



England Coast Path Stretch: Cremyll to Kingswear

Report CKW 9: Torcross to Kingswear

Part 9.1: Introduction

Start Point:	Torcross (Grid reference SX 8233 4200)
End Point:	Kingswear (Grid reference SX 8785 5108)
Relevant Maps:	CKW 9a to CKW 9h

9.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Torcross and Kingswear.

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

9.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

9.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 9.2: Proposals Narrative

The trail:

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

9.2.2 Mostly follows the coastline closely and maintains good views of the sea apart from at Strete where the path passes inland through the village, at Matthew's Point where the path is landward of houses and fields, at Stoke Fleming where the route passes through the village and between Redlap and Warren Point where the route is landward of houses, gardens and arable fields.

9.2.3 Differs from the existing South West Coast Path between:

- Stoke Fleming and Redlap Lane (route sections CKW-9-S038 to CKW-9-S042). This new route follows a more seaward walked line between Church Road in the centre of Stoke Fleming and Redlap Lane west of Warren Point, via the public footpath and fields along Shady Lane. See maps CKW 9e and CKW 9f and table 9.3.2 below.

The South West Coast Path

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

Protection of the environment:

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

9.2.5 The following designated sites affect this length of coast:

- Lyme Bay and Torbay Special Area of Conservation (SAC)
- South Hams Special Area of Conservation (SAC)
- Slapton Ley Site of Special Scientific Interest (SSSI)
- Slapton Ley National Nature Reserve (NNR)
- Dartmouth Castle Scheduled Monument (SM)

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

9.2.6 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.

9.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information

about how we came to this conclusion see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the cliff top in many places, for example along the coast between Little Dartmouth and Deadmans Cove (route sections CKW-9-S045 to CKW-9-S048);
- The trail is undulating and exposed in places with steep slopes, for example at Landcombe Cove (route section CKW-9-S026);
- There are steep gradients in places with steps, for example at Strete Gate (route section CKW-9-S020), Blackpool Sands (route section CKW-9-S032) and at Dartmouth Castle (route section CKW-9-S057), where it would be necessary to ascend or descend the slopes.

9.2.9 To the east of Strete (route section CKW-9-S024) and south of Dartmouth Castle (route section CKW-9-S054) works will be undertaken, as part of the physical establishment works described below, to improve the drainage and surface condition of the path to make this area more accessible in wet conditions (see maps CKW 9d and CKW 9g).

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

Where we have proposed exercising statutory discretions:

9.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Dart, 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 Lower Ferry between Dartmouth and Kingswear, as indicated by the extent of the trail shown on map CKW 9h. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

9.2.11 **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 9.3.1 and 9.3.2 below.

9.2.12 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 9f and CKW 9g and table 9.3.1 below for more details.

9.2.13 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 9.3.1 and columns 5b and 5c of table 9.3.2. Where these columns are left blank, we are making no such proposals, so the default

landward boundary applies. See the notes relating to these columns above tables 9.3.1 and 9.3.2 explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

9.2.14 Restrictions and/or exclusions: Access to the land in the coastal margin adjacent to route sections CKW-9-S031 to CKW-9-S036 at Blackpool Sands is to be excluded to people with dogs (except assistance dogs) between 30th March and 28th October each year by direction under section s24 of the Countryside and Rights of Way Act (2000) for land management reasons. 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 9A for details.

9.2.15 Dogs have been excluded from Blackpool Sands, the carpark and beach curtilage for many years. It is a Blue Flag awarded beach and excluding dogs is a requirement of that award. Therefore public access for people with dogs is not compatible with the operation of this beach and this direction replicates the current management.

9.2.16 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. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct

response to such changes.

9.2.17 Column 3 of table 9.3.1 and column 4 of table 9.3.2 indicate where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps CKW 9a to CKW 9h as the proposed route of the trail.

9.2.18 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 9.3.1 and 9.3.2, the route is to be at the centre of the line shown on maps CKW 9a to CKW 9h as the proposed route of the trail.

Other future change:

9.2.19 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:

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

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

9.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £14,030 and is informed by:

- information already held by the access authority, Devon County Council, in relation to the management of the existing South West Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

9.2.22 There are two main elements to the overall cost:

- Works to create new sections of path between Stoke Fleming and Redlap Lane (route sections CKW-9-S038 to CKW-9-S042) including installation of a short set of steps, a pedestrian gate and fencing.
- Improvements to existing route sections (see point 9.2.9 above) to make the trail more accessible in wet conditions (route sections CKW-9-S024 and CKW-9-S054).

