



England Coast Path Stretch: Combe Martin to Marsland Mouth

Report CMM 10: Hartland Point to Marsland Mouth

Part 10.1: Introduction

Start Point:	Hartland Point (Grid reference SS 2335 2751)
End Point:	Marsland Mouth (Grid reference SS 2128 1743)
Relevant Maps:	CMM 10a to CMM 10g

10.1.1 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.

10.1.2 This report covers length CMM 10 of the stretch, which is the coast between Hartland Point and Marsland Mouth. 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.

10.1.3 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.

10.1.4 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 10.2: Proposals Narrative

The trail:

10.2.1 Follows a route similar to the existing South West Coast Path as currently walked and managed along most of this length. See maps CMM 10a to CMM 10g and table 10.3.1 below for more details.

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

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

- Dyer's Lookout (route section CMM-10-S021). The trail follows a new 'zig zag' route down the hillside. This new route takes the trail slightly inland away from the current steep eroded route whilst still providing good coastal views. See map CMM 10b and table 10.3.3 for details.
- Hartland Quay (route sections CMM-10-S025 and CMM-10-S026). The trail follows the higher route, avoiding the steep and narrow road down to the hotel. See map CMM 10c and table 10.3.2 for details.
- Embury Parlour (route section CMM-10-S051). The trail follows a well-used path on the landward side of the scheduled monument. See map CMM 10f and table 10.3.2 for details.

The South West Coast Path

10.2.4 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.

10.2.5 The following designated sites affect this length of coast:

- Tintagel-Marsland-Clovelly Coast Special Area of Conservation (SAC)
- Marsland to Clovelly Coast Site of Special Scientific Interest (SSSI)
- Hartland Point to Tintagel Marine Conservation Zone (MCZ)
- Embury Beacon Camp 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.

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

10.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CMM 10b	CMM-10-S021	New path alignment at Dyer's lookout	To reduce erosion damage to the coastal heathland habitat.
CMM 10f	CMM-10-S051	New directional and information signage at Embury Beacon Scheduled Monument	To reduce the risk to the promontory fort - Embury Beacon Camp, a Scheduled Monument - becoming eroded by people walking over it

10.2.7 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; 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:

10.2.8 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 in places follow an uneven grass or bare soil path along the cliff top;
- The trail is undulating, exposed and narrow in places with steep slopes, in particular at Upright Cliff (route sections CMM-10-S007 to CMM-10-S008), Gull Rock to Dyer's Lookout (CMM-10-S012 to CMM-10-S021), Speke's Mill Mouth (CMM-1-S032 to CMM-10-S033) and Welcombe Mouth (CMM-1-S055 to CMM-10-S061).
- There are places where it would be necessary to ascend/descend steps, particularly in the areas mentioned above.
- There are places where there are stepping stones to cross streams; at St Catherine's Tor (CMM-10-S030) and Welcombe Mouth (CMM-10-S059).

10.2.9 There are a number of locations with step stiles. A number of existing stiles between South Hole and Welcombe Mouth 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:

10.2.10 **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 10.3.1 and 10.3.2 below.

10.2.11 Between Embury Parlour and Welcombe Mouth (route sections CMM-10-S050 to CMM-10-S061, maps CMM 10f and CMM 10g) 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.

10.2.12 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 4c of table 10.3.1 and 5b and 5c of table 10.3.2. 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 10.3.1 and 10.3.2 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.

10.2.13 **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.

10.2.14 Column 3 of table 10.3.1 and column 4 of table 10.3.2 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 10a to CMM 10g as the proposed route of the trail.

10.2.15 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 10.3.1 or 10.3.2, the route is to be at the centre of the line shown on maps CMM 10a to CMM 10g as the proposed route of the trail.

Other future change:

10.2.16 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:

10.2.17 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.

10.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £10,253 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.

