



England Coast Path Stretch: Combe Martin to Marsland Mouth

Report CMM 6: Taw Bridge, Barnstaple to Bideford Long Bridge

Part 6.1: Introduction

Start Point:	Taw Bridge, Barnstaple (Grid reference SS 5520 3281)
End Point:	Bideford Long Bridge (Grid reference SS 4545 2647)
Relevant Maps:	CMM 6a to CMM 6i

6.1.1 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.

6.1.2 This report covers length CMM 6 of the stretch, which is the coast between Taw Bridge, Barnstaple and Bideford Long Bridge. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

The trail:

6.2.1 Follows existing walked routes, including public rights of way, along all of this length.

6.2.2 Follows a route similar to the existing South West Coast Path as currently walked and managed along most of this length. See maps CMM 6a to CMM 6i and table 6.3.1 below for more details.

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

- Instow (route sections CMM-6-S013 to CMM-6-S017). The trail follows the agreed diversion of the South West Coast Path landward of Instow Cricket Ground and the sand dunes. See map CMM 6f and table 6.3.2 for more details.
- East-the-Water (route sections CMM-6-S023 and CMM-6-S024). The trail follows the public footway (pavement) along Barnstaple Street. See map CMM 6i and table 6.3.2 for details.

6.2.4 Generally follows the estuary quite closely over this length and maintains good views of the sea (estuary) apart from at:-

- Penhill Point, where the trail is in a disused railway cutting for part of route section CMM-6-S002 (map CMM 6b)
- Home Farm Marsh, where there are fields seaward of the trail on part of route section CMM-6-S006 (maps CMM 6c and CMM 6d)
- Instow, where the trail is inland of the cricket ground and sand dunes at route sections CMM-6-S015 to CMM-6-S017 (map CMM 6f)
- East-the-Water, where the views are partly obscured by buildings on part of route sections CMM-6-S022 to CMM-6-S025 (map CMM 6i).

The South West Coast Path

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

Protection of the environment:

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

6.2.6 The following designated sites affect this length of coast:

- Taw-Torridge Site of Special Scientific Interest (SSSI)
- Double stone alignment on Isley Marsh Scheduled Monument (SM)
- North Devon Biosphere Reserve

Maps C and D in the Overview shows the extent of designated areas listed.

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

6.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CMM 6c and CMM 6d	CMM-6-S006	Information panels explaining direction to restrict/exclude access.	To reduce disturbance to feeding/roosting/breeding birds at Home Farm Marsh
CMM 6d	CMM-6-S006/CMM-6-S007 (RSPB Isley Marsh)	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats at Isley Marsh.
CMM 6e	CMM-6-S008 (Paige's Pill)	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats/rocks north of Paige's Pill.
CMM 6e	CMM-6-S008 (jetty to Paige's Pill)	Fencing	To reduce disturbance to feeding/roosting water birds on the salt marsh/mudflats/rocks north of Paige's Pill.
CMM 6e	CMM-6-S010/CMM-6-S011	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the rocks at Cool Stone.
CMM 6f	CMM-6-S012/CMM-6-S013	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the rocks at The Black Ground.
CMM 6f	CMM-6-S015 (Cricket Ground car park)	Information panel asking visitors to keep their dogs under close control.	To reduce disturbance to feeding/roosting water birds on the rocks at The Black Ground.

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

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

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

Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the flood banks around East Yelland Marsh (route section CMM-6-S008, map CMM 6e) and on uneven grass/sand from Instow Barton Marsh to the North Devon Cricket Ground at Instow (route sections CMM-6-S012 and CMM-6-S013, map CMM 6f).

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

Where we have proposed exercising statutory discretions:

6.2.10 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the rivers Taw and Torridge, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the A361 Taw Bridge at Barnstaple and Bideford Long Bridge, as indicated by the extent of the trail shown on Map A2 in the Overview. This report covers the east bank of the River Torridge and the south bank of the River Taw. The west bank of the River Torridge is covered by length report CMM 7 and the north bank of the River Taw by length report CMM 5.

See part 5 of the Overview for a detailed analysis of the options considered for the estuary and our resulting proposals.

6.2.11 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Tables 6.3.1 and 6.3.2 below.

6.2.12 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 6.3.1 and columns 5b and 5c of table 6.3.2. Where these columns are left blank, we are making no such proposals, so the default

4 England Coast Path | Combe Martin to Marsland Mouth | CMM6: Taw Bridge, Barnstaple to Bideford Long Bridge

landward boundary applies. See the note relating to these columns above Tables 6.3.1 and 6.3.2 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.

6.2.13 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh/flat at the Taw-Torridge estuary.

6.2.14 Access to the saltmarsh/mudflat in the coastal margin of the Taw-Torridge estuary between the Taw Bridge (map CMM 6a) and Bideford Long Bridge (map CMM 6i) seaward of route sections CMM-6-S001 to CMM-6-S026 is to be excluded all year-round by direction under section 25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect where coastal access rights do not apply. See map CMM 6A and map E1 in the Overview for details.

6.2.15 The saltmarsh and flats in the Taw-Torridge estuary are uneven and wet underfoot and contain many creeks and channels, some of which would not be readily apparent to walkers and which can pose a significant risk. The RNLI has warned that due to the fast moving tides the majority of the foreshore in both estuaries is unsuitable for public access, apart from the publically used beach areas at Instow and Appledore.

6.2.16 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation.

6.2.17 This direction will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

Restriction of access at Home Farm Marsh

6.2.18 Access to the land in the coastal margin adjacent to route section CMM-6-S006 is to be excluded for people with dogs (except assistance dogs), all year-round by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000). This is to prevent disturbance to birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

6.2.19 The coastal margin at Home Farm Marsh west of Fremington Quay is important for birds throughout the year as a source of food and as a rest site. Part of it is designated as an SSSI for overwintering and passage birds and records also show the site is important year-round for a number of species that are susceptible to disturbance both overwintering and when breeding. This is explained in the Nature Conservation Assessment for the site which will be published alongside this report.

6.2.20 This direction will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

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

6.2.21 **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.

6.2.22 Column 3 of table 6.3.1 and column 4 of table 6.3.2 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 6c and CMM 6g as the proposed route of the trail.

6.2.23 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 6.3.1 or 6.3.2, the route is to be at the centre of the line shown on maps CMM 6a to CMM 6i as the proposed route of the trail.

Other future change:

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

There are proposals to redevelop the site of the former power station at East Yealland Marsh (map CMM 6e, landward of route section CMM-6-S008) into housing, retail and a business park.

Redevelopment plans for Clarence Wharf, Queen's Wharf and Brunswick Warf in Barnstaple Street, East-the-Water, Bideford (map CMM 6i, seaward of route section CMM-6-S025) were approved in 2014, but since then the site has remained derelict. The plans included a river front walkway as well as a marina, shops, restaurants, cafes and housing.

6.2.25 At this point we do not foresee any other 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:

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

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

6.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £12,650 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.

6.2.28 There are two main element to the overall cost:

- **New signs** - new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path. Any signs and information boards with outdated information about the existing route of the South West Coast Path would require replacement. New 'Coast Path' signs are proposed in key locations – at Fremington Quay (map CMM 6c), Marine Parade Instow (map CMM 6f) and East-the-Water (map CMM 6i). These will show coastal destinations further afield than the next headland/village. Several brass way-marker plates in the pavement at East-the-Water will need to be relocated. Any signs and information boards with outdated information about the existing route of the South West Coast Path would require replacement.

