



England Coast Path Stretch: Cremyll to Kingswear

Report CKW 5: Mothecombe Beach to the Avon Estuary

Part 5.1: Introduction

Start Point:	Mothecombe Beach (Grid reference SX 6095 4731)
End Point:	Avon Estuary (Grid reference SX 6661 4402)
Relevant Maps:	CKW 5a to CKW 5f

5.1.1 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 Mothecombe Beach and the Avon Estuary.

5.1.2 This report covers length CKW 5 of the stretch, which is the coast between Mothecombe Beach and the Avon Estuary at Cockleridge Ham. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

5.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length, including across the River Erme by fording on foot at low tide between the two slipways at Mothecombe and Wonwell, and by using an improved pedestrian ferry service across the River Avon. See maps CKW 5a to CKW 5f and table 5.3.1 below for more details.

5.2.2 Differs from the existing South West Coast Path at:

- Mothecombe Beach (route sections CKW-5-S001 and CKW-5-S002). This new route follows a line along the top of the sea wall to the landward side of the beach, allowing walkers to continue safely along the coast path during states of high tide. See map CKW 5a and table 5.3.2 below for more details.

5.2.3 Generally follows the coastline closely and maintains good views of the sea.

The South West Coast Path

5.2.4 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.

5.2.5 The following designated sites affect this length of coast:

- Erme Estuary Marine Conservation Zone (MCZ)
- Devon Avon Estuary Marine Conservation Zone (MCZ)
- Start Point to Plymouth Sound & Eddystone Special Area of Conservation (SAC)
- Erme Estuary Site of Special Scientific Interest (SSSI)

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

5.2.6 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.

5.2.7 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:

5.2.8 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 crosses the Erme Estuary between route sections CKW-5-S005 and CKW-5-S006. The estuary can only be crossed on foot by fording at low tide, when the water is generally no more than knee deep, although this can differ depending on weather and floodwater conditions (see map CKW 5a);
- The trail would follow an uneven grass or bare soil path along the cliff top between Westcombe Beach (CKW-5-S022) and Challaborough (CKW-5-S024);
- The trail is undulating, exposed and narrow in places with steep slopes for example near Hoist Point (CKW- 5-S018 and CKW-5-S019);
- There are steep gradients in places with steps, for example at Malthouse Point (CKW-5-S007 and CKW-5-S008) and Westcombe Beach (CKW-5-S019 to CKW-5-S020), where it would be necessary to ascend or descend the slopes.

5.2.9 At Mothecombe Beach (route sections CKW-5-S001 and CKW-5-S002) creation of the new path along the top of the flood wall and installation of new steps will make the route more accessible and less hazardous during high tide conditions (see map CKW 5a). Works will be undertaken, as part of the physical establishment works described below.

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

Where we have proposed exercising statutory discretions:

5.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Erme, 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 slipways at Mothecombe on the west bank and Wonwell on the east bank, where the river can be forded on foot at low tide. This alignment follows the existing South West Coast Path and is shown on map CKW 5a (between route sections CKW-5-S005 and CKW-5-S006).

5.2.11 This report also proposes that the trail should contain sections aligned on the estuary of the River Avon, 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 Avon ferry landing stage, as indicated by the extent of the trail shown on map CKW 5f. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal. It should be noted that report CKW 6 includes details of our proposals to align an alternative route around the Avon Estuary at times when the ferry service is not operational.

5.2.12 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 5.3.1 and 5.3.2 below

5.2.13 In some places, 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. See maps CKW 5b to 5e and table 5.3.1 below for more details.

5.2.14 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 5.3.1 and columns 5b and 5c of table 5.3.2. 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 5.3.1 and 5.3.2 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.

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

Mothecombe Beach

5.1.16 Dogs have been seasonally restricted at Mothecombe Beach for around 40 years to provide a family-friendly environment. These directions replicate the current management. The landowner currently excludes dogs from the beach between 1st May and 31st September and requests that dog owners keep their dog on a lead as they cross the beach on the South West Coast Path and the public footpath. The same landowner provides year-round access for people with dogs at the adjacent 'Coastguards' and 'Wonwell' beaches. See Directions Map CKW 5A for details:

5.1.17 Access to the land in the coastal margin at Mothecombe beach adjacent to route sections CKW-5-S001 to CKW-5-S002 is to be excluded to people with dogs (except assistance dogs) between 1st May and 31st September each year by direction under section s24 of the Countryside and Rights of Way Act (2000) for land management reasons. This exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

On the route sections CKW-5-S001 to CKW-5-S003 people will need to keep their dogs on leads between 1st May and 30th September each year by direction under section s24 of the Countryside and Rights of Way Act (2000) for land management reasons.