10.2.19 There are two main elements to the overall cost: .

- **New route sections** – at Dyer's Lookout (route section CMM-10-S021, map CMM 10b) the existing steep and eroding path will be 'zigzagged' to make it easier to walk up/down the slope and reduce further erosion down to the Abbey river crossing. Works will include vegetation clearance, levelling of the path & the use of fencing and cut brash to 'close' the old path. At Embury Beacon (route section CMM-1-S051, map CMM 10f) the trail will follow the existing walked route in the field landward of the Scheduled Monument. A new pedestrian gate will be required at the junction of trail sections CMM-10-S051 and CMM-10-S052
- **New signs** - a number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path - at Dyer's Lookout (map CMM 10b), Hartland Quay (map CMM 10c) and Embury Beacon (map CMM 10f). 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 coast footpath entry points such as at Hartland Quay (map CMM 10c) and Marsland Mouth (map CMM 10g). These will show coastal destinations further afield than the next headland/village. A new information board is proposed at Embury Beacon, providing information about the scheduled monument.

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	£2,500
New route sections	£6,416
Project management	£1,337
Total	£10,253 (Exclusive of any VAT payable)

10.2.20 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:

10.2.21 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).

10.2.22 We estimate that the annual cost to maintain the trail will be £7,761 (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 10.3: Proposals Tables

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

10.3.1 Details of sections that follow the existing South West Coast Path: Maps CMM 10a to CMM 10g – Hartland Point to Marsland Mouth

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 10.3.3: 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 10.3.4’ 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 10a	CMM-10-S001 to CMM-10-S003	Yes - Normal	No	Path (landward edge)	Clarity and cohesion	
	CMM-10-S004	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-10-S005* to CMM-10-S006*	Yes – see table 10.3.4	No	Fence line	Clarity and cohesion	
	CMM-10-S007	Yes – see table 10.3.4	No	Fence line	Clarity and cohesion	
	CMM-10-S008	Yes – see table 10.3.4	No			

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-10-S009	Yes – see table 10.3.4	No	Fence line	Clarity and cohesion	
	CMM-10-S010	Yes – see table 10.3.4	No			
CMM 10b	CMM-10-S011 to CMM-10-S012	Yes - see table 10.3.4	No			
	CMM-10-S013 to CMM-10-S015	Yes - see table 10.3.4	No	Fence line	Clarity and cohesion	
	CMM-10-S016 to CMM-10-S017	Yes - see table 10.3.4	No			
	CMM-10-S018	No	No	Track (landward edge)	Clarity and cohesion	
	CMM-10-S019	No	No			
	CMM-10-S020	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-10-S022	Yes - Normal	No			
CMM 10c	CMM-10-S023	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	CMM-10-S024	Yes – see table 10.3.4	No			
	CMM-10-S027 to CMM-10-S028	Yes – see table 10.3.4	No	Path (landward edge)	Clarity and cohesion	
	CMM-10-S029 to CMM-10-S030	Yes – see table 10.3.4	No			

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 10c	CMM-10-S031 to CMM-10-S033	Yes – see table 10.3.4	No			
	CMM-10-S034*	Yes – see table 10.3.4	No	Track (landward edge)	Clarity and cohesion	
	CMM-10-S035* to CMM-10-S036*	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-10-S037*	No	No			
CMM 10d	CMM-10-S038	Yes - Normal	No			
	CMM-10-S039	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-10-S040	Yes – see table 10.3.4	No	Fence line	Clarity and cohesion	
	CMM-10-S041	Yes - Normal	No	Fence line	Clarity and cohesion	
CMM 10e	CMM-10-S042*	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-10-S043*	Yes - Normal	No	Road (landward edge)	Clarity and cohesion	
	CMM-10-S044*	Yes - Normal	No	Track (landward edge)	Clarity and cohesion	
	CMM-10-S045	Yes - Normal	No	Track (landward edge)	Clarity and cohesion	
	CMM-10-S046	Yes - Normal	No	Fence line	Clarity and cohesion	
	CMM-10-S047	Yes – see table 10.3.4.	No	Fence line	Clarity and cohesion	
	CMM-10-S048	Yes - Normal	No	Fence line	Clarity and cohesion	
CMM 10f	CMM-10-S049	Yes - Normal	No			

