



# England Coast Path Stretch: Combe Martin to Marsland Mouth

## Report CMM 1: Combe Martin Beach to Seven Hills, Ilfracombe

### Part 1.1: Introduction

Start Point:	Combe Martin Beach (Grid reference SS 5770 4722)
End Point:	Seven Hills, Ilfracombe (Grid reference SS 5122 4756)
Relevant Maps:	CMM 1a to CMM 1d

1.1.1 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 Combe Martin and Marsland Mouth.

1.1.2 This report covers length CMM 1 of the stretch, which is the coast between Combe Martin and Seven Hills, Ilfracombe. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

### The trail:

1.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps CMM 1a to CMM 1d and table 1.3.1 below for more details.

1.2.2 Differs from the current definitive route of the South West Coast Path at:

- Watermouth Valley Camping Park (route sections CMM-1-S019 to CMM-1-S020), passing along the main access track through the caravan park/camp site. See map CMM 1b and table 1.3.2 below for more details.
- Watermouth Harbour (route sections CMM-1-S025 to CMM-1-S026), passing along a recently created route to the south of the harbour access road and car park. See map CMM 1b and table 1.3.2 below for more details.

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

### The South West Coast Path

1.2.4 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.

1.2.5 The following designated sites affect this length of coast:

- Hele, Samson's and Combe Martin Bays Site of Special Scientific Interest (SSSI)
- Bideford to Foreland Marine Conservation Zone (MCZ)
- Hillsborough Local Nature Reserve (LNR)
- Hillsborough Promontory Fort Scheduled Monument (SM)
- North Devon Heritage Coast
- North Devon Area of Outstanding Natural Beauty (AONB)
- North Devon Biosphere Reserve

Maps C and D in the Overview show the extent of designated areas along this stretch of coast.

1.2.6 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.

1.2.7 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:**

1.2.8 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 in places follows an uneven grass or bare soil path along the cliff top;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are places where it would be necessary to ascend/descend steps, particularly around Widmouth Head (route sections CMM-1-S032 to CMM-1-S034) and at Hillsborough (route sections CMM-1-S045 to CMM-1-S049).

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

### **Where we have proposed exercising statutory discretions:**

1.2.9 **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 1.3.1 and 1.3.2 below.

1.2.10 At Samson's Bay and Hillsborough (map CMM 1c) and Capstone Hill (map CMM 1d), 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 owners of this land are content for us to propose this.

1.2.11 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 1.3.1 and columns 5b and 5c of table 1.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to these columns above Tables 1.3.1 and 1.3.2 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.**

1.2.12 **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.

1.2.13 Column 3 of table 1.3.1 and column 4 of table 1.3.2 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 CMM 1a to CMM 1d as the proposed route of the trail.

1.2.14 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 1.3.1 and 1.3.2, the route is to be at the centre of the line shown on maps CMM 1a to CMM 1d as the proposed route of the trail.

### Other future change:

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

**See parts 7 - ‘Future changes’ of the Overview for more information.**

### Establishment of the trail:

1.2.16 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.

1.2.17 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £1,035 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.

1.2.18 There is one main element to the overall cost:

- **New signs** - new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path. In addition new ‘Coast Path’ signs are proposed for key locations – at Combe Martin slipway (map CMM 1a) and Ilfracombe Harbour (map CMM 1d). These will show coastal destinations further afield than the next headland/village. Any signs and information boards with outdated information about the existing route of the South West Coast Path would require replacement.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	£900
Project management	£135
<b>Total</b>	<b>£1,035 (Exclusive of any VAT payable)</b>

1.2.19 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:**

1.2.20 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).

