



England Coast Path Stretch: Combe Martin to Marsland Mouth

Report CMM 8: Kipling Tors, Westward Ho! to Barton Wood

Part 8.1: Introduction

Start Point:	Kipling Tors, Westward Ho! (Grid reference SS 4237 2908)
End Point:	Barton Wood (Grid reference SS 3359 2349)
Relevant Maps:	CMM 8a to CMM 8g

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

8.1.2 This report covers length CMM 8 of the stretch, which is the coast between Kipling Tors, Westward Ho! and Barton Wood. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 8.2: Proposals Narrative

The trail:

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

8.2.2 Generally follows the coastline quite closely over this length and maintains good views of the sea.

8.2.3 Is aligned on the beach between Cockington Cliff and Westacott Cliff (route section CMM-8-S021). See Map CMM 8c.

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

- Cockington Cliff (route section CMM-8-S016). The trail follows a higher route with better sea views. See map CMM 8c and table 8.3.2 below for more details.

The South West Coast Path

8.2.5 The South West Coast Path (SWCP) generally follows the coast over this length and for the most part we propose adopting the walked line of this route as the line of the England Coast Path. However, there are places where we have proposed improvements to the existing route line, and furthermore there may be places where the walked line differs slightly from the route originally approved by the Secretary of State, as the path has evolved over time to cope with coastal erosion and other processes. In both situations, as explained at part 6a of the Overview, assuming these proposals are approved we intend to use a separate variation report to the Secretary of State to change the route of the existing national trail to reflect the approved line of the England Coast Path insofar as the two are different.

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

8.2.6 The following designated sites affect this length of coast:

- Tintagel-Marsland-Clovelly Coast Special Area of Conservation (SAC)
- Westward Ho! Cliffs Site of Special Scientific Interest (SSSI)
- Mermaid's Pool to Rowden Gut SSSI
- Hobby to Peppercombe SSSI
- Bideford to Foreland Marine Conservation Zone (MCZ)
- Earthwork east of Buck's Mills - Scheduled Monument (SM)
- Hartland 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.

8.2.7 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.

8.2.8 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:

8.2.9 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path along the cliff top;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are places where it would be necessary to ascend/descend steps. For example the steps and wooden staircases down to the beach between Cockington Cliff and Westacott Cliff (route sections CMM-8-S020 and CMM-8-S021).

8.2.10 At Westward Ho! the surface of the trail will be upgraded to make it easier for mobility scooters to access an area of 'wild countryside' within easy reach of the town (see map CMM 8a route sections CMM-8-S002 to CMM-8-S003).

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

Where we have proposed exercising statutory discretions:

8.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Tables 8.3.1 and 8.3.2 below.

8.2.12 At Kipling Tors (map CMM 8a) and between Peppercombe Camp & Buck's Mills (maps CMM 8e and CMM 8f), 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.

8.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 4b and 4c of table 8.3.1. and columns 5b and 5c of table 8.3.2. Where these columns are left blank, we are making no such proposals, so the

default landward boundary applies. See the note relating to these columns above Tables 8.3.1 and 8.3.2 explaining what this means in practice.

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

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

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

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

8.2.15 Column 3 of table 8.3.1 and column 4 of table 8.3.2 indicate where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps CMM 8a to CMM 8g as the proposed route of the trail.

8.2.16 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 8.3.1 or 8.3.2, the route is to be at the centre of the line shown on maps CMM 8a to CMM 8g as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

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

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

8.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £34,733 and is informed by:

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

8.2.20 There are two main elements to the overall cost:

- **New signs** - a new 'Coast Path' sign will be erected at Westward Ho! (map CMM 8a). This 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.
- **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. The surface of the proposed route below Kipling Tors at Westward Ho!, although generally suitable for the trail, is to be upgraded so that it is easier to use for those using mobility scooters (see section 8.2.11 above). Viewpoints will be created between Westward Ho! and Buck's Mills by cutting back woody vegetation. New wooden steps and a boardwalk are proposed at Babbacombe Cliff (map CMM 8c, trail sections CMM-8-S022 and CMM-8-S023). 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	£450
Improvements to the existing route	£29,753
Project management	£4,530
Total	£34,733 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

8.2.23 We estimate that the annual cost to maintain the trail will be £8,515 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 8.3: Proposals Tables

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

8.3.1 Details for sections that follow the existing South West Coast Path: Maps CMM 8a to CMM 8g – Kipling Tors, Westward Ho! to Barton Wood

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: Other options considered.
2. Column 3 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 3 – ‘Yes – see table 8.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 4a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 4b and 4c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 4b, for the reason in 4c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 4a, that would be its landward boundary instead.

