



England Coast Path Stretch:

St Mawes to Cremyll

Report SMC 4: Drennick to Fowey

Part 4.1: Introduction

Start Point:	Drennick (grid reference: SX 0357 4807)
End Point:	Fowey (grid reference: SX 1264 5167)
Relevant Maps:	SMC 4a to SMC 4j

4.1.1 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.

4.1.2 This report covers length SMC 4 of the stretch, which is the coast between Drennick and Fowey. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

The trail:

- 4.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 4.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 4.2.3 Includes a section of new path, in Charlestown. See map SMC 4c and Table 4.3.2 below for details.
- 4.2.4 Is aligned on the beach or foreshore at Par Sands (route sections SMC-4-S101 to SMC-4-S104), see map SMC 4f.
- 4.2.5 In Par (SMC-4-S082 to SMC-4-S101), see map SMC 4f, a significant inland route is necessary to take the trail past the Imerys Minerals Ltd industrial site. The route is aligned landward of the site with no public access to the site (See Future Change, below and Part 8 of the Overview).

The South West Coast Path:

4.2.6 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:

- 4.2.7 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.
- 4.2.8 The following designated sites affect this length of coast:
- Falmouth Bay to St Austell Bay Special Protection Area (SPA)
 - Promontory fort at Black Head Scheduled Ancient Monument (SAM)
 - St Catherine's Castle 16th century blockhouse, 19th century gun battery and 20th century gun emplacement at St Catherine's Point Scheduled Ancient Monument (SAM)
 - Fowey Blockhouse Scheduled Ancient Monument (SAM)
- 4.2.9 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.
- 4.2.10 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:

4.2.11 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.

4.2.12 At Coombe Haven, the existing stile will be replaced with a pedestrian gate, so as to make it easier to use. We envisage this happening as part of the physical establishment work described in part 7 of the Overview.

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

Where we have proposed exercising statutory discretions:

4.2.13 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the River Fowey, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the ferry, as indicated by the extent of the trail shown on map SMC 4j.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

4.2.14 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 4.3.1 and 4.3.2 below.

4.2.15 In one place, 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.

4.2.16 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 4.3.1 and columns 5b and 5c of Table 4.3.2. Where these columns are left blank, we are making no such proposals, so the

default landward boundary applies. See the note relating to these columns [above Tables 4.3.1 and 4.3.2] 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.

4.2.17 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) at one place along this section of coast.

Par Docks

4.2.18 Access to the land in the coastal margin adjacent to route sections SMC-4-S082 to SMC-4-S089, see Directions Map SMC 4A, is to be excluded all year-round by direction under sections 24 and 25(1)(b) of the Countryside and Rights of Way Act (2000) to protect public safety and prevent disruption to the industrial operations on Par Docks. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

4.2.19 Par Docks is part of the Imerys minerals operation which processes and transports china clay (kaolin). The site includes large docking areas, three industrial plants, private haulage roads and rail links. Part of the site is now redundant although the buildings and structures associated with china clay processing remain in place and are in a state of disrepair. The site boundary is fenced and access to the site is strictly controlled due to the industrial operations, the vehicle movements on site and the risk posed by the redundant buildings. While there are no coastal access rights to buildings and their curtilage we propose to exclude access to the rest of the site.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

4.2.20 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.

4.2.21 Column 3 of Table 4.3.1 and column 4 of Table 4.3.2 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 4a to SMC 4j as the proposed route of the trail.

4.2.22 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 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps SMC 4b to SMC 4c and SMC 4e to SMC 4j as the proposed route of the trail.

Other future change:

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

4.2.24 The route of the trail on this length of coast incorporates the use of a ferry at Fowey (route section SMC-4-S169). Should the service cease altogether or become less suitable for the purpose, Natural England will review its 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:

4.2.25 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.

4.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £26,680 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.

4.2.27 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 Par Sands. 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	£6,000
Improvements to existing route	£14,900
Signs & interpretation	£2,300
Project management (15%)	£3,480
Total	£26,680 (Exclusive of any VAT payable)

4.2.28 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:

4.2.29 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).

4.2.30 We estimate that the annual cost to maintain the trail will be £10,837.10 (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 4.3: Proposals Tables

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

4.3.1 Section Details – Details for sections that follow the existing South West Coast Path – Maps SMC 4a to SMC 4j: Drennick to Fowey

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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 4a	SMC-4-S001 to SMC-4-S004	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4a	SMC-4-S005	Yes - Normal	No	Tree line	Clarity and cohesion	
SMC 4a	SMC-4-S006 to SMC-4-S011	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4a	SMC-4-S012	Yes - Normal	Yes – S15 land			
SMC 4a	SMC-4-S013	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4a	SMC-4-S014	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 4a	SMC-4-S015	Yes - Normal	No	Wall	Clarity and cohesion	
SMC 4a & SMC 4b	SMC-4-S016 to SMC-4-S023	Yes - Normal	No	Fence line	Clarity and cohesion	

