



England Coast Path Stretch: Newquay to Penzance

Report NQP 1: Newquay Station to Penhale Point

Part 1.1: Introduction

Start Point:	Newquay Station (Grid reference SW 8150 6174)
End Point:	Penhale Point (Grid reference SW 7591 5903)
Relevant Maps:	NQP 1a to NQP 1i

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

1.1.2 This report covers length NQP 1 of the stretch, which is the coast between Newquay station and Penhale Point. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 1.2: Proposals Narrative

The trail:

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

1.2.2 Differs from the existing South West Coast Path at:

- The Esplanade, Newquay (route section NQP-1-S032). This new route follows a more seaward walked line and provides good coastal views. See map NQP 1b and table 1.3.2 below for more details.
- Pentire Point East (route sections NQP-1-S034 to NQP-1-S036). This new route passes around the headland providing sea views over to Fistral and Crantock. See map NQP 1b and table 1.3.2 below for more details.
- Riverside Crescent to south of Penmere Drive (route sections NQP-1-S037 to NQP-1-S042). This new route follows residential streets to the north of the River Gannel and passes by the Penpol boardwalk before linking with the path that leads to the Trenance footbridge. See maps NQP 1b and NQP 1c and table 1.3.2 below for more details.
- The south side of the River Gannel (route sections NQP-1-S053 to NQP-1-S055). This new route follows a path on the southern bank of the River Gannel and then passes along the foreshore as far as Penpol. See maps NQP 1d and NQP 1e and table 1.3.2 below for more details.
- Penpol (route section NQP-1-S060). This new route follows the public footpath from near the bottom of Penpol Hill through the woodland and emerges close to the estuary. This is a more seaward route using an existing public right of way. See map NQP 1e and table 1.3.2 below for more details.
- Holywell (route sections NQP-1-S109 and NQP-1-S110). This new route follows a direct line across the footbridge and dunes to link up with the trail next to Penhale Camp. This is a more seaward route providing good sea views and access to the beach. See map NQP 1i and table 1.3.2 below for more details.

1.2.3 Mainly follows the coastline quite closely and maintains good views of the sea except through the centre of Newquay.

1.2.4 Is aligned on the foreshore at the River Gannel close to the Trenance footbridge and near to Penpol (route sections NQP-1-S051, NQP-1-S052, NQP-1-S054 and NQP-1-S055). See maps NQP 1d and NQP 1e and tables 1.3.1 and 1.3.2 below for more details.

The South West Coast Path

1.2.5 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.

1.2.6 However in the following areas, we consider that the existing national trail lines should remain unchanged:

- From the north eastern edge of Pentire Point East to Crantock via a short section of unadopted road, Riverside Crescent and the Fern Pit Ferry, (between route sections NQP-1-S033 and NQP-1-S037) see map NQP 1b.
- From the southern end of Fistral Beach, via Penmere Drive and Trevean Way, to Penpol via the tidal boardwalk, (between route sections NQP-1-S030 and NQP-1-S043) see maps NQP 1b and NQP 1c. This routes misses out the Pentire Headland.

Protection of the environment:

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

1.2.7 The following designated sites affect this length of coast:

- Penhale Sands Special Area of Conservation (SAC)
- Newquay and the Gannel Marine Conservation Zone (MCZ)
- Kelsey Head Site of Special Scientific Interest (SSSI) for its wildlife interest
- Penhale Dunes Site of Special Scientific Interest (SSSI) for its wildlife interest
- Three round cairns at The Warren on Pentire Point East Scheduled Ancient Monument (SAM)
- Treringey Round Scheduled Ancient Monument (SAM)
- Two later prehistoric cliff castles on Kelsey Head and west of Porth Joke and two barrows west and south west of Porth Joke Scheduled Ancient Monument (SAM)
- Medieval holy well north east of Holywell Beach, and two prehistoric round barrows 660m and 700m south west of Porth Joke Scheduled Ancient Monument (SAM)
- Penhale Point Cliff Castle Scheduled Ancient Monument (SAM)

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

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

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

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

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

Accessibility:

1.2.10 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 between Crantock and Holywell;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steep gradients in places with steps, for example at Crantock and West Pentire, where it would be necessary to ascend or descend the slopes;
- The trail would follow a sand-based path along the edge of the River Gannel and at Holywell Bay.

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

Where we have proposed exercising statutory discretions:

1.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Gannel, 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 Trenance footbridge, as indicated by the extent of the trail shown on map NQP 1d.

There are three crossing points on the river Gannel: the Fern Pit Ferry, the Penpol boardwalk and the Trenance footbridge. These routes were carefully considered during the preparation of our proposals. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

1.2.12 **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 1.3.1 and 1.3.2 below

1.2.13 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 map NQP 1f and table 1.3.1 below for more details.

1.2.14 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 1.3.1 and columns 5b and 5c of table 1.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the notes relating to these columns above tables 1.3.1 and 1.3.2 explaining what this means in practice.

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

1.2.15 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between Gannel Road and Penpol (route sections NQP-1-S046 to NQP-1-S058) when the Trenance footbridge is inaccessible at high tide. The optional alternative route is to be at the centre of the line shown as NQP-1-OA001 to NQP-1-OA012 on maps NQP 1d and NQP 1e. It would not have the effect of creating any additional coastal margin on either the seaward or the landward side.

1.2.16 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 1.3.3 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

1.2.17 **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.

1.2.18 Column 3 of table 1.3.1 and column 4 of table 1.3.2 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 NQP 1a to NQP 1i as the proposed route of the trail.