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

9.2.23 Some new signs will be needed on the trail, in particularly on route sections where the proposed route differs from that of 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 each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
New route sections	£9,430
Improvements to existing route sections	£2,300
Signs and interpretation	£2,300
Total	£14,030 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

9.2.26 We estimate that the annual cost to maintain the trail will be £6,713 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 9.3: Proposals Tables

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

9.3.1 Details for sections that follow the existing South West Coast Path – Maps CKW 9a to CKW 9h: Torcross to Kingsbridge

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 9a	CKW-9-S001 to CKW-9-S004	Yes – see table 9.3.4	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S005* & CKW-9-S006*	Yes – see table 9.3.4	No			
CKW 9b	CKW-9-S006* & CKW-9-S007*	Yes – see table 9.3.4	No			
	CKW-9-S008*	Yes – see table 9.3.4	No	Path	Clarity and cohesion	
CKW 9c	CKW-9-S009	Yes – see table 9.3.4	No	Path		
	CKW-9-S010	Yes - normal	No	Landward edge of road	Clarity and cohesion	
CKW 9c	CKW-9-S011	Yes - normal	No	Path	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-9-S012	Yes - normal	No	Landward edge of track	Clarity and cohesion	
	CKW-9-S013	Yes - normal	No	Path	Clarity and cohesion	
	CKW-9-S014 to CKW-9-S020*	Yes – see table 9.3.4	No	Path	Clarity and cohesion	
	CKW-9-S021*	No	No	Landward edge of road	Clarity and cohesion	
CKW 9d	CKW-9-S022*	No	No	Path	Clarity and cohesion	
	CKW-9-S023*	No	No	Landward edge of track	Clarity and cohesion	
	CKW-9-S024* & CKW-9-S025	No	No			
	CKW-9-S026*	Yes - normal	No			
	CKW-9-S027*	No	No	Wall	Clarity and cohesion	
	CKW-9-S028*	No	No			
	CKW-9-S029* & CKW-9-S030*	No	No	Landward edge of track	Clarity and cohesion	
	CKW-9-S031* to CKW-9-S034	No	No			
	CKW-9-S035	No	No	Path	Clarity and cohesion	
CKW 9e	CKW-9-S036	Yes - normal	No	Path	Clarity and cohesion	
	CKW-9-S037*	No	No	Landward edge of road	Clarity and cohesion	
CKW 9f	CKW-9-S043*	No	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S044* to CKW-9-S046	No	No	Fence line	Clarity and cohesion	
	CKW-9-S047	Yes - normal	No	Fence line	Additional landward area	
CKW 9g	CKW-9-S048*	Yes - normal	No	Fence line	Additional landward area	

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 9g	CKW-9-S049 to CKW-9-S051	No	No			
	CKW-9-S052	No	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S053	Yes - normal	No			
	CKW-9-S054	Yes - normal	No	Landward edge of track	Clarity and cohesion	
	CKW-9-S055	Yes - normal	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S056	No	No	Path	Clarity and cohesion	
	CKW-9-S057	No	No			
	CKW-9-S058	No	No	Path	Clarity and cohesion	
	CKW-9-S059	No	No	Landward edge of road	Clarity and cohesion	
CKW 9h	CKW-9-S060	No	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S061	No	No	Path	Clarity and cohesion	
	CKW-9-S062 & CKW-9-S063	No	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S064 to CKW-9-S067	No	No	Landward edge of pavement	Clarity and cohesion	
	CKW-9-S068 to CKW-9-S070	No	No	Landward edge of road	Clarity and cohesion	

9.3.2 Details for sections that differ from the existing South West Coast Path – Map CKW 9e: Blackpool Sands to Redlap Lane

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 9e	CKW-9-S038*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S039*	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
	CKW-9-S040*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
	CKW-9-S041*	Public footpath	No	No	Landward edge of track	Clarity and cohesion	
	CKW-9-S042*	Not an existing walked route	No	No			

9.3.3 Other options considered – Maps CKW 9a to CKW 9i: Kingsbridge Estuary to Torcross

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CKW 9a & CKW 9b	CKW-9-S005 to CKW-9-S008	We considered aligning the trail to the seaward side of the A379 road at Slapton Ley	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a more sustainable and secure location for the coast path should the shingle ridge and the road be affected by coastal erosion; ■ under our proposals, the beach 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 9c & CKW 9d	CKW-9-S020 to CKW-9-S024	We considered aligning the trail to the seaward side of the A379 and the village of Strete	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it was not possible to establish a route next to the coastline in this location due to presence of buildings and gardens that are classed as excepted land by Schedule 1 to the Countryside and Rights of Way Act 2000 ; ■ there was strong support from the local community for the coast path to continue to be aligned through the centre of the village to help maintain and support local businesses and following recent SWCP National Trail infrastructure improvements and reductions in the speed limit through the village; ■ 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 9d	CKW-9-S026	We considered aligning the trail along the field boundary to the landward side of the existing coast path to avoid a steep section at Landcombe Cove	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ under our proposals the land to the seaward side of the route would be available for people to use as part of the spreading room. There are options for users to ascend or descend the slope following a more gentle gradient within this area of spreading room;