1.2.21 We estimate that the annual cost to maintain the trail will be £3,090 (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 1.3: Proposals Tables

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

### 1.3.1 Details for sections that follow the existing South West Coast Path - Maps CMM 1a to CMM 1d: Combe Martin Beach to Seven Hills, Ilfracombe

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.3: 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 1.3.4’ 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
CMM 1a	CMM-1-S001	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S002 to CMM-1-S003	No	No	Road (seaward edge)	Additional landward area	
	CMM-1-S004	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S005* to CMM-1-S006*	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S007* to	No	No	Pavement edge	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
	CMM-1-S008*					
	CMM-1-S009* to CMM-1-S010*	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-1-S011*	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S012* to CMM-1-S014*	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S015*	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S016	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S017	No	No	Fence line	Clarity and cohesion	
CMM 1b	CMM-1-S018	No	No			
	CMM-1-S021	No	No			
	CMM-1-S022	No	No	Wall	Clarity and cohesion	
	CMM-1-S023*	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S024*	No	No			
	CMM-1-S026*	No	No	Path (landward edge)		
	CMM-1-S027*	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S028 to CMM-1-S031	No	No	Wall	Clarity and cohesion	
	CMM-1-S032	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
	CMM-1-S033	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-1-S034	Yes – see table 1.3.3	No	Path (landward edge)	Clarity and cohesion	
	CMM-1-S035	Yes – see table 1.3.3	No	Wall	Clarity and cohesion	
CMM 1c	CMM-1-S036	Yes - Normal	No	Hedge bank	Additional landward area	
	CMM-1-S037	Yes - Normal	No	Fence line	Additional landward area	
	CMM-1-S038	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-1-S039 to CMM-1-S040	Yes - Normal	No	Wall	Clarity and cohesion	
	CMM-1-S041	Yes - Normal	No			
	CMM-1-S042	Yes - Normal	No	Road (seaward edge)	Clarity and cohesion	
	CMM-1-S043 to CMM-1-S044	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S045 to CMM-1-S047	Yes - Normal	No	Path (landward edge)	Clarity and cohesion	
	CMM-1-S048 to CMM-1-S049	No	No	Various	Additional landward area	'Various' means fence, hedge and wall
	CMM-1-S050*	No	No	Various	Additional landward area	'Various' means fence, hedge and wall
	CMM-1-S051*	No	No	Path (landward edge)	Clarity and cohesion	
CMM 1d	CMM-1-S052	Yes - Normal	No			
	CMM-1-S053	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-1-S054	Yes - Normal	No	Pavement edge	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
	CMM-1-S055	Yes - Normal	No			
	CMM-1-S056	No	No	Footway (landward edge)	Clarity and cohesion	
	CMM-1-S057	No	No			
	CMM-1-S058	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S059	No	No			
	CMM-1-S060	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S061*	No	No			
	CMM-1-S062* to CMM-1-S063*	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S064	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S065 to CMM-1-S066	Yes - Normal	No	Path (landward edge)	Additional landward area	Landward margin along path at southern edge of Capstone Hill
	CMM-1-S067	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-1-S068	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S069	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-1-S070	No	No	Pavement edge	Clarity and cohesion	
	CMM-1-S071	No	No			
	CMM-1-S072 to CMM-1-S079	No	No	Track (landward edge)	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
	CMM-1-S080	No	No	Path (landward edge)	Clarity and cohesion	

### 1.3.2 Details for sections that differ from the existing South West Coast Path - Map CMM 1a to CMM 1d – Combe Martin Beach to Seven Hills, Ilfracombe

Key notes on table:

- Column 2 – an asterisk (\*) against the route section number means see also table 1.3.2: Other options considered.
- Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
- Column 4 – ‘Yes – see table 1.3.3’ 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.
- Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
- Columns 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
CMM 1b	CMM-1-S019* to CMM-1-S020*	Other existing walked route	No	No	Track (landward side)	Clarity and cohesion	
	CMM-1-S025*	Public footpath	No	No	Fence line	Clarity and cohesion	