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CMM 8a	CMM-8-S001*	Yes - Normal	No	Fence line	Additional landward area	
	CMM-8-S002	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S003	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S004	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S005	Yes - Normal	No	Fence line	Additional landward area	
	CMM-8-S006	Yes - Normal	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 8b	CMM-8-S007 to CMM-8-S015	Yes - Normal	No	Fence line	Clarity and cohesion	
CMM 8c	CMM-8-S017	Yes - Normal	No			
	CMM-8-S018	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S019	Yes – see table 8.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-8-S020	Yes – see table 8.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-8-S021	Yes - Normal	Yes - beach			
	CMM-8-S022	Yes – see table 8.3.4	Yes - cliff			
CMM 8d	CMM-8-S023*	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S024	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S025	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S026	Yes - Normal	No	Fence line	Clarity and cohesion	
CMM 8e	CMM-8-S027	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S028	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S029	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	
	CMM-8-S030	Yes - Normal	No	Track (landward edge)	Clarity and cohesion	
	CMM-8-S031	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-8-S032	Yes - Normal	No	Hedge bank	Additional landward area	

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CMM 8e – CMM 8f	CMM-8-S033	Yes – see table 8.3.4	No	Hedge bank	Additional landward area	
CMM 8f	CMM-8-S034	Yes - Normal	No	Hedge bank	Additional landward area	
	CMM-8-S035	Yes – see table 8.3.4	No	Hedge bank	Additional landward area	
	CMM-8-S036	Yes – see table 8.3.4	No	Hedge bank	Additional landward area	
	CMM-8-S037	Yes – see table 8.3.4	No	Hedge bank	Clarity and cohesion	
	CMM-8-S038	Yes – see table 8.3.4	No	Hedge bank	Clarity and cohesion	
	CMM-8-S039	Yes – see table 8.3.4	No	Road (landward edge)	Clarity and cohesion	
	CMM-8-S040	Yes – see table 8.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-8-S041	Yes – see table 8.3.4	No	Path (landward edge)	Clarity and cohesion	
CMM 8g	CMM-8-S042	Yes – see table 8.3.4		Path (landward edge)	Clarity and cohesion	
	CMM-8-S043	Yes – see table 8.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-8-S044	Yes – see table 8.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-8-S045	Yes - Normal	No			
	CMM-8-S046	Yes – see table 8.3.4	No			

8.3.2 Details for sections that differ from the existing South West Coast Path: Map CMM 8c Cockington Cliff to Babbacombe Cliff

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 8.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CMM 8c	CMM-8-S016*	Other existing walked route	Yes - Normal	No	Path (landward edge)	Clarity and cohesion	

8.3.3 Other options considered - Maps CMM 8a, CMM 8b, CMM 8c, CMM 8d, CMM 8e and CMM 8f: Westward Ho! to Keivill's Wood

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 8a	CMM-8-S001	We considered following the public footpath seaward of the trail below Kipling Tors	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing route is already well signed, is of National Trail standard and has good views of the sea. ■ The more seaward route is on a grass/compacted soil surface and would be less accessible for those with reduced mobility. ■ The seaward land is accessible and the public right of way remains available <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 8b	CMM-8-S007 to CMM-8-S011	We considered following public footpaths seaward of the trail at Abbotsham Cliff.	<p>We opted for the proposed routes because:</p> <ul style="list-style-type: none"> ■ they follow the existing walked route of the 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; ■ under our proposals, land seaward of the routes would remain available for people to use as part of the spreading room, but would not form part of the designated trail;
CMM 8c	CMM-8-S016	We considered following the public footpath seaward of the trail at Cockington Cliff	
CMM 8d	CMM-8-S023	We considered following public footpaths seaward of the trail at Babbacombe Cliff	
CMM 8e and CMM 8f	CMM-8-S033	We considered following public footpaths seaward of the trail at Ram's Nest	<p>We concluded that overall the proposed routes 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.

