



England Coast Path Stretch: St Mawes to Cremyll

Report SMC 1: St Mawes to Nare Head

Part 1.1: Introduction

Start Point:	St Mawes (grid reference: SW 8476 3303)
End Point:	Nare Head (grid reference: SW 9168 3717)
Relevant Maps:	SMC 1a to SMC 1i

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

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

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

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

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

Part 1.2: Proposals Narrative

The trail:

1.2.1 Follows the existing South West Coast Path as currently walked and managed between St Mawes and Nare Head (SMC-1-S001 to SMC-1-S112). The South West Coast Path largely follows public rights of way along this length.

1.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

1.2.3 Is aligned on the beach at Porthbean Beach (SMC-1-S078) and Pendower Beach (SMC-1-S098). See Maps SMC 1f and SMC 1h for further details.

The South West Coast Path:

1.2.4 We propose to adopt the walked line of the South West Coast Path along all of the coast covered by this report. There are 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. 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.

1.2.5 The following designated sites affect this length of coast:

- Fal and Helford Special Area of Conservation (SAC)
- Falmouth Bay to St Austell Bay Special Protection Area (SPA)
- Lower Fal and Helford Intertidal Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Carricknath Point to Porthbean Beach Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Gerrans Bay to Camels Cove Site of Special Scientific Interest (SSSI) for its geological/wildlife interest

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

1.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

1.2.8 There are few artificial barriers to accessibility on the proposed route. However, there are places where it may not be entirely suitable for people with reduced mobility because:

- The trail would follow an uneven grass or bare soil path (this is the case for the majority of this stretch);
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steps in places where it would be necessary to ascend/descend (for example near Carricknath Point).
- There are stiles and kissing gates on this stretch.

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

Where we have proposed exercising statutory discretions:

1.2.9 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 Table 1.2.1 below.

1.2.10 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.

1.2.11 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 1.3.1 and columns 5b and 5c of table 1.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to columns 5b & 5c [above Tables 1.3.1 and 1.3.2] explaining what this means in practice.

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

1.2.12 **Restrictions and/or exclusions:** We do not propose any restrictions or exclusions in this report.

1.2.13 **Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or

- in order to link with other parts of the route that need to roll back in direct response to such changes.

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

1.2.15 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps SMC 1a to SMC 1i as the proposed route of the trail.

Other future change:

1.2.16 At this point we do not foresee any need for future changes to the access provisions that we have proposed within this report.

1.2.17 The route of the trail in this report incorporates the use of a ferry from St Mawes to Place. Should the ferry service become unsuitable for the purpose, Natural England will review the trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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

Establishment of the trail:

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

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

1.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £747.50 and is informed by:

- information already held by the access authority, Cornwall Council, in relation to the management of the existing South West Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.20 There is one main element to the overall cost:

- 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.

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
Signs & interpretation	£650.00
Project management (15%)	£ 97.50
Total	£747.50 (Exclusive of any VAT payable)

1.2.21 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Cornwall Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

1.2.22 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

1.2.23 We estimate that the annual cost to maintain the trail will be £9,721.98 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

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

1.3.1 Details for sections that follow the existing South West Coast Path – Maps SMC 1a to SMC 1i: St Mawes to Nare Head

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: 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 1.3.4’ 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.