1.2.19 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 1.3.1, 1.3.2 and 1.3.3, the route is to be at the centre of the line shown on maps NQP 1a to NQP 1f as the proposed route of the trail.

Other future change:

1.2.20 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:

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

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

1.2.22 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £20,505 and is informed by:

- information already held by the access authority, Cornwall 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.

1.2.23 There are two main elements to the overall cost:

- Works to make new sections of path accessible to the public (see point 1.2.2 above):
 - Seaward of Esplanade Road the existing walked path will be widened and regraded in places and steps will be installed and repaired at the western end of the realignment;
 - At Pentire Point East some vegetation clearance works will be carried out;
 - The steps will be repaired on the zig-zag path seaward of Pentire Crescent.

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

- A number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path. Any signs and information boards with outdated information about the route would also require replacement.

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	£4,320
Signs and interpretation	£13,510
Project management	£2,675
Total	£20,505 (Exclusive of any VAT payable)

1.2.24 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, Cornwall Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

1.2.25 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).

1.2.26 We estimate that the annual cost to maintain the trail will be £10,243.81 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

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

1.3.1 Details for sections that follow the existing South West Coast Path – Maps NQP 1a to NQP 1i: Newquay Station to Penhale 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	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
NQP 1a	NQP-1-S001	No	No	Path	Clarity and Cohesion	
	NQP-1-S002 & NQP-1-S003	No	No	Pavement edge	Clarity and Cohesion	
	NQP-1-S004	No	No	Path	Clarity and cohesion	
	NQP-1-S005	No	No	Pavement edge	Clarity and cohesion	
	NQP-1-S006 & NQP-1-S007	No	No	Landward edge of road	Clarity and cohesion	
	NQP-1-S008	No	No	Path	Clarity and cohesion	
	NQP-1-S009 & NQP-1-S010	No	No	Pavement edge	Clarity and Cohesion	
	NQP-1-S011	No	No	Landward edge of road	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
	NQP-1-S012 to NQP-1-S026	No	No	Path	Clarity and Cohesion	
	NQP-1-S027	Yes - Normal	No			
	NQP-1-S028	Yes - See table 1.3.5	No	Fence line	Clarity and Cohesion	
NQP 1b	NQP-1-S029 & NQP-1-S030	Yes - See table 1.3.5	No	Fence line	Clarity and Cohesion	
	NQP-1-S031*	Yes - Normal	No			
	NQP-1-S033*	No	No	Seaward edge of road	Clarity and Cohesion	
NQP 1c	NQP-1-S043	Yes - See table 1.3.5	No	Various	Additional landward area	Various boundary features include wall and fence
	NQP-1-S044	Yes - See table 1.3.5	No	Various	Additional landward area	Various boundary features include wall, fence and pavement
	NQP-1-S045	No	No	Landward edge of road	Clarity and cohesion	
NQP 1d	NQP-1-S046	No	No	Pavement edge	Clarity and cohesion	
	NQP-1-S047 to NQP-1-S050	No	No	Path	Clarity and cohesion	
	NQP-1-S051	Yes - Normal	Yes - flat			
	NQP-1-S052	Yes - Normal	No			
NQP 1e	NQP-1-S056 & NQP-1-S057	Yes - Normal	No	Path	Clarity and cohesion	
	NQP-1-S058	No	No	Path	Clarity and cohesion	
	NQP-1-S059	No	No	Landward edge of road	Clarity and cohesion	
	NQP-1-S061	No	No			
	NQP-1-S062 to NQP-1-S064	Yes - Normal	No			
NQP 1f	NQP-1-S065 & NQP-1-S066*	Yes - Normal	No			
	NQP-1-S067* & NQP-1-S068*	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	NQP-1-S069* to NQP-1-S070*	Yes - Normal	No			

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	NQP-1-S071*	No	Yes - dune			
	NQP-1-S072*	No	No	Fence line	Additional landward area	
	NQP-1-S073* & NQP-1-S074	Yes - Normal	No			
NQP 1g	NQP-1-S075 to NQP-1-S082	Yes - Normal	No			
	NQP-1-S083	Yes - Normal	No	Fence line	Clarity and cohesion	
	NQP-1-S084 to NQP-1-S087	Yes - Normal	No			
	NQP-1-S088 to NQP-1-S098	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
	NQP-1-S099	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 1h	NQP-1-S100	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 1i	NQP-1-S101 to NQP-1-S108	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent
	NQP-1-S111	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-1-S112 to NQP-1-S115	Yes - See table 1.3.5	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent

1.3.2 Details for sections that differ from the existing South West Coast Path – Maps NQP 1b to NQP 1e and NQP 1i: Fistral Beach to Holywell

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.4: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘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 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 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
NQP 1b	NQP-1-S032*	Other existing walked route	Yes - Normal	No	Pavement edge	Additional landward area	
	NQP-1-S034* to NQP-1-S036*	Other existing walked route	No	No	Seaward edge of road	Additional landward area	
	NQP-1-S037*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
	NQP-1-S038*	Not an existing walked route	No	No	Landward edge of road	Clarity and cohesion	
NQP 1c	NQP-1-S039*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
	NQP-1-S040*	Public footpath	No	No	Path	Clarity and cohesion	
	NQP-1-S041*	Other existing walked route	Yes - See table 1.3.5	No	Various	Additional landward area	Various boundary features include wall, fence and hedge

