



England Coast Path Stretch: Newquay to Penzance

Report NQP 3: St Agnes Head to Gwithian

Part 3.1: Introduction

Start Point:	St Agnes Head (grid reference: SW 7028 5152)
End Point:	Gwithian (grid reference: SW 5795 4156)
Relevant Maps:	NQP 3a to NQP 3I

3.1.1 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.

3.1.2 This report covers length NQP 3 of the stretch, which is the coast between St Agnes Head and Gwithian. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

3.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps NQP 3a to NQP 3l and table 3.3.1 below for more details.

3.2.2 Differs from the existing South West Coast Path at:

- Lighthouse Hill, Portreath (route section NQP-3-S036), passing through the landward edge of the car park and playing field. See map NQP 3e and table 3.3.2 below for more details.
- Godrevy (route sections NQP-3-S101 to NQP-3-S106). This new route passes through the National Trust car park, along a newly constructed fully accessible boardwalk and over two footbridges before joining the existing trail at the entrance to St Gothian Sands. See map NQP 3k and table 3.3.2 below for more details.

3.2.3 Generally follows the coastline quite closely over this length and maintains good views of the sea.

The South West Coast Path

3.2.4 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.

3.2.5 The following designated sites affect this length of coast:

- Godrevy Head to St Agnes Special Area of Conservation (SAC)
- Godrevy Head to St Agnes Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- St Agnes Beacon Pits Special Scientific Interest (SSSI) for its geological interest
- St Gothian Sands Local Nature Reserve (LNR)
- Gwithian Towans Local Nature Reserve (LNR)
- Cornwall and West Devon Mining Landscape World Heritage Site (WHS)
- Tubby's Head Cliff Castle Scheduled Ancient Monument (SAM)
- Medieval chapel and enclosures 570m north west of Wheal Freedom Scheduled Ancient Monument (SAM)
- Coastguard lookout tower and landmark north of Portreath Harbour Scheduled Ancient Monument (SAM)

- Part of a cliff castle called Crane Castle Scheduled Ancient Monument (SAM)
- Godrevy Headland - complex of prehistoric sites Scheduled Ancient Monument (SAM)
- Linear earthworks west of Godrevy Scheduled Ancient Monument (SAM)
- Multi-period prehistoric settlement sites and associated field systems at Godrevy Towans 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.

3.2.6 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.

3.2.7 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:

3.2.8 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 for the majority of this length, excluding the settlements of Porthtowan and Portreath;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steep gradients in places, for example at Sally's Bottom and Carvannel Downs, where it would be necessary to ascend or descend the slopes via long sets of steps.

3.2.9 At Hayle Ulla (route section NQP-3-S032) steps will be installed to make the steep slope more accessible and less hazardous in wet conditions (see map NQP 3d).

3.2.10 At Carvannel Downs (route sections NQP-3-S062 and NQP-3-S063) steps will be installed on the slope and a boardwalk will be built to make this area more accessible and less hazardous in wet conditions (see map NQP 3f).

3.2.11 At the Knavocks (route sections NQP-3-S085 to NQP-3-S087) the path will be levelled in places to make this area more accessible to all-terrain mobility scooters (see maps NQP 3i and 3j).

3.2.12 At St Gothian Sands (route section NQP-3-S107) a raised causeway will be created from existing site materials to make this area accessible in wet conditions (see map NQP 3k).

We envisage these works happening as part of the physical establishment of the trail described in the 'Establishment of the trail' section below.

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

Where we have proposed exercising statutory discretions:

3.2.13 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 3.3.1 and 3.3.2 below

3.2.14 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 NQP 3a to NQP 3c, NQP 3e, NQP 3f, NQP 3i and NQP 3j and table 3.3.1 below for more details.

3.2.15 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 4b and 4c of table 3.3.1 and columns 5b and 5c of table 3.3.2. 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 3.3.1 and 3.3.2 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.

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

3.2.17 Access to the foreshore adjacent to route sections NQP-3-S090 and NQP-3-S091 is to be excluded all year-round by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect sensitive wildlife (see Directions Map NQP 3A). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

3.2.18 Godrevy headland within the Godrevy Head to St Agnes SSSI includes the most important pupping and haul-out site in Cornwall for grey seals. The seals are particularly sensitive to disturbance with the coastal slope around the cove already subject to an exclusion of open access rights under the Countryside and Rights of Way Act (2000). We propose to extend the exclusion of rights to the foreshore of the cove once coastal access rights become active on this stretch of coast line.