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
SMC 1a	SMC-1-S001 to SMC-1-S002*	No	No			
SMC 1a	SMC-1-S003*	No	No	Path	Clarity and cohesion	
SMC 1a	SMC-1-S004 to SMC-1-S006	No	No			
SMC 1a	SMC-1-S007	No	No	Edge of road	Clarity and cohesion	
SMC 1a	SMC-1-S008 to SMC-1-S009	No	No			
SMC 1a	SMC-1-S010 to SMC-1-S011	No	No	Edge of road	Clarity and cohesion	
SMC 1a	SMC-1-S012*	No	No	Edge of path	Clarity and cohesion	
SMC 1a	SMC-1-S013*	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
SMC 1b	SMC-1-S015 to SMC-1-S016	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1b	SMC-1-S017	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
SMC 1b	SMC-1-S018	Yes - Normal	No	Fence line	Additional landward area	
SMC 1b	SMC-1-S019 to SMC-1-S020	No	No	Road	Clarity and cohesion	
SMC 1b	SMC-1-S021	Yes - Normal	No	Path	Clarity and cohesion	
SMC 1b	SMC-1-S022	Yes - Normal	No	Fence line	Additional landward area	
SMC 1b	SMC-1-S023 to SMC-1-S025	No	No	Fence line	Additional landward area	
SMC 1b	SMC-1-S026 to SMC-1-S029	Yes - Normal	No	Fence line	Additional landward area	
SMC 1b	SMC-1-S030 to SMC-1-S032	No	No			
SMC 1b to SMC 1c	SMC-1-S033 to SMC-1-S036	Yes - Normal	No			
SMC 1c	SMC-1-S037	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1c	SMC-1-S038 to SMC-1-S039	Yes - Normal	No			
SMC 1c	SMC-1-S040	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1c	SMC-1-S041	Yes - Normal	No			
SMC 1c	SMC-1-S042	Yes - Normal	No			Detail of any roll back subject to HRA and 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
SMC 1c	SMC-1-S043	Yes - Normal	No			
SMC 1c	SMC-1-S044	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1d	SMC-1-S045	Yes - Normal	No			
SMC 1d to SMC 1e	SMC-1-S046 to SMC-1-S050	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1e	SMC-1-S051	Yes - Normal	No			
SMC 1e	SMC-1-S052	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1e	SMC-1-S053	No	No	Hedge bank	Clarity and cohesion	
SMC 1e	SMC-1-S054	No	No	Road	Clarity and cohesion	
SMC 1e	SMC-1-S055	Yes - See table 1.3.4	No	Road	Clarity and cohesion	
SMC 1e	SMC-1-S056	Yes - See table 1.3.4	No	Pavement edge	Clarity and cohesion	
SMC 1e	SMC-1-S057 to SMC-1-S058	No	No	Pavement edge	Clarity and cohesion	
SMC 1e	SMC-1-S059	No	No	Road	Clarity and cohesion	
SMC 1e	SMC-1-S060 to SMC-1-S063	Yes - See table 1.3.4	No	Road	Clarity and cohesion	
SMC 1e	SMC-1-S064 to SMC-1-S065	Yes - Normal	No	Hedgerow	Additional landward area	
SMC 1e to SMC 1f	SMC-1-S066 to SMC-1-S075	Yes - Normal	No			
SMC 1f	SMC-1-S076	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1f	SMC-1-S077 to SMC-1-S080	Yes - Normal	No	Tree line	Clarity and cohesion	Detail of any roll back subject to HRA and 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
SMC 1f	SMC-1-S081	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1f	SMC-1-S082 to SMC-1-S085	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1f	SMC-1-S086	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1g	SMC-1-S087 to SMC-1-S091	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
SMC 1g	SMC-1-S092	No	No	Hedgerow	Clarity and cohesion	
SMC 1g	SMC-1-S093	No	No	Road	Clarity and cohesion	
SMC 1h	SMC-1-S094	Yes - See table 1.3.4	No	Road	Clarity and cohesion	
SMC 1h	SMC-1-S095 to SMC-1-S096	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
SMC 1h	SMC-1-S097	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
SMC 1h	SMC-1-S098	Yes - Normal	Yes - Dune			Detail of any roll back subject to HRA and SSSI assent
SMC 1h	SMC-1-S099	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
SMC 1h	SMC-1-S100	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to

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
						HRA and SSSI assent
SMC 1h	SMC-1-S101	No	No	Fence line	Clarity and cohesion	
SMC 1h to SMC 1i	SMC-1-S104 to SMC-1-S106	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1i	SMC-1-S107	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
SMC 1i	SMC-1-S108	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
SMC 1i	SMC-1-S109 to SMC-1-S110	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 1i	SMC-1-S111 to SMC-1-S112	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent