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 4b	SMC-4-S024	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SMC 4b	SMC-4-S025	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SMC 4b	SMC-4-S026	Yes - Normal	No			
SMC 4b	SMC-4-S027 to SMC-4-S031*	No	No	Wall	Clarity and cohesion	
SMC 4c	SMC-4-S032*	No	No	Fence line	Clarity and cohesion	
SMC 4c	SMC-4-S033* to SMC-4-S037	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SMC 4c	SMC-4-S038 to SMC-4-S039	Yes - See table 4.3.4	No	Tree line	Clarity and cohesion	
SMC 4c	SMC-4-S040	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4c	SMC-4-S041	No	No	Fence line	Clarity and cohesion	
SMC 4c	SMC-4-S042	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 4c	SMC-4-S043 to SMC-4-S045	Yes - See table 4.3.4	No	Hedge bank	Clarity and cohesion	
SMC 4c	SMC-4-S046	No	No	Pavement edge	Clarity and cohesion	
SMC 4c	SMC-4-S048	No	No	Path	Clarity and cohesion	
SMC 4c	SMC-4-S049 to SMC-4-S050	Yes - See table 4.3.4	No	Wall	Clarity and cohesion	
SMC 4c	SMC-4-S051 to SMC-4-S053*	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4c	SMC-4-S054* to SMC-4-S056	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SMC 4c	SMC-4-S057	Yes - See table 4.3.4	No	Road	Clarity and cohesion	
SMC 4c & SMC 4d	SMC-4-S058 to SMC-4-S059	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
SMC 4d	SMC-4-S060	Yes - See table 4.3.4	No			
SMC 4d	SMC-4-S061 to SMC-4-S062	Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
SMC 4d	SMC-4-S063	Yes - See table 4.3.4	No			
SMC 4d	SMC-4-S064	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	

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 4d	SMC-4-S065 to SMC-4-S066	Yes - See table 4.3.4	No	Hedgerow	Clarity and cohesion	
SMC 4d & SMC 4e	SMC-4-S067 to SMC-4-S081	Yes - See table 4.3.4	No			
SMC 4e & SMC 4f	SMC-4-S082 to SMC-4-S086	No	No	Fence line	Clarity and cohesion	
SMC 4f	SMC-4-S087 to SMC-4-S089	No	No			
SMC 4f	SMC-4-S090 to SMC-4-S095	No	No	Pavement edge	Clarity and cohesion	
SMC 4f	SMC-4-S096 to SMC-4-S100	No	No			
SMC 4f	SMC-4-S101	No	Yes - Dune	Fence line	Additional landward area	
SMC 4f	SMC-4-S102 to SMC-4-S104	Yes - Normal	Yes - Dune	Fence line	Additional landward area	
SMC 4f	SMC-4-S105 to SMC-4-S106	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 4f & SMC 4g	SMC-4-S107 to SMC-4-S110	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4g	SMC-4-S111 to SMC-4-S113	Yes - Normal	No			
SMC 4g	SMC-4-S114	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
SMC 4g	SMC-4-S115	No	No	Landward edge of road	Clarity and cohesion	
SMC 4g	SMC-4-S116 to SMC-4-S118	No	No	Hedge bank	Clarity and cohesion	
SMC 4g	SMC-4-S119	No	No	Fence line	Clarity and cohesion	
SMC 4g & SMC 4h	SMC-4-S120 to SMC-4-S124	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4h	SMC-4-S125	Yes - Normal	No	Fence line	Additional landward area	
SMC 4h	SMC-4-S126*	No	No	Fence line	Additional landward area	
SMC 4h	SMC-4-S127	Yes - Normal	No	Fence line	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
SMC 4h	SMC-4-S128	Yes - Normal	No	Hedgerow	Additional landward area	
SMC 4h & SMC 4i	SMC-4-S129 to SMC-4-S133	Yes - Normal	No			
SMC 4i	SMC-4-S134	Yes - Normal	No	Path	Clarity and cohesion	
SMC 4i	SMC-4-S135 to SMC-4-S136	Yes - Normal	No	Wall	Clarity and cohesion	
SMC 4i	SMC-4-S137 to SMC-4-S138	Yes - Normal	No	Fence line	Clarity and cohesion	
SMC 4i	SMC-4-S139 to SMC-4-S141	Yes - Normal	No			
SMC 4i	SMC-4-S142 to SMC-4-S149	Yes - Normal	No	Hedgerow	Additional landward area	
SMC 4i	SMC-4-S150	No	No	Hedgerow	Additional landward area	
SMC 4i	SMC-4-S151	No	No			
SMC 4i	SMC-4-S152	No	No	Hedge bank	Clarity and cohesion	
SMC 4i	SMC-4-S153	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 4j	SMC-4-S154	No	No			
SMC 4j	SMC-4-S155	Yes - Normal	No			
SMC 4j	SMC-4-S156 to SMC-4-S157	No	No	Hedgerow	Additional landward area	
SMC 4j	SMC-4-S158	No	No	Wall	Additional landward area	
SMC 4j	SMC-4-S159 to SMC-4-S160	No	No	Landward edge of road	Clarity and cohesion	
SMC 4j	SMC-4-S161 to SMC-4-S165	No	No	Landward edge of road	Clarity and cohesion	
SMC 4j	SMC-4-S166	No	No	Landward edge of road	Clarity and cohesion	
SMC 4j	SMC-4-S167	No	No	Pavement edge	Clarity and cohesion	
SMC 4j	SMC-4-S168	No	No	Landward edge of road	Clarity and cohesion	
SMC 4j	SMC-4-S169	No	No			

4.3.2 Section Details – Section Details – Details for sections that differ from the existing South West Coast Path: Maps SMC 4a to SMC 4j: Drennick to Fowey

Notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.3: 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 4.3.4’ 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 4c	SMC-4-S047*	Public footpath	No	No	Path	Clarity and cohesion	

4.3.3 Other options considered: Maps SMC 4b, SMC 4c and SMC 4h: Gwendra Point to Gull Island and Hambland to Southground Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 4b and SMC 4c	SMC-4-S031, SMC-4-S032 and SMC-4-S033	We considered aligning the trail around Carrickowel Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Our proposed route is more direct. ■ This proposal is made with the support of the landowner. ■ Despite being set back further from the sea, our proposed route still has a strong coastal feel. ■ Carrickowel Point would still be available under our proposals as spreading room. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
SMC 4c	SMC-4-S047	We considered following the existing route of the SWCP at Charletown on the edge of the road at the back of the quay.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Moving the route off the road, onto a public right of way was safer for walkers. ■ Our proposed route is more direct and closer to the coast. ■ 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 4c	SMC-4-S053 and SMC-4-S054	We considered aligning the rail around Appletree Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Our proposed route is more direct. ■ Despite being set back further from the sea, our proposed route still has a strong coastal feel. ■ Appletree Point would be available under our proposals as spreading room. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 4h	SMC-4-S126	We considered aligning the rail around Gribbin Head.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Our proposed route is more direct and includes the Daymark as a point of interest. ■ This proposal is made with the support of the landowner and local walking groups. ■ Despite being set back further from the sea, our proposed route still has a strong coastal feel and coastal views. ■ Gribbin Head would still be available under our proposals as spreading room. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

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.

