



England Coast Path Stretch: Cremyll to Kingswear

Report CKW 1: Cremyll to Mount Batten Point

Part 1.1: Introduction

Start Point:	Cremyll (Grid reference SX 4539 5344)
End Point:	Mount Batten Point (Grid reference SX 4832 5391)
Relevant Maps:	CKW 1a and CKW 1b

1.1.1 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 Cremyll and Mount Batten Point.

1.1.2 This report covers length CKW 1 of the stretch, which is the coast between the ferry landing stage at Cremyll and the landing stage of the Mount Batten Ferry at Mount Batten 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

The trail:

1.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps CKW 1a and CKW 1b and table 1.3.1 below for more details.

1.2.2 Follows the coastline closely in parts along the Plymouth Waterfront Walkway and maintains good views of the sea apart from the sections at Stonehouse between Firestone Bay and Millbay Docks (route sections CKW-1-S015 to CKW-1-S020).

1.2.3 Differs from the existing South West Coast Path at:

- Cremyll Street (route sections CKW-1-S007 and CKW-1-S008). This new route will follow an existing walked path along the waterfront seaward of Telegraph Wharf and Freeman's Wharf. See map CKW 1a and table 1.3.2 below.
- East Quay (route sections CKW-1-S020 and CKW-1-S021). This new route will follow an existing and recently constructed walked path along the waterfront east of King Point Marina and Millbay Docks. See map CKW 1b and table 1.3.2 below.
- Trinity Pier and Millbay Marina Village (route sections CKW-1-S022 to CKW-1-S025). Continuing on from the new route at East Quay, the trail will follow a new section of path between Trinity Pier, Custom House Lane and the Rusty Anchor. See paragraph 1.2.4, map CKW 1b and table 1.3.2 below.

1.2.4 Several residential developments are in various stages of progress along the east side of Millbay Docks between East Quay, Millbay Marina Village and the Rusty Anchor. We have proposed that an ordinary route along the waterfront will come into force once the developments are complete, with for the time being, an alternative route (route sections CKW-1-A001 to CKW-1-A003) operating as a diversion from the ordinary route (see tables 1.3.2, 1.3.3 and map CKW 1b for details). In the places where development has yet to be completed (route sections CKW-1-S022 and CKW-1-S025) we have made our proposals about the location of the trail along the walkway following discussions with the developers and with Plymouth City Council. We have agreed with them that once the development is complete and the walkway through that area open, the walkway will come into use as the ordinary route of the England Coast Path, as shown on map CKW 1b. However should the plans for the location of the walkway significantly change then we would be able to adapt the line of the ECP through submission of a variation report.

The South West Coast Path

1.2.5 The South West Coast Path (SWCP) follows the coast over some of 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 there may also 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.

See paragraphs 1.2.10 to 1.2.12 for an explanation of our proposals for the South West Coast Path around the Tamar and Plym estuaries.

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.

1.2.6 The following designated sites affect this length of coast:

- Plymouth Sound & Estuaries Special Area of Conservation (SAC)
- Western King Site of Special Scientific Interest (SSSI)
- Western Kings artillery tower Scheduled Monument (SM)
- Firestone Bay artillery tower Scheduled Monument (SM)
- Eastern King battery Scheduled Monument (SM)

Maps C and D in the Overview show the extent of designated areas along this stretch of coast, including SACs and Scheduled Monuments.

1.2.7 We consider that the coastal environment along this length of coast, including features of the sites listed above, is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

1.2.8 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 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:

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

- There is a staircase at the Royal William Yard (route section CKW-1-S012), where it would be necessary to ascend or descend steps.

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

Where we have proposed exercising statutory discretions:

1.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Tamar, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the ferry landing stages at Cremyll and Stonehouse, as indicated by the extent of the trail shown on map CKW 1a. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

1.2.11 This report proposes that the trail should contain sections aligned on the estuary of the River Plym, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the ferry landing stages at the Barbican and Mount Batten Point, as indicated by the extent of the trail shown on map CKW 1b.