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
	NQP-1-S042*	Other existing walked route	Yes - See table 1.3.5	No	Wall	Additional landward area	
NQP 1d	NQP-1-S053*	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
NQP 1e	NQP-1-S054* & NQP-1-S055*	Other existing walked route	Yes - Normal	Yes - beach			
	NQP-1-S060*	Public footpath	Yes - Normal	No			
NQP 1i	NQP-1-S109* & NQP-1-S110*	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent

1.3.3 Alternative routes and optional alternative route details – Maps NQP 1d to NQP 1e: Gannel Road to Penpol

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.4: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘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 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
NQP 1d	NQP-1-OA001* to NQP-1-OA004*	Public footway (pavement)	No	Pavement edge	Pavement edge	
	NQP-1-OA005*	Public highway	No	Road	Road	
	NQP-1-OA006*	Other existing walked route	No	Track	Track	
	NQP-1-OA007*	Other existing walked route	No		Hedge bank	
	NQP-1-OA008*	Other existing walked route	No	Hedge bank	Fence line	
	NQP-1-OA009*	Other existing walked route	No	Fence line	Hedge bank	
	NQP-1-OA0010*	Other existing walked route	No	Track	Track	
	NQP-1-OA011* to NQP-1-OA012*	Public footpath	No	Track	Track	

1.3.4 Other options considered – Maps NQP 1a to NQP 1c, NQP 1f and NQP 1i: Newquay Station to Penhale Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 1b	NQP-1-S032	We considered aligning the trail along the South West Coast Path route on the pavement along the Esplanade and the private road leading to Pentire Point East.	<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; ■ 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.
	NQP-1-S034 to NQP-1-S036	We considered aligning the trail along the South West Coast Path route via the private road landward of Pentire Point East.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and passes through an area with a strong coastal feel; ■ it passes around the headland providing views over to Crantock which are not available from anywhere else on this section of the coast; ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
	NQP-1-S037	We considered aligning the trail via the Fern Pit Ferry. This is one of the routes signposted as the South West Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is available year-round at all states of the tide apart from approximately 1.5 hours either side of high tide; ■ the Fern Pit Ferry is seasonal, operating from the end of May to mid-September between 9.30am and 6pm when the tide is in (approximately 3hrs either side of high water); ■ the route using the ferry will continue to be advertised and signed locally as the SWCP; ■ 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
NQP 1b & NQP 1c	NQP-1-S031 to NQP-1-S041	We considered aligning the trail via Pentire Crescent and Penmere Drive. This is one of the routes signposted as the South West Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it takes a more seaward line including the headland and provides good views of the coast for most of its length; ■ the route via Pentire Crescent and Penmere Drive will continue to be advertised and signed locally as the SWCP; ■ 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.
NQP 1c	NQP-1-S042	We considered aligning the trail via the Penpol boardwalk. This is one of the routes signposted as the South West Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is available year-round at all states of the tide apart from approximately 1.5 hours either side of high tide; ■ the Penpol boardwalk is inaccessible for approximately 3 hours either side of high tide; ■ the route using the Penpol boardwalk will continue to be advertised/signed locally as the SWCP; ■ the public footpath over the boardwalk would remain available for people to use 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.
NQP 1d & NQP 1e	NQP-1-S053 to NQP-1-S055 NQP-1-OA001 to NQP-1-OA012	We considered aligning the trail along Gannel Road, Trevemper Road and the public footpath towards Penpol. Most of this route is signposted as the South West Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is available for most states of the tide apart from approximately 1.5 hours either side of high tide; ■ it remains close to the coast and avoids a 3.5 km inland diversion; ■ 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
			<p>the criteria described in chapter 4 of the Coastal Access Scheme;</p> <ul style="list-style-type: none"> under our proposals, the route considered will become an optional alternative route for use at high tide when the Trenance footbridge is inaccessible (see table 1.2.3 above).
NQP 1e	NQP-1-S060	We considered aligning the trail along the South West Coast Path route further up Penpol Hill.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is more direct and closer to the estuary; it uses a public footpath in a more seaward location, providing broken coastal views through the woodland; 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.
NQP 1f	NQP-1-S066 to NQP-1-S073	We considered aligning the trail along the public footpath passing over the beach and dunes seaward of properties next to the National Trust car park and The Rushy Green.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is available at all states of the tide; it is situated on more stable ground which is not likely to be subject to erosion; 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; 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.
NQP 1i	NQP-1-S109 to NQP-1-S110	We considered aligning the trail along the South West Coast Path route via Holywell village.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is more direct and uses an established walked route; it remains close to the sea and provides good coastal views; 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.

1.3.5 Roll-back implementation – more complex situations – Maps NQP 1a, NQP 1b and NQP 1i: Newquay Station to Penhale Point

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
NQP 1a & NQP 1b	NQP-1-S028 to NQP-1-S030	Newquay golf course (Fistral)	If it is no longer possible to find a viable route seaward of the specified golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the course, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
NQP 1c	NQP-1-S041 to NQP-1-S044	Houses and gardens	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.
NQP 1i	NQP-1-S112 to NQP-1-S115	Land subject to military byelaws	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 1.4: Proposal maps

1.4.1 Map Index

Map reference	Map title
NQP 1a	Newquay Station to Fistral Beach
NQP 1b	Fistral beach to Riverside Avenue
NQP 1c	Pentire Crescent to Tregunnel Saltings
NQP 1d	Gannel Road to Treringey
NQP 1e	Treringey to Penpol
NQP 1f	Penpol to West Pentire
NQP 1g	West Pentire to Porth Joke
NQP 1h	Porth Joke to The Kelseys
NQP 1i	The Kelseys to Penhale Point