4.3.4 Roll-back implementation – more complex situations: Maps SMC 4b to SMC 4e: Gwendra Point to Par

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SMC 4b	SMC-4-S024 to SMC-4-S025	House and garden	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 4c	SMC-4-S033 to SMC-4-S039	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 4c	SMC-4-S044 to SMC-4-S045	House and garden	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 4c	SMC-4-S049 to SMC-4-S050	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 4c & SMC 4d	SMC-4-S054 to SMC-4-S060	Houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. the house, curtilage and gardens), we will choose a route landward of it, following discussions with owners and occupiers.
SMC 4d	SMC-4-S061 to SMC-4-S062	Hotel and grounds	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 4d & SMC 4e	SMC-4-S063 to SMC-4-S081	Golf course	If it is no longer possible to find a viable route seaward of the specified golf course, we will choose a new route after detailed discussions with all relevant interests,

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			either (a) to pass through the site / course, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.

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 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
SMC 4a	Drennick to Gwendra Point
SMC 4b	Gwendra Point to Carrickowel Point
SMC 4c	Carrickowel Point to Gull Island
SMC 4d	Gull Island to Shorthorn Beach
SMC 4e	Shorthorn Beach to Par
SMC 4f	Par to Booley Beach
SMC 4g	Booley Beach to Hambland
SMC 4h	Hambland to Southground Point
SMC 4i	Southground Point to Coombe Hawne
SMC 4j	Coombe Hawne to Fowey
Directions Map SMC 4A	Par Sands – land management and public safety exclusion

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 4b: Gwendra Point to Carrickowel Point



SX

03

N
0 50 100 200 300 400
Meters

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



Map SMC 4c: Carrickowel Point to Gull Island

N

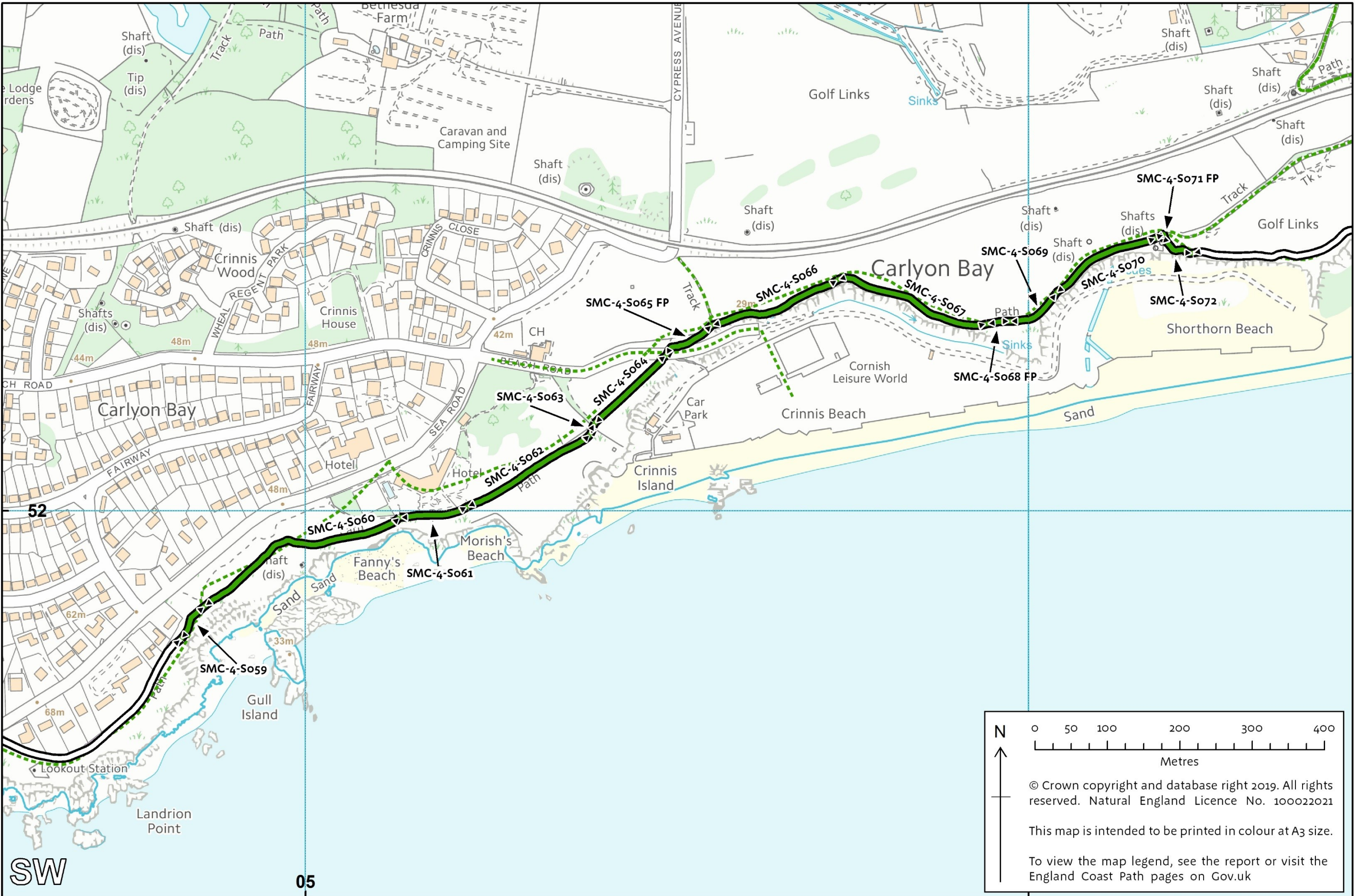
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Metres

