



# England Coast Path Stretch: Combe Martin to Marsland Mouth

## Report CMM 9: Barton Wood to Hartland Point

### Part 9.1: Introduction

Start Point:	Barton Wood (Grid reference SS 3359 2349)
End Point:	Hartland Point (Grid reference SS 2335 2751)
Relevant Maps:	CMM 9a to CMM 9g

9.1.1 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.

9.1.2 This report covers length CMM 9 of the stretch, which is the coast between Barton Wood and Hartland Point. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

9.1.3 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.

9.1.4 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 9.2: Proposals Narrative

### The trail:

9.2.1 Follows a route similar to the existing South West Coast Path as currently walked and managed along most of this length. See maps CMM 9a to CMM 9g and table 9.3.1 below for more details.

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

- Gallantry Bower Scheduled Monument (route sections CMM-9-S011). The trail follows a route landward of the scheduled monument. See map CMM 9c and table 9.3.2 for details.
- Mouth Mill (route sections CMM-9-S014 to CMM-9-S016). The trail follows a new route 80 m upstream and crosses the river by means of a footbridge. See map CMM 9c and table 9.3.2 for details

9.2.3 Generally follows the coastline quite closely over this length and maintains good views of the sea apart from Hobby Drive (route section CMM-9-S002) where the views are often obscured by woodland.

### The South West Coast Path

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

### Protection of the environment:

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

9.2.5 The following designated sites affect this length of coast:

- Tintagel-Marsland-Clovelly Coast Special Area of Conservation (SAC)
- Hobby to Peppercombe Site of Special Scientific Interest (SSSI)
- Marsland to Clovelly Coast SSSI
- Tumulus at Gallantry Bower Scheduled Monument (SM)
- Windbury Head Camp 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 the 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.

## 9.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CMM 9c	CMM-9-S011	<p>The following design features are described elsewhere in this report:</p> <p>A new path will be cut in the gorse/heather around the southern side of Gallantry Bower Scheduled Monument.</p> <p>In addition</p> <ul style="list-style-type: none"> <li>■ A notice will be installed explaining the sensitivity of the site and asking walkers to stay on the 'new' path</li> </ul>	To reduce the risk of an iron age burial mound being further eroded by walkers.

9.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

**Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.**

### Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the cliff top;
- The trail is undulating, exposed and narrow in places with steep slopes especially at Brownsham Cliff (map CMM 9d, route section CMM-9-S019);
- There are places where it would be necessary to ascend/descend steps, especially at Mouth Mill (map CMM 9c, route section CMM-9-S017) and Brownsham Cliff (map CMM 9d, route section CMM-9-S019).

9.2.9 There are places where there are step stiles. Existing stiles between Mouth Mill and East Titchberry will be replaced, so as to make them easier to use. We envisage this happening before the new access rights come into force.

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

### Where we have proposed exercising statutory discretions:

9.2.10 **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 9.3.1 and 9.3.2 below.

9.2.11 Between Mouth Mill and East Titchberry Cliff (maps CMM 9d to CMM 9f) 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.

9.2.12 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 c of table 9.3.1. and columns 5b and 5c of table 9.3.2. 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 9.3.1 and 9.3.2 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.**

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

9.2.13 **Other factors affecting access:** At route section CMM-9-S002 (maps CMM 9a and CMM 9b), Hobby Drive, Clovelly, public access may be interrupted from time to time for short periods to permit pheasant shooting. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

9.2.14 **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.

9.2.15 Column 3 of table 9.3.1 and column 4 of table 9.3.2 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 9a to CMM 9g as the proposed route of the trail.

9.2.16 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 9.3.1 or 9.3.2, the route is to be at the centre of the line shown on maps CMM 9a to CMM 9g as the proposed route of the trail.

### Other future change:

9.2.17 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:

9.2.18 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.

9.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £4,485 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.