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ it provides better views and is closer to the sea; ■ it follows the public right of way across the field; ■ 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 9d	CKW-9-S027 to CKW-9-S032	We considered aligning the trail further seaward at Matthew's Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it was not possible to establish a route adjacent to the coastline in this location due to buildings and gardens that are classed as excepted land by Schedule 1 to the Countryside and Rights of Way Act 2000; ■ it provides a better walking experience rather than being further down the hill on the landward side of the road, because it provides better views of the sea; ■ under our proposals, land seaward of the route (where not excepted) 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 9e	CKW-9-S037 to CKW-9-S039	We considered aligning the trail to the seaward side of the A379 at Stoke Fleming, through Overseas Estate	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids a busy stretch of the A379, without pavements or refuge points between the Estate and the village centre; ■ it provides a more convenient route for users to the village centre; ■ 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 9e	CKW-9-S039	We considered aligning the trail along a path through the churchyard at St Peter's Church, Stoke Fleming and along Coffin Walk to the A379	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ local community representatives desired the path to be aligned through the centre of the village and past the village shop to help maintain and support local businesses; ■ it provides the right balance in relation to privacy; ■ 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 9e	CKW-9-S039 to CKW-9-S042	We considered aligning the trail on the existing South West Coast Path (SWCP) along Bird Walk and Redlap Lane	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it provides a more coastal feel and provides a better walking experience because it is closer to the sea, with better coastal views and coastal sounds. The improved views are particularly from the fields between Shady Lane and Redlap Lane; ■ it uses a public footpath (Shady Lane) in a more seaward location; ■ it reduces the potential impact on the farmland included in the coastal margin – if the route of the England Coast Path were to follow the existing inland route of the SWCP along Redlap Lane, a significantly larger area (approx. 24ha) of farmland would fall within the coastal margin; ■ the inland route currently followed by the existing South West Coast Path along Bird Walk and Redlap Lane is over 600m from the coast in places. It is a public footpath or public highway and can still be used by anyone not wishing to follow the more seaward route; ■ 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 9e	CKW-9-S039 to CKW-9-S042	We considered aligning the trail along a route parallel to the western part of Redlap Lane, along the seaward side of the roadside hedge – to allow walkers to use an off-road, traffic free 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 closer to the sea with more coastal views, particularly from the fields between Shady Lane and Redlap Lane; ■ it reduces the potential impact on the farmland included in the coastal margin – if the route of the England Coast Path were to follow a parallel route adjacent to Redlap Lane, a significantly larger area of farmland would fall within the coastal margin; ■ it addresses the land use and land management requirements of the owners of the farmland through which the trail passes; ■ 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 9e	CKW-9-S039 & CKW-9-S040	We considered aligning the trail between the village centre and Shady Lane along a short stretch of the A379 and Chapel Lane	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids users having to walk along a narrow section of the A379 where there is no pavement alongside the road; ■ 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 9e	CKW-9-S040 to CKW-9-S042	We considered various options for aligning the trail through the fields between Shady Lane and Redlap Lane	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it takes a more seaward line and provides good views of the coast for most of its length through the fields; ■ it addresses the land use and land management requirements of the owners of the farmland through which the trail passes; ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the Coastal Access Scheme.
CKW 9e & CKW 9f	CKW-9-S042 to CKW-9-S045	We considered aligning the trail along the coast between the public footpath along Shady Lane and Warren Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it was not possible to establish a route adjacent to the coastline in this location due to areas of excepted land as set out in Schedule 1 to the Countryside and Rights of Way Act 2000 (buildings, curtilage, gardens etc) - which extend as far as the cliff The owners do not wish to voluntarily dedicate a suitable permanent route through the excepted area in question; ■ 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 9f	CKW-9-S044 & CKW-9-S045	We considered aligning the trail to the seaward side of the arable fields east of Redlap Farm and Redlap House	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it uses an existing public footpath between the car park at Little Dartmouth and Warren Point with views of the sea along part of its length; ■ it doesn't require any additional infrastructure nor the removal of any hedgerow vegetation; ■ 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 9g	CKW-9-S048	We considered aligning the trail along a public footpath to the seaward side of the existing South West Coast Path at Compass Cove	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the seaward route would necessitate reinstating a footbridge which would be expensive to replace and its long term future would be in doubt due to coastal processes; ■ under our proposals, land seaward of the route would remain available for people to use as part of the spreading room, but would not form part of the designated trail; ■ we concluded that overall the proposed route struck the best balance in terms of

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			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.

9.3.4 Roll-back implementation – more complex situations – Maps 9a to 9c: Torcross to Strete

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CKW 9a	CKW-9-S001 to CKW-9-S004	Buildings at Torcross	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 9a	CKW-9-S005 to CKW-8-S009	Slapton Ley SSSI	If due to future coastal processes it is no longer possible to find a viable route seaward of Slapton Ley we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will be routed landward of it
CKW 9a to CKW 9c	CKW-9-S001 to CKW-9-S020	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.
CKW 9c	CKW-9-S014 to CKW-9-S020	Houses and gardens at Strete Gate buildings	If it is no longer possible to find a viable route seaward of the specified excepted land we will choose a route landward of it, following discussions with owners and occupiers.