Burgh Island

5.1.18 Access to the land in the coastal margin in the south eastern part of Burgh Island, seaward of route section CKW-5-S033 to CKW-5-S034, is to be excluded all year-round by direction under section s24 of the Countryside and Rights of Way Act (2000) to prevent loss of income to Burgh Island Hotel. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply such as excepted land. See Directions Map CKW 5B for details.

5.1.19 The Burgh Island Hotel maintains the south eastern part of Burgh Island as a private area available exclusively to paying hotel guests and those hiring the hotel for private functions. Public access under the coastal access rights is not compatible with the commercial operation of the site.

5.2.20 **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.

5.2.21 Column 3 of table 5.3.1 and column 4 of table 5.3.2 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 CKW 5a to CKW 5f as the proposed route of the trail.

5.2.22 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 5.3.1 and 5.3.2, the route is to be at the centre of the line shown on maps CKW 5a to CKW 5f as the proposed route of the trail.

Other future change:

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

5.2.24 The route of the trail at the end of section CKW-5-S049 (see map CKW 5f) in this report incorporates the use of a ferry service across the mouth of the estuary between Cockleridge Ham and Bantham. This service is due to increase by the time the coastal access rights commence, to run all day throughout the year, except on Christmas Day, Boxing Day and during adverse weather conditions. In the future, should this enhancement not go ahead, or the ferry becomes less suitable for the purpose, or ceases altogether, 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. This may include reviewing the suitability of the alternative route detailed in report CKW 6.

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

Establishment of the trail:

5.2.25 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.

5.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £14,500 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.

5.2.27 There are two main elements to the overall cost:

- Works to create a new section of path at Mothecombe Beach (sections CKW-5-S001 and CKW-5-S002) accessible to the public at all states of the tide (see paragraphs 5.2.2 and 5.2.9 above). The path along the top of the wall will be widened and regraded and a new set of steps will be installed at the eastern end of the sea wall (see map CKW 5a)
- A number of new signs would be needed on the trail particularly on route sections where the proposed route differs from that of the existing South West Coast Path. New interpretation is also needed at the Mothecombe and Wonwell slipways to improve the information available for walkers fording the River Erme on foot (such as on river conditions and water levels).

More significant items of establishment works are shown on the relevant maps accompanying this report.

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

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
New route section	£13,000
Signs and interpretation	£1,500
Total	£14,500 (Exclusive of any VAT payable)

5.2.28 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:

5.2.29 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).

5.2.30 We estimate that the annual cost to maintain the trail will be £6,405 (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 5.3: Proposals Tables

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

5.3.1 Details for sections that follow the existing South West Coast Path – Maps CKW 5a to CKW 5f: Mothecombe Beach to Avon Estuary

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. ‘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 1.3.5’ 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
CKW 5a	CKW-5-S003	Yes - normal	No			
	CKW-5-S004	Yes – see table 5.3.4	No			
	CKW-5-S005* & CKW-5-S006*	Yes – see table 5.3.4	No	Path	Clarity and cohesion	
	CKW-5-S007	Yes – see table 5.3.4	No			
	CKW-5-S008	Yes – see table 5.3.4	No	Path	Clarity and cohesion	
	CKW-5-S009 & CKW-5-S010	Yes – see table 5.3.4	No			
CKW 5a	CKW-5-S011	Yes – see table 5.3.4	No	Fence line	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-5-S012	Yes – see table 5.3.4	No			
CKW 5b	CKW-5-S013	Yes – see table 5.3.4	No			
	CKW-5-S014	Yes – see table 5.3.4	No	Fence line	Additional landward area	
	CKW-5-S015	Yes - normal	No	Fence line	Additional landward area	
CKW 5c	CKW-5-S016	Yes - normal	No	Fence line	Additional landward area	
	CKW-5-S017	Yes - normal	No			
	CKW-5-S018	Yes - normal	No	Fence line	Clarity and cohesion	
	CKW-5-S019 to CKW-5-S021	Yes - normal	No			
	CKW-5-S022	Yes - normal	No	Fence line	Clarity and cohesion	
	CKW-5-S023	Yes - normal	No			
CKW 5d	CKW-5-S024	Yes - normal	No	Fence line	Additional landward area	
	CKW-5-S025	Yes – see table 5.3.4	No			
	CKW-5-S026 to CKW-5-S029	Yes – see table 5.3.4	No	Landward edge of road	Clarity and cohesion	
	CKW-5-S030	Yes – see table 5.3.4	No	Landward edge of track	Clarity and cohesion	
CKW 5e	CKW-5-S031	Yes – see table 5.3.4	No	Landward edge of track	Clarity and cohesion	
	CKW-5-S032	Yes – see table 5.3.4	No	Landward edge of road	Clarity and cohesion	
	CKW-5-S033 to CKW-5-S036	Yes – see table 5.3.4	No			
	CKW-5-S037	Yes – see table 5.3.4	No	Landward edge of track	Clarity and cohesion	
	CKW-5-S038	Yes – see table 5.3.4	No	Seaward edge of road	Additional landward area	
CKW 5e	CKW-5-S039 & CKW-5-S040	Yes – see table 5.3.4	No	Seaward edge of road		

