



England Coast Path Stretch: Newquay to Penzance

Report NQP 6: Pendeen Watch to Land's End

Part 6.1: Introduction

Start Point:	Pendeen Watch (grid reference: SW 3796 3580)
End Point:	Land's End (grid reference: SW 3441 2529)
Relevant Maps:	NQP 6a to NQP 6i

6.1.1 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.

6.1.2 This report covers length NQP 6 of the stretch, which is the coast between Pendeen Watch and Land's End. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

The trail:

6.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps NQP 6a to NQP 6i and table 6.3.1 below for more details.

6.2.2 Differs from the existing South West Coast Path at:

- Pendeen Old Cliff (route section NQP-6-S001). This new route follows a path to the seaward side of the road for approximately 180m, providing an off-road route and good coastal views. See map NQP 6a and table 6.3.2 below for more details.
- Cape Cornwall (route sections NQP-6-S045 to NQP-6-S049). This new route passes over the Cape and by the Cape Cornwall National Coastwatch Institution Lookout Station via the existing steps before following the private road seaward of the properties to link up with the existing South West Coast Path. This new route is in a more seaward location, provides good sea views and passes by a point of significant interest in the Lookout Station. See map NQP 6d and table 6.3.2 below for more details.
- Porth Nanven (route sections NQP-6-S060 to NQP-6-S062). This new route follows a more seaward line providing an opportunity to access the cove. See map NQP 6d and table 6.2.2 below for more details.
- Escalls Cliff (route sections NQP-6-S070 to NQP-6-S071). This new route will pass slightly inland of the current route to provide a safer route away from the eroding cliff edge. See map NQP 6f and table NQP 6.2.2 below for more details.

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

The South West Coast Path

6.2.4 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.

6.2.5 The following designated sites affect this length of coast:

- Land's End and Cape Bank Special Area of Conservation (SAC)
- Aire Point to Carrick Du Site of Special Scientific Interest (SSSI) for its geological /wildlife interest
- Cornwall and West Devon Mining Landscape World Heritage Site (WHS)

- Geevor Mine Scheduled Ancient Monument (SAM)
- Tin Mine calciner at Botallack Mine Scheduled Ancient Monument (SAM)
- Kenidjack Castle promontory fort Scheduled Ancient Monument (SAM)
- St Helen's Chapel Scheduled Ancient Monument (SAM)
- Ballowall Barrow Scheduled Ancient Monument (SAM)
- Round cairn on Carn Polpry Scheduled Ancient Monument (SAM)
- Two kerbed cairns 240m WSW of Boscregan Scheduled Ancient Monument (SAM)
- Maen Castle 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.

6.2.6 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.

6.2.7 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:

6.2.8 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;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steep gradients in places with steps, for example at Carn Clougy, Cape Cornwall and Mayon Cliff, where it would be necessary to ascend or descend the slopes.

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

Where we have proposed exercising statutory discretions:

6.2.9 **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 6.3.1 and 6.3.2 below

6.2.10 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 6a to NQP 6h and tables 6.3.1 and 6.3.2 below for more details.

6.2.11 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 6.3.1 and columns 5b and 5c of table 6.3.2. 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 6.3.1 and 6.3.2 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.

6.2.12 **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.

6.2.13 Column 3 of table 6.3.1 and column 4 of table 6.3.2 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 6d to NQP 6h as the proposed route of the trail.

6.2.14 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 6.3.1 or 6.3.2, the route is to be at the centre of the line shown on maps NQP 6a to NQP 6d and NQP 6g to NQP 6h as the proposed route of the trail.

Other future change:

6.2.15 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:

6.2.16 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.

6.2.17 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £10,348 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.

6.2.18 There are two main elements to the overall cost:

- Works to make new sections of path accessible to the public (see point 6.2.2 above).
 - At Porth Nanven, a number of steps will be installed, a handrail will be attached to the footbridge, and clearance works will take place adjacent to the road;
 - At Escalls Cliff, some vegetation will be cleared and steps will be installed on the slope to make it easier to walk.

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	£6,388
Signs and interpretation	£2,610
Project management	£1,350
Total	£10,348 (Exclusive of any VAT payable)

6.2.19 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:

6.2.20 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).

6.2.21 We estimate that the annual cost to maintain the trail will be £11,010.42 (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 6.3: Proposals Tables

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

6.3.1 Details for sections that follow the existing South West Coast Path: Maps NQP 6a to NQP 6i: Pendeen Watch to Land's End