3.2.19 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.

3.2.20 Column 3 of table 3.3.1 indicates 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 3a to NQP 3j as the proposed route of the trail.

3.2.21 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 3.3.1 or 3.3.2, the route is to be at the centre of the line shown on maps NQP 3e and NQP 3k as the proposed route of the trail.

Other future change:

3.2.22 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:

3.2.23 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.

3.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £76,475 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.

3.2.25 There are three main elements to the overall cost:

- Works to make new sections of path accessible to the public (see point 3.2.2 above).
 - At Godrevy works include vegetation clearance, levelling and resurfacing, and the installation of two footbridges and a fully accessible boardwalk.
- Improvements to existing route sections (see points 3.2.9 to 3.2.12 above), for example the installation of steps and a boardwalk at Carvannel Downs.

The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where improvements would enhance the convenience of the trail.

- 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.

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

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	£47,200
Improvements to existing route sections	£14,820
Signs and interpretation	£4,480
Project management	£9,975
Total	£76,475 (Exclusive of any VAT payable)

3.2.26 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:

3.2.27 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).

3.2.28 We estimate that the annual cost to maintain the trail will be £20,796.16 (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 3.3: Proposals Tables

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

3.3.1 Details for sections that follow the existing South West Coast Path - Maps NQP 3a to NQP 3k: St Agnes Head to Gwithian

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: Other options considered.
2. Column 3 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 3 – ‘Yes – see table 3.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 4a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 4b and 4c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 4b, for the reason in 4c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 4a, that would be its landward boundary instead.

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
NQP 3a & NQP 3b	NQP-3-S001	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll-back subject to HRA
NQP 3b	NQP-3-S002 to NQP-3-S008	Yes - Normal	No			Detail of any roll-back subject to HRA
	NQP-3-S009 to NQP-3-S010	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-3-S011	Yes - See table 3.3.4	No			
	NQP-3-S012	Yes - See table 3.3.4	No	Path	Clarity and Cohesion	
	NQP-3-S013 to NQP-3-S015*	Yes - See table 3.3.4	No	Pavement edge	Clarity and Cohesion	
NQP 3c	NQP-3-S016*	Yes - See table 3.3.4	No	Pavement edge	Clarity and Cohesion	
	NQP-3-S017*	No	No	Pavement edge	Clarity and Cohesion	

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	NQP-3-S018* & NQP-3-S019*	No	No	Landward edge of road	Clarity and Cohesion	
	NQP-3-S020 to NQP-3-S022	No	No	Path	Clarity and cohesion	
	NQP-3-S023	No	No	Hedge bank	Clarity and cohesion	
	NQP-3-S024	No	No			
	NQP-3-S025	No	No	Fence line	Clarity and cohesion	
	NQP-3-S026	No	No	Fence line	Additional landward area	
	NQP-3-S027	No	No	Fence line	Clarity and cohesion	
	NQP-3-S028	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 3d	NQP-3-S029 & NQP-3-S030	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-3-S031 & NQP-3-S032	No	No			
NQP 3e	NQP-3-S033 to NQP-3-S035	Yes - Normal	Yes - s15 land			Detail of any roll back subject to SSSI assent
	NQP-3-S037*	No	No	Landward edge of road	Clarity and Cohesion	
	NQP-3-S038* to NQP-3-S050	No	No	Pavement edge	Clarity and Cohesion	
	NQP-3-S051 to NQP-3-S054	No	No	Landward edge of road	Clarity and cohesion	
	NQP-3-S055 to NQP-3-S058	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
NQP 3f	NQP-3-S059	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	NQP-3-S060	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-3-S061 & NQP-3-S062	No	No	Path	Clarity and cohesion	
	NQP-3-S063 to NQP-3-S065	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	NQP-3-S066	Yes - Normal	Yes - s15 land			Detail of any roll back subject to SSSI assent
	NQP-3-S067	Yes - Normal	No	Fence line	Both	Detail of any roll back subject to SSSI assent

