



England Coast Path Stretch:

Penzance to St Mawes

PSM 8: Porthoustock to Carne

Part 8.1: Introduction

Start Point:	Porthoustock (grid reference: SW80592182)
End Point:	Carne (grid reference: SW77242492)
Relevant Maps:	PSM 8a to PSM 8d

8.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Penzance and St Mawes.

8.1.2 This report covers length PSM 8 of the stretch, which is the coast between Porthoustock and Carne. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

8.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

8.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 8.2: Proposals Narrative

The trail:

8.2.1 Follows the existing South West Coast Path as currently walked and managed between Porthallow and The Herra (route sections PSM-8-S028 to PSM-8-S066), between Gillan Cove and Flushing Cove (route sections PSM-8-S070 to PSM-8-S080), and at Flushing (route sections PSM-8-S082 to PSM-8-S085). The existing South West Coast Path generally follows public rights of way for most of these lengths. See maps PSM 8b to PSM 8d and associated table 8.3.1 below for more details.

8.2.2 Differs from the existing South West Coast Path along:

- a 2.5km length between Porthoustock and Porthallow (route sections PSM-8-S001 to PSM-8-S027). The new length follows a combination of permissive paths, a public footpath, new routes and a disused historic tramway. See maps 8a and associated table 8.3.2 below for details.
- a new 50 metre length at The Herra (route sections PSM-8-S067 to PSM-8-S069) where the existing South West Coast Path is currently closed due to coastal erosion. The new route is seaward of the South West Coast Path's current 750 metre inland signed rerouting. See map PSM 8c and associated table 8.3.2 below for details.
- 1.5km new lengths at Gillan Creek between Flushing Cove and Flushing (route section PSM-8-S081) and between Flushing and Carne (route sections PSM-8-S086 to PSM-8-S89). See map PSM 8d and associated table 8.3.2 below for details.

8.2.3 Mainly follows the coastline quite closely and maintains good views of the sea. The new length of the England Coast Path (ECP) between Porthoustock and Porthallow and at Gillan Creek has significantly improved views along the coastline.

The South West Coast Path

8.2.4 For approximately half 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 (between Porthoustock and Porthallow, The Herra and at Gillan Creek), 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.

8.2.5 The following designated sites affect this length of coast:

- Fal and Helford Special Area of Conservation (SAC)
- Falmouth Bay to St Austell Bay Special Protection Area (SPA)
- Meneage Coastal Section Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Lower Fal & Helford Intertidal Site of Special Scientific Interest (SSSI) for its geological/wildlife interest

- Round 250m west of Flushing Cove Scheduled Ancient Monument (SAM)

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

The following table brings together design features included in our access proposals to help to protect the environment along this length of coast.

8.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
PSM 8a	PSM-8-S010 and PSM-8-S011	Necessary rock fall protection measures alongside the historic tramway at Porthkerris will be installed so that geological features remain visible An information panel will provide details of the site's unique geology and the area quarrying history which is still visible in the landscape today.	To introduce walkers to the area's unique geology, allowing the geology to remain visible while ensuring that walkers are kept safe from falling rocks.

8.2.7 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:

8.2.8 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 an uneven grass or bare soil path along most of the length.
- There are steps and stiles in places such as at Porthkerris, Porthallow, Lestowder and Gillan where it would be necessary to cross field boundaries or ascend/descend gradients.
- The route crosses sand and shingle beaches at Flushing Cove and Gillan Cove.

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

Where we have proposed exercising statutory discretions:

8.2.9 **Estuary:** This report proposes that the trail should contain sections aligned alongside Gillan Creek, which forms part of the Helford Estuary, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as indicated by the extent of the trail shown on map PSM 8d. Our associated report PSM 9, sets out the full extent to which we propose to exercise our estuary discretion on waters further upstream of the Helford Estuary. See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

8.2.10 **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 8.3.1 and 8.3.2 below.

8.2.11 At Nare Head, Lestowder Cliffs and Carne, 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.

8.2.12 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 8.3.1 and 5b and 5c of table 8.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 4b & 4c above Table 8.3.1 and the note relating to Column 5b & 5c above Table 8.3.2 explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

8.2.13 **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.

