



England Coast Path Stretch: Cremyll to Kingswear

Report CKW 7: Avon Estuary to Kingsbridge Estuary

Part 7.1: Introduction

Start Point:	Avon Estuary (Grid reference SX 6680 4377)
End Point:	Kingsbridge Estuary (Grid reference SX 7412 3886)
Relevant Maps:	CKW 7a to CKW 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 Cremyll and Kingswear.

7.1.2 This report covers length CKW 7 of the stretch, which is the coast between the Avon Estuary and the Kingsbridge 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.

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

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

7.2.3 Follows the route of the existing South West Coast Path (SWCP), as currently walked and managed, for the entire length of this report between the Avon Estuary and the Kingsbridge Estuary. See maps CKW 7a to CKW 7j and table 7.3.1 below for more details.

The South West Coast Path

7.2.4 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.

7.2.5 The following designated sites affect this length of coast:

- Devon Avon Estuary Marine Conservation Zone (MCZ)
- Start Point to Plymouth Sound & Eddystone Special Area of Conservation (SAC)
- South Devon Shore Dock Special Area of Conservation (SAC)
- South Milton Ley Site of Special Scientific Interest (SSSI)
- Bolt Head to Bolt Tail Site of Special Scientific Interest (SSSI)
- Salcombe to Kingsbridge Estuary Site of Special Scientific Interest (SSSI)
- Bantham Ham Roman settlement Scheduled Monument (SM)
- Bolt Tail Camp Iron Age cliff castle Scheduled Monument (SM)
- Round barrows south of Hope Cove, part of round barrow cemetery Scheduled Monument (SM)
- Regular aggregate field system 480m west of West Soar Scheduled Monument (SM)
- Warren Barn medieval farmstead and field system Scheduled Monument (SM)
- Middle Soar field systems, hut circles and four beacons Scheduled Monuments (SM)
- Starehole Bottom field systems, hut circles and medieval farm buildings Scheduled Monument (SM)
- Fort Charles Scheduled Monument (SM)

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

7.2.6 We consider that the coastal environment, including 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.

7.2.7 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 in respect of the natural environment; 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:

7.2.8 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 along the cliff top for example between The Warren to the Rags (route sections CKW-7-S056 to CKW-7-S068);
- There are places where it would be necessary to ascend/descend steps for example between Sharp Tor and East Scar (route sections CKW-7-S069 and CKW-7-S070).

7.2.9 At South Milton Sands car park (route section CKW-7-S024) the existing temporary bollards will be replaced by permanent structures so as to make the trail easier to use by separating walkers from parked cars. We envisage this happening as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

7.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Avon, 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 landing stage on the east bank of the River Avon, as indicated by the extent of the trail shown on map CKW 7a. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal. It should be noted that report CKW 6 includes details of our proposals to align an alternative route around the Avon Estuary at times when the ferry service is not operational.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

7.2.11 **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 7.3.1 below.

7.2.12 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 7c to CKW 7i and table 7.3.1 below for more details

7.2.13 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 7.3.1. 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 7.3.1 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.

7.2.14 **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.

7.2.15 Column 3 of table 7.3.1 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 7a to CKW 7j as the proposed route of the trail.

7.2.16 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 7.3.1, the route is to be at the centre of the line shown on maps CKW 7a to CKW 7j as the proposed route of the trail.

Other future change:

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

7.2.18 The route of the trail in this report incorporates the use of a ferry at Salcombe. 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 parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

7.2.19 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.

7.2.20 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £5,000 and is informed by:

- information already held by the access authority, 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.

7.2.21 There are two main element to the overall cost:

- Wooden bollards to separate walkers from parked vehicles
- Signage and interpretation boards

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
Wooden bollards	£2,500
Signage and interpretation	£2,500
Total	£5,000 (Exclusive of any VAT payable)

7.2.22 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, 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:

7.2.23 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).

7.2.24 We estimate that the annual cost to maintain the trail will be £10,979 (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 Details for sections that follow the existing South West Coast Path – Maps CKW 7a to CKW 7j: Avon Estuary to Kingsbridge Estuary

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.2: 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 7.3.3’ 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 7a	CKW-7-S001 to CKW-7-S003	No	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S004 & CKW-7-S005	Yes - see table 7.3.3	No	Landward edge of the track	Clarity and cohesion	
	CKW-7-S006	Yes - normal	No			
	CKW-7-S007 & CKW-7-S008	Yes - see table 7.3.3	No			
CKW 7b	CKW-7-S009	Yes - see table 7.3.3	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
CKW 7c	CKW-7-S010 to CKW-7-S014	Yes - see table 7.3.3	No			
	CKW-7-S015 & CKW-7-S016	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S017	Yes - see table 7.3.3	No			
	CKW-7-S018	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S019	Yes - see table 7.3.3	Yes - dune			
	CKW-7-S020 to CKW-7-S022	Yes - see table 7.3.3	Yes - dune			
	CKW-7-S023	Yes - normal	No	Fence line	Clarity and cohesion	
	CKW-7-S024	Yes - normal	No	Fence line	Additional landward area	
	CKW-7-S025	Yes - normal	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S026 & CKW-7-S027	No	No	Landward edge of the road	Clarity and cohesion	
CKW 7d	CKW-7-S028 & CKW-7-S029	Yes - normal	No	Fence line	Clarity and cohesion	
	CKW-7-S030	Yes - normal	No	Fence line	Clarity and cohesion	
	CKW-7-S031	Yes - see table 7.3.3	No	Fence line	Clarity and cohesion	
	CKW-7-S032 & CKW-7-S033	Yes - see table 7.3.3	No	Landward edge of the track	Clarity and cohesion	
	CKW-7-S034	Yes - see table 7.3.3	No	Fence line	Clarity and cohesion	
	CKW-7-S035	Yes - see table 7.3.3	No			
	CKW-7-S036	Yes - see table 7.3.3	No	Hedge bank	Clarity and cohesion	