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 3g	NQP-3-S068 to NQP-3-S073	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 3h	NQP-3-S074 to NQP-3-S081	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 3i	NQP-3-S082 to NQP-3-S084	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-3-S085	Yes - Normal	No	Fence line	Clarity and cohesion	
	NQP-3-S086	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
NQP 3j	NQP-3-S087 & NQP-3-S088	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
	NQP-3-S089 & NQP-3-S090	Yes - Normal	No	Fence line	Clarity and cohesion	
	NQP-3-S091	Yes - Normal	No			Detail of any roll back subject to Scheduled Monument consent
	NQP-3-S092	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent and Scheduled Monument consent
NQP 3k	NQP-3-S093 to NQP-3-S095	Yes - Normal	No			Detail of any roll back subject to Scheduled Monument consent
	NQP-3-S096 & NQP-3-S097	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-3-S098 & NQP-3-S099	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent
	NQP-3-S100	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	NQP-3-S107*	No	No			
	NQP-3-S108* & NQP-3-S109	Yes - Normal	Yes - dune			
NQP-3-S110	Yes - Normal	Yes - s15 land				

3.3.2 Details for sections that differ from the existing South West Coast Path - Maps NQP 3e and NQP 3k: Lighthouse Hill and Godrevy

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 3 – ‘Yes – see table 3.3.4’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
NQP 3e	NQP-3-S036*	Other existing walked route	No	No	Hedge bank	Clarity and cohesion	
NQP 3k	NQP-3-S101*	Not an existing walked route	No	No	Path	Clarity and cohesion	
	NQP-3-S102*	Not an existing walked route	No	Yes - dune			
	NQP-3-S103* & NQP-3-S104*	Not an existing walked route	No	No			
	NQP-3-S105* & NQP-3-S106*	Other existing walked route	No	No	Path	Clarity and cohesion	

3.3.3 Other options considered - Maps NQP 3b to NQP 3c, NQP 3e and NQP 3I : Porthtowan, Portreath and Godrevy

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 3b & NQP 3c	NQP-3-S015 to NQP-3-S018	We considered aligning the trail across the beach and dune area at Porthtowan following a line from near the car park on Beach Road to the public house on West Beach Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ a seasonal dog ban covers the beach and dune area whereas the proposed route would be available to all walkers year round; ■ 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, the beach and dune area would remain available for people to use as part of the spreading room, but would not form part of the designated trail.
NQP 3c	NQP-3-S018 to NQP-3-S019	We considered aligning the trail up the steep slope seaward of West Cliff. This was formerly the route of the South West Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it would not be viable to reinstate a footpath along the cliff top due to the steep and unstable slope; ■ it follows an existing public highway; ■ though narrow, the road has opportunities for walkers to step aside to let vehicles pass; ■ 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, the coastal slope would remain available for people to use as part of the spreading room, but would not form part of the designated trail.
NQP 3e	NQP-3-S036 & NQP-3-S037	We considered aligning the trail along the cliff edge seaward of Lighthouse Hill. This was formerly the route of the South West Coast Path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there is no room between the eroding cliff edge and adjacent private gardens to safely accommodate a path; ■ 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-3-S036	We considered aligning the trail along the full length of the road at Lighthouse Hill. This is the route of the South West Coast Path.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it takes the walker off the road as soon as practicable; ■ it provides good coastal views from the seaward side of the hedge bank; ■ 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-3-S037 to NQP-3-S038	We considered aligning the trail around Portreath Harbour	We opted for the proposed route because: <ul style="list-style-type: none"> ■ as a working harbour there are areas that are subject to statutory undertakings and therefore would be excepted from the coastal access rights; ■ to avoid areas where there are public safety issues in relation to the harbour operations; ■ 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, areas of the harbour area would remain available for people to use as part of the spreading room, but would not form part of the designated trail.
NQP 3k	NQP-3-S101 to NQP-3-S106	We considered aligning the trail along the current South West Coast Path route from Godrevy car park down the steps and over the footbridge to St Gothian Sands	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it provides a secure location for the coast path once the sand spit breaches and the low lying area around the Red River becomes flooded; ■ it will be accessible to wheelchair users and buggies; ■ 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-3-S107 & NQP-3-S108	We considered aligning the trail along the foreshore to the seaward side of the dune bank at St Gothian Sands	<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 provides a more stable walking surface which is easier to use; ■ there is a seasonal dog ban on the beach; ■ 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, beach would remain available for people to use as part of the spreading room, but would not form part of the designated trail.