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-10-S050	Yes - Normal	No	Fence line	Additional landward area	
	CMM-10-S052 to CMM-10-S053	Yes - Normal	No	Fence line	Additional landward area	
CMM 10g	CMM-10-S054 to CMM-10-S056	Yes – see table 10.3.4	No	Fence line	Additional landward area	
	CMM-10-S057* to CMM-10-S059*	Yes – see table 10.3.4	No			
	CMM-10-S060* to CMM-10-S061*	Yes – see table 10.3.4	No	Fence line	Additional landward area	
	CMM-10-S062* to CMM-10-S063*	Yes – see table 10.3.4	No			

10.3.2 Details of sections that differ from the existing South West Coast Path - Maps CMM 10c (Warrens Beach to Swansford Hill) and CMM 10f (Broadbench Cove to Chiselridge Beach)

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 10.3.3: 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 10.3.4’ 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 10b	CMM-10-S021*	Not an existing walked route	No	No	Path (landward edge)	Clarity and cohesion	
CMM 10c	CMM-10-S025*	Other existing walked route	No	No			
	CMM-10-S026*	Other existing walked route	No	No			
CMM 10f	CMM-10-S051*	Other existing walked route	Yes - Normal	No	Fence line	Additional landward area	

10.3.3 Other options considered - Maps CMM 10a, CMM 10b, CMM 10c, CMM 10e, CMM 10f and CMM 10g: Hartland Point to Marsland Mouth.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 10a	CMM-10-S005 to CMM-10-S006	We considered aligning the trail on the public right of way at Upright Cliff which are more seaward.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the existing South West Coast Path which over time has moved inland to its current route to avoid areas of cliff erosion and ground subsidence. The more seaward route is no longer appropriate or convenient; ■ under our proposals, land seaward of the route would remain available for people to use as part of the spreading room, but would not form part of the designated trail; <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 10b	CMM-10-S021	<p>We considered following the public footpath seaward of the trail around Dyer's Lookout.</p> <p>We considered using the existing route of the South West Coast Path</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The public footpath follows the edge of the cliff top and in a number of places has fallen into the sea. The more seaward route is no longer appropriate or convenient; <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing South West Coast Path, although more seaward, is steep and seriously eroded in places <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 10c	CMM-10-S025 to CMM-1-S026	We considered retaining the South West Coast Path route past Hartland Quay Hotel.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the current South West Coast Path route goes down a steep narrow road with little space for vehicles to pass pedestrians ■ this proposal is made with the support of the landowner ■ although slightly further from the sea than the existing South West Coast Path it affords better sea views <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 10c	CMM-10-S034 to CMM-10-S037	We considered following public right of way seaward of the trail between Speke's Mill Mouth and Swansford Hill	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route crosses the stream c. 120m upstream of the mapped public footpath and avoids having to cross a deep gully. <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 10e	CMM-10-S042 to junction of CMM-10-S044/CMM-10-S045	We considered routing the trail on the seaward side of the fields between Dixon's Well, Sandhole Cross, Sandhole Cliff and Osland Pits.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the cliff top between Sandhole Cliff and Sandhole Cross is geologically unstable ■ the road verge is sufficiently wide to accommodate walkers ■ the road is very quiet with little road traffic ■ this proposal is made with the support of the landowners ■ although slightly further from the sea it still affords sea views <p>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 10f	CMM-10-S051	We considered routing the trail on the existing line of the South West Coast Path to the seaward side of Embury Beacon Scheduled Monument	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the current route of the South West Coast Path/public footpath follows the seaward edge of the scheduled monument. In a number of places the path has fallen into the sea ■ In order to reduce further erosion damage to the scheduled monument the path has been rerouted landward of the scheduled monument ■ this proposal is made with the support of the landowners and Historic England <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 10g	CMM-10-S057 to CMM-10-S063	We considered routing the trail on the public rights of way on the seaward side of the trail between Welcombe Mouth and Marsland Mouth	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the proposed route is more direct ■ the existing route meets current National Trail standards and has good views over the sea ■ there is a greater risk of erosion if the more seaward route were to be used ■ under our proposals, land seaward of the route would remain available for people to use as part of the spreading room, but would not form part of the designated trail; <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.

