



England Coast Path Stretch:

Penzance to St Mawes

PSM 2: East Marazion to Sea Meads

Part 2.1: Introduction

Start Point:	East Marazion (grid reference: SW52853060)
End Point:	Sea Meads (grid reference: SW58232790)
Relevant Maps:	PSM 2a to PSM 2d

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 Penzance and St Mawes.

2.1.2 This report covers length PSM 2 of the stretch, which is the coast between East Marazion and Sea Meads. 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 Follows the existing South West Coast Path as currently walked and managed between East Marazion and Venton Cove (route sections PSM-2-S001 and PSM-2-S002), between Trenow Cove and Trebarvah Cliffs (route sections PSM-2-S008 to PSM-2-S039) and between Trevean Cove and Sea Meads (route sections PSM-2-S044 to PSM-2-S122). The existing South West Coast Path generally follows public rights of way along these lengths. See maps PSM 2a to PSM 2d and associated table 2.3.1 below for more details.

2.2.2 Differs from the existing South West Coast Path along a 810m length at Venton Cove (route sections PSM-2-S003 to PSM-2-S008). This length follows a new route landward of the existing South West Coast Path which is currently closed and diverted due to two landslides that occurred in March 2018. The new route is seaward of the current inland diversion which follows the main road east out of Marazion. See map PSM 2a and associated table 2.3.2 below for details.

2.2.3 Also differs from the existing South West Coast Path along a 260m length at Trebarvah (route sections PSM-2-S040 to PSM-2-S043). This new length generally follows an existing walked route and is seaward of the current South West Coast Path route which has created a pinch point between walkers and livestock in a corridor of dense scrub. The proposed route will bring the trail seaward of the scrub, providing enhanced sea views, and minimising interactions between livestock and walkers in small enclosed spaces. See map PSM 2b and associated table 2.3.2 below for details.

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

The South West Coast Path

2.2.5 For the majority of this report length we propose adopting the walked line of the South West Coast Path as the line of the England Coast Path. However, there are places where we have proposed improvements to the existing route line (at Venton Cove and Trebarvah), 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.

2.2.6 The following designated sites affect this length of coast:

- Mounts Bay Marine Conservation Zone (MCZ)
- Cudden Point to Prussia Cove Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Folly Rocks Site of Special Scientific Interest (SSSI) for its geological/wildlife interest

Map C in the Overview shows the extent of the designated areas listed.

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

2.2.8 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 in respect of the natural environment; see the following assessment of the access proposals that we have published separately:

- 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:

2.2.9 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would generally follow an uneven grass or bare soil path from Trebarvah to Sydney Cove.
- There are steep gradients in places for example as the route ascends Stackhouse Cliff towards Cudden Point.
- There are steps in places such as along Kenneggy Cliffs.

2.2.10 At Trevean Cove, the existing kissing gate will be removed and replaced by a boardwalk. In addition the associated drainage issues will be remedied making it easier to cross the stream. We envisage this happening as part of the physical establishment work described below.

2.1.11 At Stackhouse Cove, the existing stile will be replaced by a kissing gate so as to make it easier to use. We envisage this happening as part of the physical establishment work described below.

2.1.12 At Hoe Point, the existing gates will be replaced by kissing gates so as to make them easier to use whilst ensuring that the landowner can continue to graze these fields. We envisage this happening as part of the physical establishment work described below.

2.1.13 At Praa Sands, two sets of existing steps will be improved, so as to make them easier to use and maintain. We envisage this happening as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

2.2.14 **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 2.3.1 and 2.3.2 below.

2.2.15 At Trenow Cove, Temis Cove, Cudden Point, Hoe Point, and Sydney Cove, 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 owners of this land are content for us to propose this.

2.2.16 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 2.3.1 and 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 4b & 4c above Table 2.3.1 and the note relating to Column 5b & 5c above 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.

2.2.17 **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.

2.2.18 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 PSM 2a to PSM 2d as the proposed route of the trail.