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 7d	CKW-7-S037	Yes - see table 7.3.3	No	Pavement edge	Clarity and cohesion	
	CKW-7-S038	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S039 to CKW-7-S042	Yes - see table 7.3.3	No	Fence line	Clarity and cohesion	
	CKW-7-S043 & CKW-7-S044	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S045	Yes - see table 7.3.3	No	Fence line	Clarity and cohesion	
	CKW-7-S046	Yes - see table 7.3.3	No			
	CKW-7-S047	Yes - see table 7.3.3	No	Fence line	Additional landward area	
	CKW-7-S048 to CKW-7-S050	Yes - see table 7.3.3	No	Fence line	Additional landward area	
CKW 7e	CKW-7-S051 to CKW-7-S053	Yes - see table 7.3.3	No	Fence line	Additional landward area	
CKW 7f	CKW-7-S054	Yes - see table 7.3.3	No	Fence line	Additional landward area	
CKW 7g	CKW-7-S055	Yes - see table 7.3.3	No	Fence line	Additional landward area	
	CKW-7-S056	Yes - see table 7.3.3	No	Wall	Additional landward area	
CKW 7h	CKW-7-S057 to CKW-7-S059	Yes - see table 7.3.3	No			
	CKW-7-S060	Yes - see table 7.3.3	No	Wall	Additional landward area	
	CKW-7-S061	Yes - see table 7.3.3	No	Wall	Additional landward area	
	CKW-7-S062 to CKW-7-S064	Yes - see table 7.3.3	No	Wall	Additional landward area	
	CKW-7-S065 to CKW-7-S068	Yes - see table 7.3.3	No	Fence line	Additional landward area	
CKW 7i	CKW-7-S069 & CKW-7-S070	Yes - see table 7.3.3	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 7i	CKW-7-S071	Yes - see table 7.3.3	No	Landward edge of the track	Clarity and cohesion	
	CKW-7-S072 & CKW-7-S073	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
CKW 7j	CKW-7-S074	Yes - see table 7.3.3	No	Pavement edge	Clarity and cohesion	
	CKW-7-S075	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S076	Yes - see table 7.3.3	No	Pavement edge	Clarity and cohesion	
	CKW-7-S077	Yes - see table 7.3.3	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S078	No	No	Landward edge of the road	Clarity and cohesion	
	CKW-7-S079 to CKW-7-S081	No	No	Path	Clarity and cohesion	

7.3.2 Other options considered – Maps CKW 7 : Maps CKW 7a to CKW 7j: Avon Estuary to Kingsbridge Estuary

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 7a	CKW-7-S003 to CKW-7-S005	We considered aligning the path along rights of way seaward of the proposed trail at Hams End (Bantham Ham)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it offers equally good views of the sea, is more direct and uses an existing track across the Scheduled Monument ■ all of the area seaward of the current trail that does not fall into an excepted land category, would be available to the public as spreading room within the coastal margin ■ 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.
CKW 7c	CKW-7-S026 to CKW-7-S027	We considered aligning the the trail along a field boundary between the existing SWCP and the cliff edge, seaward of a number of properties.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the cliff has eroded almost to the edge of the gardens in some places ■ the existing alignment is on a quiet track with minimal traffic and good sight lines. ■ 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.

7.3.3 Roll-back implementation – more complex situations – Maps CKW 7a to CKW 7j: Avon Estuary to Kingsbridge Estuary

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 7a to CKW 7c	CKW-7-S007 to CKW-7-S013	Thurlestone Golf Course	If it is no longer possible to find a viable route seaward of the golf course we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site / course, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
CKW 7c	CKW-7-S014 to CKW-7-S019	Buildings near Thurlestone Sand	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 7d	CKW-7-S031 to CKW-7-S047	Buildings at Outer and Inner Hope	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc) we will choose a route landward of it, following discussions with owners and occupiers.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 7i & CKW 7j	CKW-7-S071 to CKW-7-S077	Buildings adjacent to South Sands Bay and North Sands Bay	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 7a	CKW-7-S004 & CKW-7-S005	Designated site (SSSI, SAC or SM)	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 7c	CKW-7-S020 to CKW-7-S022		
CKW 7d	CKW-7-S046 to CKW-7-S050		
CKW 7e	CKW-7-S051 to CKW-7-S053		
CKW 7f	CKW-7-S054		
CKW 7g	CKW-7-S055 & CKW-7-S056		
CKW 7h	CKW-7-S057 to CKW-7-S062		
CKW 7h	CKW-7-S063 to CKW-7-S066		
	CKW-7-S067 to CKW-7-S068		
CKW 7i	CKW-7-S069 to CKW-7-S070		

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
CKW 7a	Bantham to Butter Cove
CKW 7b	Butter Cove to Thurlestone Golf Course
CKW 7c	Thurlestone Golf Course to Thurlestone Sands
CKW 7d	Thurlestone Sands to Whitechurch
CKW 7e	Whitechurch to Bolberry Down
CKW 7f	Bolberry Down to Stannings Rocks
CKW 7g	Stannings Rocks to The Warren
CKW 7h	The Warren to The Rags
CKW 7i	The Rags to North Sands Bay
CKW 7j	North Sands Bay to Salcombe Ferry

