



England Coast Path Stretch: Cremyll to Kingswear

Report CKW 8: Kingsbridge Estuary to Torcross

Part 8.1: Introduction

Start Point:	Kingsbridge Estuary (Grid reference SX 7430 3869)
End Point:	Torcross (Grid reference SX 8233 4200)
Relevant Maps:	CKW 8a to CKW 8i

8.1.1 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 the Kingsbridge Estuary and Torcross.

8.1.2 This report covers length CKW 8 of the stretch, which is the coast between the ferry landing at East Portlemouth and Torcross Point. 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.

8.1.3 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.

8.1.4 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 8.2: Proposals Narrative

The trail:

8.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps CKW 8a to CKW 8i and table 8.3.1 below for more details.

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

8.2.3 Differs from the existing South West Coast Path at:

- Lannacombe Beach (route section CKW-8-S066). A short section of new path just landward of the existing South West Coast Path will be created to avoid a section of the current trail that is affected by coastal erosion. See map CKW 8f and table 8.3.2 below.
- Hallsands (route sections CKW-8-S085 to CKW-8-S087). The route of the South West Coast Path at Hallsands was affected by storm damage in March 2018 and temporarily diverted through a car park before being realigned back along a reinstated access road. A new section of the trail will follow the landward edge of the beach to the north of Hallsands. See map CKW 8h and table 8.3.2 below.
- Beesands (route section CKW-8-S095). A new section of path will be created through the corner of a field to the landward of the existing South West Coast Path. This is to avoid a section of the path that is affected by coastal erosion and ensure longer term sustainability of the route in this location. See map CKW 8i and table 8.3.2 below.

The South West Coast Path

8.2.4 The South West Coast Path (SWCP) 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.

8.2.5 The following designated sites affect this length of coast:

- Skerries Bank and Surrounds Marine Conservation Zone (MCZ)
- Start Point to Plymouth Sound & Eddystone Special Area of Conservation (SAC)
- South Devon Shore Dock Special Area of Conservation (SAC)
- Salcombe to Kingsbridge Estuary Site of Special Scientific Interest (SSSI)
- Prawle Point and Start Point Site of Special Scientific Interest (SSSI)
- Hallsands-Beesands Site of Special Scientific Interest (SSSI)
- Slapton Ley Site of Special Scientific Interest (SSSI)
- Decklers Cliff to Gammon Head field systems Scheduled Monument (SM)

- Signal House Point field system and semaphore station 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.

8.2.6 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.

8.2.7 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:

8.2.8 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 in many places, for example along the coast between Portlemouth Down and Start Point (see maps CKW 8a to CKW 8g);
- The trail is undulating, exposed and narrow in places with steep slopes, for example near Woodcombe Point between route sections CKW-8-S052 and CKW-8-S058;
- There are steep gradients in places with steps, for example at CKW-8-S025, CKW-8-S031, CKW-8-S076 and CKW-8-S0101, where it would be necessary to ascend or descend the slopes.
- The trail will follow a sand-based path along the beach at Hallsands between route sections CKW-8-S086 and CKW-8-S087.

8.2.9 To the east of Prawle Point (route sections CKW-8-S038 and CKW-8-S039) works will be undertaken to improve the surface condition of the path to make this area more accessible in wet conditions (see map CKW 8d). We envisage this happening as part of the physical establishment works described below.

8.2.10 At Torcross Point (route sections CKW-8-S107 to CKW-8-S110) reinstatement of the footpath here will make the route more accessible and avoid users having to ascend or descend the steep flight of steps along the temporary diversion (see map CKW 8i). 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:

8.2.11 **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 tables 8.3.1 and 8.3.2 below.

8.2.12 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 8a to CKW 8d and table 8.3.1 below for more details.

8.2.13 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 8.3.1 and columns 5b and 5c of table 8.3.2. 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 tables 8.3.1 and 8.3.2 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.

8.2.14 **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.

8.2.15 Column 3 of table 8.3.1 and column 4 of table 8.3.2 indicate 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 8a to CKW 8i as the proposed route of the trail.

8.2.16 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 tables 8.3.1 and 8.3.2, the route is to be at the centre of the line shown on maps CKW 8a to CKW 8i as the proposed route of the trail.

Other future change:

8.2.17 At this point we do not foresee any other 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:

8.2.18 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.

8.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £58,350 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.

8.2.20 There are two main elements to the overall cost:

- Works to create new sections of path at Lannacombe Beach (route section CKW-8-S066) and Beesands (route section CKW-8-S095) and to reinstate the footpath at Torcross Point (route sections CKW-8-107 to CKW-8-S110) which have been affected by coastal erosion, the work will include building a new stone wall to allow the trail to be reinstated along the original route.
- Improvements to existing route sections east of Prawle Point near Langerstone Point to make the trail more accessible in wet conditions (route section CKW-8-S039). The need for these works will be kept under review.

More significant items of establishment works are shown on the relevant maps accompanying this report.

8.2.21 Some new signs may be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path. 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
New route sections	£3,900
Improvement works to existing sections	£9,500
Reinstatement of path at Torcross	£43,800
Signs and interpretation	£1,150
Total	£58,350 (Exclusive of any VAT payable)

8.2.22 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:

8.2.23 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).