1.3.2 Details for sections that differ from the existing South West Coast Path: Maps SMC 1b and SMC 1h: Carricknath Point to Bohortha and Pendower Beach to Carne

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3 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 4 – ‘Yes – see table 1.3.4’ 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
SMC 1b	SMC-1-S014	Other existing walked route	Yes - Normal	No			Route moved back due to erosion
SMC 1h	SMC-1-S102*	Other existing walked route	No	No			Improving coherence of route behind hotel
SMC 1h	SMC-1-S103*	Public highway	Yes - See table 1.3.4	No	Road	Clarity and cohesion	Improving coherence of route behind hotel. Detail of any roll back within SAC subject to HRA and SSSI assent

1.3.3 Other options considered: Maps SMC 1a and SMC 1h: St Mawes to Carricknath Point and Pendower Beach to Carne

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 1a	SMC-1-S002 to SMC-1-S003	We considered aligning the trail around the Percuil River, between St Mawes and St Anthony.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing ferry service from St Mawes to Place already serves the SWCP, and is set to become a full time service. That is a key reason for our decision: should the full time service cease to be viable at any point, we would review the alignment here. ■ Most England Coast Path users would in our view choose to use the full time ferry service in order to continue their journey around the coast, rather than making the convoluted detour around this estuary-like system, for its own sake. ■ While for some other users (and particularly those living locally) there would be some additional recreational benefits from being able to walk around the whole of the Percuil, we consider that the additional impacts this would cause on those occupying land around the river would not be justified in the circumstances. ■ Accordingly 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.
SMC 1a	SMC-1-S012 to SMC-1-S013	We considered aligning the route around Amsterdam Point.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The views of the sea are good on our proposed route, whereas a route around Amsterdam Point would be in woodland which would have restricted views. ■ Our proposed route is more direct. ■ Despite being set back further from the sea, our proposed route still has a strong coastal feel. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			chapter 4 of the Coastal Access Scheme.
SMC 1h	SMC-1-S101 to SMC-1-S103	We considered aligning to the approved route of the South West Coast Path behind the Nare Hotel.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing route behind the hotel is confusing for the walker, the proposed route provides walkers with clarity and improves the cohesion of the route. ■ This proposal is made with the support of the landowner ■ The new route avoids the entrance to the hotel car park, making it safer for walkers. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

1.3.4 Roll-back implementation – more complex situations: Map SMC 1h: Pendower Beach to Carne

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SMC 1e	SMC-1-S055 to SMC-1-S056	Buildings and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 1e	SMC-1-S060 to SMC-1-S063	Buildings and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 1h	SMC-1-S094 to SMC-1-S096	Hotel and grounds (incl. gardens and tennis court)	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the hotel's buildings, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 1h	SMC-1-S103	Buildings and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
SMC 1a	St Mawes to Carricknath Point
SMC 1b	Carricknath Point to Bohortha
SMC 1c	Bohortha to Towan Beach
SMC 1d	Towan Beach to Raven's Hole
SMC 1e	Raven's Hole to Rosevine
SMC 1f	Rosevine to Curgurrel
SMC 1g	Curgurrel to Pendower Beach
SMC 1h	Pendower Beach to Carne
SMC 1i	Carne to Nare Head

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
- Approved or open England Coast Path