10.3.4 Roll-back implementation – more complex situations: Maps CMM 10a, CMM 10b, CMM 10c, CMM 10d, CMM 10e and CMM 10g

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 10a	CMM-10-S005 to CMM-10-S010	Tintagel-Marsland-Clovelly Coast 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) pass through the site, if appropriate or (b) if necessary, be routed landward of it.
CMM 10b	CMM 10-S011 to CMM-10-S017		
CMM 10c	CMM-10-S024 and CMM-10-S027 to CMM-10-S034		
CMM 10d	CMM-10-S040		
CMM 10e	CMM-10-S047		
CMM 10g	CMM-10-S054 to CMM-10-S063		

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 10.4: Proposals Maps

10.4.1 Map Index

Map reference	Map title
CMM 10a	Hartland Point to Smoothlands
CMM 10b	Smoothlands to Warren Beach
CMM 10c	Warren Beach to Swansford Hill
CMM 10d	Swansford Hill to Elmescott Gutter
CMM 10e	Elmescott Gutter to Broadbench Cove
CMM 10f	Broadbench Cove to Chiselridge Beach
CMM 10g	Chiselridge Beach to Marsland Mouth

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:

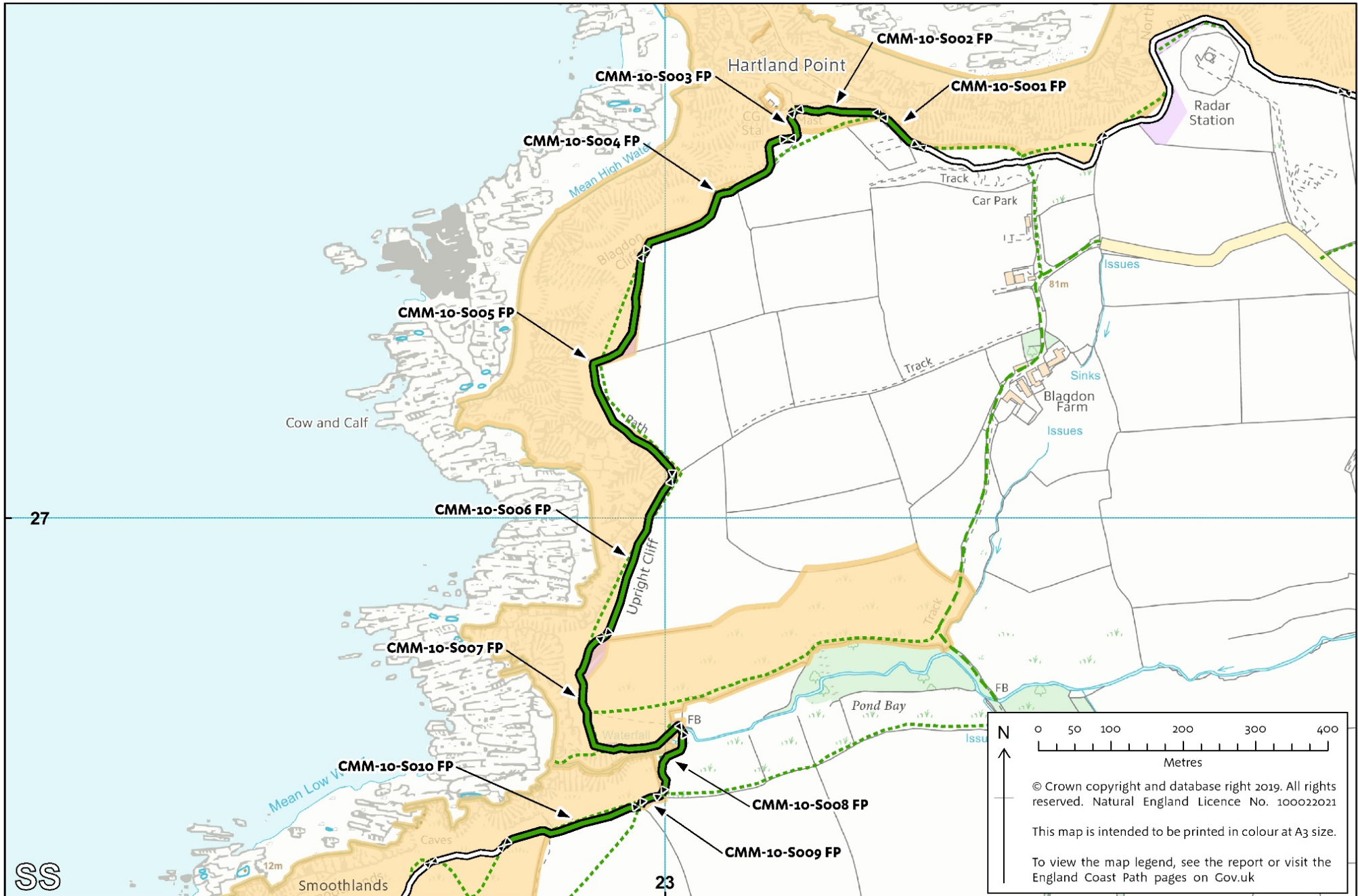
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