Information signs asking walkers to keep dogs under close control in the vicinity of important high tide water bird roosts will also be needed in a number of places (see table 6.2.7).

- **Fencing** - c.300m of fencing will be erected on the seaward side of the trail between Paige's Pill and the jetty to the north of Estuary Business Park (route section CMM-6-S008, map CMM 6e) to encourage walkers and dogs to stay on the path and not stray onto the salt marsh/mud flats where there is a high tide water bird roost (see table 6.2.7).

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	£8,500
Fencing at Yelland	£2,500
Project management	£1,650
Total	£12,650 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

6.2.31 We estimate that the annual cost to maintain the trail will be £3,015 (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 6.3: Proposals Tables

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

6.3.1 Details for sections that follow the existing South West Coast Path: Maps CMM 6a to CMM 6i – Taw Bridge, Barnstaple to Bideford Long Bridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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 6a & CMM 6b	CMM-6-S001	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-6-S002*	No	No	Path (landward edge)	Clarity and cohesion	
CMM 6c & CMM 6d	CMM-6-S003*	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-6-S004*	No	No	Path (landward edge)	Clarity and cohesion	
	CMM-6-S005	No	No	Bridge parapet (landward edge)	Clarity and cohesion	
	CMM-6-S006*	Yes - Normal	No	Path (landward edge)	Clarity and cohesion	

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	CMM-6-S007	No	No	Path (landward edge)	Clarity and cohesion	
CMM 6e	CMM-6-S008 to CMM-6-S009	No	No	Path (landward edge)	Clarity and cohesion	
CMM 6e	CMM-6-S010 to CMM-6-S011	No	No	Fence line	Clarity and cohesion	
CMM 6f	CMM-6-S012	Yes – see table 6.3.4	Sand dune			
	CMM-6-S013*	Yes – see table 6.3.4	No	Fence line	Clarity and cohesion	
	CMM-6-S014*	No	No	Hedge bank	Clarity and cohesion	
	CMM-6-S018	No	No	Pavement edge	Clarity and cohesion	
CMM 6g	CMM-6-S019	No	No	Pavement edge	Clarity and cohesion	
	CMM-6-S020	No	No			
	CMM-6-S021	No	No	Path (landward edge)	Clarity and cohesion	
CMM 6g to CMM 6i	CMM-6-S022	Yes - Normal	No	Path (landward edge)	Clarity and cohesion	
CMM 6i	CMM-6-S023*	No	No	Pavement edge	Clarity and cohesion	
	CMM-6-S024*	No	No			
	CMM-6-S026	No	No	Pavement edge	Clarity and cohesion	

6.3.2 Details for sections that differ from the existing South West Coast Path - Maps CMM 6f and CMM 6i: Instow Barton Marsh to The Quay (Instow) and Colley Moor Plantation to Bideford Long Bridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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 6f	CMM-6-S015*	Public footpath	No	No	Track (landward edge)	Clarity and cohesion	
	CMM-6-S016*	Public footpath	No	No	Track (landward edge)	Clarity and cohesion	
	CMM-6-S017*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
CMM 6i	CMM-6-S023*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
	CMM-6-S024*	Public highway	No	No			
	CMM-6-S025*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

**6.3.3 Other options considered - Maps CMM 6b, CMM 6c, CMM 6d, CMM 6f and CMM 6i:
Bickington to Bideford Long Bridge.**

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CMM 6b	CMM-6-S002	<p>We considered taking the trail on the foreshore around the headland at Penhill Point.</p> <p>We considered taking the trail around the 'seaward' field edges on the low cliff around the headland at Penhill Point.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ a route on the foreshore around Penhill Point would often be cut off at high tide, particularly on the eastern side. ■ views of the estuary on a 'field edge' route would be obscured by hedges ■ The proposed route is more direct ■ The headland would be available as spreading room as part of our proposals (with the exception of any fields in an arable rotation) <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 6c	CMM-6-S003 and CMM-6-S004	<p>We considered taking the trail around the seaward side of the playground/grassy areas at Fremington Quay</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the path around the seaward side of the playground/grassy areas is sometimes blocked by the ropes of moored craft ■ access on foot will still be available as the path will be in the coastal margin ■ this proposal is made with the support of the landowner <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 6c and CMM 6d	CMM-6-S006	We considered taking the trail around the seaward/estuary side of Home Farm Marsh	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the proposed route is well-maintained and the surface is suitable for all users. ■ a route on the foreshore at Home Farm Marsh would cause disturbance to water birds using the high tide roosts to the north east and north west of the site. ■ a route on the ‘inside’ of the fields adjacent to the estuary, following waymarked trails and tracks around Home Farm Marsh provides only occasional views of the estuary and is often very wet underfoot. ■ This proposals is made with the support of the land owner <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 6f	CMM-6-S013 to CMM-6-S017	We considered following the public footpath around the seaward side of the cricket ground at Instow.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the South West Coast Path used to follow the public footpath seaward of and below the cricket ground. However this route traverses over slippery rocks and is cut off at high tide. There are also high tide water bird roosts on the areas known as the Black Ground and Cool Stone immediately to the west of the cricket ground ■ this proposal is made with the support of the landowner <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 6i	CMM-6-S023 to CMM-6-S025	We considered retaining the trail along the Tarka Trail/South West Coast Path to the east of Barnstaple Street as far as Bideford Station	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there are fewer road crossings involved ■ there are no steps to negotiate ■ it is nearer to the sea and offers occasional sea views ■ amenities and visitor attractions in Bideford/East-the-Water will be signposted at suitable locations ■ this proposal is made with the support of the access authority <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.

6.3.4 Roll-back implementation – more complex situations: Map CMM 6f Instow Barton Marsh to The Quay (Instow)

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CMM 6f	CMM-6-S012 to CMM-6-S013	The Taw-Torridge estuary 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.

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 6.4: Proposals Maps

6.4.1 Map Index

Map reference	Map title
CMM 6a	Taw Bridge, Barnstaple to Bickington
CMM 6b	Bickington to Fremington Quay
CMM 6c	Fremington Quay to Home Farm Marsh
CMM 6d	Home Farm Marsh to East Yelland Marsh
CMM 6e	East Yelland Marsh to Instow Barton Marsh
CMM 6f	Instow Barton Marsh to The Quay (Instow)
CMM 6g	The Quay (Instow) to Westleigh
CMM 6h	Westleigh to Colley Moor Plantation
CMM 6i	Colley Moor Plantation to Bideford Long Bridge
Direction map CMM 6A	Proposed direction under S25A CROW - Taw-Torridge Estuary
Direction map CMM 6B	Proposed direction under S25A CROW - Taw-Torridge Estuary
Direction map CMM 6C	Proposed direction under S25A CROW - Taw-Torridge Estuary Proposed direction under S26(3)(a) CROW – Home Farm Marsh
Direction map CMM 6D	Proposed direction under S25A CROW - Taw-Torridge Estuary
Direction map CMM 6E	Proposed direction under S25A CROW - Taw-Torridge Estuary
Direction map CMM 6F	Proposed direction under S25A CROW - Taw-Torridge Estuary