8.2.24 We estimate that the annual cost to maintain the trail will be £12,116 (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 8.3: Proposals Tables

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

8.3.1 Details for sections that follow the existing South West Coast Path – Maps CKW 8a to CKW 8i: Kingsbridge Estuary to Torcross

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 8.3.4’ 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 8a	CKW-8-S001 & CKW-8-S002	Yes – see table 8.3.4	No	Path	Clarity and cohesion	
	CKW-8-S003 to CKW-8-S006	Yes – see table 8.3.4	No	Landward edge of road	Clarity and cohesion	
	CKW-8-S007	Yes – see table 8.3.4	No	Landward edge of track	Clarity and cohesion	
	CKW-8-S008 to CKW-8-S013	Yes - normal	No	Fence line	Additional landward area	
CKW 8b	CKW-8-S014	Yes - normal	No	Fence line	Additional landward area	
	CKW-8-S015 to CKW-8-S017	Yes – see table 8.3.4	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 8b	CKW-8-S018	Yes - normal	No	Fence line	Additional landward area	
CKW 8c	CKW-8-S019 to CKW-8-S022	Yes – see table 8.3.4	No			
CKW 8c	CKW-8-S023 to CKW-8-S025	Yes – see table 8.3.4	No	Fence line	Additional landward area	
	CKW-8-S026 to CKW-8-S028	Yes – see table 8.3.4	No			
CKW 8d	CKW-8-S029 to CKW-8-S034	Yes – see table 8.3.4	No			
	CKW-8-S035	Yes – see table 8.3.4	No	Fence line	Additional landward area	
	CKW-8-S036	No	No	Fence line	Clarity and Cohesion	
	CKW-8-S037	Yes – see table 8.3.4	No			
	CKW-8-S038 & CKW-8-S039	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	
	CKW-8-S040 & CKW-8-S041	Yes – see table 8.3.4	No			
CKW 8e	CKW-8-S042 & CKW-8-S043	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	
	CKW-8-S044 to CKW-8-S049	Yes – see table 8.3.4	No			
	CKW-8-S050	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	
	CKW-8-S051	Yes – see table 8.3.4	No	Wall	Clarity and cohesion	
	CKW-8-S052 to CKW-8-S057	Yes – see table 8.3.4	No			
	CKW-8-S058	Yes – see table 8.3.4	No	Landward edge of track	Clarity and cohesion	
	CKW-8-S059 & CKW-8-S060	Yes – see table 8.3.4	No			
	CKW-8-S061	No	No	Path	Clarity and cohesion	
	CKW-8-S062 & CKW-8-S063	Yes – see table 8.3.4	No	Path	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 8f	CKW-8-S064	Yes – see table 8.3.4	No	Landward edge of track	Clarity and cohesion	
	CKW-8-S065	Yes – see table 8.3.4	No	Landward edge of track	Clarity and cohesion	
	CKW-8-S067 & CKW-8-S068	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	
	CKW-8-S069	Yes – see table 8.3.4	No			
CKW 8g	CKW-8-S070 to CKW-8-S074	Yes – see table 8.3.4	No			
	CKW-8-S075	Yes – see table 8.3.4	No	Landward edge of road	Clarity and cohesion	
	CKW-8-S076	Yes – see table 8.3.4	No			
CKW 8h	CKW-8-S077	Yes - normal	No			
	CKW-8-S078	Yes - normal	No	Landward edge of road	Clarity and cohesion	
	CKW-8-S079 to CKW-8-S082	Yes - normal	No	Path	Clarity and cohesion	
	CKW-8-S083	Yes - normal	No	Landward edge of road	Clarity and cohesion	
	CKW-8-S084*	Yes - normal	No	Various	Additional landward area	Various boundary features along the landward side of the car park eg edge of surfaced area and grass bank
	CKW-8-S088 to CKW-8-S090	Yes - normal	No			
CKW 8i	CKW-8-S091	Yes - normal	No	Path	Clarity and cohesion	
	CKW-8-S092	Yes - normal	No	Landward edge of road	Clarity and cohesion	
	CKW-8-S093	Yes - normal	No	Landward edge of track	Clarity and cohesion	
	CKW-8-S094	Yes - normal	No	Wall	Clarity and cohesion	
	CKW-8-S096	Yes - normal	No	Fence line	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 8i	CKW-8-S097*	Yes - normal	No			
	CKW-8-S098* to CKW-8-S101*	No	No	Path	Clarity and cohesion	
	CKW-8-S102* & CKW-8-S103*	No	No			
	CKW-8-S104* & CKW-8-S105*	No	No	Path	Clarity and cohesion	
	CKW-8-S106*	No	No	Landward edge of track	Clarity and cohesion	
	CKW-8-S107 to CKW-8-S109	Yes – see table 8.3.4	No	Path	Clarity and cohesion	
	CKW-8-S110	Yes – see table 8.3.4	No	Landward edge of road	Clarity and cohesion	

8.3.2 Details for sections that differ from the existing South West Coast Path – Maps CKW 8f, CKW 8h and CKW 8i: Lannacombe Beach to Torcross