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps

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

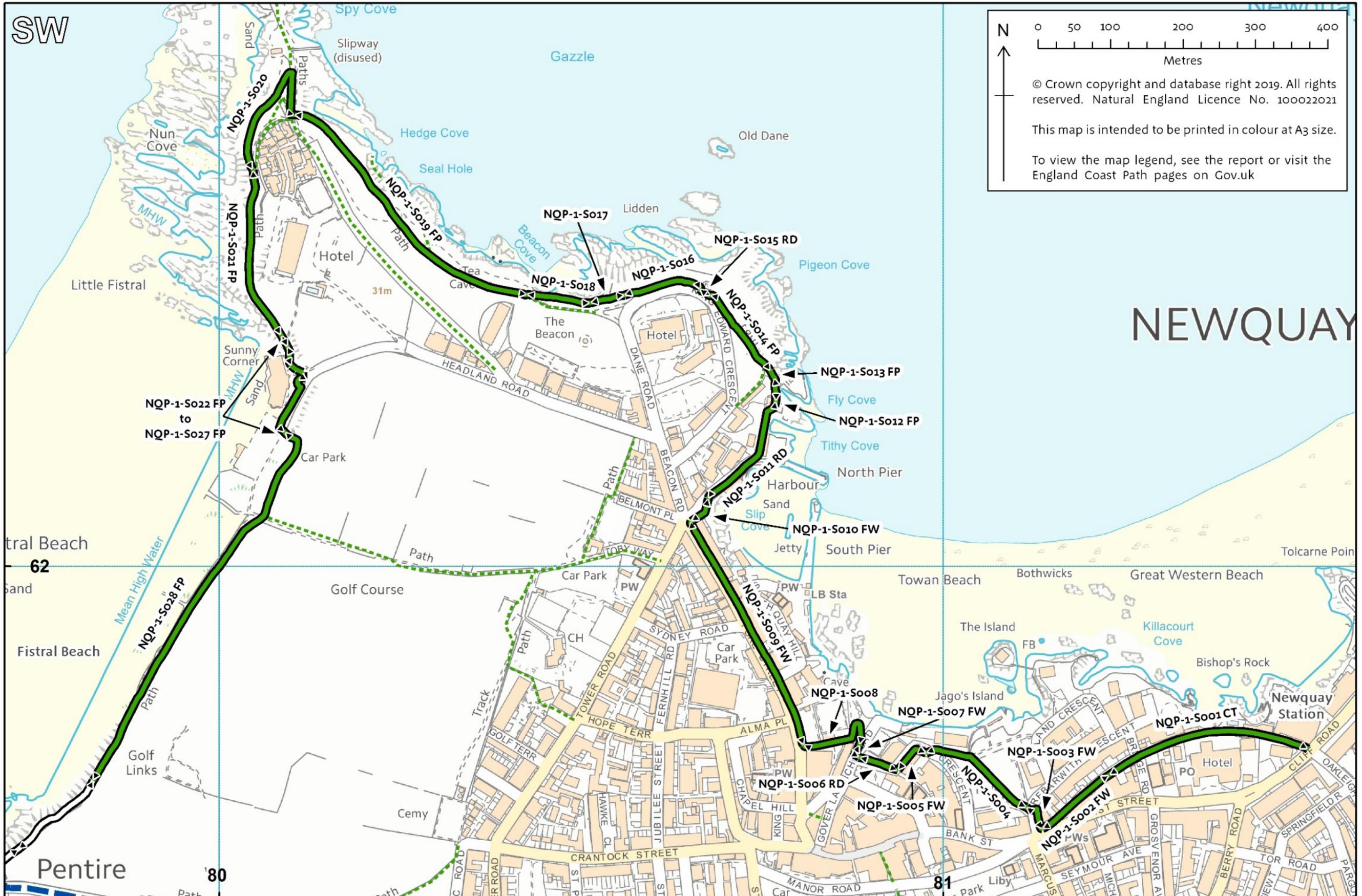
Miscellaneous:

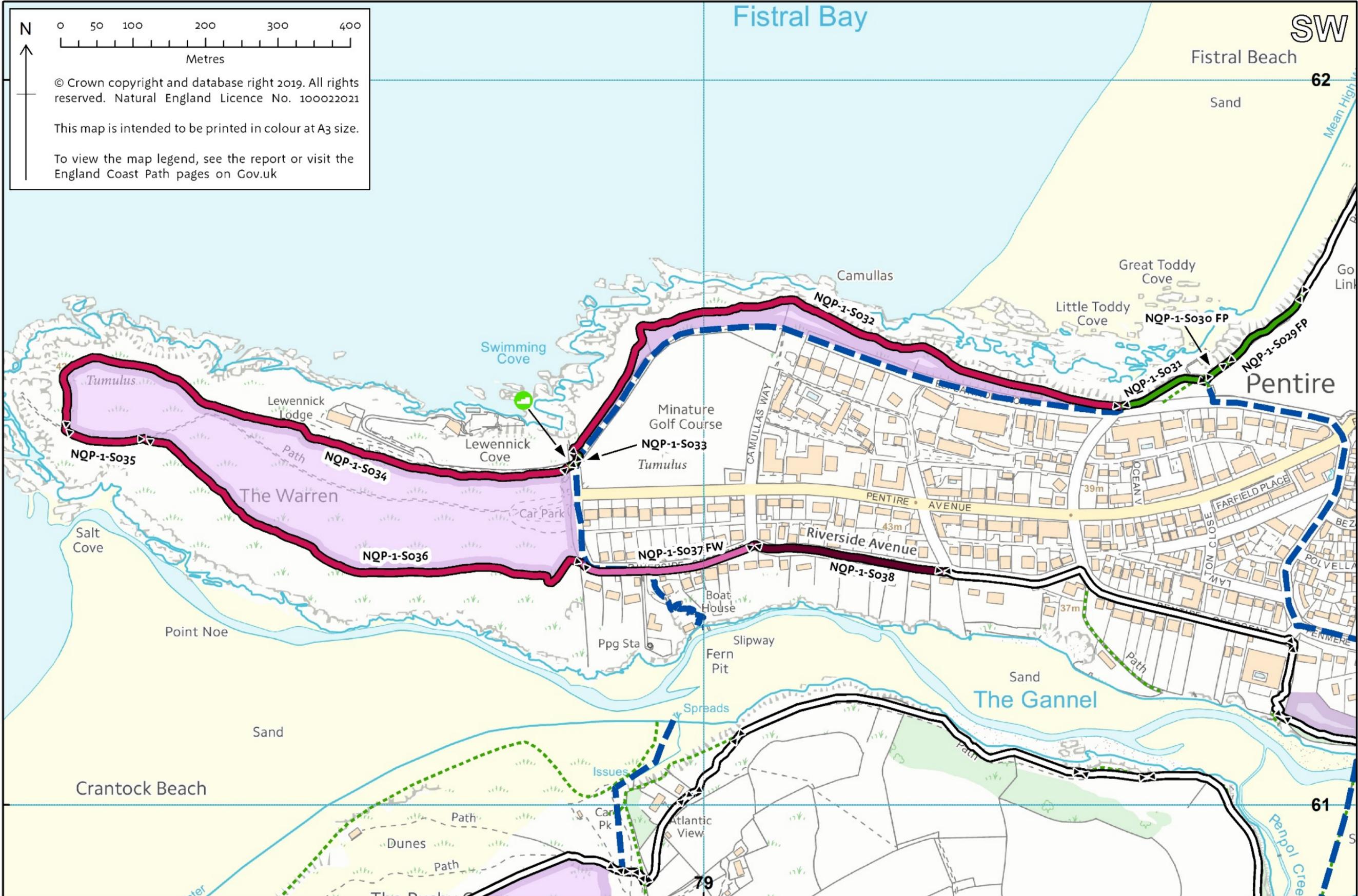
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