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.

3.3.4 Roll-back implementation – more complex situations: Maps NQP 3b and NQP 3c: Porthtowan

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
NQP 3b & NQP 3c	NQP-3-S011 to NQP-3-S016	Buildings	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.

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 3.4: Proposal maps

3.4.1 Map Index

Map reference	Map title
NQP 3a	St Agnes Head to Wheal Coates
NQP 3b	Chapel Porth to Porthtowan car park
NQP 3c	Porthtowan car park to Sally's Bottom
NQP 3d	Sally's Bottom to Hayle Ulla
NQP 3e	Gooden Heane Point to Carvannel Downs
NQP 3f	Carvannel Downs to Basset's Cove
NQP 3g	Reskajeage Downs to North Cliffs
NQP 3h	North Cliffs to Deadman's Cove
NQP 3i	Hudder Down to The Knavocks
NQP 3j	The Knavocks to Godrevy Point
NQP 3k	Godrevy Point to Gwithian
NQP 3l	St Agnes Head and Chapel Porth area coastal margin
Directions Map NQP 3A	Proposed long term access exclusion at Mutton Cove

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

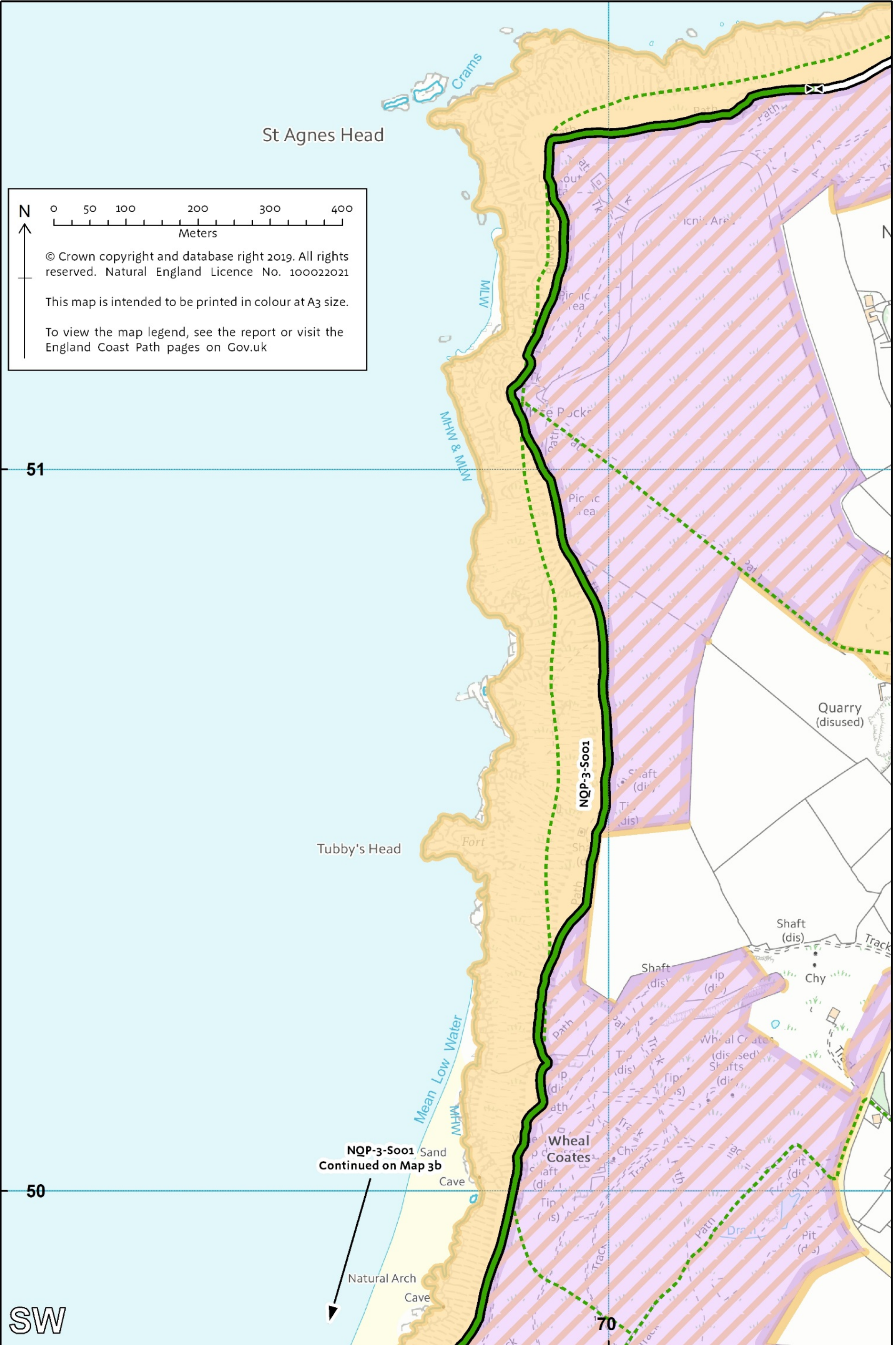
Miscellaneous:

- 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



N
 0 50 100 200 300 400
 Meters

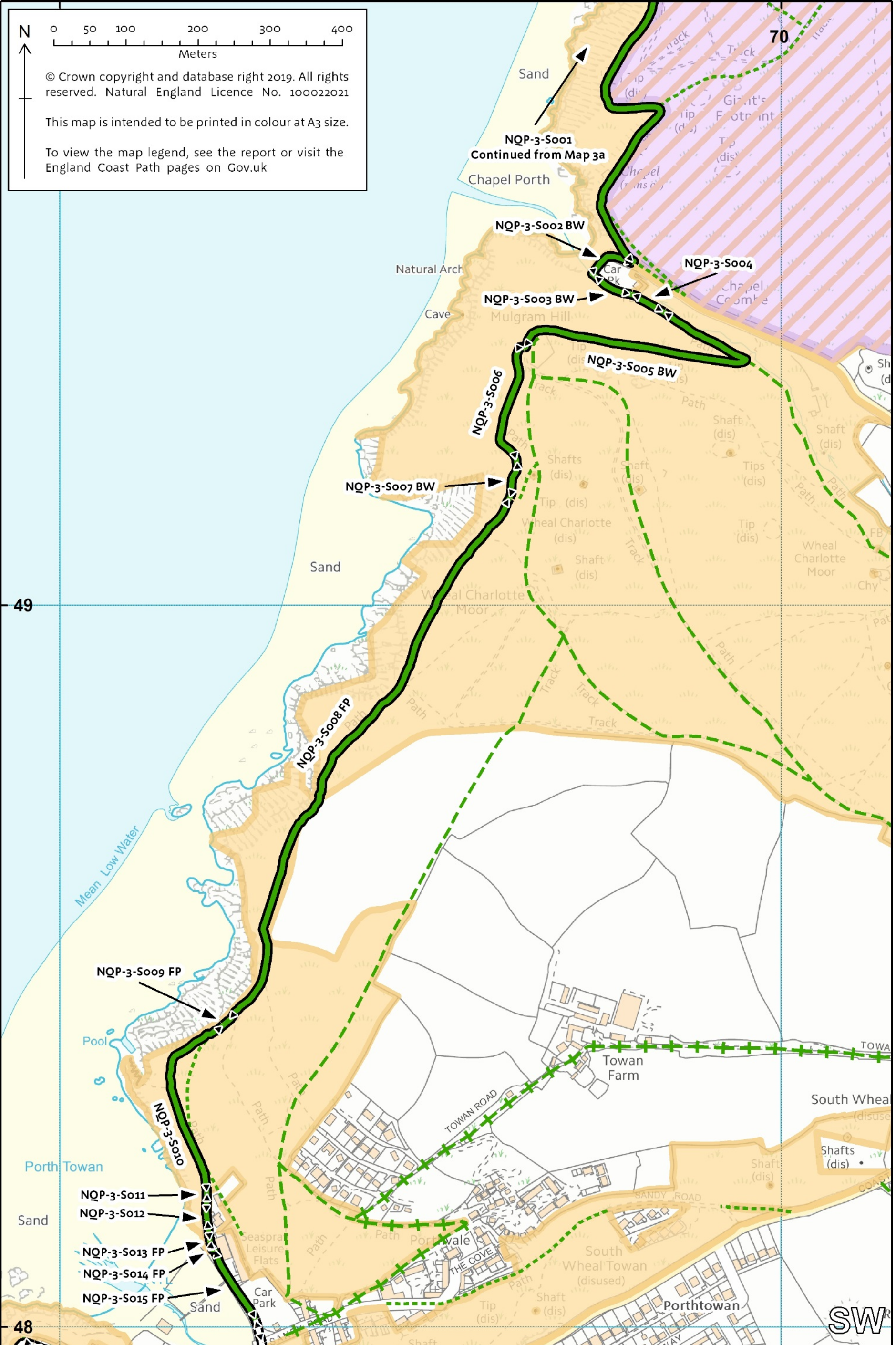
