



England Coast Path Stretch: Combe Martin to Marsland Mouth

Report CMM 7: Bideford Long Bridge to Westward Ho!

Part 7.1: Introduction

Start Point:	Bideford Long Bridge (Grid reference SS 4545 2647)
End Point:	Westward Ho! (Grid reference SS 4237 2908)
Relevant Maps:	CMM 7a to CMM 7f

7.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Combe Martin and Marsland Mouth.

7.1.2 This report covers length CMM 7 of the stretch, which is the coast between Bideford Long Bridge and Westward Ho!. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

7.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

7.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 7.2: Proposals Narrative

The trail:

- 7.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 7.2.2 Mainly follows the coastline quite closely and maintains good views of the sea apart from at:
- Orchard Hill, Northam (route sections CMM-7-S006 to CMM-7-S007 & CMM-7-S009 to CMM-7-S012, map CMM 7a) where the views are obscured by private houses
 - Cleave Quay, Northam (route sections CMM-7-S021 to CMM-7-S022, map CMM 7b) where the view is obscured by private properties and gardens seaward of the trail.
 - Appledore Ship Yard, Newquay Dock, Middle Dock and Richmond Dock, Appledore (route sections CMM-7-S033 to CMM-7-S039, maps CMM 7b and CMM 7c) where views of the estuary are hidden by walls and fences surrounding working and disused docks/ship yards.
 - Irsha Street, West Appledore (route section CMM-7-S046) where the views of the estuary are obscured by terraced properties on the seaward side of the road.
- 7.2.3 Includes one section of new path, at Watertown, Appledore. See map CMM 7f, trail sections CMM-7-S056 to CMM-7-S058 and associated tables below for details.
- 7.2.4 Is aligned on the beach at Orchard Hill, Northam (route section CMM-7-S013, map CMM 7a) and on the foreshore at Watertown (route section CMM-7-S057, map CMM 7d).
- 7.2.5 Differs from the current definitive route of the South West Coast Path at:
- Wooda Road, Appledore where the trail follows the grassed road verge rather than the road. (see map CMM 7b, route section CMM-7-S038 and table 7.3.2 for details).
 - Watertown where the trail follows a new route between Watertown Garage and the entrance to Northam Country Park. (see map CMM 7d, route sections CMM-7-S056 to CMM-7-S058 and table 7.3.2 for details).
 - Westward Ho! where the trail where the trail passes inland of the cricket ground (see map CMM 7f, route sections CMM-7-S071 to CMM-7-S073 and table 7.3.2 for details).

The South West Coast Path

7.2.6 The South West Coast Path closely 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.

7.2.7 The following designated sites affect this length of coast:

- Taw-Torrige Site of Special Scientific Interest (SSSI)
- Northam Burrows SSSI
- Westward Ho! Cliffs SSSI
- Bideford to Foreland Marine Conservation Zone (MCZ)
- Two decoy targets at Northam Radar Station Scheduled Monument (SM)
- North Devon Area of Outstanding Natural Beauty (AONB)
- Hartland 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.

7.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CMM 7c	CMM-7-S049 Near RNLI station	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats at the Skern.
CMM 7c/CMM 7d	CMM-7-S053/CMM-7-S054 By wooden ladder steps	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats at the Skern.
CMM 7d	CMM-4-S058/CMM-4-S059 By the entrance to Northam Country Park	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats at the Skern.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CMM 7d	CMM-7-S061 By the Skern Car Park	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats at the Skern.
CMM 7d	CMM-7-S056 to CMM-7-S059	Guide fencing as part of new route at Watertown to keep walkers 'on the path' and off the foreshore and mud flats.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats at the Skern.

7.2.9 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:

7.2.10 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 a narrow path between garden fences at Chircombe Lane, Northam (route section CMM-7-S012, map CMM 7a);
- The trail would follow an uneven grass or bare soil/sand path along the top of the dunes and across shingle at Northam Burrows (route sections CMM-7-S062 to CMM-7-S067, maps CMM 7d and CMM 7e);
- There are a number of places where it would be necessary to ascend/descend steps.

7.2.11 At Watertown a new route will be created to take the route off the busy narrow access road to Northam Country Park and the foreshore at Watertown Garage making the route safer and more accessible (see map CMM 7d).

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

Where we have proposed exercising statutory discretions:

7.2.12 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Torridge, 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 Bideford Long Bridge, as indicated by the extent of the trail shown on Map A2 in the Overview. This report covers the west bank of the River Torridge. The east bank of the River Torridge 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.

7.2.13 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 7.3.1 below.