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

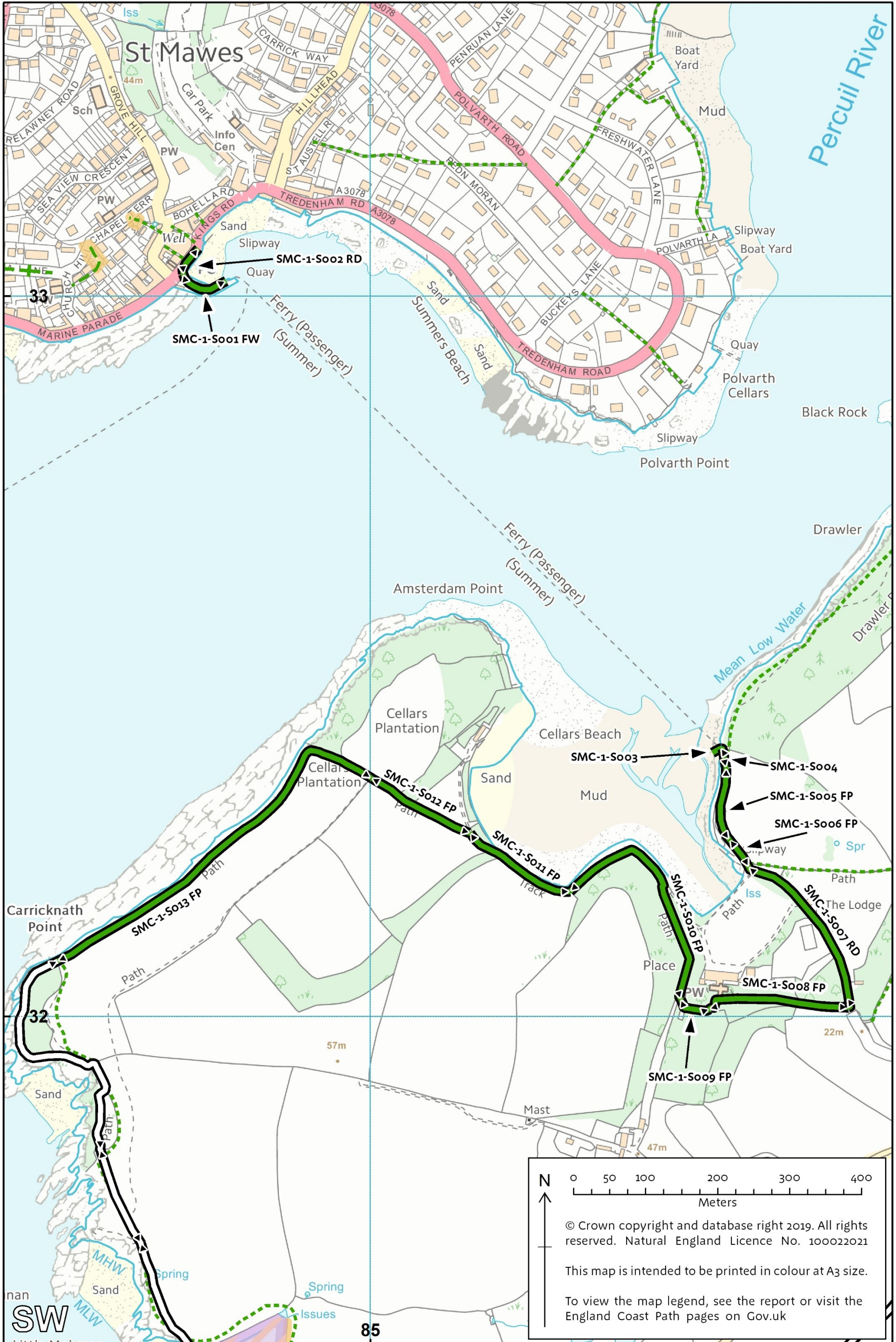
For status of each, where shown on map, see colour codes below

- | | | |
|-----------------------|----------------|----------------------|
| Bridges: | Stiles: | Gates: |
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

