



England Coast Path Stretch: St Mawes to Cremyll

Report SMC 2: Nare Head to Dodman Point

Part 2.1: Introduction

Start Point:	Nare Head (grid reference: SW 9168 3717)
End Point:	Dodman Point (grid reference: SX 0022 3933)
Relevant Maps:	SMC 2a to SMC 2h

2.1.1 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 to Cremyll.

2.1.2 This report covers length SMC 2 of the stretch, which is the coast between Nare Head to Dodman Point. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

- 2.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 2.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 2.2.3 Includes a section of new path, at Jacka Point, just south of Portloe. See map SMC 2c and Table 2.3.2 below for details.

The South West Coast Path:

2.2.4 The South West Coast Path 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.

2.2.5 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)
- Gerrans Bay to Camels Cove Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Cuckoo Rock to Turbot Point Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Later prehistoric cliff castle, two prehistoric round barrows, medieval field system, and associated remains on Dodman Point Scheduled Ancient Monument (SAM)

2.2.6 We consider that the coastal environment, including the 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.

2.2.7 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:

2.2.8 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 along 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.
- There are stiles and kissing gates on this stretch.

2.2.9 At Boswinger, the existing lifting barrier on the bridge will be replaced with a gate, to make it easier to use. We envisage this happening as part of the regime for ongoing maintenance of the trail.

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

Where we have proposed exercising statutory discretions:

2.2.10 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.11 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.

2.2.12 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 2.3.1 and columns 5b and 5c of table 2.3.2. 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 Table 2.3.1 and Table 2.3.2] 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.

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

2.2.14 **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.

2.2.15 Column 3 of Table 2.3.1 and column 4 of Table 2.3.2 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 2a to SMC 2h as the proposed route of the trail.

2.2.16 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 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps SMC 2a, SMC 2c, SMC 2e, SMC 2f and SMC 2g as the proposed route of the trail.

Other future change:

2.2.17 At this point we do not foresee any 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:

2.2.18 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.

2.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,227.50 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.

2.2.20 There are three main elements to the overall cost:

- Works to make new sections of path accessible to the public, including items such as steps. More significant items of establishment works are shown on the relevant maps accompanying this report;
- Improvements to existing route sections, for example installing new steps near Boswinger. 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 new steps 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.

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
Realignment of route	£2,000
Improvements to existing route	£13,700
Signs & interpretation	£150
Project management (15%)	£2,377.50
Total	£18,227.50 (Exclusive of any VAT payable)

2.2.21 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:

2.2.22 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).

2.2.23 We estimate that the annual cost to maintain the trail will be £7,897.67 (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 2.3: Proposals Tables

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

2.3.1 Details for sections that follow the existing South West Coast Path – Maps SMC 2a to SMC 2h: Nare Head to Dodman Point