8.3.4 Roll-back implementation – more complex situations - Maps CMM 8c, CMM 8e, CMM 8f and CMM 8g: Cockington Cliff to Barton Wood.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 8c	CMM-8-S019 to CMM-8-S020 CMM-8-S022	Mermaids Pool to Rowden's Gut SSSI	If it is no longer possible to find a viable route seaward of the designated sites 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 8e CMM 8e to CMM 8f CMM 8g	CMM-8-S029 CMM-8-S033, CMM-8-S041 and CMM-8-S037 CMM-8-S042 to CMM-8-S044 CMM-8-S046	Hobby to Peppercombe SSSI & Tintagel-Marsland-Clovelly Coast SAC	If it is no longer possible to find a viable route seaward of the designated sites 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 8f	CMM-8-S035 to CMM-8-S036	Earthwork east of Buck's Mills Scheduled Monument.	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 8f	CMM-8-S037 to CMM-8-S041	The hamlet of Buck's Mills	At this location we must also take into account the presence of the excepted land in the hamlet of Buck's Mills. 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.

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

Part 8.4: Proposals Maps

8.4.1 Map Index

Map reference	Map title
CMM 8a	Kipling Tors, Westward Ho! to Cornborough Cliff
CMM 8b	Cornborough Cliff to Cockington Cliff
CMM 8c	Cockington Cliff to Babbacombe Cliff
CMM 8d	Babbacombe Cliff to Giffard's Jump
CMM 8e	Giffard's Jump to Ram's Nest
CMM 8f	Ram's Nest to Keivill's Wood
CMM 8g	Keivill's Wood to Barton Wood

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

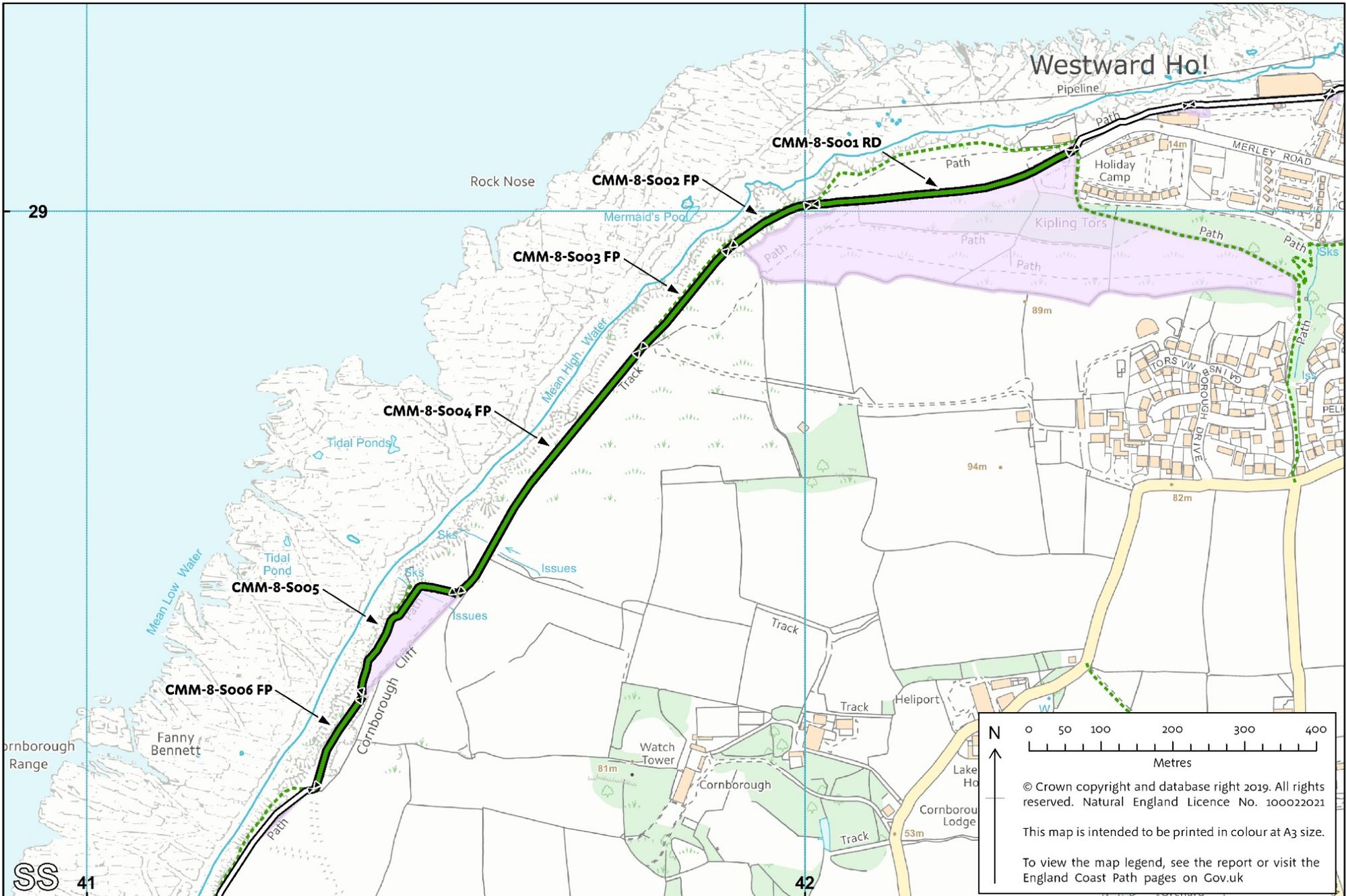
For status of each, where shown on map, see colour codes below