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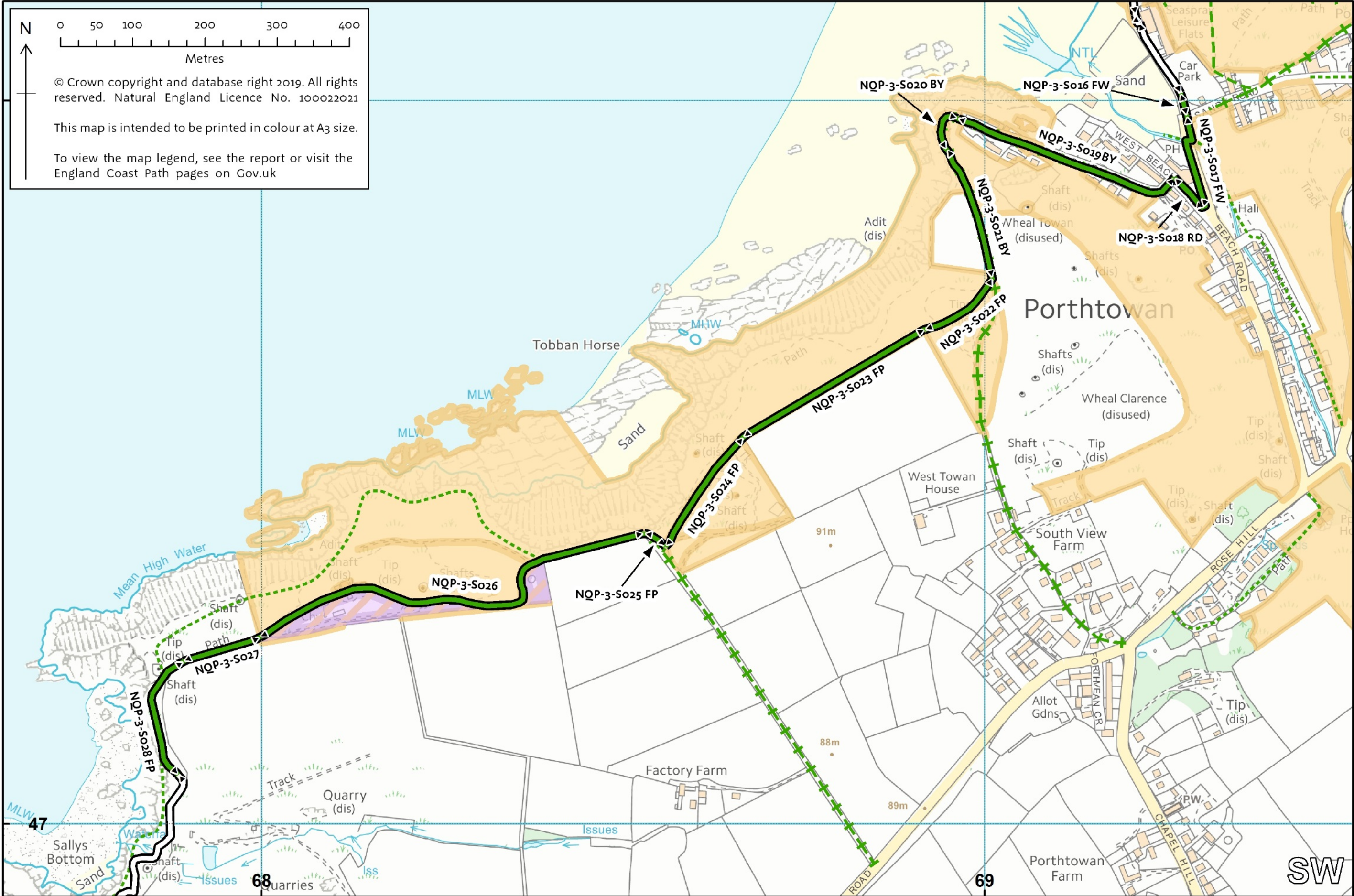
This map is intended to be printed in colour at A3 size.

