



# England Coast Path Stretch: Combe Martin to Marsland Mouth

## Report CMM 4: Cock Rock, Croyde to Velator

### Part 4.1: Introduction

Start Point:	Cock Rock, Croyde (Grid reference SS 4341 3874)
End Point:	Velator (Grid reference SS 4871 3576)
Relevant Maps:	CMM 4a to CMM 4g

4.1.1 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.

4.1.2 This report covers length CMM 4 of the stretch, which is the coast between Cock Rock, Croyde and Velator. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

### The trail:

4.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

4.2.2 Mainly follows the coastline and estuary quite closely and maintains good views of the sea and estuary apart from where the trail passes through sand dunes at the southern end of Braunton Burrows, Broadsands Car Park and Horsey Island (see maps CMM 4e to CMM 4f, route sections CMM-4-S016 to CMM-4-S026).

4.2.3 Is aligned on the beach or foreshore at Braunton Burrows (see maps CMM 4b to CMM 4e and route sections CMM-4-S014 to CMM-4-S015 for details).

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

- Chesil Cliff (route sections CMM-4-S003 to CMM-4-S004). This new route takes the trail off a narrow busy road, is nearer the sea and provides good sea views. See map CMM 4a and table CMM 4.3.2 for details.
- Between Saunton and Broadsands Car Park where the trail follows the beach seaward of the sand dunes (route sections CMM-4-S014 and CMM-4-S015) which contains a bridleway and several existing walked routes (route sections CMM-4-S016 to CMM-4-S018). See maps CMM 4b to CMM 4f and table CMM 4.3.2 for details.
- At Horsey Island where the trail uses the public footpath on the 'inner' flood bank - the current diversion for the South West Coast Path (route sections CMM-4-S022 to CMM-4-S026). See map CMM 4f and table CMM 4.3.2 for details.

### The South West Coast Path

4.2.5 The South West Coast Path generally follows the coast over this length and for part of it 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 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.

4.2.6 The route down Saunton Sands beach meets our requirement for the England Coast Path around Braunton Burrows. Accordingly a variation report will bring the South West Coast Path into line with the England Coast Path at this location.

### 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.

4.2.7 The following designated sites affect this length of coast:

- Braunton Burrows Special Area of Conservation (SAC)

- Saunton to Baggly Point Coast Site of Special Scientific Interest (SSSI)
- Braunton Burrows SSSI
- Taw-Torridge Estuary SSSI
- Bideford to Foreland Point Marine Conservation Zone (MCZ)
- Lynchetts north west of Saunton Sands Hotel Scheduled Monument (SM)
- North Devon Area of Outstanding Natural Beauty (AONB)
- North Devon Heritage Coast
- North Devon Biosphere Reserve

Maps C and D in the Overview shows the extent of designated areas listed.

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

#### 4.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CMM 4b- CMM 4e	CMM-4-S014 to CMM-4-S015	The proposed trail will be aligned c. 10 m seaward of the seaward edge of the sand dunes until it enters the dunes at the junction of route sections CMM-4-S015 and CMM-4-S016. From here to Broadsands Car Park the proposed trail follows the bridleway over the more stable fixed dunes.	To reduce trampling pressure on the sensitive fore dunes
CMM 4b- CMM 4c	CMM-4-S014/CMM-4-S015  Where track from the Sandy Lane Car park enters beach	Information panel asking visitors to keep their dogs under close control	To reduce disturbance to feeding/roosting water birds at Crow Point
CMM 4e	CMM-4-S017/CMM-4-S018  At the southern end of the	Information panel asking visitors to keep their dogs under close control	To reduce disturbance to feeding/roosting water birds at Crow Point

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
	American Road		
CMM 4e	CMM-4-S020/CMM-4-S021  At Broadsands Car park	Information panel asking visitors to keep their dogs under close control	To reduce disturbance to feeding/roosting water birds at Crow Point

4.2.9 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:

4.2.10 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 the sandy beach on the seaward side of the sand dunes (route sections CMM-4-S014 to CMM-4-S015) and on a bridleway through the sand dunes (route sections CMM-4-S016 to CMM-4-S017). See maps CMM 4b to CMM 4e.

4.2.11 Between Horsey Island and Velator the existing stone stiles at route section CMM-4-S028 will be replaced with pedestrian/kissing gates, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below. Other stone stiles at Horsey Island will be 'by-passed'.

4.2.12 There are steps at the weir at Velator between route sections CMM-4-S031 and CMM-4-S032. See map CMM 4g.

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

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

**4.2.13 Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the rivers Taw, 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 A361 Taw Bridge, as indicated by the extent of the trail shown on Map A2 in the Overview. This report covers the north bank of the River Taw upstream from Airy Point to the River Caen/Horse Island. Length report CMM 5 covers the north bank of the River Taw from the River Caen/Horse Island to the A361 Taw Bridge. The south bank of the River Taw is covered by length report CMM 6.

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

**4.2.14 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 4.3.1 and 4.3.2 below.

**4.2.15** 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 4.3.1 and columns 5b and 5c of table 4.3.2. 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 4.3.1 and 4.3.2 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.**

**4.2.16 Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

### *Exclusion of access to the saltmarsh/flat between Crow Point, Braunton Burrows and Velator*

**4.2.17** Access to the saltmarsh in the coastal margin of the Taw-Torridge estuary between Crow Point (map CMM 4d) and Velator Bridge (map CMM 4g) seaward of route sections CMM-4-S017 to CMM-4-S030 is to be excluded all year-round by direction under section 25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect where coastal access rights do not apply. See Directions Map CMM 4A and map E1 in the Overview for details.

**4.2.18** The saltmarsh and flats in the Taw-Torridge estuary are uneven and wet underfoot and contain many creeks and channels, some of which would not be readily apparent to walkers and which can pose a significant risk. The RNL has warned that due to the fast moving tides the majority of the foreshore in both estuaries is unsuitable for public access, apart from the publically used beach areas at Instow and Appledore.

4.2.18 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

4.2.19 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation.

**See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.**

4.2.20 **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.

4.2.21 Column 3 of table 4.3.1 and column 4 of table 4.3.2 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 CMM 4a to CMM 4g as the proposed route of the trail.

4.2.22 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 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps CMM 4a to CMM 4g as the proposed route of the trail.

### Other future change:

4.2.23 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:

4.2.24 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.

4.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £33,177 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.