7.2.14 At Windmill Lane, Northam (see map CMM 7b) 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.

7.2.15 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 7.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 4b & c [above Table 7.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

7.2.16 **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 Bideford Long Bridge and the Skern.

7.2.17 Access to the saltmarsh in the coastal margin of the Taw-Torridge estuary between Bideford Long Bridge (see map CMM 7a) and the Skern (see map CMM 7d) seaward of route sections CMM-7-S001 to CMM-7-S062 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 7A and map E in the Overview for details.

7.2.18 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 RNLi has warned that due to the fast moving tides the majority of the foreshore in the estuary is unsuitable for public access, apart from the publically used beach areas at Instow and Appledore.

7.2.19 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.

7.2.20 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.

7.2.21 **Other factors affecting access:** At route sections CMM-7-S048 to CMMM-7-S049, Appledore Lifeboat Station, public access may be interrupted from time to time for short periods to allow the launching of the lifeboat. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

7.2.22 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

7.2.23 Column 4 of tables 7.3.1 and 7.3.2 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 7a to CMM 7f as the proposed route of the trail.

7.2.24 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 7.3.1 or 7.3.2, the route is to be at the centre of the line shown on maps CMM 7a to CMM 7f as the proposed route of the trail.

Other future change:

7.2.25 There are also places described in this report where we foresee the need for future changes to the proposed access provisions for development reasons. These are summarised at part 7 of the Overview.

The future of the Appledore Ship Yard (closed in March 2019) and grade II listed Richmond Dry Dock (closed in 2014) is uncertain. Depending on the future of these sites there may be opportunities for a more coastal route to be developed.

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

Establishment of the trail:

7.2.26 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

7.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £69,632 and is informed by:

- information already held by the access authority, Devon County Council, in relation to the management of the existing South West Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

7.2.28 There are three main elements to the overall cost:

- **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. 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: by the MS Oldenburg jetty in Bideford (map CMM 7a), the Quay, Appledore (map CMM 7c), Appledore Bridge (map CMM 7d), Northam Burrows Information Centre (map CMM 7e) and the Promenade at Westward Ho! (map CMM 7f). These will show coastal destinations further afield than the next headland/village.

Information boards/signs are also required at strategic locations advising dog walkers to keep their dogs on leads to reduce disturbance to birds using the mudflats particularly between Watertown and The Skern (see table 7.2.8).

- **Scrub clearance** - scrub on the northern side of Wooda Road by the former Appledore Ship Yard will be cleared to create a wide grass verge c.250m long thereby taking the walked route off the road between Owl Barn and the Old Quarry (route section CMM-7-S038, map CMM 7b).
- **New route section** – a new route at Watertown will take the current South West Coast Path 'high tide route' off a busy road and the 'low tide route' off the mudflats at the Skern (route section CMM-7-S056 and CMM-7-S057, map CMM 7d). This involves reconstructing the wall/bank on the seaward side of the field, new path surfacing and new fencing alongside the trail to separate the path from the landward field. Guide fencing will be used to direct walkers off the mudflats at the same location. Two new pedestrian gates will be required. 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

Item	Cost
Signs & interpretation	£6,800
New route sections	£53,750
Project management	£9,082
Total	£69,632 (Exclusive of any VAT payable)

7.2.29 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Devon County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

7.2.30 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

7.2.31 We estimate that the annual cost to maintain the trail will be £7,007 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 7.3: Proposals Tables

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

7.3.1 Details for sections that follow the existing South West Coast Path - Maps CMM 7a to CMM 7f: Bideford Long Bridge to Westward Ho!

