

# England Coast Path Stretch: Newquay to Penzance

## Report NQP 4: Gwithian to Clodgy Point

### Part 4.1: Introduction

Start Point:	Gwithian (grid reference: SW 5795 4156)
End Point:	Clodgy Point (grid reference: SW 5064 4127)
Relevant Maps:	NQP 4a to NQP 4i

4.1.1 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.

4.1.2 This report covers length NQP 4 of the stretch, which is the coast between Gwithian and Clodgy 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

### The trail:

4.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps NQP 4a to NQP 4i and table 4.3.1 below for more details.

4.2.2 Differs from the existing South West Coast Path at:

- North Quay, Hayle (route section NQP-4-S026). The route has been altered slightly here to fit in with the development of the quay area. See map NQP 4c and table 4.3.2 below for more details.
- South Quay, Hayle (route sections NQP-4-S036 to NQP-4-S042). This new route moves off the main road and towards the coast at an earlier point providing good coastal views. See map NQP 4d and table 4.3.2 below for more details.
- The northern end of Hain Walk (route sections NQP-4-S084 to NQP-4-S089). This new route follows a more seaward line passing across Porthminster Point, providing good coastal views and an opportunity to access rocks above the shoreline. See map NQP 4g and table 4.3.2 below for more details.

4.2.3 Mainly follows the coastline quite closely and maintains good views of the sea apart from at Lelant Saltings where the path is landward of the railway line, houses and the football ground, and at Lelant where the route passes landward of houses and across the golf course.

### The South West Coast Path

4.2.4 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.

4.2.5 The following designated sites affect this length of coast:

- Gwithian to Mexico Towans Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Hayle Estuary and Carrack Gladden Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Aire Point to Carrick Du Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Gwithian Towans Local Nature Reserve (LNR)
- Upton Towans Local Nature Reserve (LNR)

- Cornwall and West Devon Mining Landscape World Heritage Site (WHS)

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

4.2.6 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.

4.2.7 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:**

4.2.8 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 between St Ives and Clodgy Point;
- There are steep gradients in places with steps, for example at Carrack Gladden and The Island in St Ives, where it would be necessary to ascend or descend the slopes;
- The trail will follow an uneven grass or sand-based path through the dunes between St Gothian Sands and Mexico Towans.

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

### **Where we have proposed exercising statutory discretions:**

4.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Hayle, 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 Causeway, as indicated by the extent of the trail shown on map NQP 4d. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposal.

4.2.10 **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 4.3.1 and 4.3.2 below

4.2.11 At Phillack Towans we have used this discretion to limit the landward extent of the coastal margin to a fence line landward of the trail within the dune system (route section NQP-4-S008). This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- The fence line provides an easily identifiable boundary for access users;
- There is no consistent boundary feature further landward within the dunes that could mark the boundary of the coastal margin;
- There are areas of excepted land within the dunes with no clear boundaries.

4.2.12 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 map 4g and associated table 4.3.2 below for more details.

4.2.13 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 4.3.1 and columns 5b and 5c of table 4.3.2. 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 4.3.1 and 4.3.2 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.**

4.2.14 **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.

4.2.15 Access to the coastal margin adjacent to route sections NQP-4-S043 to NQP-4-S053 is to be excluded all year-round by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000) to prevent disturbance to birds (see Directions Map NQP 4A). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

4.2.16 The coastal margin within the upper estuary at Hayle is important for birds throughout the year as a source of food and as a rest site. It is designated as an SSSI for overwintering and passage birds and records show the site is important year-round for a number of species that are susceptible to disturbance.

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

4.2.17 **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.

4.2.18 Column 3 of table 4.3.1 and column 4 of table 4.3.2 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 4a to NQP 4f and NQP 4h as the proposed route of the trail.

4.2.19 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 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps NQP 4c to NQP 4h as the proposed route of the trail.

### Other future change:

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

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

### Establishment of the trail:

4.2.21 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.

4.2.22 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £3,818 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.

4.2.23 There are two main elements to the overall cost:

- Works to make new sections of path accessible to the public (see point 4.2.2 above), including items such as steps. 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**

<b>Item</b>	<b>Cost</b>
New route sections	£320
Signs and interpretation	£3,000
Project management	£498
<b>Total</b>	<b>£3,818 (Exclusive of any VAT payable)</b>

4.2.24 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:**

4.2.25 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).

4.2.26 We estimate that the annual cost to maintain the trail will be £8,339.68 (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 4.3: Proposals Tables

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

### 4.3.1 Details for sections that follow the existing South West Coast Path – Maps NQP 4a to NQP 4h: Gwithian to Clodgy Point

