW 2b	CKW-2-S017 & CKW-2-S018	Buildings at Bovisand Court	If it is no longer possible to find a viable route seaward of the specified excepted land we will choose a route landward of it, following discussions with owners and occupiers.
CKW 2b and CKW 2c	CKW-2-S023 to CKW-2-S026 & CKW-2-S035	Buildings and chalets at Bovisand Park and buildings along Beach Road	If it is no longer possible to find a viable route seaward of the specified excepted land we will choose a route landward of it, following discussions with owners and occupiers.
CKW 2d	CKW-2-S036 & CKW-2-S037	Buildings and residential area at Heybrook Bay	If it is no longer possible to find a viable route seaward of the specified excepted land we will choose a route landward of it, following discussions with owners and occupiers.
CKW 2e	CKW-2-S050 & CKW-2-S051 & CKW-2-S056	Buildings and residential area at Wembury	If it is no longer possible to find a viable route seaward of the specified excepted land we will choose a route landward of it, following discussions with owners and occupiers.
CKW 2f	CKW-2-S063 to CKW-2-S066	Buildings at Warren Point	If it is no longer possible to find a viable route seaward of the specified excepted land we will choose a route landward of it, following discussions with owners and occupiers.
CKW 2c	CKW-2-S027 to CKW-2-S034	Designated site (SSSI or SAC)	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 2d	CKW-2-S037 to CKW-2-S045		If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.
CKW 2e	CKW-2-S046 to CKW-2-S050 & CKW-2-S058 to CKW-2-S059		
CKW 2f	CKW-2-S058 & CKW-2-S059		

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 2.4: Proposal maps

2.4.1 Map Index

Map reference	Map title
CKW 2a	Mount Batten Ferry to Jennycliff
CKW 2b	Jennycliff to Bovisand Bay
CKW 2c	Bovisand Bay to Heybrook Bay
CKW 2d	Heybrook Bay to Wembury Point
CKW 2e	Wembury Point to Connor's Cove
CKW 2f	Connor's Cove to Yealm Estuary
Directions Map CKW 2A	Bovisand Park: Proposed direction under s24 CROW