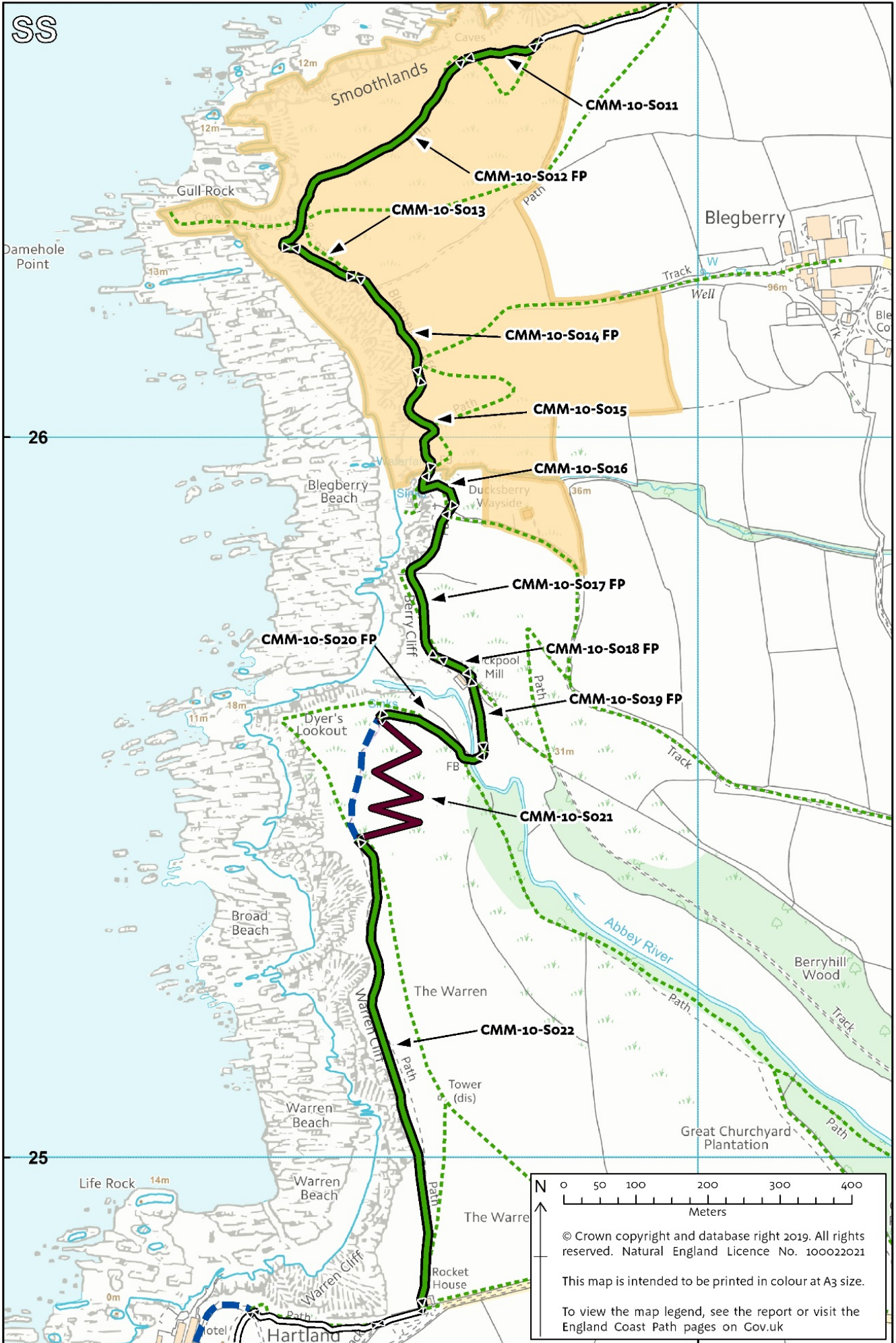
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