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 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.
4. 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 6a	NQP-6-S002*	No	No	Landward edge of road	Clarity and cohesion	
	NQP-6-S003 to NQP-6-S005	No	No			
	NQP-6-S006	No	No	Hedge bank	Additional landward area	
	NQP-6-S007	No	No	Fence line	Additional landward area	
	NQP-6-S008	No	No			
NQP 6b	NQP-6-S009	No	No			
	NQP-6-S010 & NQP-6-S011	No	No	Wall	Additional landward area	
	NQP-6-S012* & NQP-6-S013*	No	No			
	NQP-6-S014* & NQP-6-S015*	No	No	Landward edge of track	Clarity and cohesion	
	NQP-6-S016*	No	No	Landward edge of track	Additional landward area	
	NQP-6-S017*	No	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-6-S018*	No	No	Wall	Clarity and cohesion	
	NQP-6-S019*	No	No	Landward edge of track	Clarity and cohesion	
NQP 6c	NQP-6-S020*	No	No	Seaward edge of track	Additional landward area	
	NQP-6-S021 & NQP-6-S022	No	No			
	NQP-6-S023	No	No	Fence line	Clarity and cohesion	
	NQP-6-S024 to NQP-6-S030*	No	No	Fence line	Additional landward area	
	NQP-6-S031* & NQP-6-S032*	No	No	Landward edge of track	Clarity and cohesion	
	NQP-6-S033*	No	No	Hedgerow	Clarity and cohesion	
	NQP-6-S034*	No	No	Watercourse	Additional landward area	
	NQP-6-S035* & NQP-6-S036*	No	No			
	NQP-6-S037*	No	No	Wall	Additional landward area	
	NQP-6-S038 to NQP-6-S039	No	No	Wall	Clarity and cohesion	
	NQP 6d	NQP-6-S040 & NQP-6-S041	No	No	Wall	Clarity and cohesion
NQP-6-S042 to NQP-6-S044		No	No	Wall	Additional landward area	
NQP-6-S050 to NQP-6-S053		No	No	Wall	Clarity and cohesion	
NQP-6-S054 & NQP-6-S055		No	No	Landward edge of track	Clarity and cohesion	
NQP-6-S056* to NQP-6-S059		No	No	Hedge bank	Additional landward area	
NQP-6-S063*		Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
NQP 6e	NQP-6-S064	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
NQP 6f	NQP-6-S065	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-6-S066 to NQP-6-S068	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-6-S069	Yes - Normal	No	Hedge bank	Additional landward area	
	NQP-6-S072 to NQP-6-S075	Yes - Normal	No			
NQP 6g	NQP-6-S076* to NQP-6-S079*	Yes - Normal	No			
	NQP-6-S080* to NQP-6-S082*	Yes - Normal	Yes - dune			
	NQP-6-S083 & NQP-6-S084	No	No			
	NQP-6-S085 & NQP-6-S086	No	No	Pavement edge	Clarity and cohesion	
	NQP-6-S087 to NQP-6-S090	No	No	Landward edge of road	Clarity and cohesion	
	NQP-6-S091 & NQP-6-S092	No	No	Path	Clarity and cohesion	
	NQP-6-S093 to NQP-6-S095	No	No	Seaward edge of road	Additional landward area	
NQP 6h	NQP-6-S096	No	No	Wall	Additional landward area	
	NQP-6-S097	No	No	Fence line	Additional landward area	
	NQP-6-S098	No	No			

6.3.2 Details for sections that differ from the existing South West Coast Path: Maps NQP 6a, NQP 6d and NQP 6f: Pendeen Watch to Carn Barges

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 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.
4. 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 6a	NQP-6-S001*	Other existing walked route	No	No			
NQP 6d	NQP-6-S045*	Other existing walked route	No	No	Wall	Additional landward area	
	NQP-6-S046	Other existing walked route	No	No	Track	Additional landward area	
	NQP-6-S047* to NQP-6-S049*	Other existing walked route	No	No	Track	Clarity and cohesion	
	NQP-6-S060*	Other existing walked route	No	No			
	NQP-6-S061* & NQP-6-S062*	Other existing walked route	No	No	Watercourse	Additional landward area	
NQP 6f	NQP-6-S070*	Other existing walked route	Yes - Normal	No	Hedge bank	Additional landward area	
	NQP-6-S071*	Other existing walked route	Yes - Normal	No			

6.3.3 Other options considered: Maps NQP 6a to NQP 6d, NQP 6f and NQP 6g: Pendeen to Sennen

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 6a	NQP-6-S001	We considered aligning the trail along the South West Coast Path route along the road leading to Pendeen Watch.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is an existing walked line providing an off-road route to the seaward side of the busy and narrow road; ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
NQP 6a	NQP-6-S002	We considered aligning the trail to the seaward side of the road leading to Pendeen Watch.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it was not possible to establish a route to the seaward side of the road at this point due to the unstable ground; ■ 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 6b	NQP-6-S012 to NQP-6-S020	We considered aligning the trail seaward of the South West Coast Path route between Levant and Botallack.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it would be not be safe to establish a route in a more seaward location due to the unstable ground and the many mine adits and undiscovered mineshafts in the area; ■ 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 6c	NQP-6-S028 to NQP-6-S037	We considered aligning the trail across the valley in a more seaward location between Kenidjack Cliff and Boswedden Cliff.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it would be not be safe to establish a route on the steep valley sides due to the unstable ground and possible undiscovered mine shafts and adits;

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ it is further away from sensitive wildlife which are present in one location to the seaward side of the route; ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme; ■ 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 6d	NQP-6-S045 to NQP-6-S048	We considered aligning the trail along the South West Coast Path route up the steep slope towards the chimney stack landward of the private road at Cape Cornwall.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows a more seaward line, providing good coastal views and passes by the National Coastwatch Institution lookout station; ■ 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 current permissive route would remain available for people to use as part of the landward spreading room, but would not form part of the designated trail.
NQP 6d	NQP-6-S056 to NQP-6-S058	We considered aligning the trail seaward of the South West Coast Path route at Ballowall.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it would be not be safe to establish a route in a more seaward location due to the unstable ground and the many mine adits and undiscovered mineshafts in the area; ■ 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.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 6d	NQP-6-S060 to NQP-6-S062	We considered aligning the trail along the South West Coast Path via the remains of Wheal Rose mine at Porth Nanven.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is in a more seaward location, provides good sea views and an opportunity to access the cove; ■ the route via Wheal Rose will continue to be signposted locally and will remain available to access as part of the landward spreading room; ■ 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 6d	NQP-6-S063	We considered aligning the trail along the public footpath landward of the South West Coast Path route at Carn Leskys.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is a safer option for walkers as there is an open mineshaft in close proximity to the Carn Leskys footpath; ■ sea views are equally good from both routes; ■ 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 public footpath would remain available for people to use as part of the landward spreading room, but would not form part of the designated trail.
NQP 6f	NQP-6-S070 to NQP-6-S071	We considered aligning the trail along the route of the South West Coast Path close to the cliff edge at Escalls Cliff.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is in a more stable location a few metres landward of the eroding cliff; ■ 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 6g	NQP-6-S076 to NQP-6-S082	We considered aligning the trail across the dunes and beach at Sennen.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there is a seasonal dog ban in place on Sennen beach; ■ it uses an established walking route; ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme; ■ 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.

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.

