



# England Coast Path Stretch: St Mawes to Cremyll

## Report SMC 3: Dodman Point to Drennick

### Part 3.1: Introduction

<b>Start Point:</b>	<b>Dodman Point (grid reference: SX 0022 3933)</b>
<b>End Point:</b>	<b>Drennick (grid reference: SX 0357 4807)</b>
<b>Relevant Maps:</b>	<b>SMC 3a to SMC 3h</b>

3.1.1 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.

3.1.2 This report covers length SMC 3 of the stretch, which is the coast between Dodman Point to Drennick. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

### The trail:

3.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

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

3.2.3 Includes a section of new path, at Colona Beach. See map SMC 3d and Table 3.3.2 below for details.

### The South West Coast Path:

3.2.4 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.

3.2.5 The following designated sites affect this length of coast:

- Falmouth Bay to St Austell Bay Special Protection Area (SPA)
- 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)

3.2.6 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.

3.2.7 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:**

3.2.8 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.

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

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

3.2.9 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 3.3.1 below.

3.2.10 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.

3.2.11 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 3.3.1 and columns 5b and 5c of Table 3.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 4b & 4c [above Table 3.3.1] and Columns 5b & 5c [above Table 3.3.2] 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.**

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

3.2.13 **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.

3.2.14 Column 3 of Table 3.3.1 and column 4 of Table 3.3.2 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 3a to SMC 3h as the proposed route of the trail.

3.2.15 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 3.3.1 or 3.3.2, the route is to be at the centre of the line shown on maps SMC 3b to SMC 3e and SMC 3g as the proposed route of the trail.

### Other future change:

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

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

## Establishment of the trail:

3.2.17 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.

3.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £21,275 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.

3.2.19 There are three main elements to the overall cost:

- Works to make new sections of path accessible to the public. 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 Trenarren. 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**

<b>Item</b>	<b>Cost</b>
Realignment of route	£7,200
Improvements to existing route	£10,100
Signs & interpretation	£1,200
Project management (15%)	£2,775
<b>Total</b>	<b>£21,275 (Exclusive of any VAT payable)</b>

3.2.20 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:**

3.2.21 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).

3.2.22 We estimate that the annual cost to maintain the trail will be £7,014.38 (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 3.3: Proposals Tables

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

### 3.3.1 Section Details – Details for sections that follow the existing South West Coast Path – Maps SMC 3a to SMC 3h: Dodman Point to Drennick

