



# England Coast Path Stretch: Newquay to Penzance

## Report NQP 7: Land's End to Carn Barges

### Part 7.1: Introduction

Start Point:	Land's End (grid reference: SW 3441 2529)
End Point:	Carn Barges (grid reference: SW 4461 2342)
Relevant Maps:	NQP 7a to NQP 7g

7.1.1 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.

7.1.2 This report covers length NQP 7 of the stretch, which is the coast between Land's End and Carn Barges. 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.

7.1.3 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.

7.1.4 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 7.2: Proposals Narrative

### The trail:

7.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps NQP 7a to NQP 7g and table 7.3.1 below for more details.

7.2.2 Differs from the existing South West Coast Path:

- South of Land's End (route sections NQP-7-S004 and NQP-7-S005). This new route follows an existing walked path the down the slope towards the coast and seaward of the Greeb Farm paddocks, providing good coastal views. See map NQP 7a and table 7.3.2 below for more details.
- At Treen Cliff (route sections NQP-7-S067 and NQP-7-S068). This new route follows an existing walked path along the cliff edge, providing a more seaward route with access to Pednvoudner Beach below and good coastal views. See map NQP 7d and table 7.3.2 below for more details.
- Between Tregiffian and Rosemodress Cliff (route sections NQP-7-S107 to NQP-7-S111). This new route follows a more seaward line through former daffodil fields, passing Tater Du lighthouse and providing good coastal views. See map 7g and table 8.2.2 below for more details.

7.2.3 Is aligned on the beach or foreshore at St Loy's Cove (route sections NQP-7-S098 to NQP-7-S100). See map NQP 7f and table 7.3.1 below for more details.

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

### The South West Coast Path

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

### 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.

7.2.6 The following designated sites affect this length of coast:

- Land's End and Cape Bank Special Area of Conservation (SAC)
- Runnel Stone Marine Conservation Zone (MCZ)
- Porthgwarra to Pordenack Point Site of Special Scientific Interest (SSSI) for its wildlife interest
- Treen Cliff Site of Special Scientific Interest (SSSI) for its wildlife interest
- Boscawen Site of Special Scientific Interest (SSSI) for its geological interest

- Tater Du Special Scientific Interest (SSSI) for its geological interest
- Two barrows and circular enclosure on Pordenack Point Scheduled Ancient Monument (SAM)
- Carn Les Boel promontory fort Scheduled Ancient Monument (SAM)
- Porthgwarra Ullies Scheduled Ancient Monument (SAM)
- Holy well 30m north west of St Levan's Chapel Scheduled Ancient Monument (SAM)
- Medieval chapel and hermitage called St Levan's Chapel Scheduled Ancient Monument (SAM)
- Treryn Dinas promontory fort 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.

7.2.7 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.

7.2.8 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:**

7.2.9 There are some artificial barriers to accessibility on the proposed route, these include long flights of steps at Land's End and Porthcurno, stepping stones at Penberth and Porthguarnon, and stiles at various points throughout this length.

7.2.10 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;
- There are steep slopes in places and steps where it would be necessary to ascend or descend;
- The trail passes over boulders at St Loy's Cove.

7.2.11 East of Greeb Farm (route section NQP-7-S007) steps will be installed to make the slope more accessible and less hazardous in wet conditions (see map NQP 7a).

7.2.12 At Lower Bosistow Cliff (route section NQP-7-S025) the dilapidated bridge over the stream will be replaced with a new timber footbridge (see map NQP 7b).

7.2.13 At Rospletha (route section NQP-7-S054) the path will be regraded and steps will be installed on the water damaged slope to make this area more accessible and less hazardous in wet conditions (see map NQP 7d).

7.2.14 At Porthcurno (route section NQP-7-S058) the path will be improved by installing additional concrete shoring to make this area easier to walk (see map NQP 7d).

We envisage these works happening as part of the physical establishment of the trail described below.

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

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

7.2.15 **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 7.3.1 and 7.3.2 below

7.2.16 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 7d, NQP 7e and NQP 7g and tables 7.3.1 and 7.3.2 below for more details.

7.2.17 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 7.3.1 and columns 5b and 5c of table 7.3.2. 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 7.3.1 and 7.3.2 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.**

7.2.18 **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.