- | Bridges: | Stiles: | Gates: |
|-----------------------|---------------|----------------------|
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

Infrastructure status

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

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



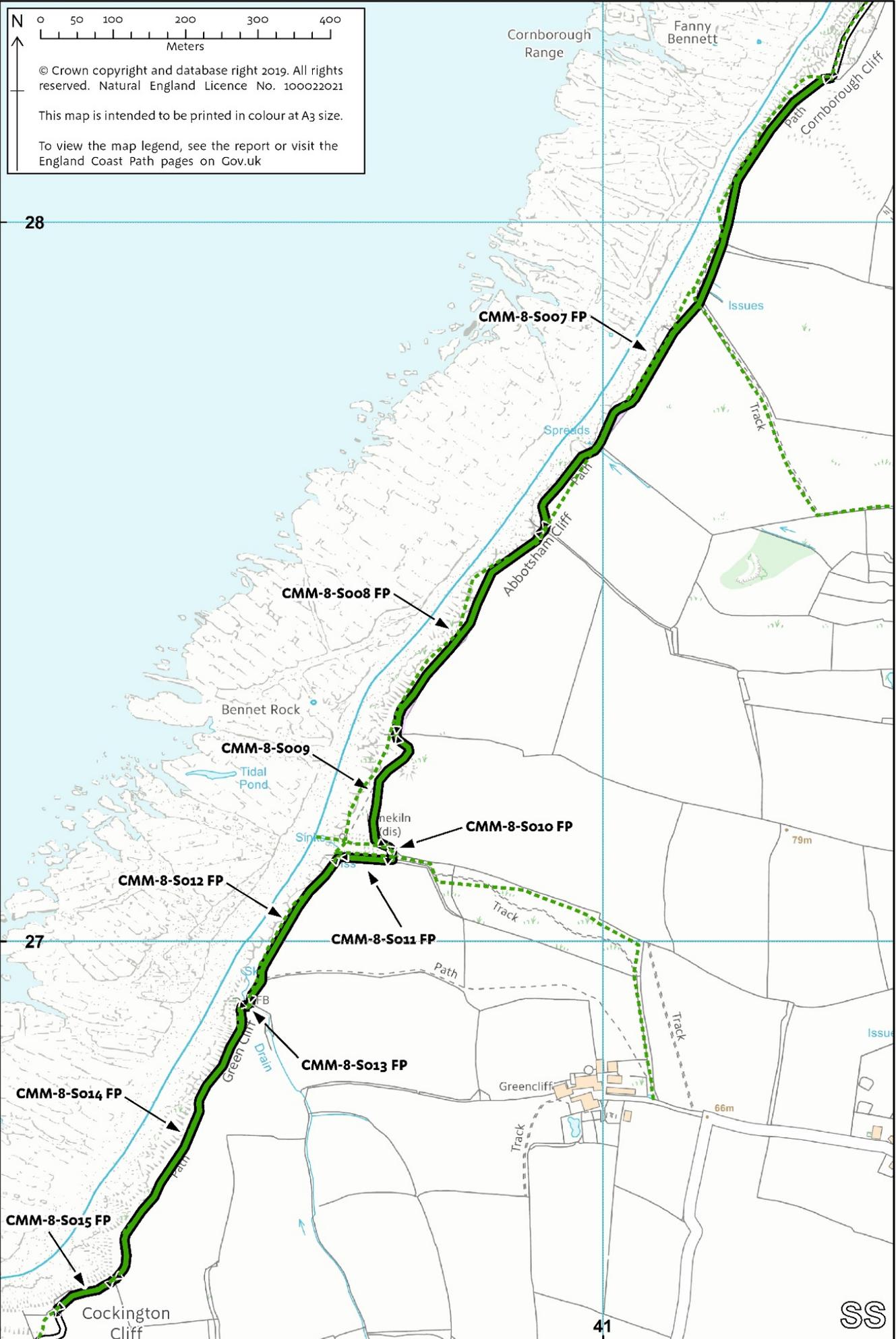
N

0 50 100 200 300 400