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

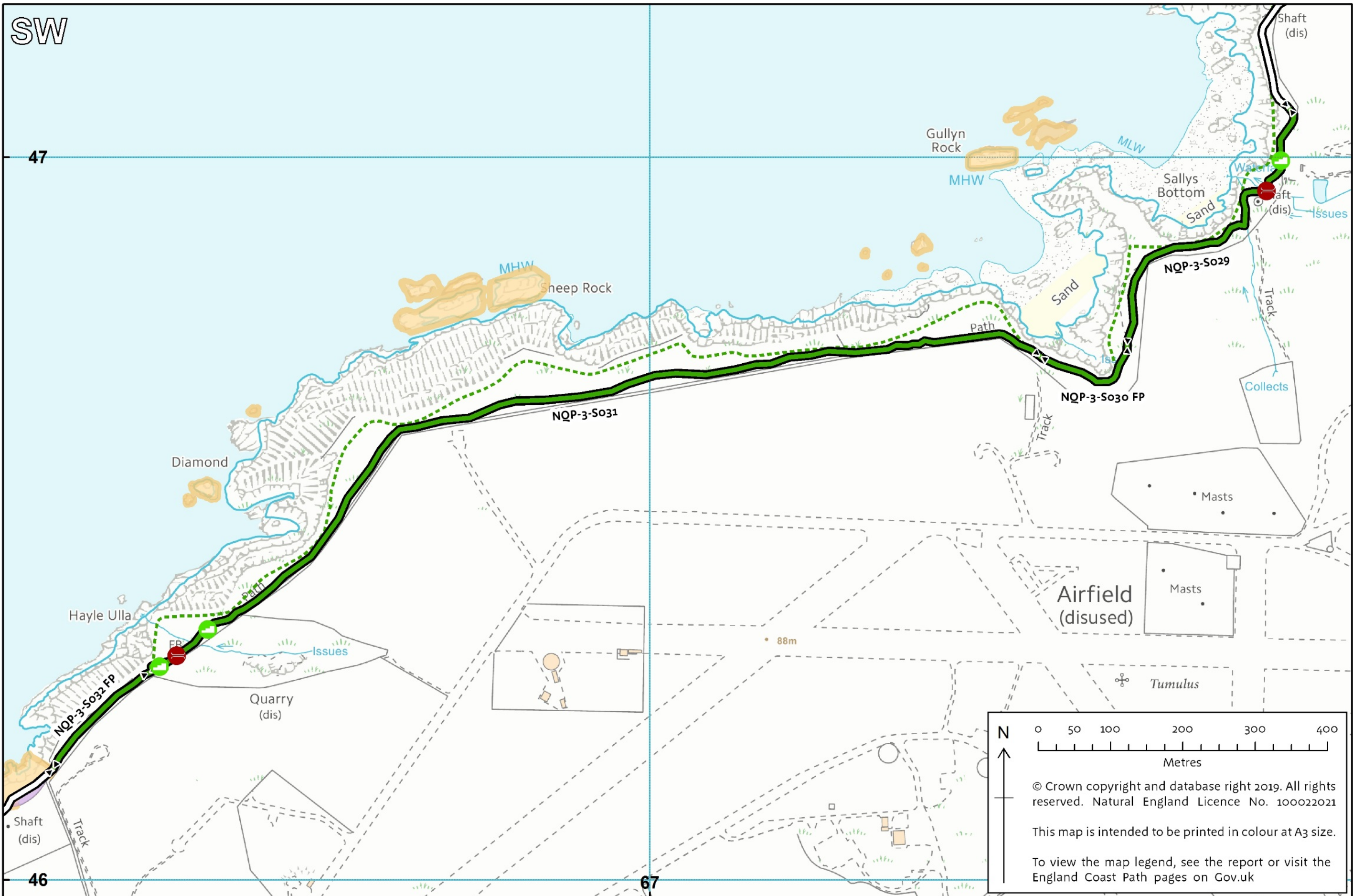
NQP-3-S001 Sand Cave
 Continued on Map 3b