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.3: 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 7.3.4’ 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 7a	CMM-7-S001	No	No	Pavement edge	Clarity and cohesion	
	CMM-7-S002	No	No	Wall	Clarity and cohesion	
	CMM-7-S003	No	No	Fence line	Clarity and cohesion	
	CMM-7-S004	No	No	Pavement edge	Clarity and cohesion	
	CMM-7-S005 and CMM-7-S006*	No	No	Wall	Clarity and cohesion	
	CMM-7-S007*	No	No	Pavement edge	Clarity and cohesion	
	CMM-7-S008* to	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-7-S011*					
	CMM-7-S012*	No	No	Fence line	Clarity and cohesion	
	CMM-7-S013*	No	No			
	CMM-7-S014	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-7-S015 to CMM-7-S019	No	No	Wall	Clarity and cohesion	
CMM 7b	CMM-7-S020	No	No	Various	Clarity and cohesion	'Various' means fence, hedge and wall
	CMM-7-S021 to CMM-7-S023	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-7-S024 to CMM-7-S026	Yes - Normal	No	Hedge bank	Additional landward area	
	CMM-7-S027 to CMM-7-S028	No	No	Track (landward edge)	Clarity and cohesion	
	CMM-7-S029	Yes – see table 7.3.4	No	Various	Clarity and cohesion	'Various' means fence, hedge and wall
	CMM-7-S030 to CMM-7-S033	Yes - Normal	Yes - flat			
	CMM-7-S034	No	No	Fence line	Clarity and cohesion	
	CMM-7-S035	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-7-S036	No	No	Path (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-7-S037	No	No	Road (landward edge)	Clarity and cohesion	
CMM 7c	CMM-7-S039*	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-7-S040*	No	No	Pavement edge	Clarity and cohesion	
	CMM-7-S041 to CMM-7-S044	No	No	Pavement edge	Clarity and cohesion	
	CMM-7-S045	No	No			
	CMM-7-S046	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-7-S047	No	No			
	CMM-7-S048 to CMM-7-S050	Yes - see table 7.3.4	No	Wall	Clarity and cohesion	
	CMM-7-S051	Yes - see table 7.3.4	No	Fence line	Clarity and cohesion	
	CMM-7-S052	Yes – see table 7.3.4	No	Hedge bank	Clarity and cohesion	
	CMM-7-S053	Yes - Normal	No	Path (landward edge)	Clarity and cohesion	
CMM 7d	CMM-7-S054* to CMM-7-S055*	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-7-S059	Yes – see table 7.3.4	No	Road (landward edge)	Clarity and cohesion	
	CMM-7-S060 to CMM-7-S064	Yes – see table 7.3.4	Yes – Dune & S15 land			

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 7e	CMM-7-S065 to CMM-7-S069	Yes – see table 7.3.4	Yes – Dune & S15 land			
CMM 7e to CMM 7f	CMM-7-S070	Yes – see table 7.3.4	Yes – Dune & S15 land			
CMM 7f	CMM-7-S074 to CMM-7-S075	No	No	Promenade (landward edge)	Clarity and cohesion	
	CMM-7-S076 to CMM-7-S077	Yes – see table 7.3.4	No	Promenade (landward edge)	Clarity and cohesion	

7.3.2 Details for sections that differ from the existing South West Coast Path: Maps CMM 7d and CNN 7f: Watertown to Westward Ho!

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.3: 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 7.3.4’ 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 7b	CMM-7-S038*	Not an existing walked route	No	No	Landward edge of road verge	Clarity and cohesion	
CMM 7d	CMM-7-S056* to CMM-7-S057*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
CMM 7d	CMM-7-S058*	Other existing walked route	Yes – see table 7.3.4	No	Bank	Clarity and cohesion	
CMM 7f	CMM-7-S071*	Public highway	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-7-S072*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
	CMM-7-S073*	Public highway	No	No	Road (landward edge)	Clarity and cohesion	

7.3.3 Other options considered - Maps CMM 7a, CM7b, CMM 7c, CMM 7d and CMM 7f: Bideford Long Bridge to Westward Ho!

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 7a	CMM-7-S006 to CMM-7-S013	We considered using the public footpath below the Torridge Bridge linking trail sections CMM-7-S005 and CMM-7-S014	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ although the footpath is closer to the sea and maintains better sea views, it passes through deep mud, is cut off at high tide and is unsafe for passage <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 7b	CMM-7-S038	We considered following the existing South West Coast Path route along Wooda Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there is currently no accessible verge ■ it takes the route off the road providing safer walking <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 7b and CMM 7c	CMM-7-S038 to CMM-7-S040	<p>We considered a new route from the Appledore Ship Yard to Richmond Dry Dock to take the trail off Hubbastone Road/New Quay Street.</p> <p>This route could have gone up the track heading north mid-way along route section CMM-7-S038, through fields to the west and north of the disused quarry and then into Appledore at Tomouth Terrace, along New Street to Myrtle Street and on to Richmond Dock.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ despite providing views across the estuary towards Instow, the only possible route at the northern end was through a housing development and narrow back streets with very limited views of the sea ■ it is closer to the sea <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 7d	CMM-7-S054 to	We considered retaining the 'high tide' and 'low tide' routes	We opted for the proposed route because:

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
	CMM-7-S058	of the South West Coast Path at Watertown	<ul style="list-style-type: none"> the 'low tide' route takes the trail across slippery rocks and past an old jetty which could be hazardous to walkers; the 'high tide' route follows the narrow and busy access road to the southern end of Northam Burrows Country Park and lacks sea views the proposed route also takes the trail of much of the foreshore and will help reduce disturbance to water birds using that part of the Skern. <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 7f	CMM-7-S071 to CMM-7-S073	We considered using the foot path seaward of the go-kart track and cricket ground at Pebble Ridge, Westward Ho! (formerly used as the South West Coast Path)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> there is on-going erosion at this location and a path wouldn't be sustainable. <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.