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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 4a	NQP-4-S001 & NQP-4-S002	Yes - Normal	Yes - s15 land			
	NQP-4-S003	Yes - Normal	Yes - s15 land			Detail of any roll back subject to SSSI assent
	NQP-4-S004	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent
NQP 4b	NQP-4-S005	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent
	NQP-4-S006	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-4-S007	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent
	NQP-4-S008	Yes - Normal	Yes - dune	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	NQP-4-S009	Yes - Normal	No			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-4-S010 to NQP-4-S013	Yes - Normal	Yes - dune			Detail of any roll back subject to SSSI assent
NQP 4c	NQP-4-S014 & NQP-4-S015	Yes - Normal	No			
	NQP-4-S016 to NQP-4-S022	Yes - See table 4.3.4	No			
	NQP-4-S023	Yes - See table 4.3.4	No	Landward edge of track	Clarity and cohesion	
	NQP-4-S024 & NQP-4-S025	No	No	Pavement edge	Clarity and cohesion	
	NQP-4-S027*	No	No	Pavement edge	Clarity and cohesion	
	NQP-4-S028 & NQP-4-S029	No	No	Path	Clarity and cohesion	
	NQP-4-S030	No	No	Pavement edge	Clarity and cohesion	
	NQP 4d	NQP-4-S031	No	No	Path	Clarity and cohesion
NQP-4-S032 to NQP-4-S035		No	No	Pavement edge	Clarity and cohesion	
NQP-4-S043*		Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
NQP-4-S044 to NQP-4-S047		No	No	Pavement edge	Clarity and cohesion	
NQP-4-S048* & NQP-4-S049*		No	No	Landward edge of road	Clarity and cohesion	
NQP-4-S050*		No	No	Path	Clarity and cohesion	
NQP-4-S051* & NQP-4-S052		No	No	Landward edge of road	Clarity and cohesion	
NQP 4e	NQP-4-S053*	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S054* to NQP-4-S056	No	No	Path	Clarity and cohesion	
	NQP-4-S057 to NQP-4-S059	Yes - See table 4.3.4	Yes - dune			
NQP 4f	NQP-4-S060 to NQP-4-S062	Yes - See table 4.3.4	Yes - dune			
	NQP-4-S063 & NQP-4-S064	Yes - See table 4.3.4	Yes - s15 land			
	NQP-4-S065	Yes - Normal	Yes - s15 land			
	NQP-4-S066	Yes - Normal	No	Fence line	Clarity and cohesion	



1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	NQP-4-S067	No	No	Fence line	Clarity and cohesion	
	NQP-4-S068	No	No	Path	Clarity and cohesion	
	NQP-4-S069	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
	NQP-4-S070	Yes - See table 4.3.4	No			
	NQP-4-S071	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-4-S072	Yes - Normal	Yes - s15 land			Detail of any roll back subject to SSSI assent
	NQP-4-S073	No	No			
	NQP-4-S074	No	No	Pavement edge	Clarity and cohesion	
	NQP-4-S075 & NQP-4-S076	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S077 to NQP-4-S081*	No	No	Path	Clarity and cohesion	
NQP 4g	NQP-4-S082* & NQP-4-S083*	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S090 to NQP-4-S092	No	No	Path	Clarity and cohesion	
	NQP-4-S093 & NQP-4-S094	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S095 & NQP-4-S096	No	No	Path	Clarity and cohesion	
NQP 4h	NQP-4-S097	No	No	Pavement edge	Clarity and cohesion	
	NQP-4-S098	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S099	No	No	Promenade edge	Clarity and cohesion	
	NQP-4-S100 & NQP-4-S101	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S102	Yes - See table 4.3.4	No	Path	Clarity and cohesion	
	NQP-4-S103	Yes - Normal	No	Path	Clarity and cohesion	
	NQP-4-S104	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S105	No	No	Pavement edge	Clarity and cohesion	

1	2	3	4a	4b	4c	5
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
	NQP-4-S106	No	No	Path	Clarity and cohesion	
	NQP-4-S107 to NQP-4-S110	Yes - Normal	No	Path	Clarity and cohesion	
	NQP-4-S111 to NQP-4-S118	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	NQP-4-S119	Yes - Normal	No			Detail of any roll back subject to SSSI assent

### 4.3.2 Details for sections that differ from the existing South West Coast Path – Maps NQP 4c, NQP 4d and NQP 4g: Hayle and Porthminster Point

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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 4c	NQP-4-S026*	Other existing walked route	No	No	Path	Clarity and cohesion	
NQP 4d	NQP-4-S036*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
	NQP-4-S037*	Other existing walked route	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
	NQP-4-S038* & NQP-4-S039*	Public footpath	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
	NQP-4-S040* to NQP-4-S042*	Other existing walked route	Yes - See table 4.3.4	No			
NQP 4g	NQP-4-S084*	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S085*	Other existing walked route	No	No	Path	Clarity and cohesion	

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-4-S086*	Other existing walked route	No	No	Fence line	Additional landward area	
	NQP-4-S087*	Byway open to all traffic	No	No	Landward edge of track	Clarity and cohesion	
	NQP-4-S088*	Byway open to all traffic	No	No	Landward edge of road	Clarity and cohesion	
	NQP-4-S089*	Public footpath	No	No	Path	Clarity and cohesion	

#### 4.3.3 Other options considered – Maps NQP 4c to NQP 4g: Hayle to Porthminster Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 4c	NQP-4-S026 to NQP-4-S027	We considered aligning the trail along the lower quay area at North Quay.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ as a working harbour there are areas of North Quay that are subject to statutory undertakings and therefore would be excepted from the coastal access rights;</li> <li>■ to avoid areas where there are public safety issues in relation to the harbour operations;</li> <li>■ 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;</li> <li>■ under our proposals, part of the lower quay area would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</li> </ul>
NQP 4d	NQP-4-S038 to NQP-4-S043	We considered aligning the trail over South Quay and around the seaward edge of Carnsew Pool.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ as a working harbour there are areas of South Quay that are subject to statutory undertakings and therefore would be excepted from the coastal access rights;</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> <li>■ to avoid areas where there are public safety issues in relation to the harbour operations;</li> <li>■ to the north west of the pool there are significant issues with disturbance to feeding and roosting birds which would not be compatible with the aligning of a national trail;</li> <li>■ the route around the pool is an additional 1.2km and does not provide significantly improved views;</li> <li>■ 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;</li> <li>■ the public footpath around Carnsew Pool would remain available for people to use but would not form part of the designated trail.</li> </ul>
NQP 4d	NQP-4-S036 to NQP-4-S043	We considered aligning the trail along the South West Coast Path route along Carnsew Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the path moves off the main road at an earlier point, providing better coastal views and links up with the current route by Carnsew Pool;</li> <li>■ 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.</li> </ul>
NQP 4d	NQP-4-S048 to NQP-4-S051	We considered aligning the trail to a more seaward location landward of the railway line at Lelant Saltings.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ there is insufficient space to establish a route between the football ground, ponds and the railway line;</li> <li>■ 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.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 4e	NQP-4-S053 to NQP-4-S055	We considered aligning the trail via the access track to Dynamite Quay and the foreshore at Lelant.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it is available at all states of the tide;</li> <li>■ walkers are further away from the main playing areas at West Cornwall Golf Club and are protected from flying golf balls by banks;</li> <li>■ 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;</li> <li>■ under our proposals, the access road, quay and beach would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</li> </ul>
NQP 4f & NQP 4g	NQP-4-S080 to NQP-4-S085	We considered aligning the trail seaward of the railway line between Carbis Bay and Porthminster Point.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ there is insufficient space to establish a route seaward of the railway line near to Carbis Bay;</li> <li>■ 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.</li> </ul>
NQP 4g	NQP-4-S084 to NQP-4-S089	We considered aligning the trail along the South West Coast Path route via Hain Walk.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows a more seaward line and provides good coastal views and an opportunity to access rocks above the shoreline;</li> <li>■ 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;</li> <li>■ the public footpath along Hain Walk would remain available for people to use but would not form part of the designated trail.</li> </ul>