Part 6.4: Proposal maps

6.4.1 Map Index

Map reference	Map title
NQP 6a	Pendeen Watch to Trewellard Bottoms
NQP 6b	Trewellard North Cliff to Botallack Mine
NQP 6c	Botallack Mine to Lower Boswedden Cliff
NQP 6d	Lower Boswedden Cliff to Letcha Cliff
NQP 6e	Letcha Cliff to Carn Creagle
NQP 6f	Carn Creagle to Carn Barges
NQP 6g	Carn Barges to Mayon Cliff
NQP 6h	Mayon Cliff to Land's End
NQP 6i	Letcha Cliff area coastal margin

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

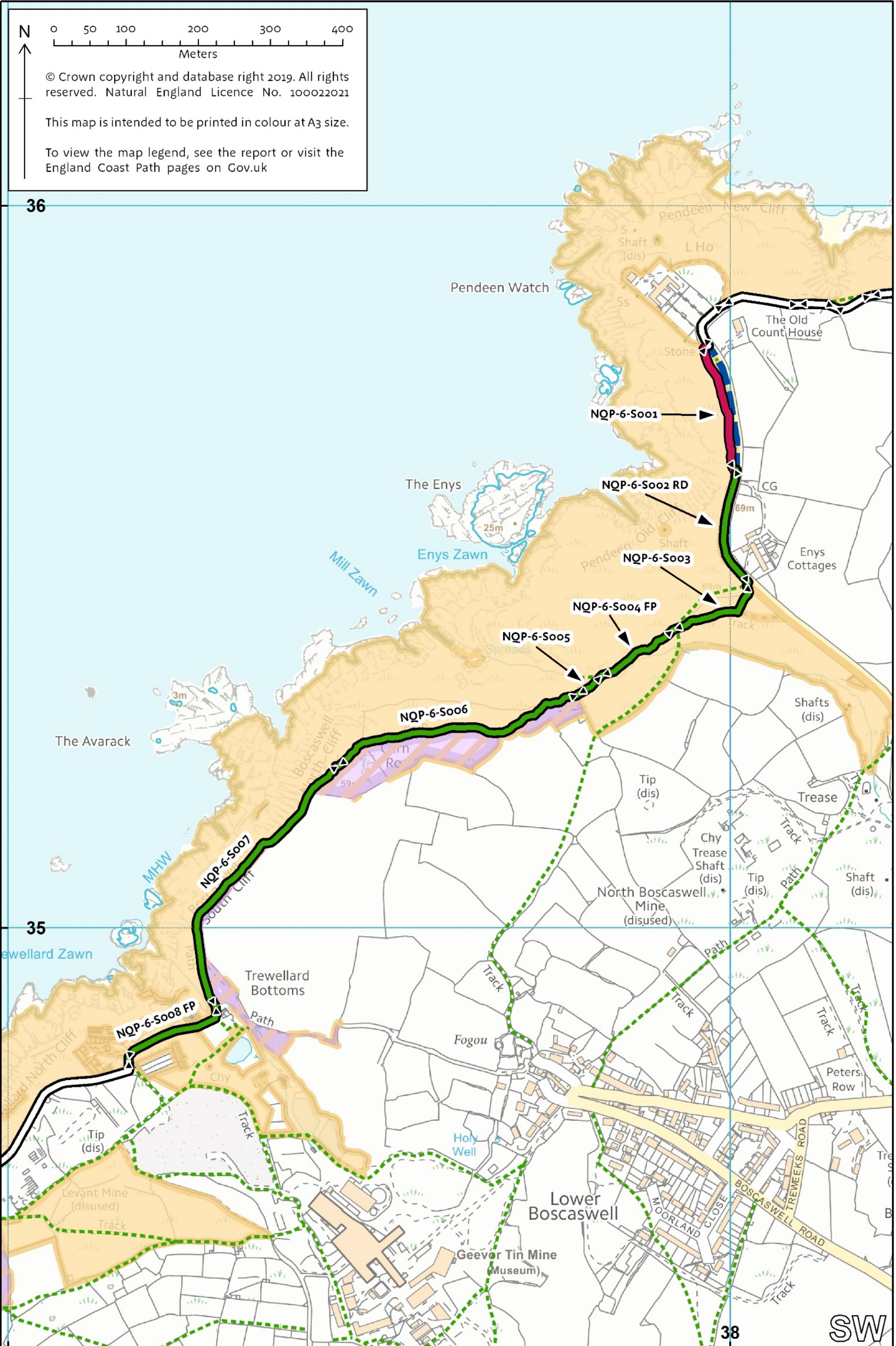
Miscellaneous:

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

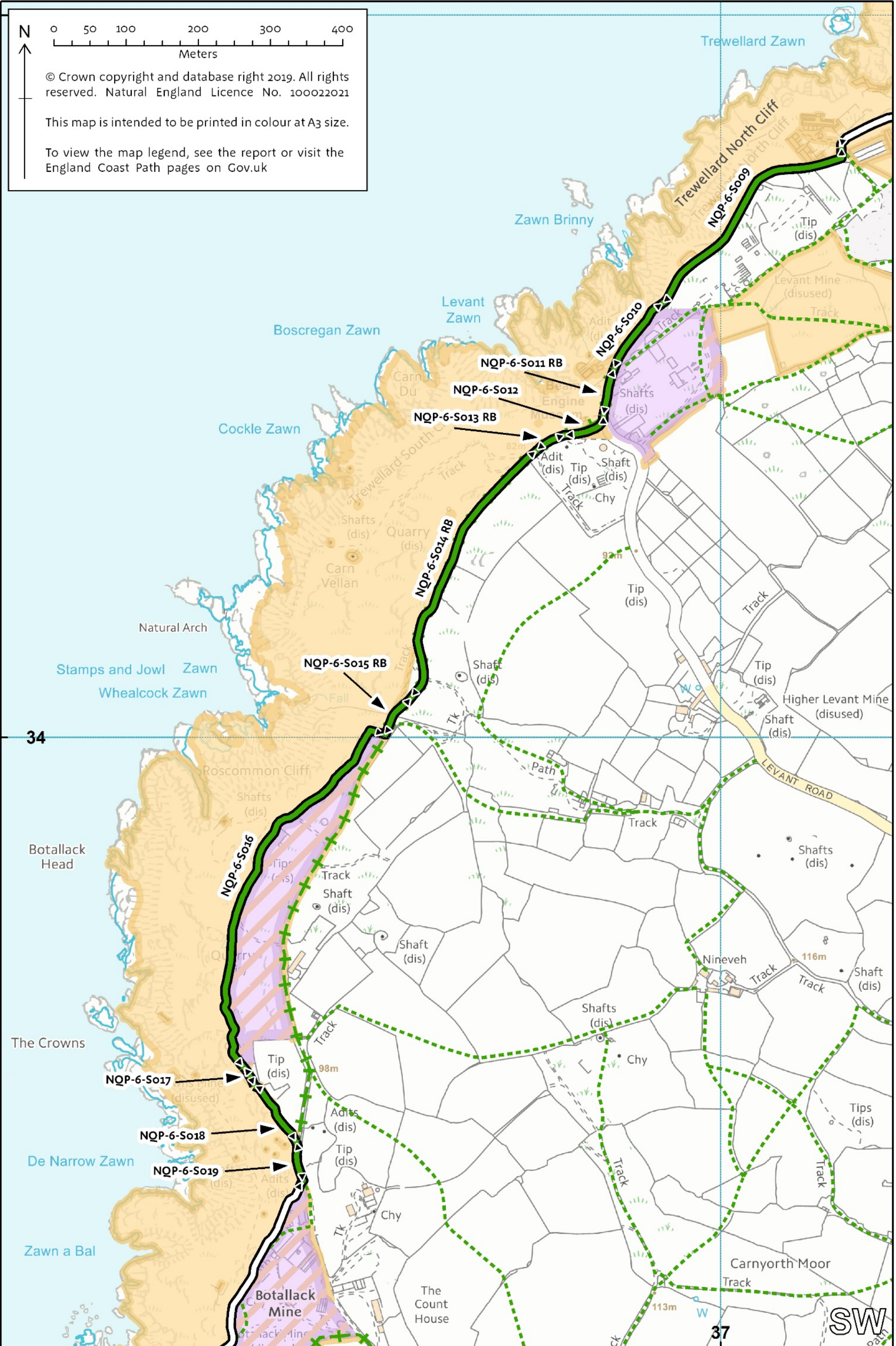
Infrastructure status

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

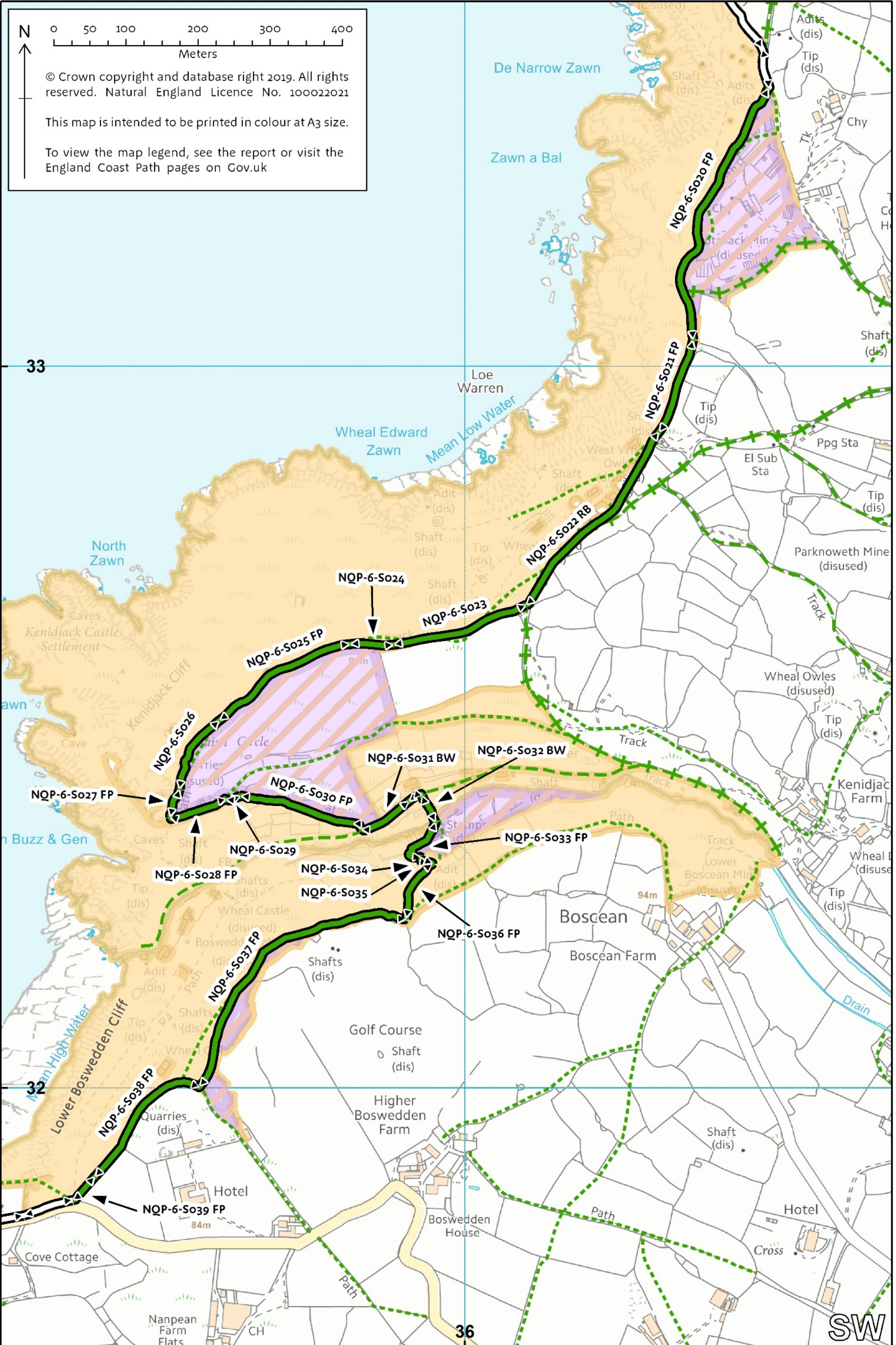
- Existing steps to be retained
- New steps required
- Existing steps to be removed