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

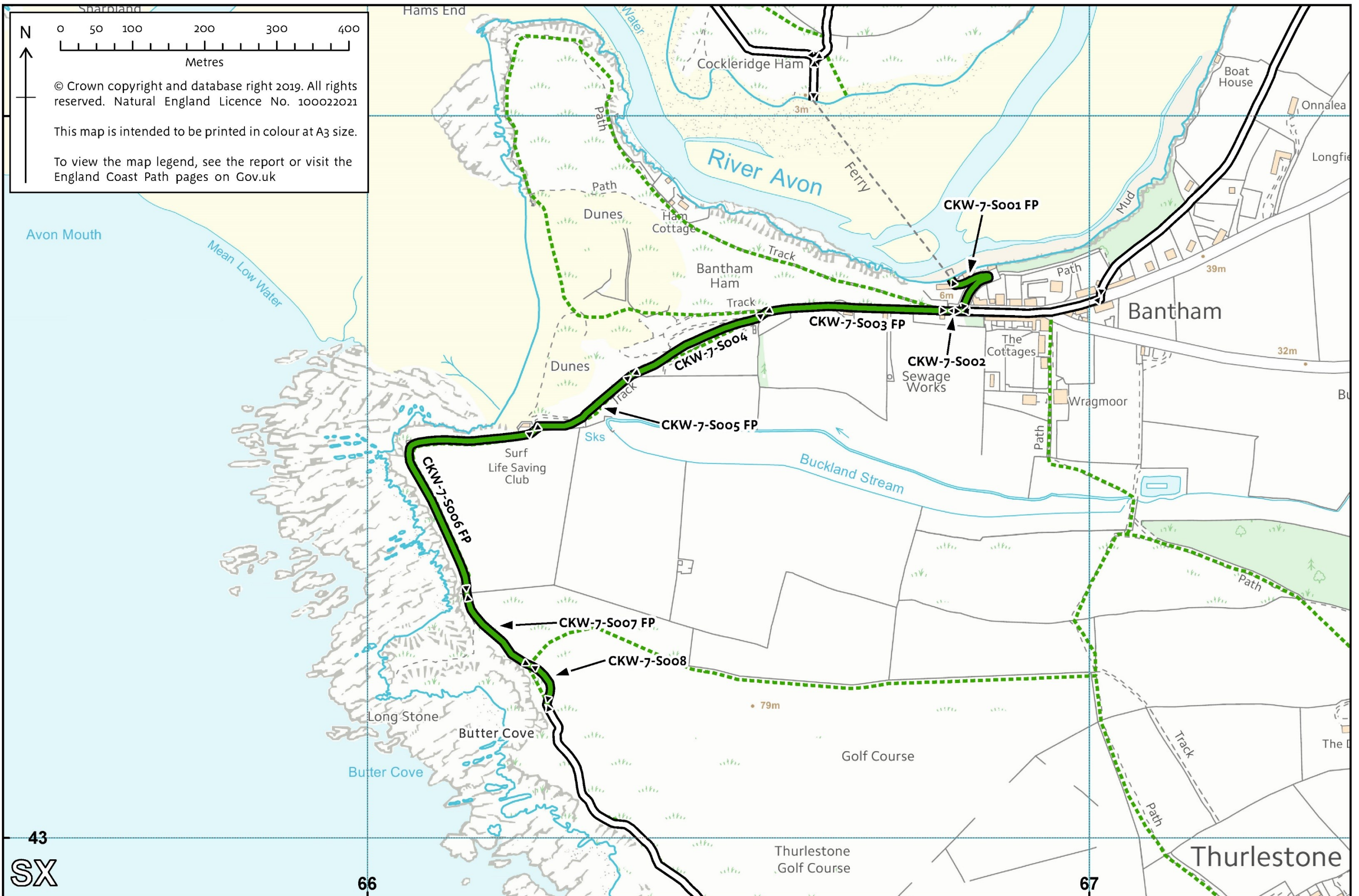
Miscellaneous:

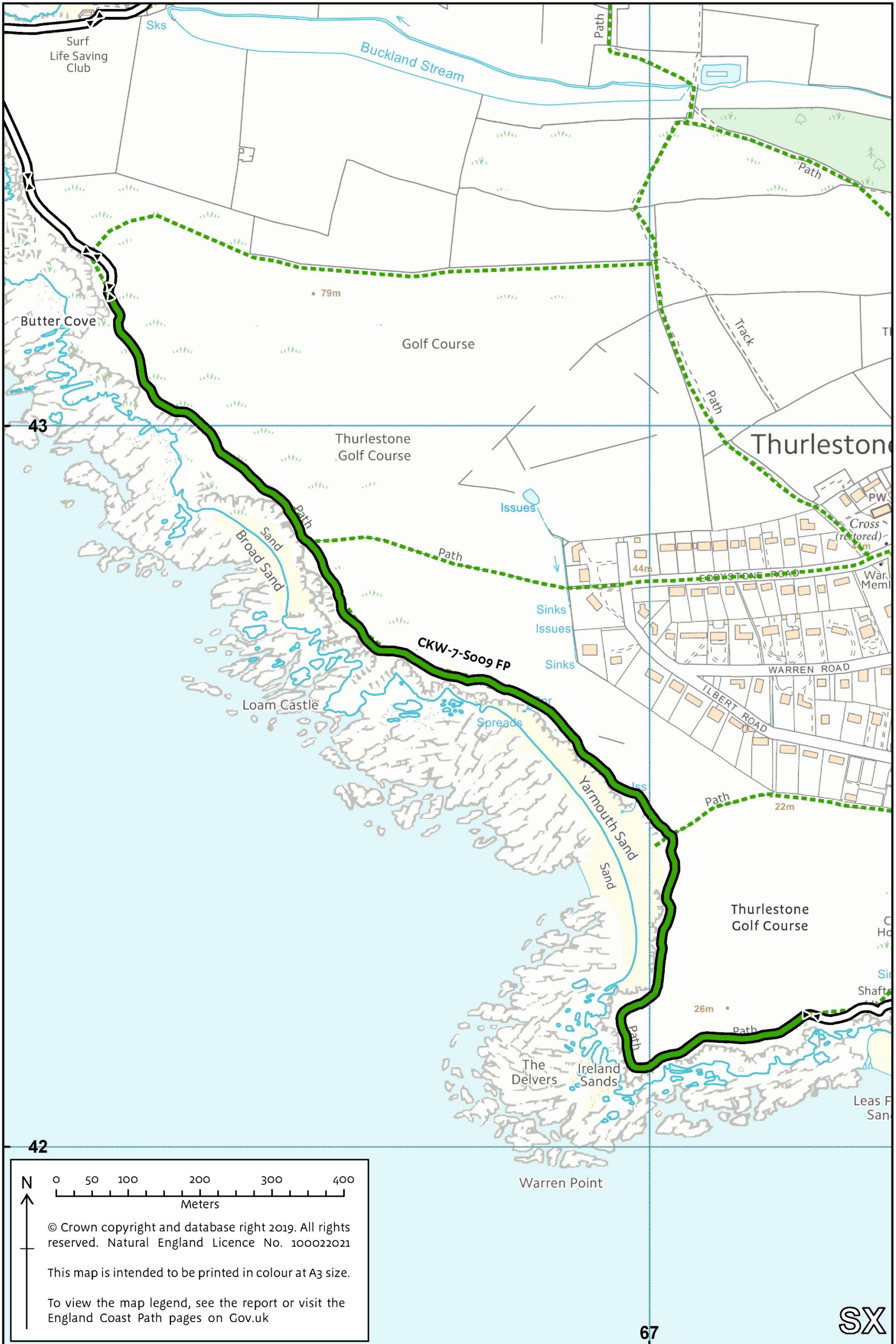
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

