



England Coast Path Stretch:

Penzance to St Mawes

PSM 6: Devil's Frying Pan to Dolor Point

Part 6.1: Introduction

Start Point:	Devil's Frying Pan (grid reference: SW72031422)
End Point:	Dolor Point (grid reference: SW78521816)
Relevant Maps:	PSM 6a to PSM 6e

6.1.1 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.

6.1.2 This report covers length PSM 6 of the stretch, which is the coast between Devil's Frying Pan and Dolor Point. 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.

6.1.3 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.

6.1.4 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 6.2: Proposals Narrative

The trail:

6.2.1 Follows the existing South West Coast Path as currently walked and managed between Devil's Frying Pan and Cadgwith (route sections PSM-6-S001 to PSM-6-S005), Cadgwith Cove and Thorny Cliffs (route sections PSM-6-S007 to PSM-6-S037), Kennack Sands and Carn Kennack (route sections PSM-6-S042 to PSM-6-S047), and Kennack Towans and Dolor Point (route sections PSM-6-S049 to PSM-6-S110); these lengths generally follow public rights of way. See maps PSM 6a to PSM 6e and associated table 6.3.1 below for more details.

6.2.2 Differs from the existing South West Coast Path along:

- an 80m length at Cadgwith (route section PSM-6-S006). This new length follows an existing public right of way seaward of the existing South West Coast Path. See map PSM 6a and associated table 6.3.2 below for details.
- a 450m length between Thorny Cliffs and Kennack Sands (route sections PSM-6-S038 to PSM-6-S041). The new length follows a disused metalled track for the first 130m and then an old hedge bank that runs adjacent to the narrow public road which the South West Coast Path currently follows. See map PSM 6b and associated table 6.3.2 below for details.
- a 350m length across Kennack Towans (route section PSM-6-S048) where the current signposted route runs inland with limited sea views. The new length follows an existing walked route. See map PSM 6b and associated table 6.3.2 below for details.

6.2.3 Mainly follows the coastline quite closely and maintains good views of the sea. The new length of the England Coast Path (ECP) across Kennack Towans has improved views along the coastline.

The South West Coast Path

6.2.4 For part 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 Cadgwith, Kennack Sands and Kennack Towans), 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.

6.2.5 The following designated sites affect this length of coast:

- The Lizard Special Area of Conservation (SAC)
- Lizard Point Special Area of Conservation (SAC)
- Caerthillian to Kennack Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Kennack to Coverack Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Coverack Cove and Dolor Point Site of Special Scientific Interest (SSSI) for its geological/wildlife interest

- Promontory fort at Lankidden Scheduled Ancient Monument (SAM)
- Promontory fort at Chynalls Point Scheduled Ancient Monument (SAM)

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

6.2.6 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. 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.

6.2.7 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:

- Habitats Regulations Assessments 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:

6.2.8 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 a steep and uneven rocky path at Chynhalls Cliffs. Along this section a more accessible inland route along public footpaths is also clearly signposted;
- The trail would follow an uneven grass or bare soil path along the cliffs in particular between Kennack Towans and Chynhalls Cliffs;
- There are steps in places such as at Kennack Towan and Downas Valley.

6.2.9 Between Devil's Frying Pan and Poltesco, the path is often wet and boggy in two places, requiring improvements such as cutting of channels to aide drainage and resurfacing with hard surface. In addition the installation of a handrail next to a steep rocky step section and new stepping stones through a muddy section will make the trail easier to use. We envisage this happening as part of the physical establishment work described below.

6.2.10 At Downas Valley, the existing steps will be improved, so as to make them 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:

6.2.11 **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 6.3.1 and 6.3.2 below.

6.2.12 At Enys Head, Poltesco, Downas Valley, Beagles Point, Chynhalls Cliffs and Chynhalls, 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.

6.2.13 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 6.3.1 and 5b and 5c of table 6.3.2. 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 6.3.1 and the note relating to Column 5b & 5c above Table 6.3.2 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.

6.2.14 **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.