7.2.19 Column 3 of table 7.3.1 and column 4 of table 7.3.2 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 7a to NQP 7g as the proposed route of the trail.

7.2.20 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 table 7.3.1 and table 7.3.2, the route is to be at the centre of the line shown on maps NQP 7a to NQP 7g as the proposed route of the trail.

### Other future change:

7.2.21 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:

7.2.22 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.

7.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £120,021 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.

7.2.24 There are three main elements to the overall cost:

- Works to make new sections of path accessible to the public (see point 7.2.2 above).
  - South of Land's End works include the installation of stone steps with aggregate backfill, placement of stone deflectors to manage water on the slope, new timber steps and improvements to the footbridge and existing brick steps.
  - At Treen Cliff some vegetation clearance works will be carried out and a number of granite steps will be installed in two locations to make the path easier to walk.
  - Between Tregiffian and Rosemodress Cliff works include vegetation clearance, the installation of stone and timber steps, kissing gates, stepping stones and a boardwalk.
- Improvements to existing route sections (see points 7.2.10 to 7.2.13 above), for example path regrading and the installation of steps at Rospletha.

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**

<b>Item</b>	<b>Cost</b>
New route sections	£75,056
Improvements to existing route sections	£23,540
Signs and interpretation	£5,770
Project management	£15,655
<b>Total</b>	<b>£120,021 (Exclusive of any VAT payable)</b>

7.2.25 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:**

7.2.26 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).

7.2.27 We estimate that the annual cost to maintain the trail will be £10,788.09 (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 7.3: Proposals Tables

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

### 7.3.1 Details for sections that follow the existing South West Coast Path - Maps NQP 7a to NQP 7g: Land's End to Carn Barges

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 7.3.3: 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 7.3.4’ 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 7a	NQP-7-S001 & NQP-7-S002	Yes - Normal	No			
	NQP-7-S003	Yes - See table 7.3.4	No			
	NQP-7-S006 to NQP-7-S008	No	No			
	NQP-7-S009	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-7-S010* to NQP-7-S015*	No	No			
	NQP-7-S016 to NQP-7-S019	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 7b	NQP-7-S020 to NQP-7-S023	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-7-S024 to NQP-7-S026	No	No			
	NQP-7-S027	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-7-S028	No	No			
	NQP-7-S029 & NQP-7-S030	Yes - Normal	No			Detail of any roll back subject to SSSI assent
NQP 7c	NQP-7-S031 to NQP-7-S034	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-7-S035	No	No			
	NQP-7-S036	No	No	Landward edge of road	Clarity and cohesion	
	NQP-7-S037 to NQP-7-S039	No	No	Landward edge of track	Clarity and cohesion	
	NQP-7-S040 to NQP-7-S044	Yes - Normal	No			
NQP 7d	NQP-7-S045 to NQP-7-S050	Yes - Normal	No			
	NQP-7-S051 & NQP-7-S052	Yes - Normal	No	Fence line	Additional landward area	
	NQP-7-S053 to NQP-7-S055	Yes - Normal	No			
	NQP-7-S056	No	No			
	NQP-7-S057	Yes - Normal	No	Path	Clarity and cohesion	
	NQP-7-S058 to NQP-7-S061	No	No			
	NQP-7-S062	No	No	Various	Additional landward area	Various boundary features include fence, road and hedgebank
	NQP-7-S063 & NQP-7-S064	No	No	Hedge bank	Additional landward area	
	NQP-7-S065 & NQP-7-S066	No	No			
NQP-7-S069 to NQP-7-S071*	No	No	Hedge bank	Additional landward area		



1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
NQP 7e	NQP-7-S072*	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
	NQP-7-S073* to NQP-7-S077*	No	No	Hedge bank	Additional landward area	
	NQP-7-S078	No	No			
	NQP-7-S079 & NQP-7-S080	Yes - See table 7.3.4	No			
	NQP-7-S081 to NQP-7-S087	Yes - Normal	No			
NQP 7f	NQP-7-S088* & NQP-7-S089*	Yes - Normal	No			
	NQP-7-S090* to NQP-7-S095	No	No			
	NQP-7-S096 & NQP-7-S097	Yes - See table 7.3.4	No			
	NQP-7-S098 & NQP-7-S099*	Yes - See table 7.3.4	Yes - beach			
	NQP-7-S100*	Yes - Normal	Yes - beach			
	NQP-7-S101 to NQP-7-S103	Yes - Normal	No			
NQP 7g	NQP-7-S104 to NQP-7-S106*	No	No			
	NQP-7-S112 to NQP-7-S114	No	No			
	NQP-7-S115	Yes - Normal	No			