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

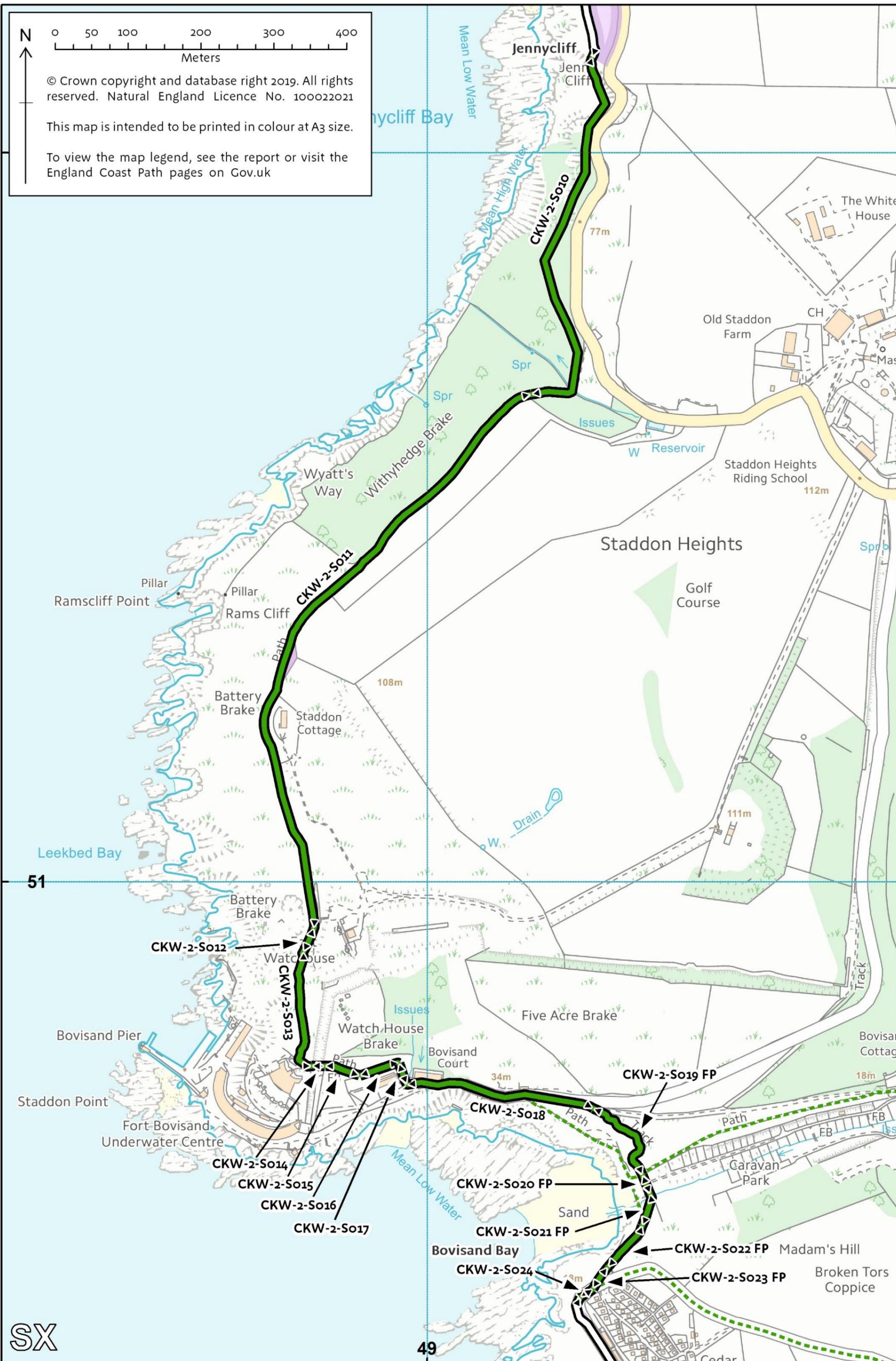


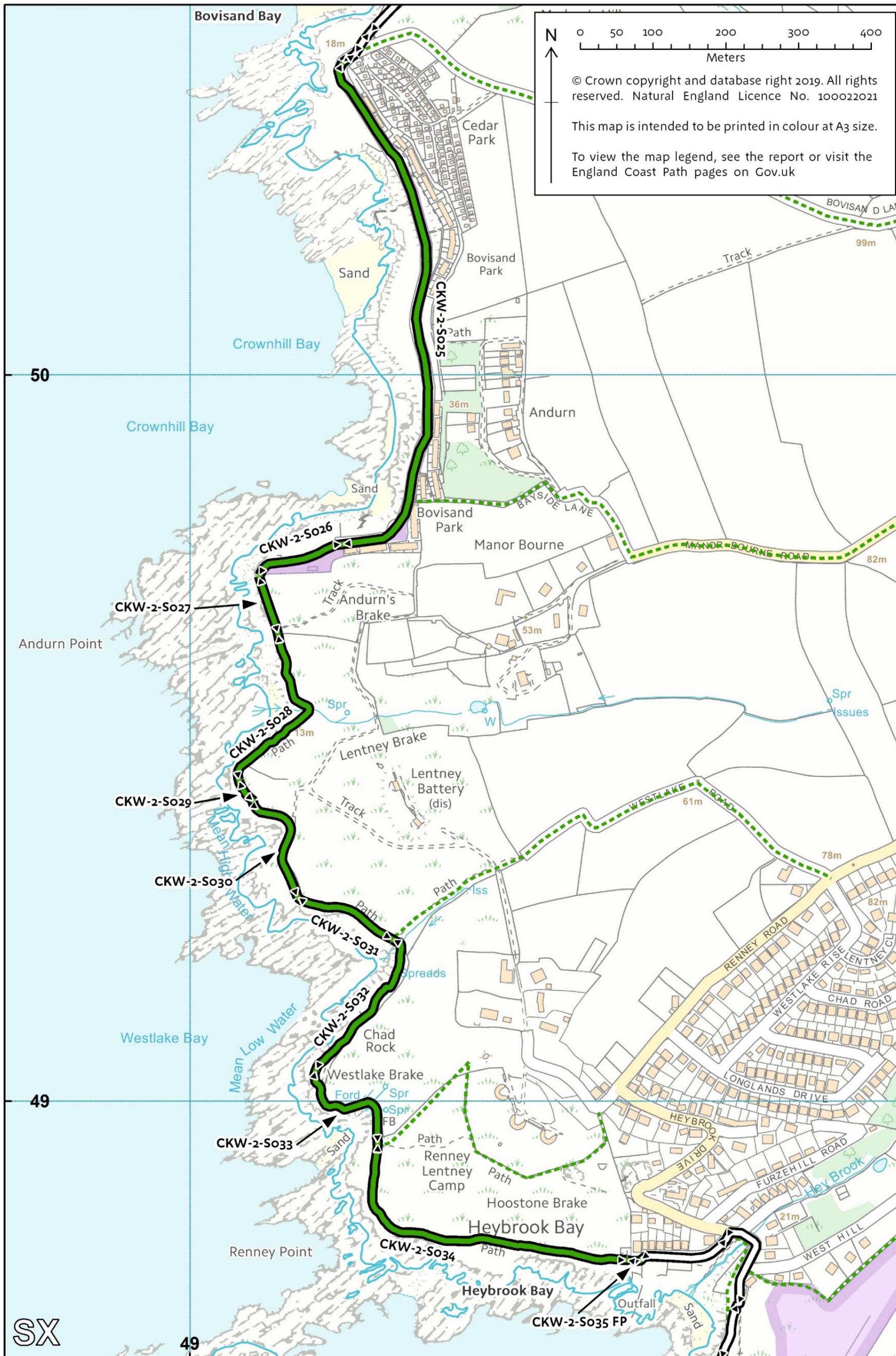
N
 0 50 100 200 300 400