6.2.15 Column 3 of table 6.3.1 and column 4 of table 6.3.2 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 6a to PSM 6e as the proposed route of the trail.

6.2.16 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England’s view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title ‘Roll-back’ in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in tables 6.3.1 or 6.3.2, the route is to be at the centre of the line shown on map PSM 6a as the proposed route of the trail.

Other future change:

6.2.17 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:

6.2.18 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.

6.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £26,250 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.

6.2.20 There are three main elements to the overall cost:

- A significant 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. This includes a new interpretation panel at Chynhalls.
- 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. This includes new steps at Downas Cove, improved drainage at Devil's Fryingpan, a handrail at Kildown Cove and stepping stones across wet section north of Enys Head.
- New surfaces and access furniture would be required on some route sections where the proposed route differs from that of the existing South West Coast Path:
 - At Cadgwith the existing public footpath will be widened and regraded, drainage will be improved using water deflector boards, and some steps will be installed;
 - Some vegetation clearance at Kennack Sands;
 - New steps installed at Kennack Towans.

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	£2,600
Improvements to existing trail sections	£9,350
New trail sections	£10,590
Project management	£3,710
Total	£26,250 (Exclusive of any VAT payable)

6.2.21 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:

6.2.22 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).

6.2.23 We estimate that the annual cost to maintain the trail will be £7683.11 (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 6.3: Proposals Tables

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

Table 6.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed. Table 6.3.2 includes sections of the trail that differ from the existing South West Coast Path.

6.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 6a to PSM 6e, Devil’s Frying Pan to Dolor Point

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6.3.4’ 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 6a	PSM-6-S001	Yes - Normal	No			
	PSM-6-S002	Yes - Normal	No	Hedge bank	Clarity and cohesion	
	PSM-6-S003	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-6-S004	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
	PSM-6-S005	Yes - See table 6.3.4	No	Wall	Clarity and cohesion	
	PSM-6-S007 to PSM-6-S009	No	No	Landward edge of road	Clarity and cohesion	
	PSM-6-S010 to PSM-6-S012	No	No	Landward edge of track	Clarity and cohesion	
	PSM-6-S013 to PSM-6-S016	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S017	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S018 to PSM-6-S020	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S021	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S022	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S023	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S024	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-6-S025	No	No	Fence line	Additional landward area	
	PSM-6-S026	No	No	Fence line	Clarity and cohesion	
	PSM-6-S027	No	No	Various	Additional landward area	Various boundary features include hedge bank, fence line and landward edge of heathland habitat
	PSM-6-S028 to PSM-6-S031	Yes - Normal	No	Various	Additional landward area	Detail of any roll back subject to HRA and SSSI assent Various boundary features include hedge bank, fence line, and landward edge of path
PSM 6a and PSM 6b	PSM-6-S032 to PSM-6-S035	Yes - Normal	No			
PSM 6b	PSM-6-S036	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S038*	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S042	Yes - Normal	No	Landward edge of road	Clarity and cohesion	
	PSM-6-S043	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-6-S044	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	PSM-6-S045	Yes - Normal	No			
	PSM-6-S046 to PSM-6-S047	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
PSM 6b and PSM 6c	PSM-6-S049 to PSM-6-S058	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
PSM 6c	PSM-6-S059 and PSM-6-S060	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S061 and PSM-6-S062	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S063 to PSM-6-S066*	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S067*	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-6-S068*	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 landward edge of path
	PSM-6-S069 to PSM-6-S071	Yes - Normal	No	Fence line	Clarity and cohesion	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-6-S072	Yes - Normal	No			
	PSM-6-S073 to PSM-6-S075	Yes - Normal	No			Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S076 and PSM-6-S077	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
PSM 6d	PSM-6-S078 and PSM-6-S079	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S080 and PSM-6-S081	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 6d and PSM 6e	PSM-6-S082 to PSM-6-S090	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
PSM 6e	PSM-6-S091* to PSM-6-S093*	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S094* to PSM-6-S100*	Yes - Normal	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-6-S101* and PSM-6-S102*	Yes - Normal	No	Various	Additional landward area	Detail of any roll back subject to HRA and SSSI assent Various boundary features coinciding with the National Trust's ownership of land include hedge bank, fence line and road
	PSM-6-S103*	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
	PSM-6-S104*	Yes - See table 6.3.4	No			
	PSM-6-S105	Yes - See table 6.3.4	No	Landward edge of track	Clarity and cohesion	
	PSM-6-S106	Yes - See table 6.3.4	No	Landward edge of road	Clarity and cohesion	
	PSM-6-S107 and PSM-6-S108	Yes - See table 6.3.4	No	Wall	Clarity and cohesion	
	PSM-6-S109 and PSM-6-S110	Yes - See table 6.3.4	No			