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 4 – ‘Yes – see table 8.3.4’ 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.
5. 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
CKW 8f	CKW-8-S066	Not an existing walked route	Yes - normal	No			
CKW 8h	CKW-8-S085*	Other existing walked route	Yes – see table 8.3.4	No	Landward edge of road	Clarity and cohesion	
	CKW-8-S086* to CKW-8-S087*	Other existing	Yes – see table 8.3.4	Yes - beach			

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
		walked route					
CKW 8i	CKW-8-S095	Not an existing walked route	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	

8.3.3 Other options considered – Maps CKW 8a to CKW 8i: Kingsbridge Estuary to Torcross

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 8h	CKW-8-S084 to CKW-8-S087	To avoid the route affected by coastal erosion at Hallsands we considered an alignment (with boardwalk) through the reedbeds landward of the beach.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> the area of beach and reedbed is occasionally affected by coastal erosion particularly during storms and there is uncertainty over the long term sustainability of installing a boardwalk in this location; 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 8i	CKW-8-S097 to CKW-8-S106	We considered aligning the route along the beach between Beesands and Torcross, via Dan Point, Limpet Rocks and Cove Beach	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is available year-round at all states of the tide (following a tide survey we observed that a beach route would be cut off for about 3 hours either side of an above average high tide); under our proposals, land seaward of the route (where not excepted) would remain available for people to use as part of the spreading room, but would not form part of the designated trail;

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ 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.

8.3.4 Roll-back implementation – more complex situations – Maps 8a to 8i: Kingsbridge Estuary to Torcross

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 8a	CKW-8-S001 to CKW-8-S007	Buildings and gardens between the ferry landing stage at East Portlemouth and Mill 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 8b	CKW-8-S015 to CKW-8-S017	Buildings and gardens at Gara Rock	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, garden etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 8e	CKW-8-S050 & CKW-8-S051	Buildings and gardens at Matcombe	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, garden etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 8f	CKW-8-S065	Buildings and gardens at Lannacombe Beach	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, garden etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 8h	CKW-8-S077 to CKW-8-S087 & CKW-8-S091	Residential areas of Hallsands and Beesands	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, garden etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 8i	CKW-8-S092 to CKW-8-S097 & CKW-8-107 to CKW-8-110	Residential areas of Beesands and Torcross	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, garden etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 8c	CKW-8-S019 to CKW-8-S028	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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.
CKW 8d	CKW-8-S029 to CKW-8-S035 & CKW-8-S037 to CKW-8-S041		
CKW 8e	CKW-8-S042 to CKW-8-S060 & CKW-8-S062 & CkW-8-S063		
CKW 8f	CKW-8-S064 to CKW-8-S069		
CKW 8g	CKW-8-S070 to CKW-8-S076		

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 8.4: Proposal maps

8.4.1 Map Index

Map reference	Map title
CKW 8a	East Portlemouth Ferry to Portlemouth Down
CKW 8b	Portlemouth Down to Seacombe Sand
CKW 8c	Seacombe Sand to Elender Cove
CKW 8d	Elender Cove to Horseley Cove
CKW 8e	Horseley Cove to Lannacombe Beach
CKW 8f	Lannacombe Beach to Great Mattiscombe Sand
CKW 8g	Great Mattiscombe Sand to Hallsands
CKW 8h	Hallsands to Beesands
CKW 8i	Beesands to Torcross

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

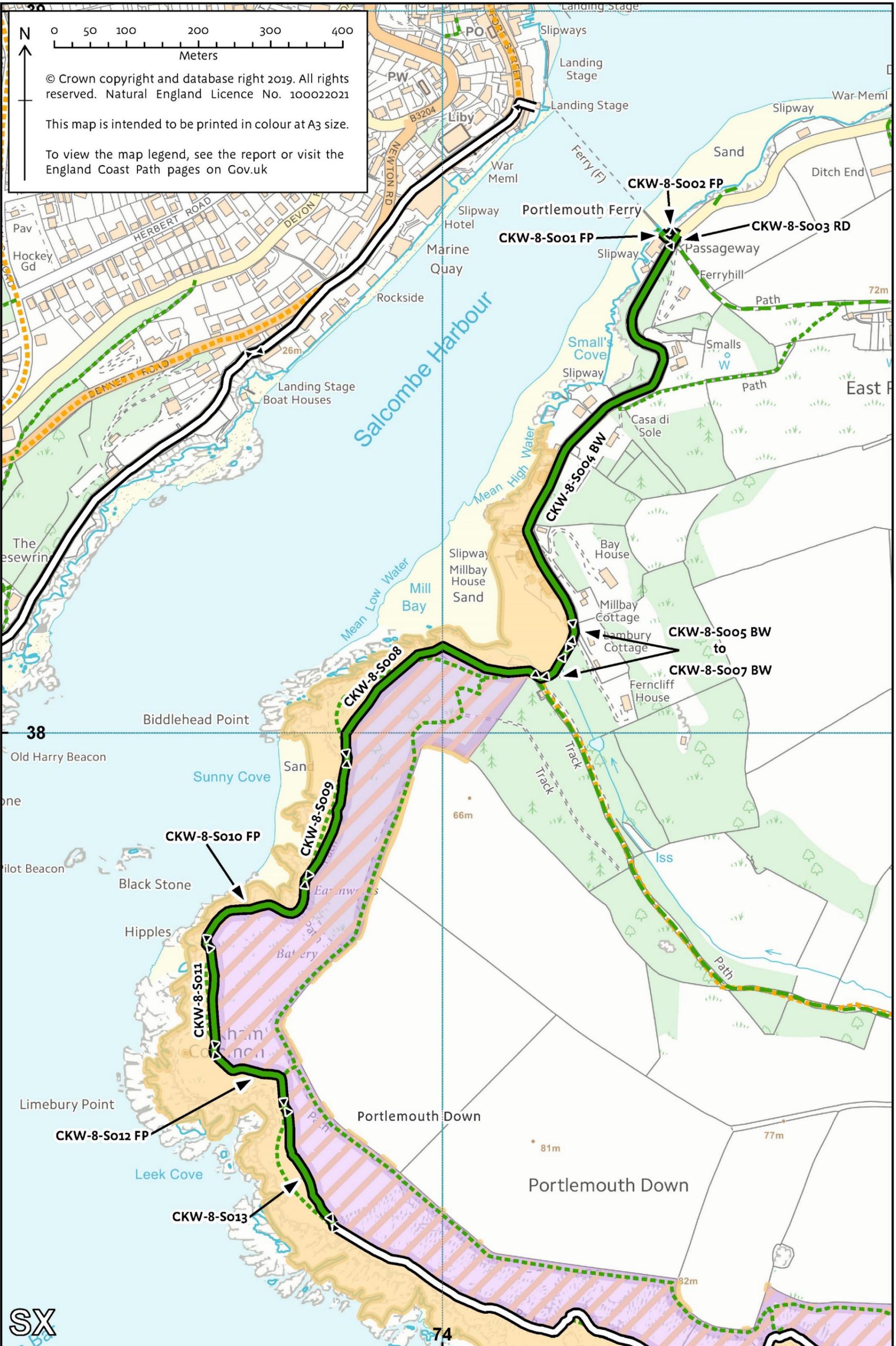
Miscellaneous:

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

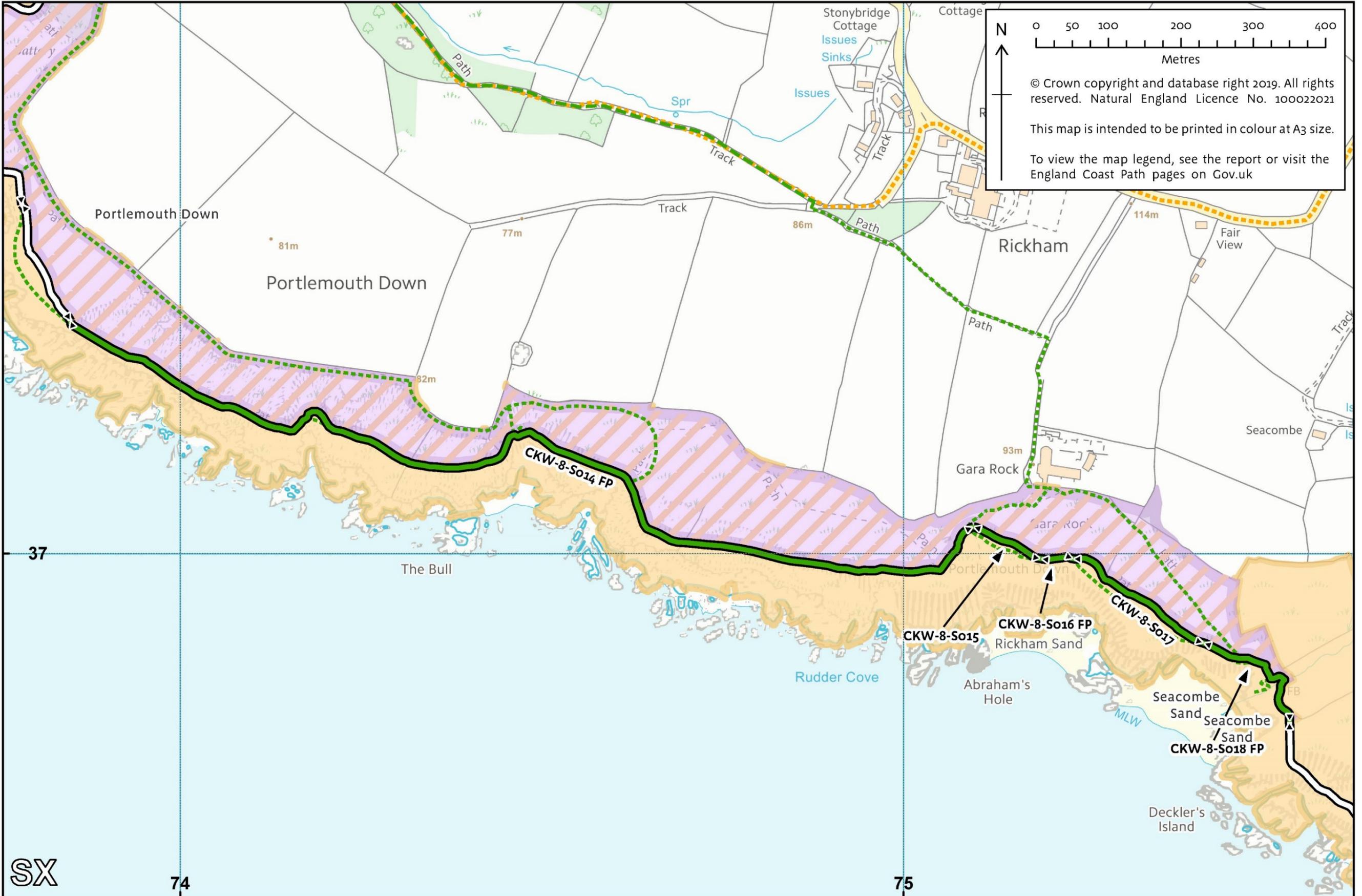
Infrastructure status

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



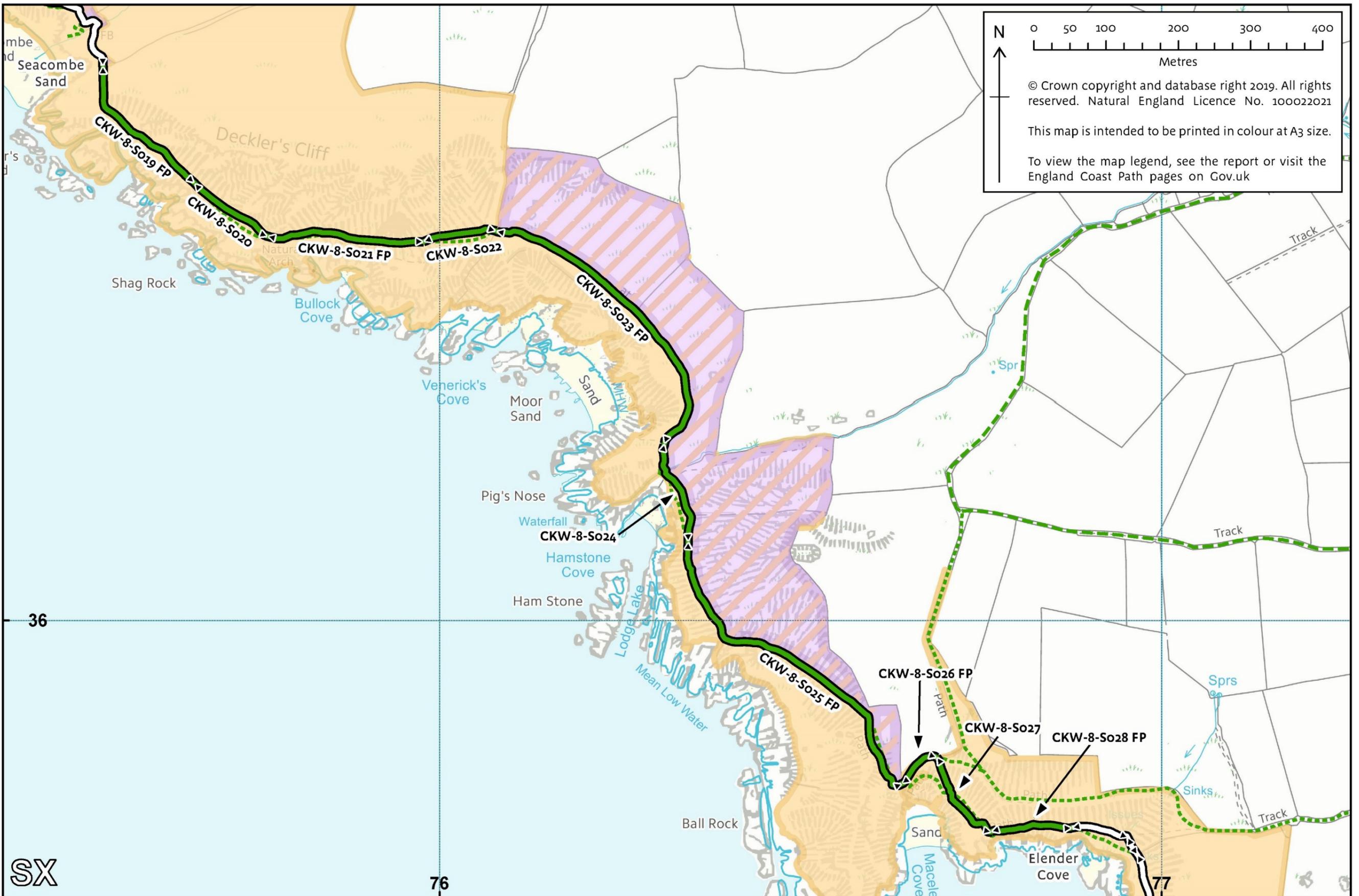
Map CKW 8a: East Portlemouth Ferry to Portlemouth Down