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4’ 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 5a, 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 2a	SMC-2-S001 to SMC-2-S005	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
SMC 2a	SMC-2-S006 to SMC-2-S008	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 2a	SMC-2-S009	No	No			
SMC 2a	SMC-2-S010 to SMC-2-S013	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 2b	SMC-2-S014	Yes - Normal	No	Fence line	Additional landward area	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 2b	SMC-2-S015 to SMC-2-S019	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 2b	SMC-2-S020	Yes – see table 2.3.4	No			Detail of any roll back subject to HRA and SSSI assent
SMC 2b	SMC-2-S021 to SMC-2-S023	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
SMC 2b	SMC-2-S024	Yes – see table 2.3.4	No			Detail of any roll back subject to HRA and SSSI assent
SMC 2c	SMC-2-S025 to SMC-2-S030	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 2c	SMC-2-S033	Yes - Normal	No			
SMC 2c	SMC-2-S034	No	No			
SMC 2c	SMC-2-S035	No	No	Road	Clarity and cohesion	
SMC 2c	SMC-2-S036 to SMC-2-S037	No	No	Path	Clarity and cohesion	
SMC 2c	SMC-2-S038	Yes – see table 2.3.4	No	Path	Clarity and cohesion	
SMC 2c	SMC-2-S039	Yes – see table 2.3.4	No	Path	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 2c	SMC-2-S040	Yes - Normal	No			
SMC 2c	SMC-2-S041	Yes - Normal	No			Detail of any roll back subject to SSSI
SMC 2c	SMC-2-S042	Yes - Normal	No			
SMC 2c & SMC 2d	SMC-2-S043 to SMC-2-S056	Yes - Normal	No			Detail of any roll back subject to SSSI
SMC 2d	SMC-2-S057	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
SMC 2d & SMC 2e	SMC-2-S058 to SMC-2-S063	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 2e	SMC-2-S064 to SMC-2-S065	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
SMC 2e	SMC-2-S066 to SMC-2-S067*	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 2e	SMC-2-S068* to SMC-2-S070*	No	No	Hedge bank	Clarity and cohesion	
SMC 2e	SMC-2-S071* to SMC-2-S073*	Yes - Normal	No			
SMC 2e	SMC-2-S074* to SMC-2-S076*	Yes – see table 2.3.4	No	Road	Clarity and cohesion	
SMC 2e	SMC-2-S077	Yes – see table 2.3.4	No	Hedge bank	Clarity and cohesion	
SMC 2e	SMC-2-S078	No	No			
SMC 2e	SMC-2-S079	Yes - Normal	No			
SMC 2e	SMC-2-S080	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 2f	SMC-2-S081	No	No			
SMC 2f	SMC-2-S082 to SMC-2-S083	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 2f	SMC-2-S084	Yes - Normal	No			
SMC 2f	SMC-2-S085*	No	No	Road	Clarity and cohesion	
SMC 2f	SMC-2-S086	No	No			
SMC 2f	SMC-2-S087 to SMC-2-S088	Yes - Normal	No			
SMC 2f & SMC 2g	SMC-2-S089 to SMC-2-S091	No	No			
SMC 2g	SMC-2-S092 to SMC-2-S095	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 2g	SMC-2-S096	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 2g & SMC 2h	SMC-2-S097 to SMC-2-S102	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 2h	SMC-2-S103	Yes - Normal	No	Road	Clarity and cohesion	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
SMC 2h	SMC-2-S104	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
SMC 2h	SMC-2-S105	Yes - Normal	No	Hedgerow	Additional landward area	Detail of any roll back subject to SSSI assent
SMC 2h	SMC-2-S106	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent

2.3.2 Details for sections that differ from the existing South West Coast Path – Map SMC 2c: Manare Point to Hartriza Point

Key notes on table:

- 1 Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4’ 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 2c	SMC-2-S031	Public footpath	Yes - Normal	No			New route around Jacka Point

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 2c	SMC-2-S032*	Other existing walked route	Yes - Normal	No			New route around Jacka Point

2.3.3 Other options considered: SMC 2e to SMC 2f: Tregenna to Lamsowden Beach

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 2c	SMC-2-S032	We considered following the existing route of the SWCP across the Jacka Point headland.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The new route is closer to the sea, with improved views. ■ The proposal is made with the support of the local authority and parish council. ■ 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 2e	SMC-2-S067 to SMC-2-S071	We considered aligning the route closer to the coast on land above Perbargus Beach on an area of coastal slope.	<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. ■ Our proposed route is more direct and has better walking conditions, the alternative would have been on a slope. ■ 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 chapter 4 of the Coastal Access Scheme.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 2e	SMC-2-S073 to SMC-2-S076	We considered aligning the route closer to the coast between West Portholland and East Portholland on the sea wall.	<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. ■ The sea wall would not be a safe option, with the unstable cliff above. ■ 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 chapter 4 of the Coastal Access Scheme.
SMC 2f	SMC-2-S085	We considered aligning the route closer to the coast at Porthluney Cove	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Steep cliffs on the west side of the cove, ruins that would form excepted land and a field used as a business venue also on the west side of the cove mean a route closer to the sea would not be viable. ■ 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.