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.

#### 4.3.4 Roll-back implementation – more complex situations – Maps NQP 4c to NQP 4f: Riviere Towans to Porthminster Point

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
NQP 4c	NQP-4-S016 to NQP-4-S023	Buildings, 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 4d	NQP-4-S037 to NQP-4-S043	Buildings, 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 4e & NQP 4f	NQP-4-S057 to NQP-4-S064	Railway line and golf course	If it is no longer possible to find a viable route seaward of the railway line and 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 4f	NQP-4-S069 & NQP-4-S070	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 4h	NQP-4-S102	Buildings and beach huts	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 4.4: Proposal maps

### 4.4.1 Map Index

Map reference	Map title
NQP 4a	Gwithian to Upton Towans
NQP 4b	Upton Towans to Mexico Towans
NQP 4c	Mexico Towans to Penpol Terrace
NQP 4d	Penpol Terrace to Lelant Station
NQP 4e	Lelant Station to Porth Kidney Sands
NQP 4f	Hawk's Point to Hain Walk
NQP 4g	Hain Walk to Western Pier
NQP 4h	Western Pier to Clodgy Point
NQP 4i	Towans area coastal margin
Directions Map NQP 4A	Proposed long term access exclusion at Hayle estuary



### PROPOSALS

#### Trail Sections

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

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

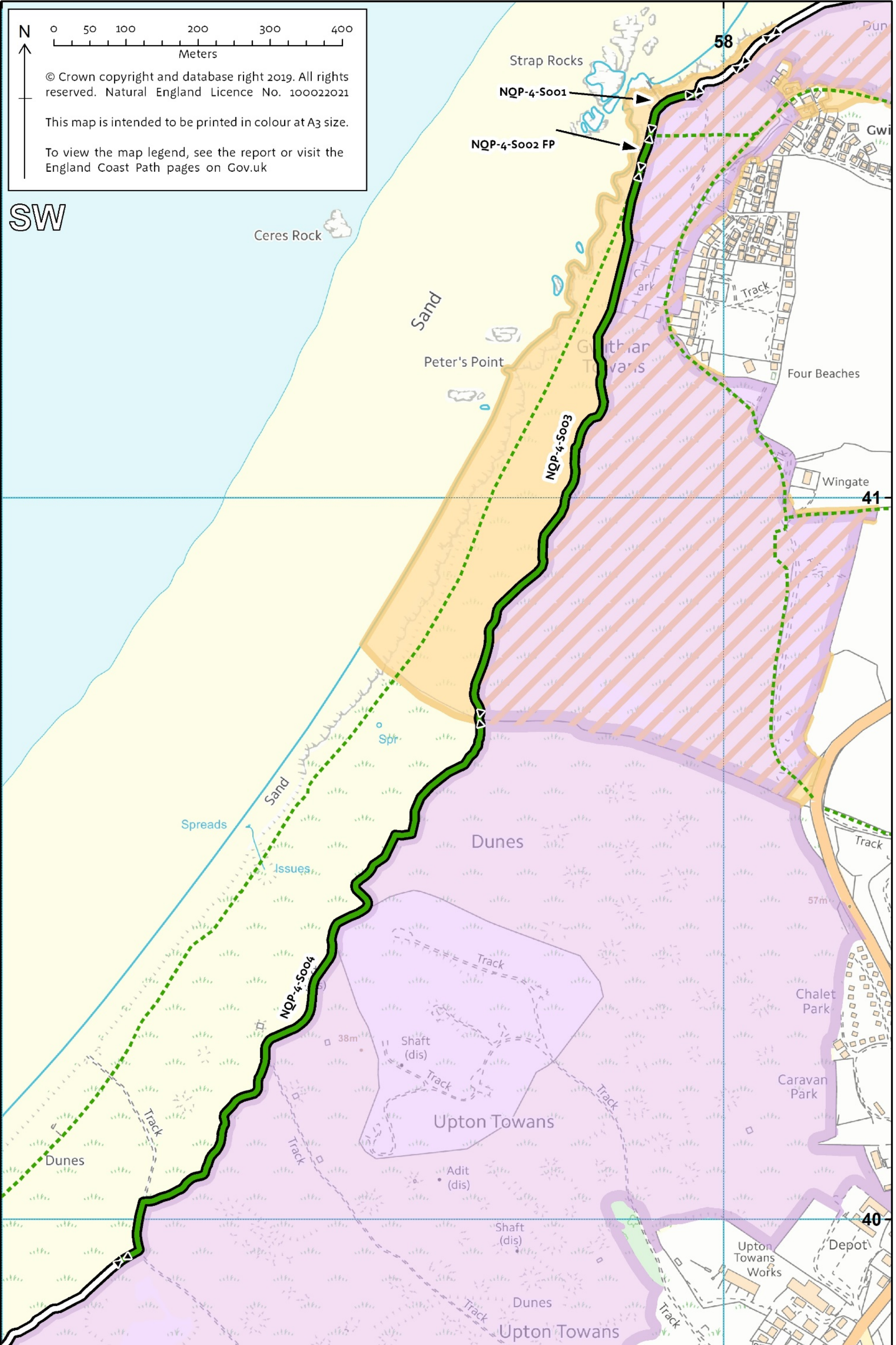
##### Miscellaneous:

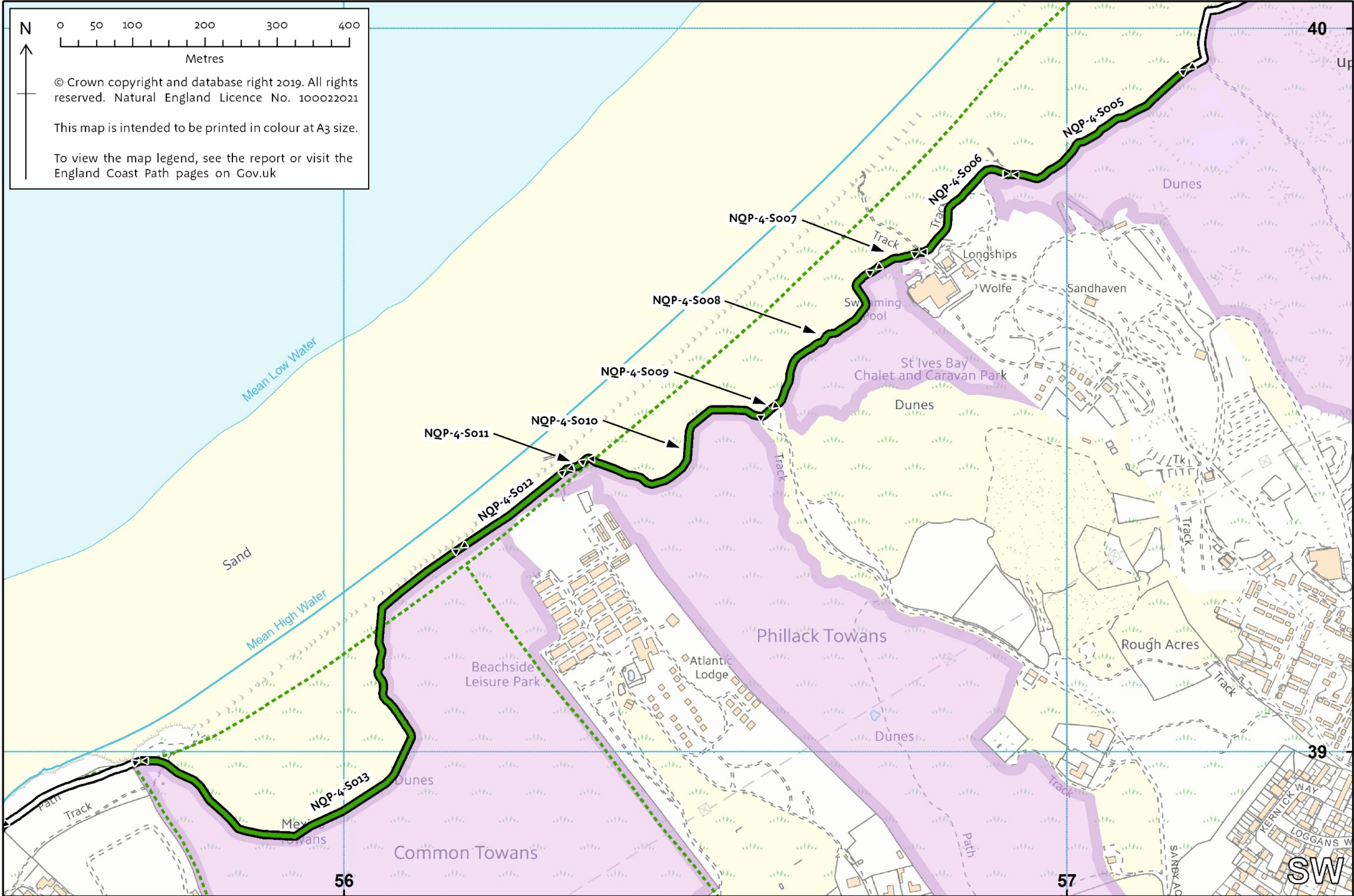
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