Metres

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

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



Map CMM 8b: Cornborough Cliff to Cockington Cliff

Map CMM 8c: Cockington Cliff to Babbacombe Cliff



Map CMM 8c: Cockington Cliff to Babbacombe Cliff

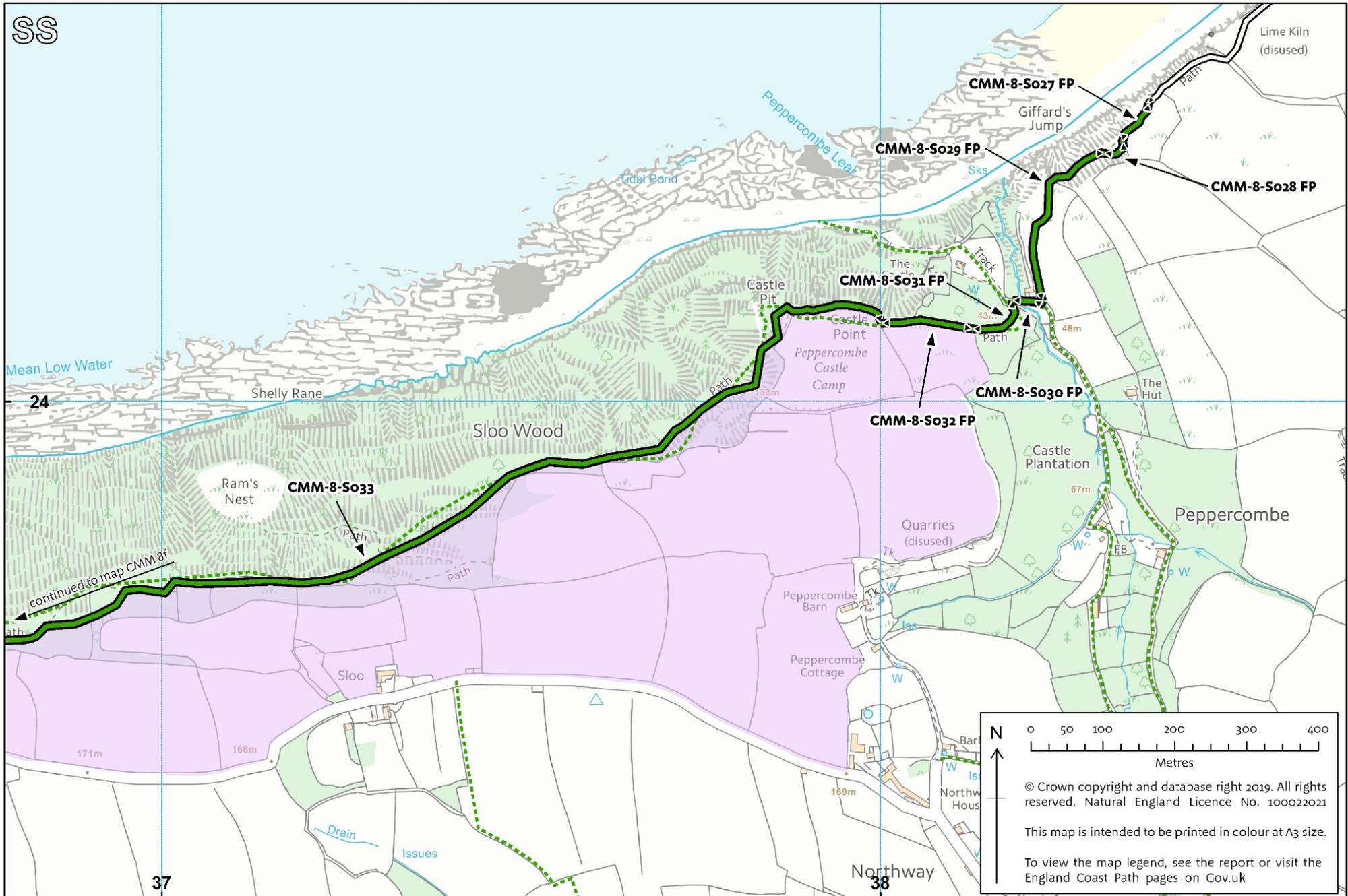
Map CMM 8d: Babbacombe Cliff to Giffard's Jump