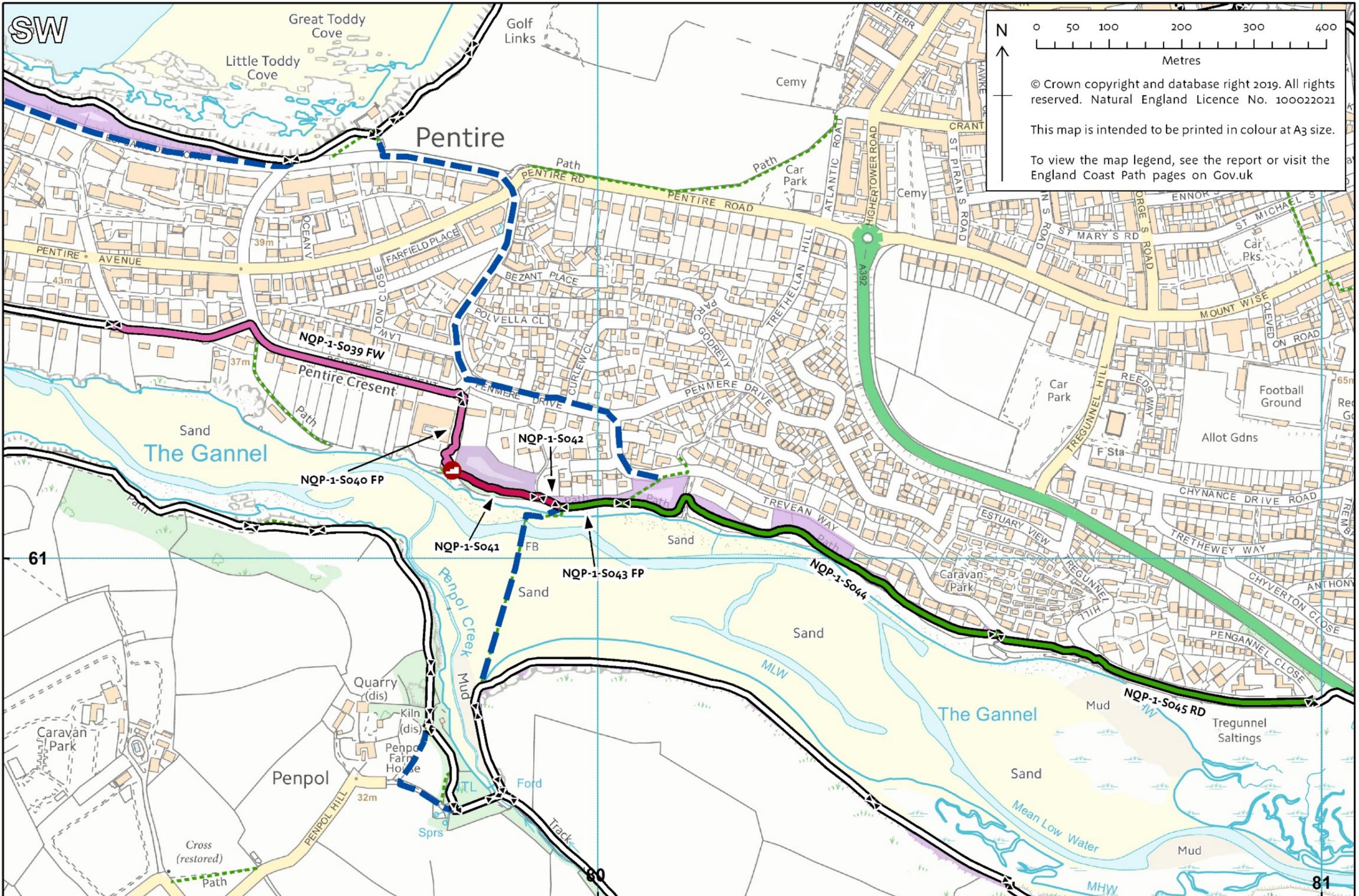
Infrastructure status

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







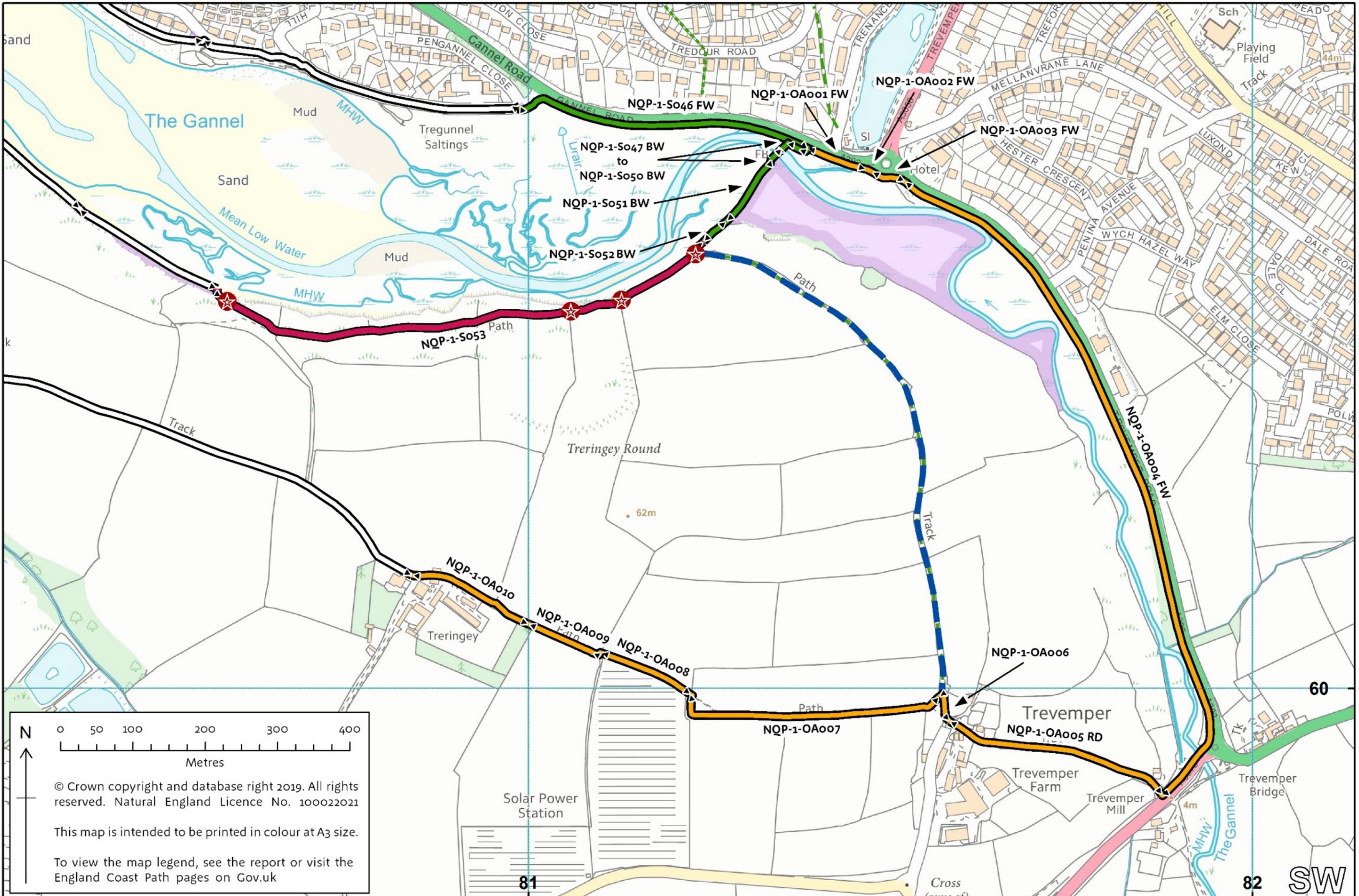
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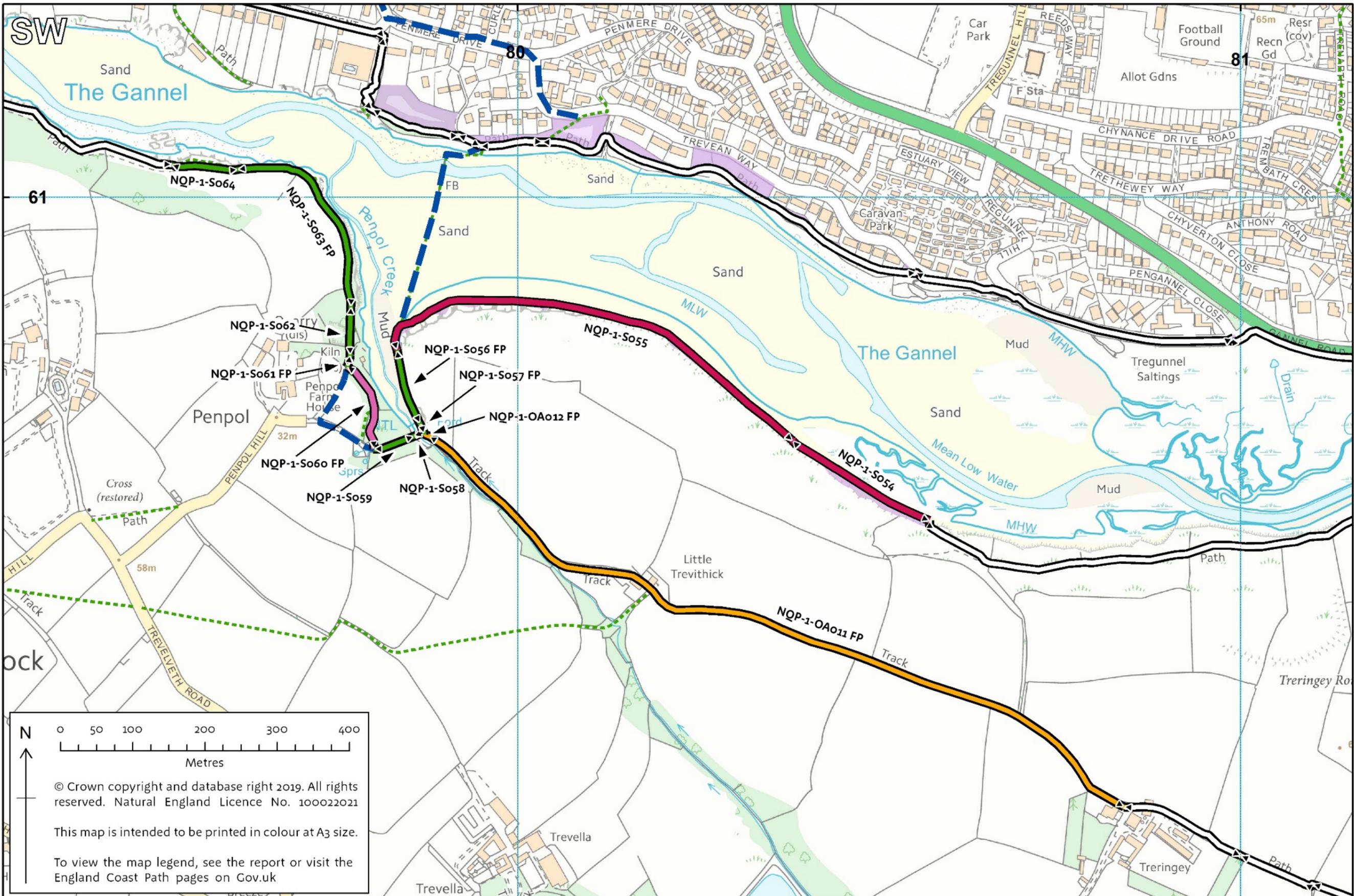
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Metres