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-5-S041	Yes – see table 5.3.4	No			
CKW 5f	CKW-5-S042	No	No			
	CKW-5-S043 & CKW-5-S044	No	No	Landward edge of track	Clarity and cohesion	
	CKW-5-S045	Yes - normal	No			
	CKW-5-S046 & CKW-5-S047	Yes – see table 5.3.4	No	Fence line	Clarity and cohesion	
	CKW-5-S048	Yes – see table 5.3.4	No			
	CKW-5-S049	Yes - normal				

5.3.2 Details for sections that differ from the existing South West Coast Path – Map CKW 5a: Mothecombe Beach to Redcove 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. ‘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 1.3.5’ 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	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 5a	CKW-5-S001*	Not an existing walked route	Yes - normal	No	Path	Clarity and cohesion	
CKW 5a	CKW-5-S002*	Not an existing walked route	Yes - normal	Yes - beach			

5.3.3 Other options considered – Maps CKW 5a to CKW 5f: Mothecombe Beach to Avon Estuary

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 5a	CKW-5-S005 and CKW-5-S006	Aligning the ordinary route around the Erme estuary to the first pedestrian crossing point on the A379 at Sequer's Bridge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ detours would be necessary in places where gardens and historic parkland extend to the river bank, including a large detour (over 2km inland) around the parkland at Flete House, which would make a truly waterside route around the estuary impossible to achieve. We were unable to negotiate a dedicated access strip through the historic parkland around Flete House and along the eastern bank of the estuary; ■ a detour around the historic parkland would necessitate having to take walkers along about 3km of the A379, a relatively narrow and fast main road without a pavement which borders the northern boundary of the Flete Estate. ■ there would be limited views of the estuary due to the woodland along the shoreline; ■ of the sensitivity of the nature conservation interest of the estuarine habitats and the habitat restoration work being undertaken. ■ aligning the ordinary route around the estuary would have resulted in a route that would have been far from the estuary in a number of places and included a disproportionate amount of coastal margin and costs. ■ we concluded that overall our proposals to follow the existing South West Coast Path struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme and achieved a fair balance for those owners of land a significant distance inland from the coast. It fulfils the core objective of the legislation to create a continuous route around the coast in a simple and cost effective way.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 5a	CKW-5-S001 and CKW-5-S002	We considered aligning the route at Mothecombe Beach to follow the more seaward alignment of the existing South West Coast Path across the middle of the beach.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is available and safe to use at all states of the tide whereas the more seaward existing route is cut off for over 2 hours either side of a high tide; ■ 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 5a	CKW-5-S001 and CKW-5-S002	We considered aligning the route at Mothecombe Beach to follow a path landward of the beach through an area of dunes	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea; ■ it provides a stable walking surface as opposed to walking through potentially unstable dunes; ■ 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.

5.3.4 Roll-back implementation – more complex situations – Maps CKW 5a to CKW 5f: Mothecombe Beach to Avon Estuary

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 5a	CKW-5-S004 to CKW-5-S012	Designated site (SSSI, SAC or SM)	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SM) 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.
CKW5b	CKW-5-S013 & CKW-5-S014		
CKW 5d to CKW 5f	CKW-5-S025 to CKW-5-S041	Buildings and residential areas at Challaborough and Bigbury-on-Sea	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc) we will choose a route landward of it, following discussions with owners and occupiers.
CKW 5f	CKW-5-S046 to CKW-5-S048	Buildings at Cockleridge and Cockleridge Point	If it is no longer possible to find a viable route seaward of the specified excepted land (eg. buildings, curtilage, gardens etc) we will choose a route landward of it, following discussions with owners and occupiers.

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

Part 5.4: Proposal maps

5.4.1 Map Index

Map reference	Map title
CKW 5a	Mothecombe Beach to Redcove Point
CKW 5b	Redcove Point to Freshwater
CKW 5c	Freshwater to Ayrmer Cove
CKW 5d	Ayrmer Cove to Bigbury-on-Sea
CKW 5e	Bigbury-on-Sea and Burgh Island
CKW 5f	Bigbury-on-Sea to Avon Estuary
Directions Map CKW 5A	Mothecombe Beach: Proposed direction under s24 CROW
Directions Map CKW 5B	Burgh Island: Proposed direction under s24 CROW

