



England Coast Path Stretch:

Penzance to St Mawes

PSM 5: Mullion Cove to Devil's Frying Pan

Part 5.1: Introduction

Start Point:	Mullion Cove (grid reference: SW66771787)
End Point:	Devil's Frying Pan (grid reference: SW72031422)
Relevant Maps:	PSM 5a to PSM 5g

5.1.1 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.

5.1.2 This report covers length PSM 5 of the stretch, which is the coast between Mullion Cove and Devil's Frying Pan. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

5.2.1 Follows the existing South West Coast Path as currently walked and managed along the entire stretch (route sections PSM-5-S001 to PSM-5-S0161). See maps 5a to 5g and associated table 5.2.1 below for more details.

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

The South West Coast Path

5.2.3 We propose adopting the walked line of the South West Coast Path as the line of the England Coast Path. However, 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. 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.

5.2.4 The following designated sites affect this length of coast:

- The Lizard Special Area of Conservation (SAC)
- Lizard Point Special Area of Conservation (SAC)
- Mullion Cliff to Predannack Cliff Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- West Lizard Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Caerthillian to Kennack Site of Special Scientific Interest (SSSI) for its geological/wildlife interest

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

Proposed surface and drainage improvements (described elsewhere in this report) to popular sections of the South West Coast Path where it passes through The Lizard SAC will help to manage access in this sensitive area. The following table brings together additional design features of our access proposals that will help to protect and improve the environment along this length of the coast.

5.2.5 Measures to protect and improve the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
PSM 5c	PSM-5-S043 to PSM-5-S044	At Soapy Cove a notice will be put up at relevant times of year asking people to keep to the path and observe the requirement to keep dogs on leads due to sensitive wildlife.	To prevent disturbance of sensitive wildlife.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
PSM 5d and PSM 5e	PSM-5-S068 to PSM-5-S093	<p>As part of implementing coastal access, we propose to:</p> <ul style="list-style-type: none"> ■ Restore areas of damaged habitat where the current path has become braided between Holestrow and Holseer Cove ■ Install temporary guide fencing and notices to protect newly restored areas 	To restore areas of damaged habitat adjacent to the current path.

5.2.6 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 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:

5.2.7 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 follow an uneven grass, rocky surface or bare soil path along the cliffs with steep gradients in a number of places such as Mullion Cove, Pradanack Morva, Soapy Cove, Kynance Cove, Caerhillian Cove, Church Cove and The Chair;
- There are steps and historic stiles in places.

5.2.8 At Mullion Cove, the steep gradient up onto Mullion Cliffs is often slippery with mud making it difficult to ascend/descend. A number of drainage grips and new stone steps will be installed to make the section easier to use. We envisage this happening as part of the physical establishment work described below.

5.2.9 At Pradanack Morva, the steep gradient down to the stream is often wet and difficult to walk. The installation of water deflector boards, a double open-sided drain, re-profiling of a 15m section, and new steps including steps cut into the bedrock will make it easier to use. We will also remove tripping stones. We envisage this happening as part of the physical establishment work described below.

5.2.10 At Soap Rock, the gradient on both sides of the valley is steep and often slippery. We will install a number of stone water deflector boards, make improvements to existing drainage canals and water channelling, and improve the signposting to make the trail easier to use. We envisage this happening as part of the physical establishment work described below.

5.2.11 At Kynance Cove, signage to Kynance Gate hut circle settlement Scheduled Monument will be improved, so as to make it easier to find. We envisage this happening as part of the physical establishment work described below.

5.2.12 At Gwavas, the path is often wet and boggy in places. The installation of wooden revetments and steps, resurfacing with hard surface and cutting of channels to improve drainage, and the improvement of a stone stile will make these sections easier to use. 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:

5.2.13 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 5.3.1 below.

5.2.14 At Mullion and Predannack Cliffs, Pol Cornick, Pentreath, Polbreame Cove, Lizard Lighthouse, The Chair and Studio Gulva, 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.

5.2.15 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 5.3.1. 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 5.3.1 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.

5.2.16 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between route sections PSM-5-S059 and PSM-5-S065 when it is subject to high tides. The optional alternative route is to be at the centre of the line shown as route sections PSM-5-OA001 and PSM-5-OA002 on map PSM 5d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

5.2.17 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 5.3.4 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

5.2.18 **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.