SW



Map NQP 6b: Trewellard North Cliff to Botallack Mine



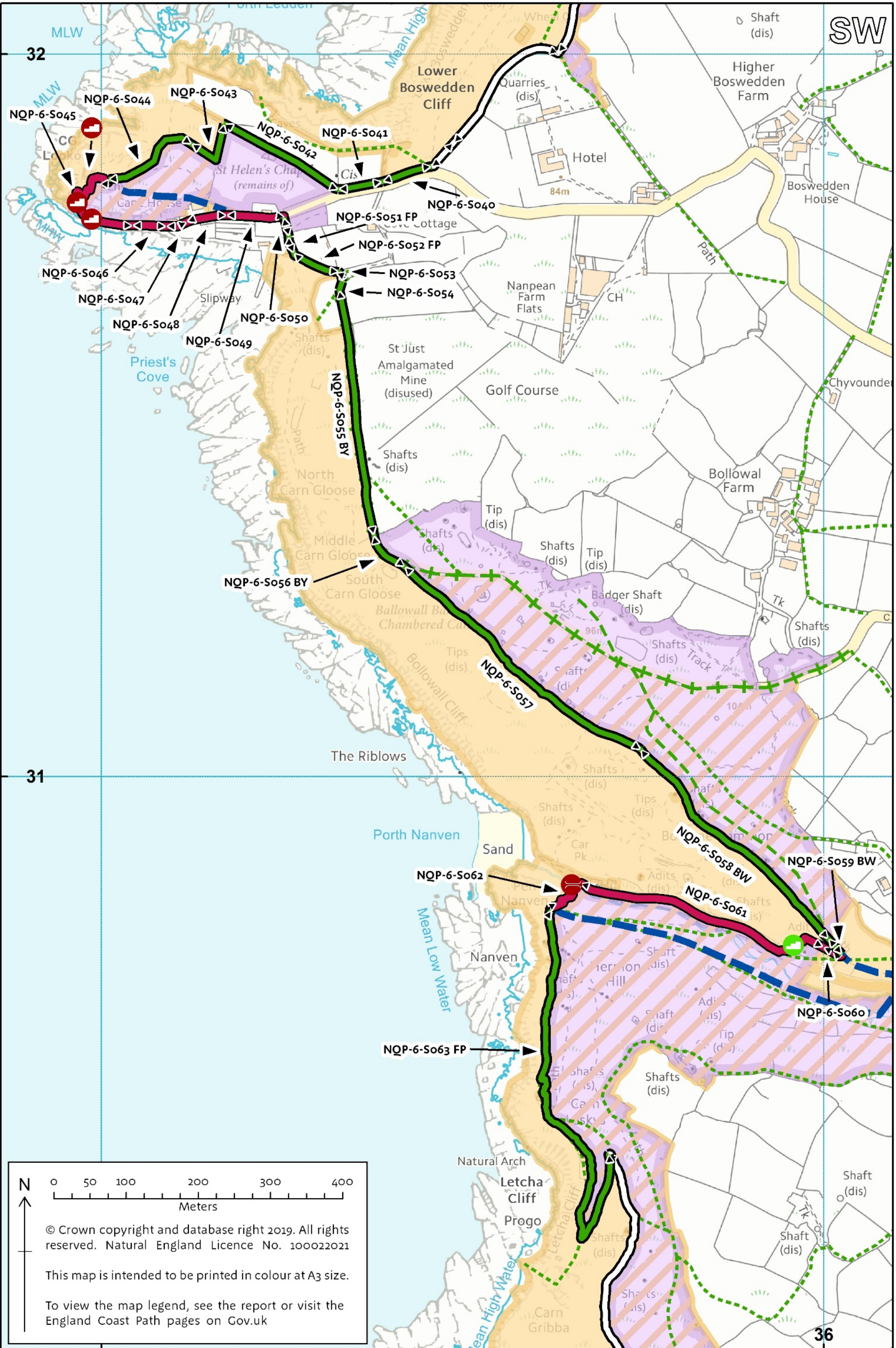
N
0 50 100 200 300 400
Meters

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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