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

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

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

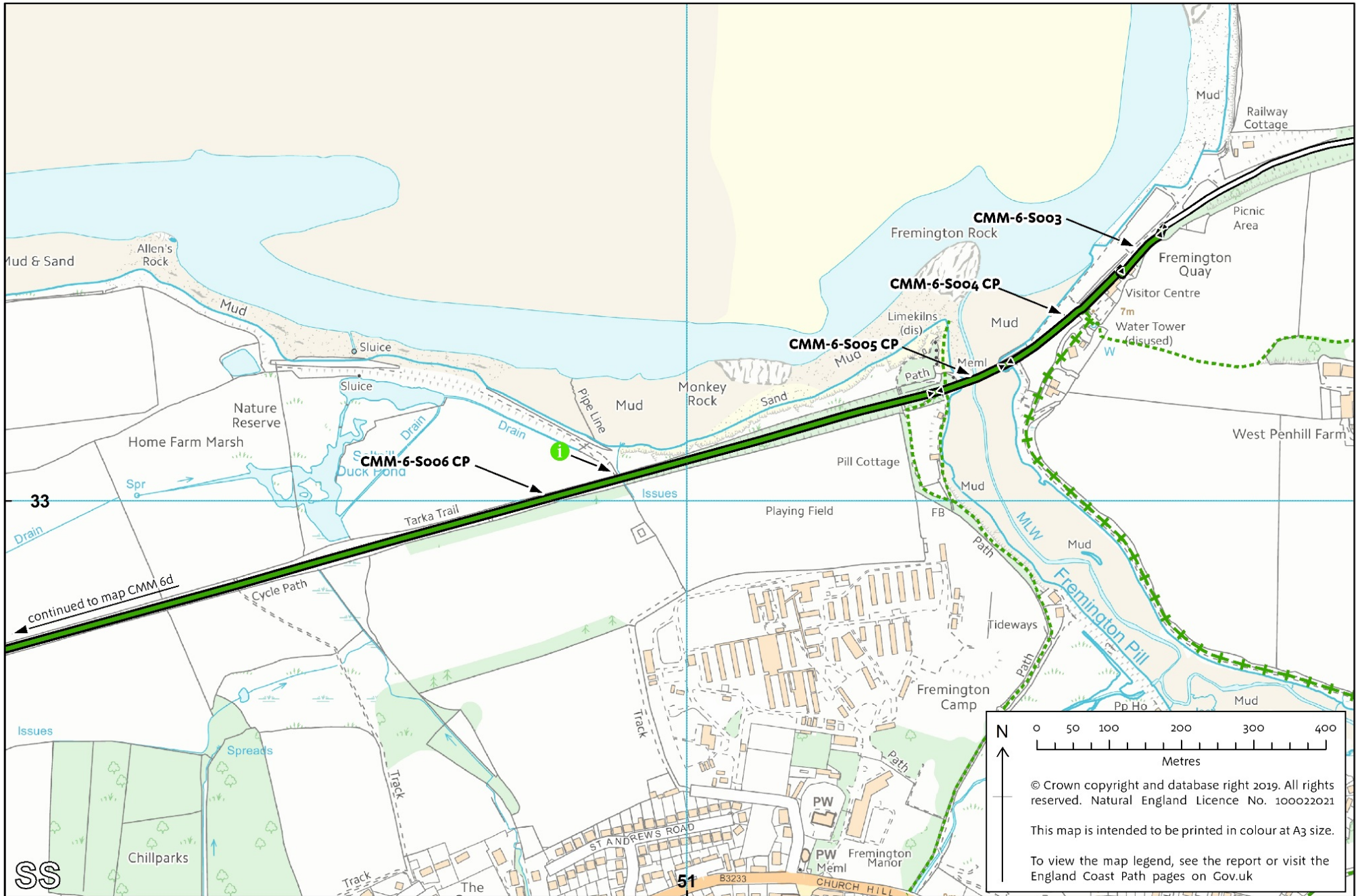
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