5.2.19 Column 3 of table 5.3.1 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 5a to PSM 5g as the proposed route of the trail.

5.2.20 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:

5.2.21 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:

5.2.22 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.

5.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £33,533 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.

5.2.24 There are four main elements to the overall cost:

- A number of new signs would be needed on the trail, in particular to inform walkers about sensitive wildlife and habitat restoration along sections of the trail where braided sections of path have been consolidated into one well-defined route.
- 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, however,

there are a number of sections where improvements would enhance the convenience of the trail such as at Mullion Cove, Predanack Morva, Soapy Cove and between The Chair and Gwavas where slippery and muddy sections on gradients will be improved with drainage measures, new surfacing and some steps.

- Improvement works are also required where braided sections of existing paths are damaging a protected habitat. These sections, located between Kynance Cove and Lizard Point, will be consolidated into one well-defined route, allowing damaged areas to recover.
- The Optional Alternative Route along an existing walked route at Kynance Cove will require new steps.

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	£3,000
Consolidation of braided paths	£16,933
Other trail improvements	£7,515
Optional alternative route	£1,330
Project management	£4,755
Total	£33,533 (Exclusive of any VAT payable)

5.2.25 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:

5.2.26 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).

5.2.27 We estimate that the annual cost to maintain the trail will be £10,587.99 (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 5.3: Proposals Tables

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

Table 5.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed.

5.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 5a to PSM 5g, Mullion Cove to Devil’s Frying Pan

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 5.3.4’ 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 5a	PSM-5-S001	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	PSM-5-S002 to PSM-5-S011	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S012 to PSM-5-S015	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and 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-5-S016 and PSM-5-S017	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S018 and PSM-5-S019	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S020 to PSM-5-S023	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 5b	PSM-5-S024 to PSM-5-S030	Yes - Normal	Yes - S15 land			Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S031	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S032 to PSM-5-S034	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S035	Yes - Normal	No			
PSM 5b, PSM 5c and PSM 5d	PSM-5-S035 to PSM-5-S058	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
PSM 5d	PSM-5-S059	Yes - Normal	No	Landward edge of footbridge	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S060 to PSM-5-S075	Yes - Normal	Yes - S15 land			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 and SSSI assent
	PSM-5-S076	Yes - Normal	No	Various	Additional landward area	Detail of any roll back subject to HRA and SSSI assent Various boundary features include hedge bank and fence line
	PSM-5-S077	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 5d and PSM 5e	PSM-5-S078 to PSM-5-S093	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
PSM 5e	PSM-5-S094 to PSM-5-S198	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S099 and PSM-5-S100	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S101 and PSM-5-S102	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S103	Yes - Normal	No	Landward edge of path	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S104 and PSM-5-S105	Yes - Normal	No	Hedge bank	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-5-S106	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S107 and PSM-5-S108	Yes - See table 5.3.3	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S109	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S110	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 5f	PSM-5-S111 to PSM-5-S115	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S116 and PSM-5-S117	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S118 and PSM-5-S119	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-5-S120	Yes - Normal	No	Fence line	Additional landward area	
	PSM-5-S121 and PSM-5-S122	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S123	Yes - See table 5.3.3	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA and 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-5-S124	Yes - Normal	No	Landward edge of road	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S125 to PSM-5-S128	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S129	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S130	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S131 to PSM-5-S135	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S136 and PSM-5-S137	Yes - See table 5.3.3	No	Landward edge of track	Clarity and cohesion	
	PSM-5-S138 to PSM-5-S140	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
PSM 5g	PSM-5-S141 and PSM-5-S142	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S143	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S144 to PSM-5-S147	Yes - Normal	No	Fence line	Additional landward area	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 and SSSI assent
	PSM-5-S148 and PSM-5-S149	Yes - Normal	No	Various	Additional landward area	Detail of any roll back subject to HRA and SSSI assent Various boundary features include hedge bank and fence line
	PSM-5-S150	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S151 to PSM-5-S155	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent Various boundary features include hedge bank and fence line
	PSM-5-S156	Yes - Normal	No	Various	Additional landward area	Detail of any roll back subject to HRA and SSSI assent Various boundary features include hedge bank and fence line
	PSM-5-S157	Yes - See table 5.3.3	No			Detail of any roll back subject to HRA and 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-5-S158	Yes - Normal	No	Various	Additional landward area	Detail of any roll back subject to HRA and SSSI assent Various boundary features include hedge bank and fence line
	PSM-5-S159	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S160	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-5-S161	Yes - See table 5.3.3	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent

5.3.2 Alternative routes and optional alternative route details: Map PSM 5d: Kynance Cliff to Caerthillian Cove

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. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
PSM 5d	PSM-5-OA001 and PSM-5-002	Other existing walked route	Yes - Normal	Seaward edge of path	Landward edge of path	Detail of any roll back subject to HRA and SSSI assent

5.3.3 Roll-back implementation – more complex situations: Maps PSM 5e to PSM 5g: Caerthillian Cove to Devil’s Frying Pan

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
PSM 5e	PSM-5-S107 and PSM-5-S108	Lizard lighthouse and hostel	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 5f	PSM-5-S121 to PSM-5-S123	Residential area at Bass Point	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 5f	PSM-5-S136 and PSM-5-S137	Residential area at Church 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 5g	PSM-5-S157	Studio Golva buildings and garden	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 5g	PSM-5-S160 and PSM-5-S161	Ynyswidden building and garden	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 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
PSM 5a	Mullion Cove to Predannack Head
PSM 5b	Predannack Head to Vellan Head
PSM 5c	Vellan Head to Kynance Cliff
PSM 5d	Kynance Cliff to Caerthillian Cove
PSM 5e	Caerthillian Cove to Housel Bay
PSM 5f	Housel Bay to Parn Voose Cove
PSM 5g	Parn Voose Cove to Devil's Frying Pan

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

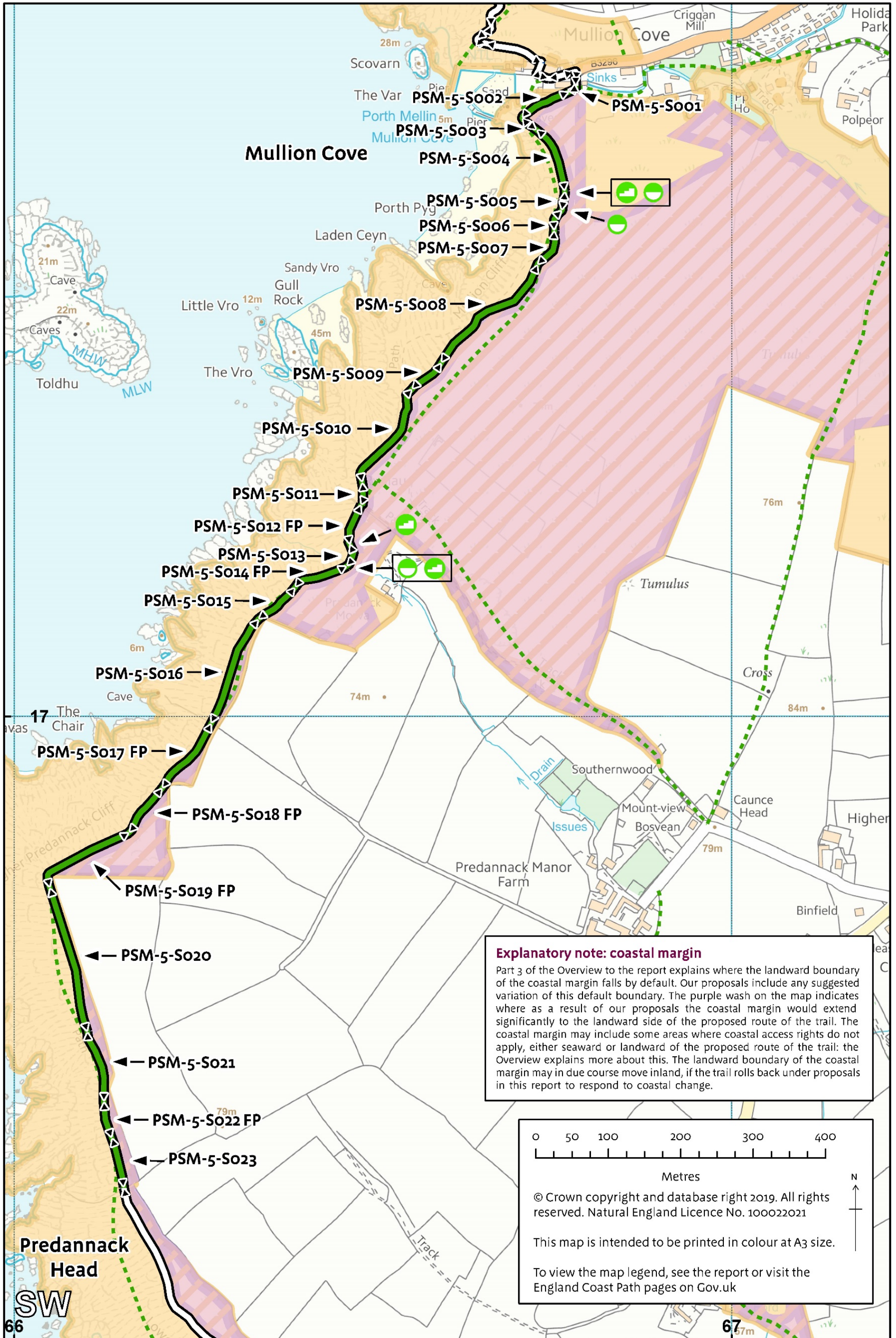
For status of each, where shown on map, see colour codes below