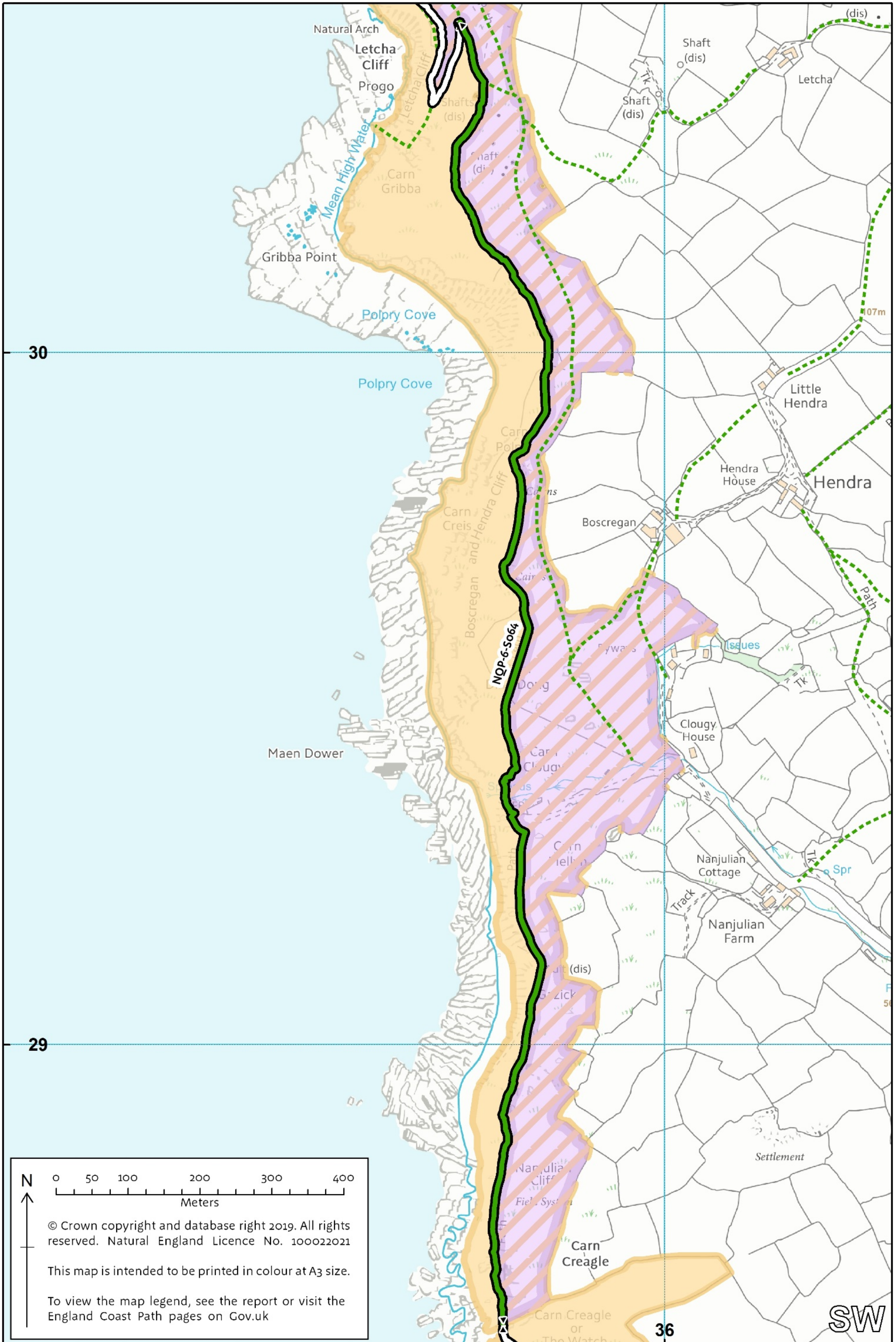
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

SW



Map NQP 6d: Lower Boswedden Cliff to Letcha Cliff

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021
 This map is intended to be printed in colour at A3 size.
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