4.2.26 There are three main elements to the overall cost in addition to project management:

- **New route sections** – works to make new sections accessible to the public (see point 4.2.4 above). At Chesil Cliff works will include vegetation clearance, levelling and resurfacing and the installation of steps, screening and fencing (map CMM 4a, trail sections CMM-4-S003 and CMM-4-S004).
- **New signs** - a number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path. At the junctions of route sections CMM-4-S005 and CMM-4-S006 at Saunton & CMM-4-S017 and CMM-4-S018 at Broad Sands, there will be signs advising that there is a different option, following public rights of way, for those not wishing to use the Saunton Sands beach route. Any signs and information boards with outdated information about the existing route of the South West Coast Path would require replacement. New 'Coast Path' signs are proposed in key locations including Saunton Sands Car Park (map CMM 4a), Broadsands Car Park (map CMM 4e) and at Velator Quay (map CMM 4g). These will show coastal destinations further afield than the next headland/village.

New information boards are proposed at key locations to advise walkers and visitors of the sensitivity of the Braunton Burrows/Crow Point area, particularly involving disturbance to birds (see table 4.2.7).

- **Improvements to the existing route** - the surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but between Horsey Island and Velator Quay stone stiles will be replaced by pedestrian/kissing gates or will be 'bypassed'. More significant items of establishment works are shown on the relevant maps accompanying this report. Any new access furniture will be fully compliant with BS5709:2018, the British Standard for Gaps, Gates and Stiles.

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	£5,850
Improvements to the existing route	£3,000
New Route Sections	£20,000
Project management	£4,327
<b>Total</b>	<b>£33,177 (Exclusive of any VAT payable)</b>

4.2.27 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:**

4.2.28 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).

4.2.29 We estimate that the annual cost to maintain the trail will be £6,772 (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 4.3: Proposals Tables

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

### 4.3.1 Details for sections that follow the existing South West Coast Path: Maps CMM 4a to CMM 4g – Cock Rock, Croyde to Velator

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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 4a	CMM-4-S001 to CMM-4-S002	Yes – see table 4.3.4	No	Fence line	Clarity and cohesion	
	CMM-4-S005	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-4-S006	No	No			
	CMM-4-S007 to CMM-4-S008	No	No	Fence	Clarity and cohesion	
	SMM-4-S009 to CMM-4-S010	Yes – see table 4.3.4	No	Fence	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-4-S011	Yes – see table 4.3.4	No	Board-walk and fence	Clarity and cohesion	
CMM 4e	CMM-4-S019 to CMM-4-S020	No	Yes - dune	Path (landward edge)	Clarity and cohesion	
CMM 4g	CMM-4-S027 to CMM-4-S031	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-4-S032	No	No	Road (landward side)	Clarity and cohesion	
	CMM-4-S033	No	No	Pavement edge	Clarity and cohesion	

#### 4.3.2 Details for sections that differ from the existing South West Coast Path: Maps CMM 4a to CMM 4g – Cock Rock, Croyde to Velator

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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
CMM 4a	CMM-4-S003	Not an existing walked route	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-4-S004	Public highway	No	No			
	CMM-4-S012	Public footpath	Yes – see table 4.3.4	No	Wall	Clarity and cohesion	
CMM 4b	CMM-4-S013	Public bridleway	Yes – see table 4.3.4	Yes - dune			
	CMM-4-S014	Other existing walked route	Yes – see table 4.3.4	Yes - dune			
CMM 4c- CMM 4e	CMM-4-S015	Other existing walked route	Yes – see table 4.3.4	Yes - dune			
CMM 4e	CMM-4-S016	Public bridleway	Yes – see table 4.3.4	Yes - dune			
	CMM-4-S017	Other existing walked route	No	Yes - dune			
	CMM-4-S018	Other existing walked route	No	Yes - dune	Path	Clarity and cohesion	
	CMM-4-S021	Other existing walked route	No	No	Road (landward side)	Clarity and cohesion	
CMM 4f	CMM-4-S022	Public footpath	No	No	Road (landward side)	Clarity and cohesion	
	CMM-4-S023 to CMM-4-S026	Public footpath	No	No	Path	Clarity and cohesion	

### 4.3.3 Other options considered - Maps CMM 4a to CMM 4g: Cock Rock, Croyde to Velator

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 4a	CMM-4-S003 to CMM-4-S004	We considered retaining the South West Coast Path 'on road' route between Chesil Cliff and Oyster Falls	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The proposed route is safer and involves a direct road crossing with clear lines of sight as opposed to 80 m of on-road walking with no road verges and poor lines of sight.</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 4a-CMM 4e	Between the junctions of CMM-4-S011/S012 and CMM-4-S018/S019	We considered retaining the South West Coast Path on-road section of the trail at Saunton, the 'behind the golf course' route and the American Road landward of Braunton Burrows.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it takes the trail off the busy and narrow Saunton to Croyde road</li> <li>■ it is closer to the sea and maintains views of the sea</li> <li>■ this proposal is made with the support of the landowner</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 4f	Between the junctions of route sections CMM-4-S021/S022 and CMM-4-S026/S027	We considered retaining the route of the South West Coast Path on the flood defences on the seaward side of Horsey Island.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The seaward route along the outer flood bank has been breached and there are no plans to repair it. Horsey Island is reverting to a salt marsh/mudflat habitat and keeping the trail on the inner flood bank also helps reduce disturbance to wildlife on the estuary.</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.

#### 4.3.4 Roll-back implementation – more complex situations: Maps CMM 4a to CMM 4e: Cock Rock, Croyde to Crow Beach House

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 4a	CMM-4-S001 to CMM-4-S002	Saunton to Baggy Point Coast SSSI	If it is no longer possible to find a viable route seaward of the 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.
CMM 4a	CMM-4-S009 to CMM-4-S012	Saunton Sands Beach Villas and other buildings at Saunton Sands	If it is no longer possible to find a viable route seaward of the excepted land (e.g. buildings, curtilage, gardens) we will choose a route landward of it, following discussions with owners and occupiers.
CMM 4b- CMM 4e	CMM-4-S013 to CMM-4-S016	Braunton Burrows SAC and SSSI	If it is no longer possible to find a viable route seaward of the 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 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
CMM 4a	Cock Rock, Croyde to Saunton Surf Lifesaving Station
CMM 4b	Saunton Surf Lifesaving Station to Braunton Burrows (Nature Reserve)
CMM 4c	Braunton Burrows (Nature Reserve)
CMM 4d	Braunton Burrows (Nature Reserve)
CMM 4e	Braunton Burrows (Nature Reserve) to Crow Beach House
CMM 4f	Crow Beach House to Horsey Island
CMM 4g	Horsey Island to Velator

Map reference	Map title
CMM 4	Map showing extent of default landward coastal margin (dune) at Braunton Burrows
Directions Map CMM 4A	Proposed direction under S25A CROW - Taw-Torridge Estuary
Directions Map CMM 4B	Proposed direction under S25A CROW - Taw-Torridge Estuary