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

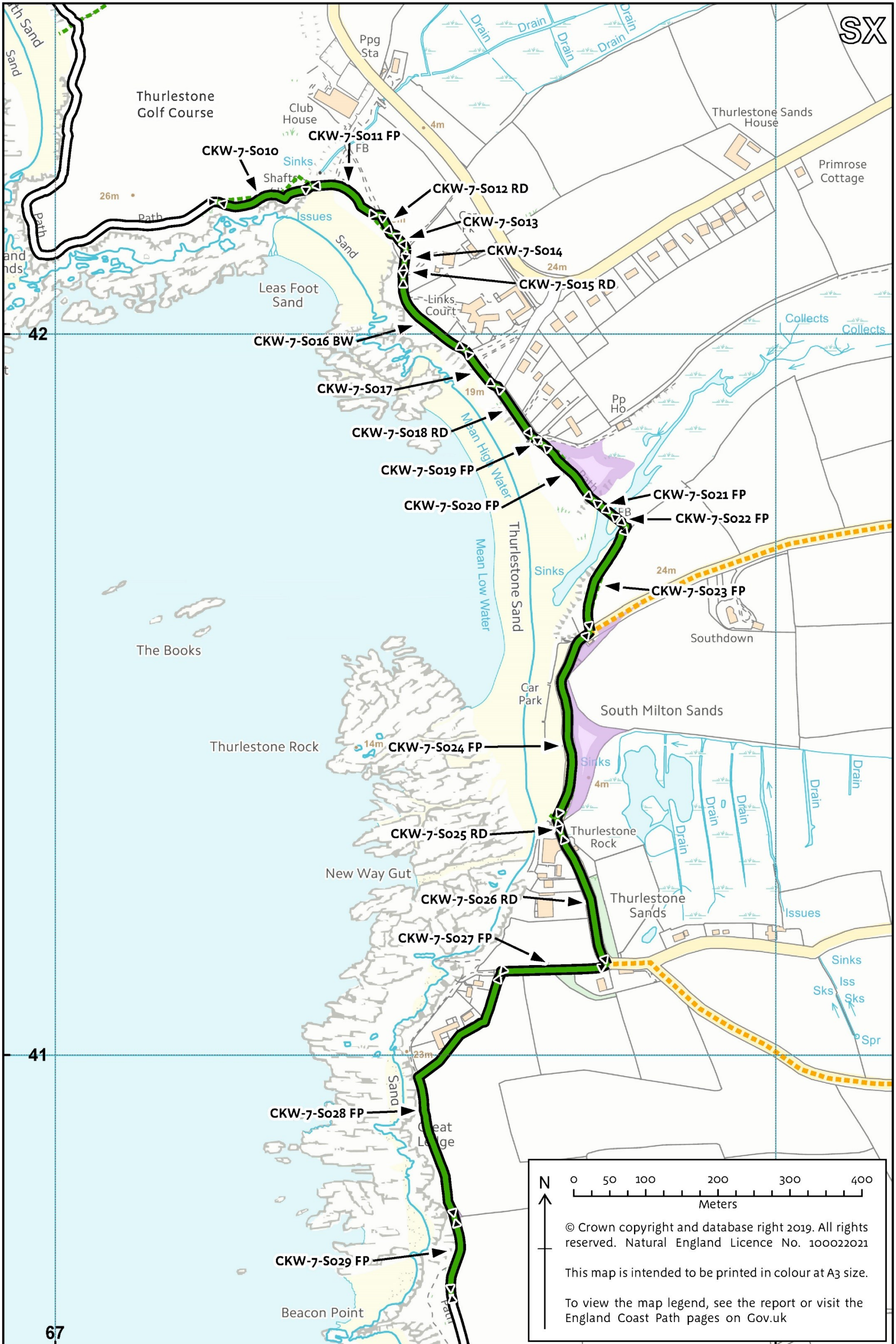
Meters

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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 CKW 7c: Thurlestone Golf Course to Thurlestone Sands



