



# England Coast Path Stretch:

## Penzance to St Mawes

### PSM 4: Loe Bar to Mullion Cove

#### Part 4.1: Introduction

<b>Start Point:</b>	<b>Loe Bar (grid reference: SW64142425)</b>
<b>End Point:</b>	<b>Mullion Cove (grid reference: SW66771787)</b>
<b>Relevant Maps:</b>	<b>PSM 4a to PSM 4e</b>

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 Penzance and St Mawes.

4.1.2 This report covers length PSM 4 of the stretch, which is the coast between Loe Bar and Mullion Cove. 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 Follows the existing South West Coast Path as currently walked and managed between Loe Bar and Gunwalloe Quarry (route sections PSM-4-S001 to PSM-4-S011), Gunwalloe Quarry to Halzephron House (route sections PSM-4-S014 to PSM-4-S029), and Halzephron Cove to Mullion Cove (route sections PSM-4-S035 to PSM-4-S107). The existing South West Coast Path generally follows public rights of way along these lengths. See maps PSM 4a to PSM 4e and associated table 4.3.1 below for more details.

4.2.2 Differs from the existing South West Coast Path along a 300m length at Gunwalloe Quarry (route sections PSM-4-S012 and PSM-4-S013). This length follows a current diversion of the South West Coast Path due to coastal erosion. This new length follows an existing public right of way. See map PSM 4b and associated table 4.3.2 below for details.

4.2.3 Also differs from the existing South West Coast Path along a 400m length between Halzephron House and Halzephron Cove (PSM-4-030 to PSM-4-034). This new length does not follow an existing walked route and is necessary due to coastal erosion on the cliffs adjacent to Halzephron House. See map PSM 4b and associated table 4.3.2 below for details

4.2.4 Mainly follows the coastline quite closely and maintains good views of the sea. At Halzephron House the new route will run behind a hedge bank through two fields before re-joining the existing line of the South West Coast Path. There will be limited sea views for approximately 240 metres.

### The South West Coast Path

4.2.5 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 to realign the route due to coastal erosion 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.

4.2.6 The following designated sites affect this length of coast:

- The Lizard Special Area of Conservation (SAC)
- Lizard Point Special Area of Conservation (SAC)
- Loe Pool Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Baulk Head to Mullion Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Cliff castle W of Gunwalloe Church Scheduled Ancient Monument (SAM)
- Wayside cross in Gunwalloe churchyard, 0.75m east of the church Scheduled Ancient Monument (SAM)

- Medieval wayside cross base, 10m south of Gunwalloe church Scheduled Ancient Monument (SAM)
- Two round barrows on Pedngwinian Head Scheduled Ancient Monument (SAM)
- Three bowl barrows 350m north of Poldhu Cove Scheduled Ancient Monument (SAM)

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

4.2.7 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.

4.2.8 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 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:**

4.2.9 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 cross a shingle beach at Loe Bar;
- It would follow an uneven grass or bare soil path with steep gradients in places along most of the length covered in this report;
- There are steps in places such as at Polurrian Cove and Mullion Cove.

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

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

4.2.10 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Tables 4.3.1 and 4.3.2 below.

4.2.11 At Polbream and at Mullion 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.

4.2.12 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 4b and 4c of table 4.3.1 and 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 Columns 4b & 4c above Table 4.3.1 and the note relating to Column 5b & 5c above Table 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.**

**4.2.13 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 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 PSM 4a to PSM 4e as the proposed route of the trail.

4.2.15 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.

### Other future change:

4.2.16 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:

4.2.17 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.

4.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £6,750 and is informed by:

- information already held by Cornwall Council, Cormac and National Trust, 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.

4.2.19 There are two main elements to the overall cost:

- New signs would be needed on route sections where the proposed route differs from that of the existing South West Coast Path
- New surfaces and access furniture would be required on route some sections where the proposed route differs from that of the existing South West Coast Path:
  - New steps, vegetation clearance and surfacing in places along the new route at Halzephron.

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>
Signage	£700
New trail sections	£5,050
Project management	£1000
<b>Total</b>	<b>£6,750 (Exclusive of any VAT payable)</b>

4.2.20 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:**

4.2.21 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).

4.2.22 We estimate that the annual cost to maintain the trail will be £5734.23 (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

Table 4.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed. Table 4.3.2 includes sections of the trail that differ from the existing South West Coast Path.