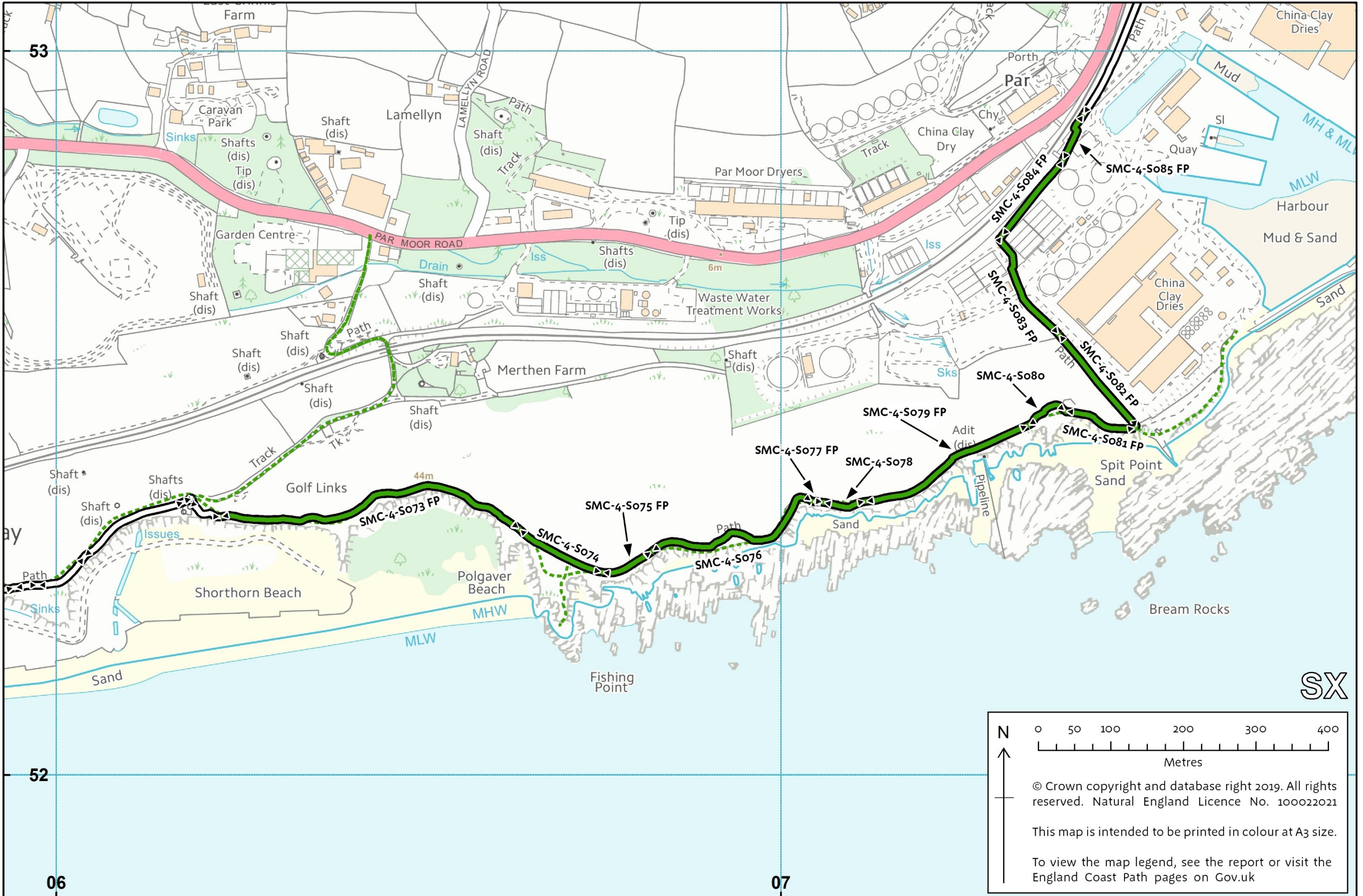
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Map SMC 4d: Gull Island to Shorthorn Beach