 Meters

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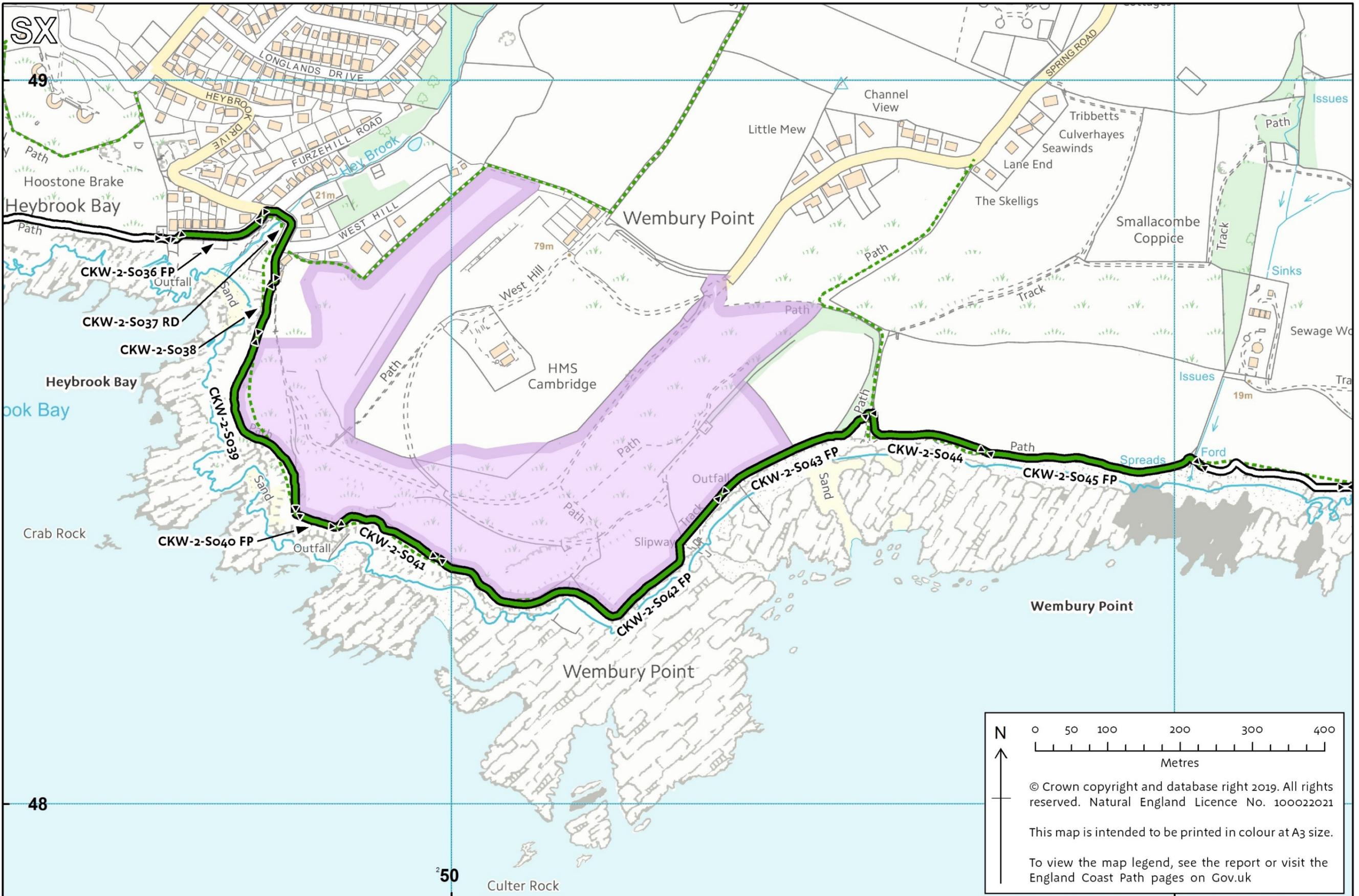
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