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

Part 9.4: Proposal maps

9.4.1 Map Index

Map reference	Map title
CKW 9a	Torcross to Slapton Ley (Lower Ley)
CKW 9b	Slapton Ley (Lower Ley) to Slapton Ley (Higher Ley)
CKW 9c	Slapton Ley (Higher Ley) to Strete
CKW 9d	Strete to Blackpool Sands
CKW 9e	Blackpool Sands to Redlap Lane
CKW 9f	Redlap Lane to Willow Cove
CKW 9g	Willow Cove to Dartmouth Castle
CKW 9h	Dartmouth Castle to Kingswear
Directions Map CKW 9A	Blackpool Sands: 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

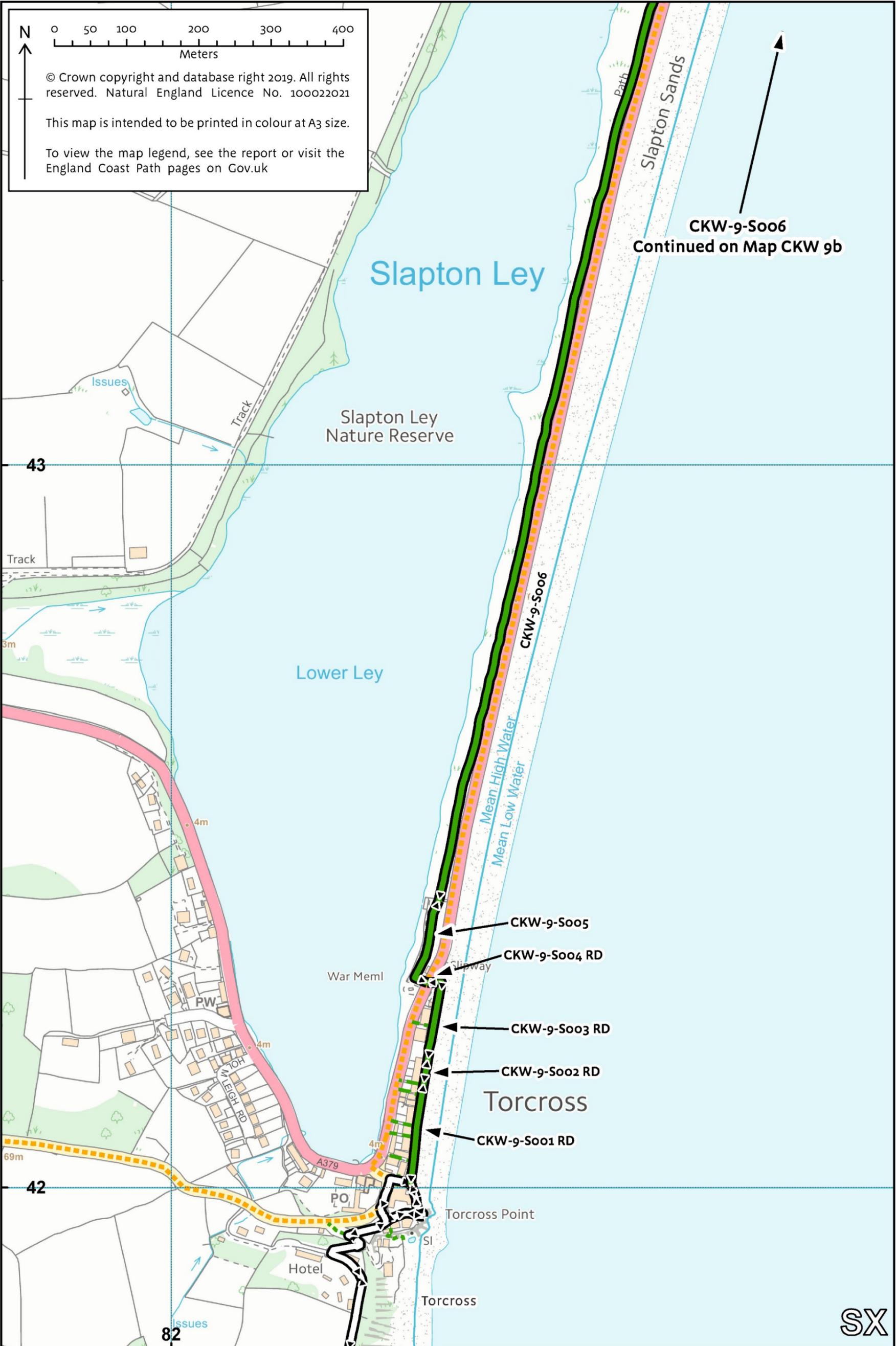
Miscellaneous:

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

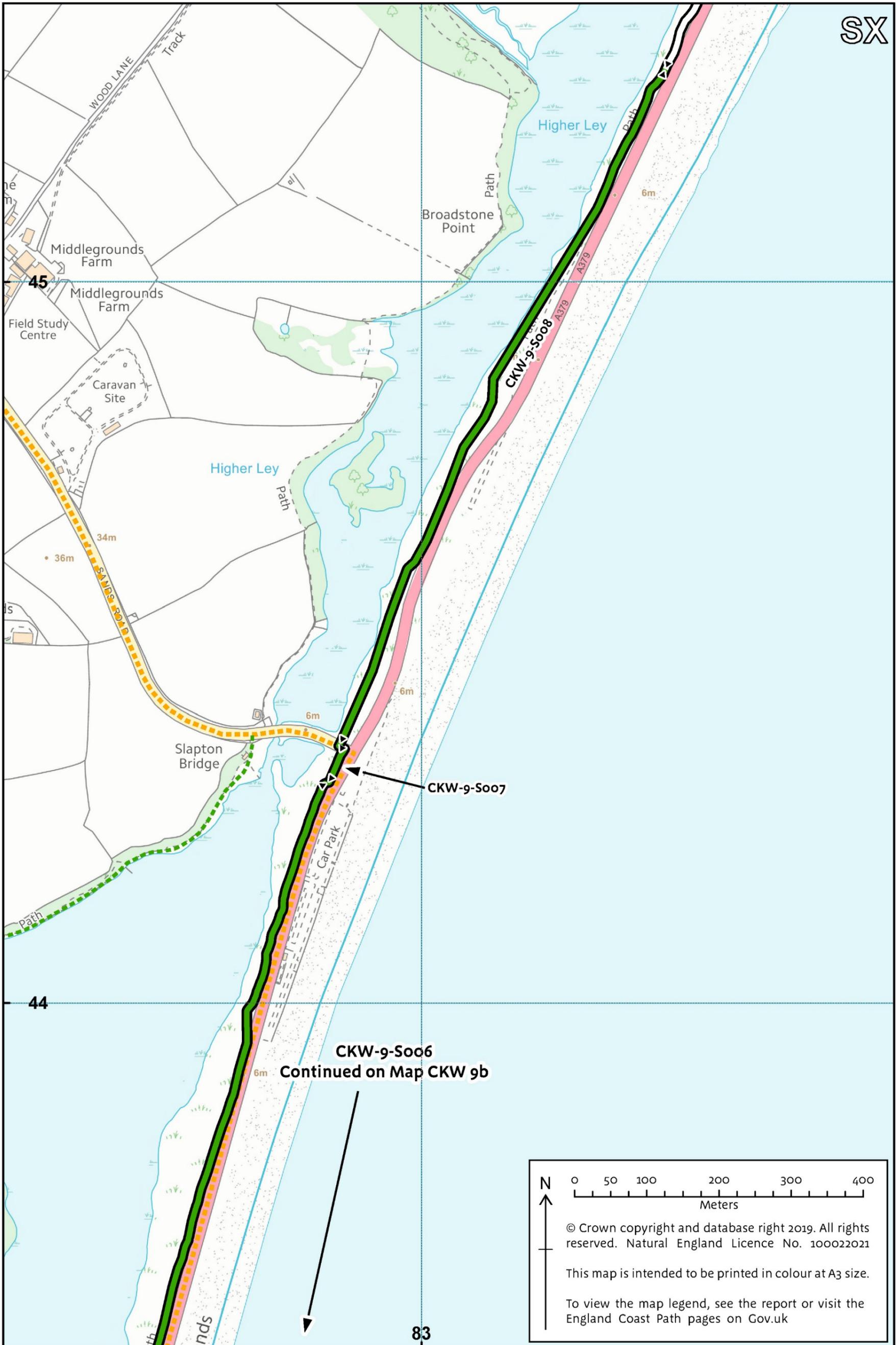
Infrastructure status

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

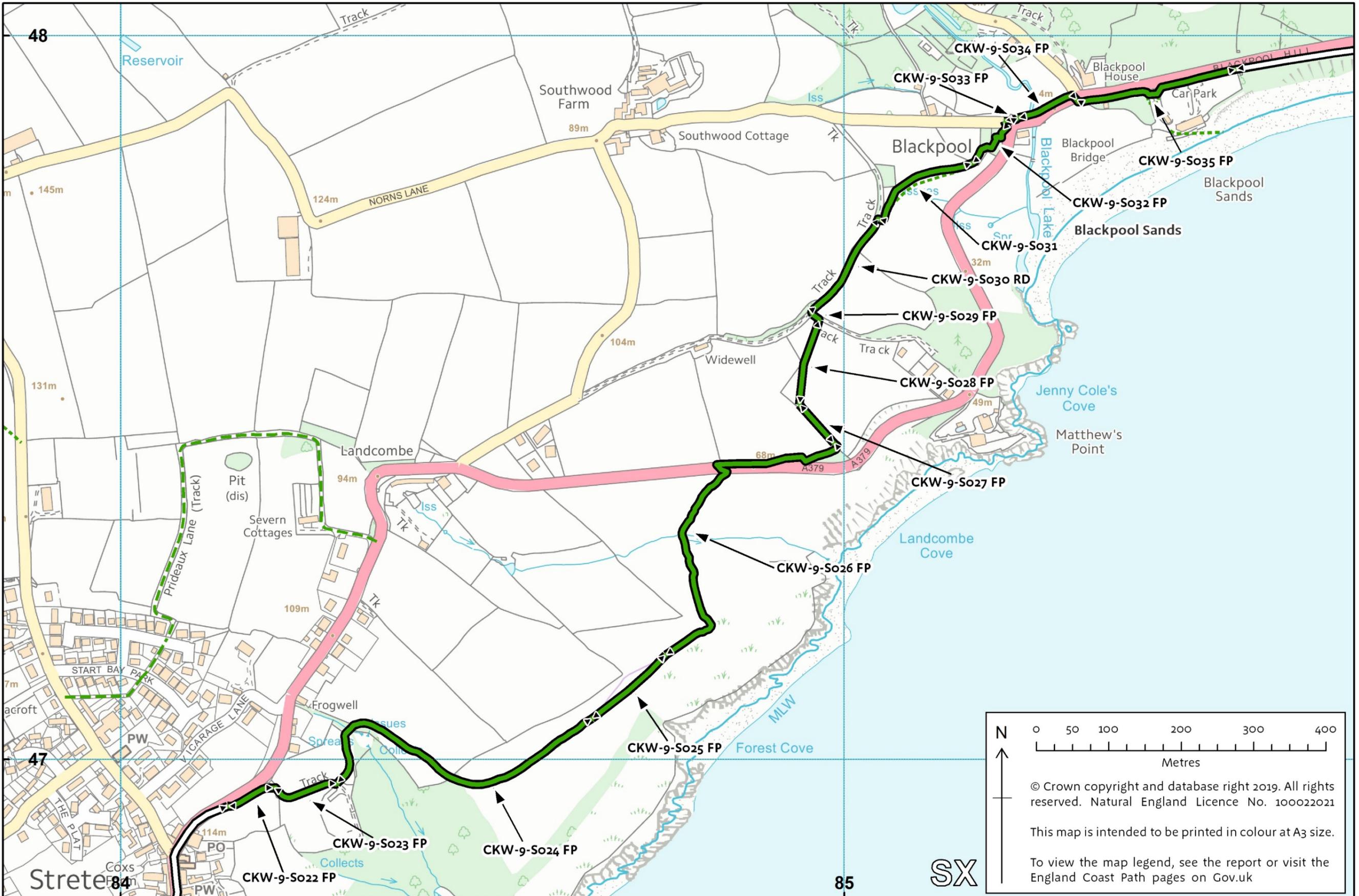
- Existing steps to be retained
- New steps required
- Existing steps to be removed