2.2.19 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 table 2.3.1, the route is to be at the centre of the line shown on map PSM 2a as the proposed route of the trail.

Other future change:

2.2.20 Natural England intends to propose a change to the route at Venton Cove (route sections PSM-2-S003 to PSM-2-S008) once future erosion events have made it possible to re-establish the original route of the South West Coast Path which follows the beach. In the event, Natural England would submit a variation report that would justify the intention to vary the route back to the original route as it better meets the Coastal Access Scheme criteria in terms of proximity to the coast and sea views. We would propose that the route described in this report (route sections PSM-2-S003 to PSM-2-S008) would be retained as an Optional Alternative high tide route with no associated default coastal margin.

2.2.21 At this point we do not foresee any other 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:

2.2.22 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.

2.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £13,550 and is informed by:

- information already held by Cornwall Council and Cormac 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.

2.1.24 There are three main elements to the overall cost:

- A number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing South West Coast Path.
- The surfaces and access furniture where the proposed route follows the existing South West Coast Path as walked and managed are generally of a suitable standard for the trail, but there are some places where improvements would enhance the convenience of the trail:
 - A kissing gate at Trevean replaced with a boardwalk and piping to resolve drainage issues;
 - New kissing gates installed at Folly Rock;
 - New steps installed at Praa Sands, and infill used to bring the path up to level.
- New surfaces and access furniture would be required on route sections where the proposed route differs from that of the existing South West Coast Path.
 - Openings cut through Cornish hedges at Venton Cove and Trebarvah Cliff;
 - Vegetation clearance at Trebarvah Cliff.

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
Signage and interpretation	£1,200
Improvements of existing trail sections	£6,620
New trail sections	£3,730
Project management	£2,000
Total	£13,550 (Exclusive of any VAT payable)

2.2.25 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:

2.2.26 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).

2.2.27 We estimate that the annual cost to maintain the trail will be £5439.52 (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 2.3: Proposals Tables

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

Table 2.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed. Table 2.3.2 includes sections of the trail that differ from the existing South West Coast Path.

2.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 2a to PSM 2d, East Marazion to Sea Meads

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 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
PSM 2a	PSM-2-S001	No	No			
	PSM-2-S002	No	No	Landward edge of road	Clarity and cohesion	
	PSM-2-S008	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
	PSM-2-S009 to PSM-2-S011	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-2-S012* to PSM-2-S014*	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-2-S015* to PSM-2-S018*	Yes - Normal	No			
	PSM-2-S019 to PSM-2-S025	Yes - Normal	No			
	PSM-2-S026	Yes - Normal	No	Hedge bank	Clarity and cohesion	
PSM 2b	PSM-2-S027 to PSM-2-S030	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
	PSM-2-S031 to PSM-2-S036*	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-2-S037 to PSM-2-S039	Yes - Normal	No			
PSM 2b & PSM 2c	PSM-2-S044 to PSM-2-S055	Yes - Normal	No			
PSM 2c	PSM-2-S056 to PSM-2-S058*	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
	PSM-2-S059	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-2-S060 to PSM-2-S070	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-2-S071 & PSM-2-S072	Yes - Normal	No	Wall	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
	PSM-2-S073 to PSM-2-S075	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-2-S076 & PSM-2-S077	Yes - Normal	No			
	PSM-2-S078 to PSM-2-S080	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-2-S081 to PSM-2-S090	Yes - Normal	No			
PSM 2d	PSM-2-S091 to PSM-2-S097	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-2-S098 to PSM-2-S100	Yes - Normal	No	Fence line	Additional landward area	
	PSM-2-S101	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-2-S102	Yes - Normal	No	Hedge bank	Additional landward area	
	PSM-2-S103	Yes - See table 2.3.4	No	Hedge bank	Clarity and cohesion	
	PSM-2-S104 & PSM-2-S105	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
	PSM-2-S106 & PSM-2-S107	Yes - See table 2.3.4	No			
	PSM-2-S108	Yes - See table 2.3.4	No	Landward edge of road	Clarity and cohesion	
	PSM-2-S109	Yes - See table 2.3.4	No	Promenade edge	Clarity and cohesion	
	PSM-2-S110	Yes - See table 2.3.4	No	Wall	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
	PSM-2-S111	Yes - See table 2.3.4	No	Promenade edge	Clarity and cohesion	
	PSM-2-S112	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
	PSM-2-S113	Yes - Normal	No			
	PSM-2-S114 to PSM-2-S121	Yes - Normal	Yes - dune			
	PSM-2-S122	Yes - Normal	No	Road	Clarity and cohesion	