9.2.20 There are three main elements to the overall cost:

- **New signs** - some new signs would be needed on the trail. New 'Coast Path' signs are proposed at key coast footpath entry points such as at Clovelly (map CMM 9b) and Hartland Point (map CMM 9g). These will show coastal destinations further afield than the next headland/village. Any signs and information boards with outdated information about the existing route of the South West Coast Path would require replacement. New information signage is proposed where the trail passes through or close to the Scheduled Monuments at Gallantry Bower (map CMM 9c) and Windbury Hill Camp (map CMM 9d).

- **New route section** - in order to reduce erosion at Gallantry Bower Scheduled Monument, a new path is to be cut through the gorse/heather on the landward side of the Scheduled Monument (map CMM 9c, route section CMM-9-S011).
- **Improvements to 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 there one place where a new boardwalk would enhance the convenience of the trail (near Fattacott, map CMM 9e, route section CMM-9-S024). 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	£1,900
Improvements to the existing route	£1,500
New route section	£500
Project management	£585
<b>Total</b>	<b>£4,485 (Exclusive of any VAT payable)</b>

9.2.21 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:**

9.2.22 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).

9.2.23 We estimate that the annual cost to maintain the trail will be £9,115 (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 9.3: Proposals Tables

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

### 9.3.1 Details of sections that follow the existing South West Coast Path - Maps CMM 9a to CMM 9g: Barton Wood to Hartland Point

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 9.3.3: 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 9.3.4’ 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 9a	CMM-9-S001	No	No	Path (landward edge)	Clarity and cohesion	
CMM 9a to CMM9 b	CMM-9-S002	Yes – see table 9.3.4	No	Track (landward edge)	Clarity and cohesion	
CMM 9b	CMM-9-S003	No	No	Road (landward edge)	Clarity and cohesion	
	CMM-9-S004*	Yes – see table 9.3.4	No	Track (landward edge)	Clarity and cohesion	
	CMM-9-S005	Yes – see table 9.3.4	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-9-S006 to CMM-9-S008	Yes – see table 9.3.4	No	Path (landward edge)	Clarity and cohesion	
CMM 9c	CMM-9-S009	Yes – see table 9.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-9-S010 and CMM-9-S012	Yes – see table 9.3.4	No			
	CMM-9-S013	Yes – see table 9.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-9-S017*	Yes – see table 9.3.4	No	Path (landward edge)	Clarity and cohesion	
CMM 9d	CMM-9-S018* to CMM-9-S020*	Yes - Normal	No	Hedge bank	Additional landward area	
	CMM-9-S021	Yes – see table 9.3.4	No	Hedge bank	Additional landward area	
CMM 9e	CMM-9-S022	Yes-Normal	No	Hedge bank	Additional landward area	
	CMM-9-S023* to CMM-9-S024*	Yes-Normal	No	Hedge bank	Additional landward area	
	CMM-9-S025	Yes-Normal	No	Hedge bank	Additional landward area	
	CMM-9-S026*	Yes-Normal	No	Hedge bank	Additional landward area	
CMM 9f	CMM-9-S027	Yes-Normal	No	Hedge bank	Additional landward area	
	CMM-9-S028*	Yes-Normal	No	Hedge bank	Additional landward area	



1	2	3	4a	4b	4c	5
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
	CMM-9-S029	Yes-Normal	No	Hedge bank	Additional landward area	
	CMM-9-S030* to CMM-9-S031*	Yes – see table 9.3.4	No	Hedge bank	Additional landward area	
	CMM-9-S032* to CMM-9-S033*	Yes-Normal	No	Hedge bank	Additional landward area	
CMM 9g	CMM-9-S034* to CMM-9-S035*	Yes – see table 9.3.4	No	Hedge bank	Clarity and cohesion	
	CMM-9-S036	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-9-S037	Yes - Normal	No			
	CMM-9-S038	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	CMM-9-S039	Yes - Normal	No			
	CMM-9-S040	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-9-S041*	Yes – see table 9.3.4	No	Fence line	Clarity and cohesion	
	CMM-9-S042*	Yes - Normal	No	Fence line	Clarity and cohesion	

### 9.3.2 Details for sections that differ from the existing South West Coast Path - Map CMM 9c: Wood Rock to Mouth Mill.