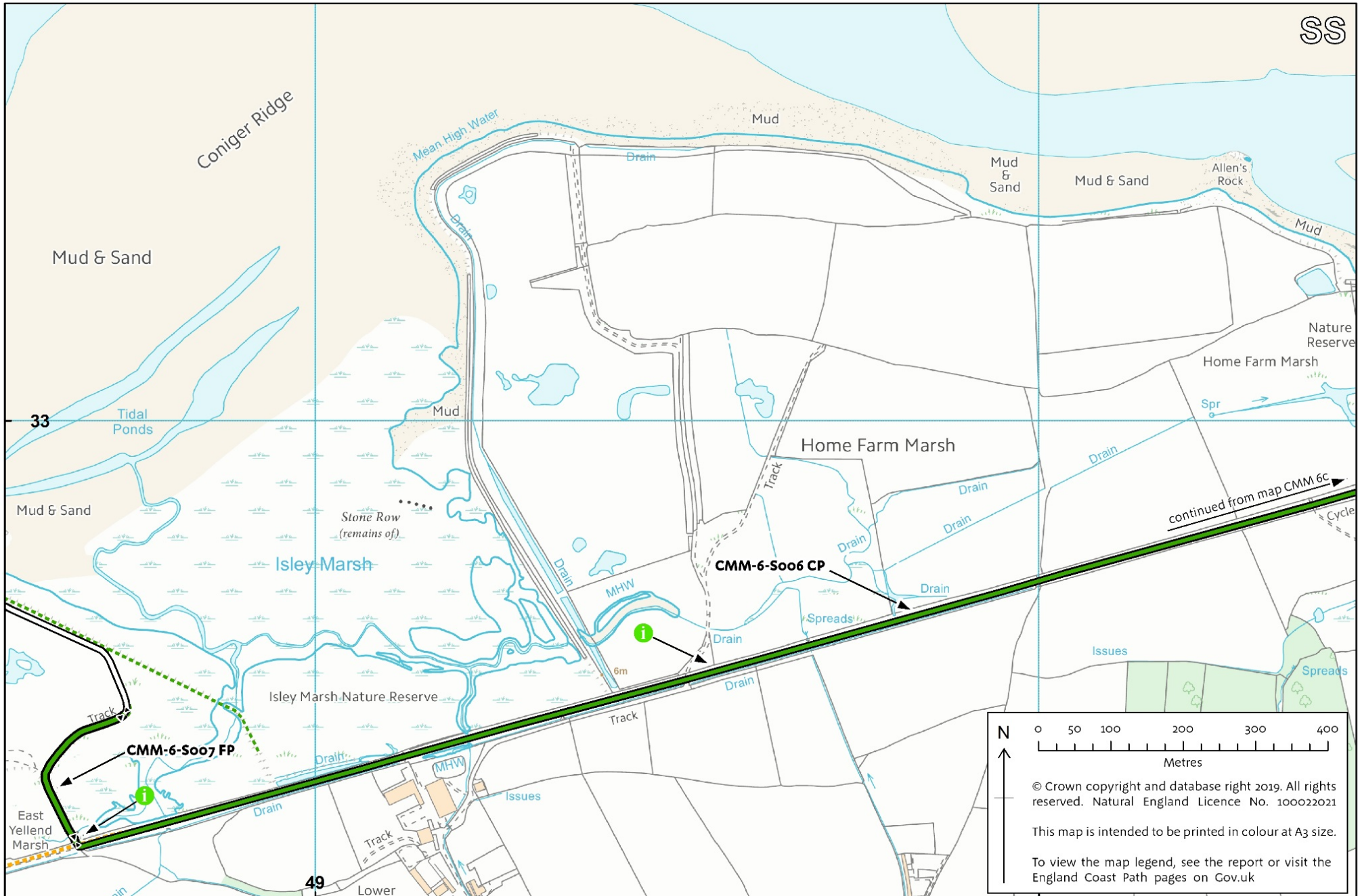
Infrastructure status

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

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

Map CMM 6c: Fremington Quay to Home Farm Marsh





N
↑

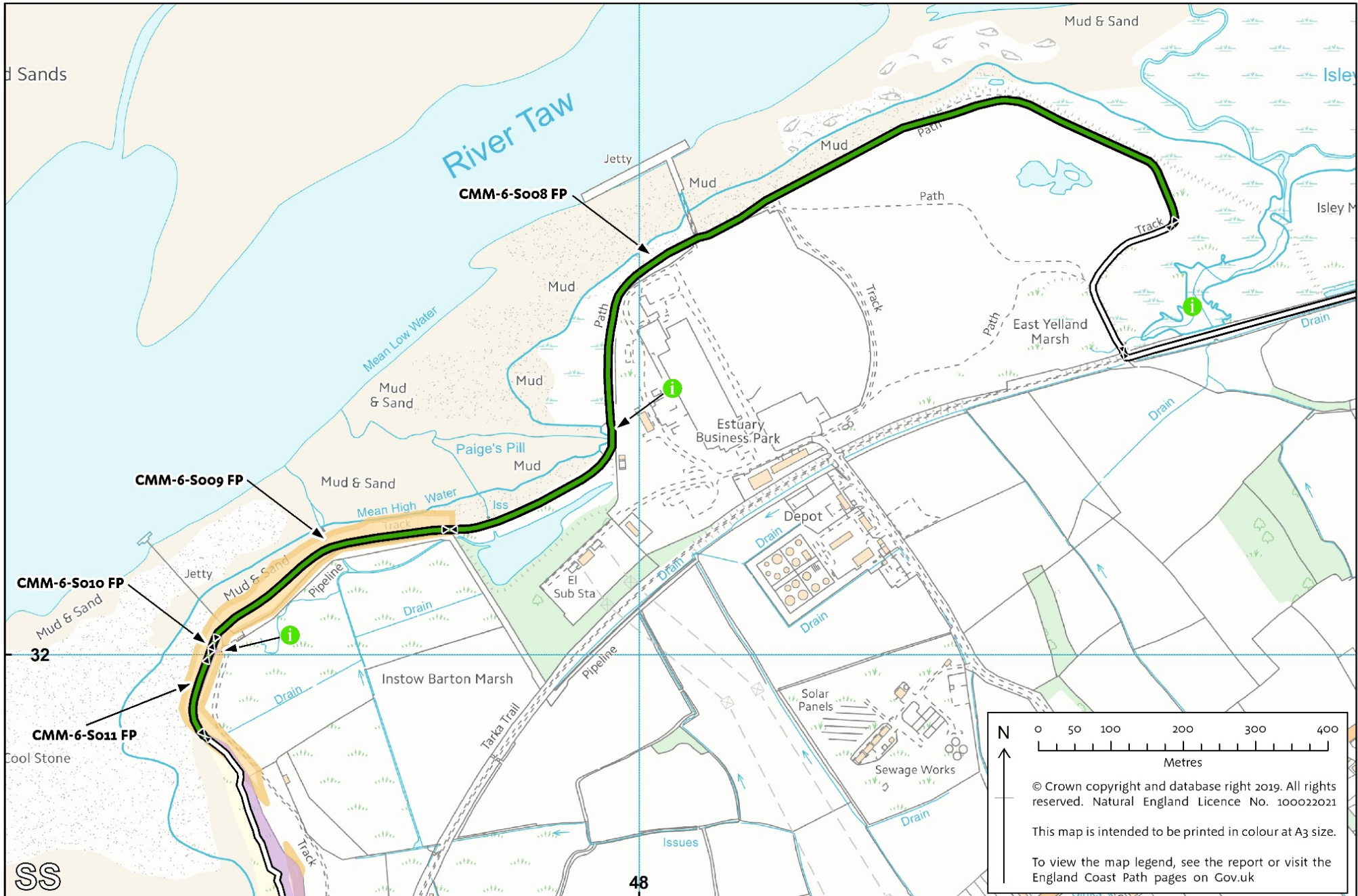
0 50 100 200 300 400
Metres

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

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