Map CMM 10a: Hartland Point to Smoothlands



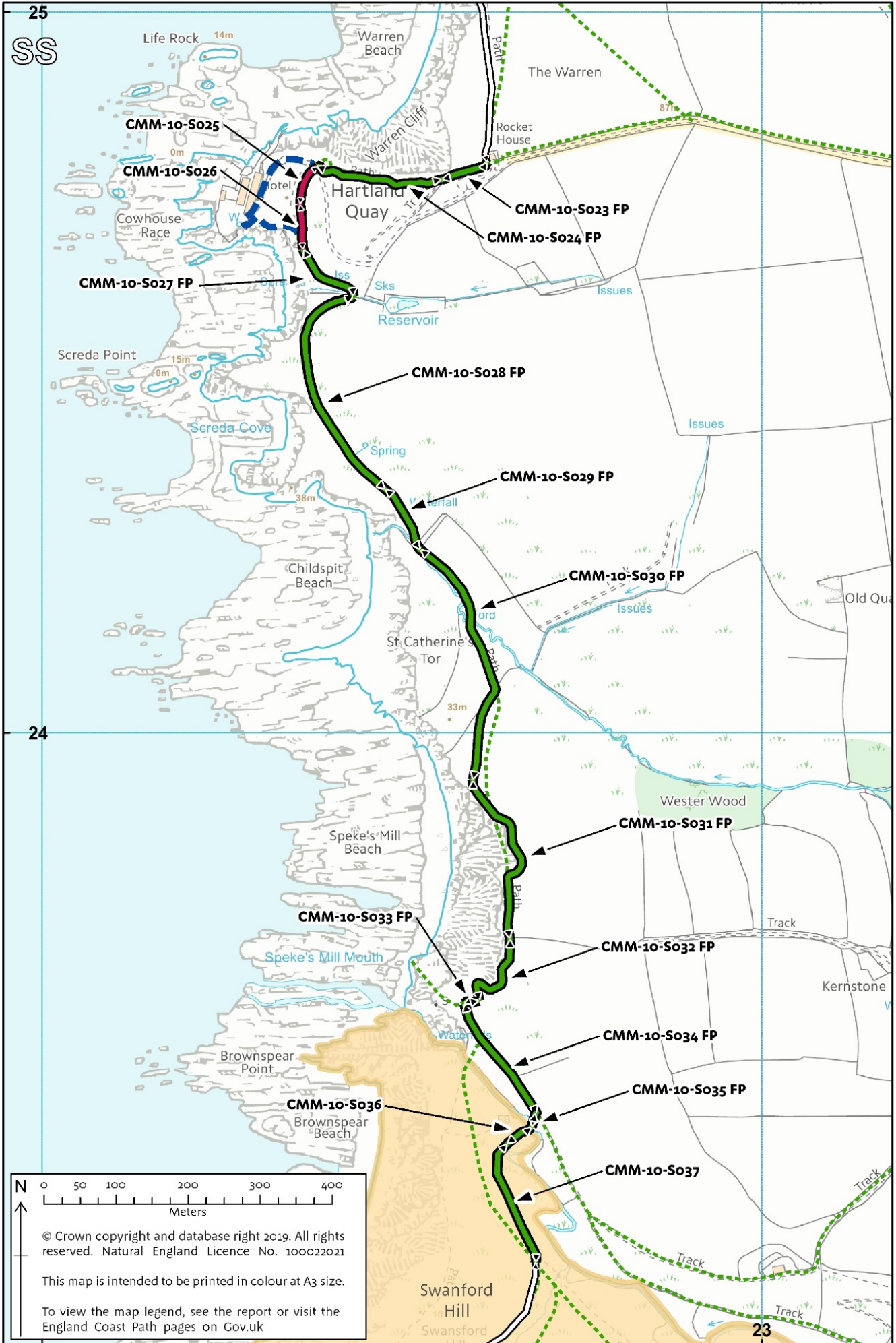
N
 0 50 100 200 300 400
 Metres
 © Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021
 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