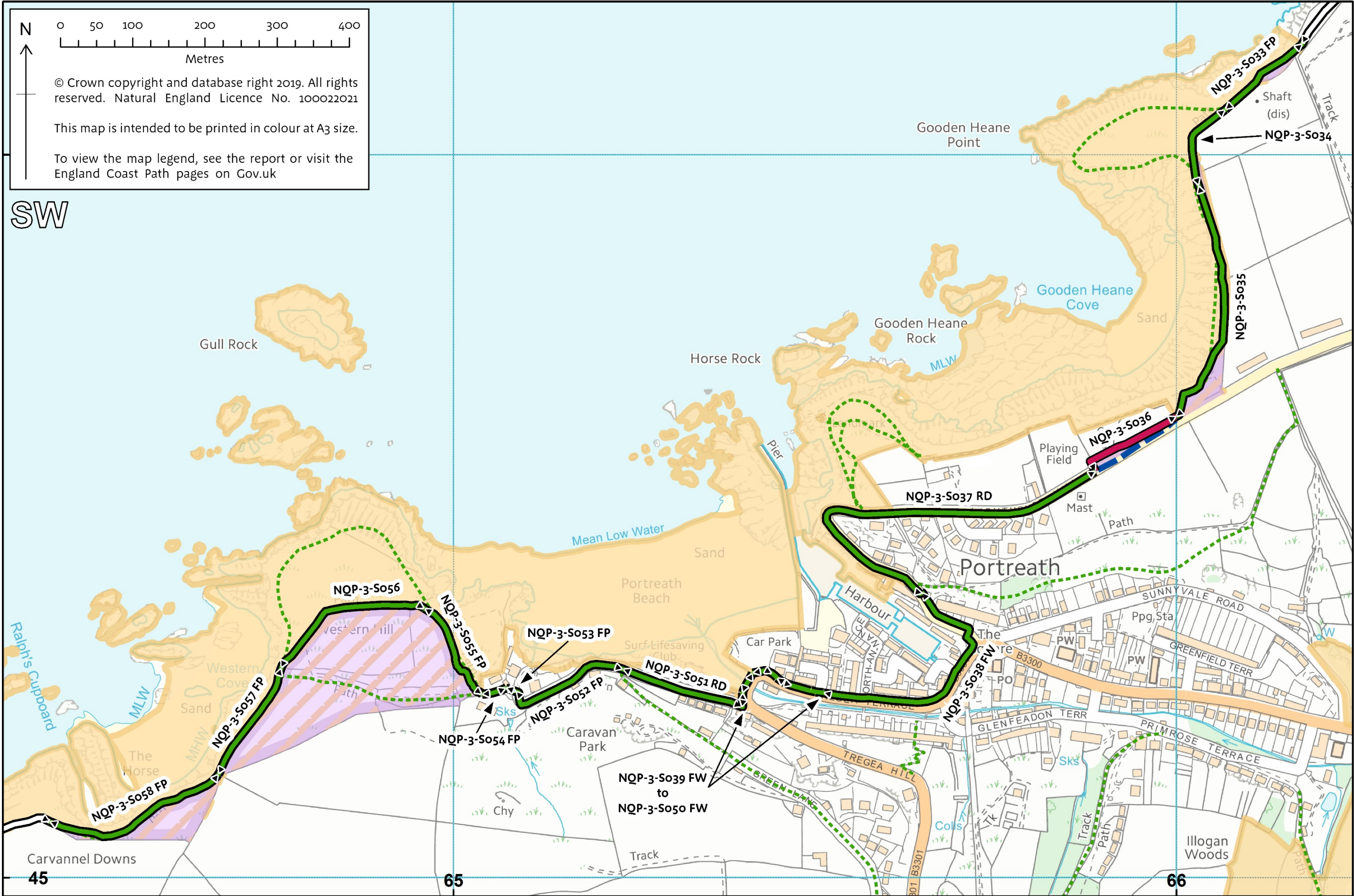
SW





Map NQP 3c: Porthtowan Car Park to Sally's Bottom





Map NQP 3e: Gooden Heane Point to Carvannel Downs