Map CKW 7c: Thurlestone Golf Course to Thurlestone Sands

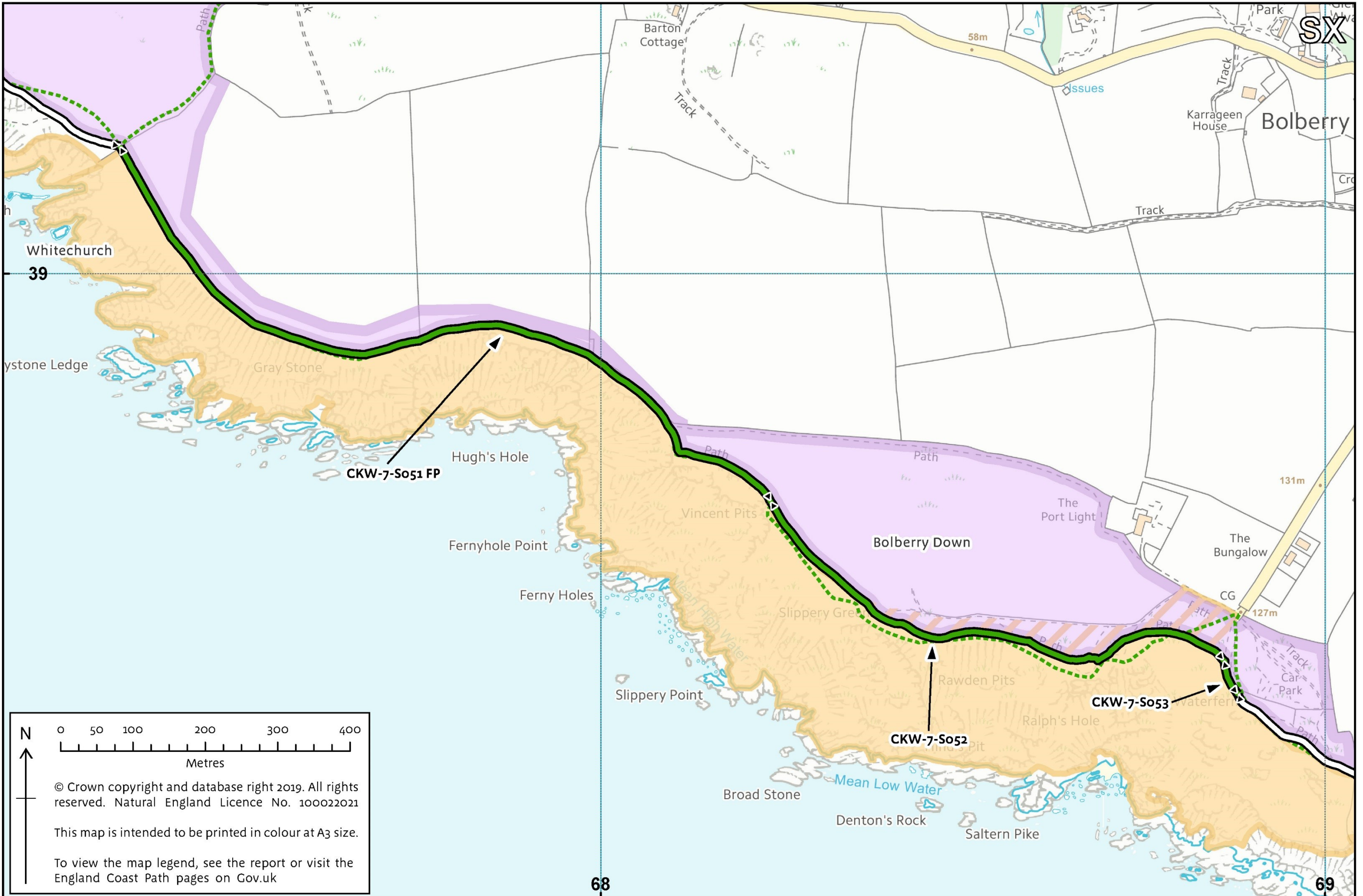
Map CKW 7d: Thurlestone Sands to Whitechurch