6.3.2 Details for sections that differ from the existing South West Coast Path: Maps PSM 6a and PSM 6b, Devil’s Frying Pan to Eastern Cliff

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 6.3.3: 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 6a	PSM-6-S006*	Public footpath	No	No			
PSM 6b	PSM-6-S037*	Not an existing walked route	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S039*	Not an existing walked route	Yes - Normal	No	Hedge bank	Clarity and cohesion	Detail of any roll back subject to HRA and SSSI assent
	PSM-6-S040	Public highway	Yes - Normal	No			
	PSM-6-S041*	Not an existing walked route	Yes - Normal	No			

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-6-S048*	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll back subject to HRA and SSSI assent

6.3.3 Other options considered: Maps PSM 6a to PSM 6e: Devil's Frying Pan to Dolor Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 6a	PSM-6-S006	We considered aligning the trail along the route of the existing South West Coast Path at Cadgwith.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ it is safer as it does not follow a narrow public road ■ 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 6b	PSM-6-S037 to PSM-6-S039	We considered various options at Thorny Cliff	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner ■ it maintains good views of the sea ■ it follows a historic metalled track whereas the existing route of the South West Coast Path is wet in places ■ 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 6b	PSM-6-S041	We considered various options at Kennack Sands in order to align the trail off the current route of the South West Coast Path which follows a narrow road	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner ■ by not realigning the route onto a parallel farm track it allows the landowner to have undisturbed use of this track

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		leading to the beach car park.	<ul style="list-style-type: none"> ■ it offers improved sea views ■ it is safer as it does not follow the narrow public road ■ 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 6b	PSM-6-S048	We considered aligning the trail along the route of the existing South West Coast Path behind Kennack Towans	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ the existing South West Coast Path would remain available for people to use as a public footpath but would not form part of a designated trail
PSM 6c	PSM-6-S066 to PSM-6-S068	We considered a more coastal alignment of the trail onto the headland at Lanskidden	<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
PSM 6e	PSM-6-S091 to PSM-6-S104	Our proposed trail at Chynhalls Cliff is steep and rugged. We therefore considered aligning the trail along a public footpath that runs landward of the existing South West Coast Path at Chynhalls Cliff	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ the public footpath would remain available for people to use as a less challenging route but would not form part of the designated trail

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.

6.3.4 Roll-back implementation – more complex situations: Maps PSM 6a to PSM 6e: Devil’s Frying Pan to Dolor Point

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
PSM 6a	PSM-6-S004 and PSM-6-S005	Residential area north of Devil’s Frying Pan	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.

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
PSM 6e	PSM-6-S104 to PSM-6-S110	Residential area at Coverack	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 6.4: Proposals Maps

6.4.1 Map Index

Map reference	Map title
PSM 6a	Devil's Frying Pan to Carleon Cove
PSM 6b	Carleon Cove to Eastern Cliff
PSM 6c	Eastern Cliff to Downas Valley
PSM 6d	Downas Valley to Chynhalls Cliffs
PSM 6e	Chynhalls Cliffs to Dolor Point