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 3.3.3: 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 3.3.4’ 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
SMC 3a	SMC-3-S001	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to Scheduled Monument consent
SMC 3a	SMC-3-S002	Yes - Normal	No			Detail of any roll back subject to Scheduled Monument consent
SMC 3a	SMC-3-S003	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to Scheduled Monument consent
SMC 3a & SMC 3b	SMC-3-S004 to SMC-3-S007	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 3b	SMC-3-S008	Yes - Normal	No	Fence line	Additional landward area	
SMC 3b	SMC-3-S009 to SMC-3-S011	No	No	Fence line	Additional landward area	
SMC 3b	SMC-3-S012 to SMC-3-S014	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
SMC 3b	SMC-3-S015	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 3b	SMC-3-S016	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 3c	SMC-3-S017	No	No			
SMC 3c	SMC-3-S018 to SMC-3-S021	No	No	Landward edge of road	Clarity and cohesion	
SMC 3c	SMC-3-S022	No	No	Fence line	Clarity and cohesion	
SMC 3c	SMC-3-S023	Yes - Normal	No			
SMC 3c	SMC-3-S024	Yes - Normal	No			Detail of any roll back subject to SSSI assent
SMC 3d	SMC-3-S025	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
SMC 3d	SMC-3-S026 to SMC-3-S027	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 3d	SMC-3-S029 to SMC-3-S030	No	No			
SMC 3d	SMC-3-S031 to SMC-3-S033	Yes - Normal	No	Tree line	Clarity and cohesion	
SMC 3e	SMC-3-S034	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 3e	SMC-3-S035	No	No	Fence line	Clarity and cohesion	
SMC 3e	SMC-3-S036 to SMC-3-S037	No	No	Landward edge of road	Clarity and cohesion	
SMC 3e	SMC-3-S038	No	No	Pavement edge	Clarity and cohesion	
SMC 3e	SMC-3-S039	No	No	Landward edge of road	Clarity and cohesion	
SMC 3e	SMC-3-S040	No	No			
SMC 3e	SMC-3-S041	Yes - Normal	No			
SMC 3e	SMC-3-S042	Yes - See table 3.3.4	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 3e	SMC-3-S043	Yes - See table 3.3.4	No	Pavement edge	Clarity and cohesion	
SMC 3e	SMC-3-S044	No	No	Landward edge of road	Clarity and cohesion	
SMC 3e	SMC-3-S045 to SMC-3-S049	Yes - See table 3.3.4	No	Wall	Clarity and cohesion	
SMC 3f	SMC-3-S050	Yes - Normal	No			
SMC 3e	SMC-3-S051 to SMC-3-S054	Yes - See table 3.3.4	No	Fence line	Clarity and cohesion	
SMC 3e	SMC-3-S055 to SMC-3-S059	Yes - Normal	No			
SMC 3e	SMC-3-S060	Yes - Normal	No	Hedgerow	Clarity and cohesion	
SMC 3e	SMC-3-S061 to SMC-3-S062	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 3e	SMC-3-S063 to SMC-3-S065	Yes - Normal	No			
SMC 3e	SMC-3-S066	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 3e	SMC-3-S067 to SMC-3-S069	Yes - Normal	No			
SMC 3e	SMC-3-S070 to SMC-3-S071	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 3g	SMC-3-S072 to SMC-3-S073*	No	No	Hedge bank	Clarity and cohesion	
SMC 3g	SMC-3-S074* to SMC-3-S075*	No	No	Pavement edge	Clarity and cohesion	
SMC 3g	SMC-3-S076*	No	No	Landward edge of road	Clarity and cohesion	
SMC 3g	SMC-3-S077 to SMC-3-S078	No	No	Track	Clarity and cohesion	
SMC 3g	SMC-3-S079 to SMC-3-S080	No	No	Fence line	Clarity and cohesion	
SMC 3g	SMC-3-S081 to SMC-3-S082	Yes - Normal	No			
SMC 3g & SMC 3h	SMC-3-S083 to SMC-3-S091	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 3h	SMC-3-S092	Yes - Normal	No	Tree line	Clarity and cohesion	
SMC 3h	SMC-3-S093 to SMC-3-S094	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 3h	SMC-3-S095 to SMC-3-S100	Yes - Normal	No	Fence line	Clarity and cohesion	

**3.3.2 Section Details – Details for sections that differ from the existing South West Coast Path: Maps SMC 3a to SMC 3h: Dodman Point to Drennick**

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 3.3.3: 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
SMC 3d	SMC-3-S028	Other existing walked route	Yes - Normal	No	Hedge bank	Clarity and cohesion	Route moved back at Colona Beach due to erosion.

### 3.3.3 Other options considered: Map SMC 3g: Tregiskey to Pentewan

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 3g	SMC-3-S073 to SMC-3-S076	We considered aligning the trail through Pentewan Sands Holiday Park	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The Holiday Park has steep cliffs to the south and the St Austell River to the north meaning an access strip would not be practical.</li> <li>■ The proposed route is more direct to Pentewan village.</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>

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.

### 3.3.4 Roll-back implementation – more complex situations: Maps SMC 3e and SMC 3f: Portmellon to Tregiskey

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SMC 3e	SMC-3-S042 to SMC-3-S043	Buildings	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 3e	SMC-3-S045 to SMC-3-S049	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 3f	SMC-3-S051 to SMC-3-S054	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 3.4: Proposals Maps

### 3.4.1 Map Index

Map reference	Map title
SMC 3a	Dodman Point to Penare
SMC 3b	Penare to Gorran Haven
SMC 3c	Gorran Haven to Jobbles Rock
SMC 3d	Jobbles Rock to Portmellon
SMC 3e	Portmellon to Mevagissey
SMC 3f	Mevagissey to Tregiskey
SMC 3g	Tregiskey to Pentewan
SMC 3h	Pentewan to Drennick