2.3.2 Details for sections that differ from the existing South West Coast Path: Maps PSM 2a to PSM 2b, East Marazion to Stackhouse Cliff

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 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
PSM 2a	PSM-2-S003*	Not an existing walked route	Yes - Normal	No	Various	Clarity and cohesion	Various boundary features include the landward edge of the trail and hedge bank.
	PSM-2-S004*	Not an existing walked route	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	PSM-2-S005*	Public footpath	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	PSM-2-S006*	Public footpath	Yes - Normal	No			
	PSM-2-S007*	Other existing walked route	Yes - Normal	No			
PSM 2b	PSM-2-S040	Other existing walked route	Yes - Normal	No			
	PSM-2-S041	Not an existing walked route	Yes - Normal	No			
	PSM-2-S042	Other existing walked route	Yes - Normal	No			
	PSM-2-S043	Not an existing walked route	Yes - Normal	No			

2.3.3 Other options considered: Maps PSM 2a to PSM 2d: East Marazion to Sea Meads

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 2a	PSM-2-S003 to PSM-2-S007	We considered a more coastal alignment at Venton Cove	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing SWCP is currently closed to the public because two landslides have made the route unsafe. ■ the proposed route landward of Venton Farm maintains undisturbed sea 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
PSM 2a	PSM-2-S003 to PSM-2-S007	We considered aligning the route to the main road east out of Marazion in order to minimise expenditure and to utilise existing public footpaths	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Following the main road east out of Marazion would require ECP users to use an unsafe road crossing in a location with limited visibility. ■ the proposed route landward of Venton Farm maintains undisturbed sea 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
PSM 2a	PSM-2-S012 to PSM-2-S018	We considered a more coastal alignment at Trenow Cove	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ a number of land parcels along the coast are used and managed as private gardens. As these are 'excepted' from Coastal Access rights we cannot align the trail through them ■ 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
PSM 2b	PSM-2-S032 to PSM-2-S035	We considered a more coastal alignment into three agricultural fields seaward of the existing South West Coast Path at Perran Sands east of Perranuthnoe	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing South West Coast Path maintains undisturbed sea views. ■ The coastal cliffs in this location are unstable and actively receding. It would therefore not be safe to align the trail along the seaward edge of the agricultural fields ■ 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
PSM 2c	PSM-2-S057 to PSM-2-S058	We considered an alignment onto the headland at Cudden Point	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The existing South West Coast Path across the neck of the headland maintains undisturbed sea views and is the most direct and convenient route along the coast.

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 PSM 2d: Keneggy Cliff to Sea Meads

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
PSM 2d	PSM-2-S103 to PSM-2-S112	Residential area at Sydney Cove	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers. 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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
PSM 2a	East Marazion to Maen-du Point
PSM 2b	Maen-du Point to Stackhouse Cliff
PSM 2c	Stackhouse Cliff to Kenneggy Cliff
PSM 2d	Kenneggy Cliff to Sea Meads