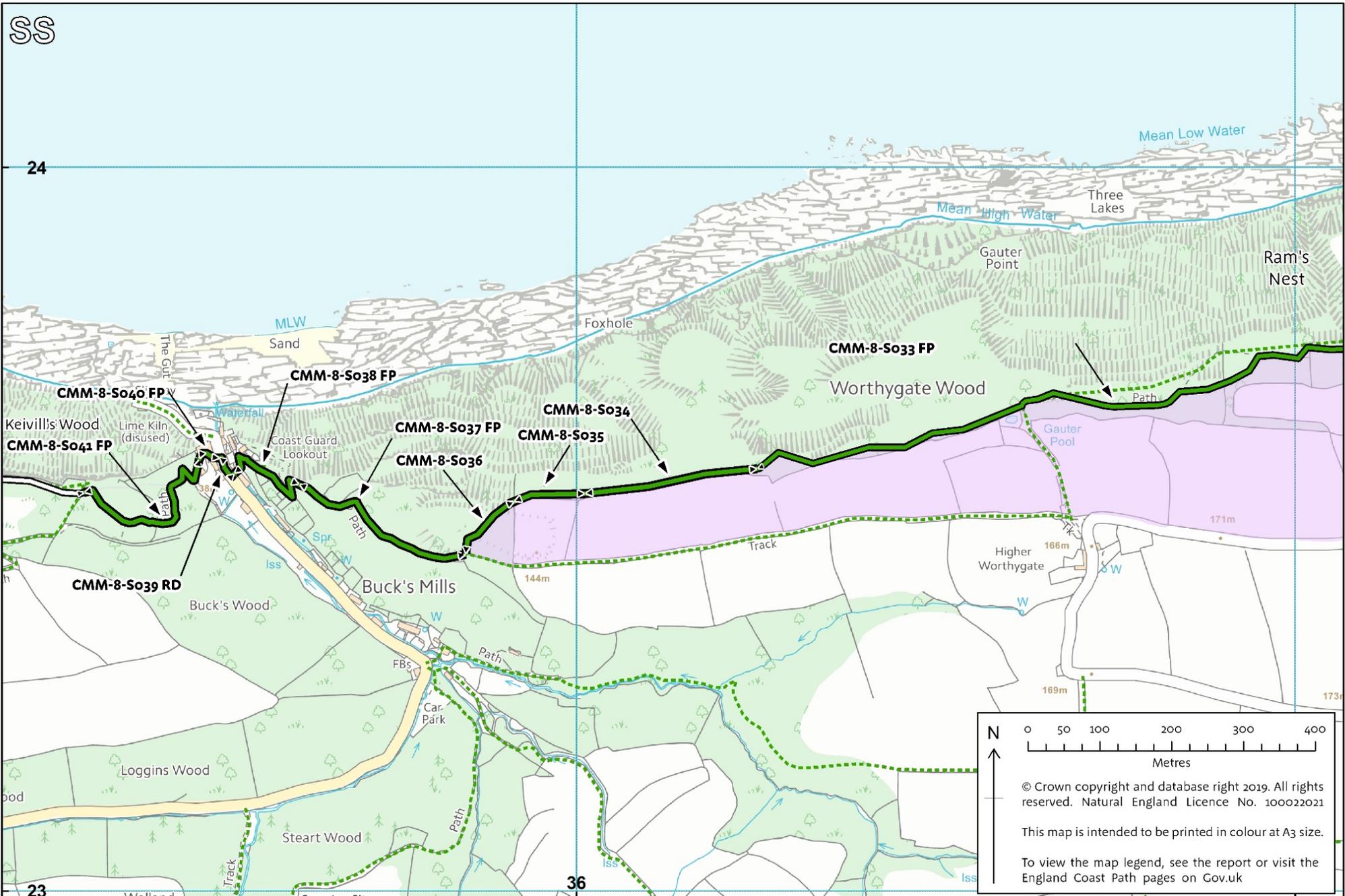


Map CMM 8d: Babbacombe Cliff to Giffard's Jump

N
 0 50 100 200 300 400
 Metres
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 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