### 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

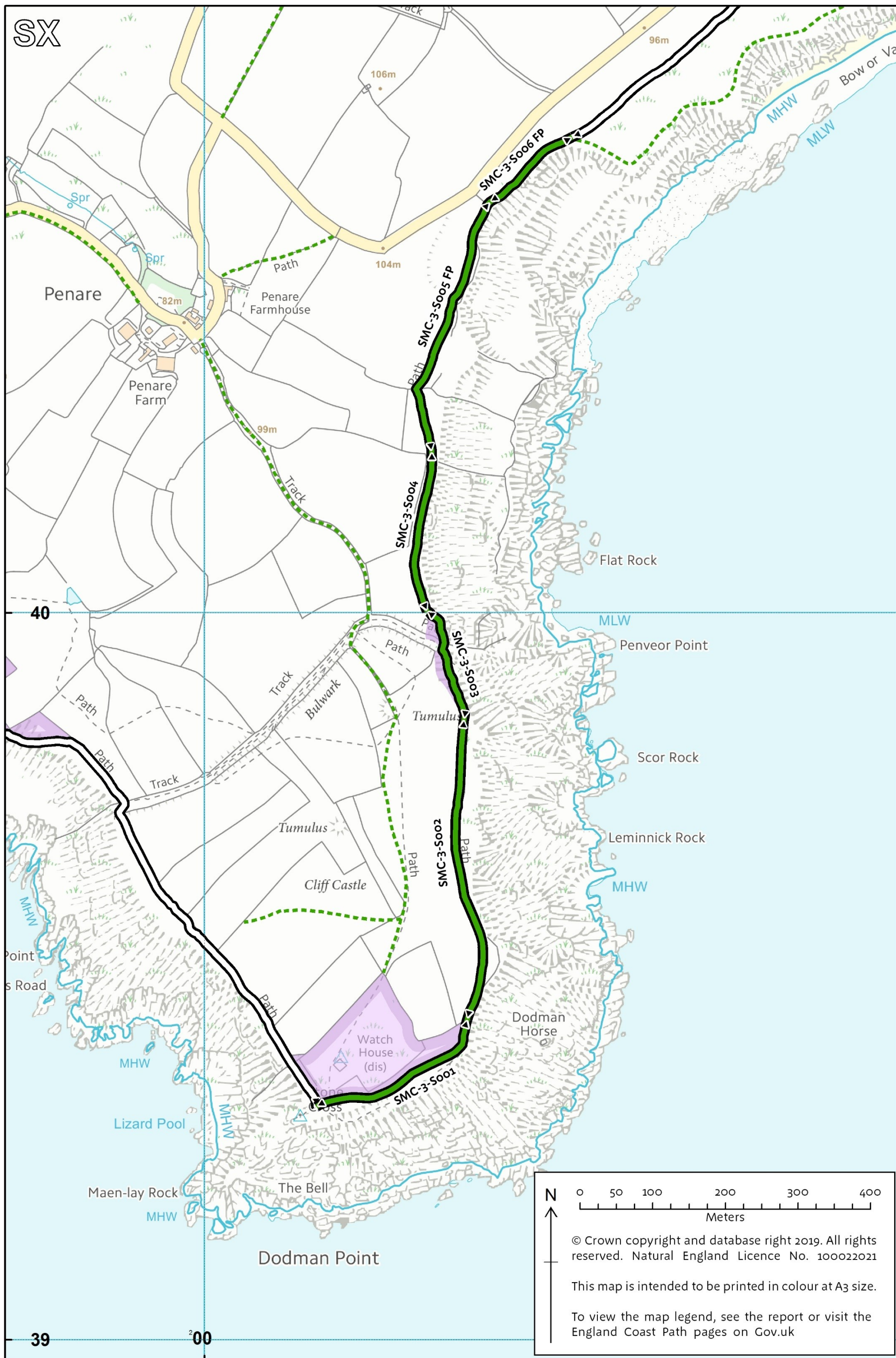
Miscellaneous:

- 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



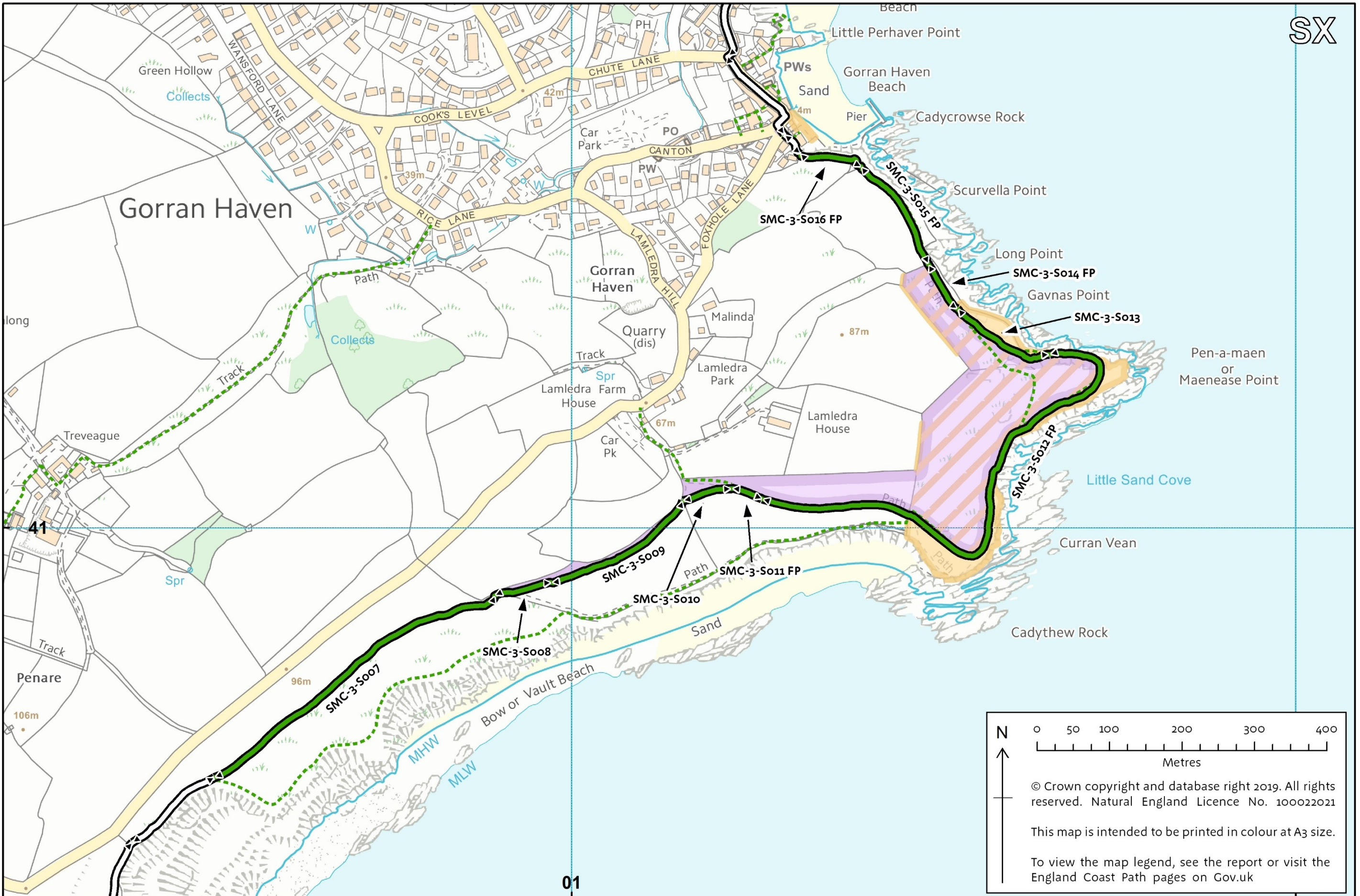
N

0 50 100 200 300 400  
Meters

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Map SMC 3b: Penare to Gorran Haven