### 7.3.2 Details for sections that differ from the existing South West Coast Path - Maps NQP 7a, NQP 7d and NQP7g: Land's End to Treryn Dinas

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 7.3.3: 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 7a	NQP-7-S004*	Other existing walked route	No	No			
	NQP-7-S005*	Other existing walked route	No	No	Wall	Clarity and cohesion	
NQP 7d	NQP-7-S067*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-7-S068*	Other existing walked route	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to SSSI assent
NQP 7g	NQP-7-S107*	Not an existing walked route	No	No	Seaward edge of track	Additional landward area	
	NQP-7-S108*	Not an existing walked route	Yes - Normal	No	Seaward edge of track	Additional landward area	Detail of any roll back subject to SSSI assent
	NQP-7-S109*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	NQP-7-S110*	Not an existing walked route	Yes - Normal	No	Seaward edge of track	Additional landward area	Detail of any roll back subject to SSSI assent

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-7-S111*	Not an existing walked route	No	No			

### 7.2.3 Other options considered - Maps NQP 7a and NQP 7d to NQP 7g: Land's End to Carn Barges

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 7a	NQP-7-S004 & NQP-7-S005	We considered aligning the trail along the along the South West Coast Path route via the public footpath between the Land's End complex and Greeb Farm.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it is an existing walked route which is closer to the sea and provides improved coastal 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 current route via the public footpath would remain available for people to use but would not form part of the designated trail.</li> </ul>
	NQP-7-S010 to NQP-7-S015	We considered aligning the trail along the seaward edge of the clifftop at Pordenack Point. This route would pass over a Scheduled Ancient Monument - Two barrows and circular enclosure on Pordenack Point Scheduled Ancient Monument.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it will not have an impact on the Scheduled Ancient Monument;</li> <li>■ it is an established walked route and the route of the South West Coast Path;</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 7d	NQP-7-S067 to NQP-7-S068	We considered aligning the trail along the bridleway which forms the route of the South West Coast Path at Treen Cliff.	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it is an existing walked route which is closer to the sea and provides good</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>coastal views as well as access to the beach;</p> <ul style="list-style-type: none"> <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 current route via the bridleway would remain available for people to use but would not form part of the designated trail.</li> </ul>
	NQP-7-S071 to NQP-7-S073	We considered aligning the trail over the Treryn Dinas headland.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it provides far-reaching sea views;</li> <li>■ aligning the trail over the headland would be likely to cause damage to the Treryn Dinas promontory fort Scheduled Ancient Monument;</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 headland 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 7e	NQP-7-S074 to NQP-7-S077	We considered aligning the trail seaward of the South West Coast Path route at Cribba Head.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it provides far-reaching sea views</li> <li>■ the most desirable and seaward route using old fishing tracks would not be easy to join up with adjacent sections of the England Coast Path due to the topography of the area;</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 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.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 7f	NQP-7-S088 to NQP-7-S093	We considered aligning the trail seaward of the South West Coast Path route at Merthen Point.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it provides far-reaching sea views for part of this length;</li> <li>■ at the eastern end of this length there is no room for the trail at the edge of the coastal slope due to the adjacent private gardens;</li> <li>■ a more seaward route at the western end of this stretch would not provide better views due to the thick vegetation;</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-7-S099 to NQP-7-S100	We considered aligning the trail landward of the beach at St Loys Cove.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ there is no room for the trail on the landward side of the beach due to the adjacent private gardens;</li> <li>■ it is passable at all states of the tide;</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 7g	NQP-7-S106 to NQP-7-S111	We considered aligning the trail on the route of the SWCP at Tregiffian, along the track and public footpath landward of the former daffodil fields.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows a more seaward line providing good coastal views and access to the sea;</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 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.