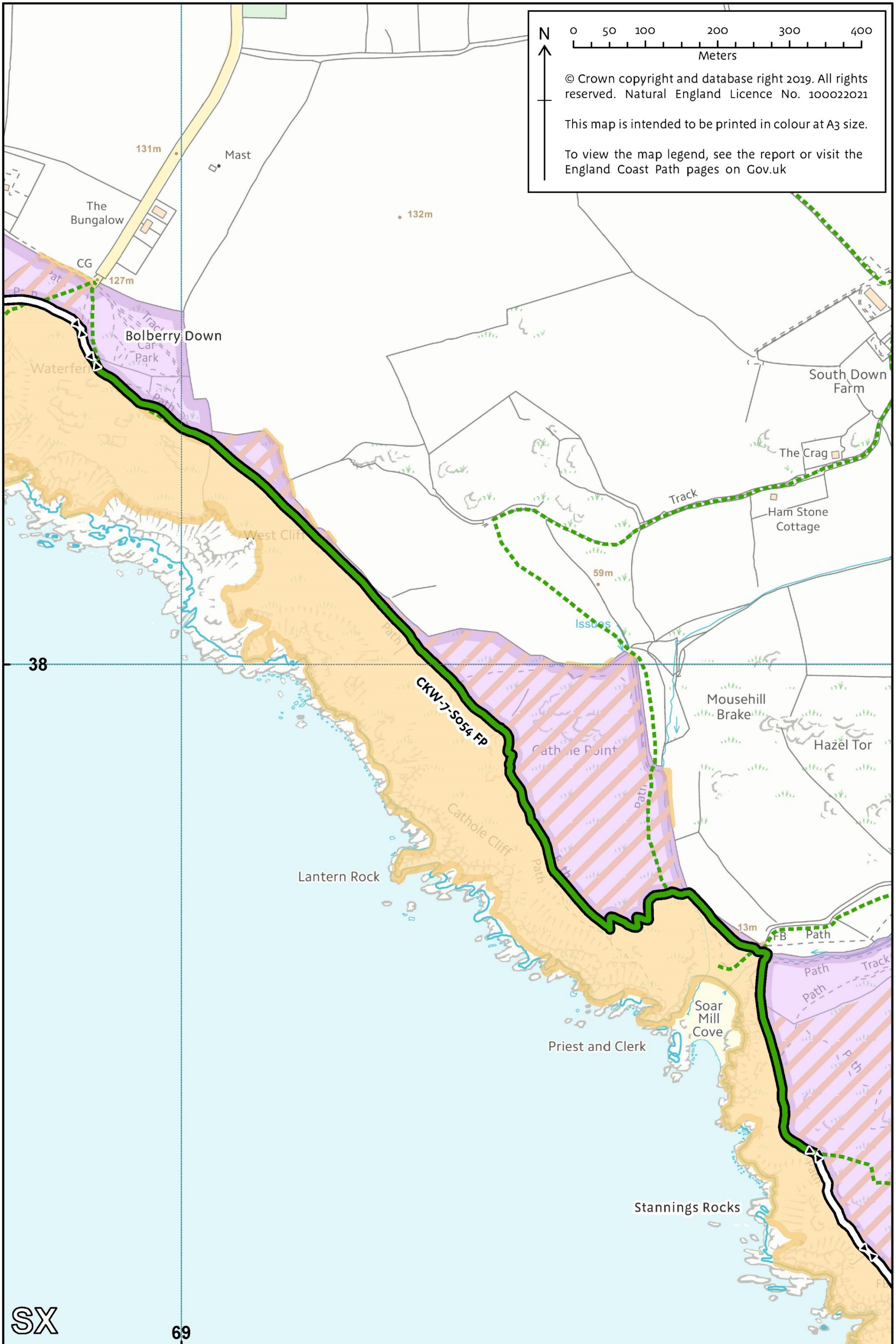
40

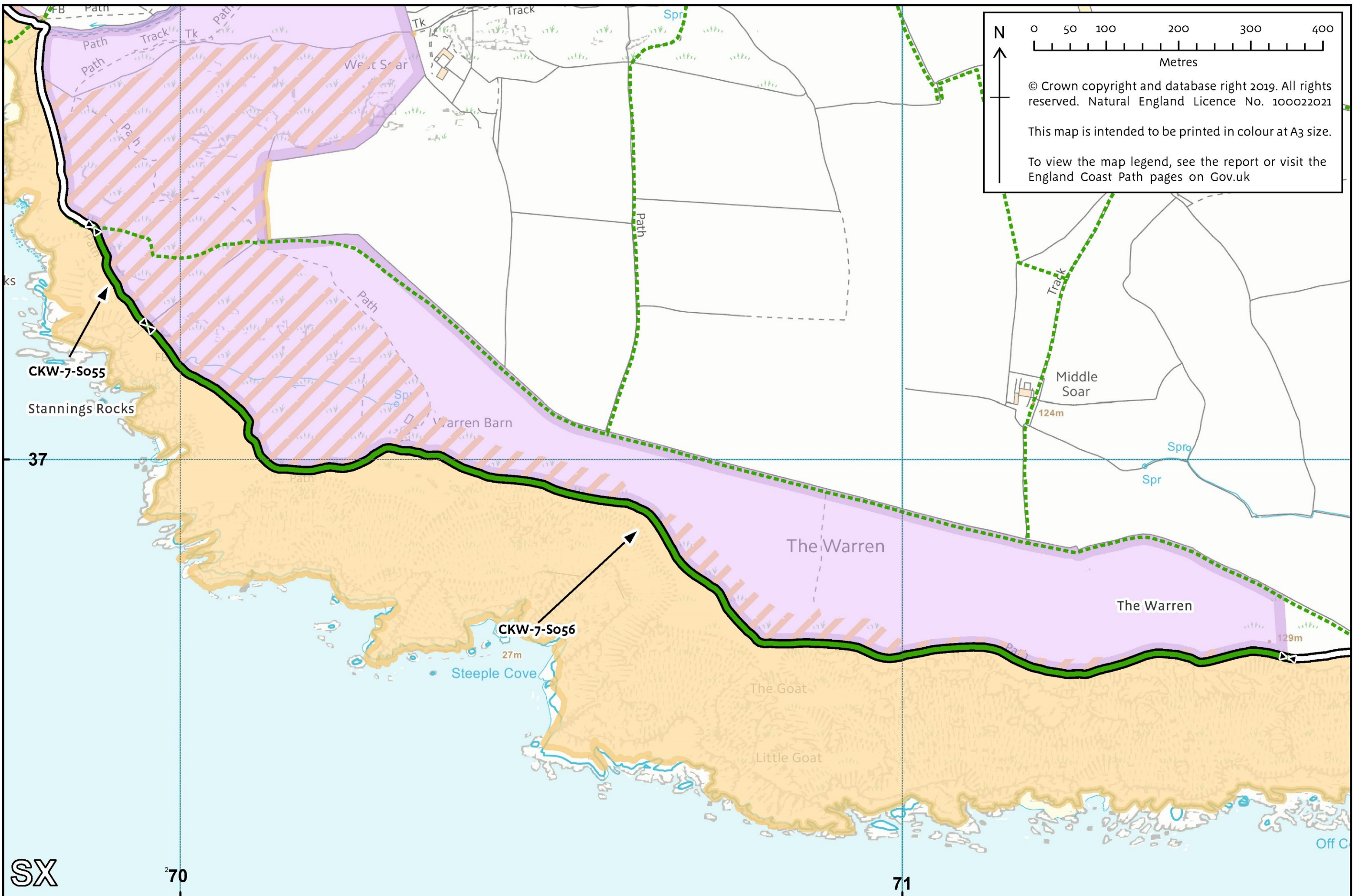
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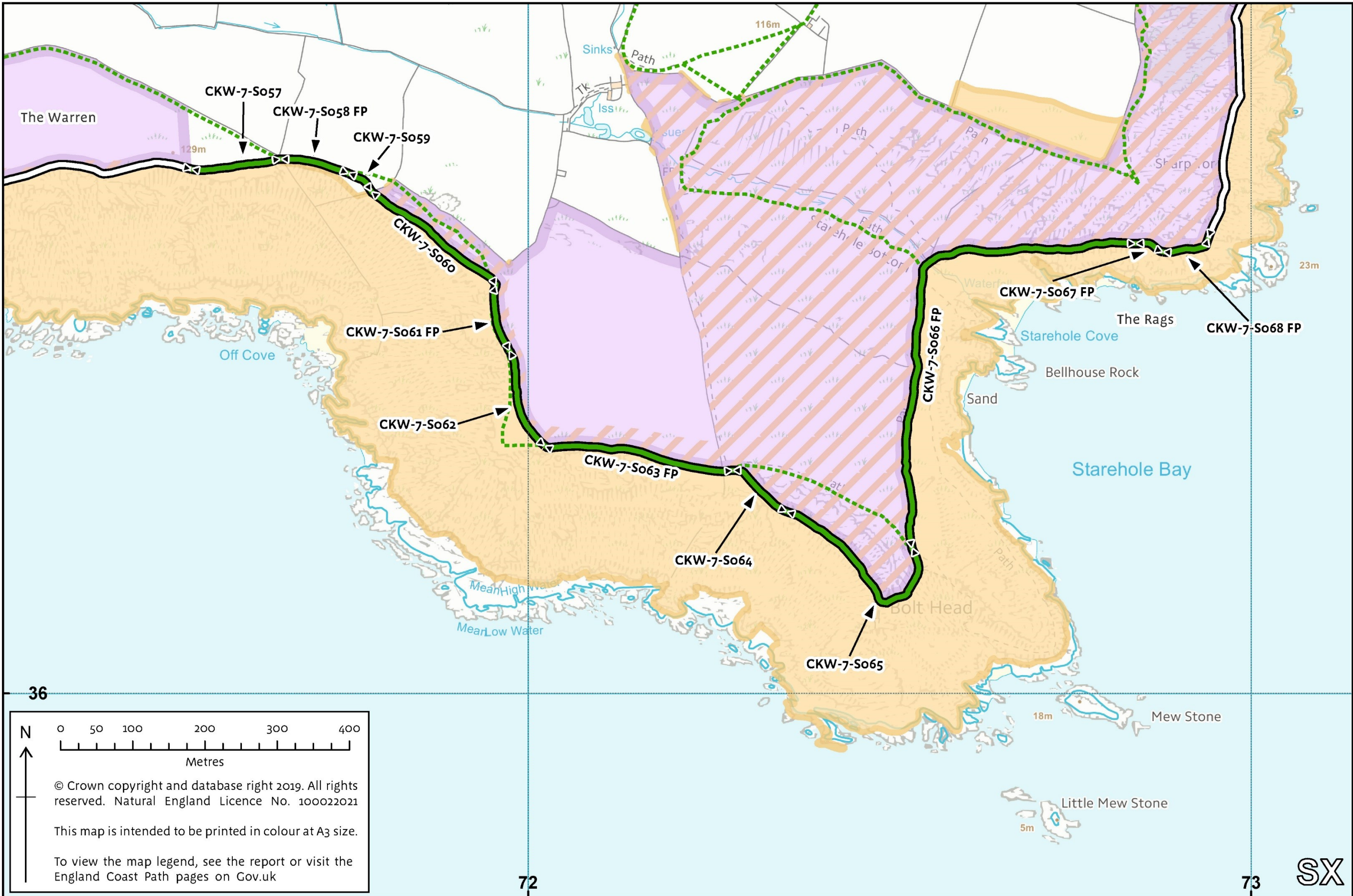
67



