



England Coast Path Stretch: St Mawes to Cremyll

Report SMC 8: Rame Head to Cremyll

Part 8.1: Introduction

Start Point:	Rame Head (grid reference: SX 4191 4855)
End Point:	Cremyll (grid reference: SX 4539 5344)
Relevant Maps:	SMC 8a to SMC 8f

8.1.1 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.

8.1.2 This report covers length SMC 8 of the stretch, which is the coast between Rame Head and Cremyll. 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.

8.1.3 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.

8.1.4 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 8.2: Proposals Narrative

The trail:

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

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

The South West Coast Path:

8.2.3 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.

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8.2.4 The following designated sites affect this length of coast:

- Plymouth Sound and Estuaries Special Area of Conservation (SAC)
- Rame Head and Whitsand Bay Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Kingsand to Sandway Point Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Plymouth Sound Shores and Cliffs Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Promontory fort, medieval chapel of St Michael's and Second World War radar station at Rame Head Scheduled Monument

8.2.5 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.

8.2.6 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:

8.2.7 There are few artificial barriers to accessibility on the proposed route.

However, there are places where it may not be entirely suitable for people with reduced mobility because:

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

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

Where we have proposed exercising statutory discretions:

8.2.8 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the River Tamar, 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 Cremyll ferry, as indicated by the extent of the trail shown on map SMC 8f.

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

8.2.9 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 Tables 8.3.1 and 8.3.2 below.

8.2.10 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 8.3.1 and columns 5b and 5c of Table 8.3.2. 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 8.3.1] and columns 5b & 5c [above Table 8.3.2] 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.

8.2.11 Restrictions and/or exclusions: We do not propose any restrictions or exclusions in this chapter.

8.2.12 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.

8.2.13 Column 3 of Table 8.3.1 and column 4 of Table 8.3.2 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 8d to SMC 8f as the proposed route of the trail.

8.2.14 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 8.3.1 and 8.3.2, the route is to be at the centre of the line shown on maps SMC 8a to SMC 8c, SMC 8e and SMC 8f as the proposed route of the trail.

Other future change:

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

8.2.16 The route of the trail in this report incorporates the use of a ferry at Cremyll. Should the service cease altogether in the future 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:

8.2.17 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.

8.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £2,645 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.

8.2.19 There are two main elements to the overall cost:

- Improvements to existing sections, for example widening the path to improve access near Rame Head. 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 have been proposed to 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 with outdated information about the route would 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
Improvements to existing route	£1,500
Signs & interpretation	£800
Project management	£345
Total	£2,645 (Exclusive of any VAT payable)

8.2.20 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:

8.2.21 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).

8.2.22 We estimate that the annual cost to maintain the trail will be £3,861.52 (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 8.3: Proposals Tables

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

8.3.1 Section Details – Details for sections that follow the existing South West Coast Path – Maps SMC 8a to SMC 8f: Rame Head to Cremyll

Key notes on table:

1. 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.
2. 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.
3. 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 8a	SMC-8-S001 to SMC-8-S003*	No	No			
SMC 8a	SMC-8-S004 to SMC-8-S005	No	No	Hedgerow	Clarity and cohesion	
SMC 8b	SMC-8-S006 to SMC-8-S007	No	No			
SMC 8b & SMC 8c	SMC-8-S008 to SMC-8-S011	No	No	Hedge bank	Clarity and cohesion	
SMC 8c	SMC-8-S012	No	No	Path	Clarity and cohesion	
SMC 8c	SMC-8-S013	No	No	Wall	Clarity and cohesion	
SMC 8c	SMC-8-S014	No	No	Hedge bank	Clarity and cohesion	
SMC 8c	SMC-8-S015	No	No	Landward edge of road	Clarity and cohesion	
SMC 8c	SMC-8-S016 to SMC-8-S017	No	No			
SMC 8d	SMC-8-S018	Yes - Normal	No			
SMC 8e	SMC-8-S019 to SMC-8-S020	No	No	Landward edge of road	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 8e	SMC-8-S021	No	No			
SMC 8e	SMC-8-S022 to SMC-8-S026	No	No	Hedge bank	Clarity and cohesion	
SMC 8e	SMC-8-S027	Yes - Normal	No			
SMC 8e	SMC-8-S028	Yes - Normal	No	Hedge bank	Clarity and cohesion	
SMC 8e	SMC-8-S029	No	No			
SMC 8f	SMC-8-S031 to SMC-8-S033	Yes - Normal	No			
SMC 8f	SMC-8-S034 to SMC-8-S036	No	No			

8.3.2 Section Details – Details for sections that differ from the existing South West Coast Path: Maps SMC 8f: Redding Point to Cremyll

Key notes on table:

1. 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.
2. 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.
3. 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 8f	SMC-8-S030	Other existing walked route	Yes - Normal	No			

8.3.3 Other options considered: Maps SMC 7a SMC 7b: Seaton to Battern Cliffs

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SMC 8a	SMC-8-S003	We considered following the line of the existing SWCP east of Rame Head.	<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 and excellent views. ■ 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.