2.3.4 Roll-back implementation – more complex situations: Map SMC 2b, Map SMC 2c and Map SMC2e: Coggan Rock to Hartriza Point and Tregenna to Perbean Beach

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SMC 2b	SMC-2-S020	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 2b	SMC-2-S024	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 2c	SMC-2-S038 to SMC-2-S039	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.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SMC 2e	SMC-2-S074 to SMC-2-S077	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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
SMC 2a	Nare Head to Coggan Rock
SMC 2b	Coggan Rock to Manare Point
SMC 2c	Manare Point to Hartriza Point
SMC 2d	Hartriza Point to Tregenna
SMC 2e	Tregenna to Perbean Beach
SMC 2f	Perbean Beach to Lamsowden Beach
SMC 2g	Lamsowden Beach to Cadythew Rock
SMC 2h	Cadythew Rock to Dodman Point

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:

- 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:

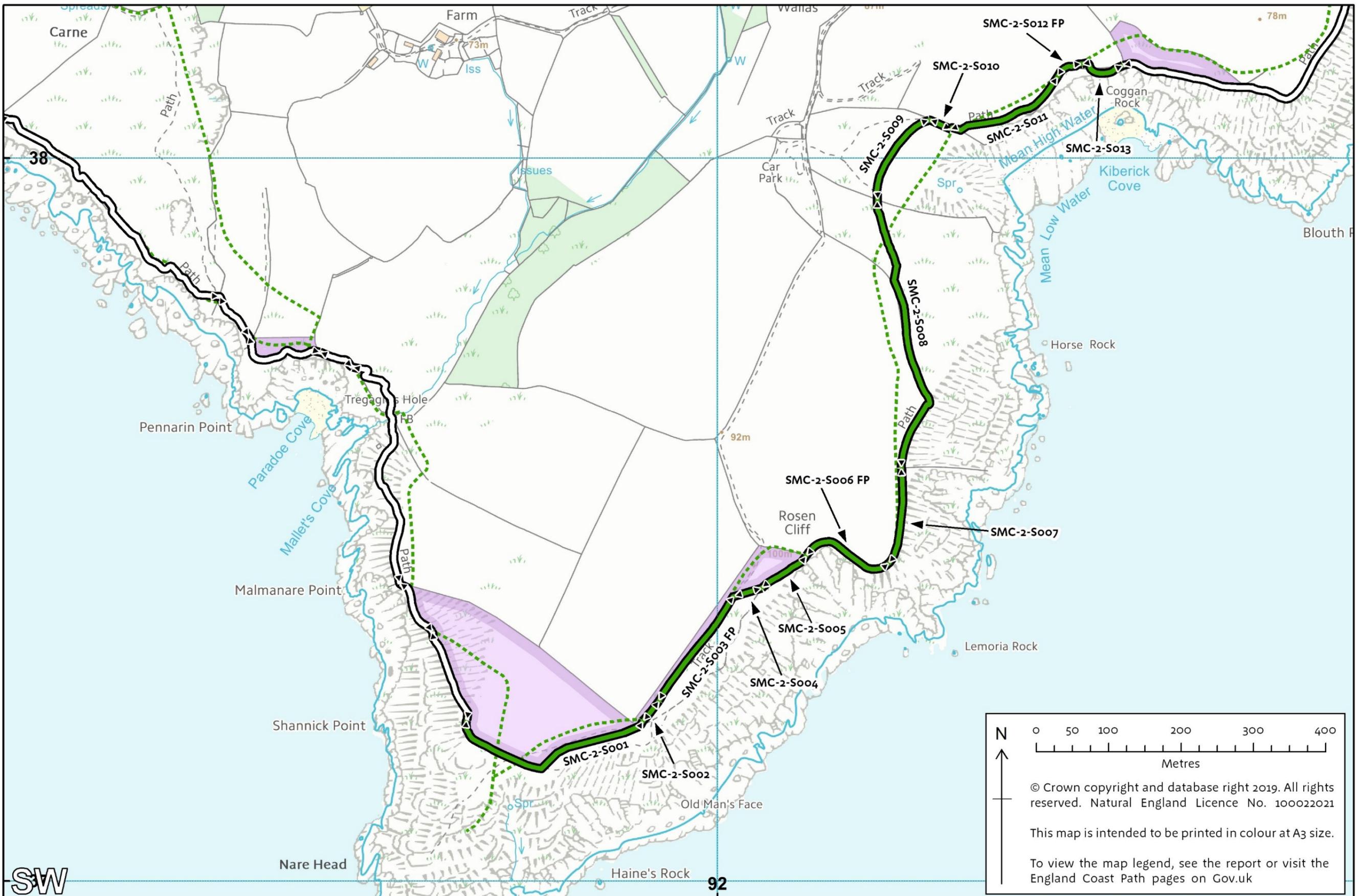
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