7.3.4 Roll-back implementation – more complex situations: Maps CMM 7b, CMM 7c, CMM 7e and CMM 7f: Limers Lane, Orchard Hill to Westward Ho!

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 7b	CMM-7-S029	Private house and buildings at Boathyde	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 new route landward of it, following discussions with owners and occupiers
CMM 7c	CMM-7-S048 to CMM-7-S052	Houses at Torridge Road Westward Ho! and RNL Appledore.	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 new route landward of it, following discussions with owners and occupiers

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 7d to CMM 7f	CMM-7-S058 to CMM-7-S070	Northam Burrows 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.
CMM 7d to CMM 7f	CMM-7-S060 to CMM-7-S070	Royal North Devon Golf Club	If it is no longer possible to find a viable route seaward of the golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the course, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
CMM 7f	CMM-7-S076 to CMM-7-S077	Beach huts at Merley Road, Westward Ho! and Braddick's Holiday Centre	If it is no longer possible to find a viable route seaward of the holiday park and beach huts, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 7.4: Proposals Maps

7.4.1 Map Index

Map reference	Map title
CMM 7a	Bideford Longbridge to Limers Lane, Orchard Hill
CMM 7b	Limers Lane, Orchard Hill to Wooda Farm
CMM 7c	Wooda Farm to Watertown
CMM 7d	Watertown to Northam Burrows Country Park
CMM 7e	Northam Burrows Country Park
CMM 7f	Northam Burrows Country Park to Westward Ho!
CMM 7	Map showing landward coastal margin at Northam Burrows
Direction Map CMM 7A	Proposed direction under S25A CROW - Taw-Torridge Estuary
Direction Map CMM 7B	Proposed direction under S25A CROW - Taw-Torridge Estuary
Direction Map CMM 7C	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