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

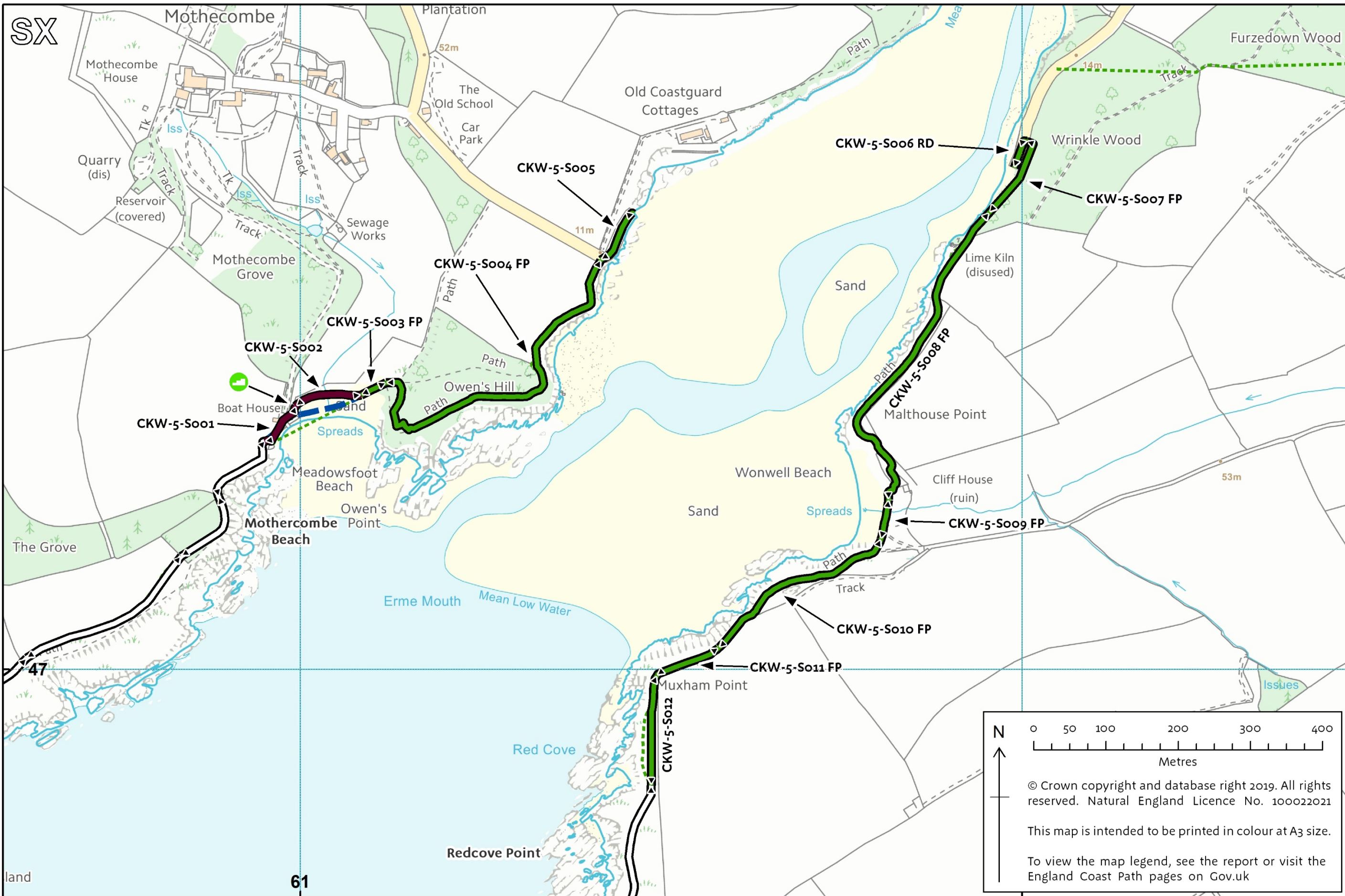
Miscellaneous:

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

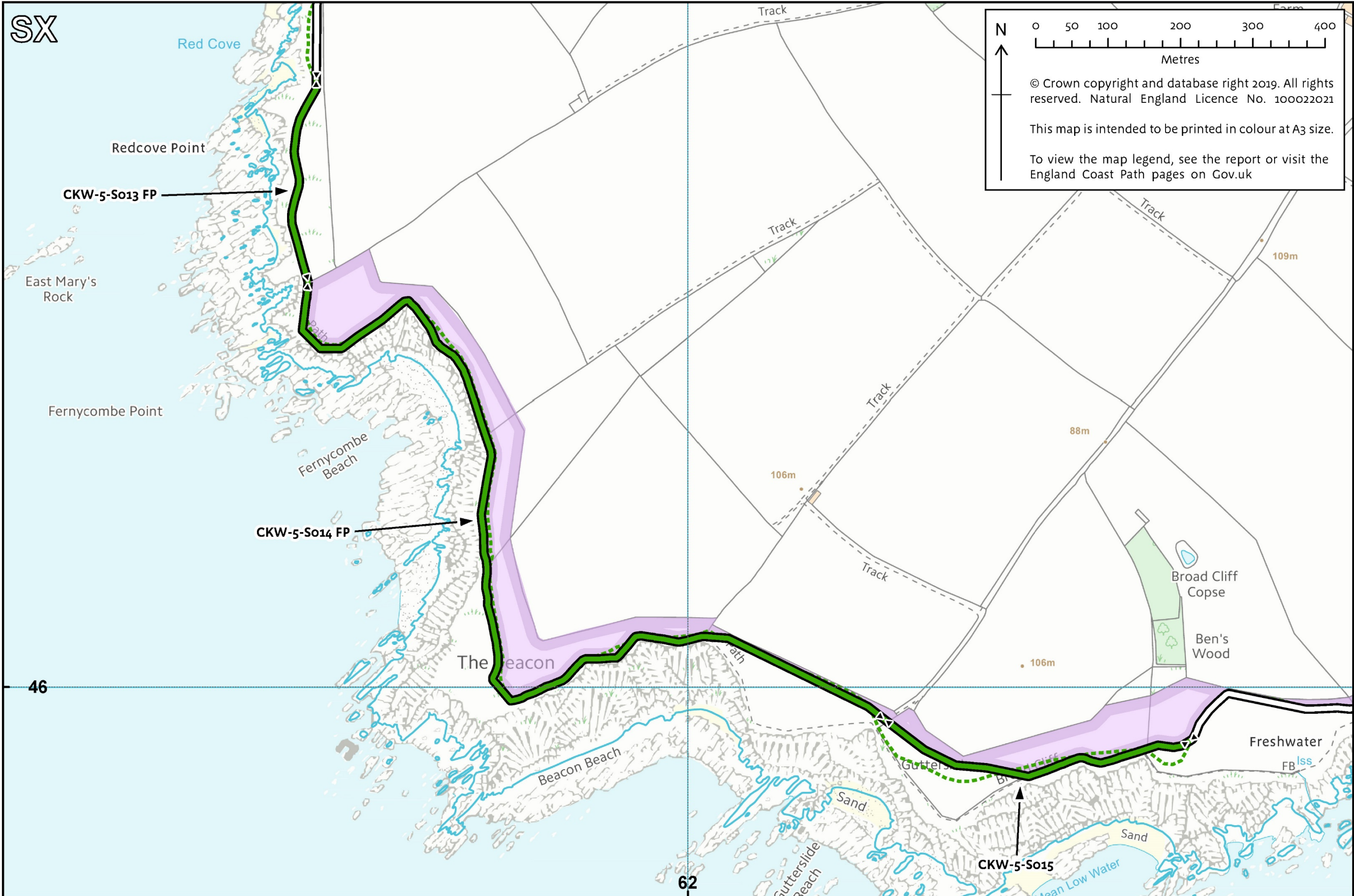