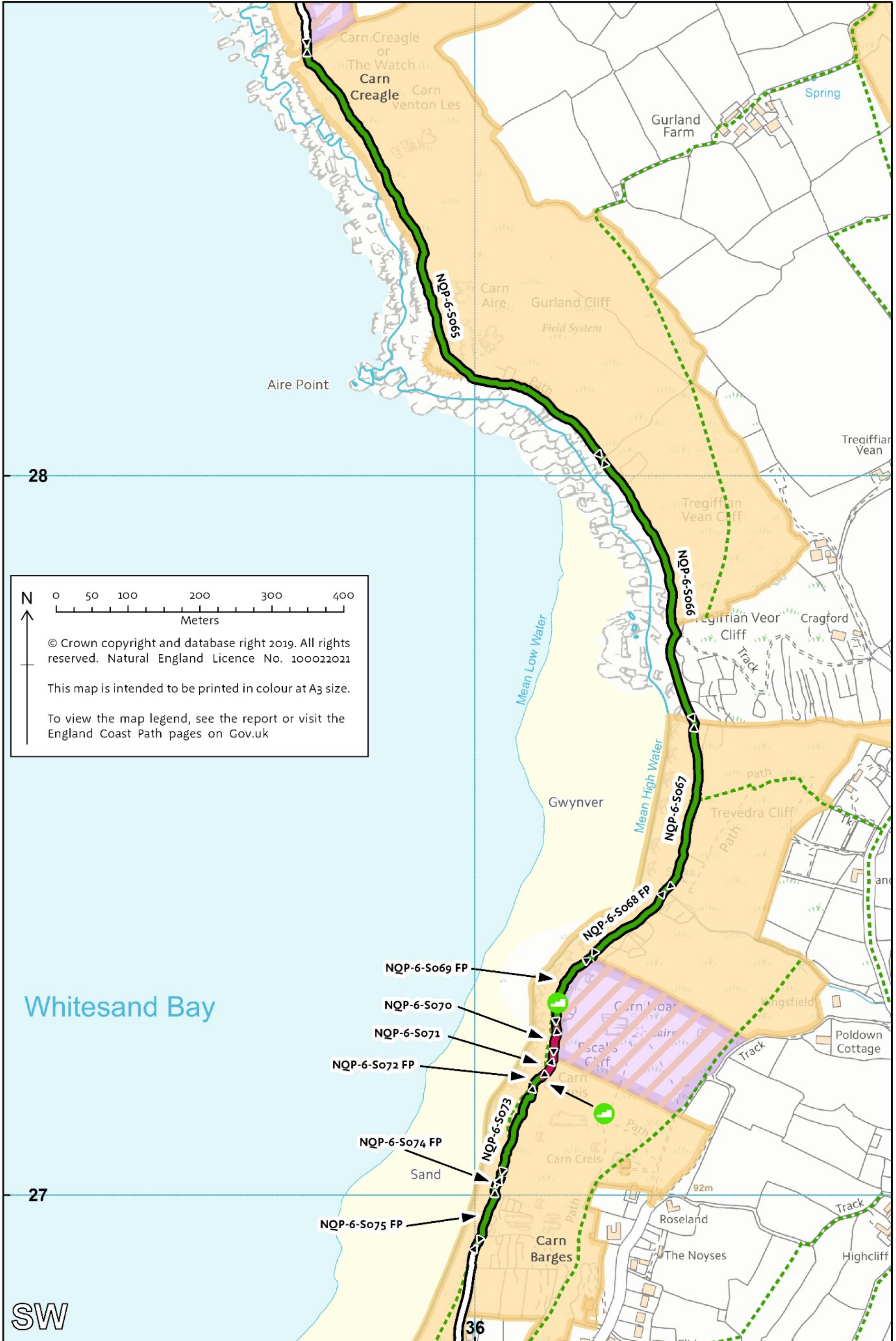
N

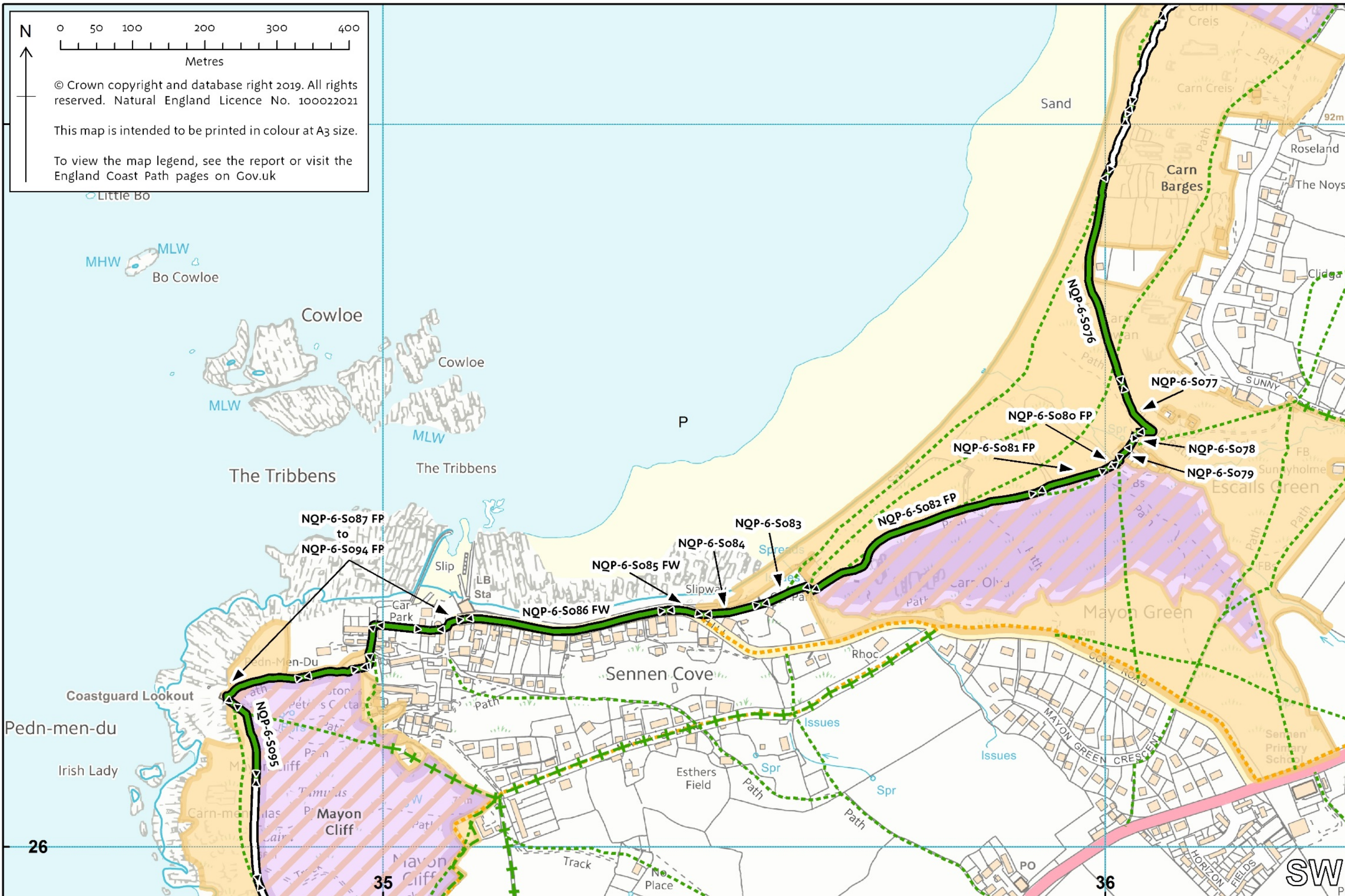
0 50 100 200 300 400
Meters

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

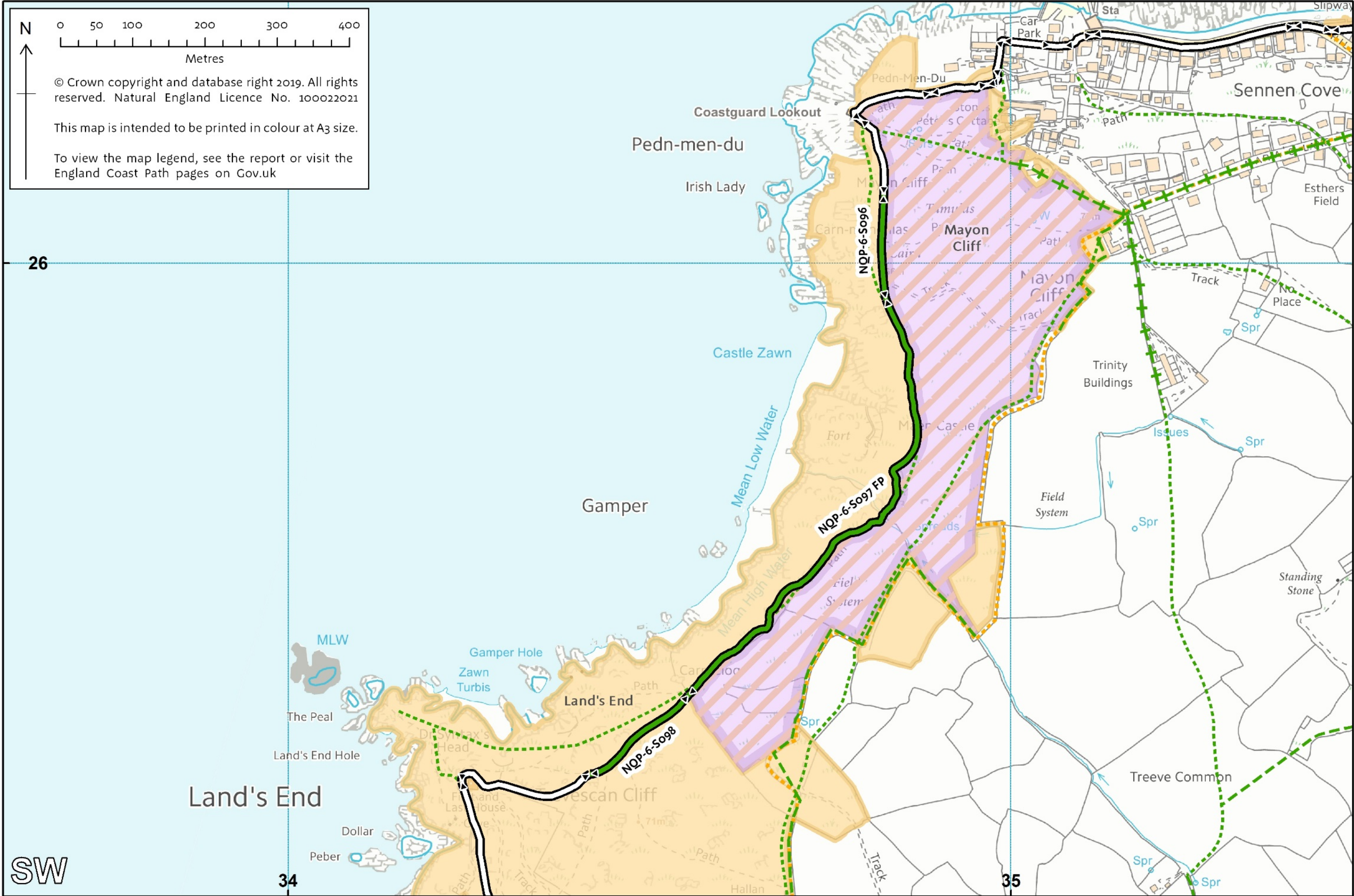
This map is intended to be printed in colour at A3 size.