### 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:

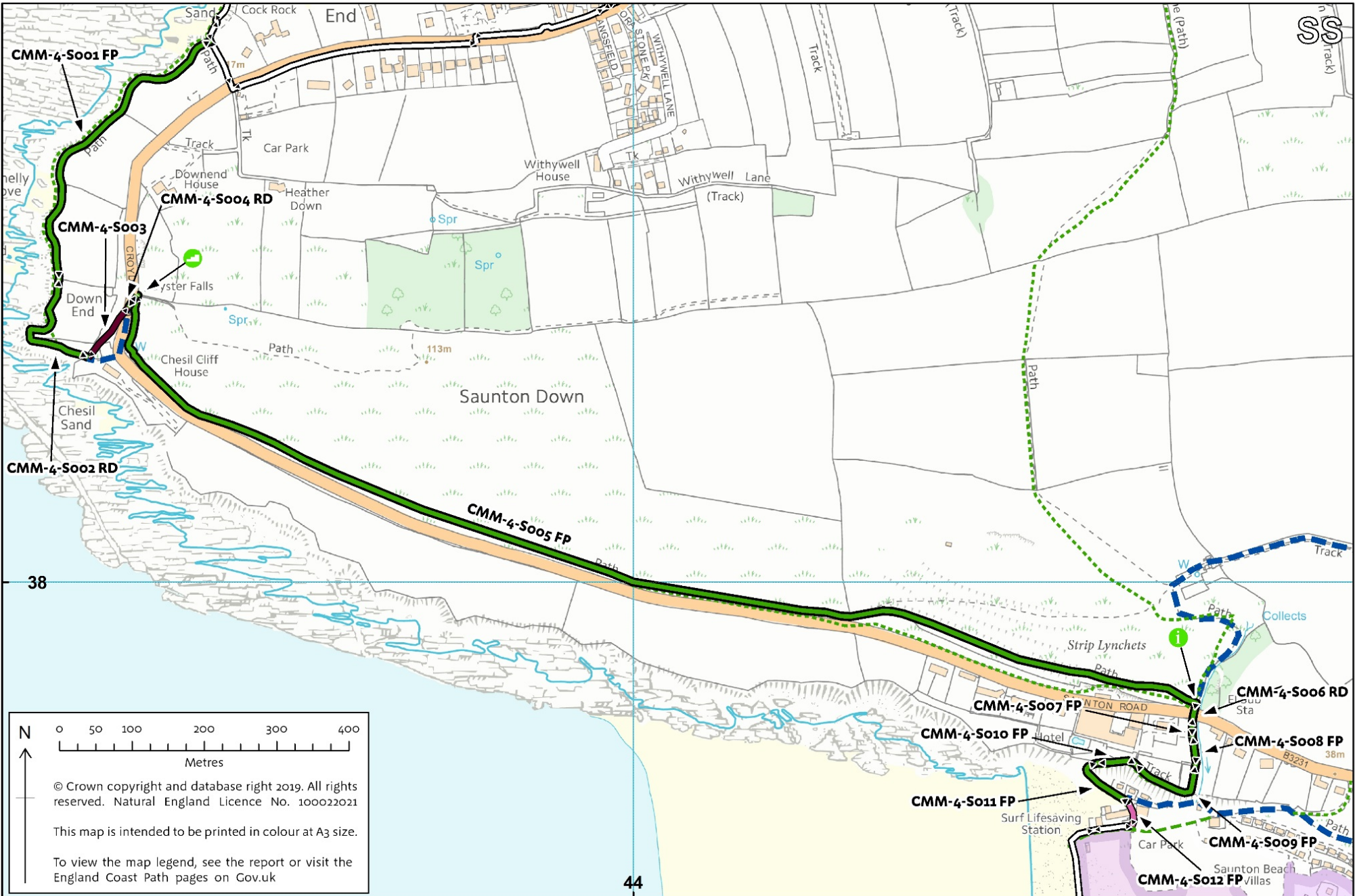
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