Map CMM 6e: East Yelland Marsh to Instow Barton Marsh



Map CMM 6e: East Yelland Marsh to Instow Barton Marsh

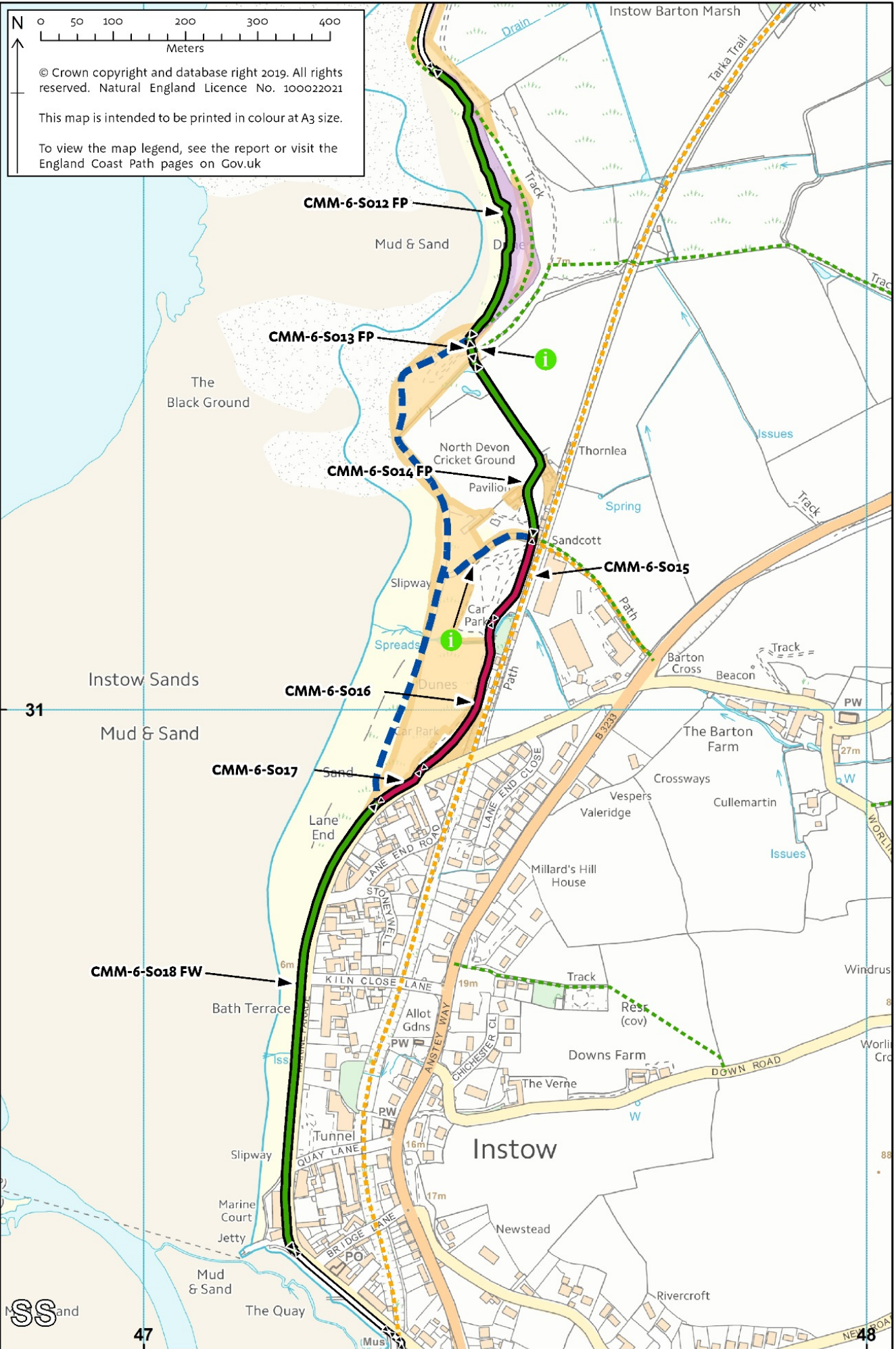
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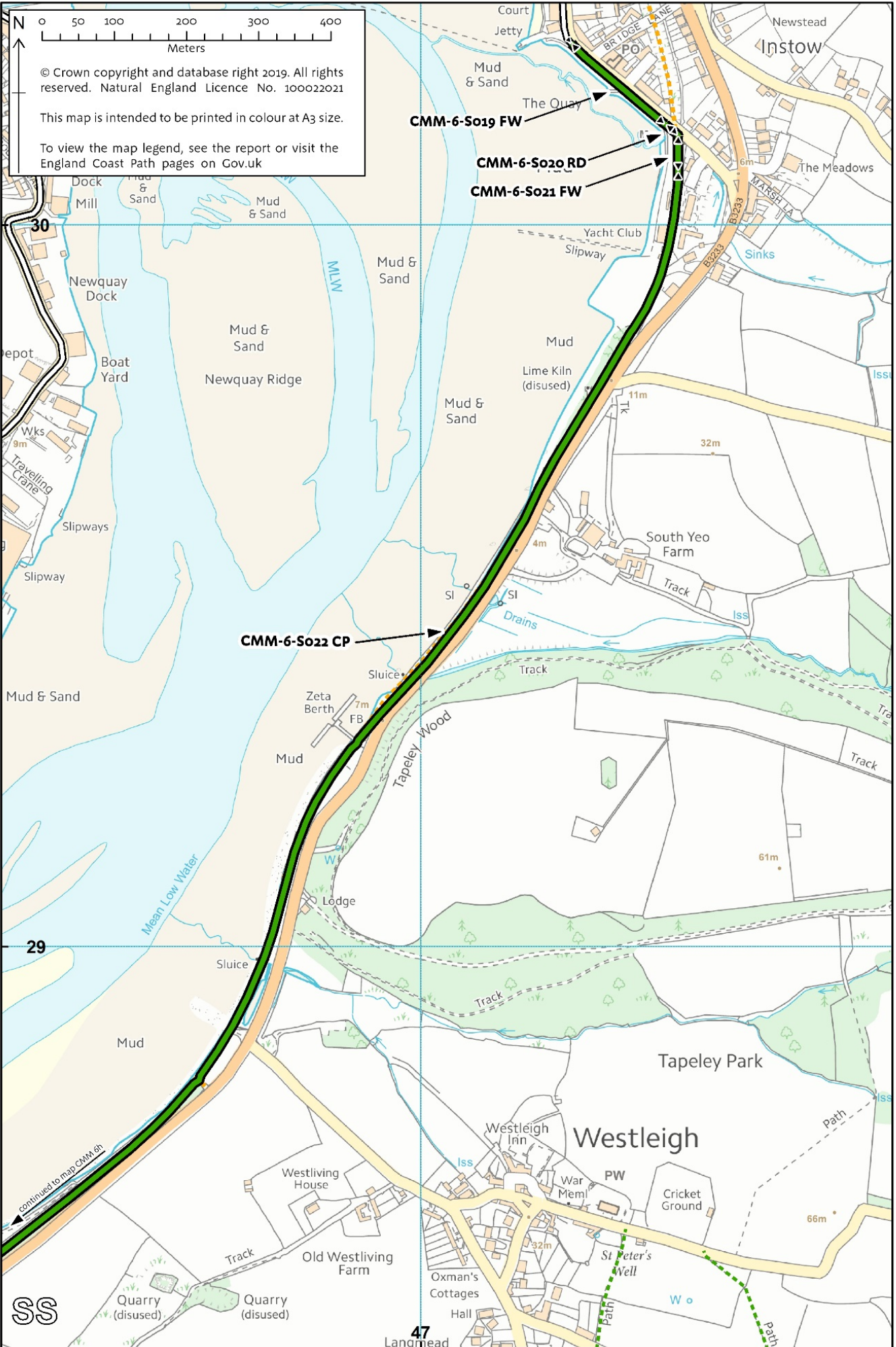
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Metres

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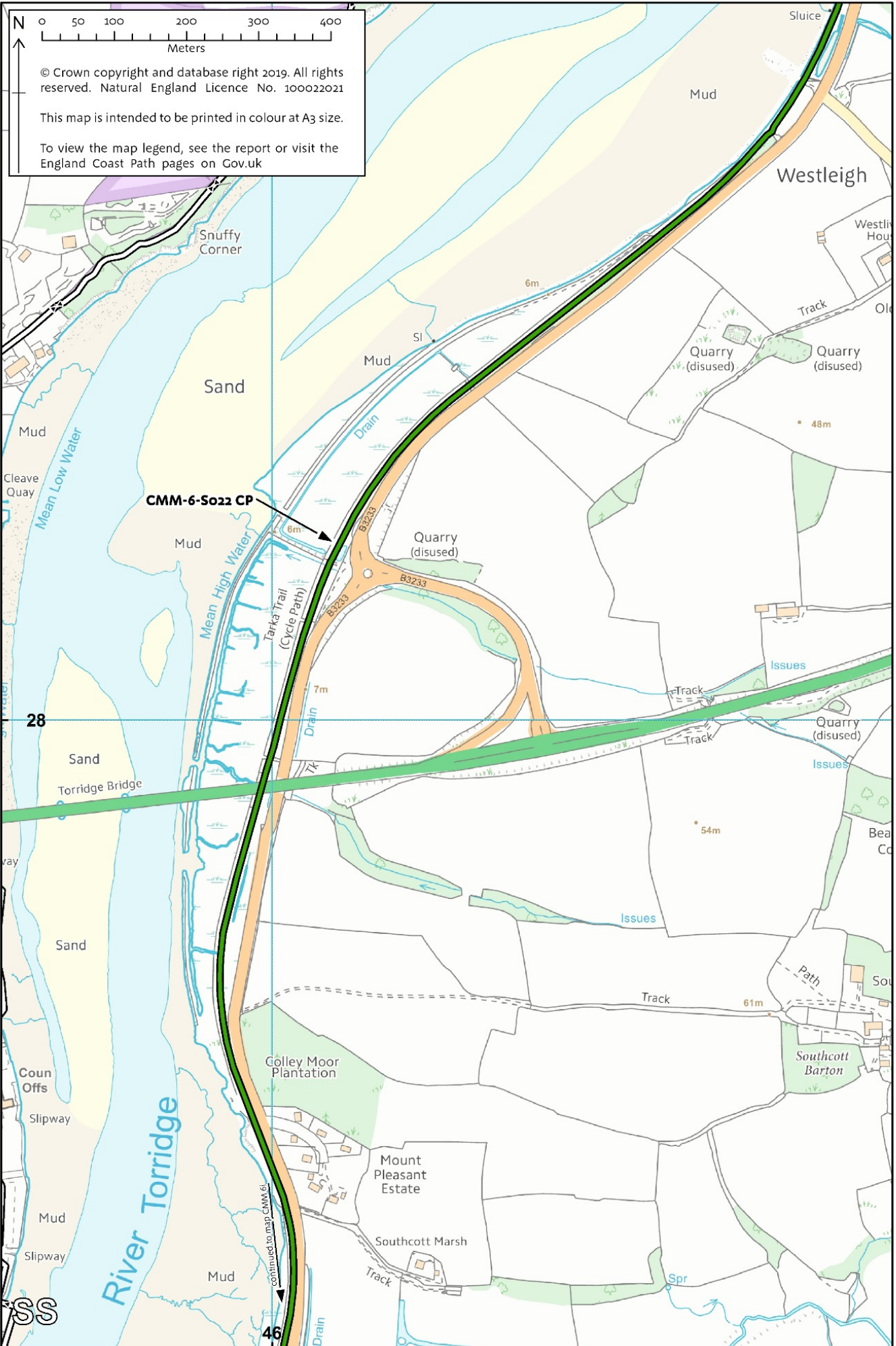
This map is intended to be printed in colour at A3 size.