Map CKW 7e: Whitechurch to Bolberry Down







Map CKW 7h: The Warren to The Rags

36

N

0 50 100 200 300 400
Metres

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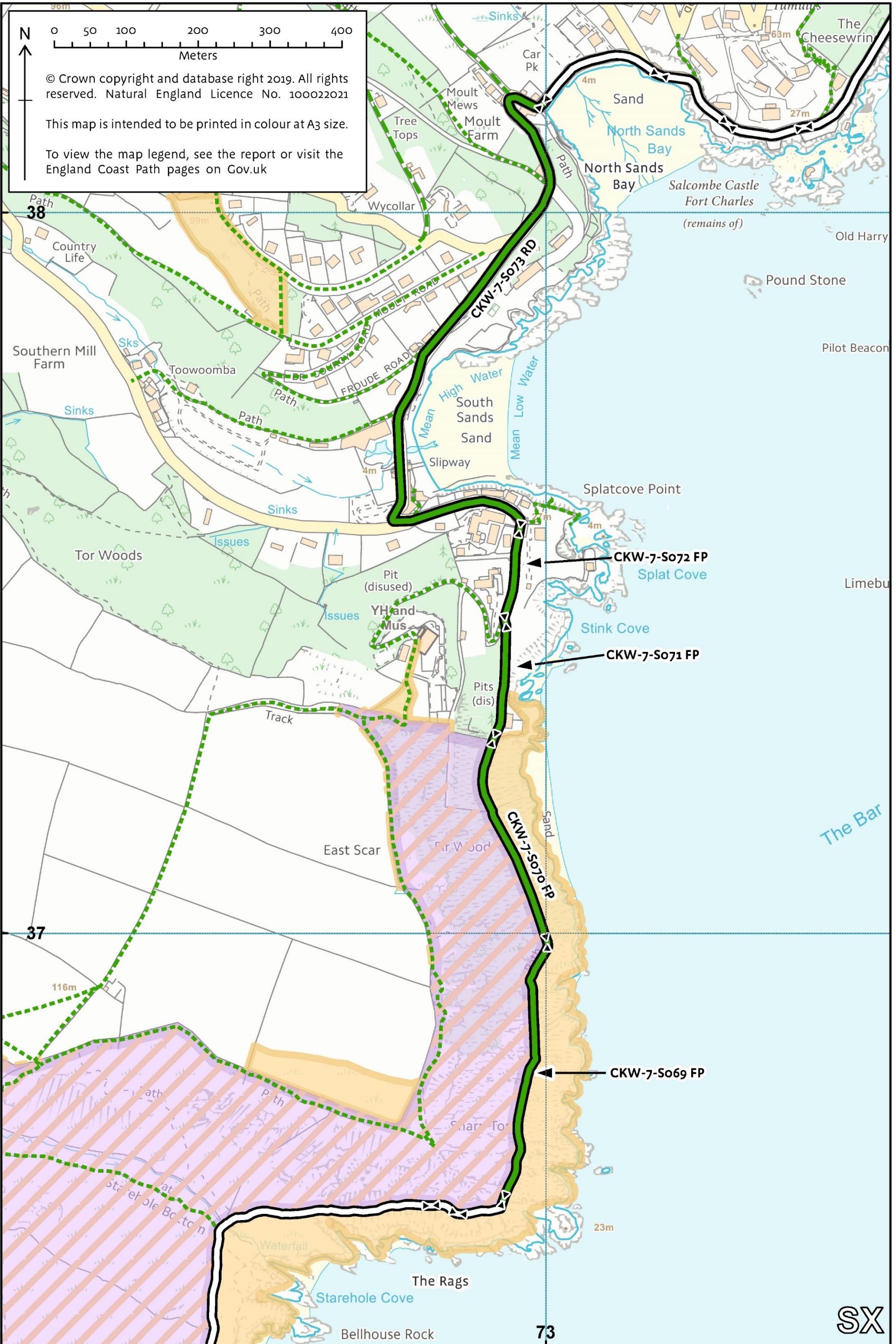
This map is intended to be printed in colour at A3 size.