#### 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 4a: Cock Rock, Croyde to Saunton Surf Lifesaving Station**

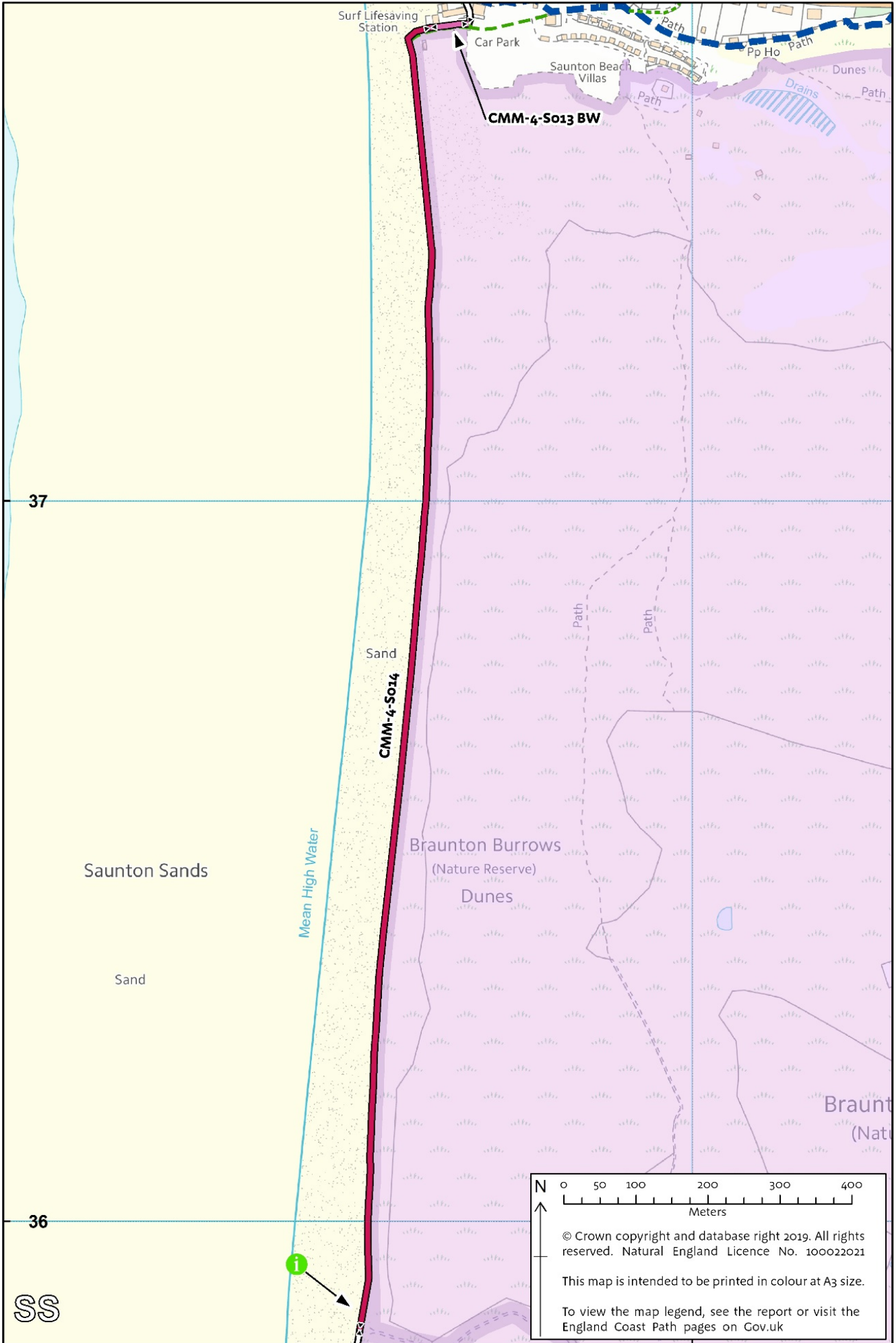


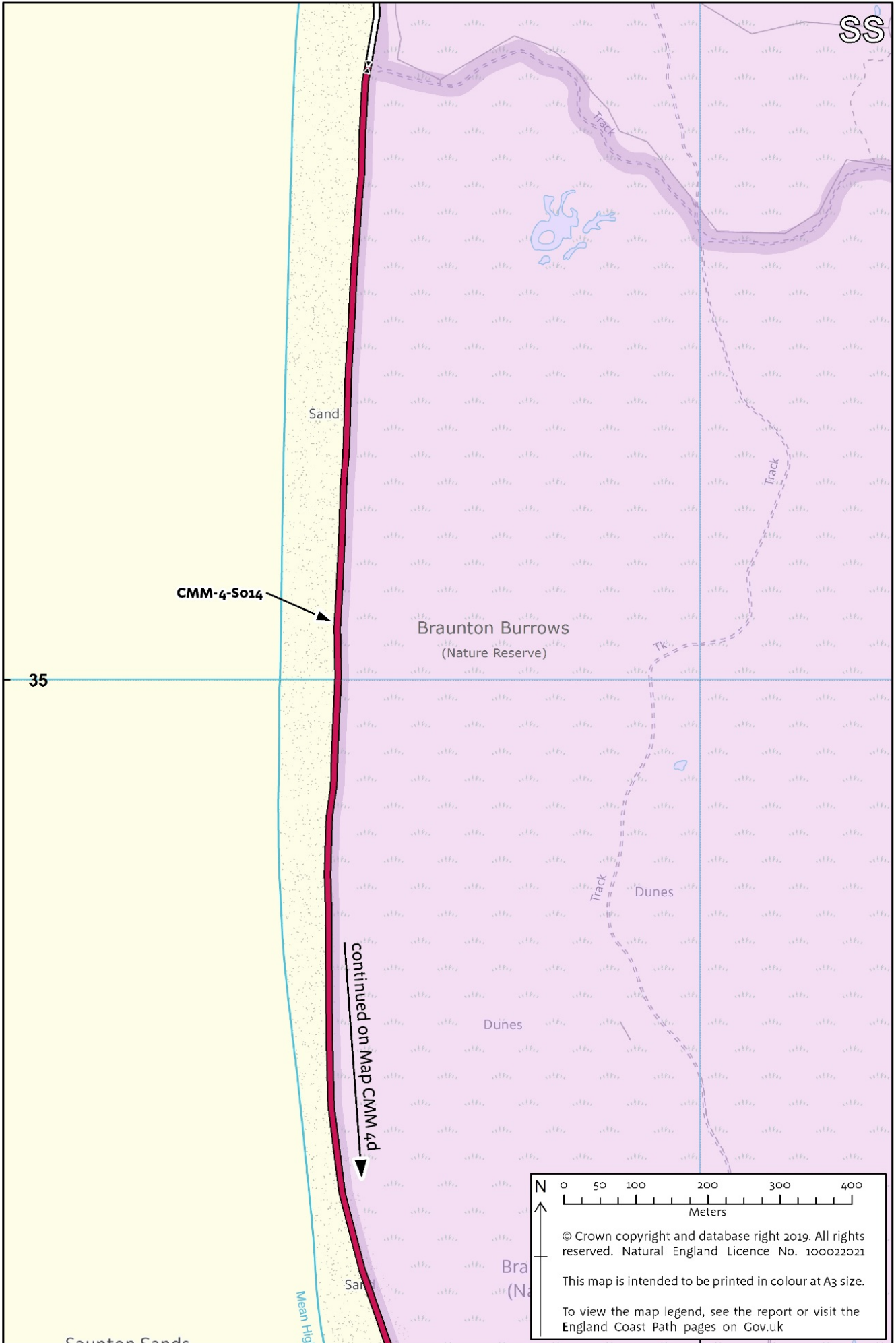
Map CMM 4a: Cock Rock, Croyde to Saunton Surf Lifesaving Station



**Map CMM 4b: Saunton Surf Lifesaving Station to Braunton Burrows (Nature Reserve)**

Map CMM 4b: Saunton Surf Lifesaving Station to Braunton Burrows (Nature Reserve)