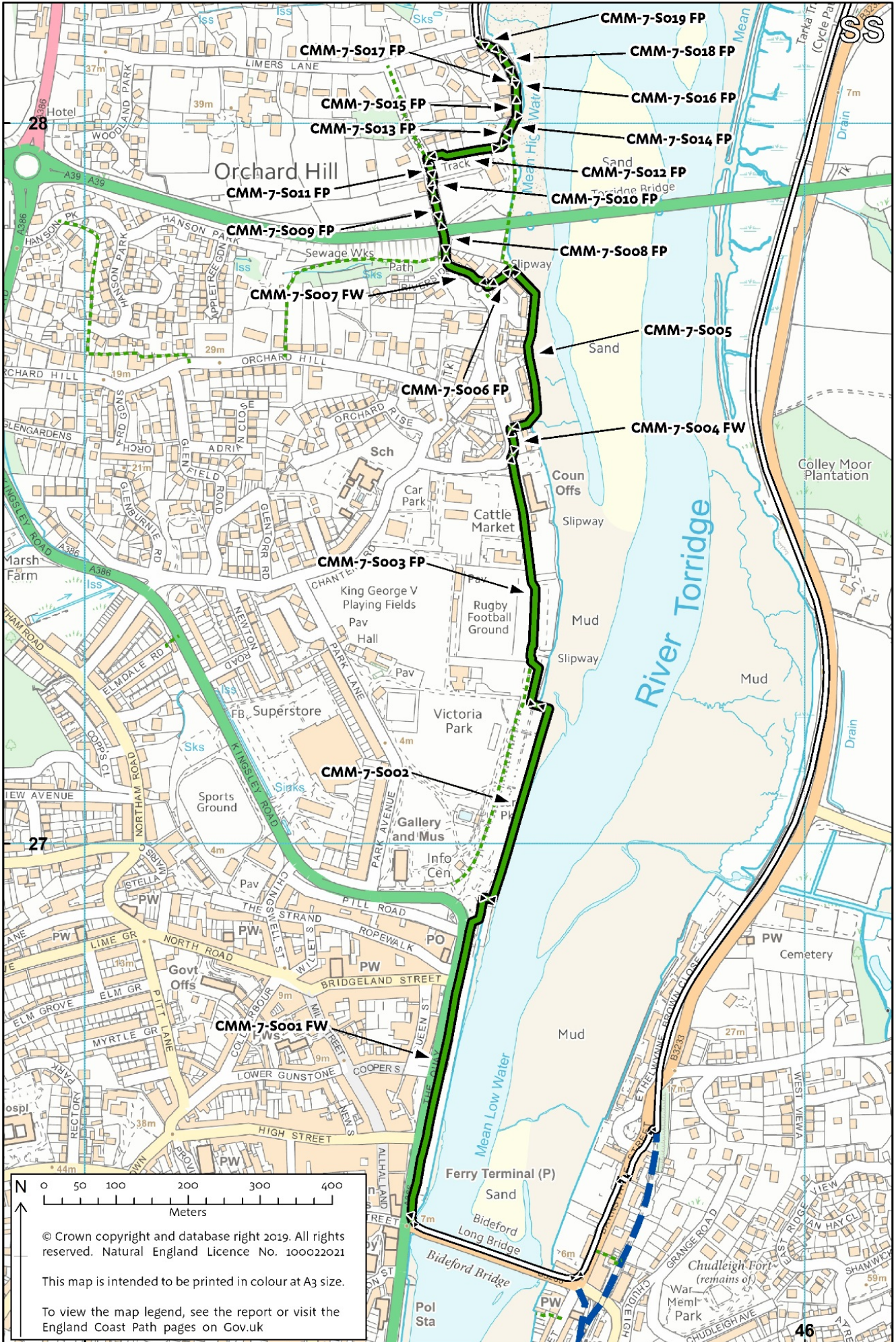
Infrastructure status

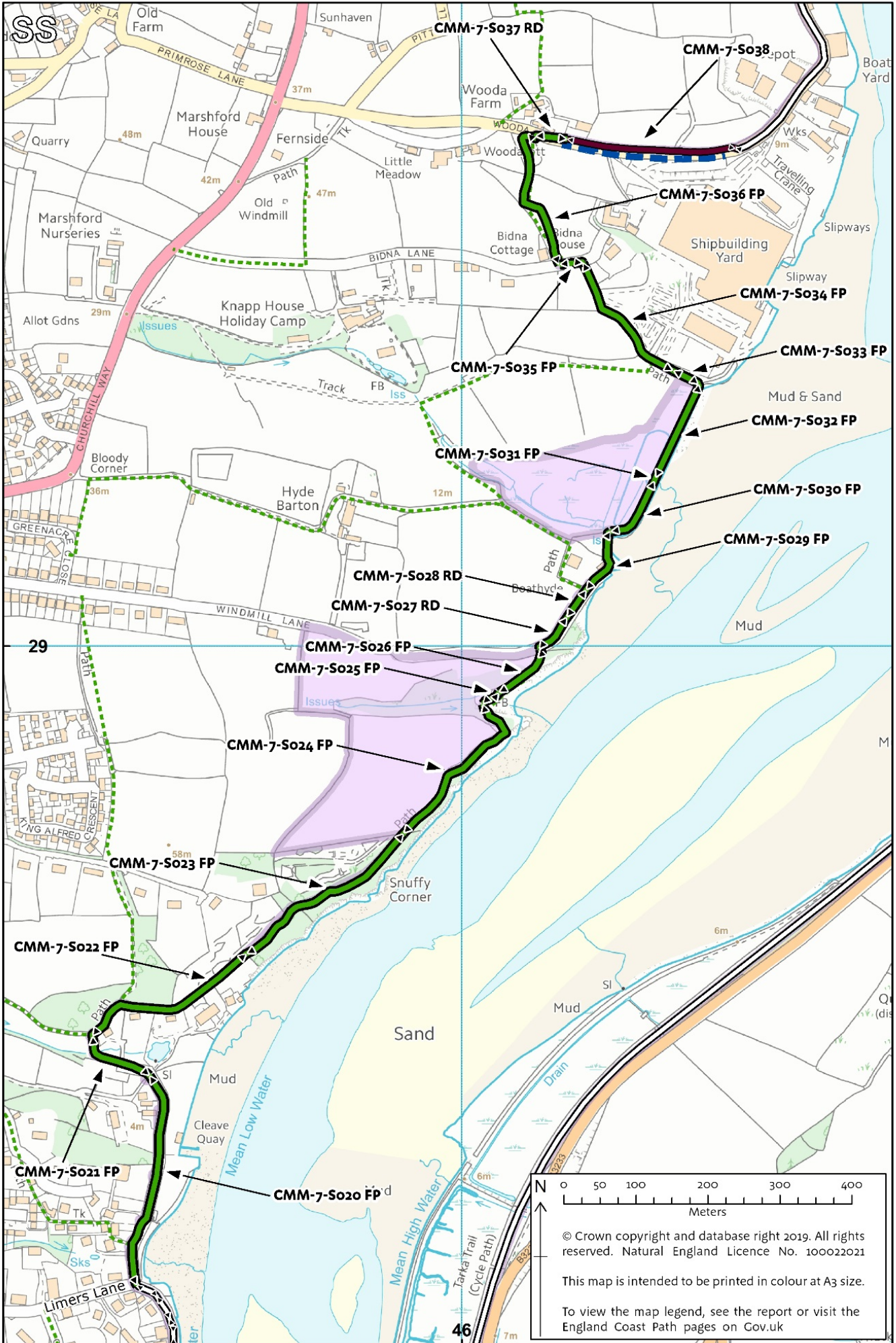
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- Existing steps to be retained
- New steps required
- Existing steps to be removed