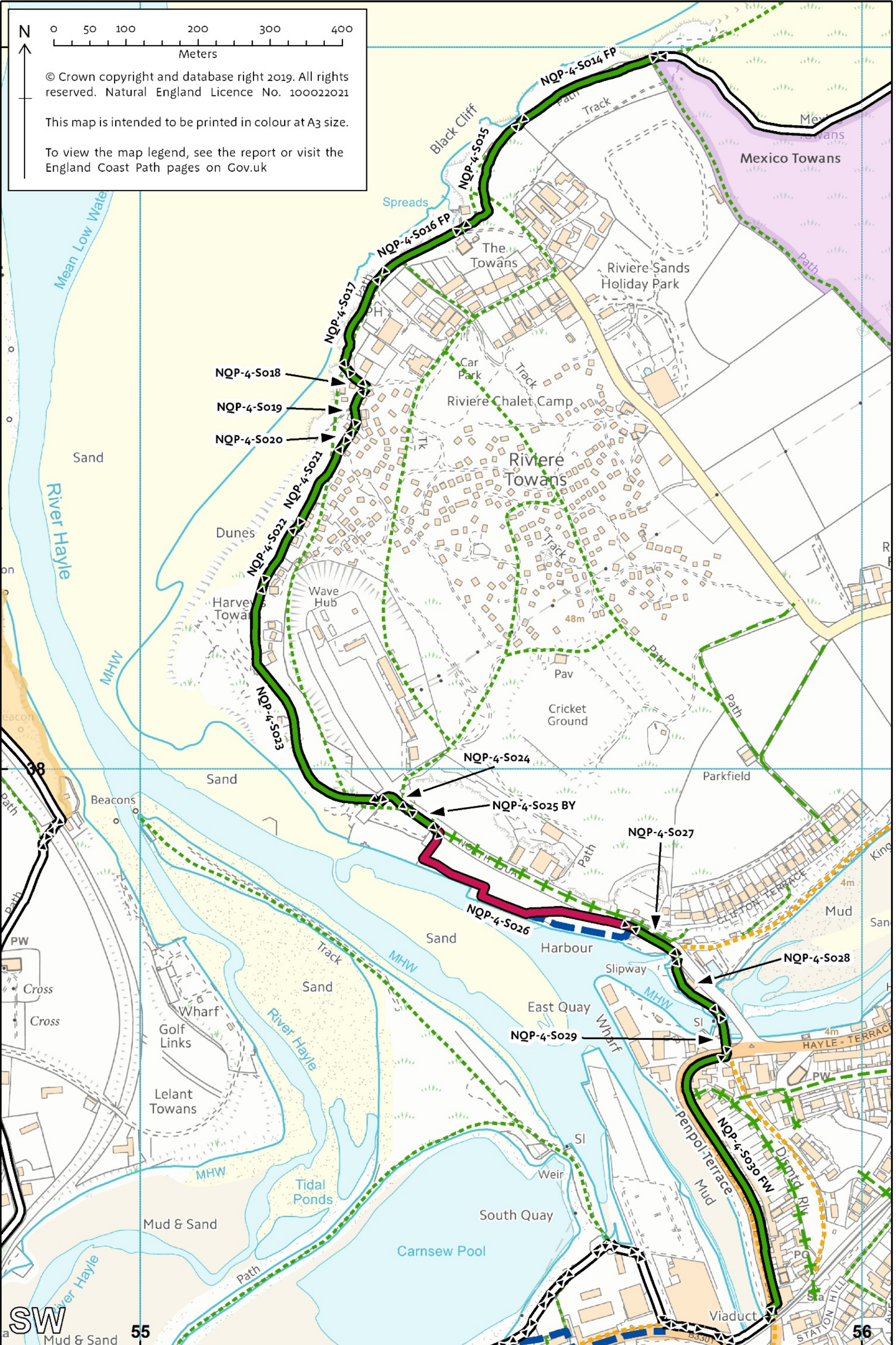
#### Infrastructure status

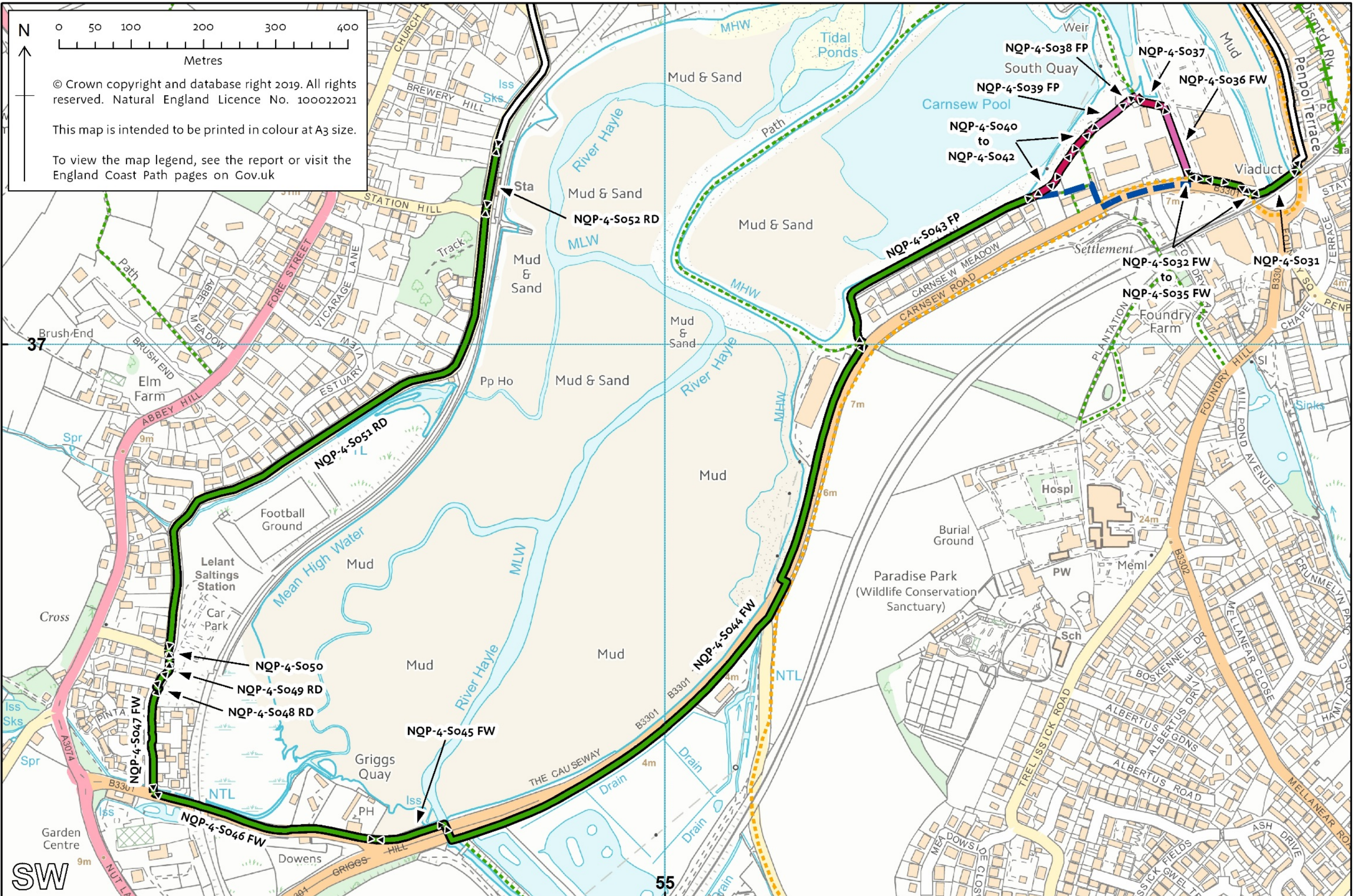
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