Infrastructure status

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

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



N

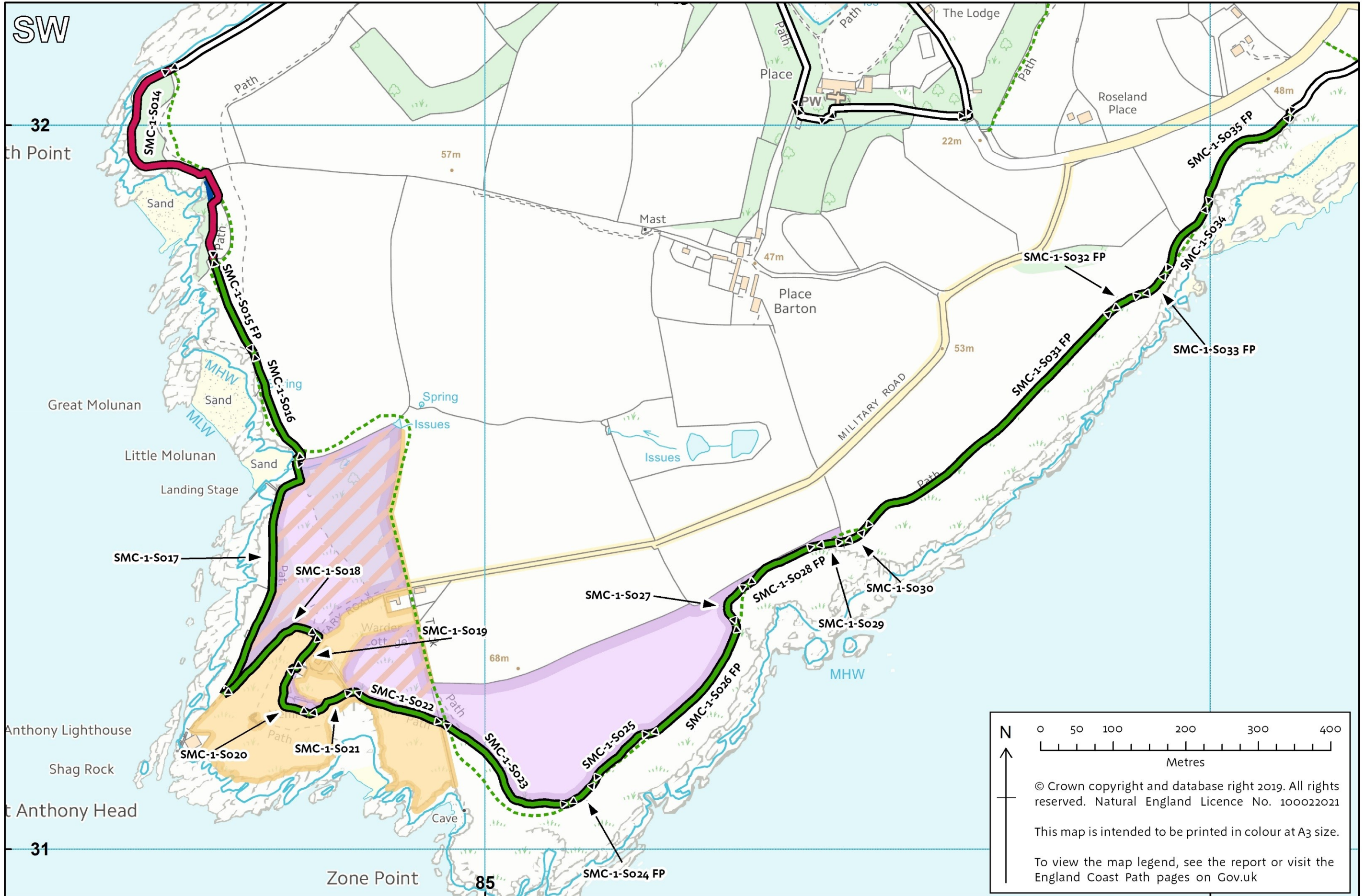
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Meters