Part 8.4: Proposals Maps

8.4.1 Map Index

Map reference	Map title
SMC 8a	Rame Head to Homebarton Hill
SMC 8b	Homebarton Hill to Inner Penlee Point
SMC 8c	Inner Penlee Point to Cavehole Point
SMC 8d	Cavehole Point to Hooe Lake Point
SMC 8e	Hooe Lake Point to Redding Point
SMC 8f	Redding Point to Cremyll

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:

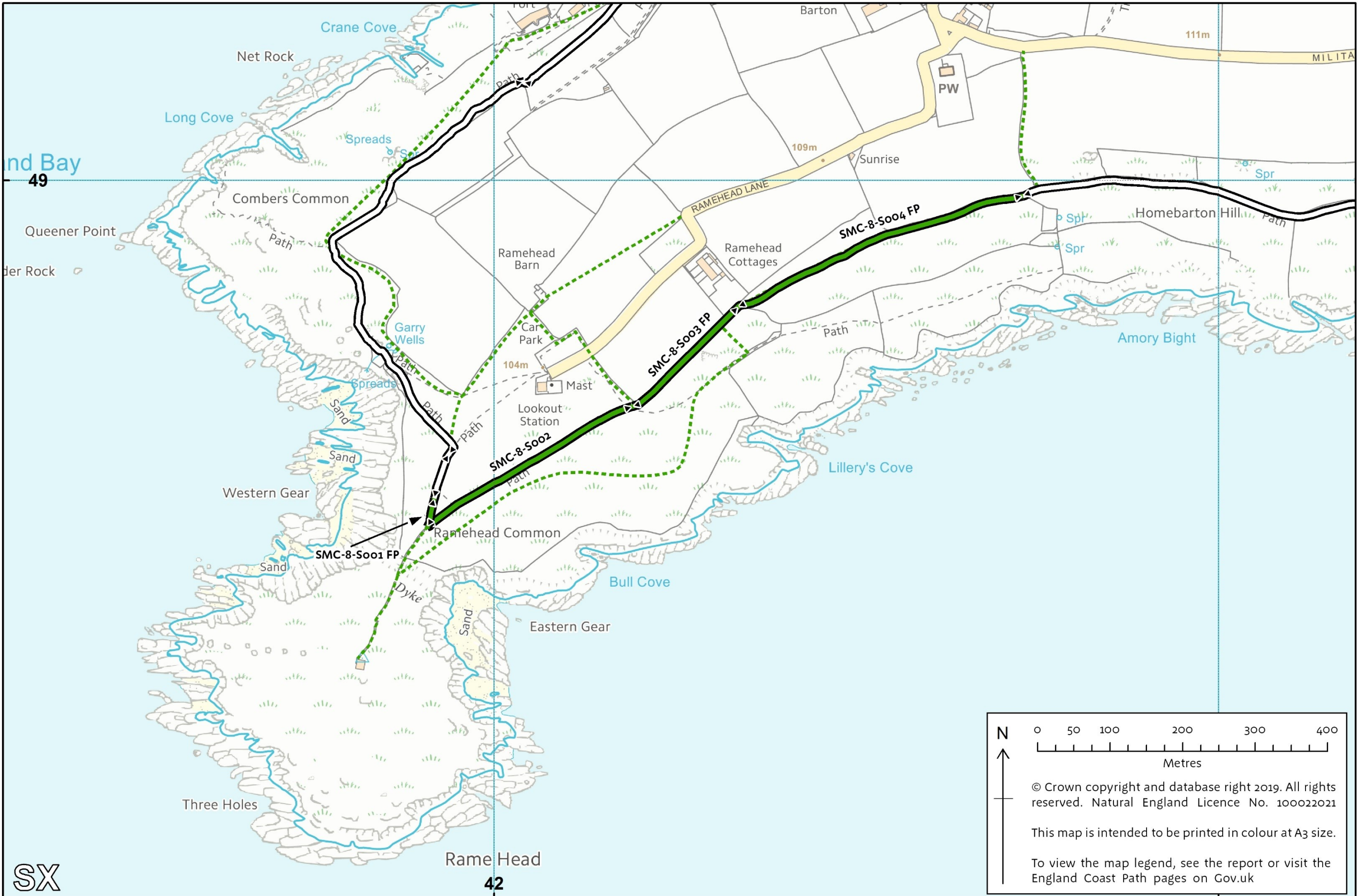
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