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

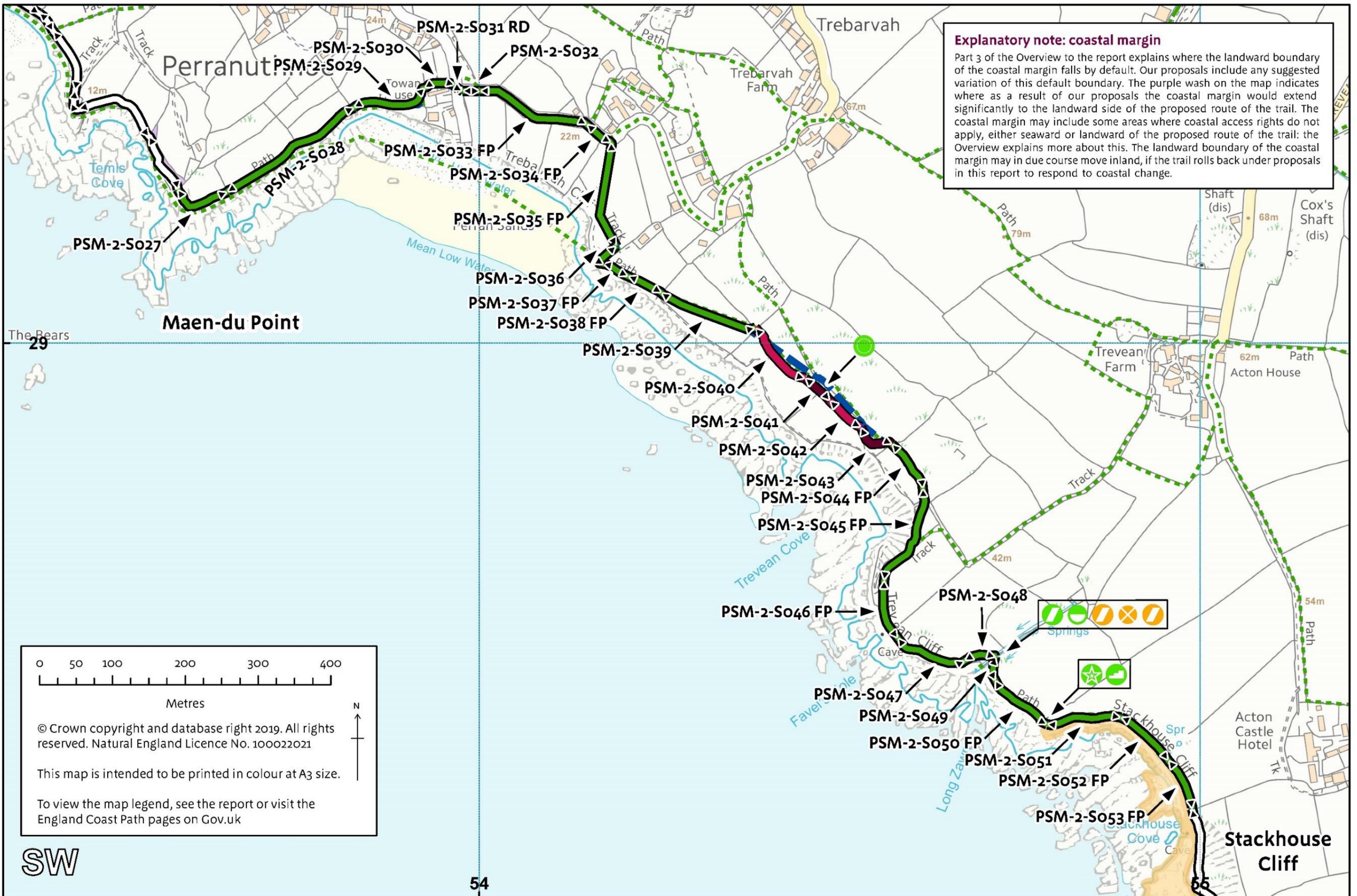
For status of each, where shown on map, see colour codes below

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

Infrastructure status

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

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



Explanatory note: coastal margin

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.