### 4.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 4a to PSM 4e, Loe Bar to Mullion Cove

#### 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 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.
3. 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.
4. 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 4a	PSM-4-S001	Yes - Normal	Yes - beach			Detail of any roll back subject to SSSI assent
	PSM-4-S002 to PSM-4-S004	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-4-S005	Yes - Normal	No	Fence line	Additional landward area	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-4-S006	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-4-S007 and PSM-4-S008	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-4-S009	Yes - Normal	No	Hedge bank	Clarity and cohesion	
PSM 4b	PSM-4-S010 and PSM-4-S011	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	PSM-4-S014 to PSM-4-S018	Yes - Normal	No			
	PSM-4-S019	Yes - See table 4.3.4	No	Wall	Clarity and cohesion	
	PSM-4-S020 and PSM-4-S021	Yes - Normal	No			
	PSM-4-S022 to PSM-4-S029	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-4-S035* and PSM-4-S036*	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S037	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 4b and PSM 4c	PSM-4-S038 to PSM-4-S041	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 4c	PSM-4-S042	Yes - Normal	No			Detail of any roll back subject to

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
						HRA, SSSI assent
	PSM-4-S043	Yes - Normal	No			Detail of any roll back subject to Scheduled Monument consent
	PSM-4-S044 to PSM-4-S046	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S047	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S048	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S049 and PSM-4-S050	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-4-S051	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S052	Yes - Normal	No			
	PSM-4-S053	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S054 to PSM-4-S061	Yes - See table 4.3.4	Yes - dune			Detail of any roll back subject to HRA and SSSI assent



1	2	3	4a	4b	4c	5
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
	PSM-4-S062 and PSM-4-S063	Yes - See table 4.3.4	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S064	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 4c and PSM 4d	PSM-4-S065 and PSM-4-S066	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 4d	PSM-4-S067	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
	PSM-4-S068	Yes - Normal	No			
	PSM-4-S069	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S070	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S071 to PSM-4-S072	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	
	PSM-4-S073	Yes - See table 4.3.4	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S074	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent

1	2	3	4a	4b	4c	5
<b>Map(s)</b>	<b>Route section number(s)</b>	<b>Roll-back proposed? (See Part 7 of Overview)</b>	<b>Landward margin contains coastal land type?</b>	<b>Proposal to specify landward boundary of margin (See maps)</b>	<b>Reason for landward boundary proposal</b>	<b>Explanatory notes</b>
	PSM-4-S075 and PSM-4-S076	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S077	Yes - See table 4.3.4	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
PSM 4d and PSM 4e	PSM-4-S078 to PSM-4-S082	Yes - See table 4.3.4	No			Detail of any roll back subject to HRA and SSSI assent
PSM 4e	PSM-4-S083 to PSM-4-S085	Yes - See table 4.3.4	No	Landward edge of path	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S086 and PSM-4-S087	Yes - See table 4.3.4	No			Detail of any roll back subject to HRA and SSSI assent
PSM 4e	PSM-4-S088	Yes - See table 4.3.4	No	Landward edge of path	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S089 to PSM-4-S091	Yes - See table 4.3.4	No	Landward edge of road	Clarity and cohesion	
	PSM-4-S092 to PSM-4-S096	Yes - See table 4.3.4	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S097	Yes - See table 4.3.4	No	Hedge bank	Additional landward area	
	PSM-4-S098 and PSM-4-S099	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-4-S100 to PSM-4-S103	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-4-S104	Yes - Normal	No	Wall	Clarity and cohesion	
	PSM-4-S105 and PSM-4-S106	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
	PSM-4-S107	Yes - Normal	No	Landward edge of track	Clarity and cohesion	

### 4.3.2 Details for sections that differ from the existing South West Coast Path: PSM 4b, Gunwalloe quarry to Halzephron Cliff

#### 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 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 4b	PSM-4-S012*	Other existing walked route	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
PSM 4b	PSM-4-S013*	Other existing walked route	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
	PSM-4-S030	Not an existing walked route	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
	PSM-4-S031* and PSM-4-S032*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-4-S033	Public highway	Yes - Normal	No	Landward edge of road	Clarity and cohesion	

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-4-S034*	Not an existing walked route	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent

#### 4.3.3 Other options considered: Maps PSM 4b: Gunwalloe quarry to Halzephron Cliff

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 4b	PSM-4-S012 to PSM-4-013	At Gunwalloe Fishing Cove we considered aligning the trail through land seaward of the proposed route	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows the route of the current South West Coast Path diversion</li> <li>■ it maintains views of the sea</li> <li>■ this proposal is made with the support of the landowner</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>
PSM 4b	PSM-4-031 to PSM-4-032	At Halzephron House we considered aligning the trail along the existing route of the South West Coast Path	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It was requested that we 'roll back' the trail in this location as the exciting route of the South West Coast Path is on the verge of becoming unsafe due to coastal erosion</li> <li>■ this proposal is made with the support of the landowner</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>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 4b	PSM-4-031 to PSM-4-032	We considered aligning the trail at Halzephron House along the existing public road	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it is safer, as it separates walkers from vehicles</li> <li>■ this proposal is made with the support of the landowner</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>
PSM 4b	PSM-4-034 to PSM-4-036	We considered aligning the trail at Halzephron Cove along the verge on the landward side of the existing public road	We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ the verge was too narrow and therefore not safe</li> <li>■ although the route will soon have to be rolled back due to coastal erosion our proposed route along the current South West Coast Path is closer to the sea and maintains views of the sea</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.

#### 4.3.4 Roll-back implementation – more complex situations: Maps PSM 4b to PSM 4e: Gunwalloe quarry to Mullion Cove

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
PSM 4b	PSM-4-S019	Residential area at Gunwalloe Fishing 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.
PSM 4c	PSM-4-S054 to PSM-4-S063	Mullion 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, either (a) to pass through the 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.
PSM 4d	PSM-4-S070 to PSM-4-S073	Poldhu Care Home	If it is no longer possible to find a viable route through the grounds of the care home, 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

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
PSM 4d to PSM 4e	PSM-4-S077 to PSM-4-S097	Residential area between Meres Cliff and Mullion Cove Hotel	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 4.4: Proposals Maps

### 4.4.1 Map Index

Map reference	Map title
PSM 4a	Loe Bar to Gunwalloe quarry
PSM 4b	Gunwalloe quarry to Halzephron Cliff
PSM 4c	Halzephron Cliff to Poldhu Cove
PSM 4d	Poldhu Cove to Polurrian Cove
PSM 4e	Polurrian Cove to Mullion Cove



### 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

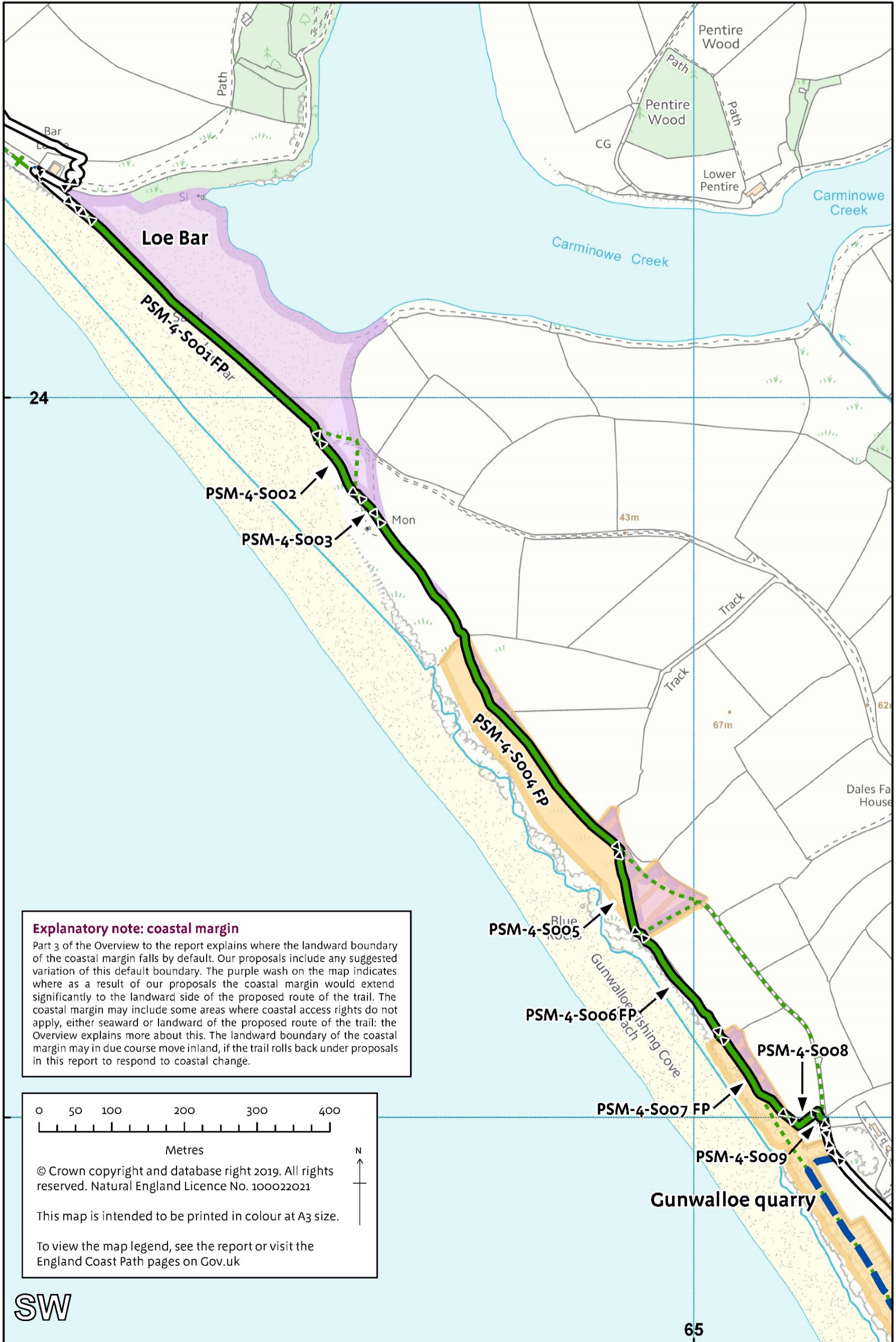
For status of each, where shown on map, see colour codes below