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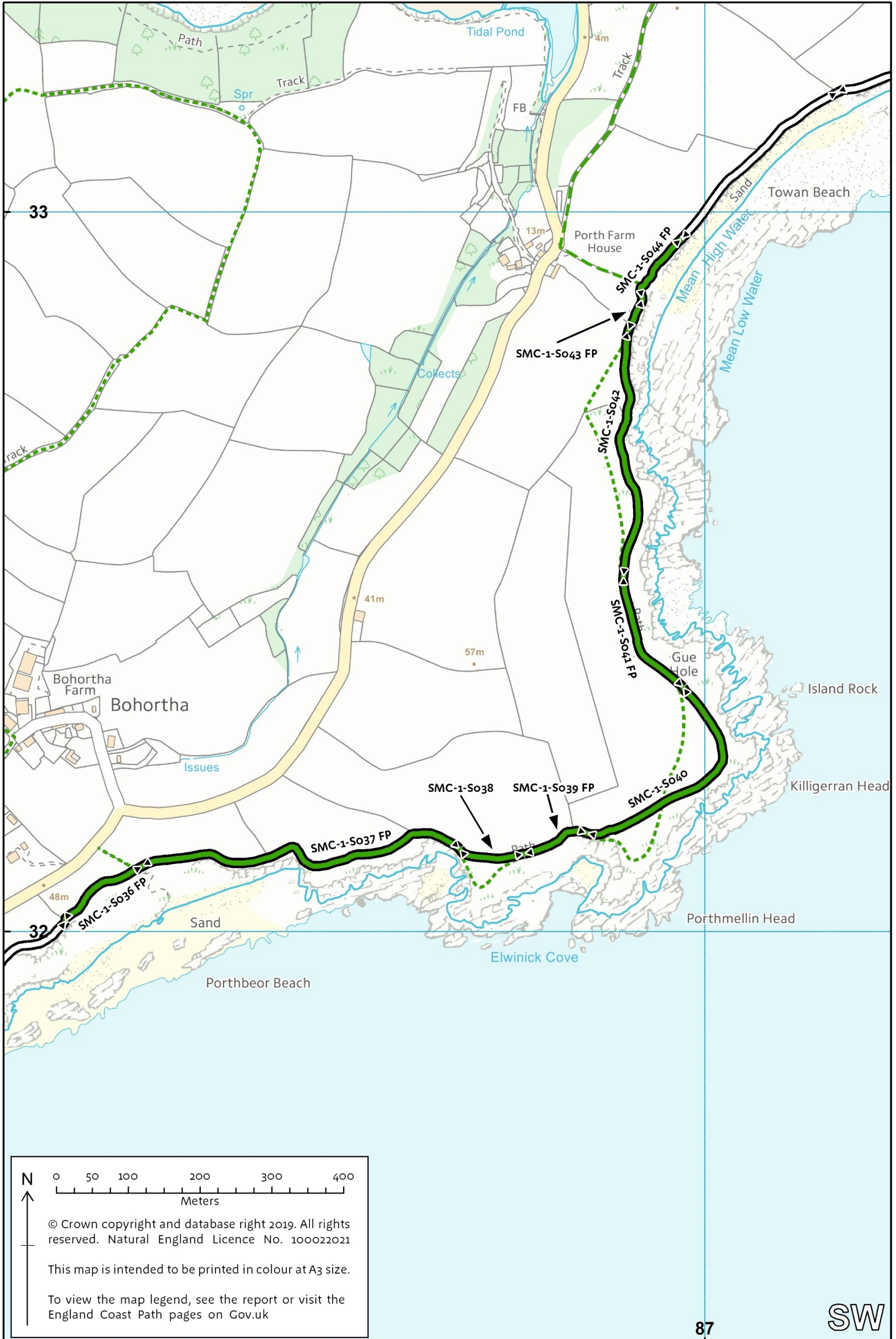
This map is intended to be printed in colour at A3 size.