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

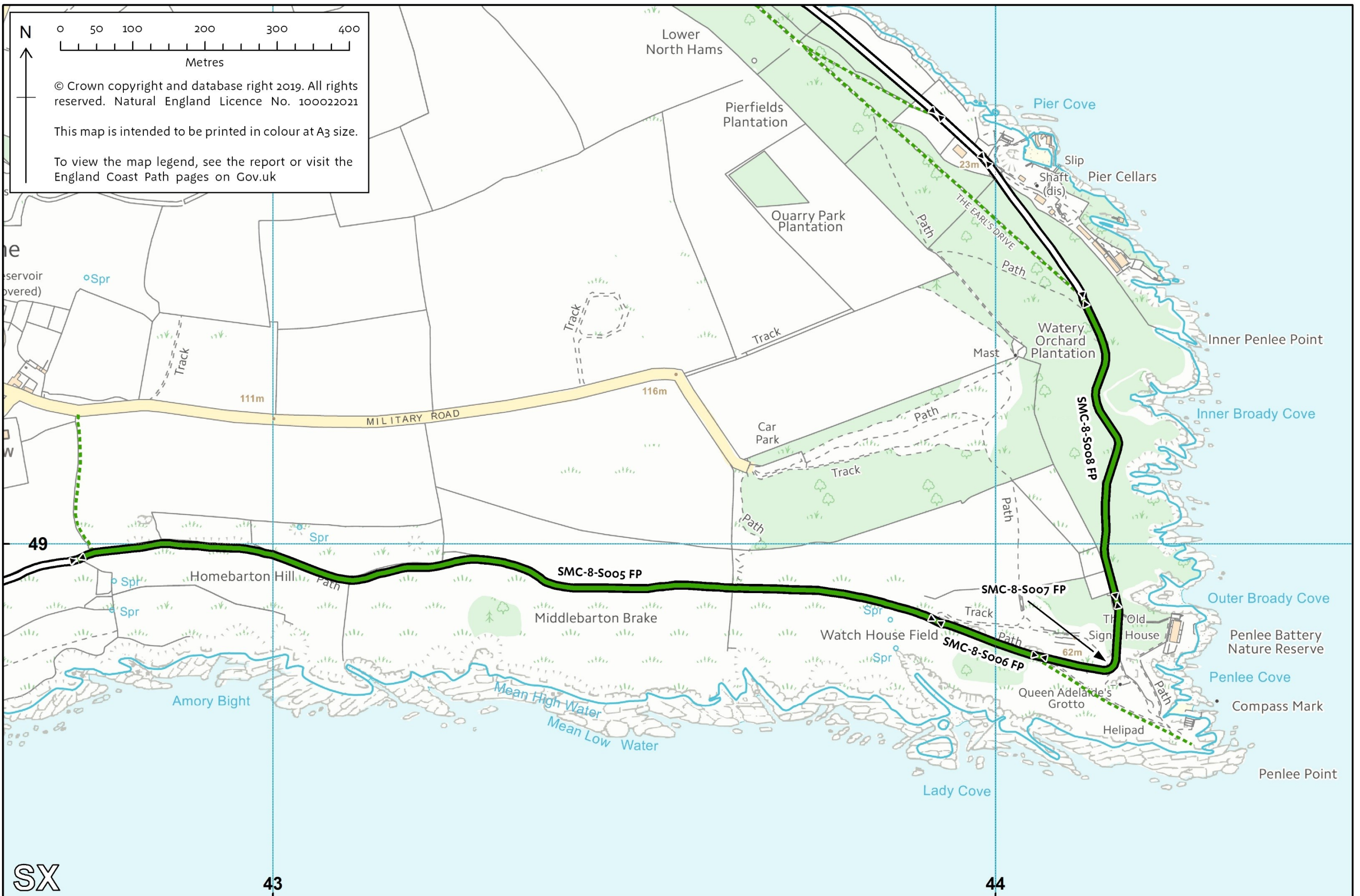
- Existing steps to be retained
- New steps required
- Existing steps to be removed