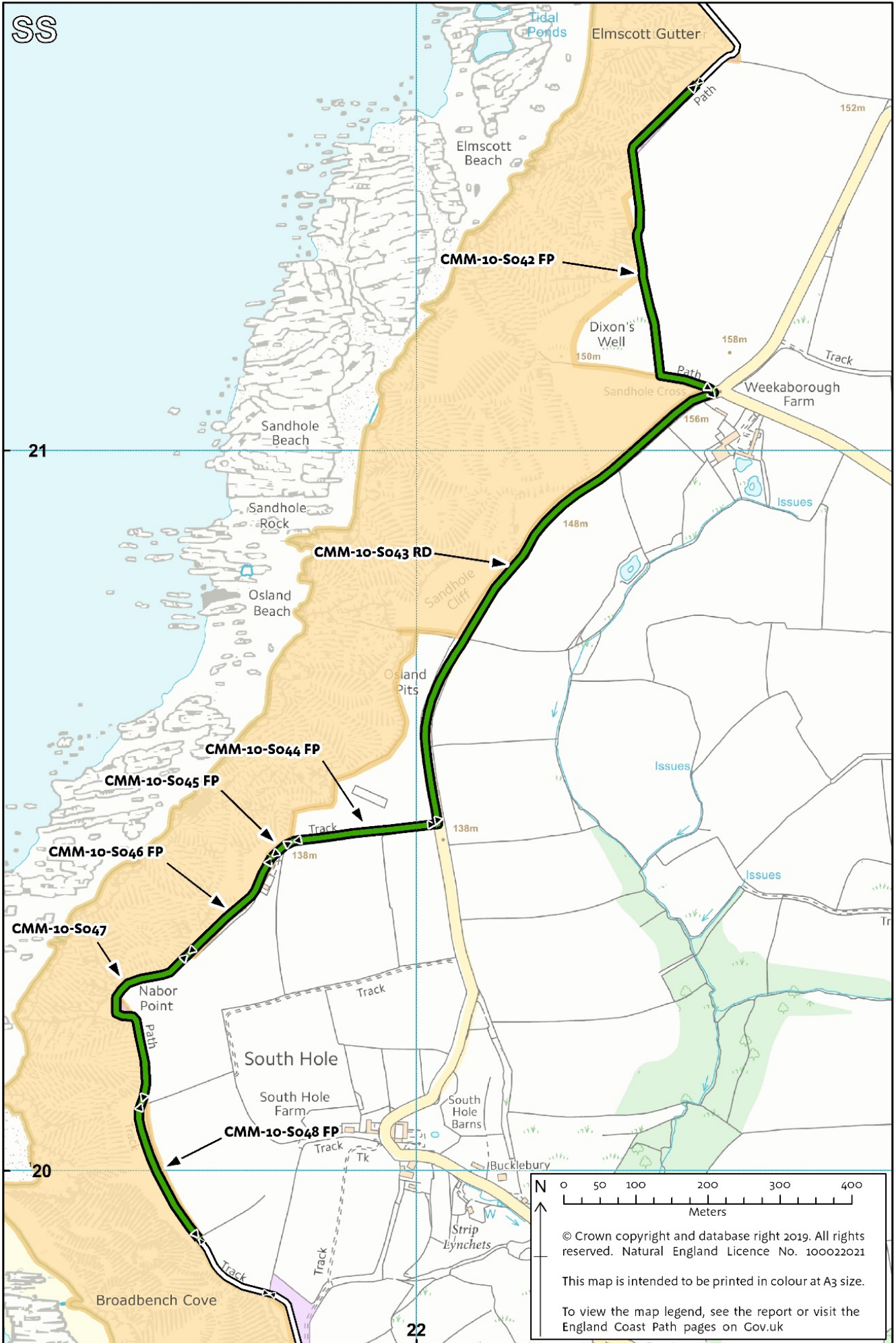


© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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