PROPOSALS

Trail Sections

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

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

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

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

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

Coastal Margin

Explanatory note

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

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

Other Information

Other access rights and routes

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

Infrastructure types

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

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

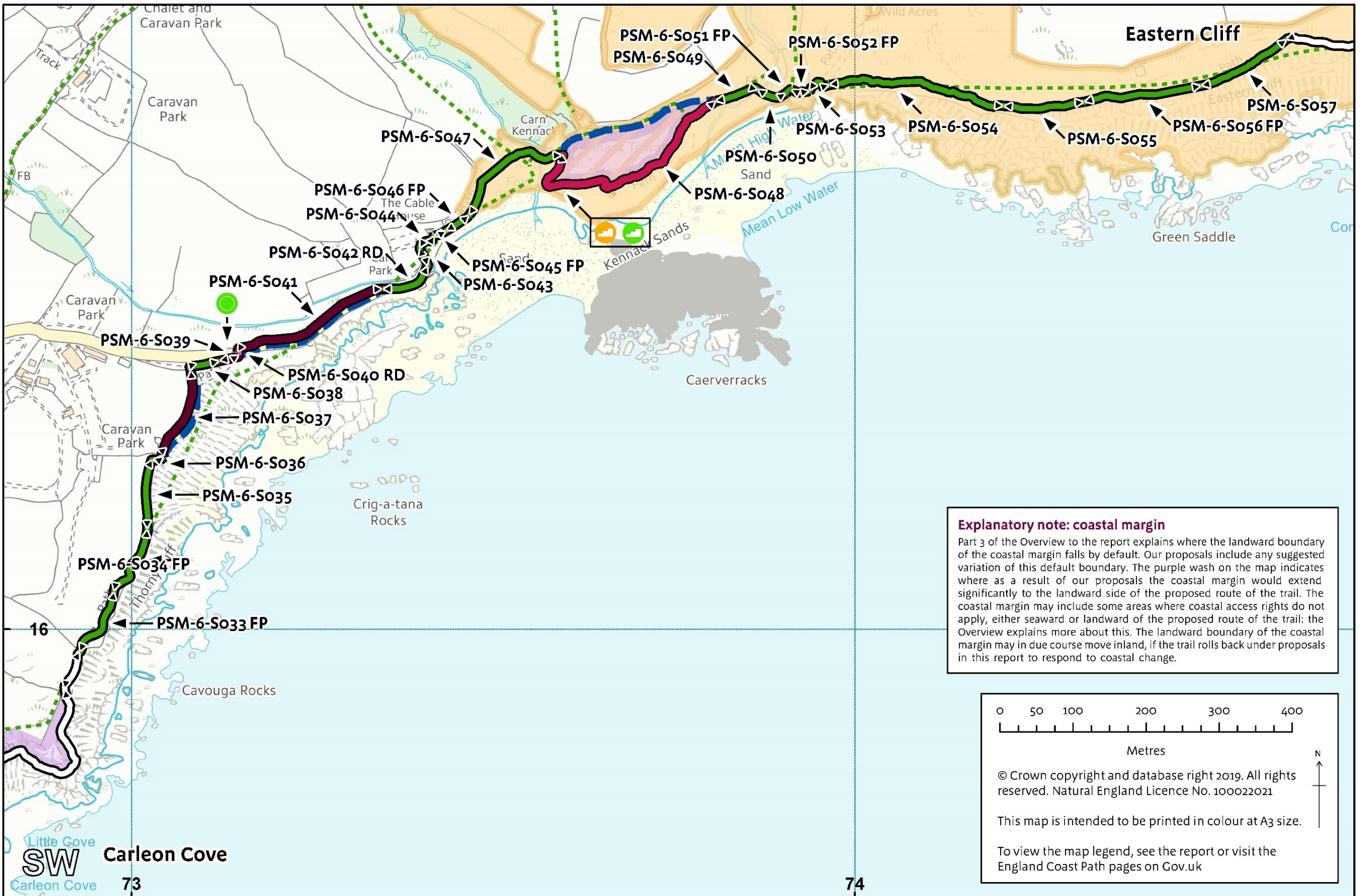
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