Map SMC 4e: Shorthorn Beach to Par

N

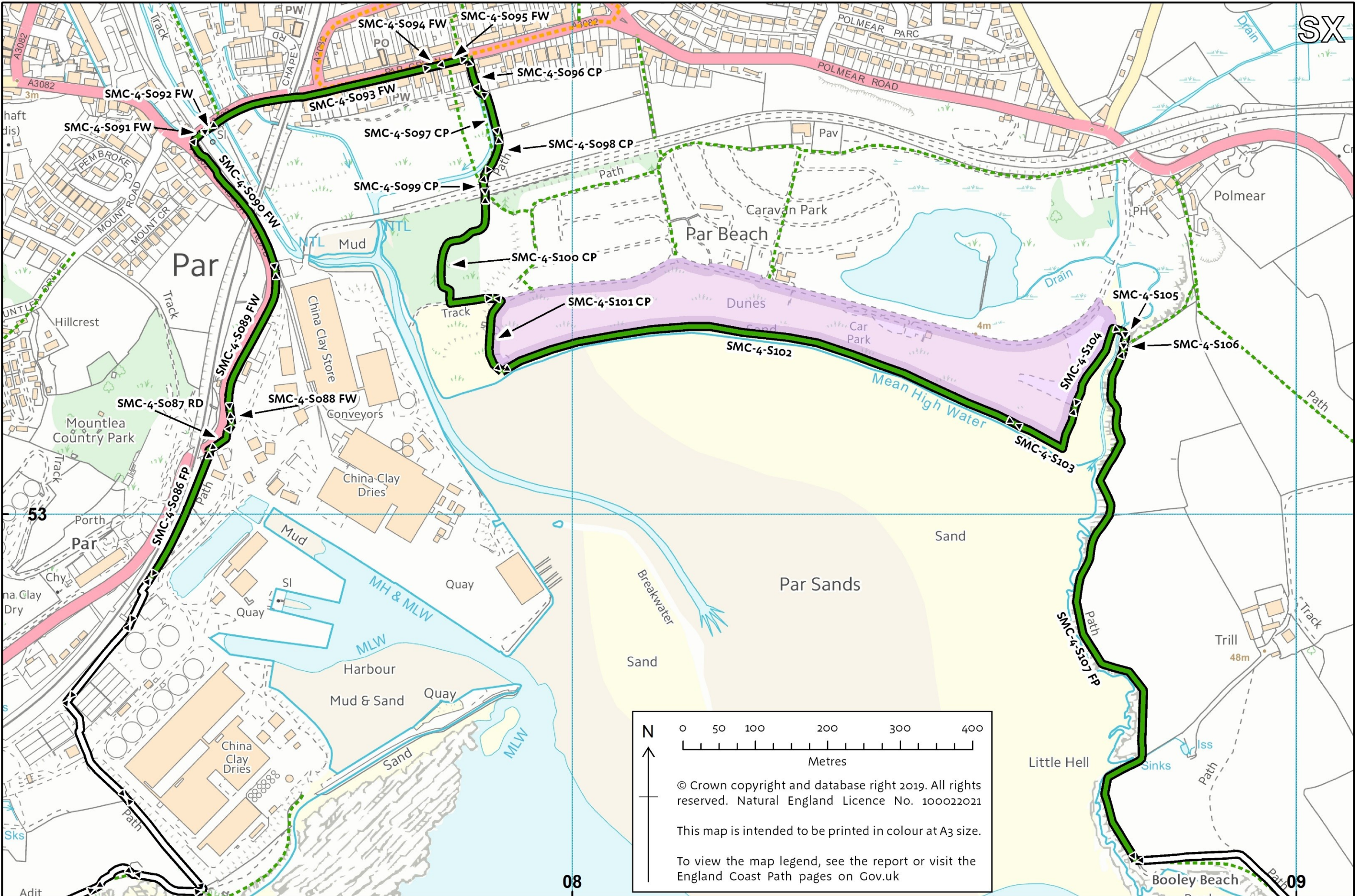
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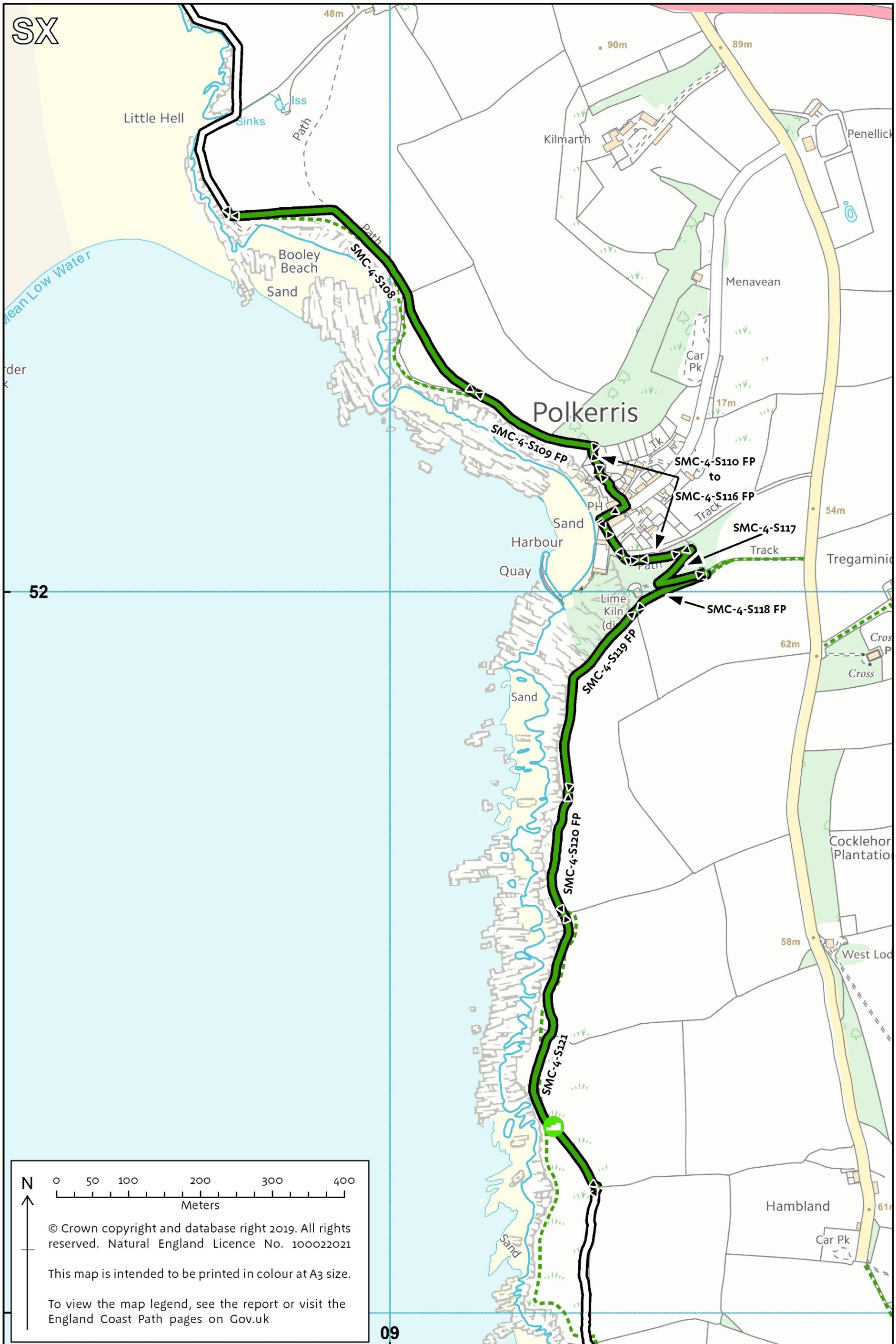
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Map SMC 4f: Par to Booley Beach