1.2.12 A regular year round service such as that provided by the Mount Batten Ferry meets our requirement for a convenient crossing point across the Plym Estuary and our proposal is that the England Coast Path will cross at the ferry point between the Barbican at Plymouth and Mount Batten Point. However, it is the preference of Plymouth City Council and stakeholders for the South West Coast Path to remain on its current alignment along the Waterfront Walkway to the crossing point on the A379 at Laira Bridge. Therefore we propose that the England Coast Path and the South West Coast Path will diverge –the South West Coast Path keeping its current approved route and the England Coast Path using the ferry crossing. Accordingly, a variation report will not bring the South West Coast Path into line with the England Coast Path at this location, and the two routes will remain separate. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

1.2.13 **Alternative route:** An alternative route is to operate as a diversion from the ordinary route between CKW-1-S021 and CKW-1-S026 until such time that development is completed and the walkway through it can come into use as the line of the trail. The alternative route is to be at the centre of the line shown as route section CKW-1-A001 to CKW-1-A003 on map CKW 1a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.14 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See tables 1.3.1 and 1.3.2 below.

1.2.15 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 4b and 4c of table 1.3.1 and columns 5b and 5c of table 1.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the notes relating to these columns above tables 1.3.1 and 1.3.2 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.

1.2.16 **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. However we do not consider this power necessary on this defended length of coast, so we make no such proposal.

Other future change:

1.2.17 There are places described in this report where there may be a need for future changes to the proposed access provisions for particular reasons.

- Land at Stonehouse Barracks is allocated in the Plymouth & South West Devon Joint Local Plan 2014-2034 for a mixed use development, the final nature, form and scale of which will be determined following the preparation of a masterplan. Plymouth City Council have identified that future development should provide for a good quality pedestrian and cycling access route as close to the waterfront perimeter as practicable and linking with the South West Coast Path. If these plans are implemented Natural England will review its trail alignment and prepare a

separate variation report to the Secretary of State to align the trail to this new more seaward walking and cycling route. See map CKW 1a.

- Plymouth City Council have been developing plans to establish a new off road walking and cycling link through Millbay Port and Docks. These plans have received support from organisations and landowners who are involved in its delivery and funding has also been received through the Transforming Cities Fund. If these plans are implemented Natural England will review its trail alignment and prepare a separate variation report to the Secretary of State to align the trail to the new walking and cycling link through Millbay Docks. See maps CKW 1a and CKW 1b.

1.2.18 The route of the trail in this report incorporates the use of ferries across the River Tamar and the River Plym. Should either service cease altogether in the future or become unsuitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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

Establishment of the trail:

1.2.19 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.

1.2.20 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £1,150 and is informed by:

- information already held by the access authority, Plymouth City Council, in relation to the management of the existing South West Coast Path; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.21 There is one main element to the overall cost:

- A number of new signs would be needed on the trail particularly for the new sections that differ from the existing South West Coast Path

The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail.

Table 1 shows our estimate of the capital cost for the physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs and interpretation	£1,150
Total	£1,150 (Exclusive of any VAT payable)

1.2.22 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, Plymouth City 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:

1.2.23 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).

1.2.24 We estimate that the annual cost to maintain the trail will be £686 (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 1.3: Proposals Tables

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

1.3.1 Details for sections that follow the existing South West Coast Path – Maps CKW 1a and CKW 1b: Cremyll to Mount Batten Point

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.4: Other options considered.
2. Column 3 – ‘No’ means no roll-back is proposed for this route section.
3. 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. “No” means none of the relevant land types (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is present on this route section.
4. 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
CKW 1a	CKW-1-S001	No	No	Path	Clarity and cohesion	
	CKW-1-S002	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S003	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S004	No	No	Path	Clarity and cohesion	
	CKW-1-S005	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S006	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S009	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S010	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S011	No	No	Wall	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
CKW 1a	CKW-1-S012 & CKW-1-S013	No	No	Path	Clarity and cohesion	
	CKW-1-S014	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S015* & CKW-1-S016*	No	No	Path	Clarity and cohesion	
	CKW-1-S017* to CKW-1-S019*	No	No	Pavement edge	Clarity and cohesion	
CKW 1b	CKW-1-S026	No	No	Path	Clarity and cohesion	
	CKW-1-S027 to CKW-1-S031	No	No	Pavement edge	Clarity and cohesion	