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

SW



Map SMC 1b: Carricknath Point to Bohortha



N

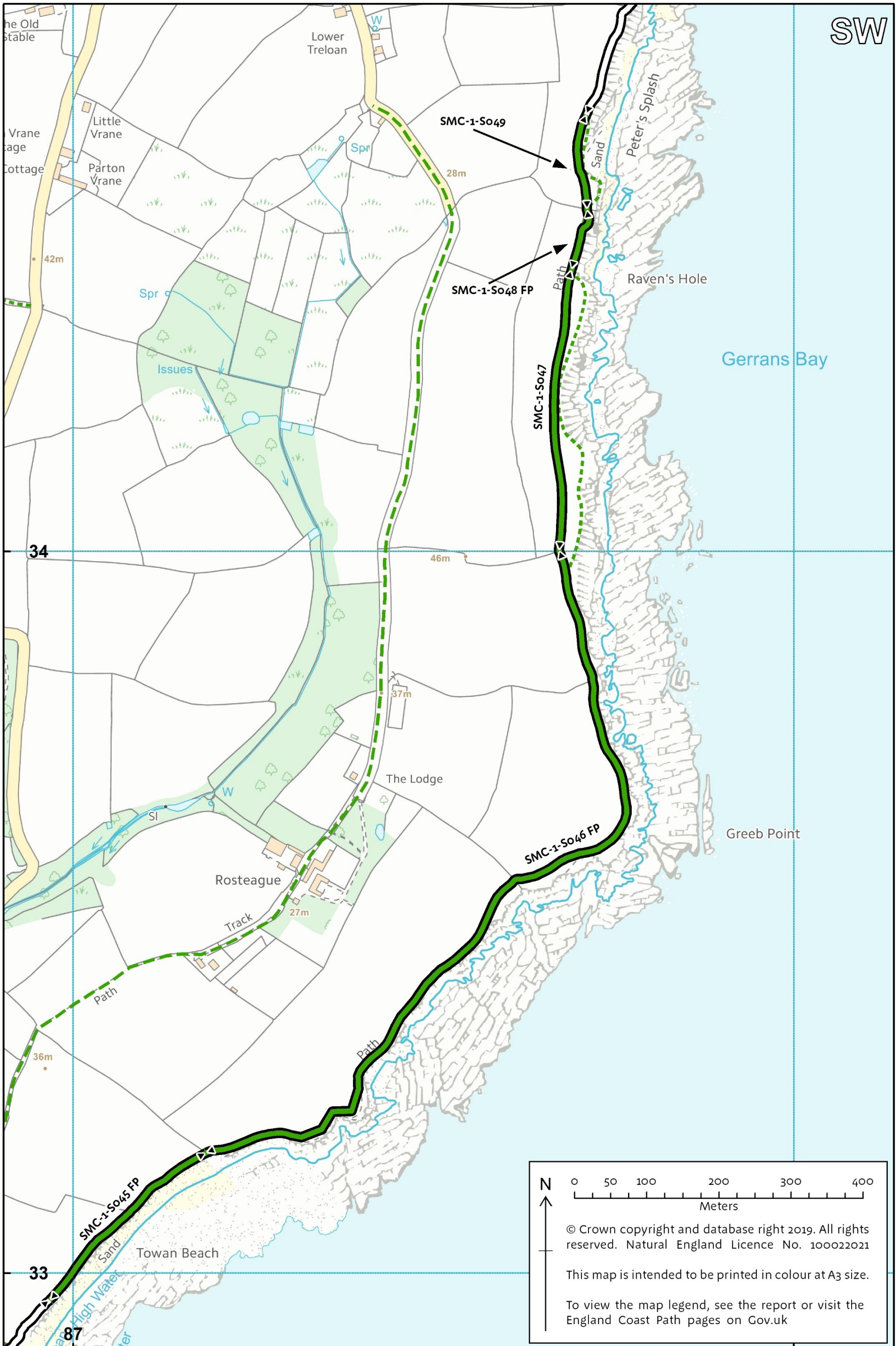
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Map SMC 1d: Towan Beach to Raven's Hole