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

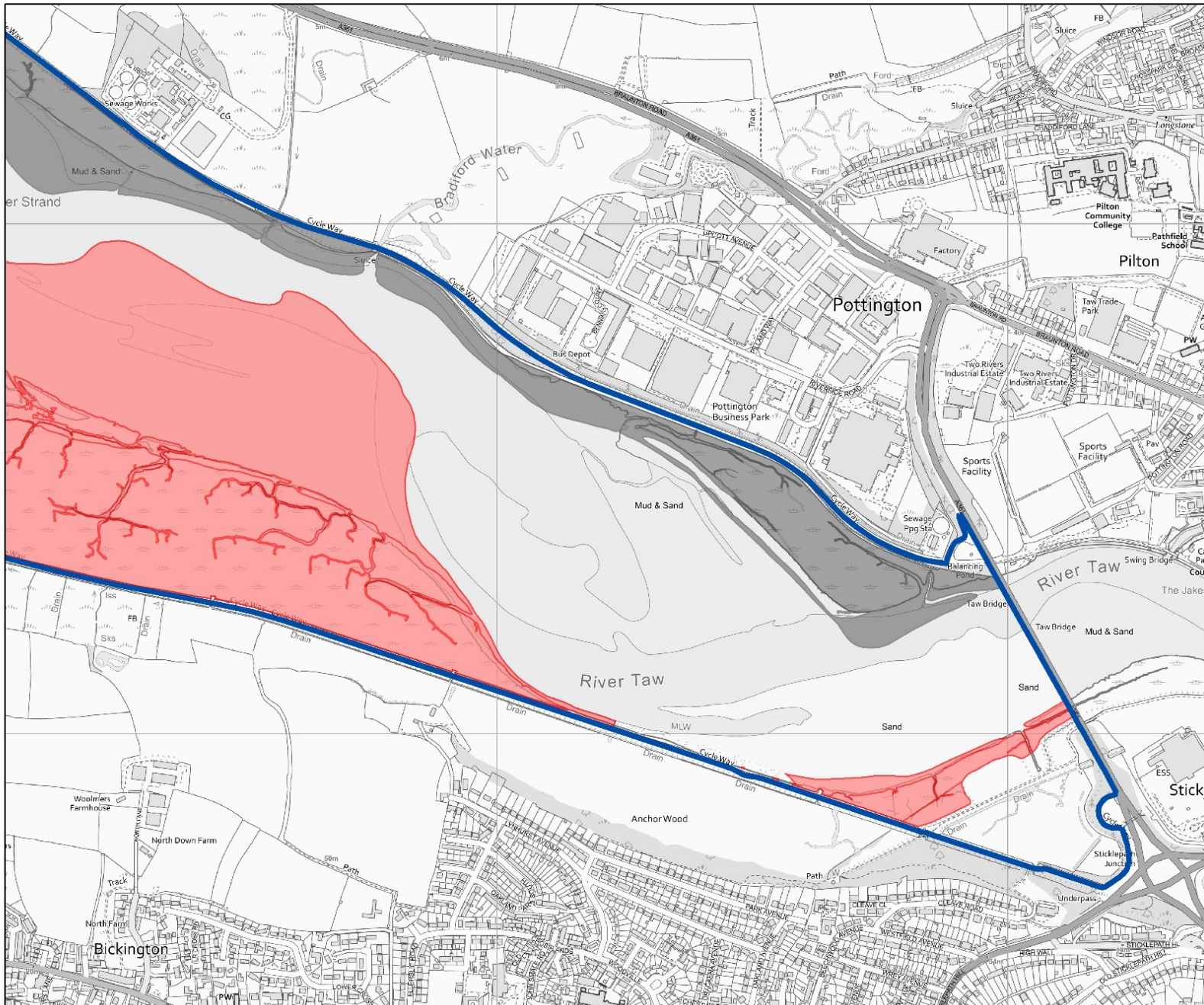




Map CMM 6g: The Quay (Instow) to Westleigh



Directions Map CMM 6A



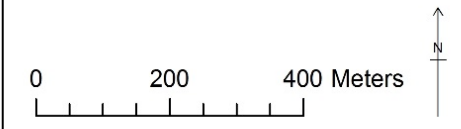
Trail Sections

— Proposed route

Restrictions

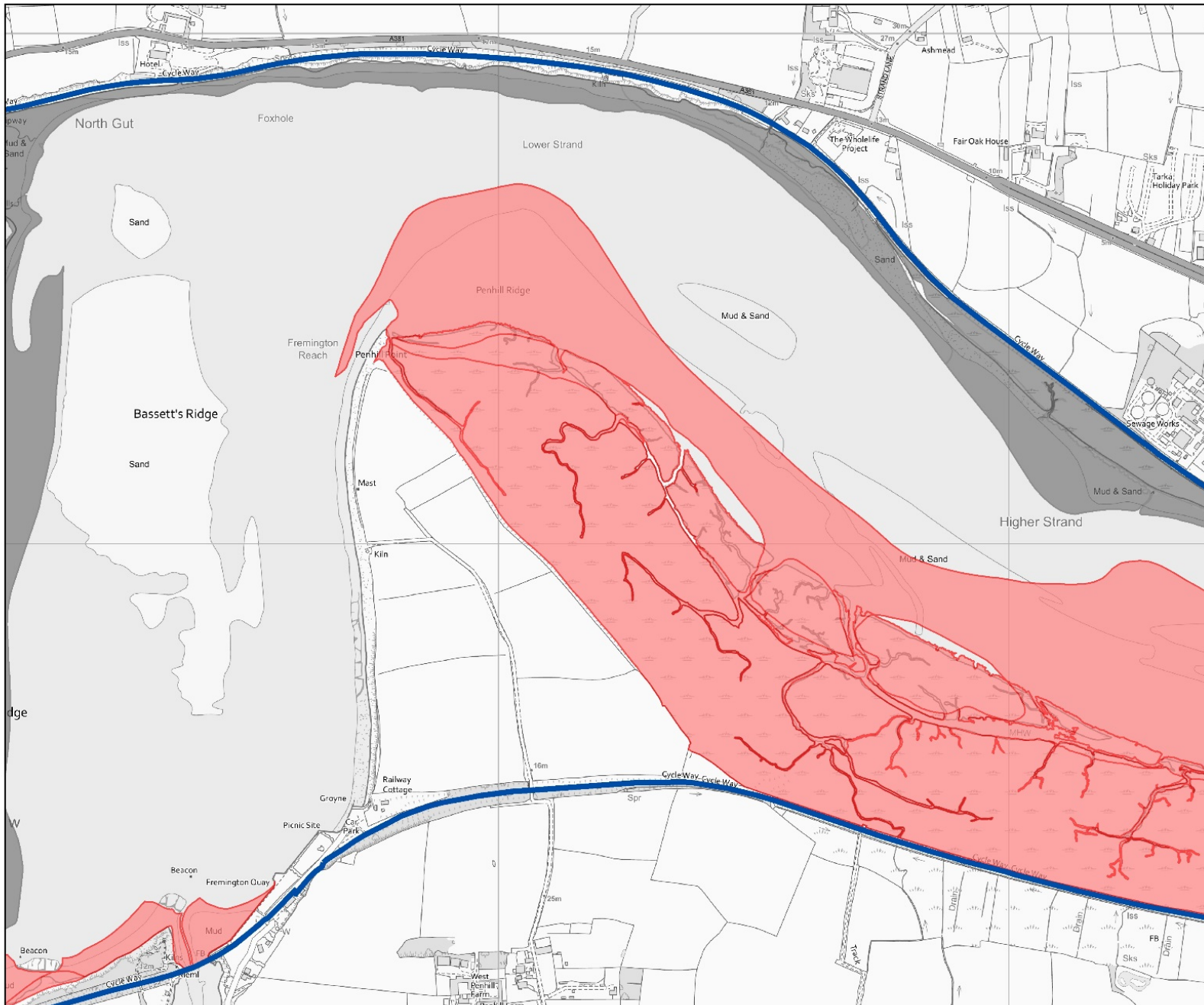
- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Directions shown in other CMM report