1.3.2 Details for sections that differ from the existing South West Coast Path – Map CKW 1b: East Quay to Mount Batten Point

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.4: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. 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.
4. 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
CKW 1a	CKW-1-S007* & CKW-1-S008*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CKW 1b	CKW-1-S020*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S021*	Other existing walked route	No	No	Path	Clarity and cohesion	
	CKW-1-S022*	Not an existing walked route	No	No	Path	Clarity and cohesion	
	CKW-1-S023*	Not an existing walked route	No	No			
	CKW-1-S024*	Not an existing walked route	No	No	Pavement edge	Clarity and cohesion	
	CKW-1-S025*	Not an existing walked route	No	No	Path	Clarity and cohesion	

1.3.3 Alternative routes and optional alternative route details – Map CKW 1b: East Quay to Mount Batten Point

Key notes on table:

1. Column 4 – ‘No’ means no roll-back is proposed for this route section.
2. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
CKW 1b	CKW-1-A001	Not an existing walked route	No	Path	Path	
	CKW-1-A002	Public footway (pavement)	No	Wall	Pavement edge	
	CKW-1-A003	Public footway (pavement)	No	Path	Path	

1.3.4 Other options considered – Maps CKW 1a and CKW 1b: Cremyll to Mount Batten Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 1a	CKW-1-S007 & CKW-1-S008	Aligning the trail on the pavement along Cremyll Street (as the existing South West Coast Path)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a better walking experience because it is away from the road, closer to the sea and with improved views along the coast; ■ 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.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 1a	CKW-1-S015 to CKW-1-S017	Aligning the trail along Camber Road and around Eastern King Point (Stonehouse Barracks)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> the area to the seaward side of the existing South West Coast Path at Stonehouse Barracks is likely to be affected by future redevelopment, the final nature, form and scale of which will be determined following the preparation of a masterplan; under our proposals, any land seaward of the route that is not 'excepted' land would remain available for people to use as part of the spreading room, but would not form part of the designated trail; 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.
CKW 1a & CKW 1b	CKW-1-S017 to CKW-1-S020	Aligning the trail along a new off road walking and cycling link through Millbay Port and Docks	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> a new off road walking and cycling link through Millbay Port and Docks is not yet available and has to be agreed and implemented by the landowners involved and Plymouth City Council; we concluded that overall the proposed route struck the best balance for the time being in terms of the criteria described in chapter 4 of the Coastal Access Scheme. if these plans are implemented Natural England will review its trail alignment and prepare a separate variation report to the Secretary of State to align the trail to the new walking and cycling link.
CKW 1b	CKW-1-S020 & CKW-1-S021	Aligning the trail on the existing South West Coast Path along Great Western Road (East Quay)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it provides a better walking experience because it is away from the main road, closer to the sea and with significantly improved views of King Point Marina and Millbay Docks; it supports policy PLY29 Millbay Waterfront within the adopted Plymouth and South West Devon Joint Local Plan

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>which calls for public leisure access to and along the Millbay quayside and identifies the South West Coast Path as forming an essential feature to deliver this;</p> <ul style="list-style-type: none"> ■ 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.
CKW 1b	CKW-1-S022 to CKW-1-S025	Aligning the trail along the existing South West Coast Path along Great Western Road (Trinity Pier to the Rusty Anchor)	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a better walking experience because it is away from the main road and closer to the sea ■ once development is completed in the area between Trinity Pier and the Rusty Anchor there will be more limited views of the sea from the existing South West Coast Path along Great Western Road; ■ it is supported by policy PLY29 Millbay Waterfront within the adopted Plymouth and South West Devon Joint Local Plan which calls for public leisure access to and along the Millbay quayside and identifies the South West Coast Path as forming an essential feature for development to accommodate for and link into to deliver this; ■ 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.

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.