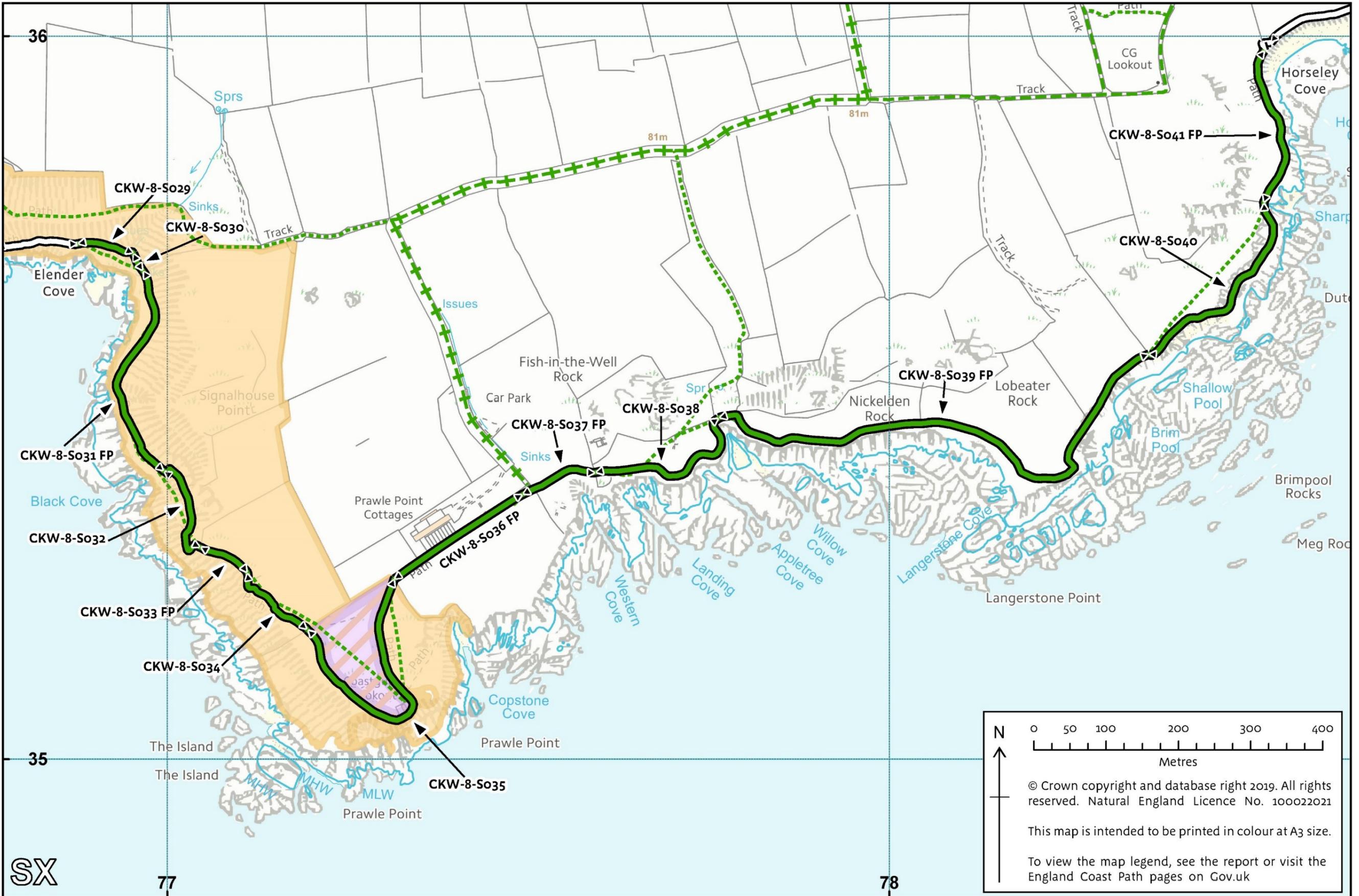
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Metres
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This map is intended to be printed in colour at A3 size.
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map CKW 8b: Portsmouth Down to Seacombe Sand