Infrastructure status

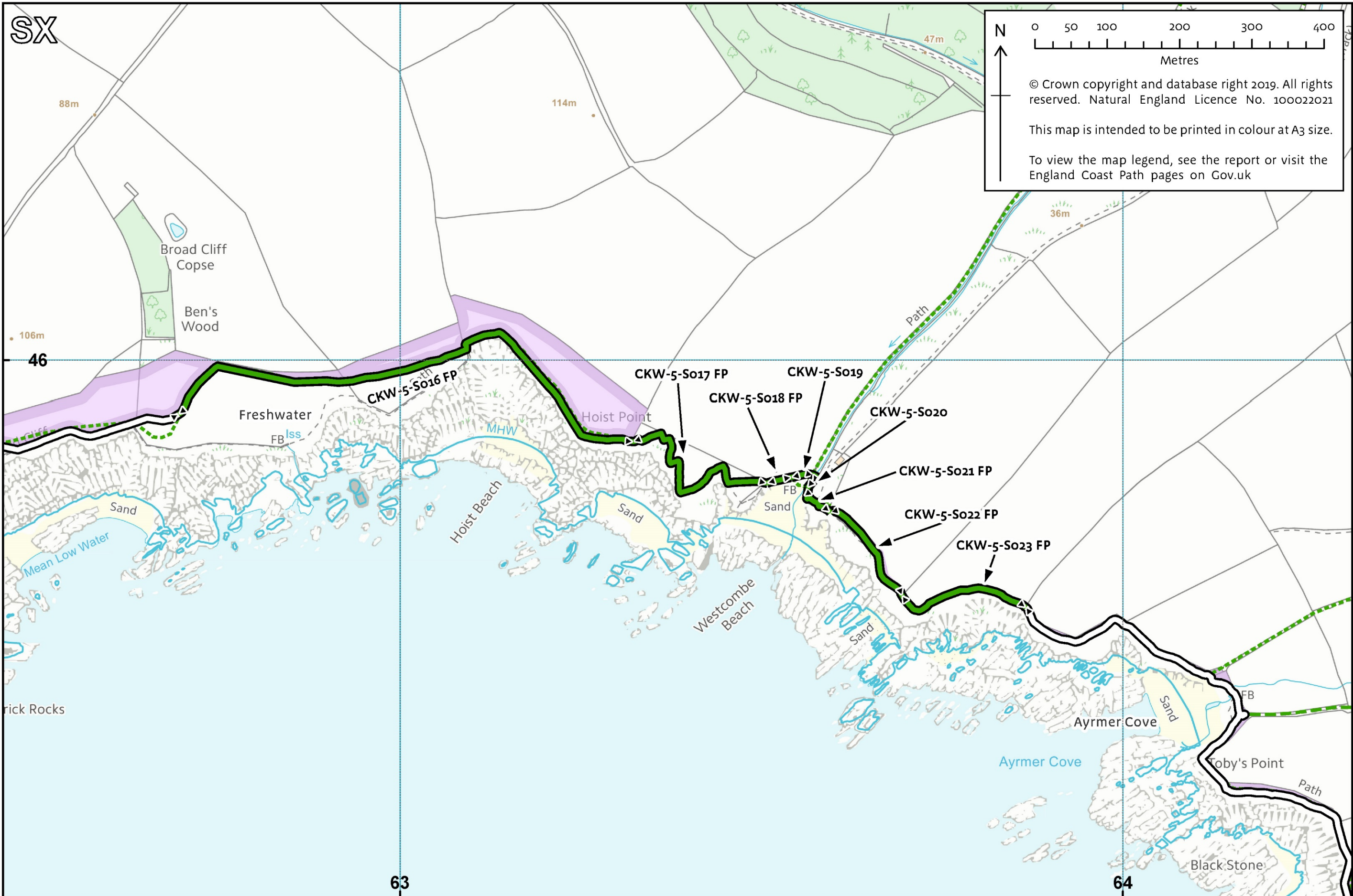
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