### 1.3.3 Other options considered: Maps CMM 1a to CMM 1d: Combe Martin Beach to Seven Hills, Ilfracombe.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 1a	CMM-1-S005 to CMM-1-S011	We considered taking the trail on the seaward side of the fields and holiday park at Newberry Beach.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ There is already a public footpath that goes out to the end of the headland known as The Parlour.</li> <li>■ There is already a public footpath providing access to Newberry Beach</li> <li>■ There is no room to take a trail on the seaward side of the holiday park as many of the static caravans are located along the cliff top.</li> </ul> <p>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</p>
CMM 1a	CMM-1-S011 to CMM-1-S015	We considered taking the trail along Newberry Close	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The road was closed a number of years ago due to landslips and is now blocked by a dwelling.</li> </ul> <p>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.</p>
CMM 1b	CMM-1-S019 to CMM-1-S020 CMM-1-S025 to CMM-1-S026	We considered following the existing route of the South West Coast Path on the seaward side of Watermouth Valley Camping Park	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Although it is slightly further inland it has clearer views over the sea and it follows the main access track through the caravan park/campsite</li> </ul> <p>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</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 1b	CMM-1-S025	We considered following the existing route of the South West Coast Path at Watermouth Harbour	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It follows a new route avoiding having to walk through the car park and boat yard at Watermouth Harbour.</li> </ul> <p>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</p>
CMM 1b	CMM-1-S023 to CMM-1-S027.	We considered aligning the trail around the headland at the Warren, Watermouth.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ There is already a public footpath that goes out to the end of the headland with good views across Watermouth Harbour, Widmouth Head and Sexton's Burrow.</li> <li>■ The proposed route is more direct than the route around the headland.</li> </ul> <p>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.</p>
CMM 1c	CMM-1-S037 to CMM-1-S037	We considered aligning the trail on the public footpath down towards Samson's Caves.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The public footpath is very steep and in places has disappeared as the cliffs have eroded.</li> <li>■ The proposed route is more direct and maintains good views of the sea.</li> </ul> <p>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.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 1c	CMM-1-S050 to CMM-1-S051	We considered using the short-cut at Larkstone beach.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It follows the existing South West Coast Path which over time has moved inland to its current route to avoid areas of cliff erosion and ground subsidence. The more seaward route is no longer appropriate or convenient.</li> <li>■ The existing route is already well signed and is of National Trail standard.</li> </ul> <p>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</p>
CMM 1d	CMM-1-S061 to CMM-1-S063	We considered aligning the trail around Lantern Hill, Ilfracombe.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ There is already public access to the end of the promenade and around Lantern Hill.</li> <li>■ A circular route would have involved building a steep set of steps at the western end.</li> </ul> <p>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</p>

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.

### 1.3.4 Roll-back implementation – more complex situations - Map CMM 1b: Broad Strand to Samson’s Bay.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 1b	CMM-1-S034 & CMM-1-S035	Hele, Samson’s and Combe Martin Bays SSSI	If it is no longer possible to find a viable route seaward of the designated site 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.

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 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
CMM 1a	Combe Martin Beach to Broad Strand
CMM 1b	Broad Strand to Samson's Bay
CMM 1c	Samson's Bay to Larkstone Beach, Ilfracombe
CMM 1d	Larkstone Beach, Ilfracombe to Seven Hills, Ilfracombe