Map PSM 2b: Maen-du Point to Stackhouse Cliff

0 50 100 200 300 400
Metres

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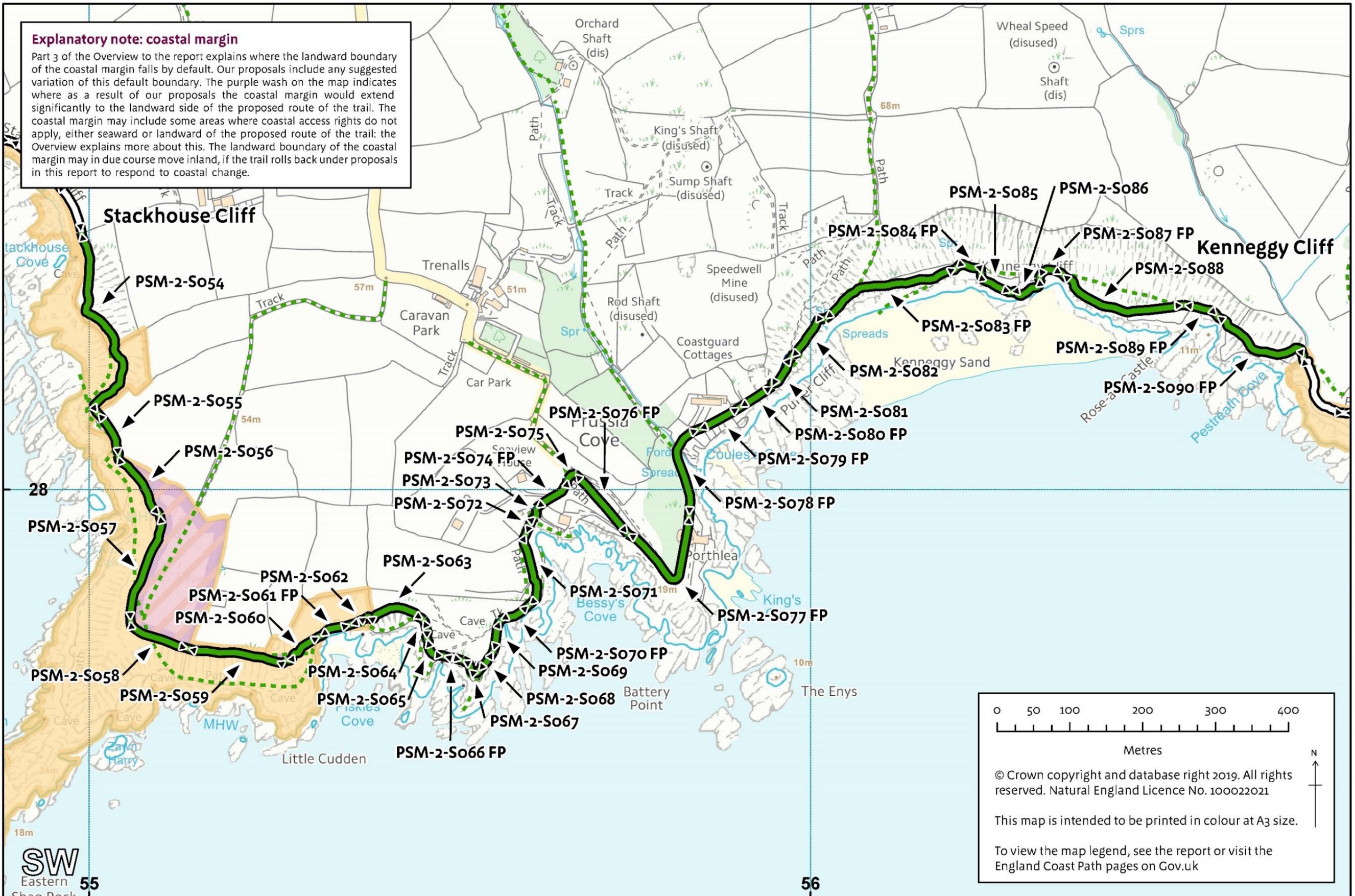
This map is intended to be printed in colour at A3 size.

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

SW

Explanatory note: coastal margin

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.