### 7.3.4 Roll-back implementation – more complex situations – Maps NQP 7e and NQP 7f: Penberth and Lamorna

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
NQP 7a	NQP-7-S003	Buildings	If it is no longer possible to find a viable route seaward of the specified excepted land, we will choose a route landward of it, following discussions with owners and occupiers.
NQP 7e	NQP-7-S079 & NQP-7-S080	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 7f	NQP-7-S096 to NQP-7-S099	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.

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 7.4: Proposal maps

### 7.4.1 Map Index

Map reference	Map title
NQP 7a	Land's End to Zawn Reeth
NQP 7b	Mill Bay (Nanjizal) to Tol Plous
NQP 7c	Porth Loe to St Levan
NQP 7d	Porth Chapel to Treryn Dinas
NQP 7e	Treryn Dinas to Trevedran Cliff
NQP 7f	Trevedran Cliff to Boscawen Point
NQP 7g	Boscawen Point to Carn Barges

### 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

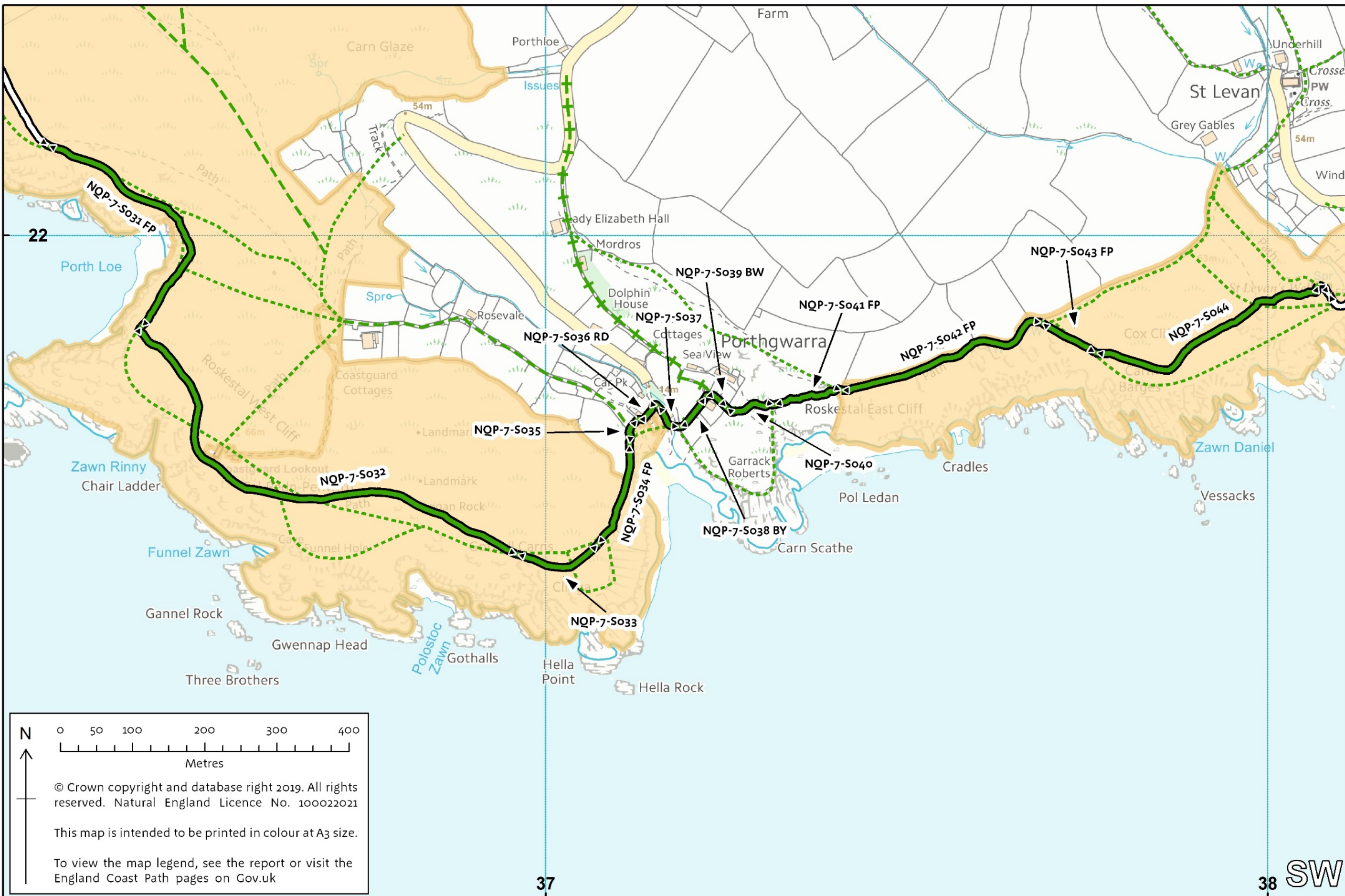
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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