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 SMC 2a: Nare Head to Coggan Rock



Map SMC 2a: Nare Head to Coggan Rock

N

0 50 100 200 300 400

Metres

© 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

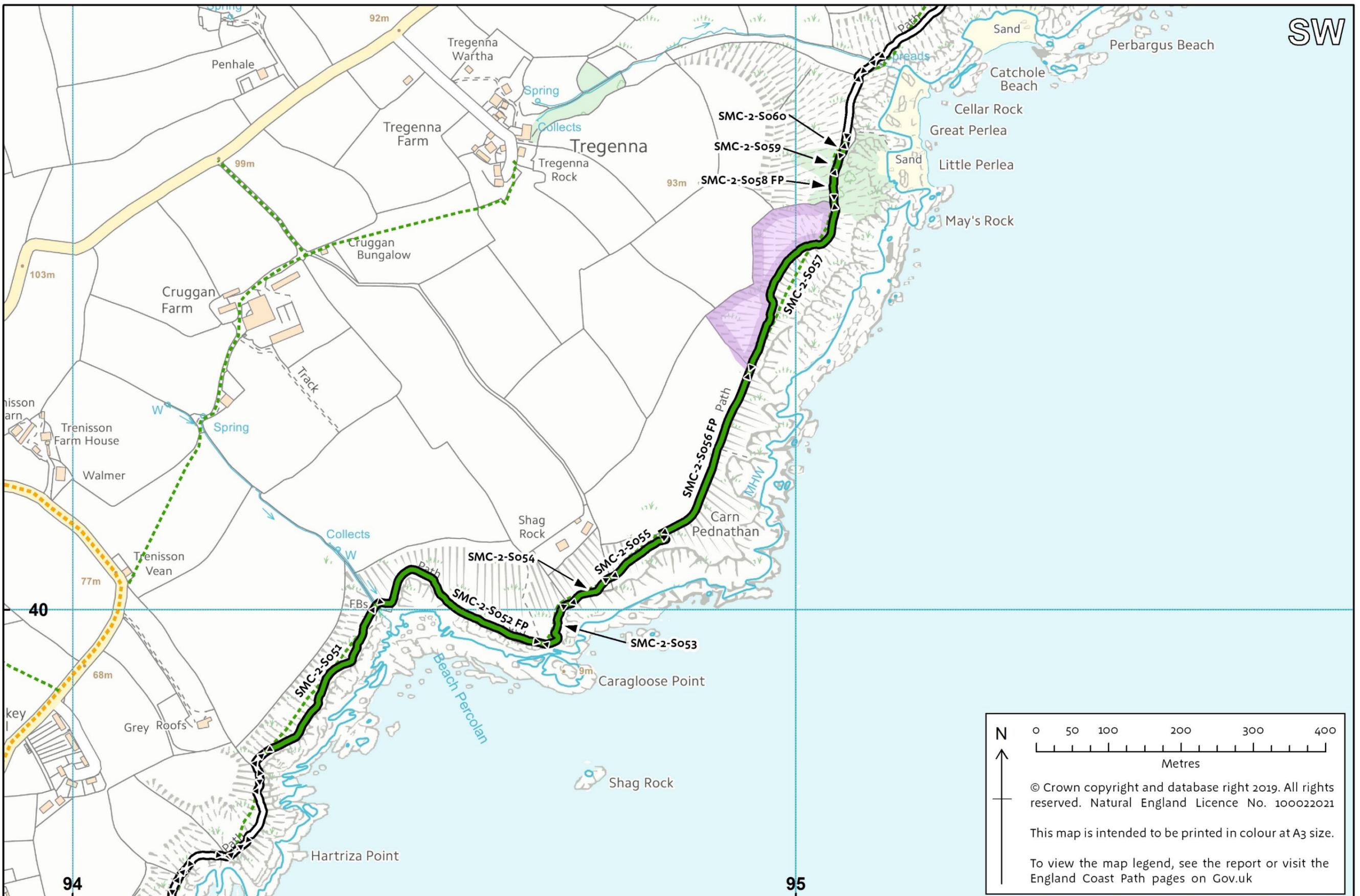


Map SMC 2c: Manare Point to Hartriza Point

© 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 SMC 2d: Hartriza Point to Tregenna