Map CMM 7a: Bideford Long Bridge to Limers Lane, Orchard Hill

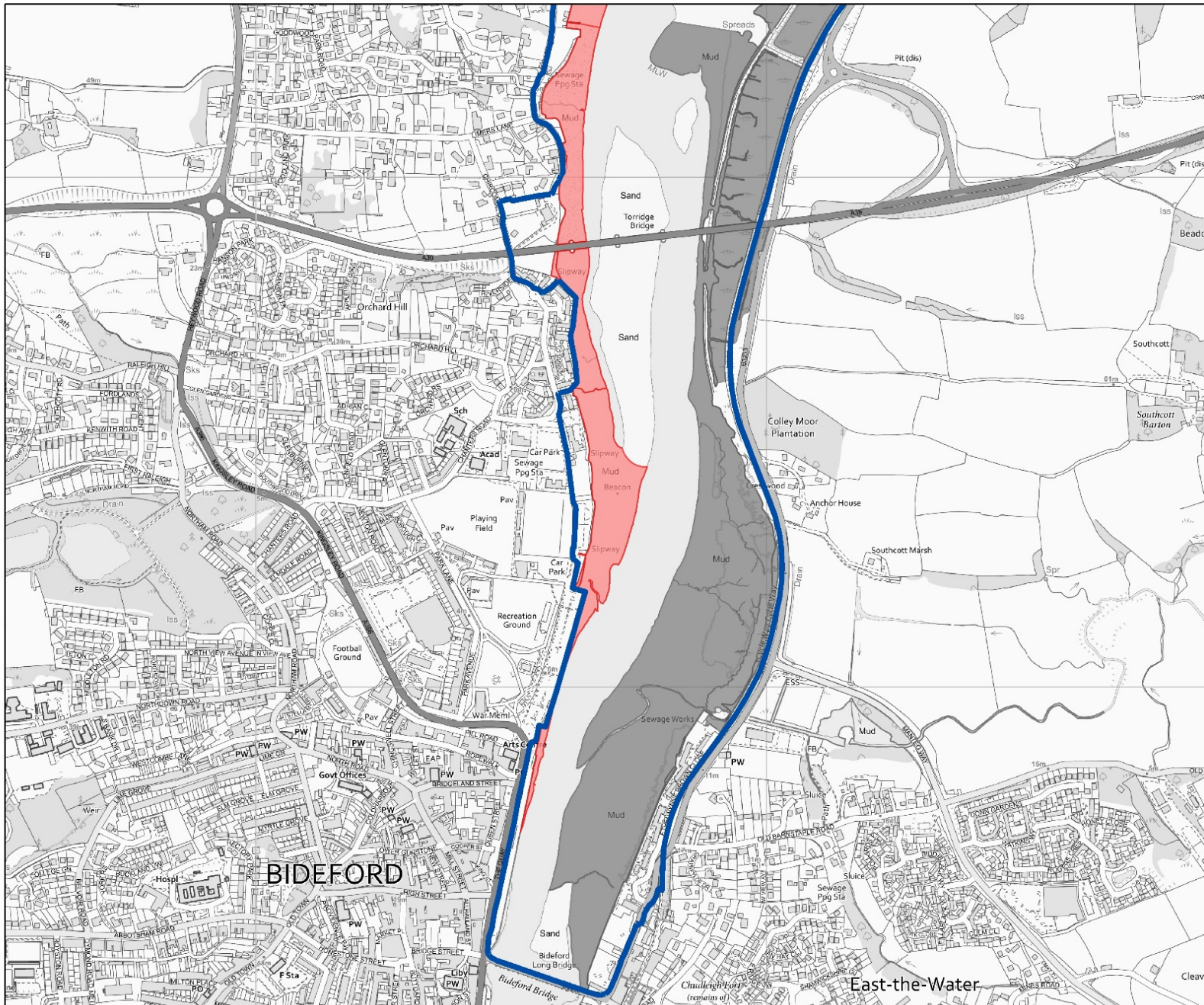
Map CMM 7a: Bideford Long Bridge to Limers Lane, Orchard Hill