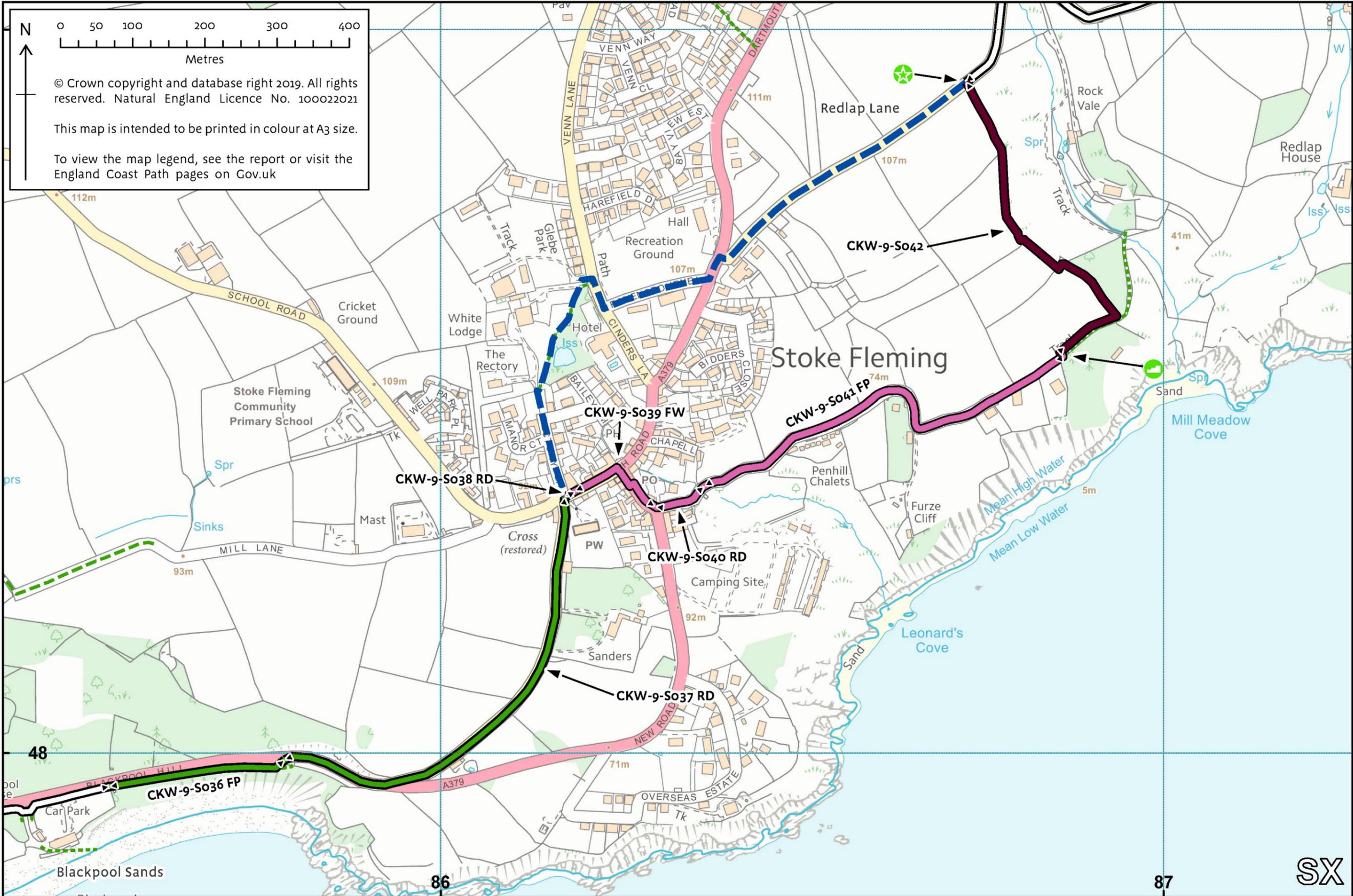


Map CKW 9a: Torcross to Slapton Ley (Lower Ley)