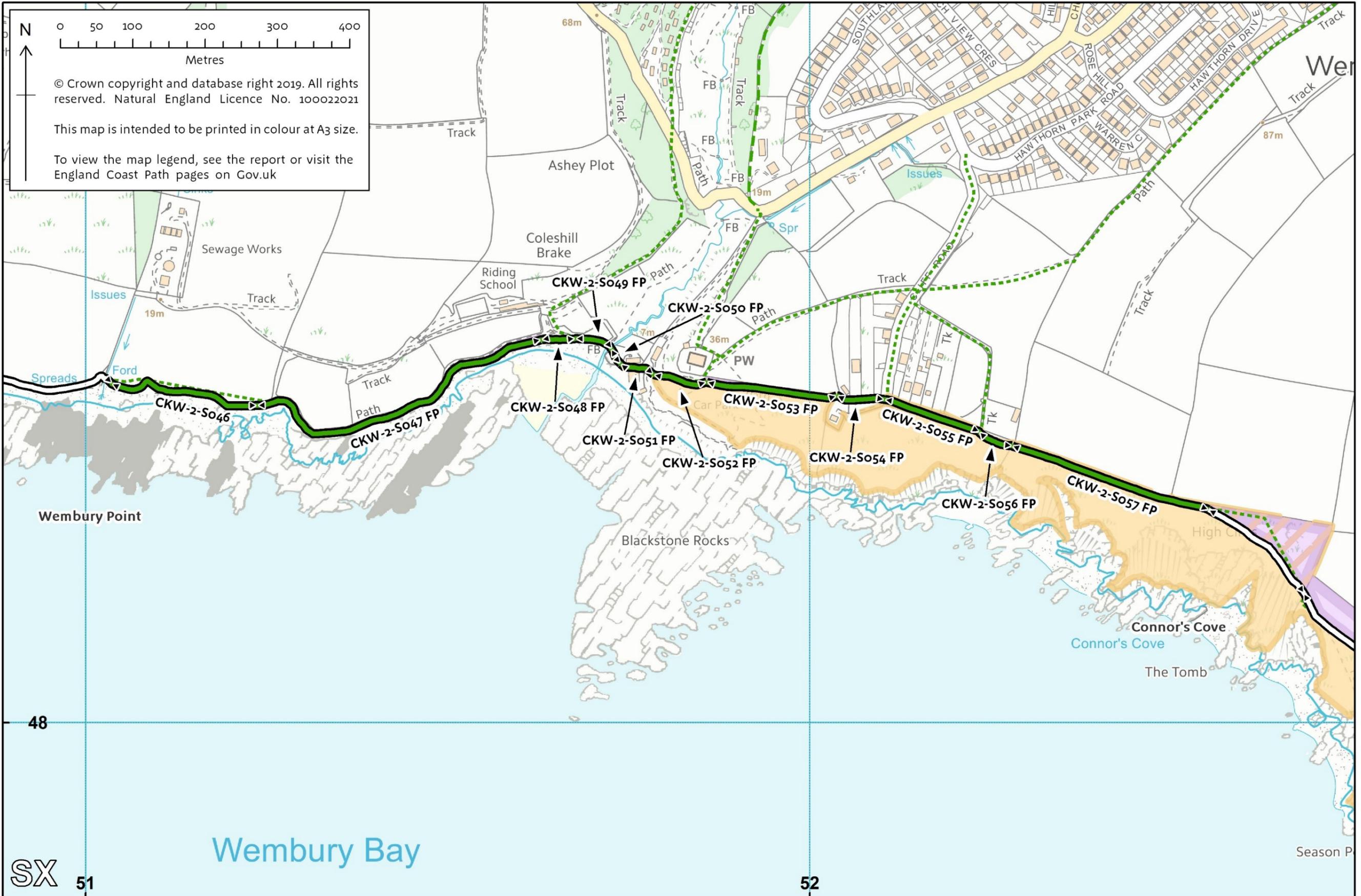


Map CKW 2d: Heybrook Bay to Wembury Point



Map CKW 2d: Heybrook Bay to Wembury Point

N
0 50 100 200 300 400
Metres
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Map CKW 2e: Wembury Point to Connor's Cove