Map CKW 8c: Seacombe Sand to Elender Cove



Map CKW 8d: Elender Cove to Horseley Cove



Map CKW 8d: Elender Cove to Horseley Cove

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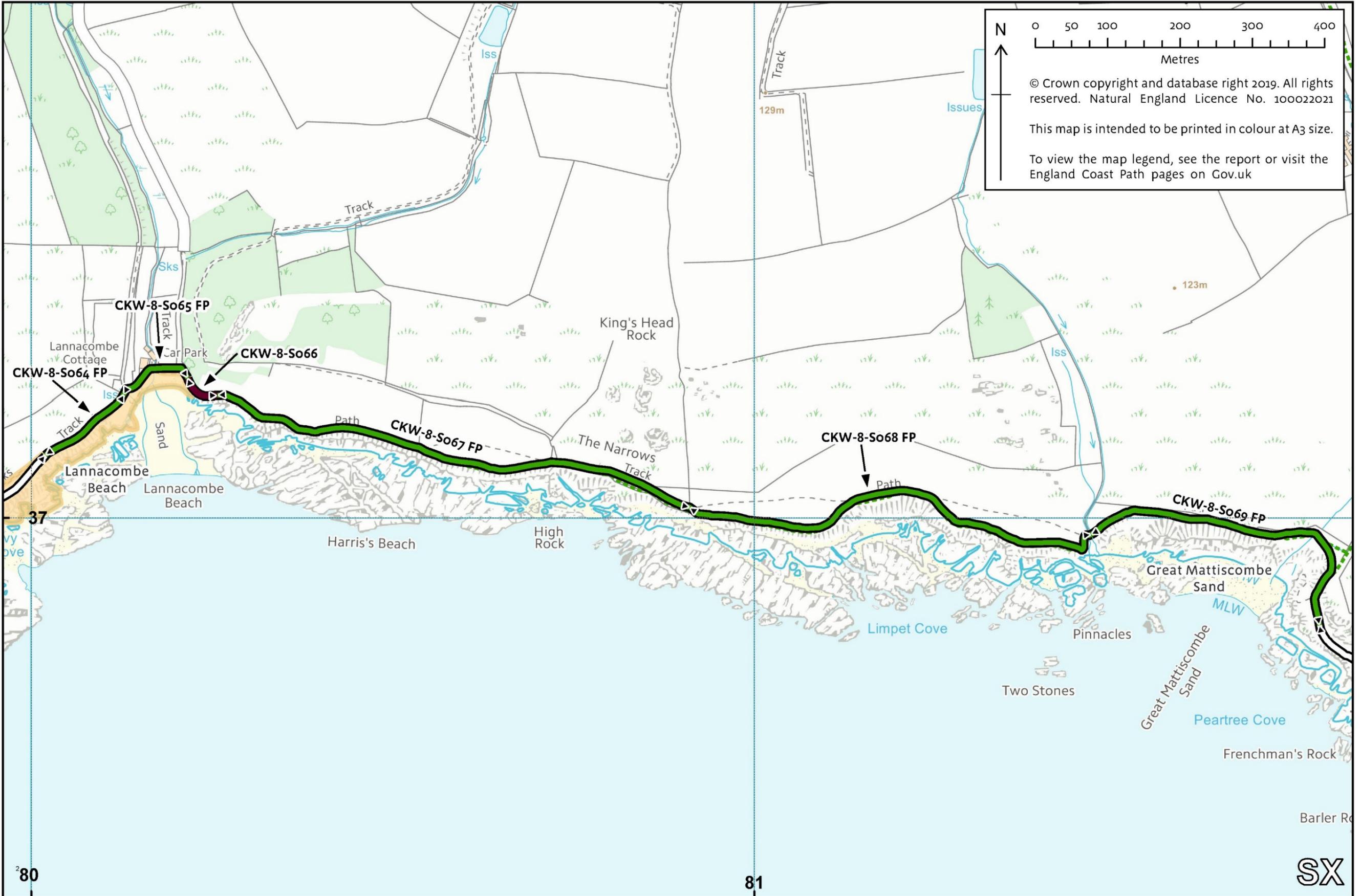