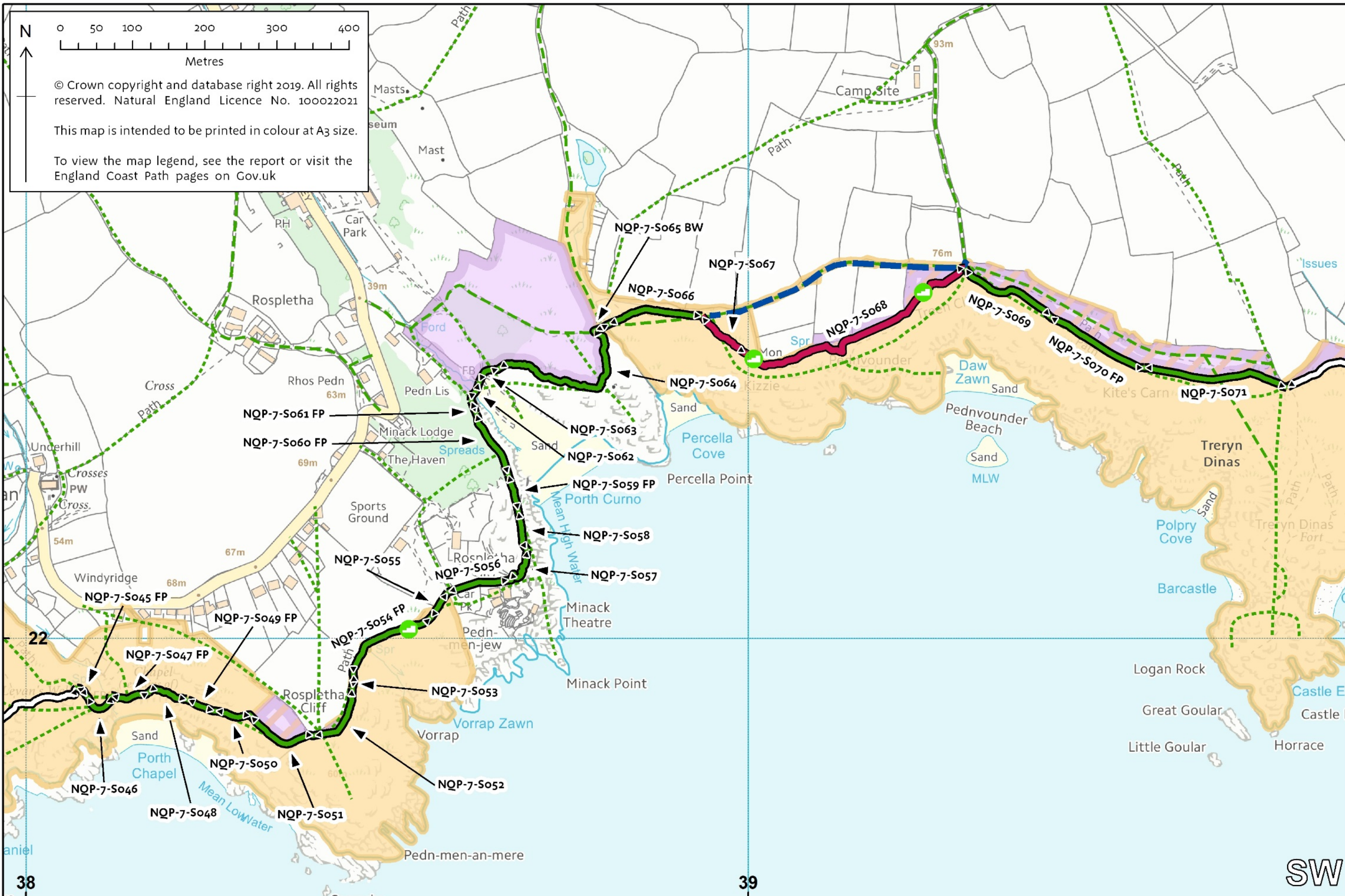


Map NQP 7c: Porth Loe to St Levan

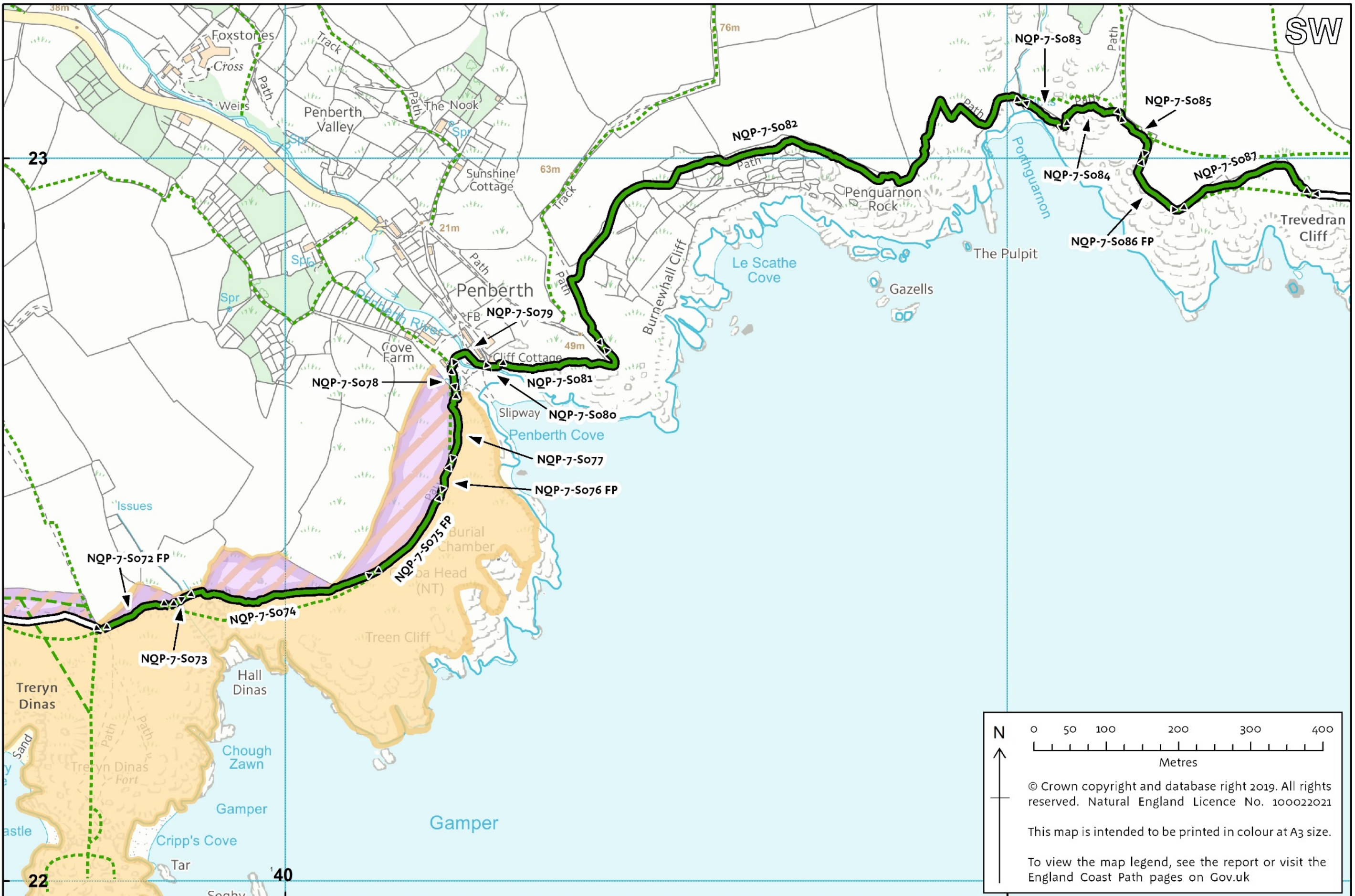
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This map is intended to be printed in colour at A3 size.