SX

N

0 50 100 200 300 400

Metres

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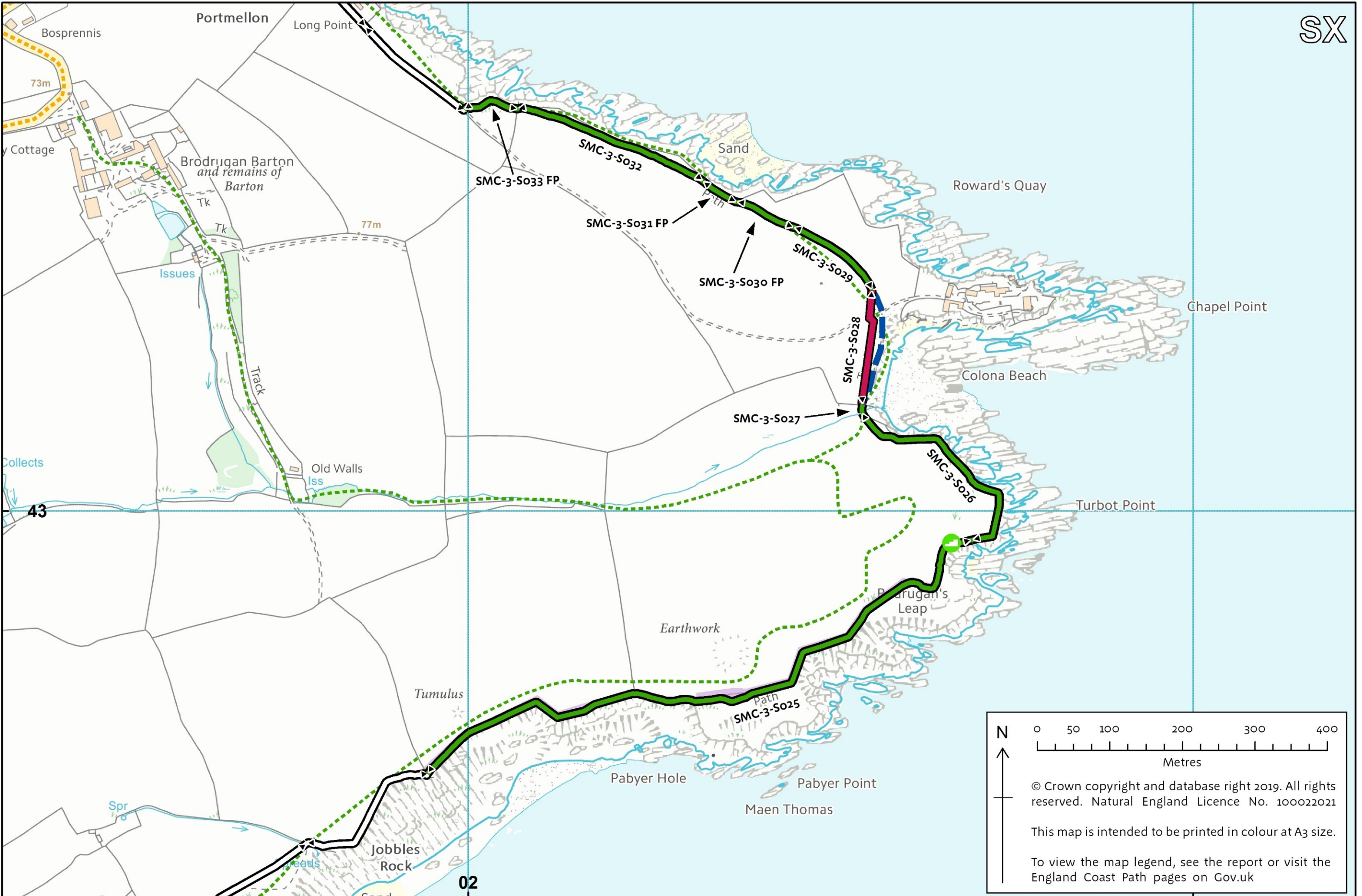
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### Map SMC 3d: Jobbles Rock to Portmellon