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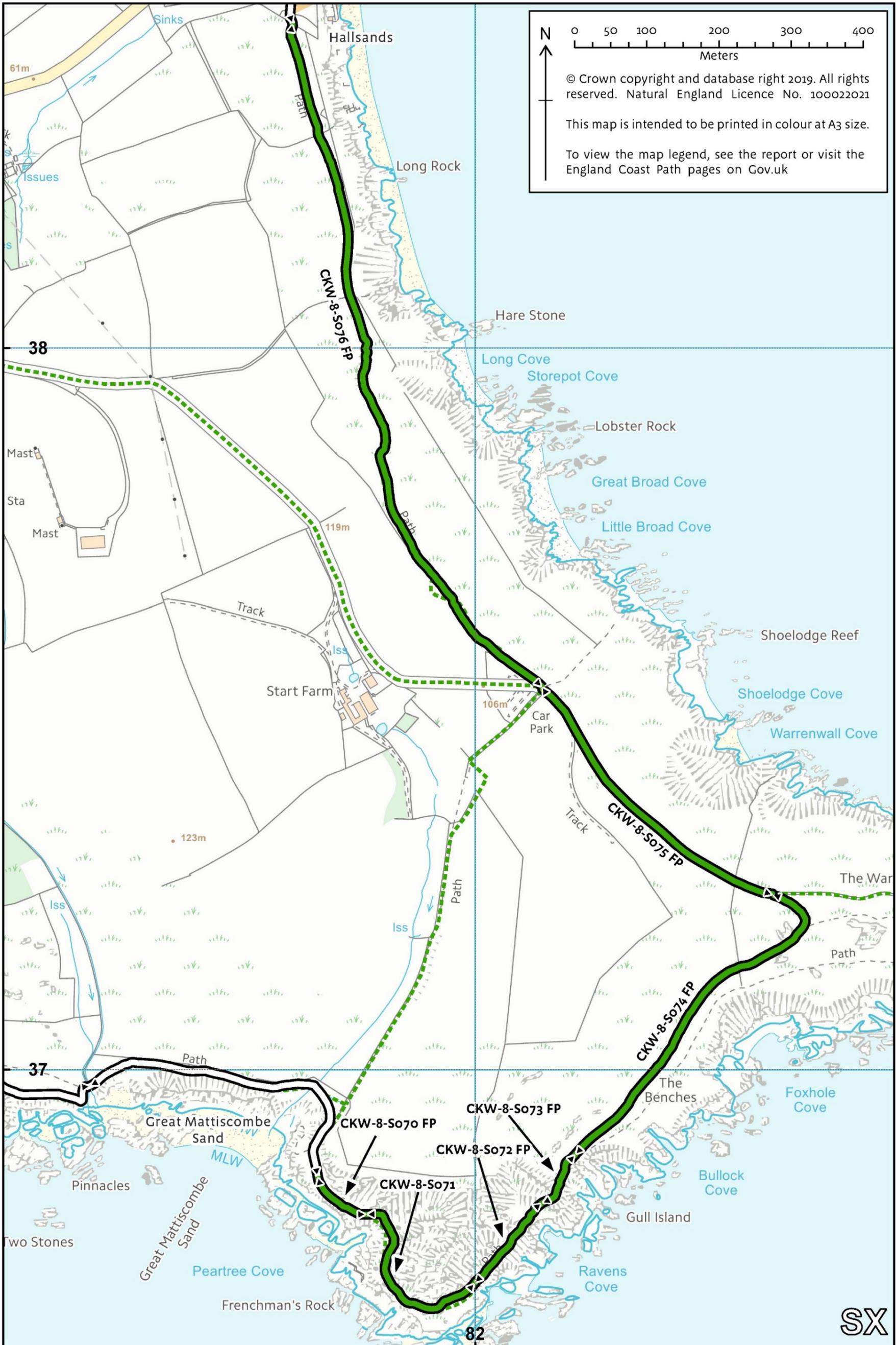
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Map CKW 8f: Lannacombe Beach to Great Mattiscombe Sand