Part 1.4: Proposal maps

1.4.1 Map Index

Map reference	Map title
CKW 1a	Cremyll to East Quay
CKW 1b	East Quay to Mount Batten 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

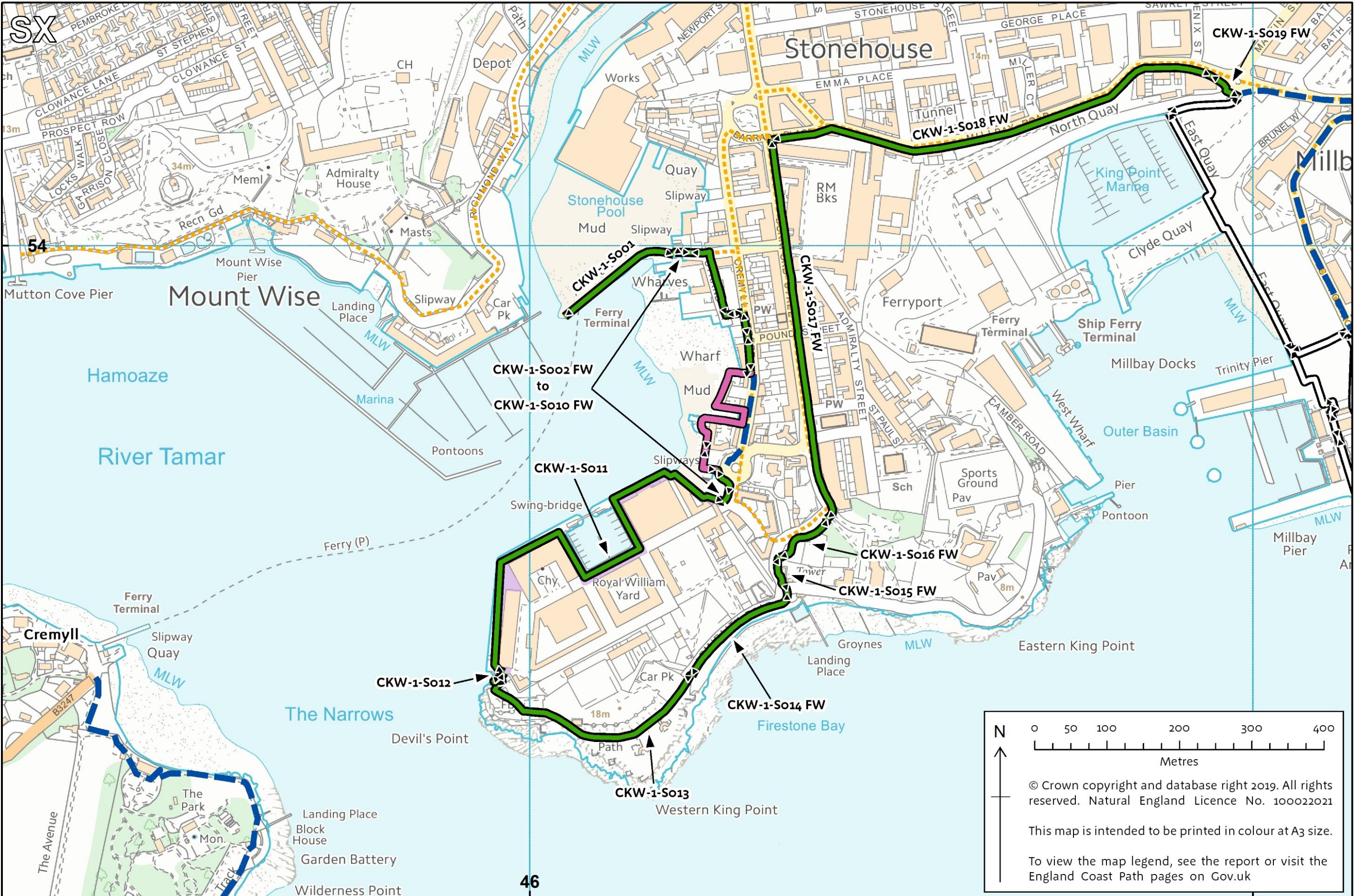
Miscellaneous:

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

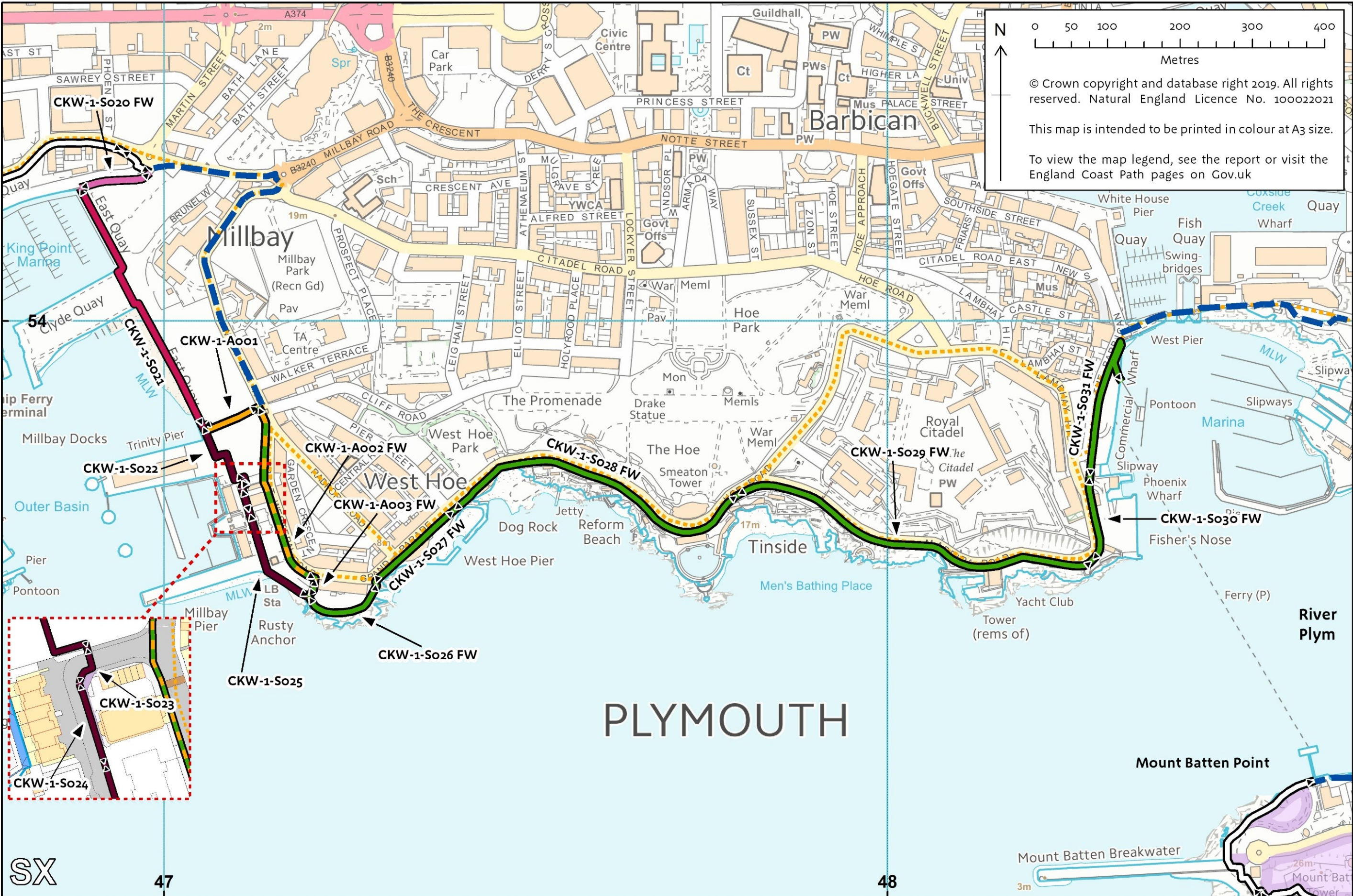
Infrastructure status

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 CKW 1a: Cremyll to East Quay



Map CKW 1b: East Quay to Mount Batten Point