### 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:

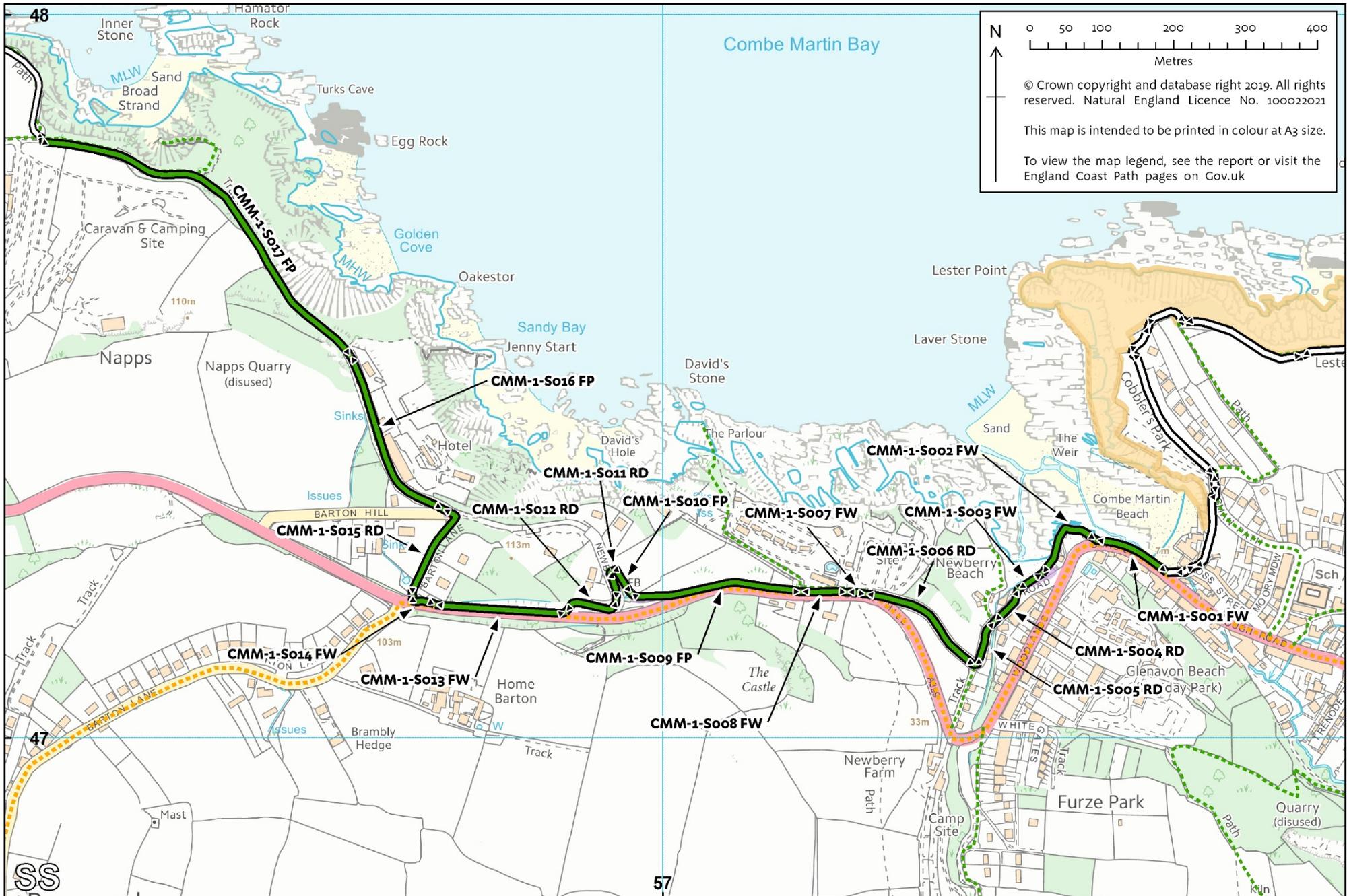
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