N

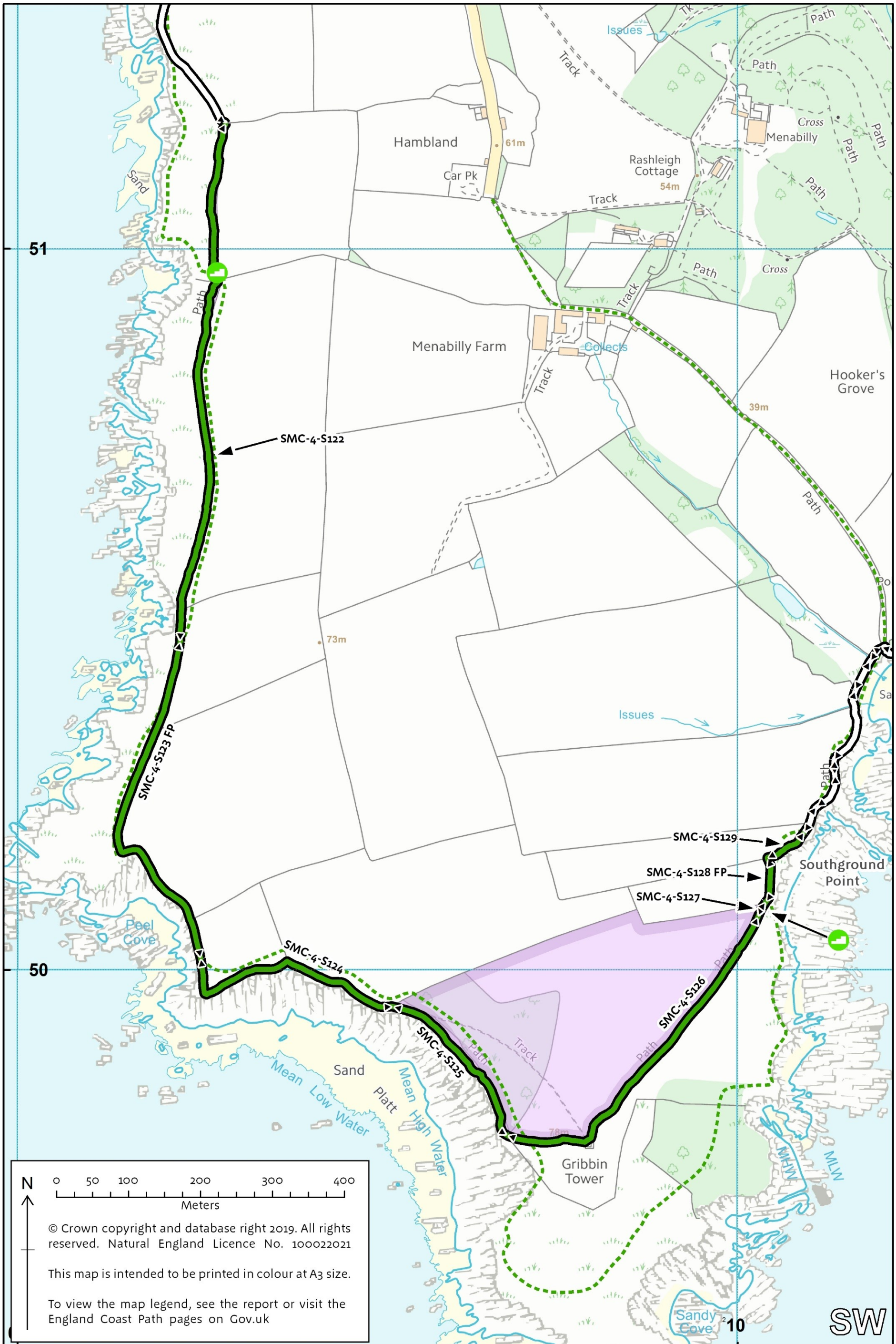
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Meters