N

0 50 100 200 300 400

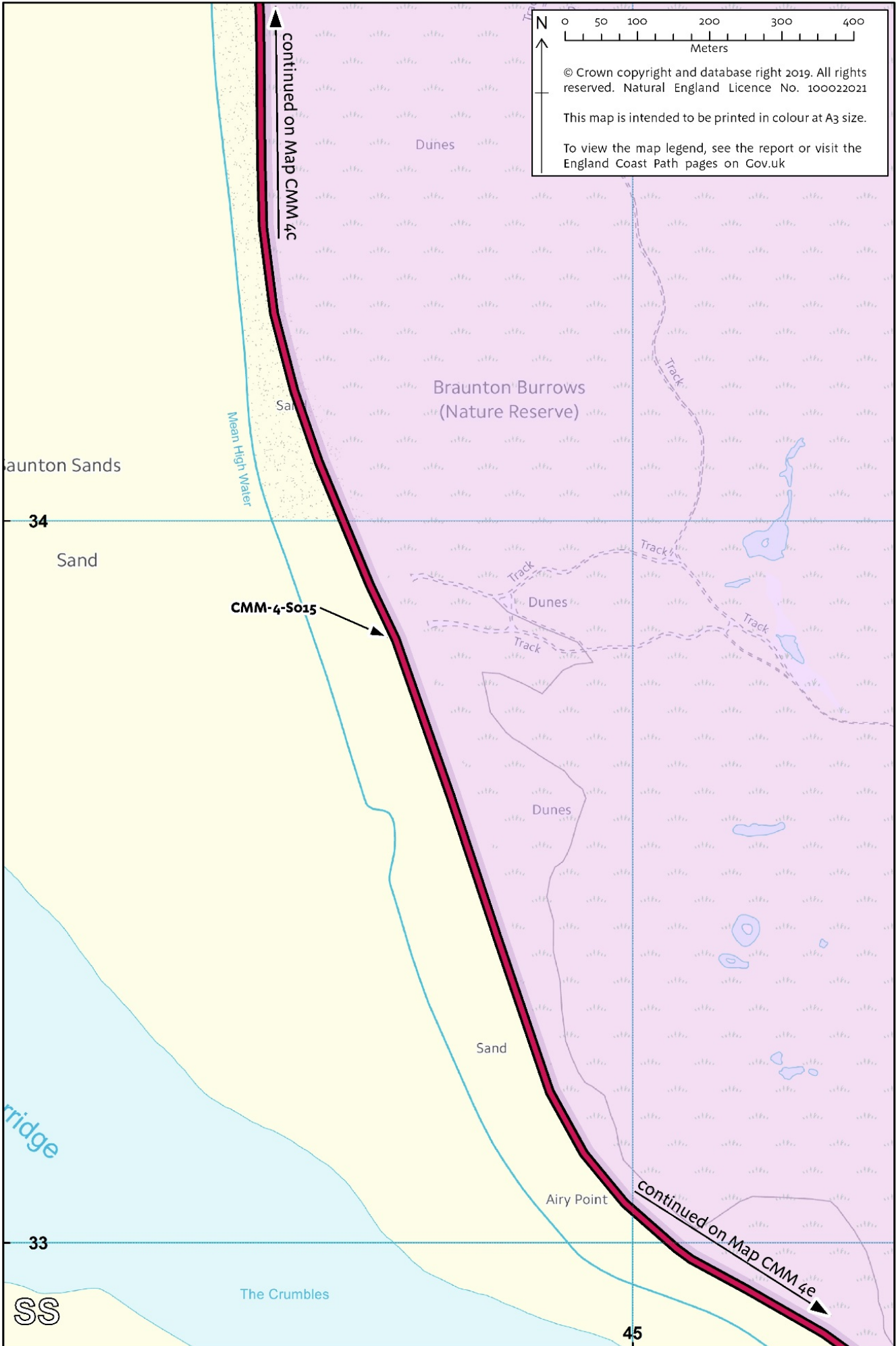
Meters

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

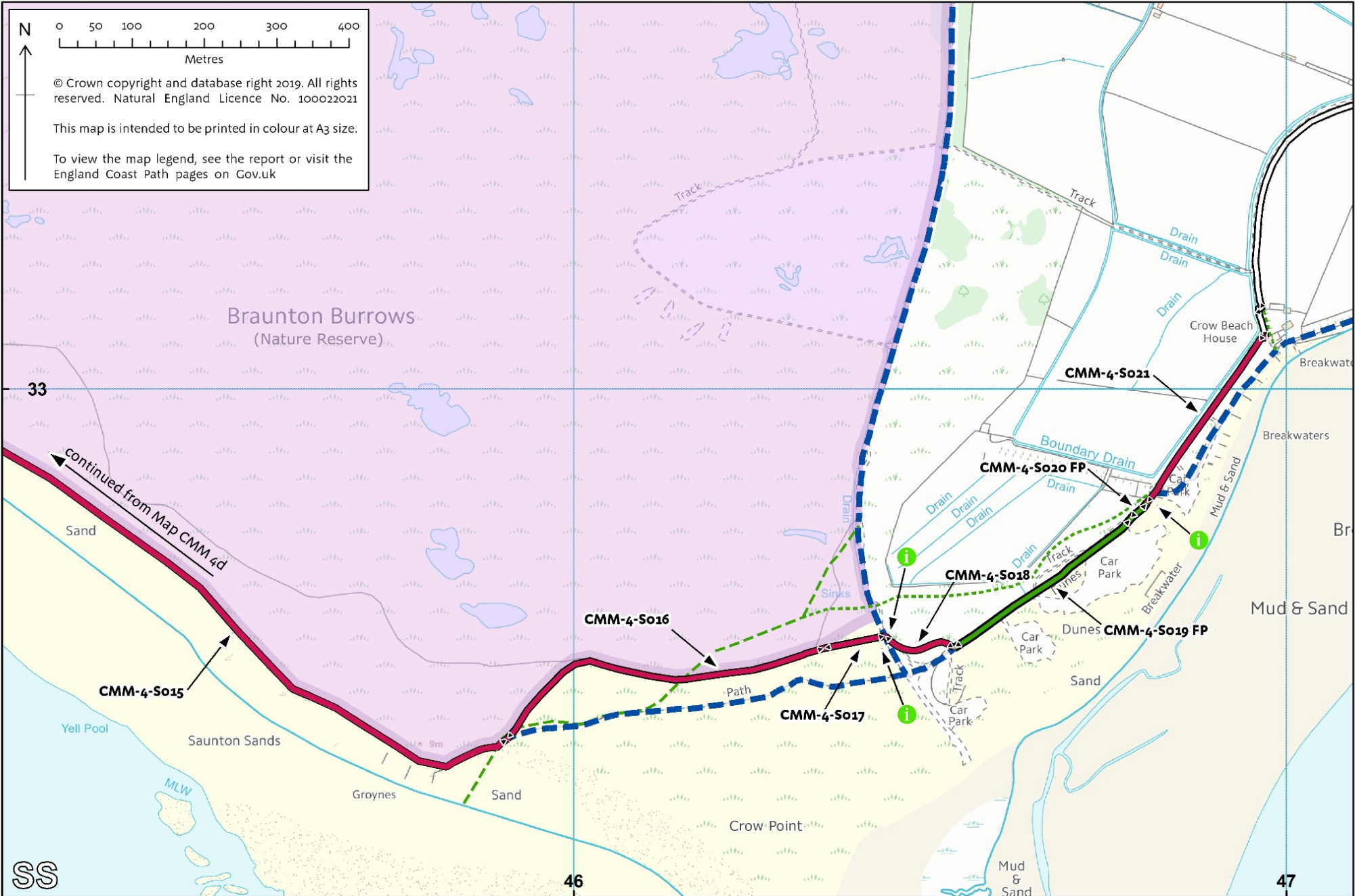
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