Map SMC 1d: Towan Beach to Raven's Hole

Map SMC 1e: Raven's Hole to Rosevine



SW



Map SMC 1f: Rosevine to Curgurrel

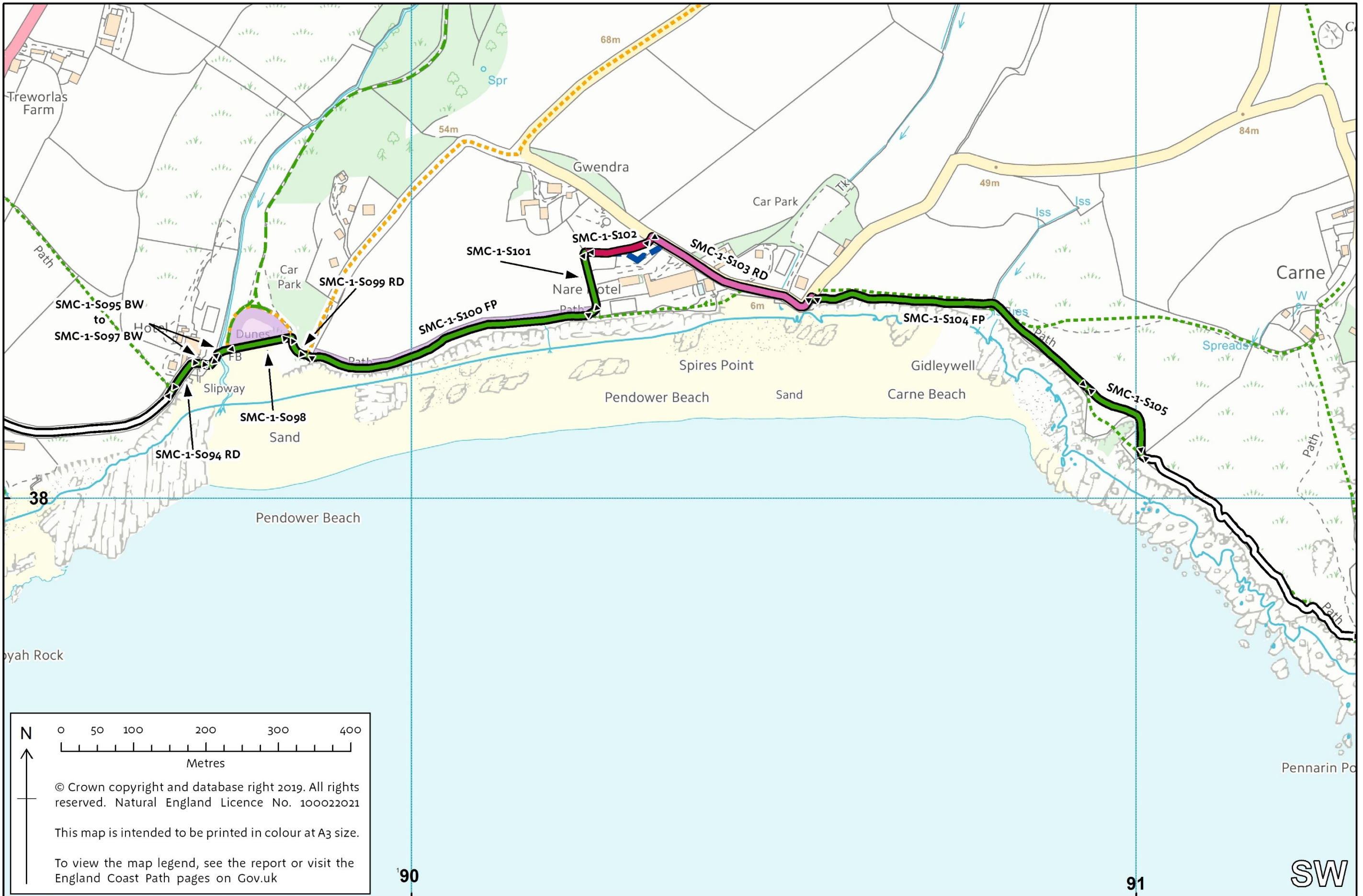
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 Meters

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Map SMC 1h: Pendower Beach to Carne



Map SMC 1h: Pendower Beach to Carne

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