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 9.3.3: 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 9.3.4’ 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 9c	CMM-9-S011*	Not an existing walked route	Yes – see table 9.3.4	No			
	CMM-9-S014*	Other existing walked route	Yes – see table 9.3.4	No	Track (landward edge)	Clarity and cohesion	
	CMM-9-S015* to CMM-9-S016*	Other existing walked route	Yes – see table 9.3.4	No	Path (landward edge)	Clarity and cohesion	

### 9.3.3 Other options considered - Maps CMM 9b, CMM 9c, CMM 9d, CMM 9e, CMM 9f and CMM 9g: The Hobby to Hartland Point.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 9b	CMM-9-S004	We considered following the public footpath seaward of the trail at Clovelly	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The first part of the public footpath follows the road down to Clovelly Harbour which can get congested.</li> <li>■ The proposed route is more direct and has a good surface.</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 9c	CMM-9-S011	We considered following the public footpath/South West Coast Path on the seaward side of Gallantry Bower Scheduled Monument	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It reduces the erosion pressure on the scheduled monument whilst maintaining good views of the sea.</li> <li>■ The proposed route is supported by Historic England</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 9c	CMM-9-S014 to CMM-9-S017	We considered following public footpaths and the South West Coast Path seaward of the trail at Mouth Mill	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ There is a footbridge over the stream 80m 'upstream' of the original crossing point on the shingle beach. This results in an easier river crossing, avoiding having to cross the shingle beach which could be cut off at very high tides.</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 9d	CMM-9-S018 to CMM-9-S020	We considered following the public right of way seaward of the trail between Mouth Mill and Beckland Cliff	<p>We opted for the proposed routes because:</p> <ul style="list-style-type: none"> <li>■ they follow the existing South West Coast Path which over time has moved inland to</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 9e	CMM-9-S023 to CMM-9-S024 CMM-9-S026	We considered following the public right of way seaward of the trail between Exmanworthy Cliff and Blue Mellem	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 9f	CMM-9-S028 CMM-9-S030 to CMM-9-S033	We considered following the public right of way seaward of the trail between Blue Mellem and East Titchberry Cliff	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
CMM 9g	CMM-9-S034 to CMM-9-S035 CMM-9-S041 to CMM-9-S042	We considered following the public rights of way seaward of the trail between East Titchberry Cliff and Hartland Point.	

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.

#### 9.3.4 Roll-back implementation – more complex situations - Maps CMM 9a, CMM 9b, CMM 9c, CMM 9d, CMM 9e, CMM 9f and CMM 9g: Barton Wood to Hartland Point.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 9a	CMM-9-S002	Tintagel-Marsland-Clovelly SAC & Hobby to Peppercombe 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 9b	CMM-9-S004 to CMM-9-S008	Tintagel-Marsland-Clovelly SAC & Marsland to Clovelly Coast 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)
CMM 9c	CMM-9-S009 to		

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	CMM-9-S017		pass through the site, if appropriate or (b) if necessary, be routed landward of it.
CMM 9d	CMM-9-S019 to CMM-9-S021		
CMM 9e	CMM-9-S023		
CMM 9f	CMM-9-S030 to CMM-9-S031		
CMM 9g	CMM-9-S034 to CMM-9-S035		
CMM 9d	CMM-9-S020	Windbury Head Camp Scheduled Monument	If it is no longer possible to find a viable route seaward of the scheduled monument whose designated features are sensitive to public access, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will, if necessary, be routed landward of it.
CMM 9g	CMM-9-S041	Radar Station at Hartland Point	If it is no longer possible to find a viable route seaward of the excepted land (e.g. buildings, curtilage) 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 9.4: Proposals Maps

### 9.4.1 Map Index

Map reference	Map title
CMM 9a	Barton Wood to The Hobby
CMM 9b	The Hobby to Wood Rock
CMM 9c	Wood Rock to Mouth Mill
CMM 9d	Mouth Mill to Kite Rock
CMM 9e	Kite Rock to Blue Mellem
CMM 9f	Blue Mellem to East Titchberry Cliff
CMM 9g	East Titchberry Cliff to Hartland Point