8.2.14 Column 3 of table 8.3.1 and column 4 of table 8.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps PSM 8a to PSM 8d as the proposed route of the trail.

8.2.15 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:

8.2.16 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:

8.2.17 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

8.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £167,392 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.

8.2.19 There are two main elements to the overall cost:

- On route sections where the proposed route differs from that of the existing South West Coast Path a significant number of new signs would be needed and an information board with outdated information would also require replacement. This includes new interpretation panels at Porthkerris and a new route map signboard at Porthallow.
- 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 Porthkerris the installation of rock fall protection, vegetation clearance, some surfacing works, sections with steps and a new kissing gate;
 - At The Herra a new gate and some planting;
 - A new section of steps at Gillan as well as some vegetation clearance, and the installation of stone grips and drains.

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	£10,500
New trail sections	£131,787
Project management	£25,105
Total	£167,392 (Exclusive of any VAT payable)

8.2.20 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Cornwall Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

8.2.21 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

8.2.22 We estimate that the annual cost to maintain the trail will be £5267 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 8.3: Proposals Tables

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

Table 8.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed. Table 8.3.2 includes sections of the trail that differ from the existing South West Coast Path.

8.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 8b to PSM 8d, Porthallow to Carne

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 8.3.4’ 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 8b	PSM-8-S028	Yes – see table 8.3.4	No			
	PSM-8-S029 and PSM-8-S030	Yes – see table 8.3.4	No	Fence line	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-8-S031	Yes – see table 8.3.4	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-8-S032 and PSM-8-S033	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-8-S034 to PSM-8-S036	Yes - Normal	No			
	PSM-8-S037 to PSM-8-S040	Yes - Normal	No			Detail of any roll back subject to SSSI assent
PSM 8c	PSM-8-S041	Yes - Normal	No	Hedge bank	Additional landward area	
	PSM-8-S042 to PSM-8-S044	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
	PSM-8-S045 to PSM-8-S048	Yes - Normal	No	Fence line	Additional landward area	Detail of any roll back subject to SSSI assent
	PSM-8-S049 to PSM-8-S051	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
	PSM-8-S052 to PSM-8-S056	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-8-S057 and PSM-8-S058	Yes - Normal	No	Hedge bank	Additional landward area	Detail of any roll back subject to SSSI assent
	PSM-8-S059	Yes - Normal	No	Hedge bank	Additional landward area	
	PSM-8-S060 and PSM-8-S061	Yes - Normal	No	Fence line	Additional landward area	

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-8-S062 to PSM-8-S065*	Yes - Normal	No			
	PSM-8-S066*	Yes - Normal	No	Various	Additional landward area	Various boundary features that coincide with the current unmarked ownership boundary through the woodland.
	PSM-8-S070*	Yes - Normal	No			
	PSM-8-S071*	Yes - Normal	No	Various	Clarity and cohesion	Various boundary features include edge of track, hedge bank, wall and line of trees
PSM 8d	PSM-8-S072	Yes – see table 8.3.4	No	Landward edge of track	Clarity and cohesion	
	PSM-8-S073 to PSM-8-S076	Yes – see table 8.3.4	No	Landward edge of path	Clarity and cohesion	
	PSM-8-S077 and PSM-8-S078	Yes – see table 8.3.4	No	Landward edge of road	Clarity and cohesion	
	PSM-8-S079	Yes – see table 8.3.4	No	Landward edge of path	Clarity and cohesion	
	PSM-8-S080	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
	PSM-8-S082 and PSM-8-S083	Yes – see table 8.3.4	No	Landward edge of track	Clarity and cohesion	
	PSM-8-S084 and PSM-8-S085	Yes – see table 8.3.4	No	Landward edge of path	Clarity and cohesion	

8.3.2 Details for sections that differ from the existing South West Coast Path: Maps PSM 8a to PSM 8d, Porthoustock to Carne

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 4 – ‘Yes – see table 8.3.4’ 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 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.
5. 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 8a	PSM-8-S001*	Other existing walked route	Yes – see table 8.3.4	No	Landward edge of road	Clarity and cohesion	
	PSM-8-S002*	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	
	PSM-8-S003*	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-8-S004*	Other existing walked route	Yes - Normal	No			Detail of any roll back