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Directions Map CMM 6B



Trail Sections

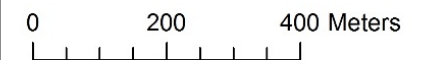
— Proposed route

Restrictions

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

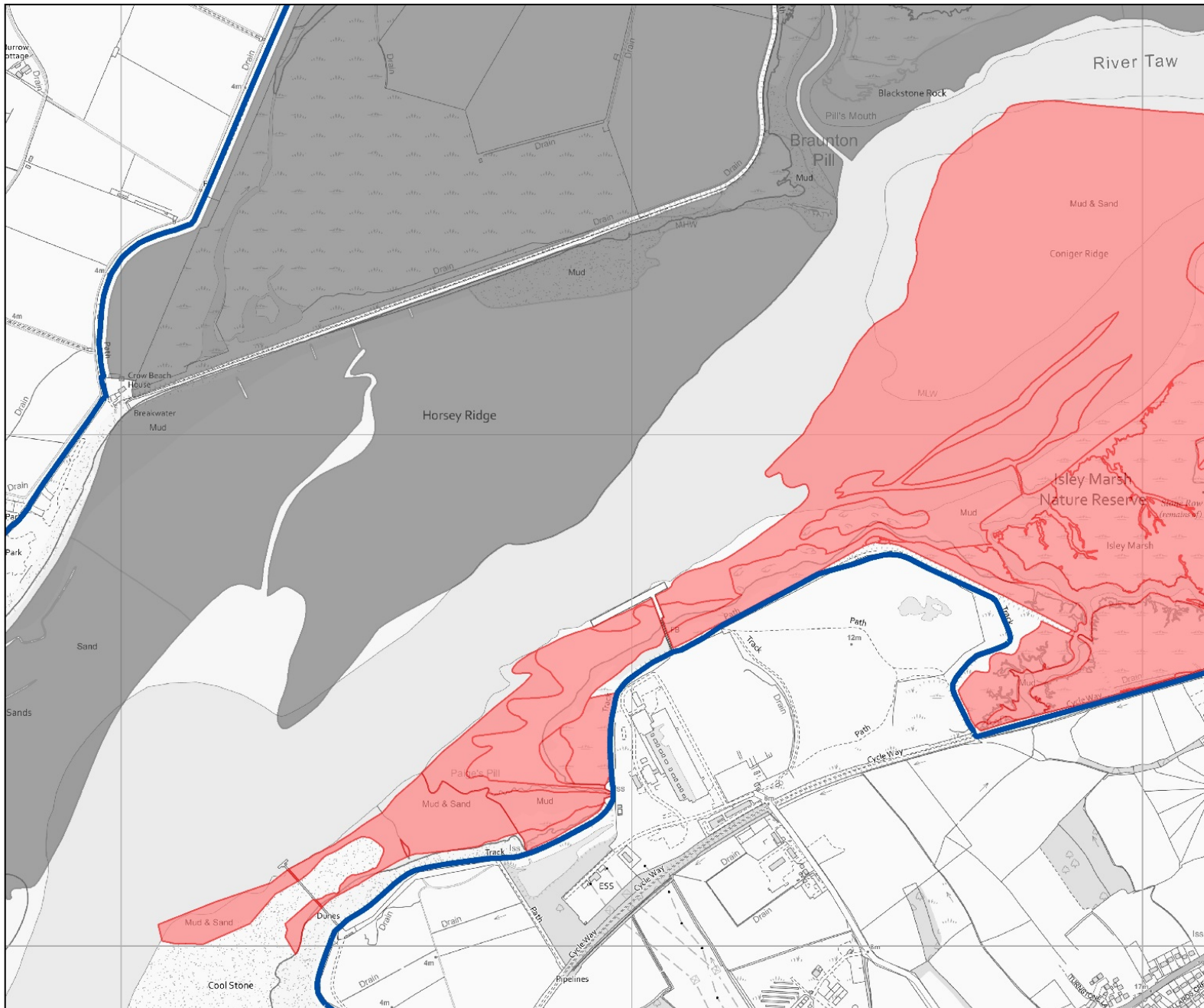
Directions shown in other CMM report

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Directions Map CMM 6D



Trail Sections

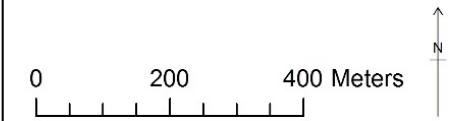
— Proposed route

Restrictions

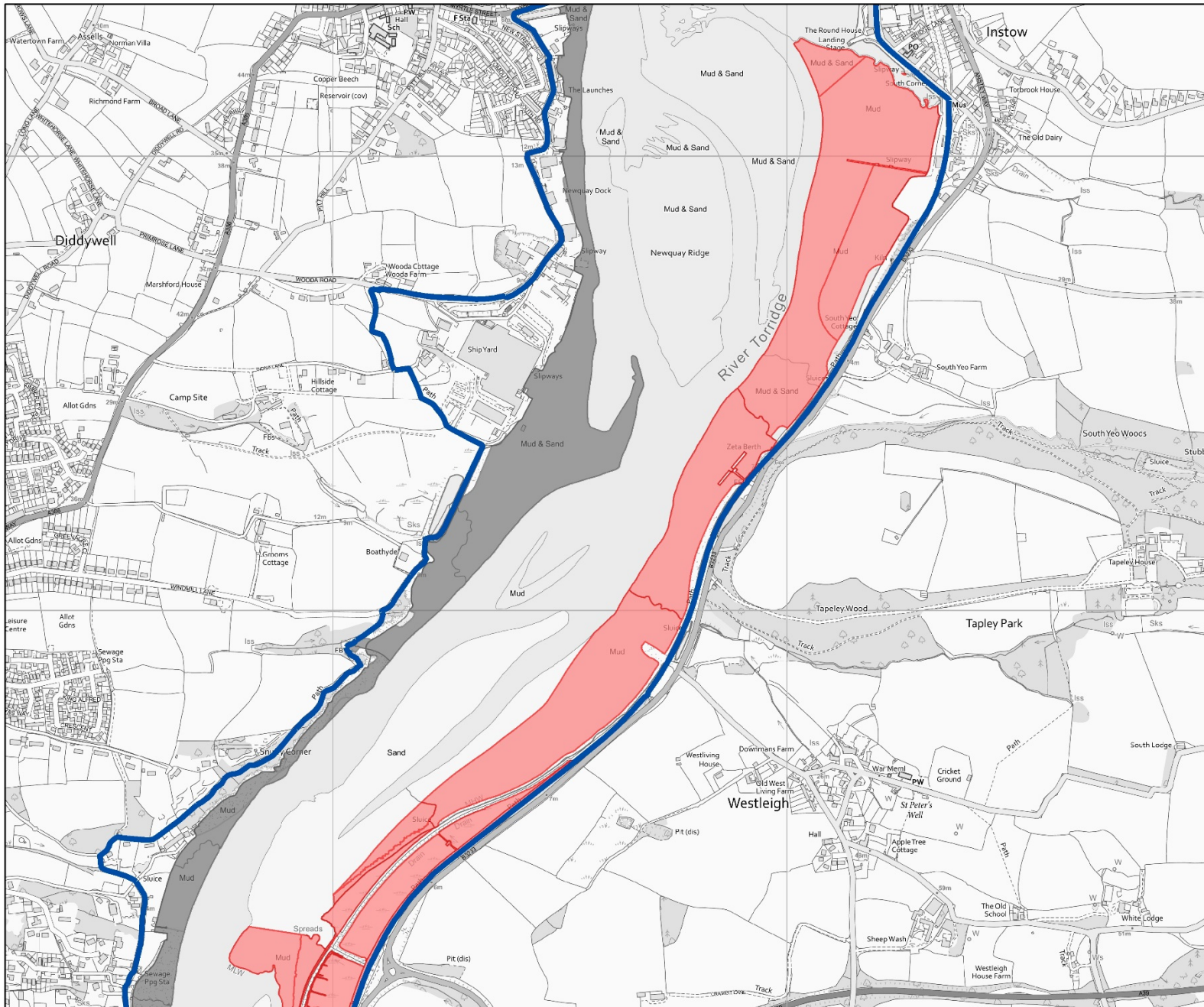
Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

Directions shown in other CMM report