N
0 50 100 200 300 400
Metres

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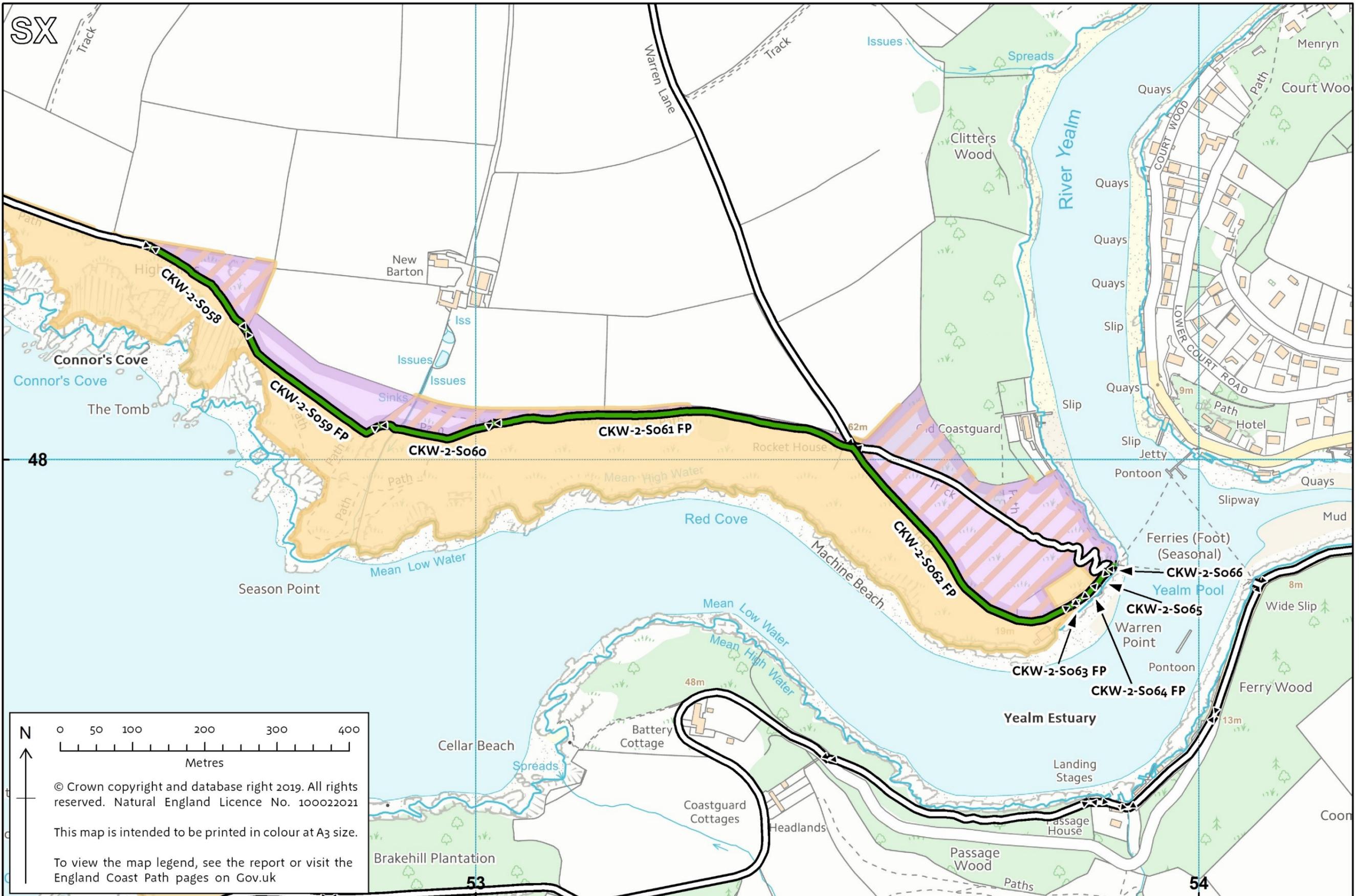
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48
SX 51

Wembury Bay

52

Season P



Map CKW 2f: Connor's Cove to the Yealm Estuary

N

0 50 100 200 300 400

Metres

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