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
							subject to SSSI assent
	PSM-8-S005*	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-8-S006*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-8-S007*	Other existing walked route	Yes - Normal	No			
	PSM-8-S008*	Not an existing walked route	Yes - Normal	No			
	PSM-8-S009*	Other existing walked route	Yes - Normal	No			
	PSM-8-S010*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-8-S011*	Other existing walked route	Yes - Normal	Yes - beach			Detail of any roll back subject to SSSI assent
	PSM-8-S012* to PSM-8-S014*	Other existing walked route	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-8-S015* to PSM-8-S019*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent

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-8-S020*	Not an existing walked route	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-8-S021*	Not an existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to SSSI assent
	PSM-8-S022*	Public footpath	Yes - Normal	No			Detail of any roll back subject to SSSI assent
PSM 8b	PSM-8-S023* to PSM-8-S025*	Public footpath	Yes - Normal	No			Detail of any roll back subject to SSSI assent
	PSM-8-S026*	Public footpath	Yes - Normal	No			
	PSM-8-S027*	Public footpath	Yes – see table 8.3.4	No			
PSM 8c	PSM-8-S067*	Not an existing walked route	Yes – see table 8.3.4	No			
	PSM-8-S068*	Public footpath	Yes – see table 8.3.4	No			
	PSM-8-S069*	Not an existing walked route	Yes – see table 8.3.4	No			
PSM 8d	PSM-8-S081	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-8-S086*	Not an existing walked route	Yes - Normal	No			
	PSM-8-S087*	Not an existing walked route	Yes - Normal	No	Landward edge of track	Clarity and cohesion	
	PSM-8-S088*	Not an existing walked route	Yes - Normal	No			
	PSM-8-S089*	Other existing walked route	Yes - Normal	No	Fence line	Additional landward area	

8.3.3 Other options considered: Maps PSM 8a to PSM 8d: Porthoustock to Carne

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 8a and PSM 8b	PSM-8-S001 to PSM-8-S024	We considered aligning the trail along the route of the existing South West Coast Path between Porthoustock and Porthallow	<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 narrow public roads ■ 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 8a	PSM-8-S001 to PSM-8-S011	We considered aligning the trail along the route of the existing farm tracks between Pencra Head and Porthkerris	<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 ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 8a to PSM 8b	PSM-8-S012 to PSM-8-S027	We considered aligning the trail along a historic walked route and an existing farm track between Porthkerris and Porthallow.	We opted for the proposed route because: <ul style="list-style-type: none"> it is closer to the sea and maintains views of the sea 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 8c	PSM-8-S065 to PSM-8-S071	We considered aligning the trail along the current signed inland rerouting of the South West Coast Path at The Herra.	We opted for the proposed route because: <ul style="list-style-type: none"> it is closer to the sea and maintains views of the sea this proposal is made with the support of the landowner 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 8d	PSM-8-S081	We considered aligning the trail along the route of the existing South West Coast Path across Gillan Creek on stepping stones	We opted for the proposed route because: <ul style="list-style-type: none"> the route across the stepping stones would only be available a few hours a day at low tide 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 8d	PSM-8-S086 to PSM-8-S089	We considered aligning the trail along the route of the existing South West Coast Path between Flushing and Carne	We opted for the proposed route because: <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 narrow public roads this proposal is made with the support of the landowner 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 8d	PSM-8-S086 to PSM-8-S089	We considered aligning the trail between Flushing and Carne along the banks of Gillan Creek	We opted for the proposed route because: <ul style="list-style-type: none"> it is not possible to identify a more coastal route which avoids land used as a private garden

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

8.3.4 Roll-back implementation – more complex situations: Maps PSM 8a to PSM 8d: Porthoustock to Carne

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
PSM 8a	PSM-8-S001	Residential area at Porthoustock	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 8b	PSM-8-S027 to PSM-8-S031	Residential area at Porthallow	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 8c and PSM 8d	PSM-8-S067 to PSM-8-S079 and PSM-8-S082 to PSM-8-S085	Residential area between The Herra and Flushing	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 8.4: Proposals Maps