Map SMC 8a: Rame Head to Homebarton Hill



Map SMC 8a: Rame Head to Homebarton Hill

Map SMC 8b: Homebarton Hill to Inner Penlee Point



Map SMC 8c: Inner Penlee Point to Cavehole Point

Map SMC 8c: Inner Penlee Point to Cavehole Point



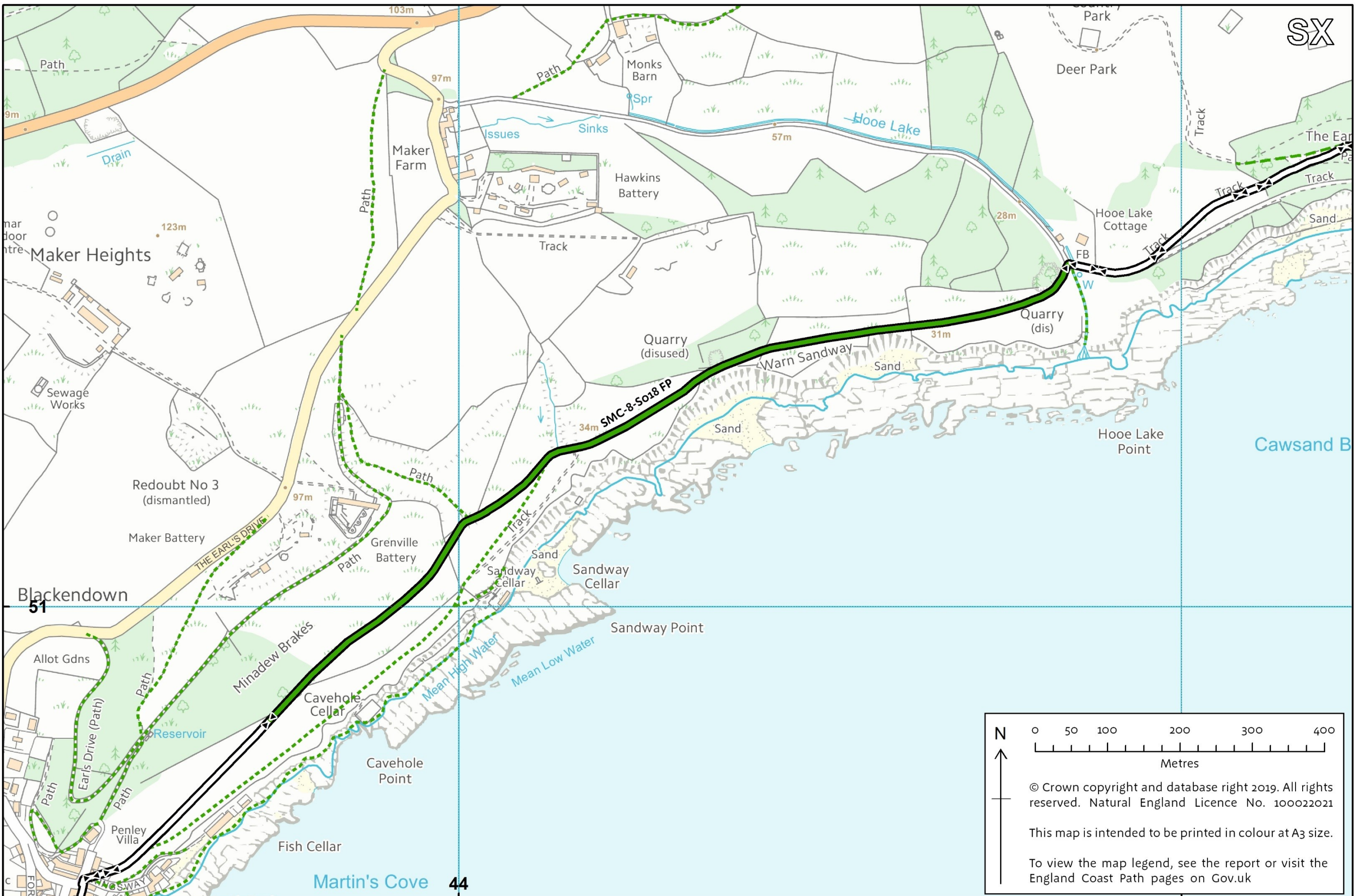
N

0 50 100 200 300 400
Meters

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

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