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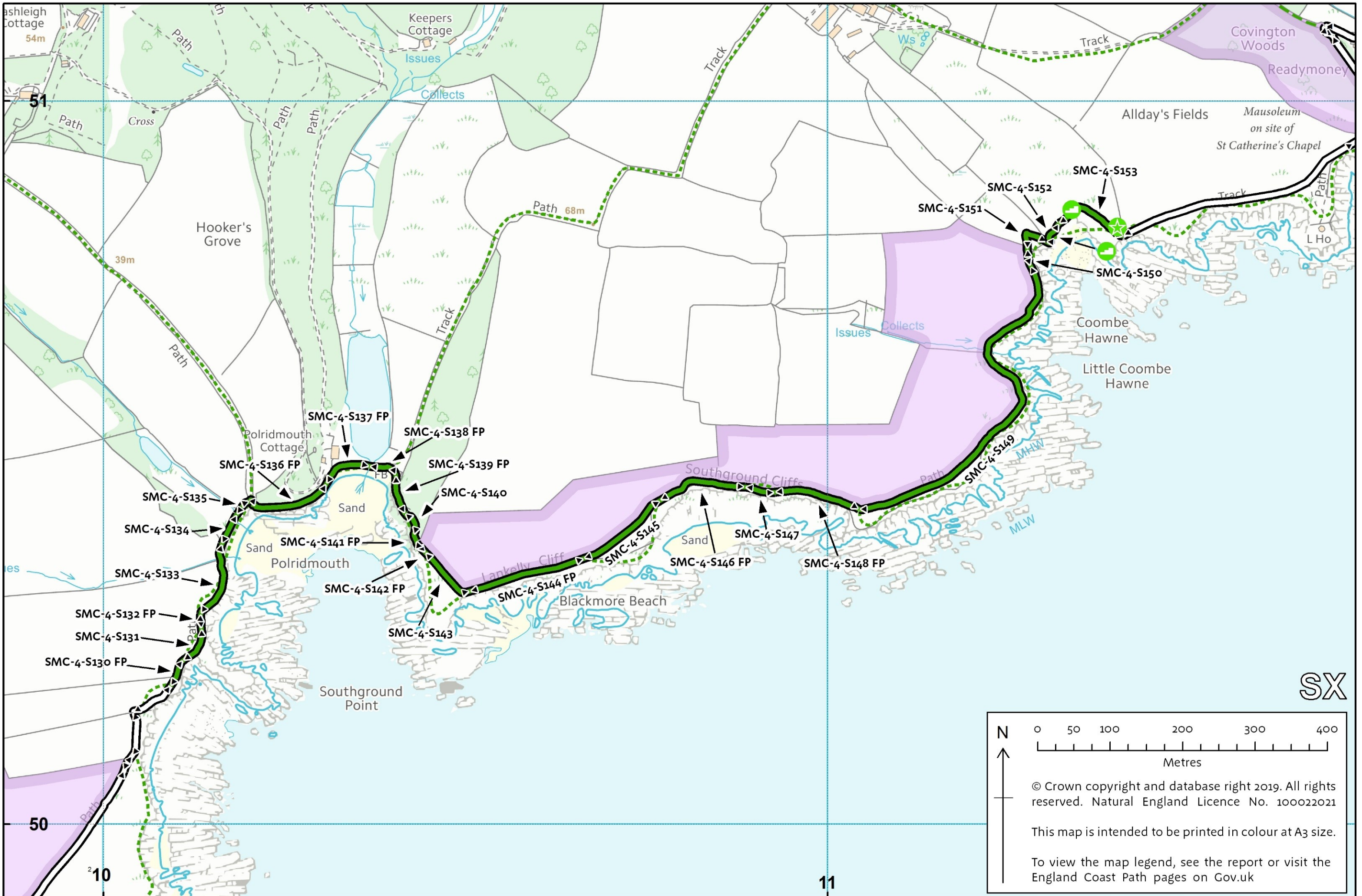
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0 50 100 200 300 400
Meters

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Map SMC 4i: Southground Point to Coombe Hawne