N

0 50 100 200 300 400

Metres

© 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 SMC 2e: Tregenna to Perbean Beach

N

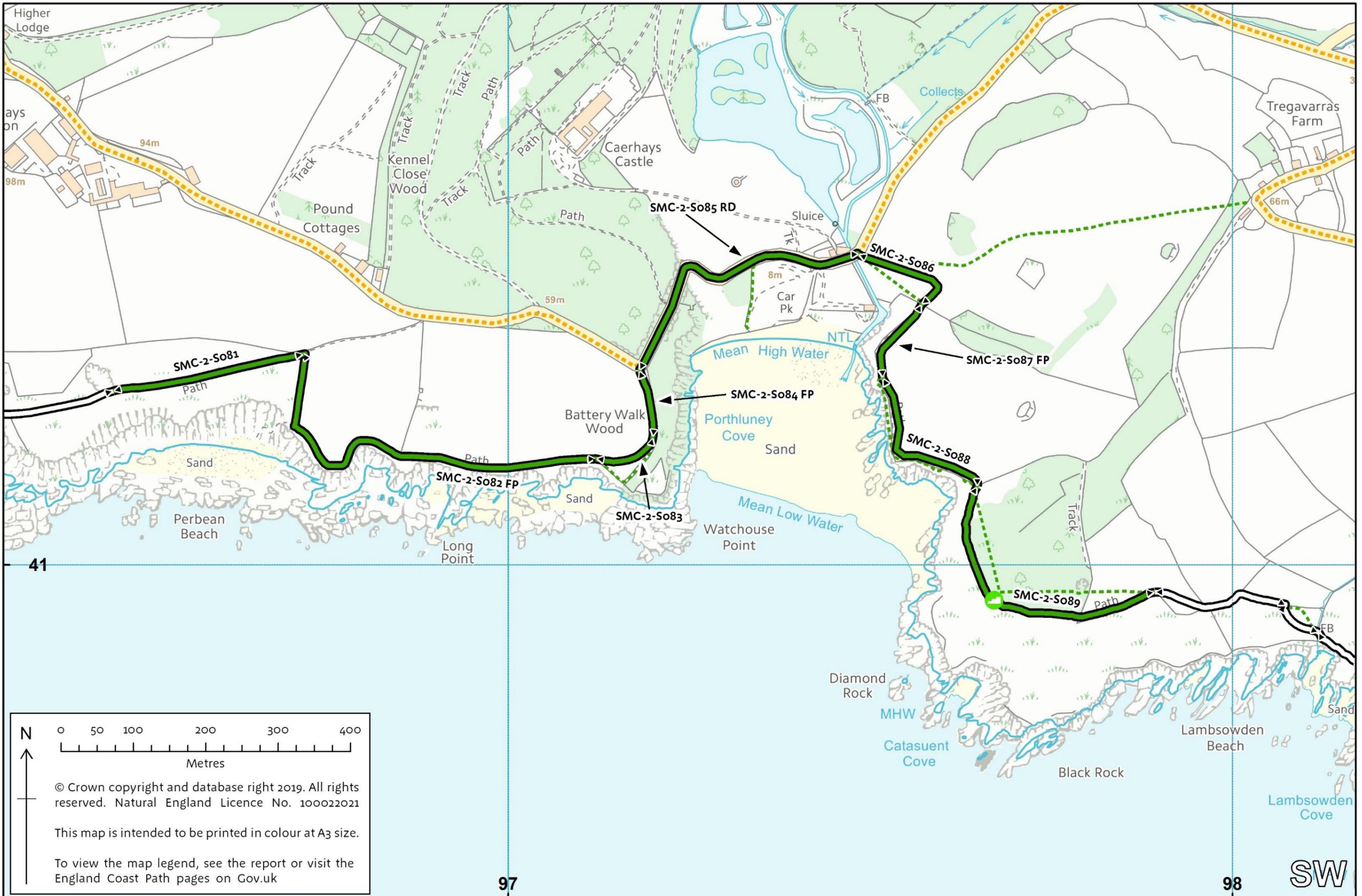
0 50 100 200 300 400

Metres

© 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

Metres

© 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.