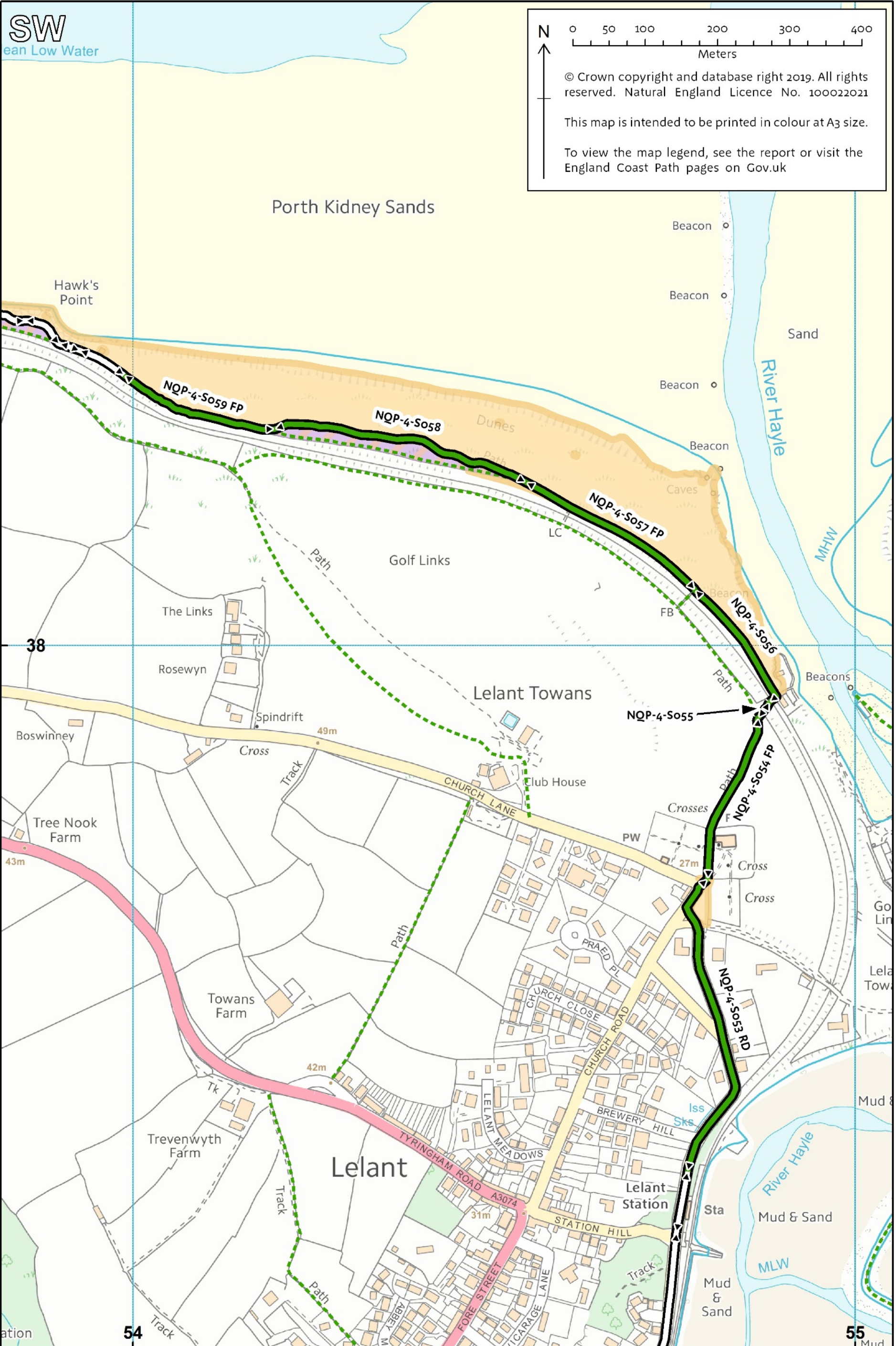
- Existing steps to be retained
- New steps required
- Existing steps to be removed