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





Map NQP 6g: Carn Barges to Mayon Cliff

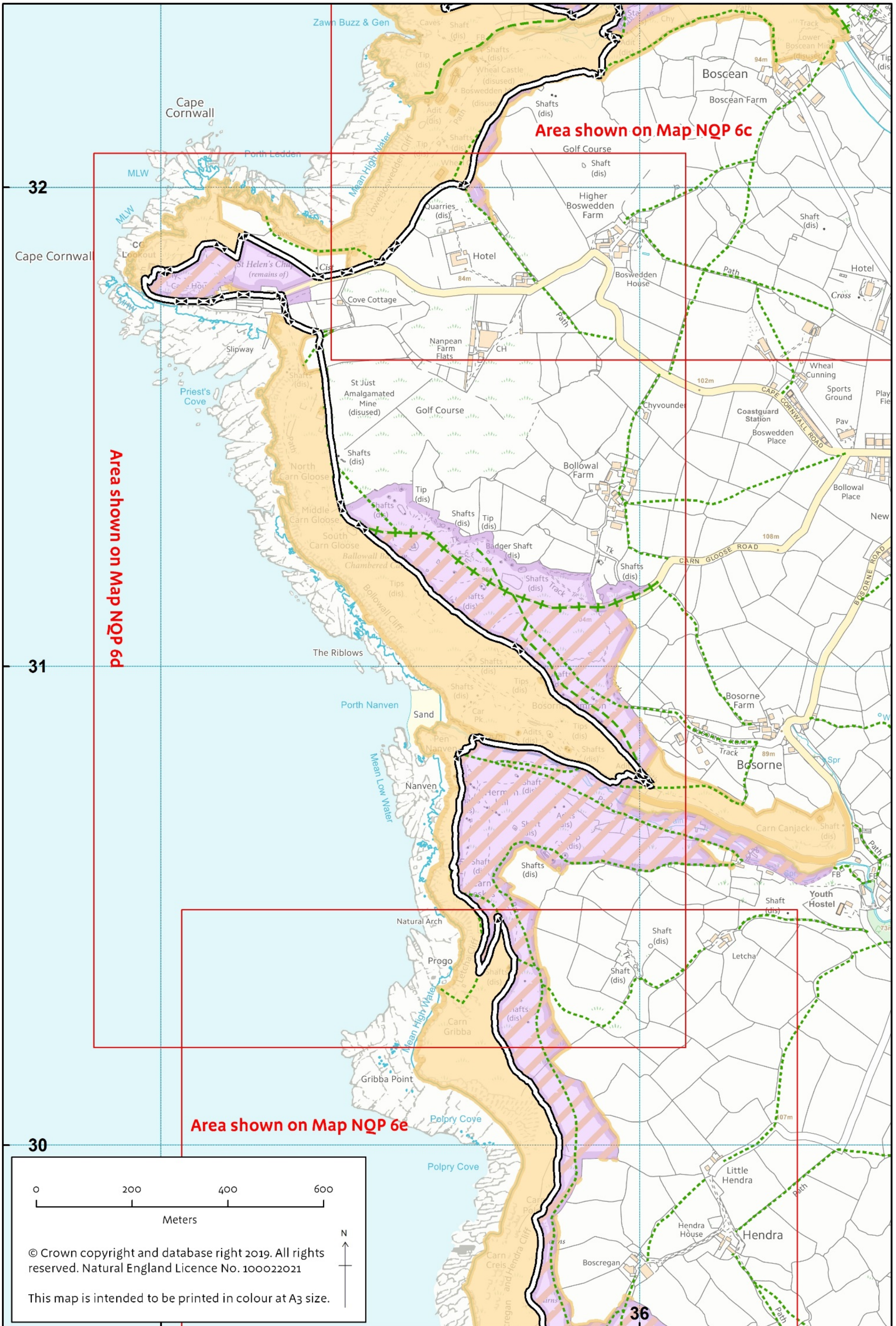


Map NQP 6h: Mayon Cliff to Land's End

SW

34

35



Area shown on Map NQP 6c

Area shown on Map NQP 6d

Area shown on Map NQP 6e