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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





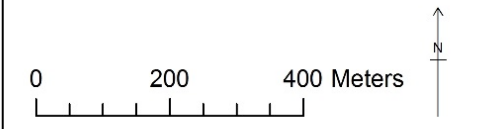
Trail Sections

— Proposed route

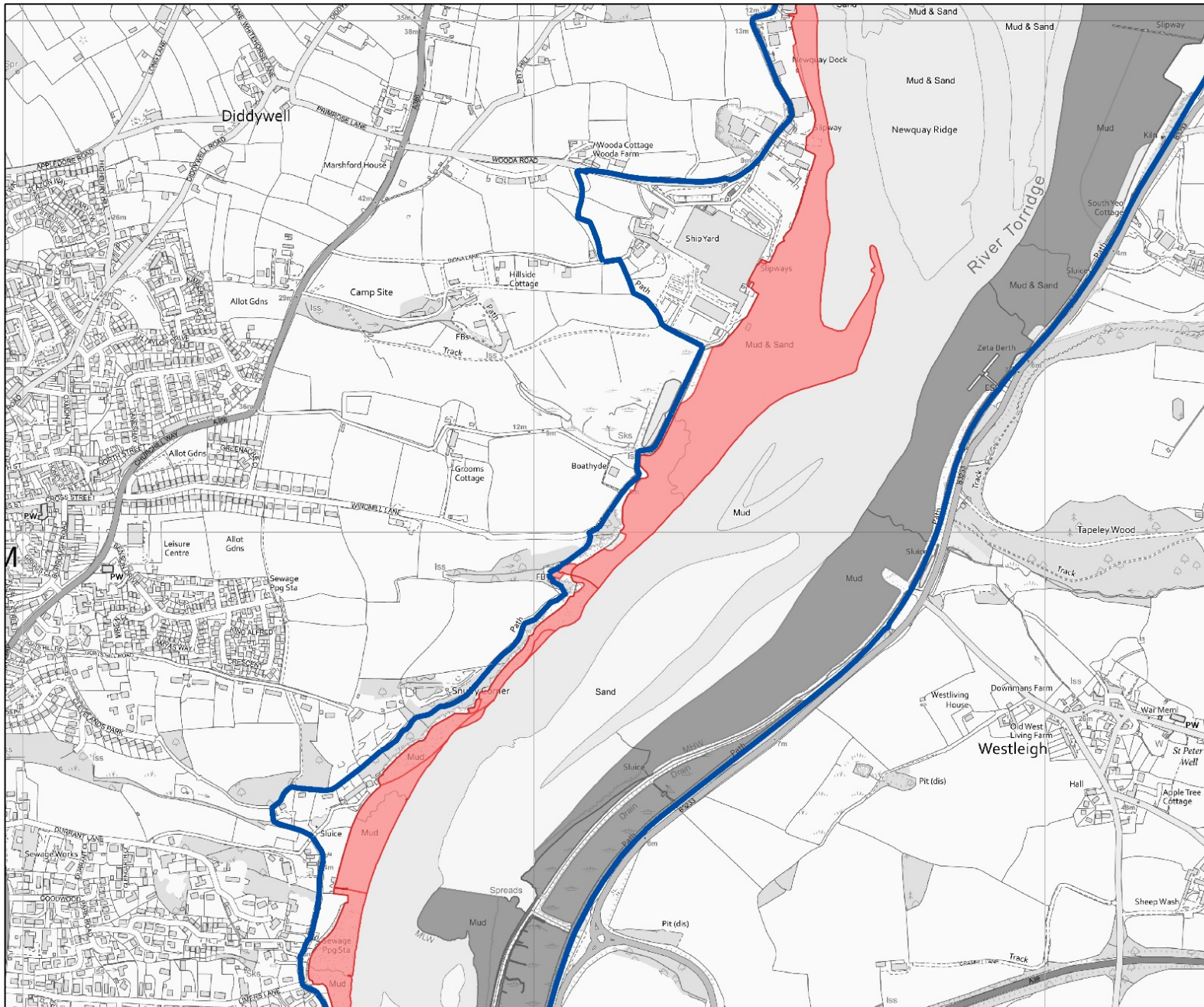
Restrictions

- 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

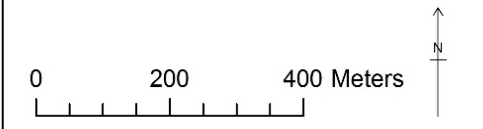
— Proposed route

Restrictions