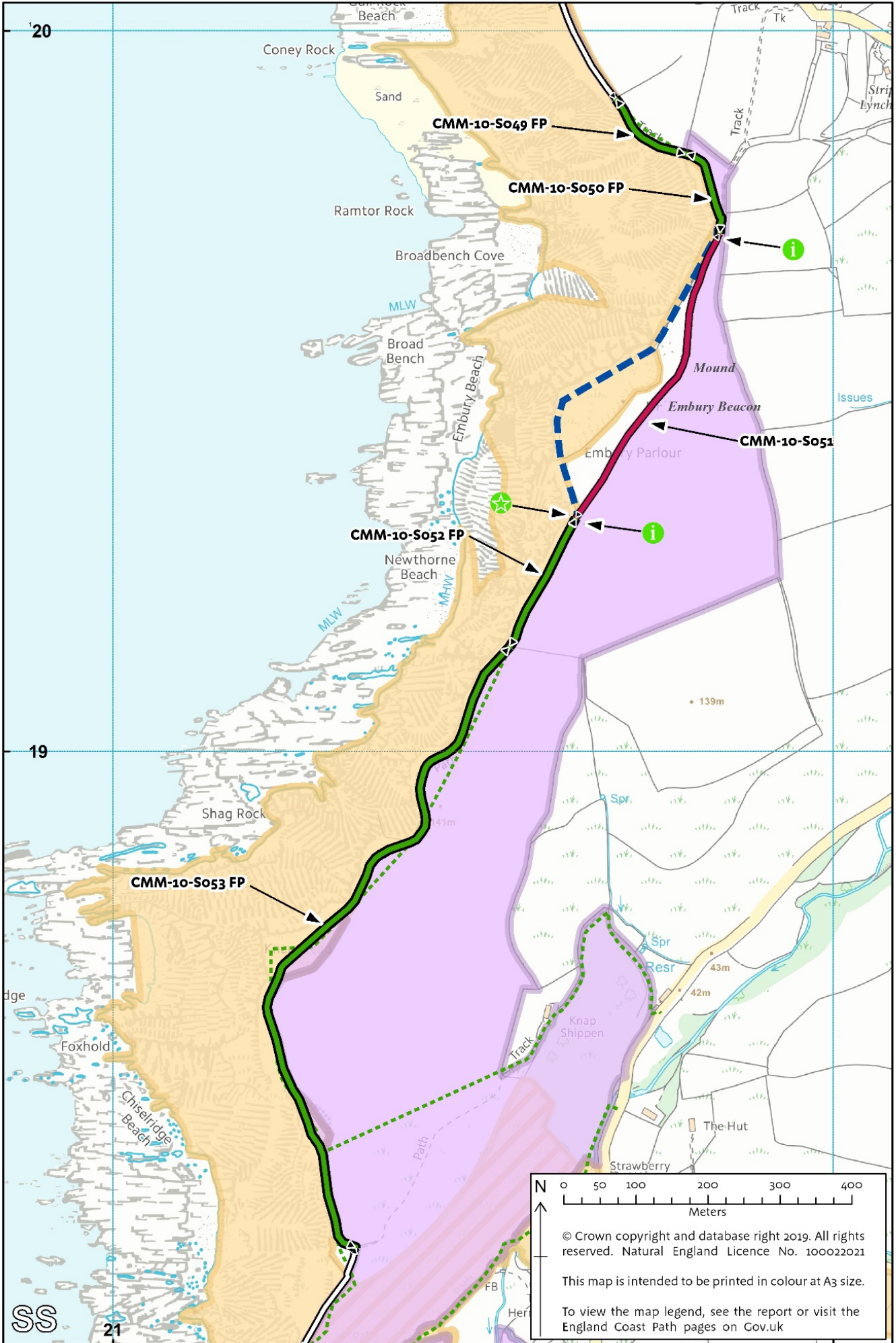
© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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 10f: Broadbench Cove to Chiselridge Beach

Map CMM 10f: Broadbench Cove to Chiselridge Beach



0 50 100 200 300 400
Meters

© 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