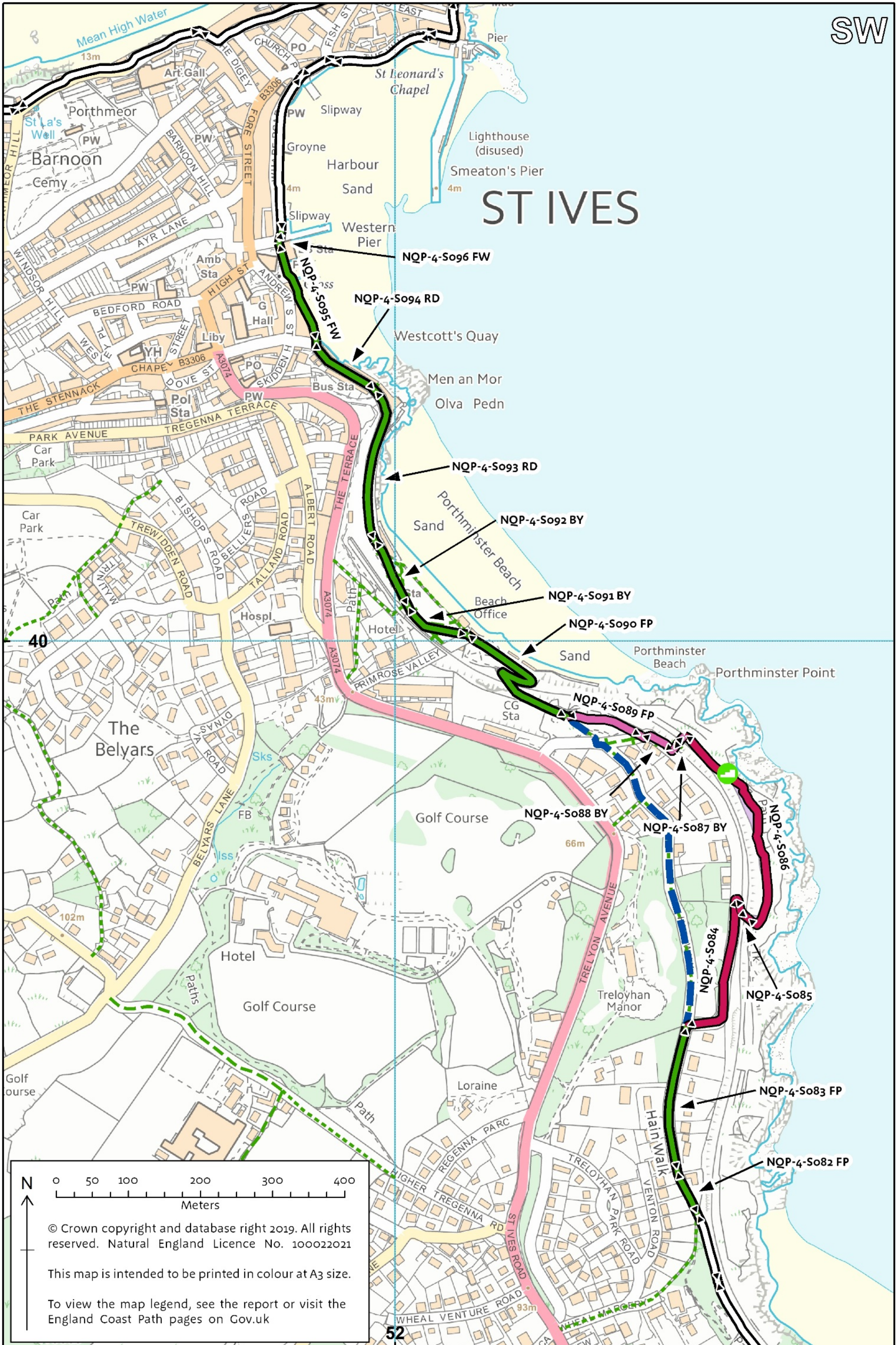




Map NQP 4e: Lelant Station to Porth Kidney Sands



Map NQP 4f: Hawk's Point to Hain Walk



Map NQP 4g: Hain Walk to Western Pier





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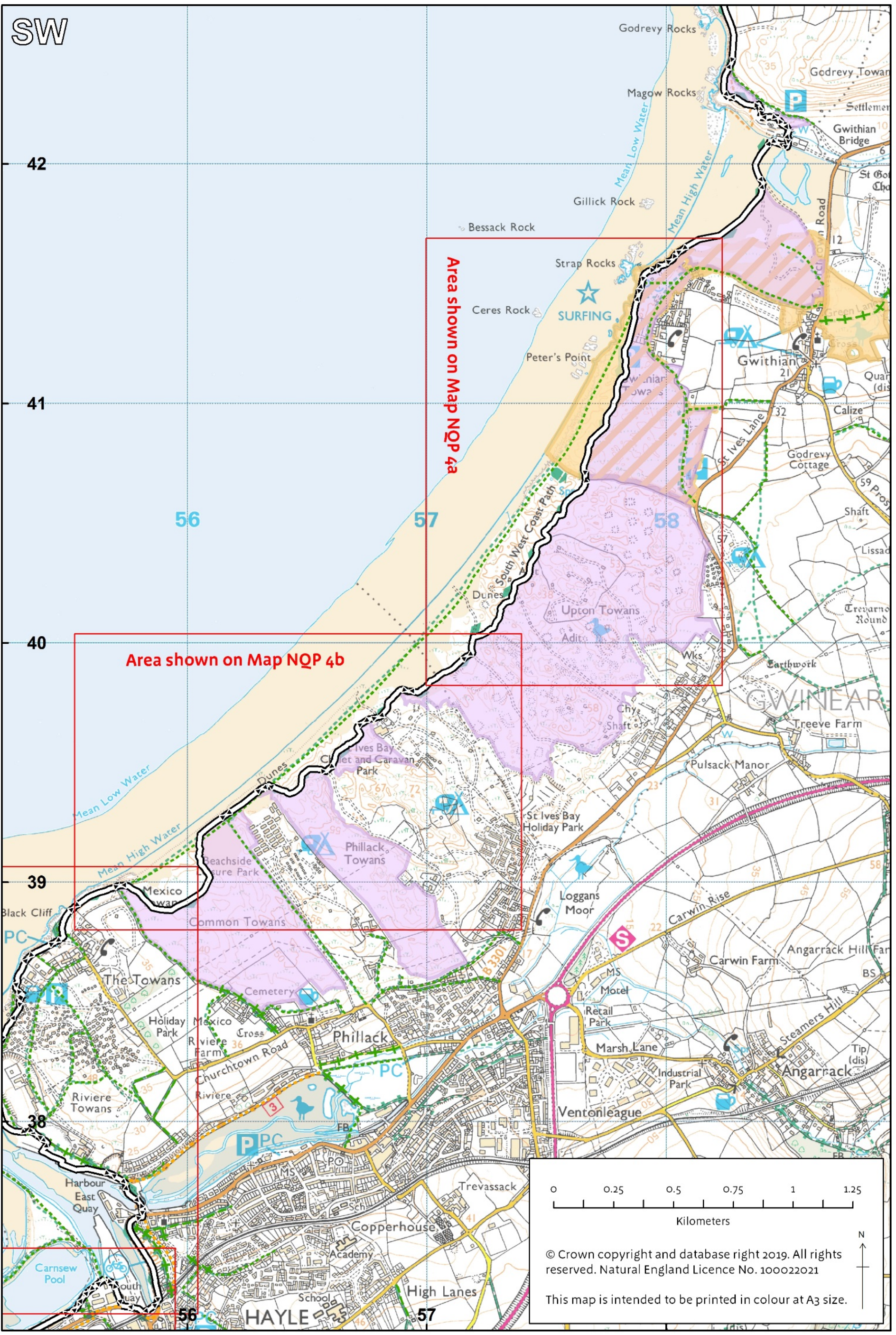
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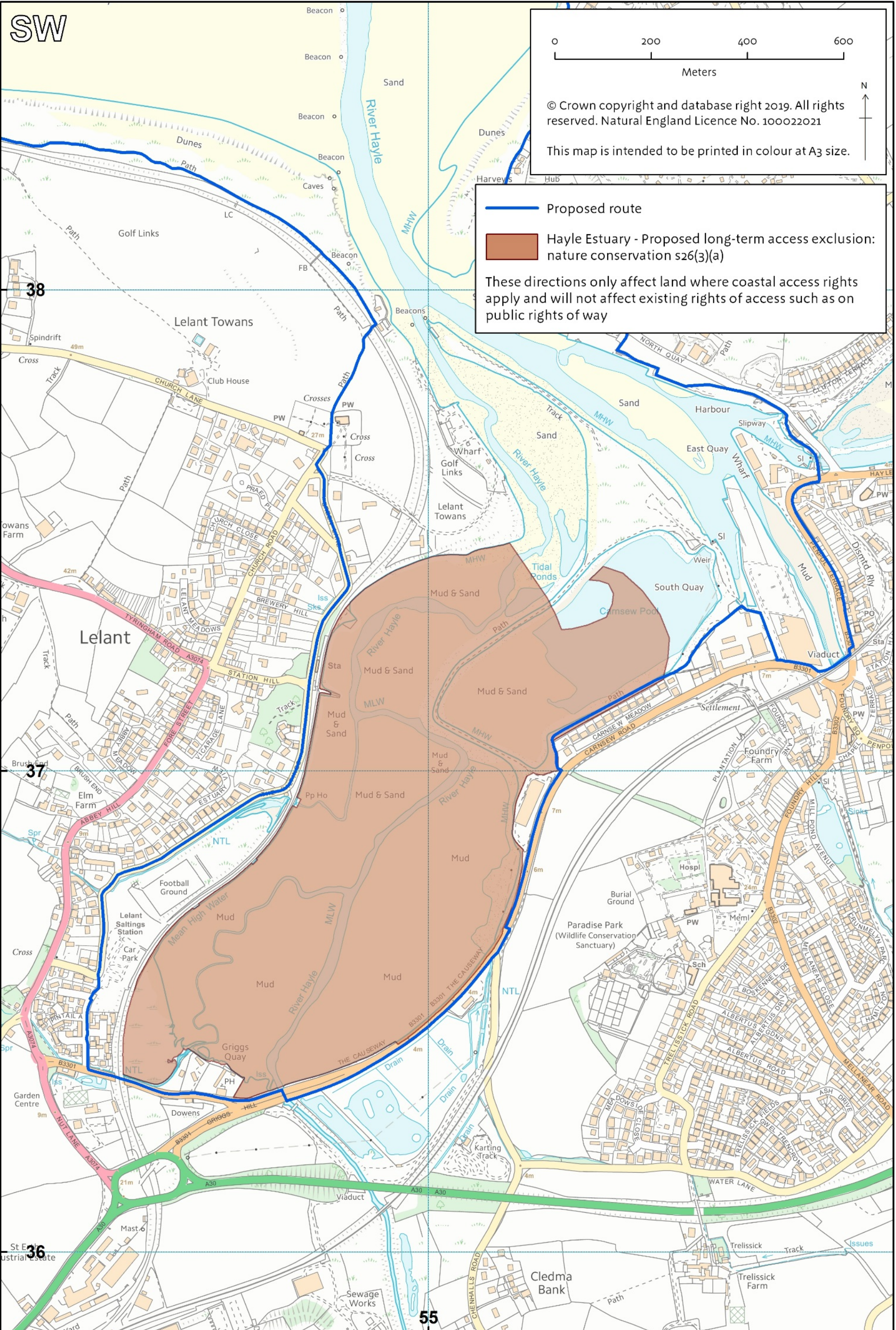
Metres

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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





— Proposed route  
 Hayle Estuary - Proposed long-term access exclusion:  
 nature conservation s26(3)(a)

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