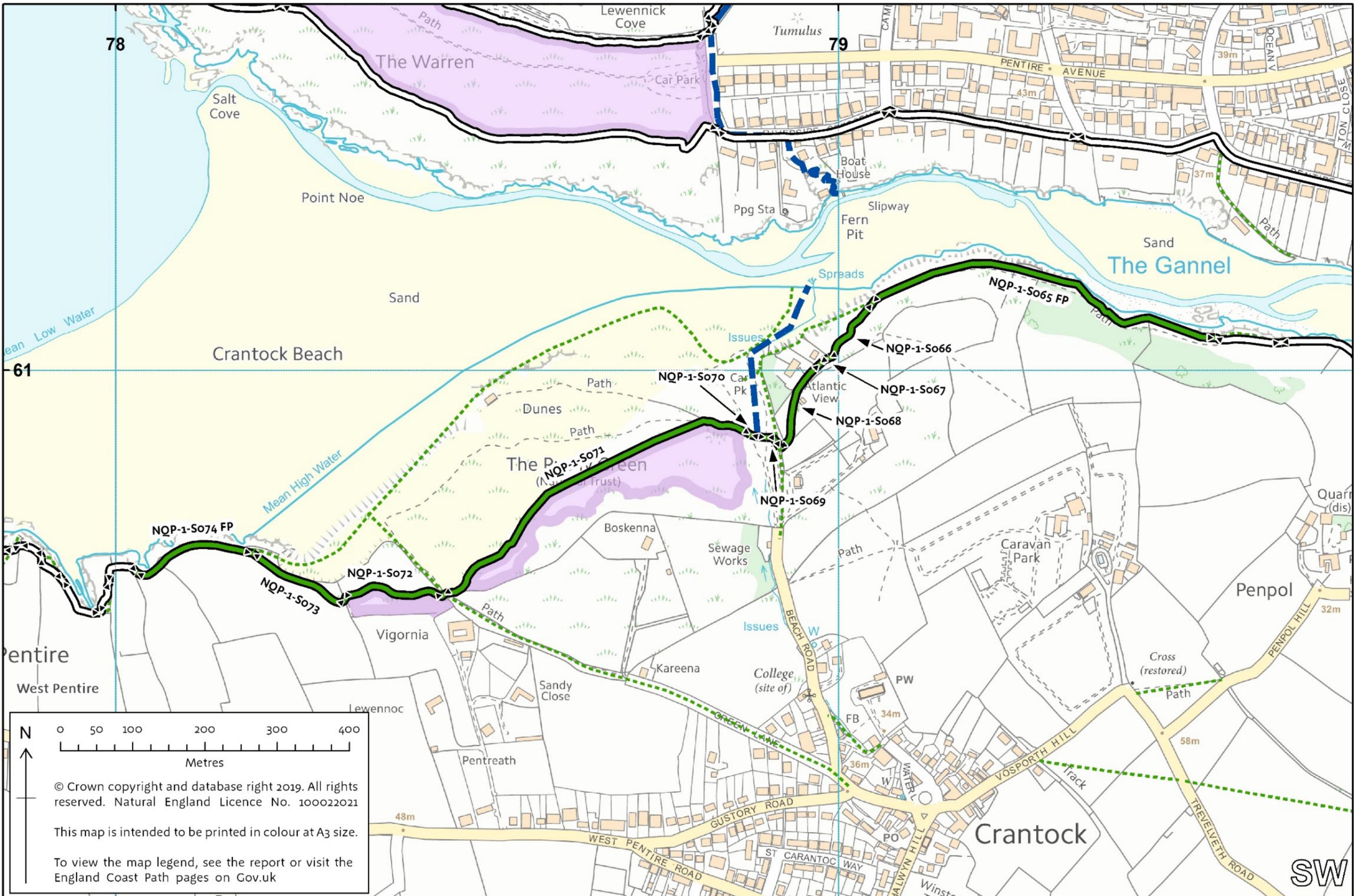
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This map is intended to be printed in colour at A3 size.