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



Map NQP 7d: Porth Chapel to Treryn Dinas



Map NQP 7e: Treryn Dinas to Trevedran Cliff



Map NQP 7f: Trevedran Cliff to Boscawen Point

N

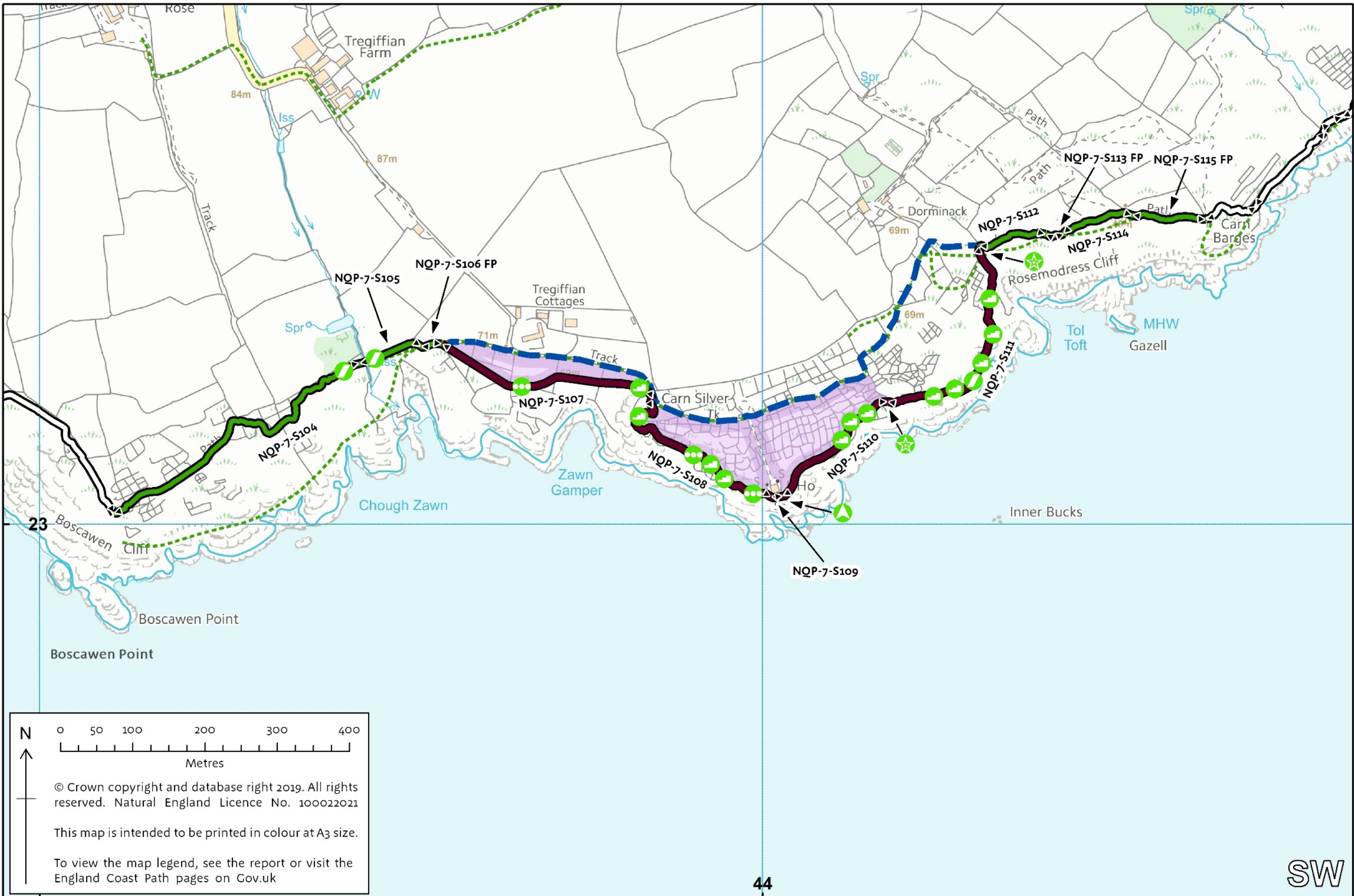
0 50 100 200 300 400

Metres

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Map NQP 7g: Boscawen Point to Carn Barges

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