Map SMC 3e: Portmellon to Mevagissey

SX

Mevagissey

Portmellon



SX

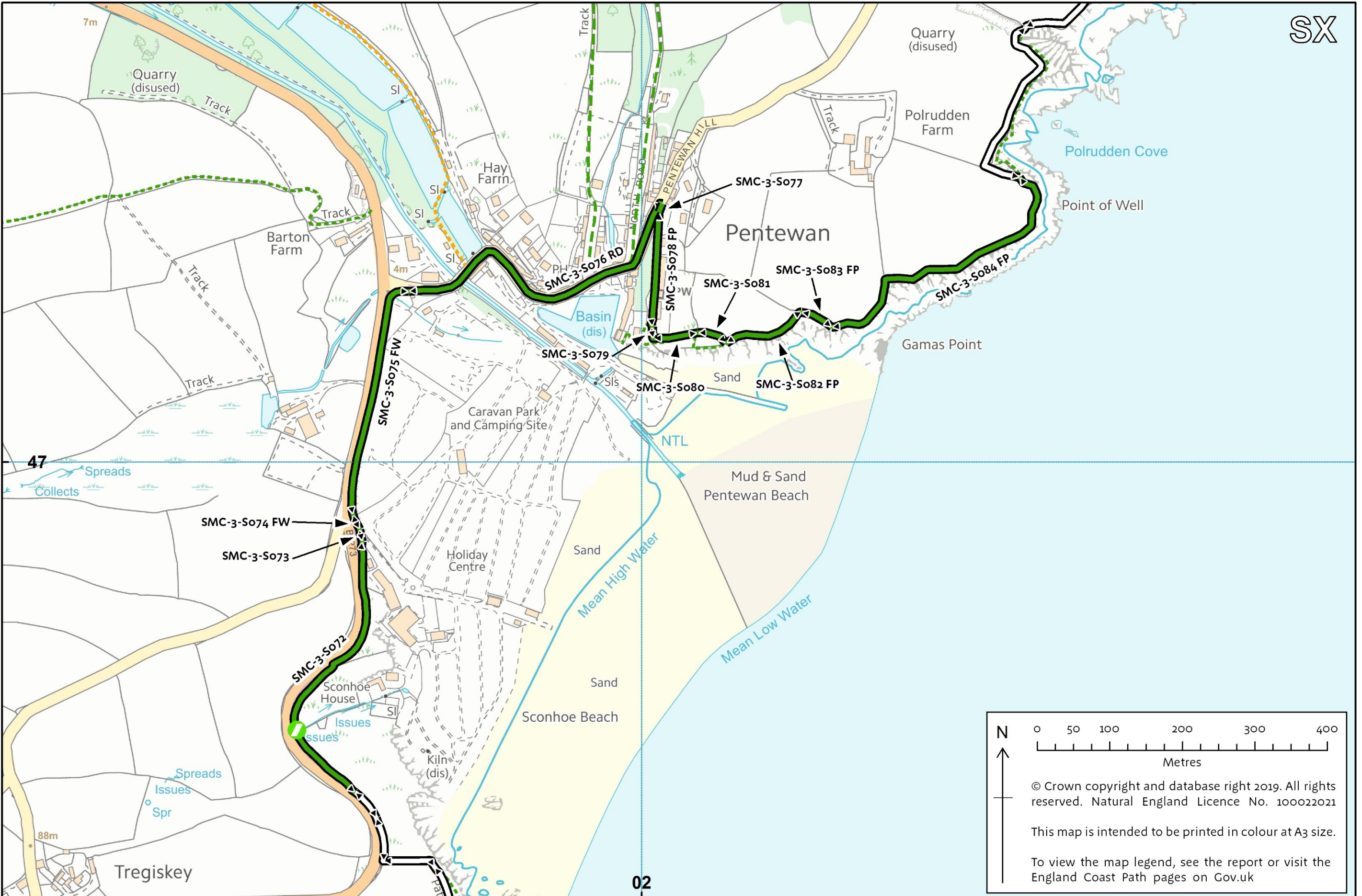
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