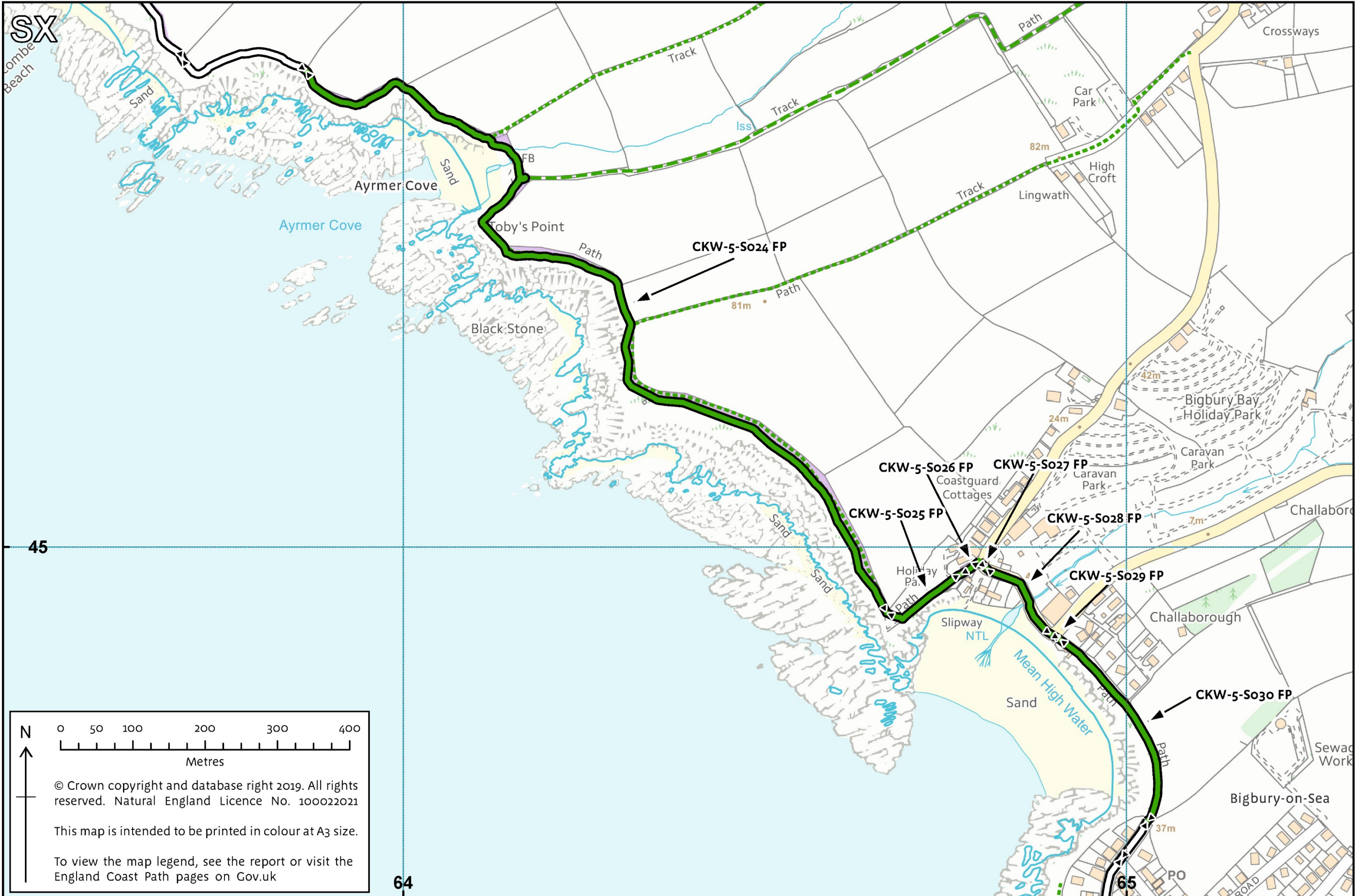


Map CKW 5a: Mothecombe Beach to Redcove Point





Map CKW 5c: Freshwater to Ayrmer Cove



N

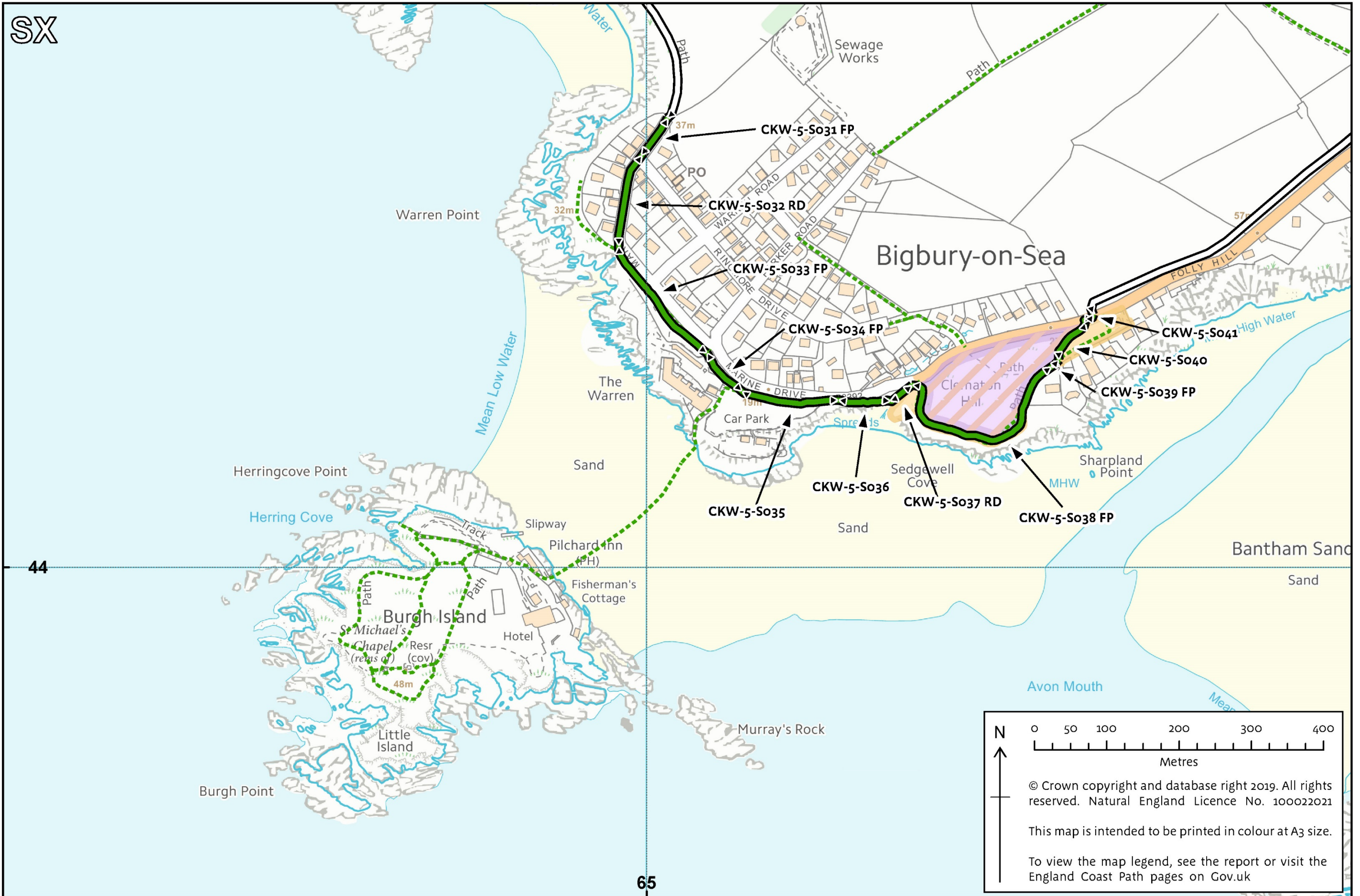
0 50 100 200 300 400

Metres

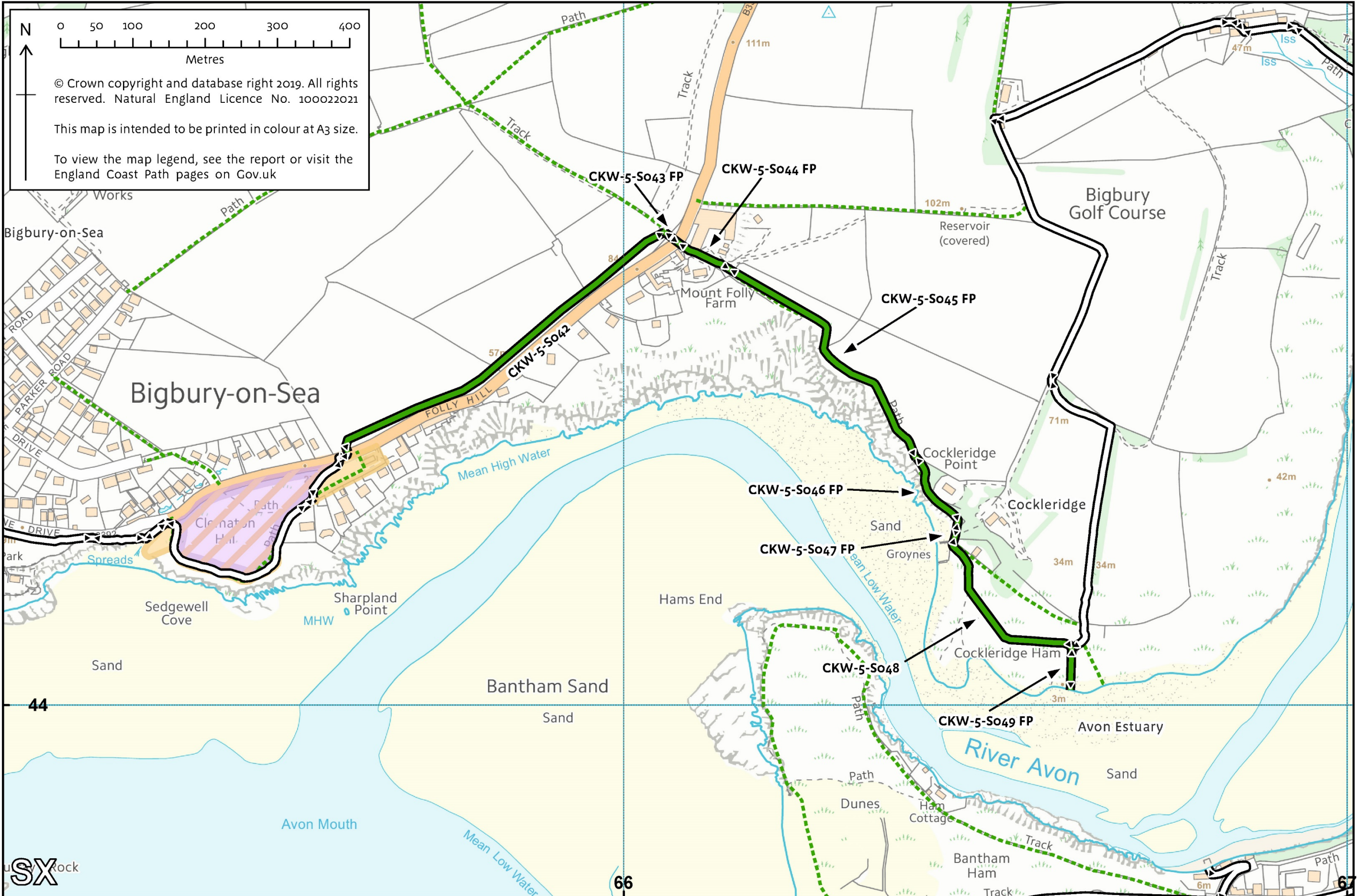
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This map is intended to be printed in colour at A3 size.

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



N
 0 50 100 200 300 400
 Metres
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Map CKW 5f: Bigbury-on-Sea to the Avon Estuary