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

72

73

SX



Map CKW 7i: The Rags to North Sands Bay

N
0 50 100 200 300 400
Meters

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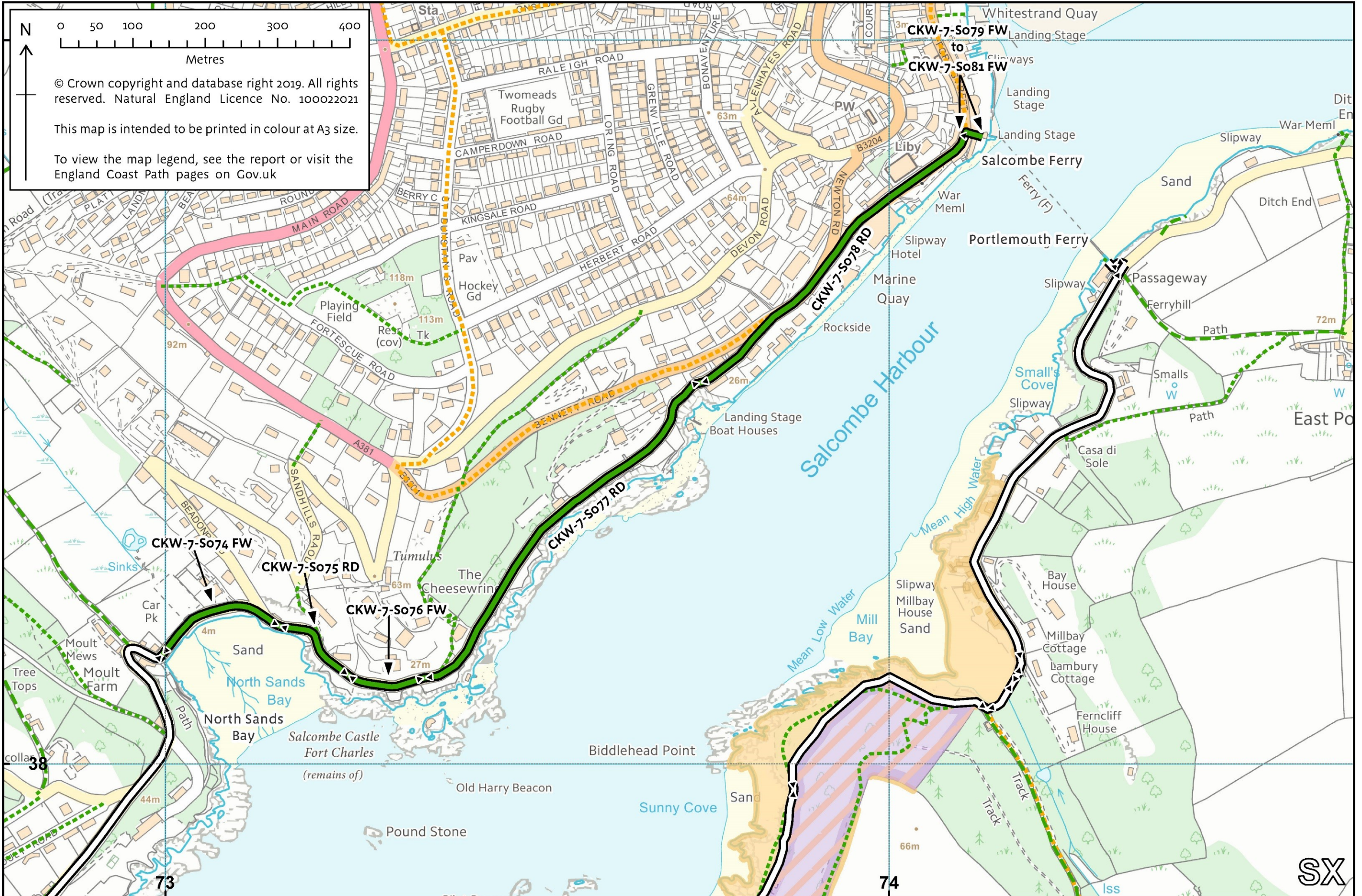
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

38

37

73

SX



Map CKW 7j: North Sands Bay to Salcombe Ferry