- | | | |
|-----------------------|----------------|----------------------|
| 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
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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

Explanatory note: coastal margin
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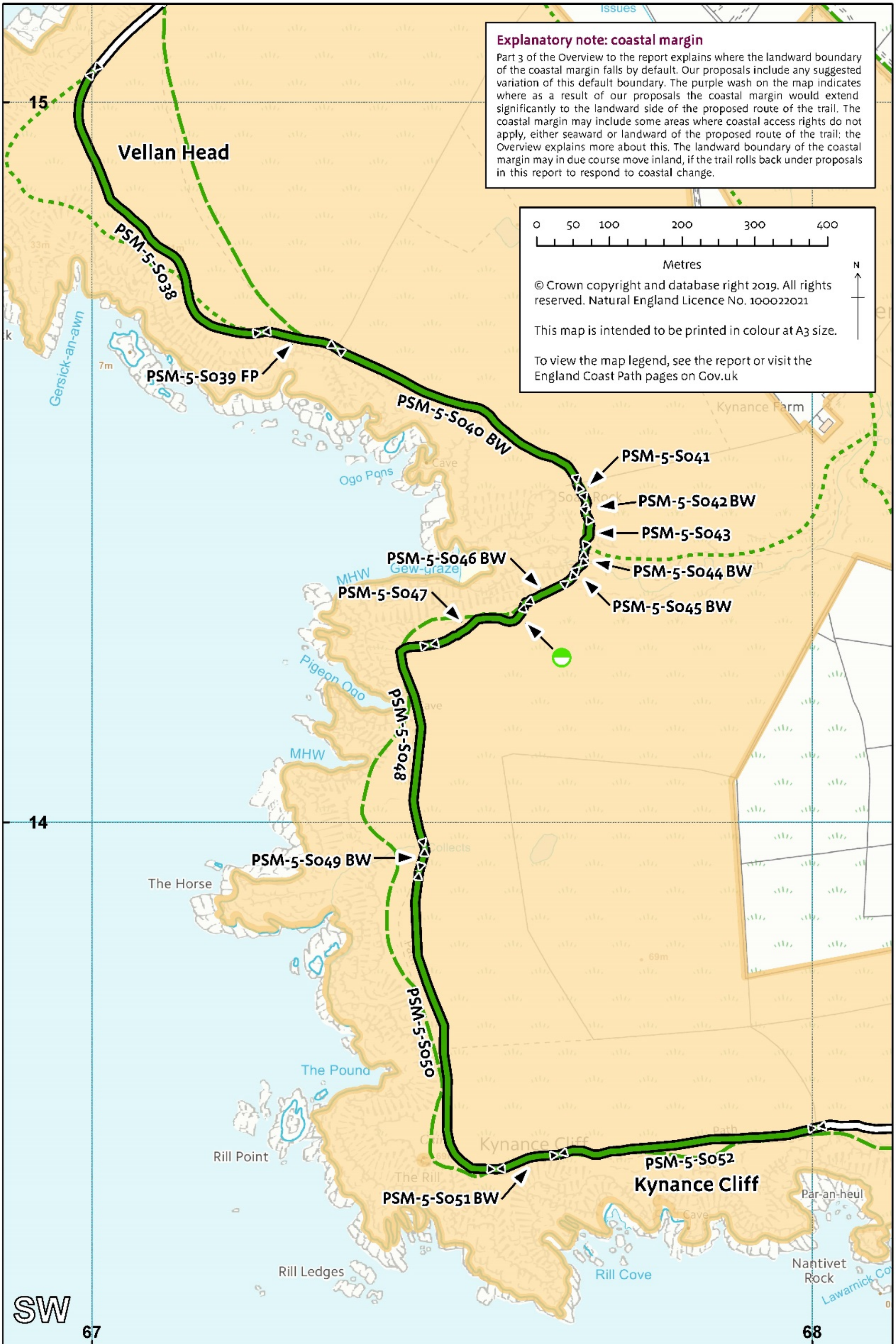
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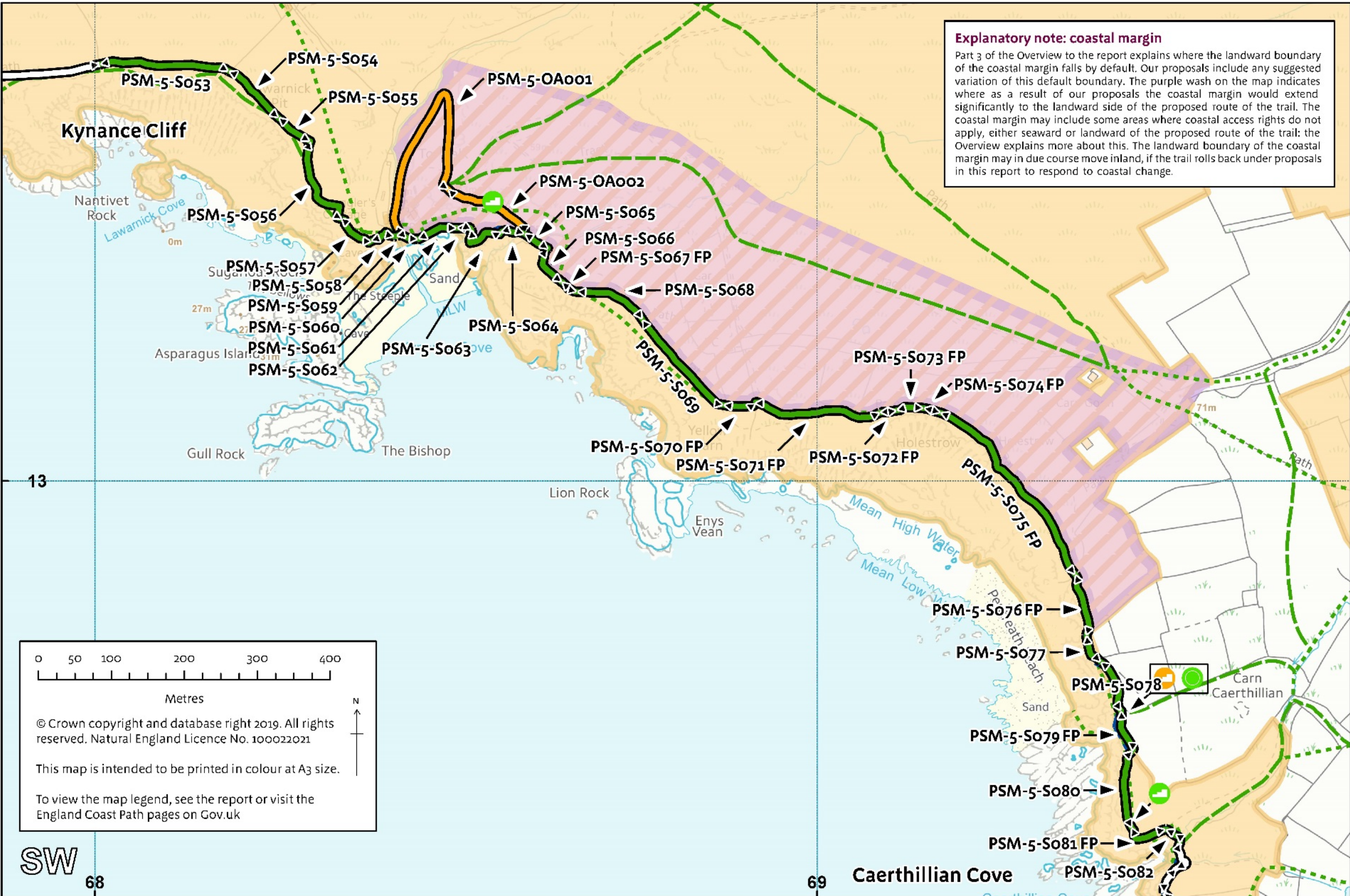
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SW