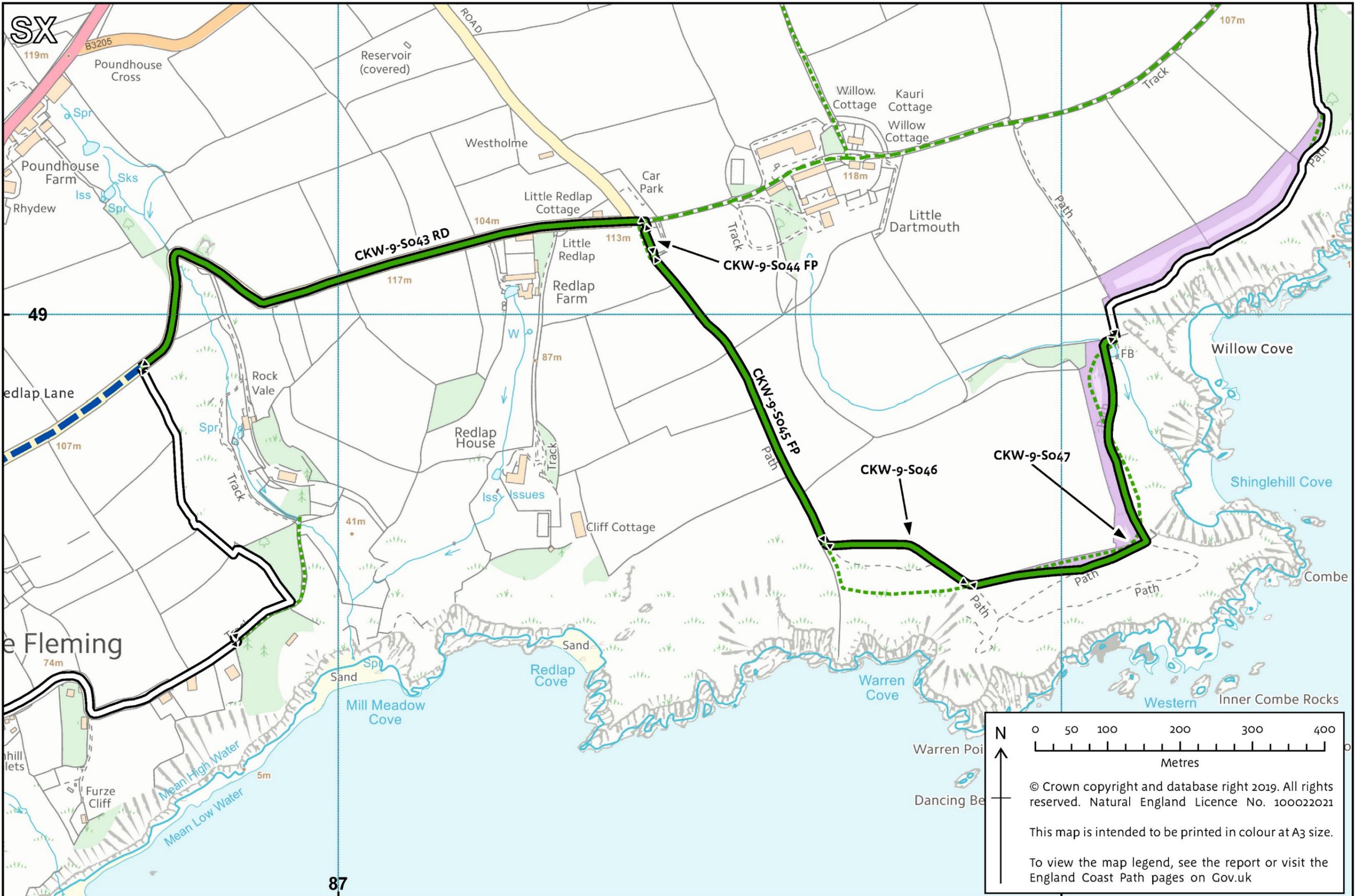


Map CKW 9b: Slapton Ley (Lower Ley) to Slapton Ley (Higher Ley)



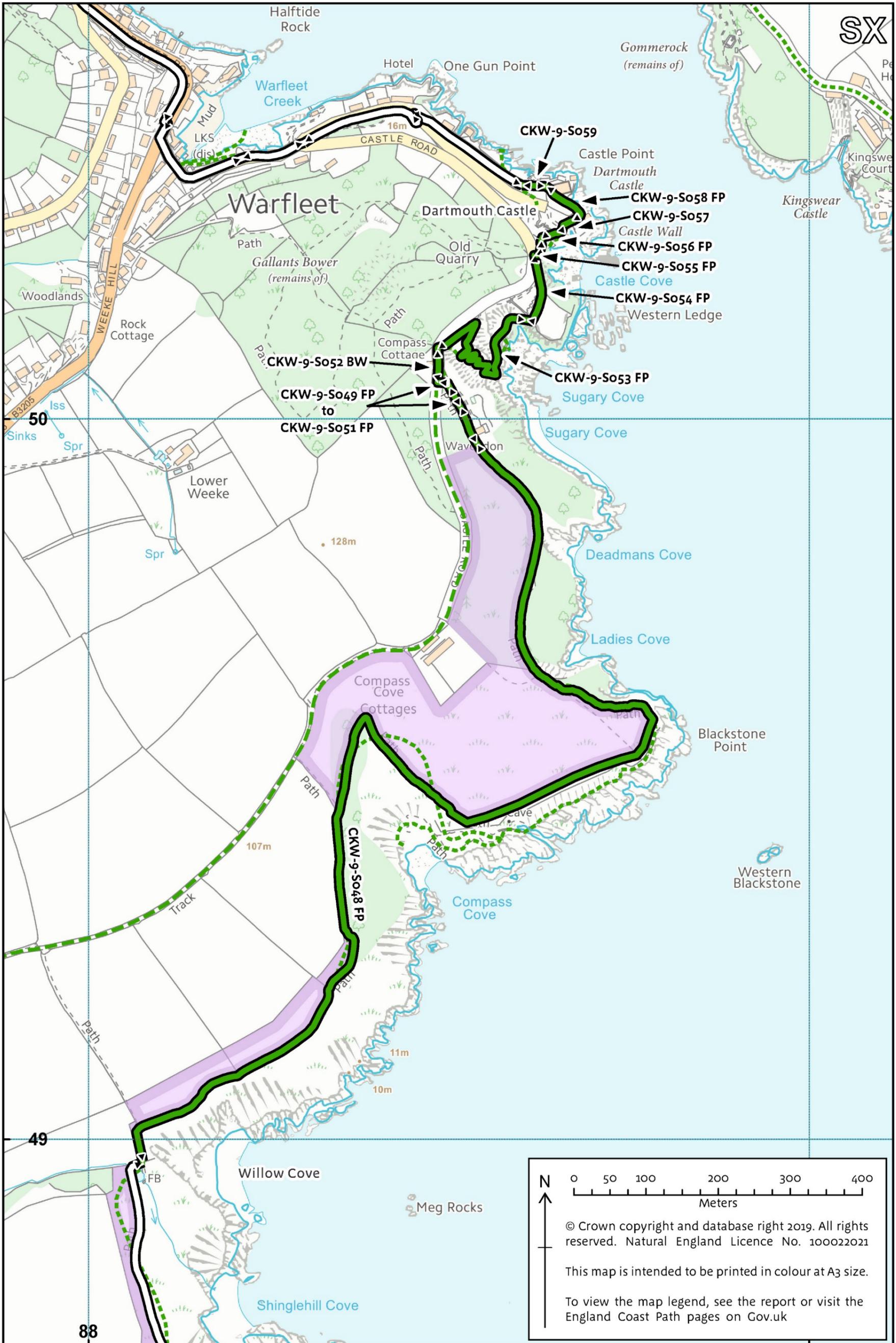


Map CKW 9e: Blackpool Sands to Redlap Lane



Map CKW 9f: Redlap Lane to Willow Cove

Map CKW 9g: Willow Cove to Dartmouth Castle



Map CKW 9g: Willow Cove to Dartmouth Castle