### 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

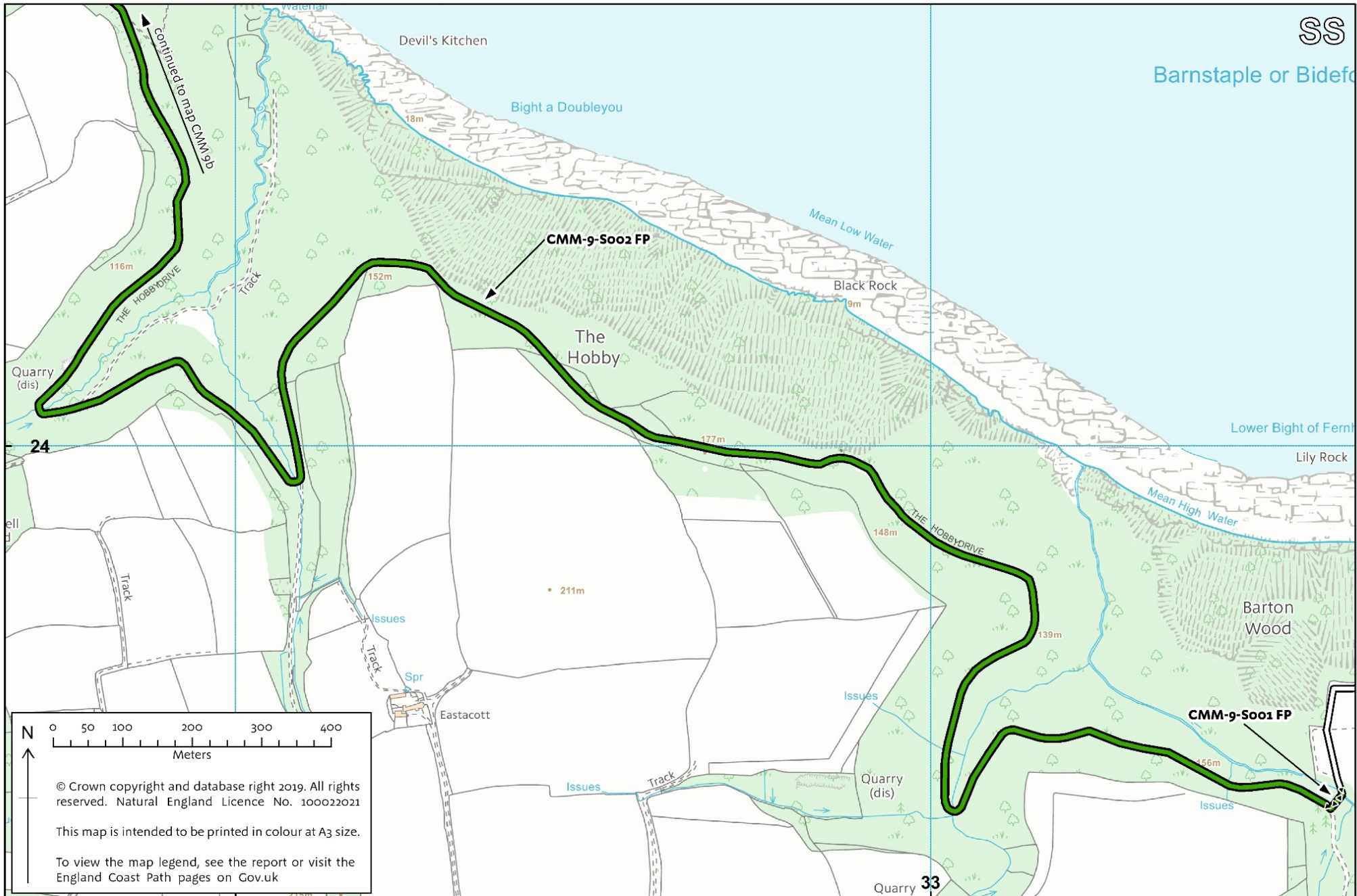
##### Miscellaneous:

- 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:

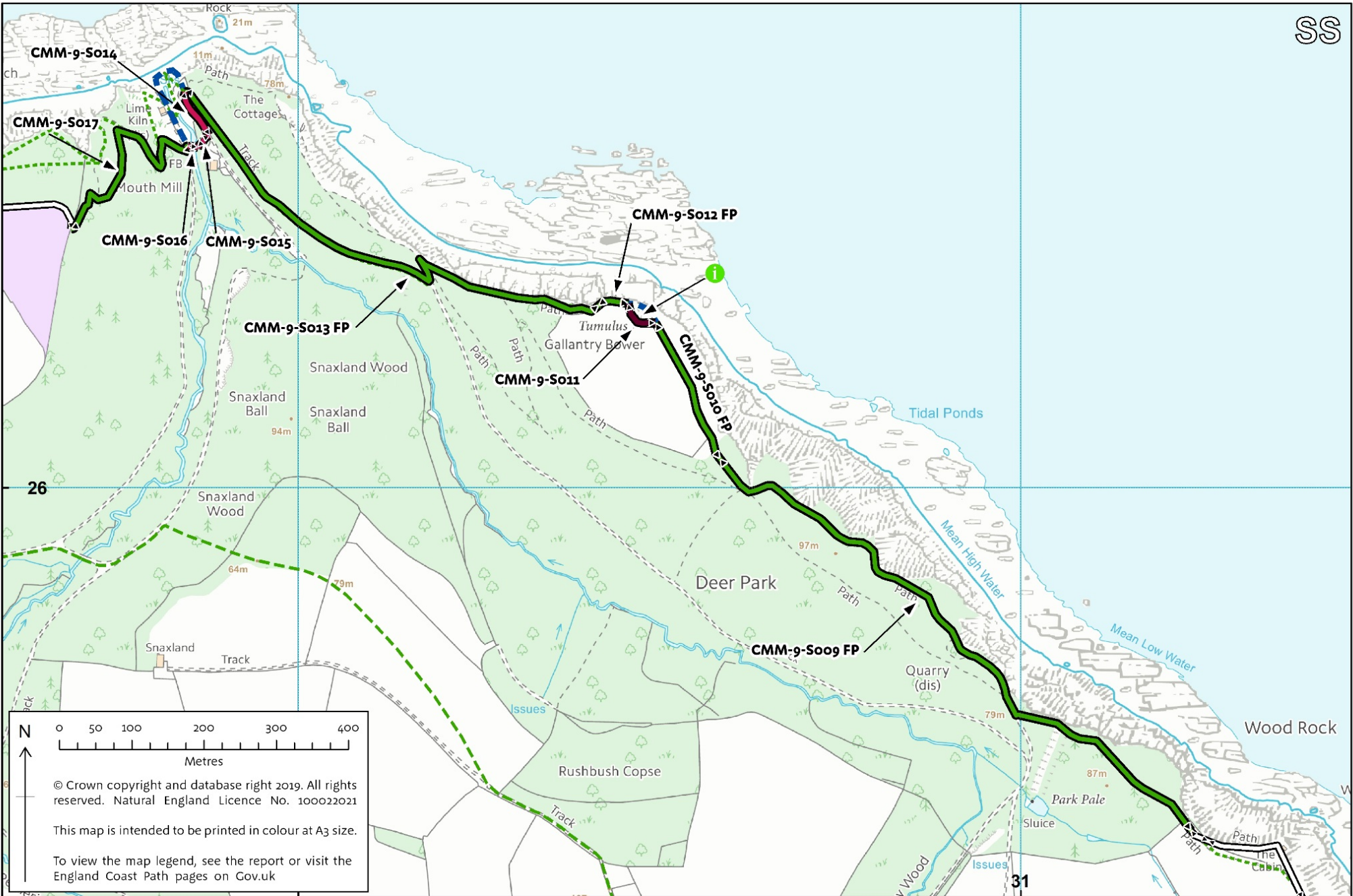
- Existing steps to be retained
- New steps required
- Existing steps to be removed