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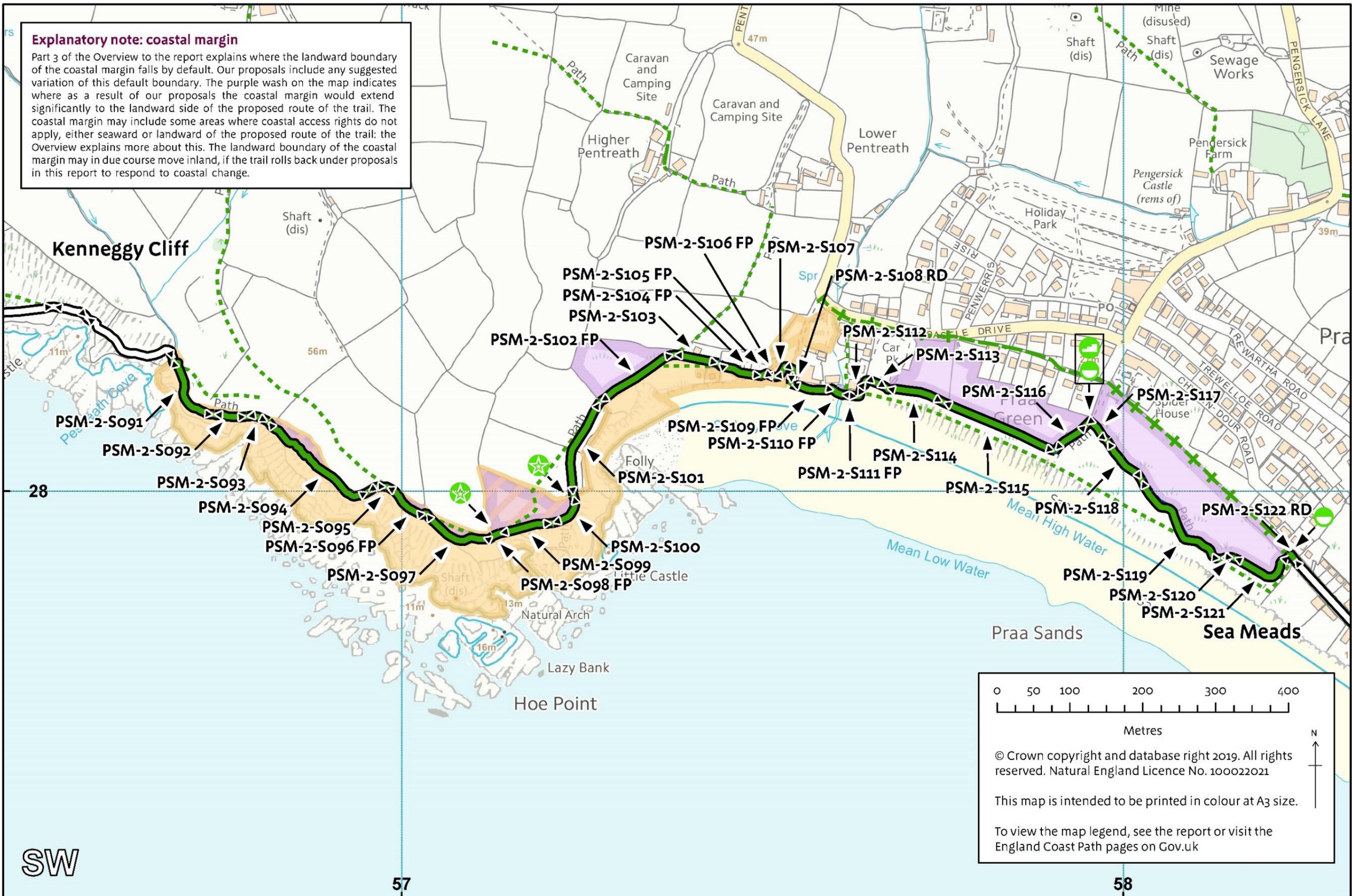
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