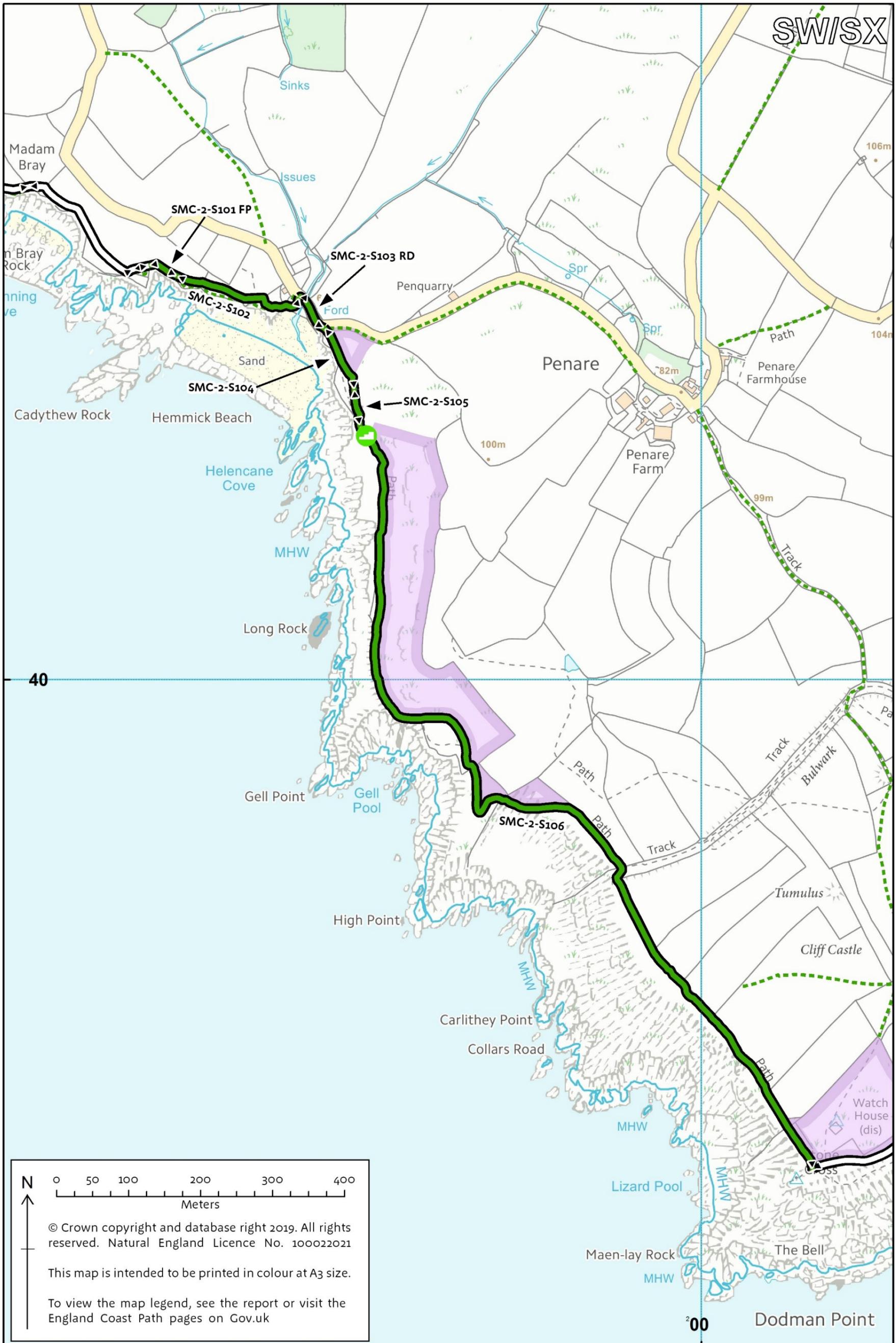
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map SMC 2f: Perbean Beach to Lamsowden Beach



Map SMC 2g: Lamsowden Beach to Cadythew Rock

© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 10002021
 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