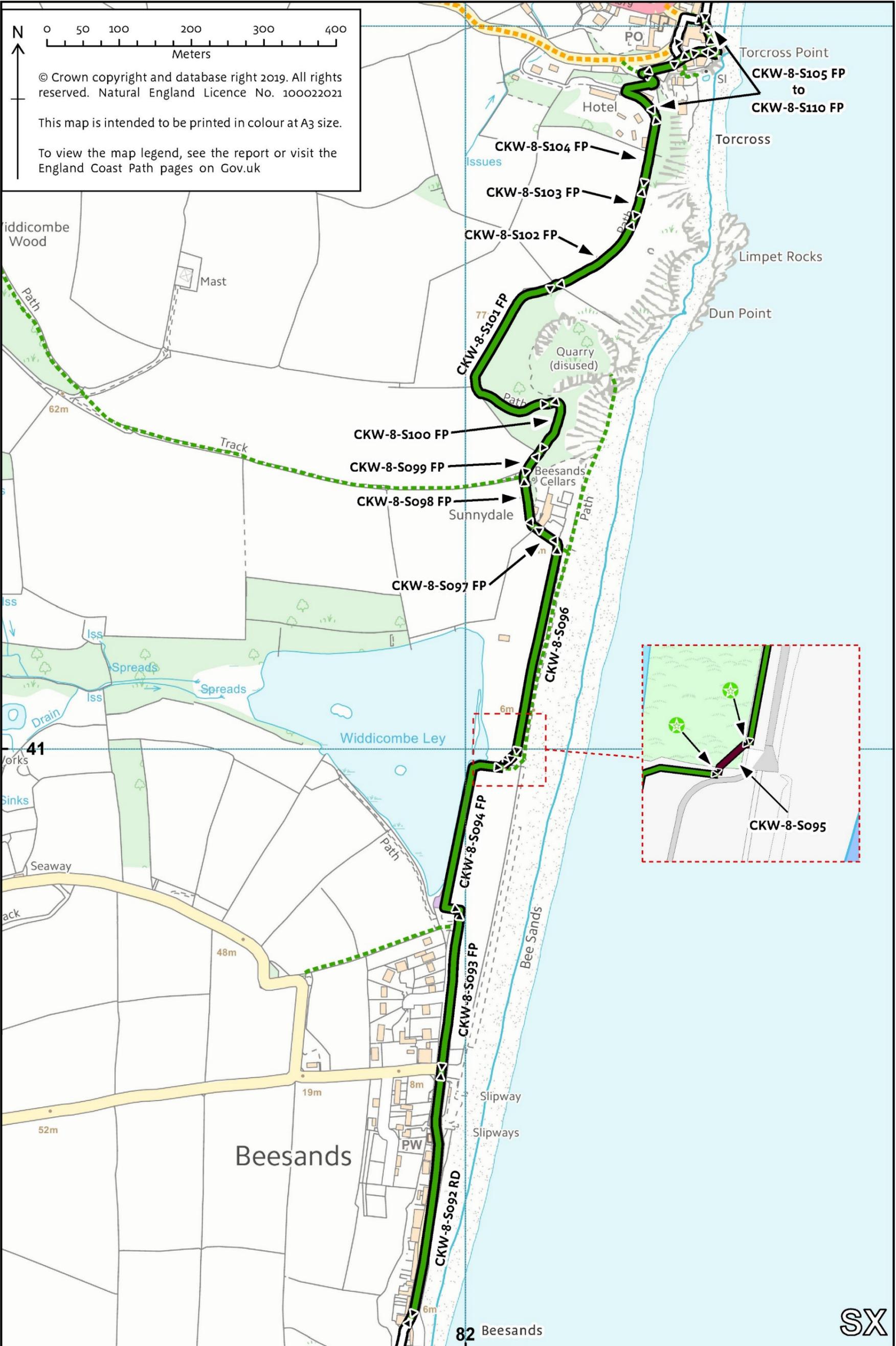
Map CKW 8g: Great Mattiscombe Sand to Hallsands

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Map CKW 8i: Beesands to Torcross