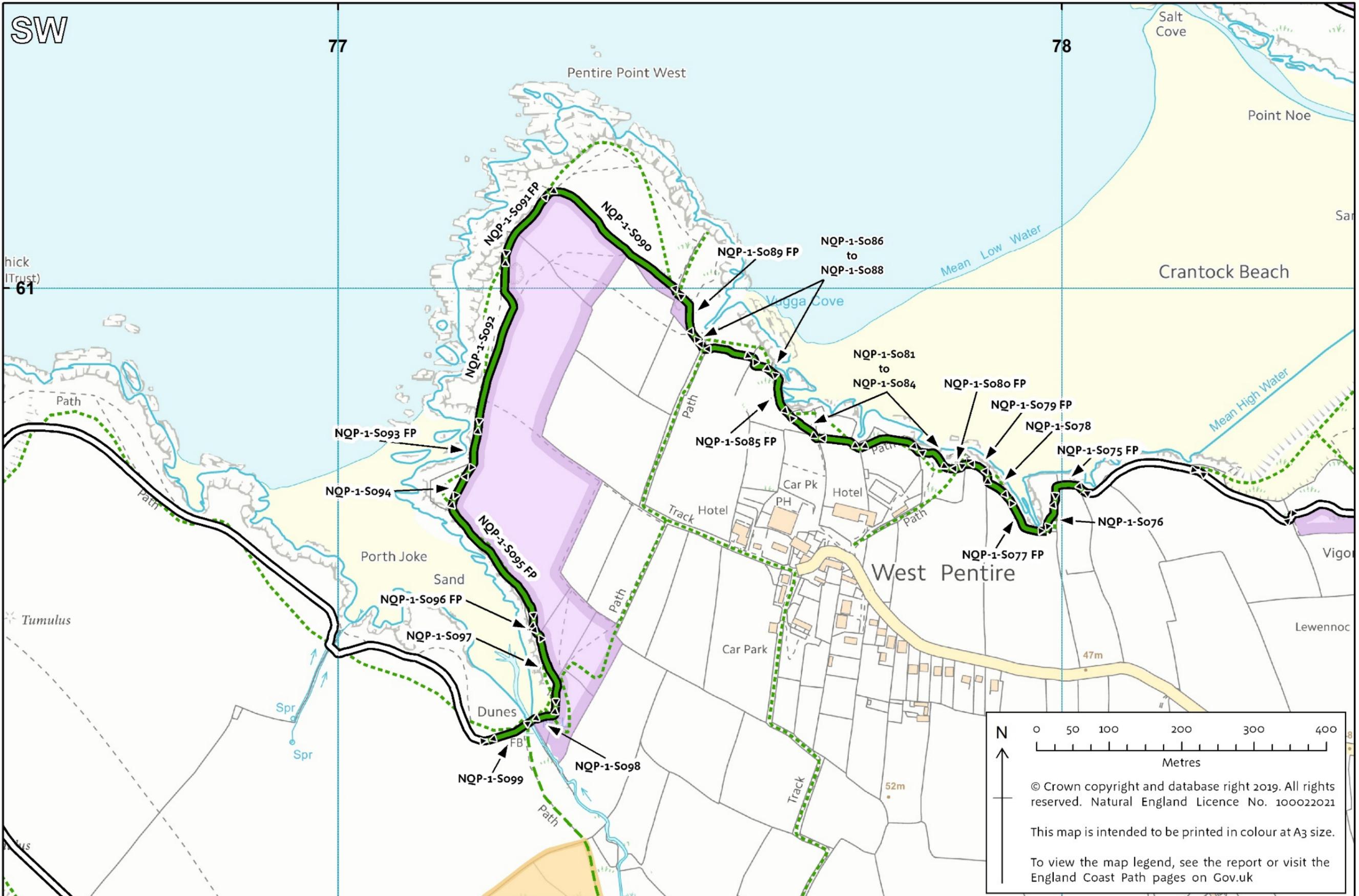
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk







Map NQP 1f: Penpol to West Pentire



N

0 50 100 200 300 400

Metres

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