- | 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.

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

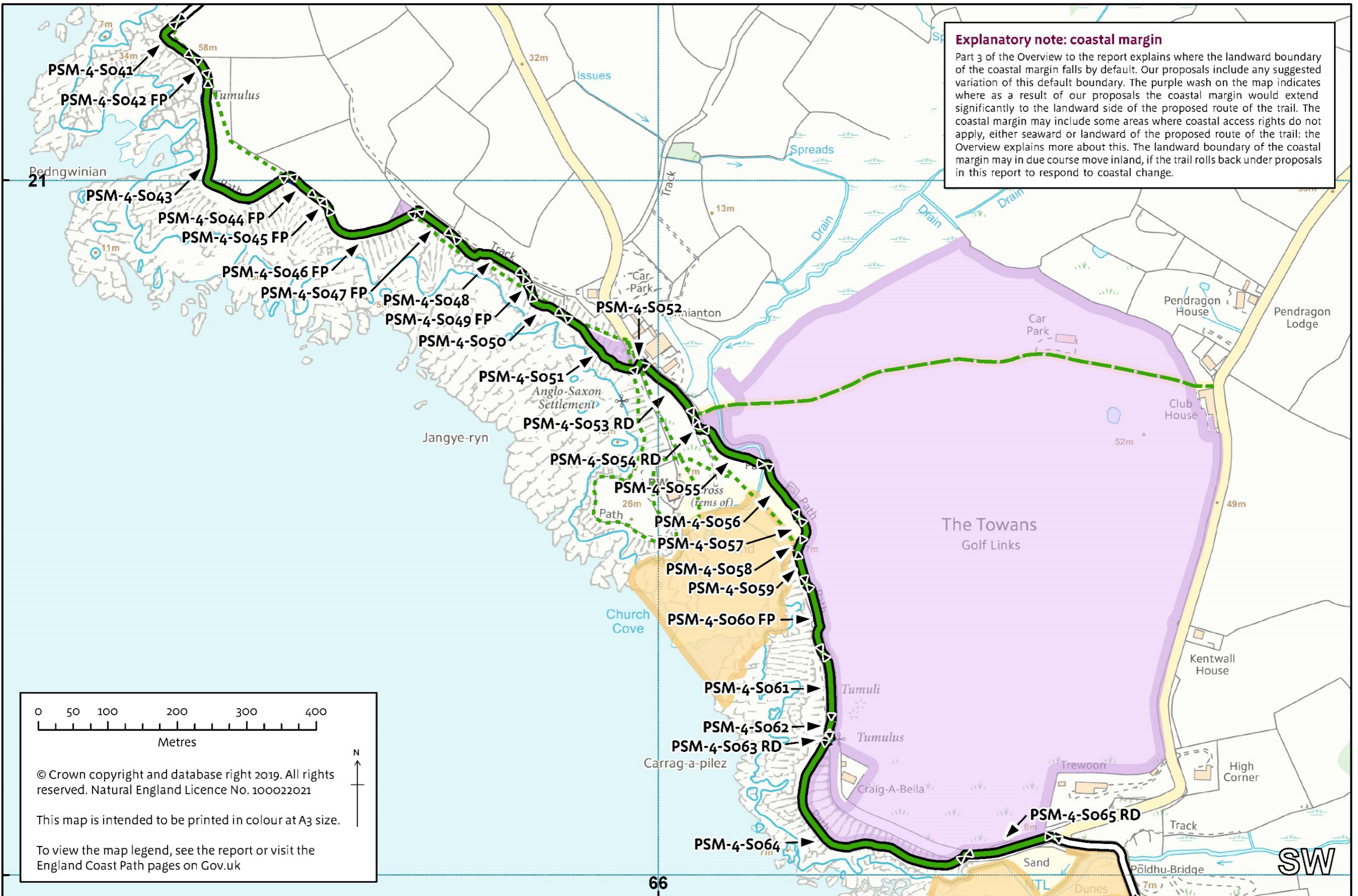
SW