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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Trail Sections

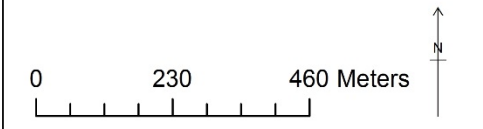
Proposed route

Restrictions

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

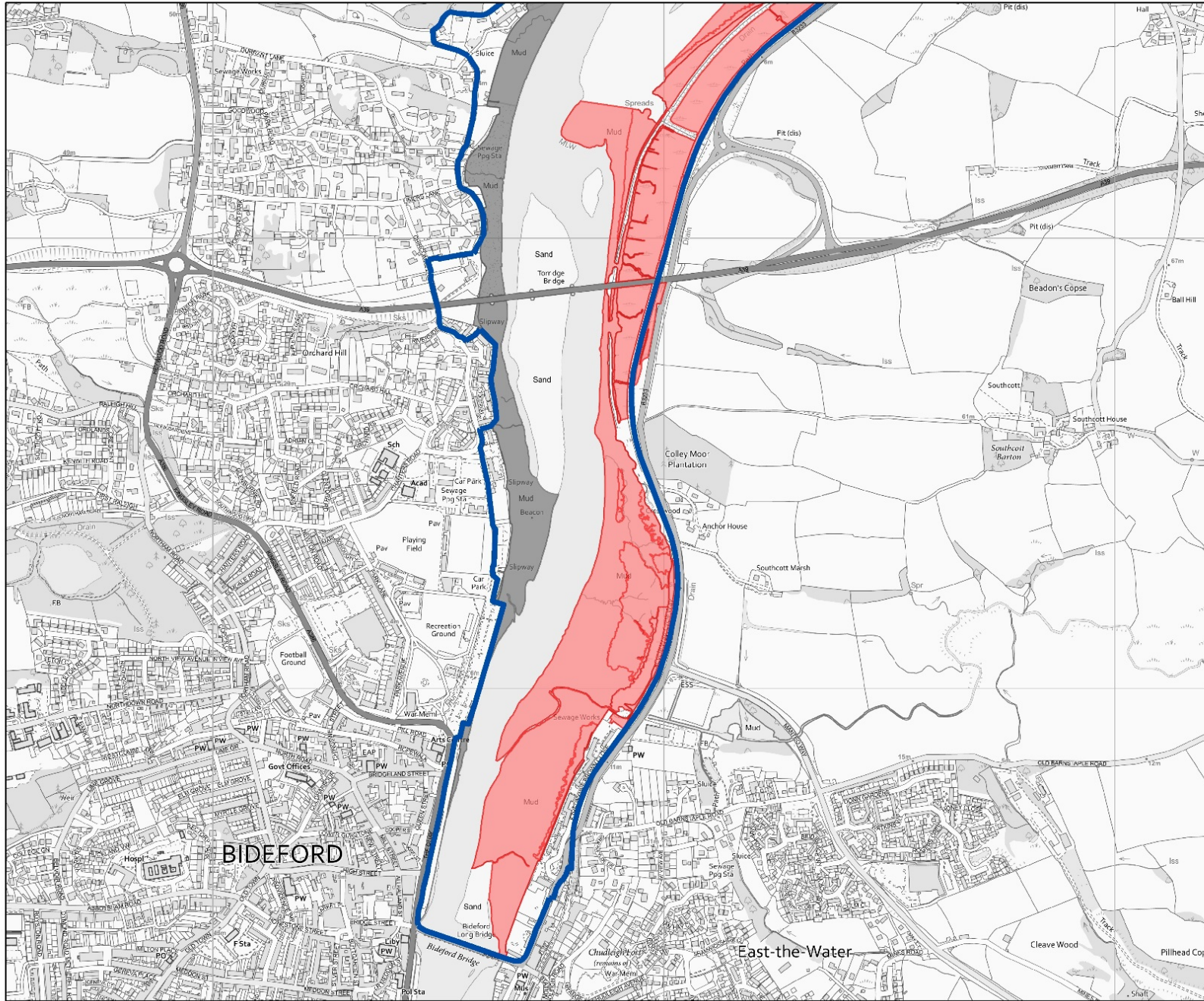
Directions shown in other CMM report

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Directions Map CMM 6F



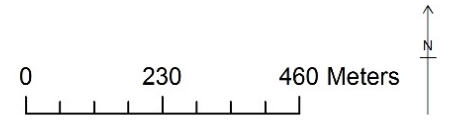
Trail Sections

Proposed route

Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round
- Directions shown in other CMM report

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.



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