#### 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 CMM 1a: Combe Martin Beach to Broad Strand



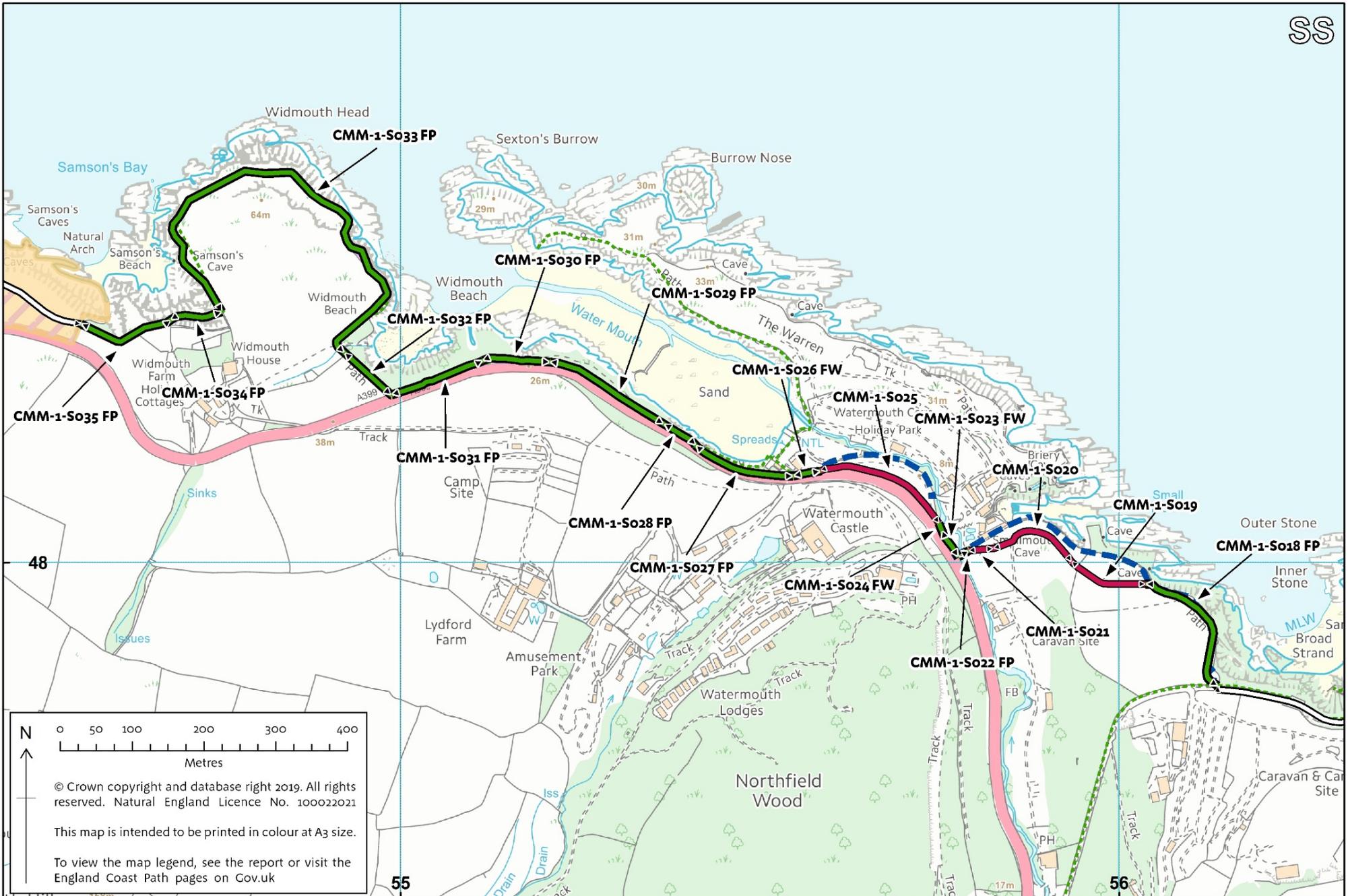
N

0 50 100 200 300 400  
Metres

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

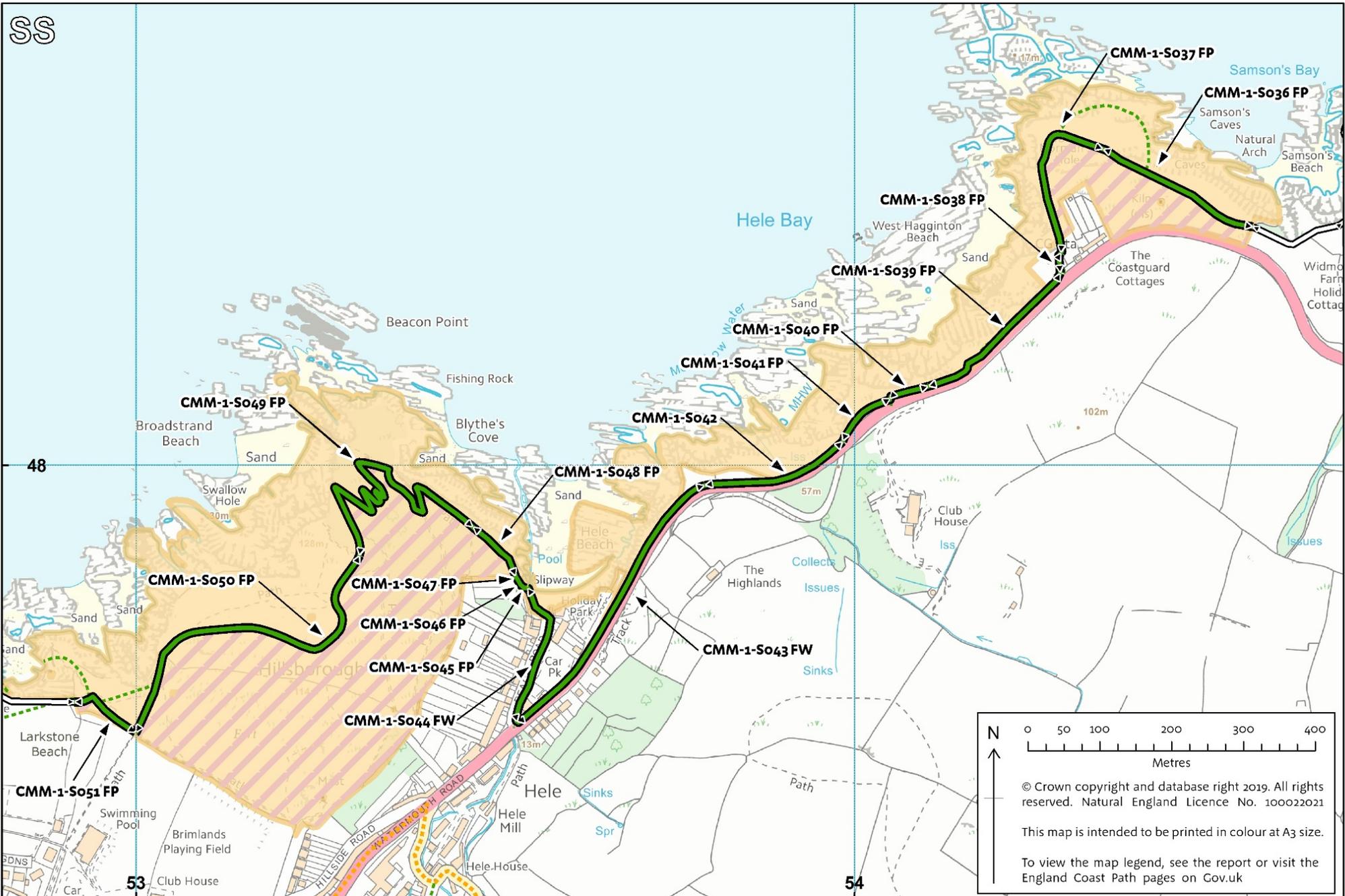
This map is intended to be printed in colour at A3 size.

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



N  
 0 50 100 200 300 400  
 Metres  
 © Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021  
 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 CMM 1c: Samson's Bay to Larkstone Beach, Ilfracombe



Map CMM 1c: Samson's Bay to Larkstone Beach, Ilfracombe

N

0 50 100 200 300 400  
 Metres

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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