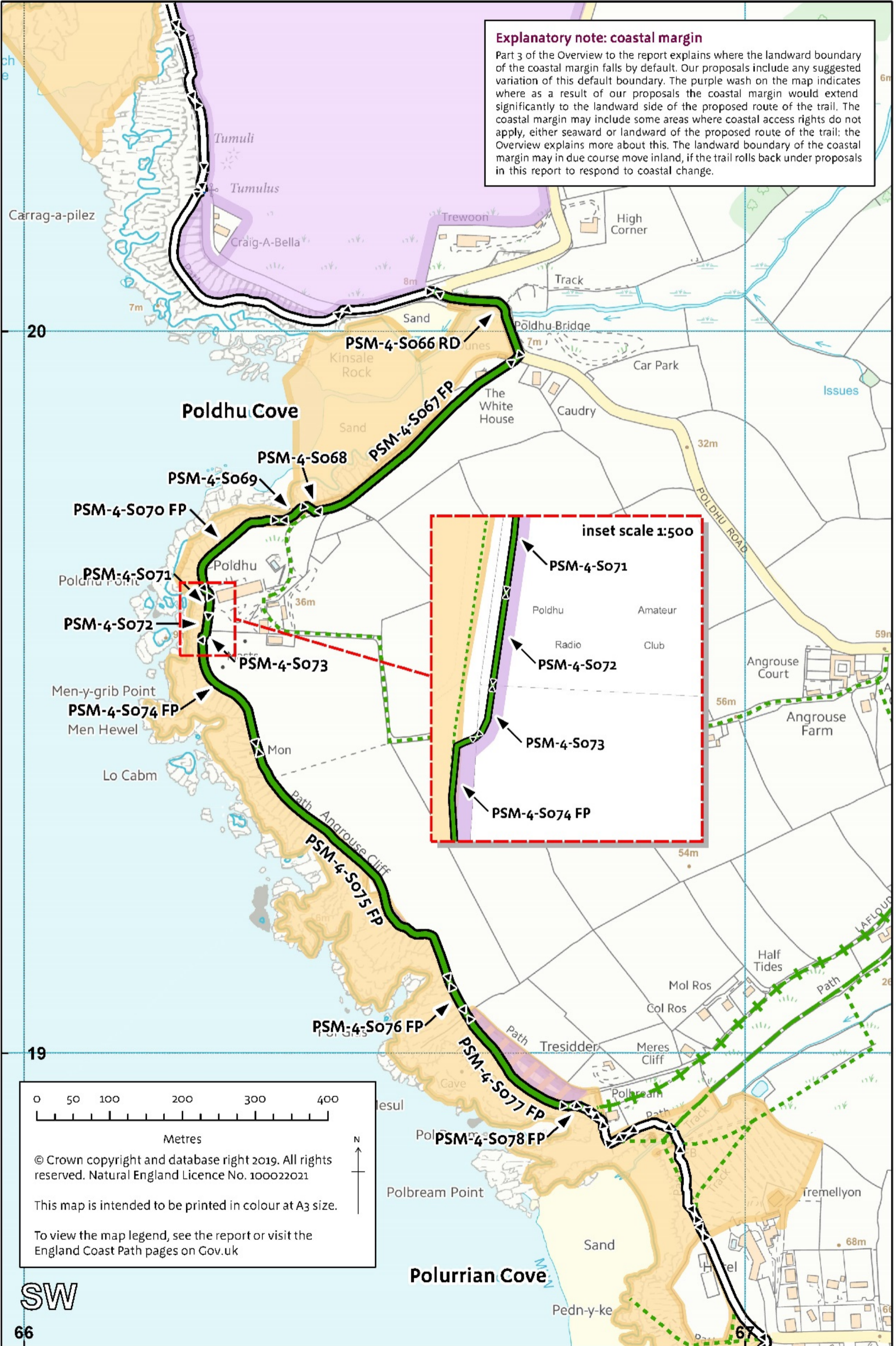
65



SW 65

66





**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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