Map SMC 8d: Cavehole Point to Hooe Lake Point

N

0 50 100 200 300 400

Metres

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

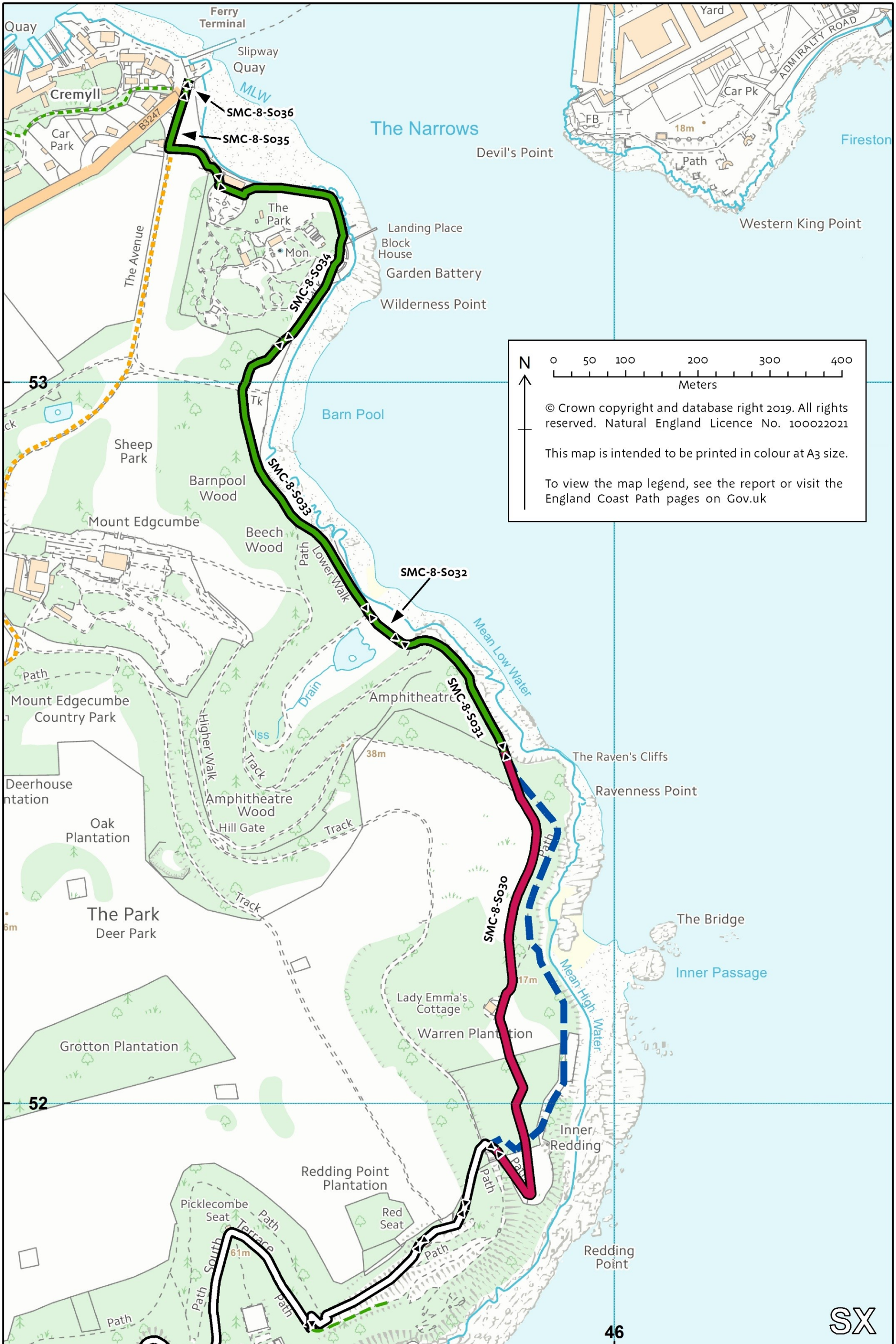
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map SMC 8e: Hooe Lake Point to Redding Point



Map SMC 8e: Hooe Lake Point to Redding Point

Map SMC 8f: Redding Point to Cremyll



Map SMC 8f: Redding Point to Cremyll