8.4.1 Map Index

Map reference	Map title
PSM 8a	Porthoustock to Porthallow
PSM 8b	Porthallow to Nare Cove
PSM 8c	Nare Cove to Gillan Cove
PSM 8d	Gillan Cove to Carne

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

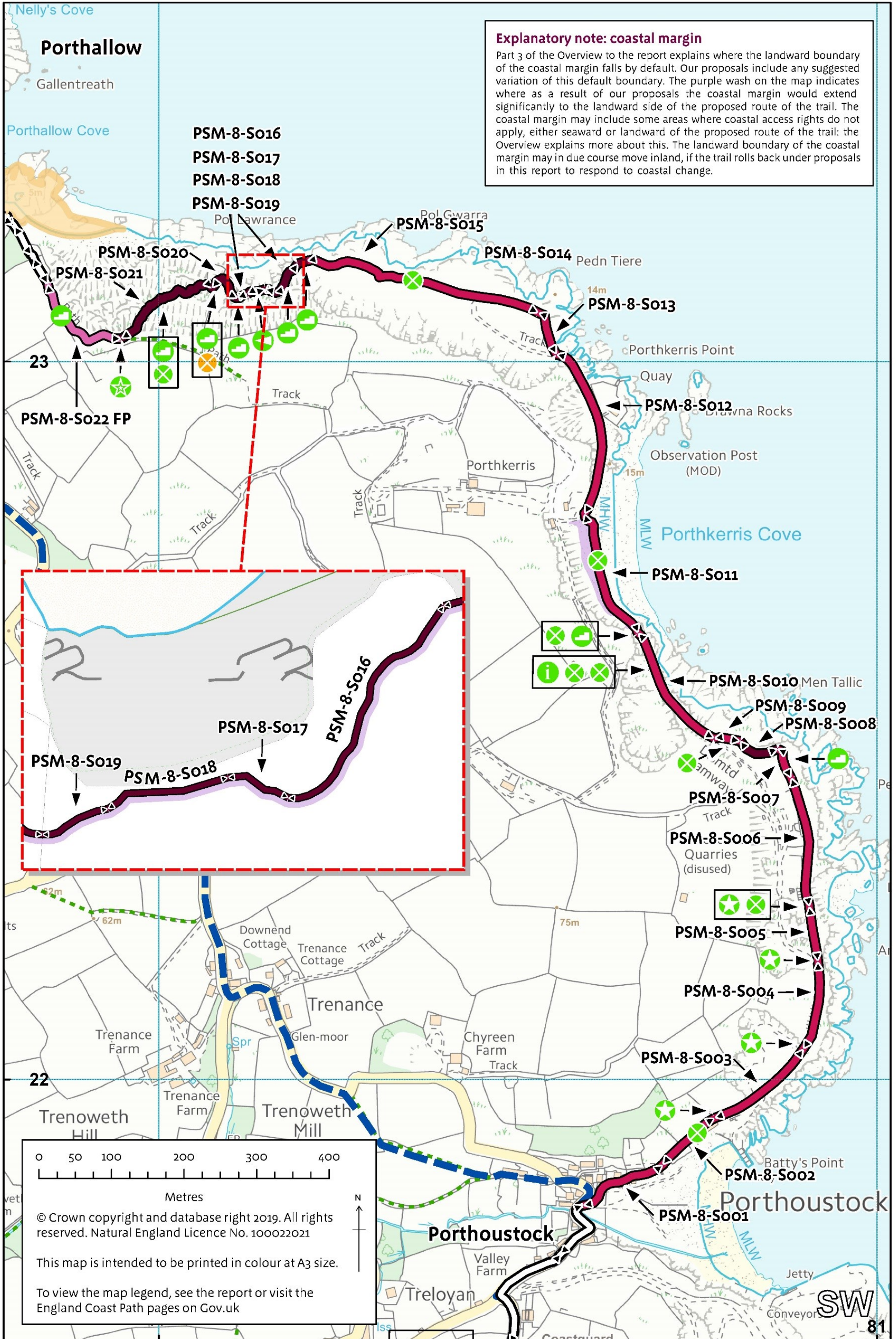
For status of each, where shown on map, see colour codes below