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

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





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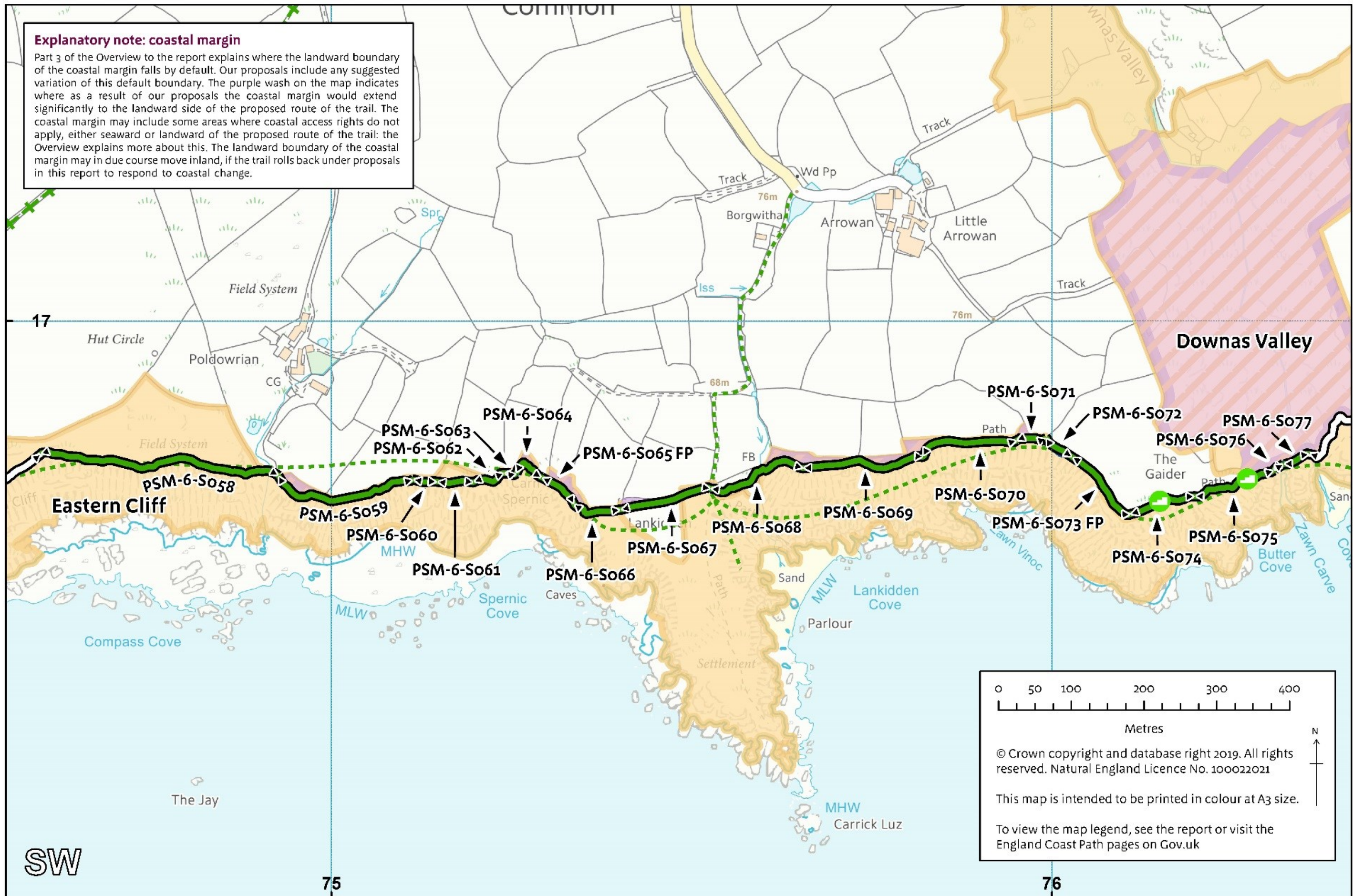
This map is intended to be printed in colour at A3 size.