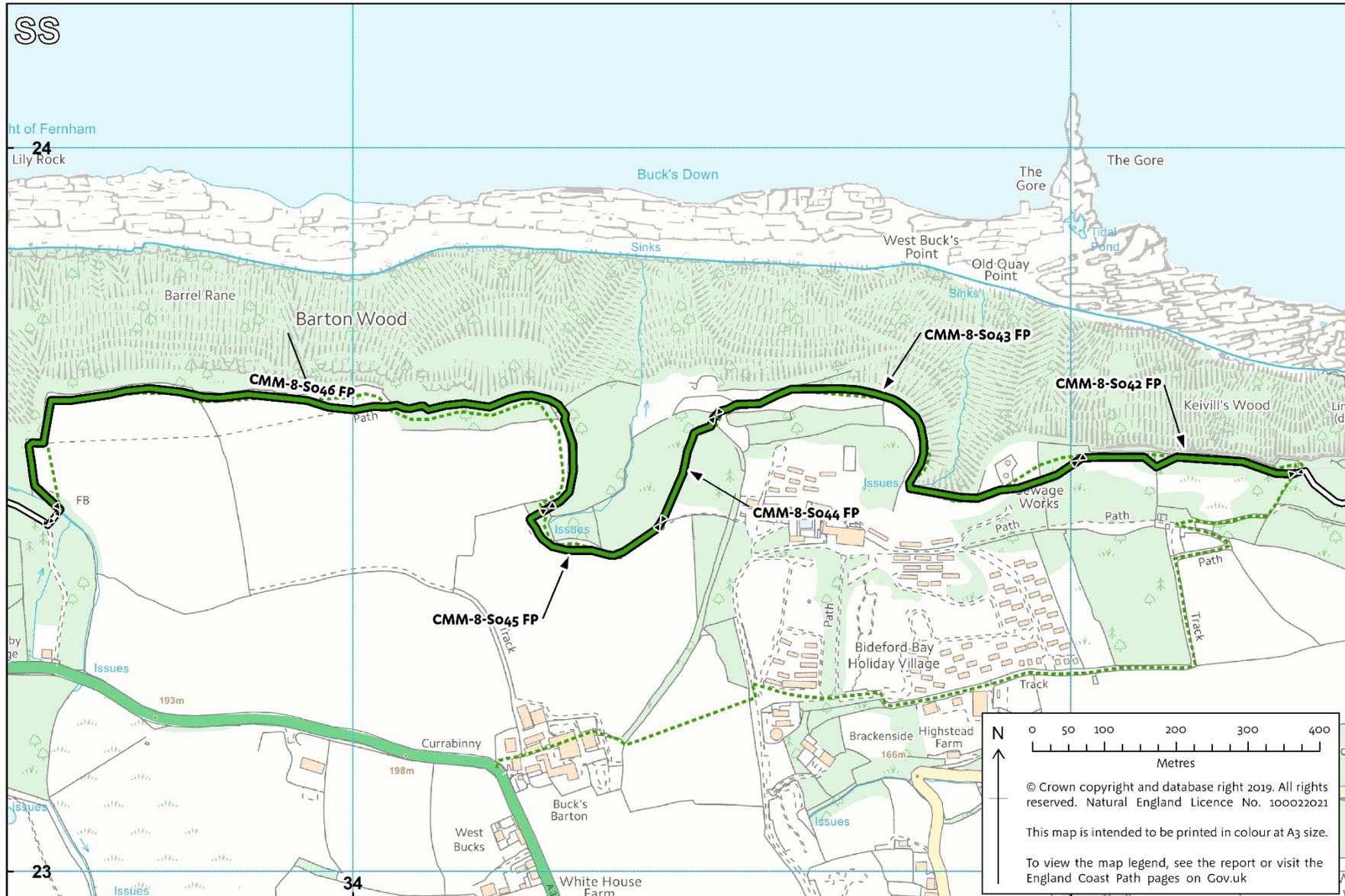
Map CMM 8e: Giffard's Jump to Ram's Nest





Map CMM 8f: Ram's Nest to Keivill's Wood

Map CMM 8g: Keivill's Wood to Barton Wood



Map CMM 8g: Keivill's Wood to Barton Wood