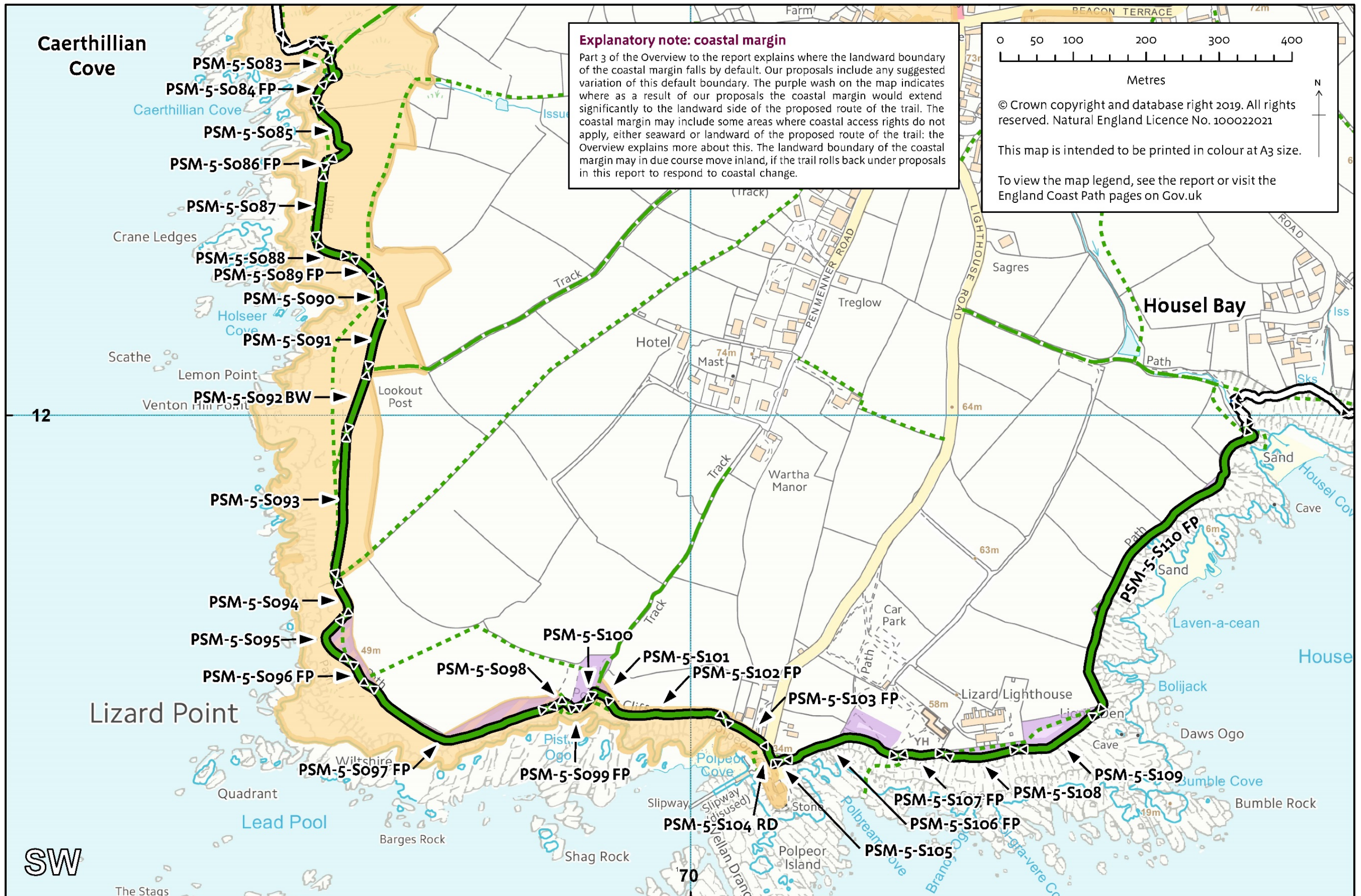
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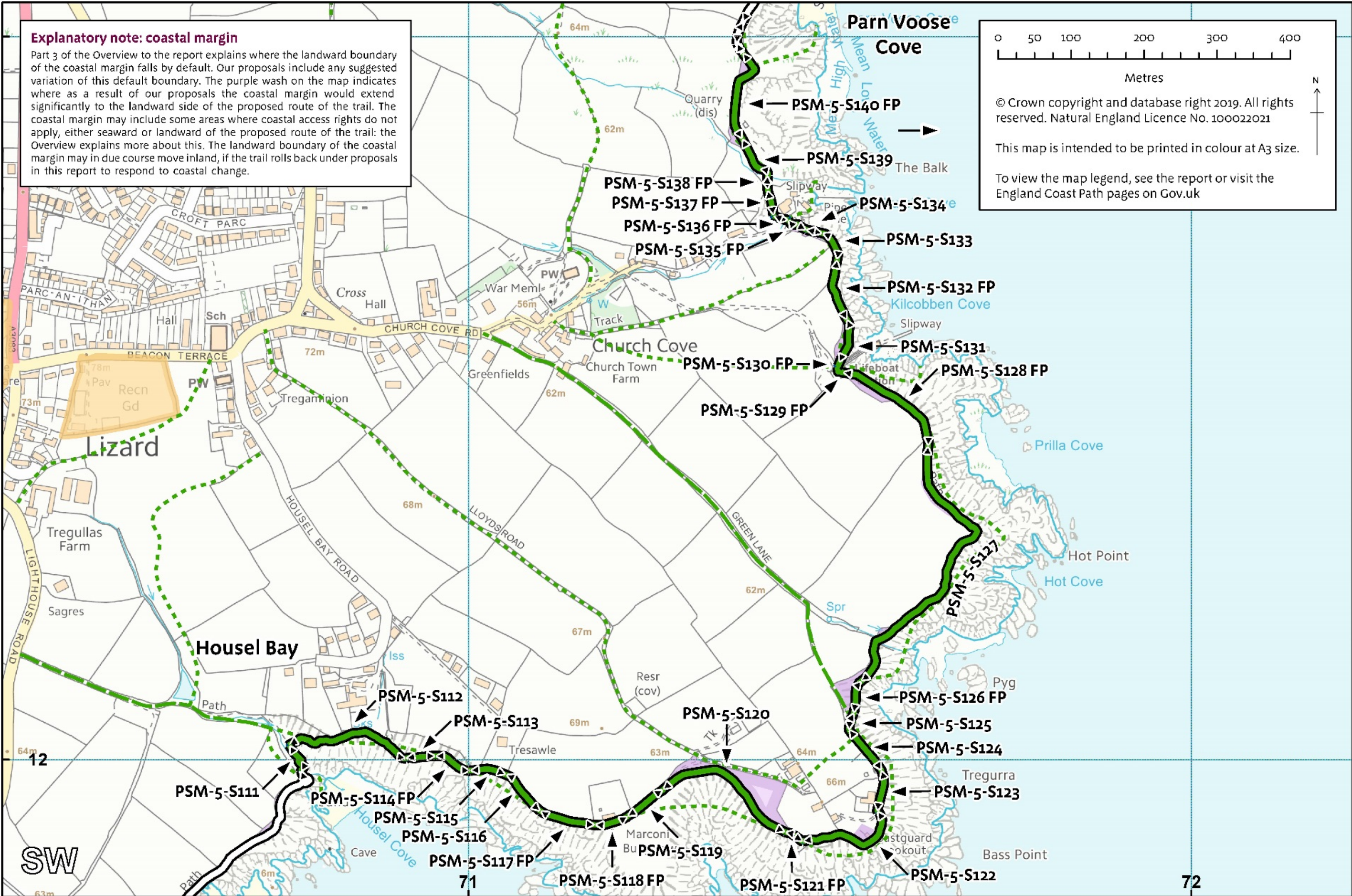
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map PSM 5e: Caerthillian Cove to Housel Bay

Explanatory note: coastal margin

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Map PSM 5f: Housel Bay to Parn Voose Cove

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 Metres

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