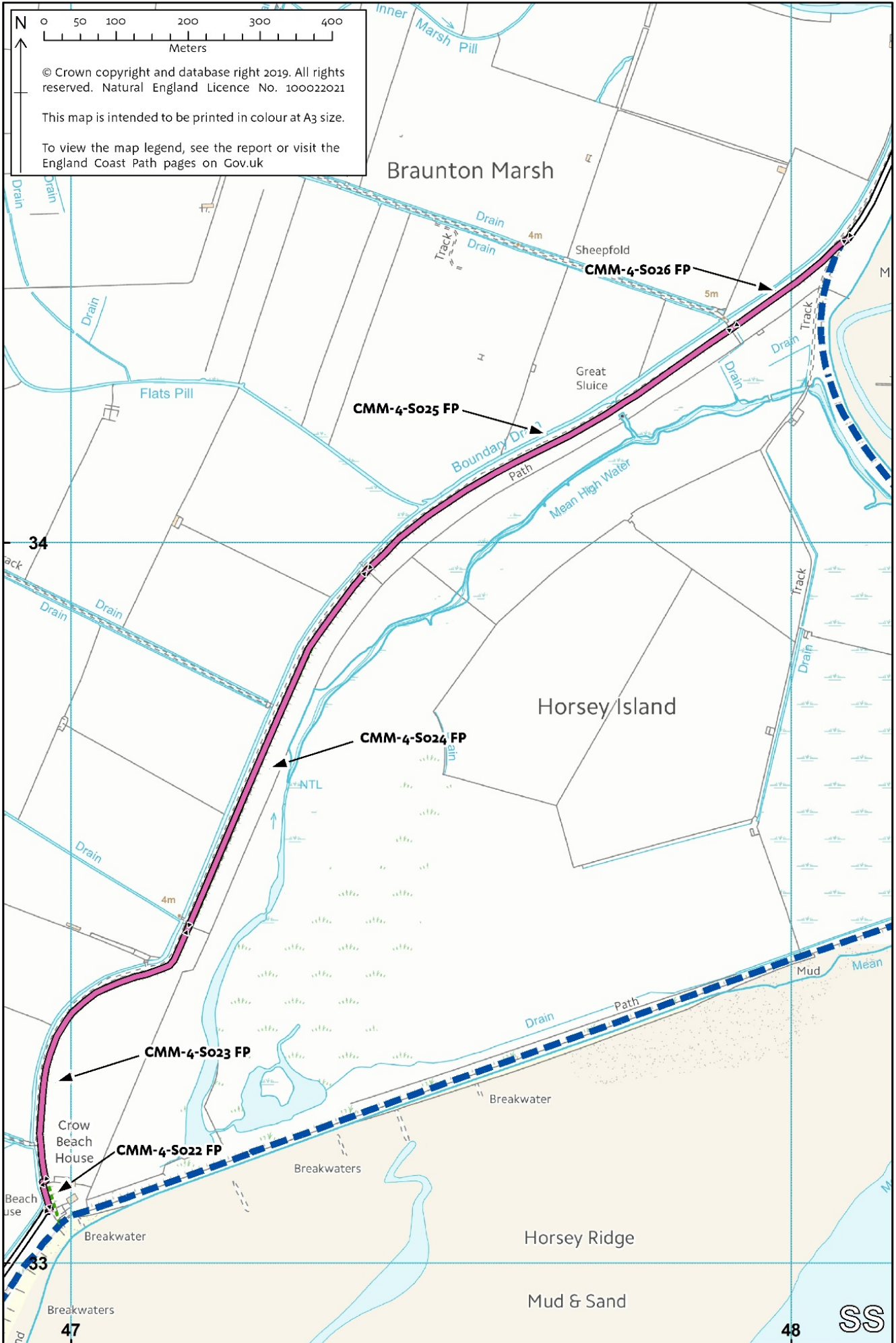
**Map CMM 4d: Braunton Burrows (Nature Reserve)**