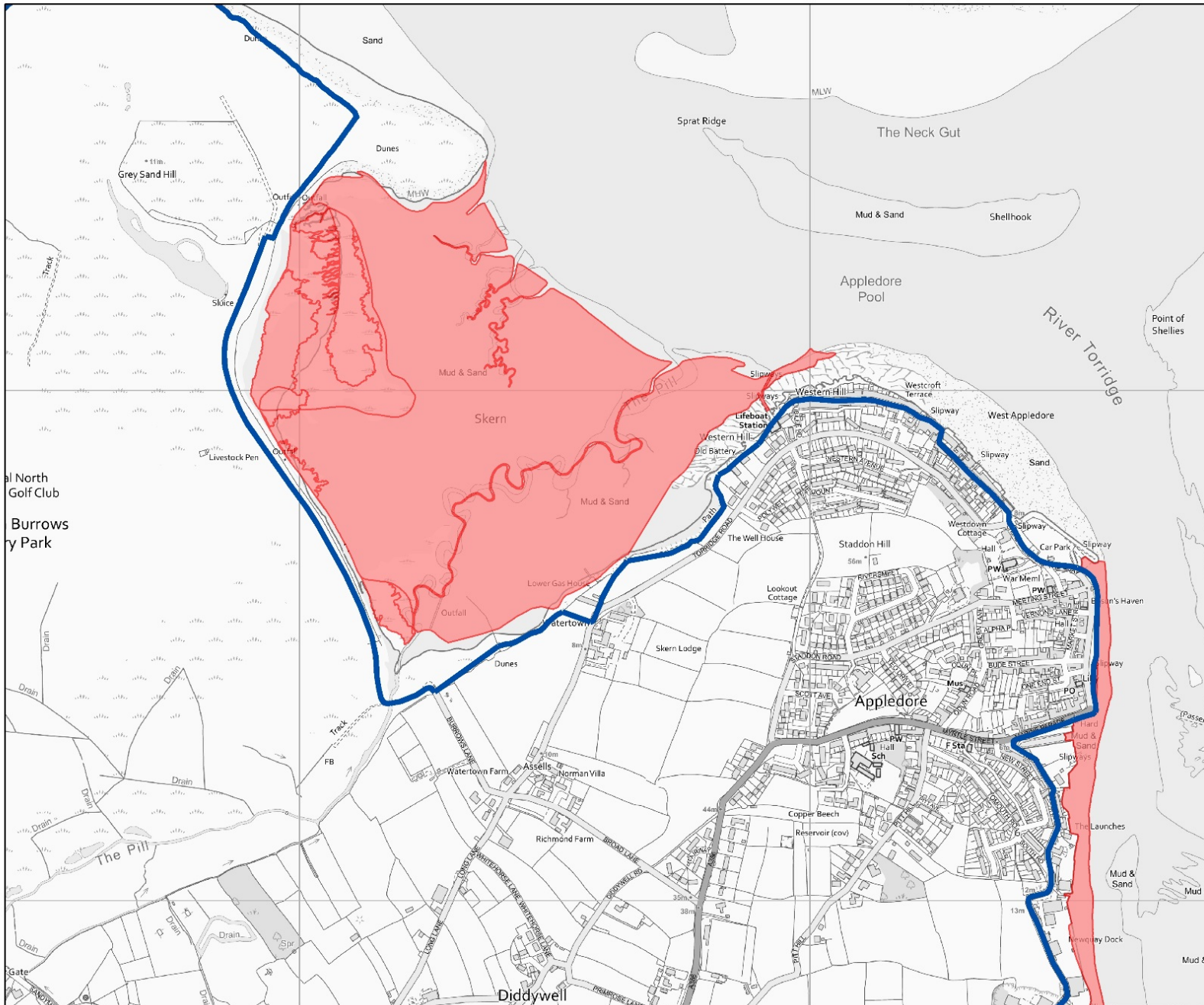
Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

Directions shown in other CMM report

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Trail Sections

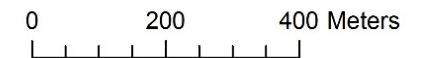
— Proposed route

Restrictions

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

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