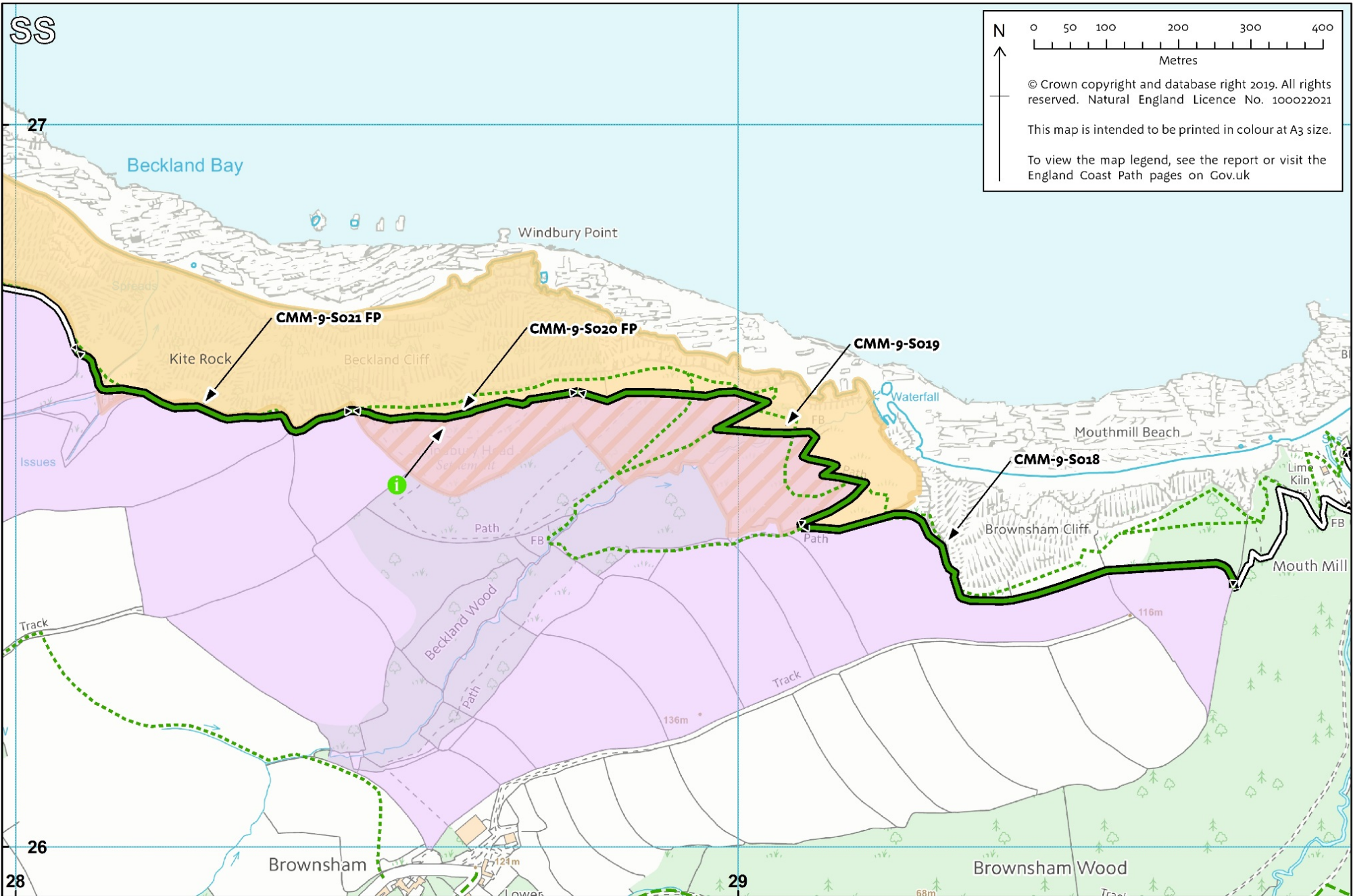


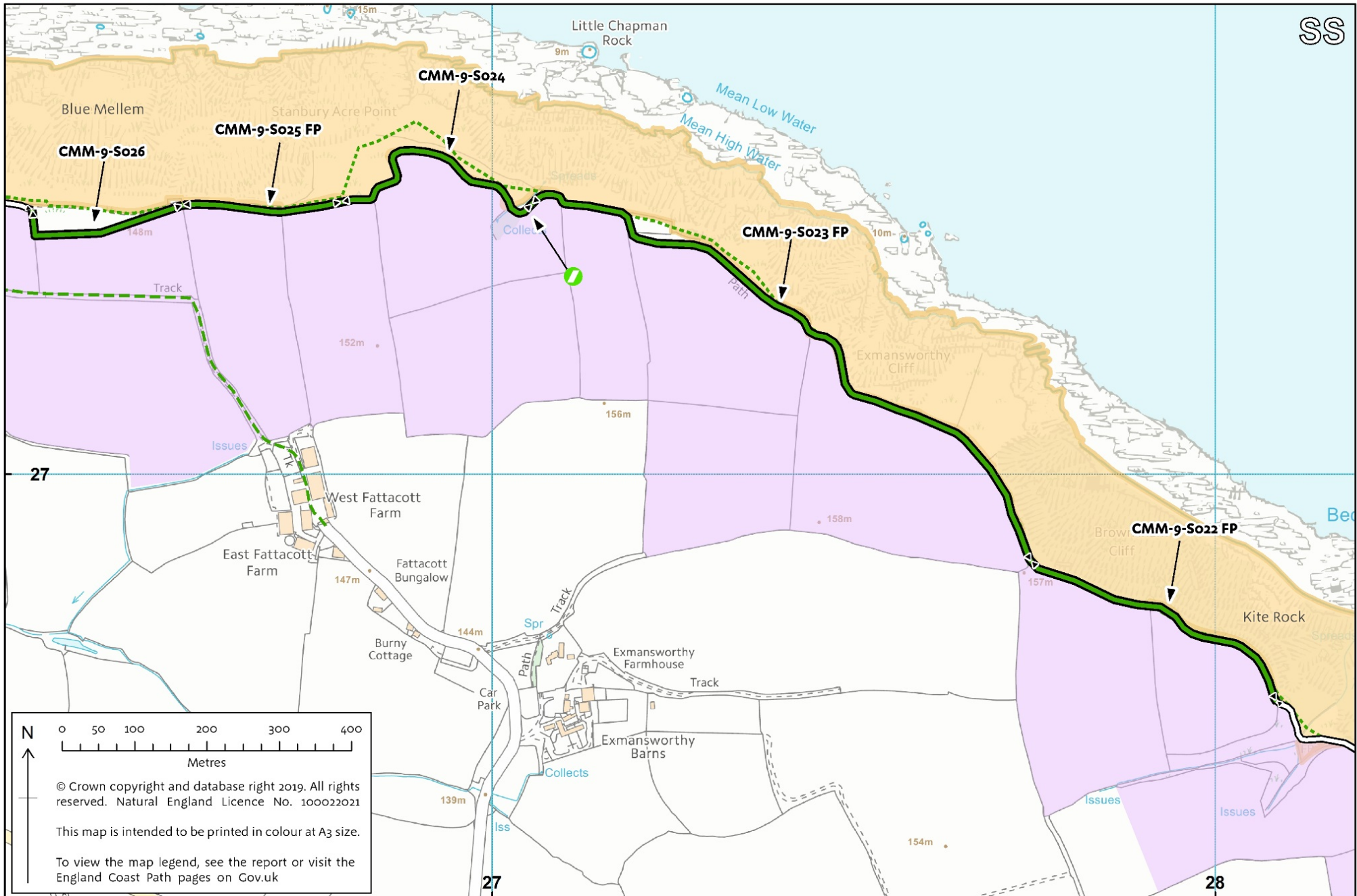




Map CMM 9b: The Hobby to Wood Rock





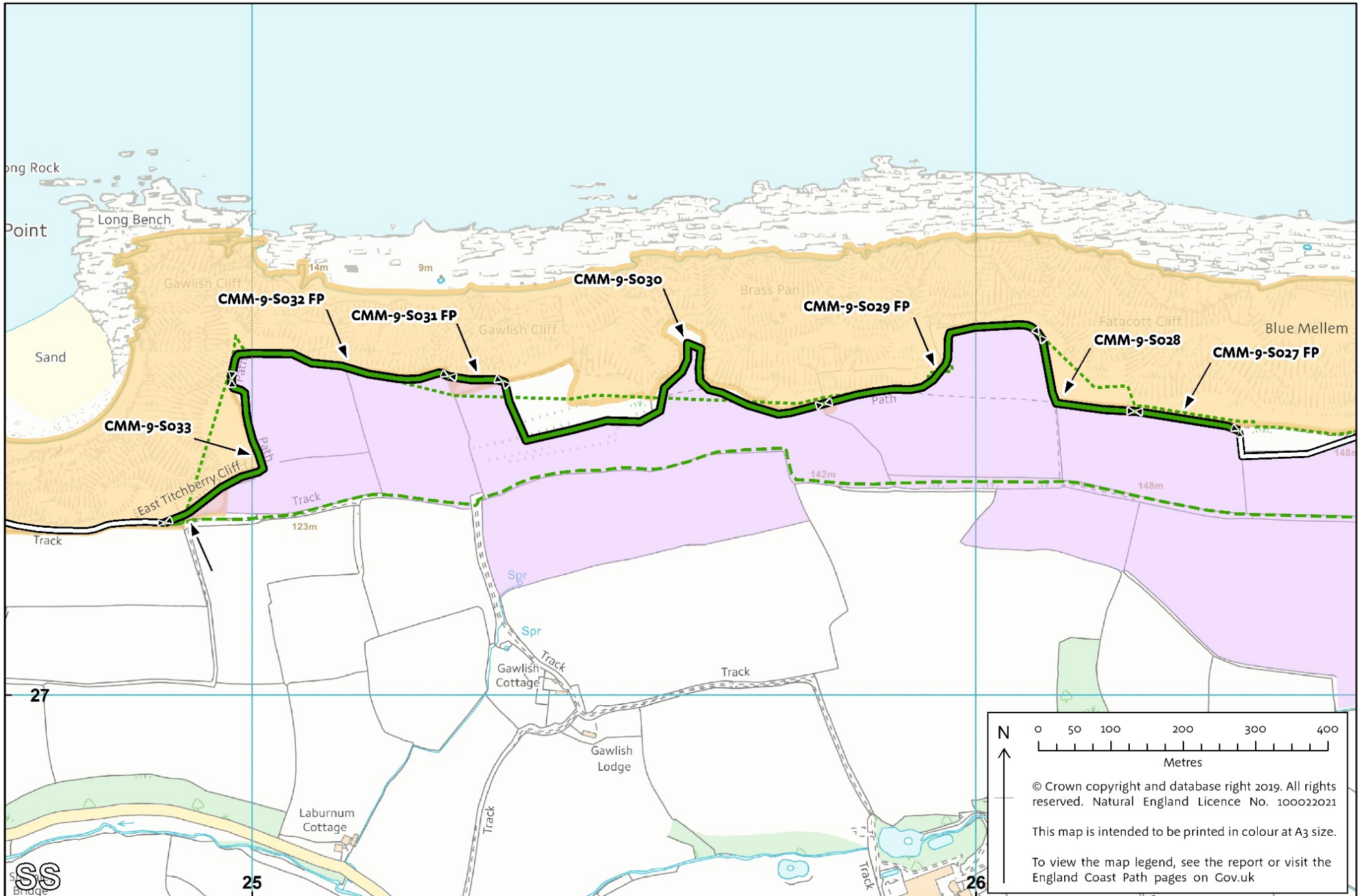


© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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

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

Map CMM 9f: Blue Mellem to East Titchberry Cliff



Map CMM 9f: Blue Mellem to East Titchberry Cliff

N

0 50 100 200 300 400  
Metres

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

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

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

Map CMM 9g: East Titchberry Cliff to Hartland Point