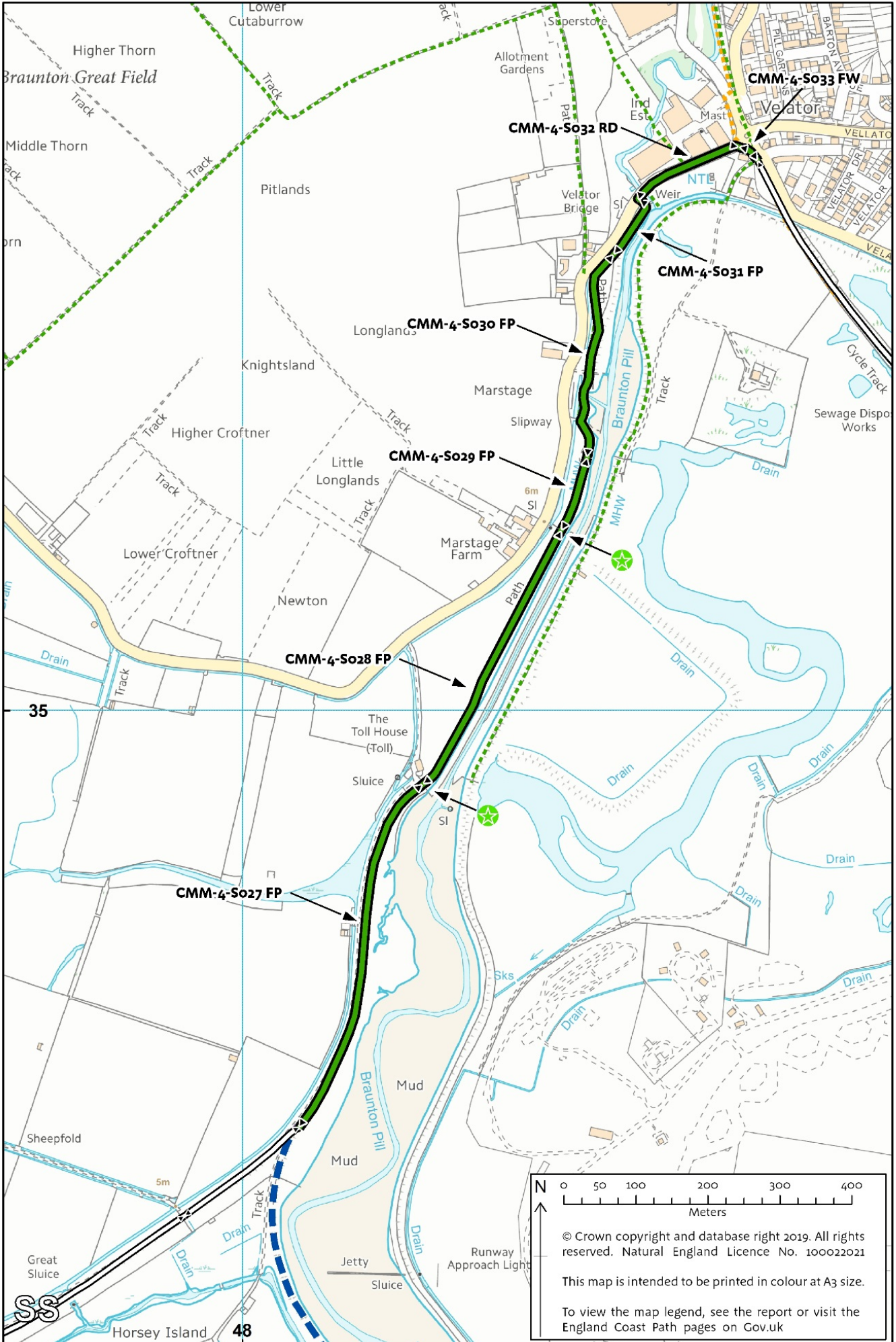


Map CMM 4d: Braunton Burrows (Nature Reserve)

**Map CMM 4e: Braunton Burrows (Nature Reserve) to Crow Beach House**



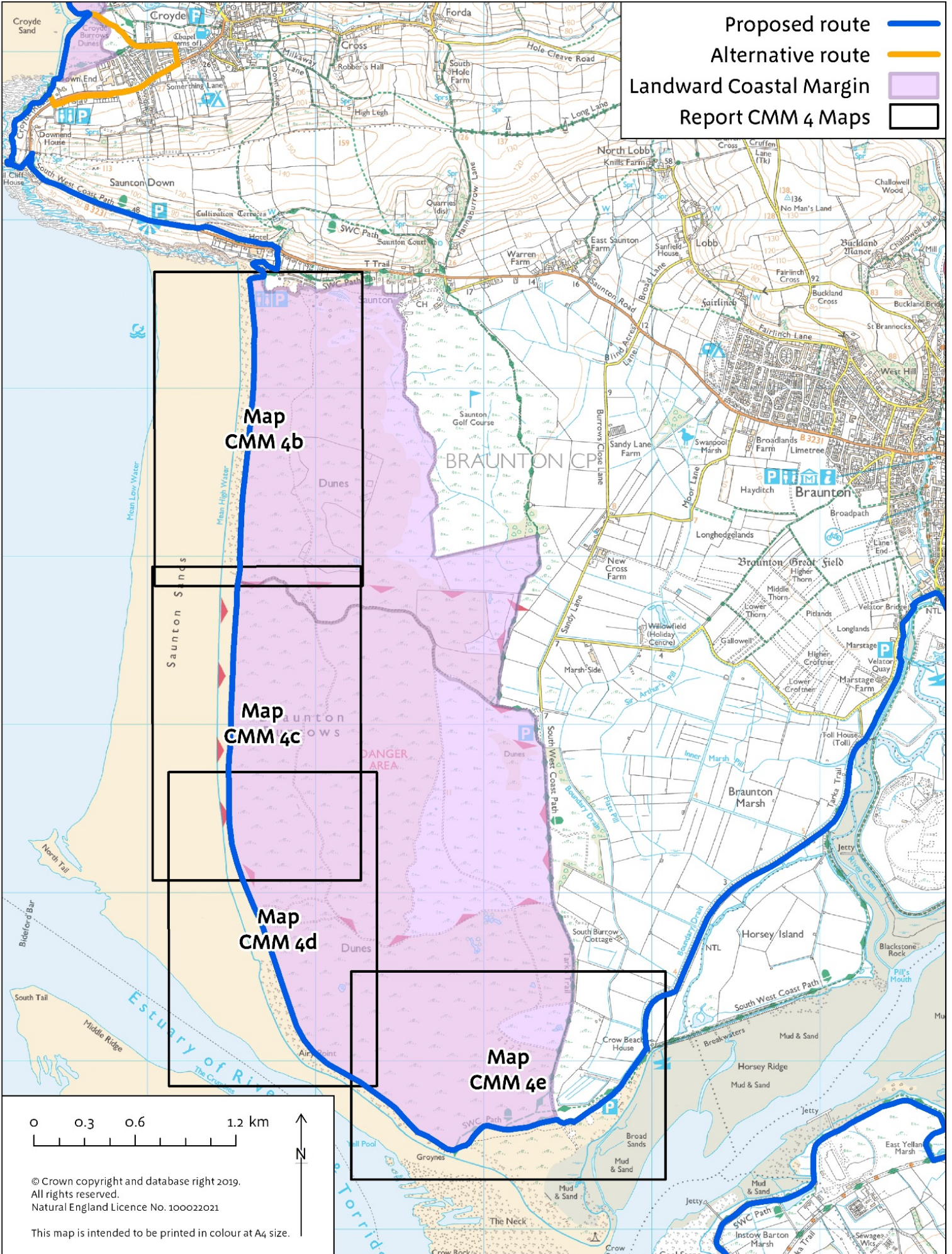




35

Horsey Island 48

**Braunton Burrows - Landward Coastal Margin**



Proposed route —  
 Alternative route —  
 Landward Coastal Margin   
 Report CMM 4 Maps