N

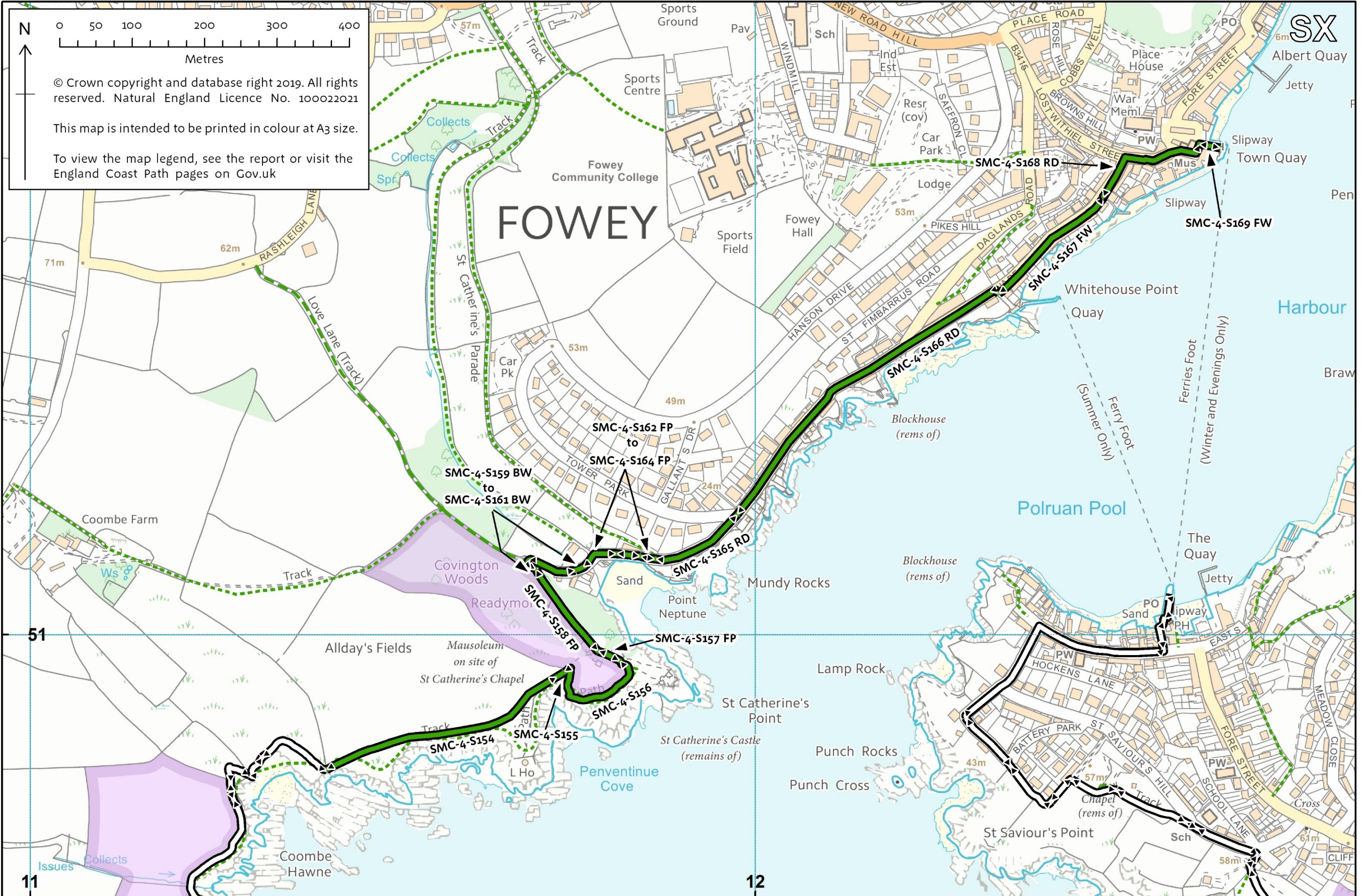
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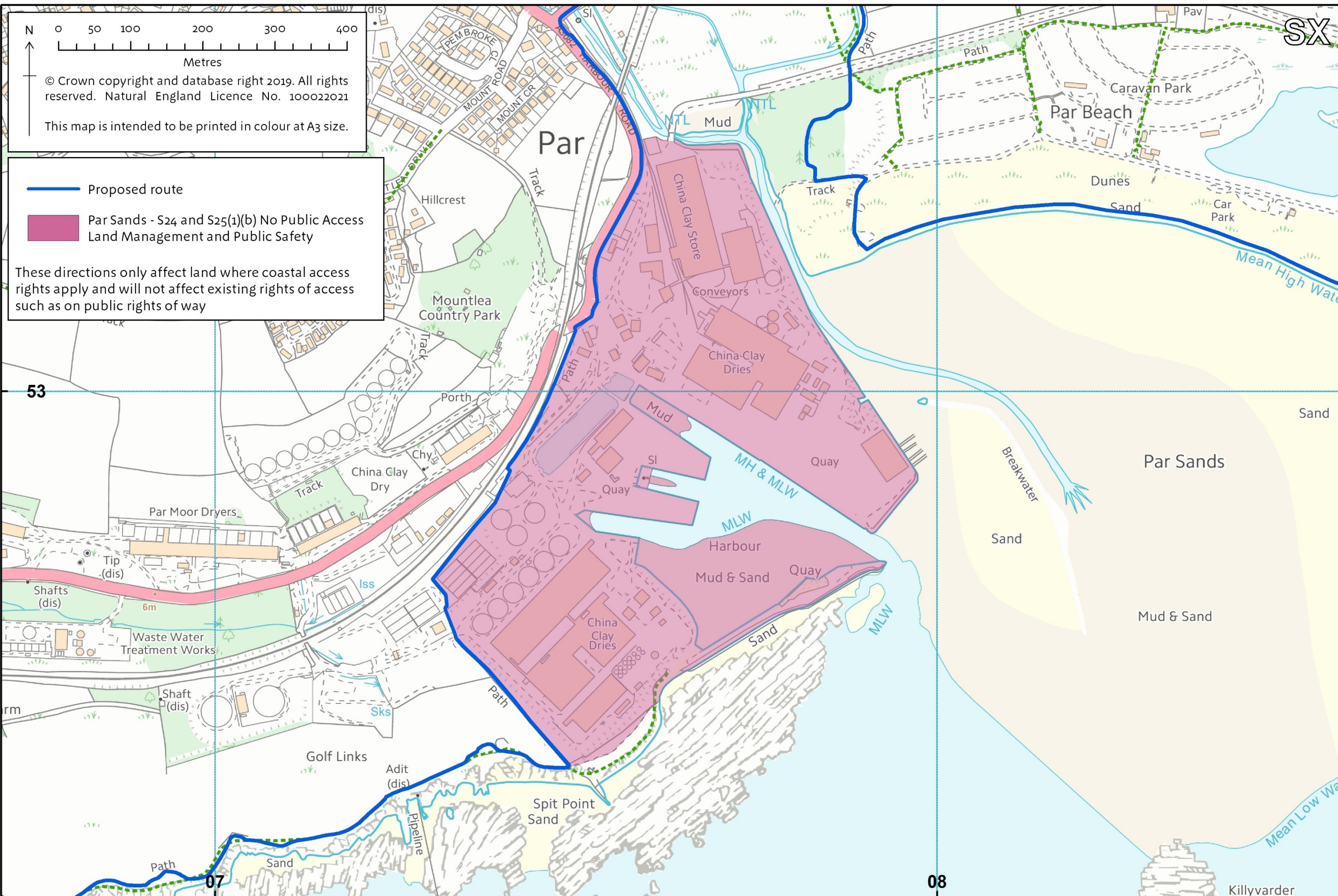
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N 0 50 100 200 300 400
Metres

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— Proposed route

■ Par Sands - S24 and S25(1)(b) No Public Access Land Management and Public Safety

These directions only affect land where coastal access rights apply and will not affect existing rights of access such as on public rights of way