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

Map PSM 6b: Carleon Cove to Eastern Cliff

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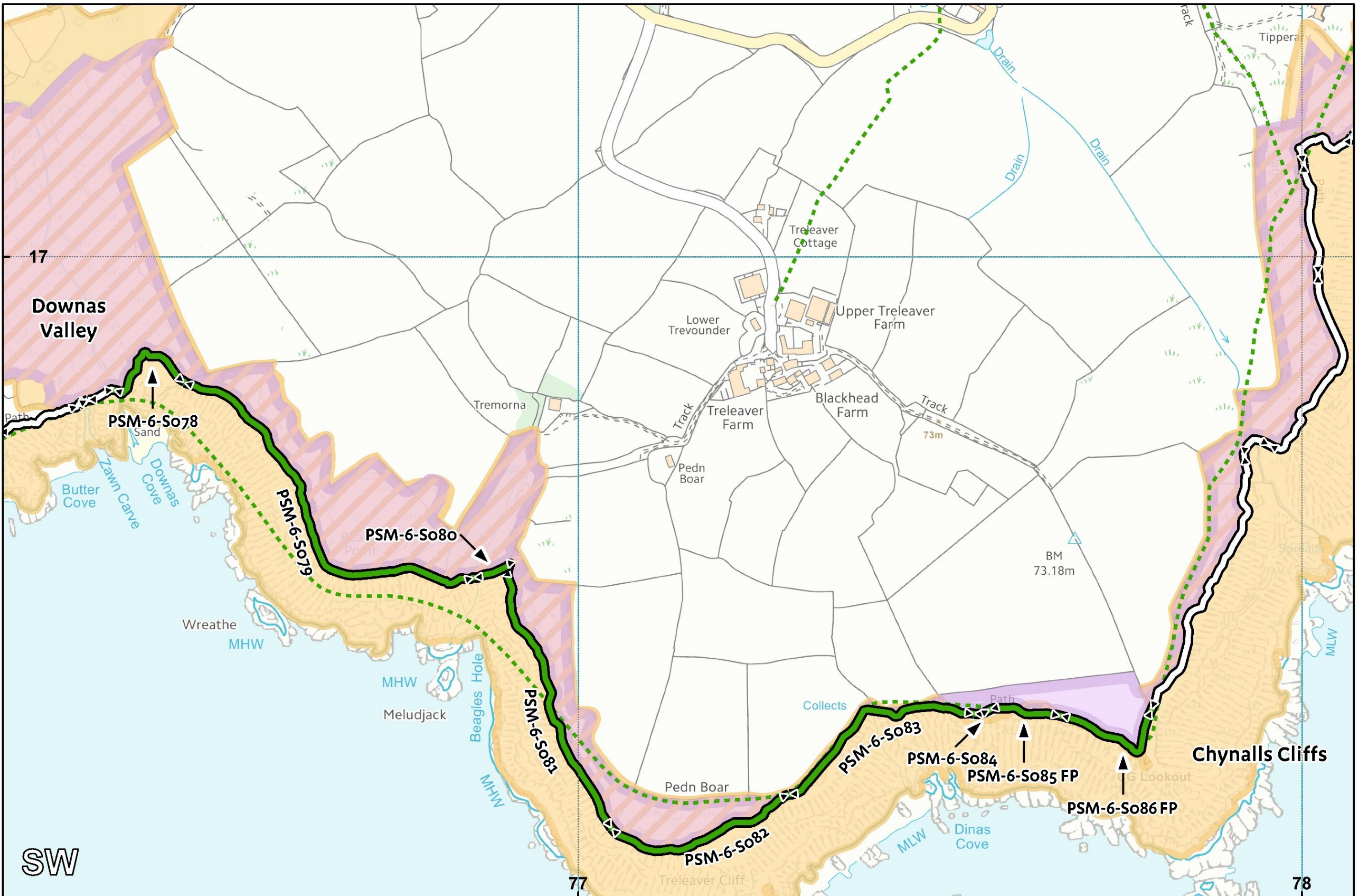
This map is intended to be printed in colour at A3 size.

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

SW

75

76



Map PSM 6d: Downas Valley to Chynhalls Cliffs