Map  
CMM 4b

Map  
CMM 4c

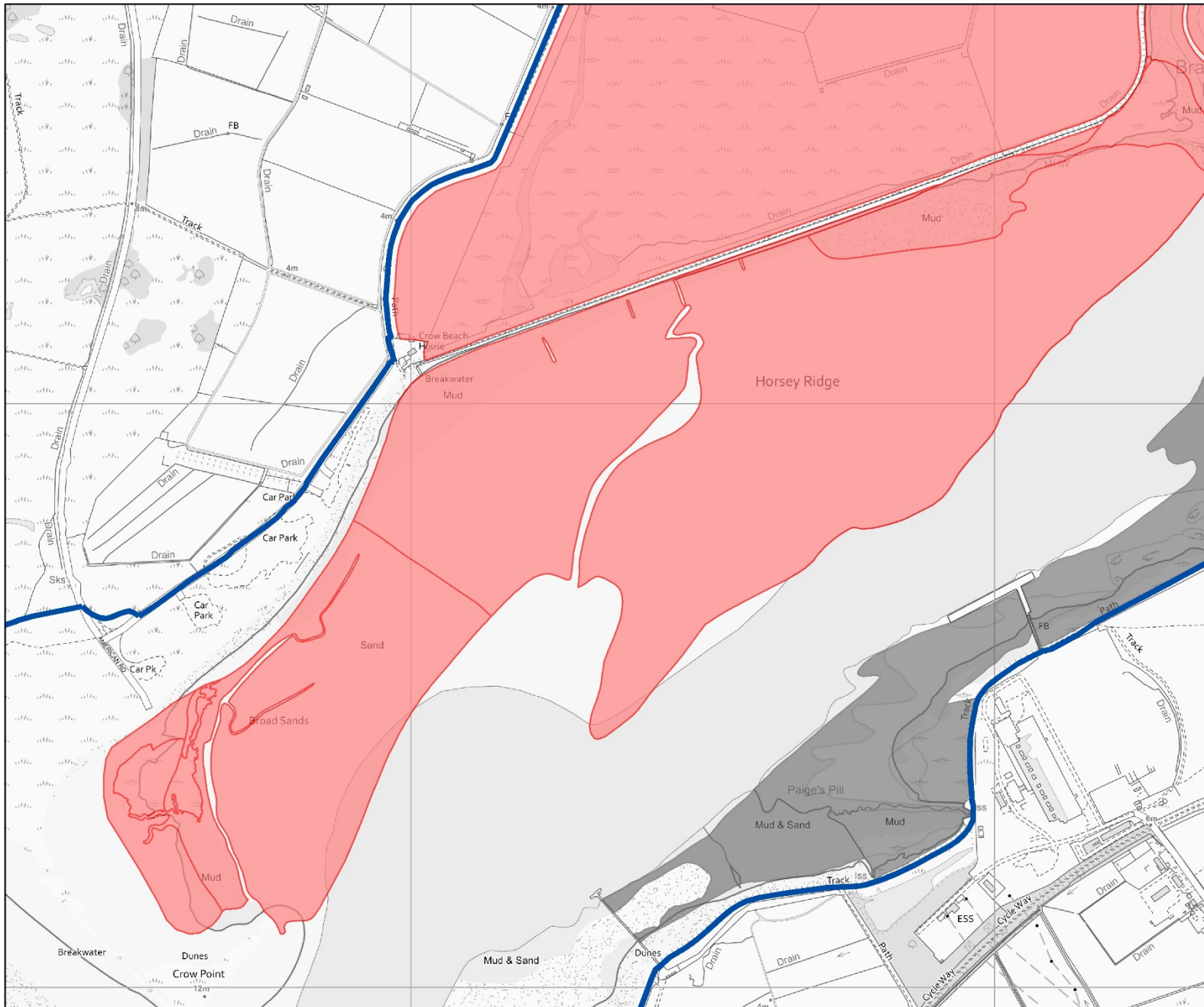
Map  
CMM 4d

Map  
CMM 4e

0 0.3 0.6 1.2 km  
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 This map is intended to be printed in colour at A4 size.

Directions Map CMM 4A



Trail Sections

— Proposed route

Restrictions

Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

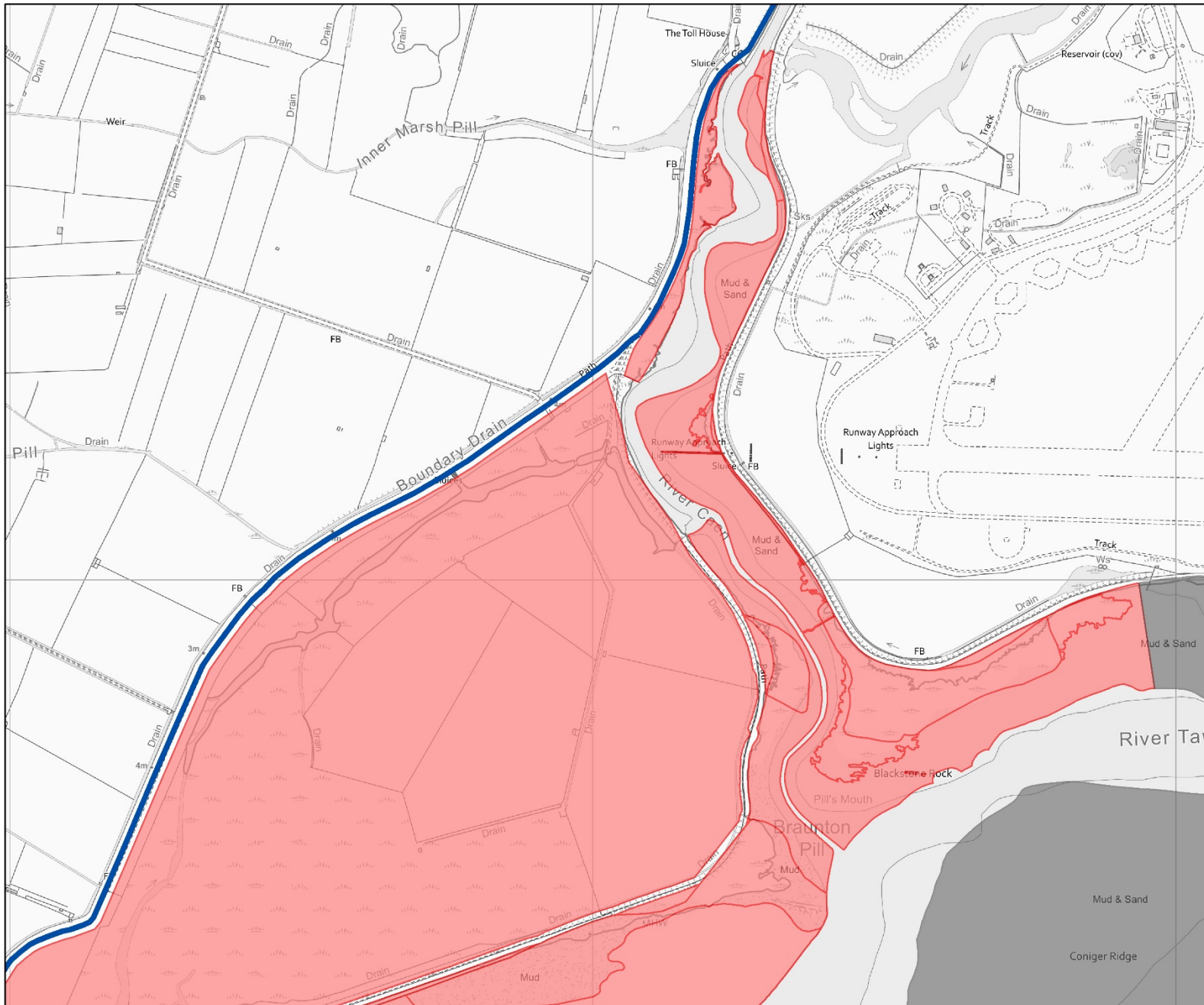
Directions shown in other CMM report

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Trail Sections

— Proposed route

Restrictions

Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

Directions shown in other CMM report

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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