- | 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



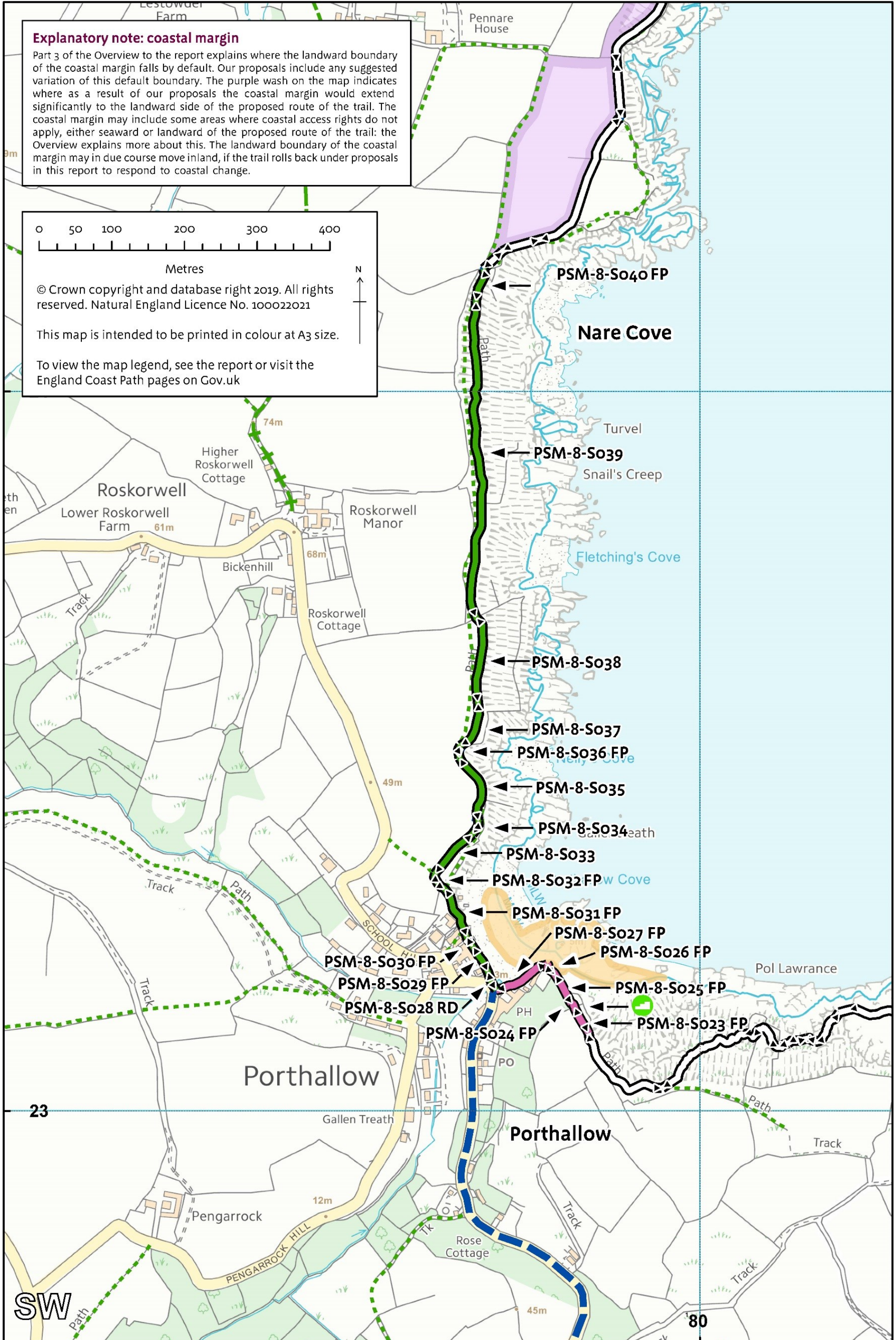
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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.

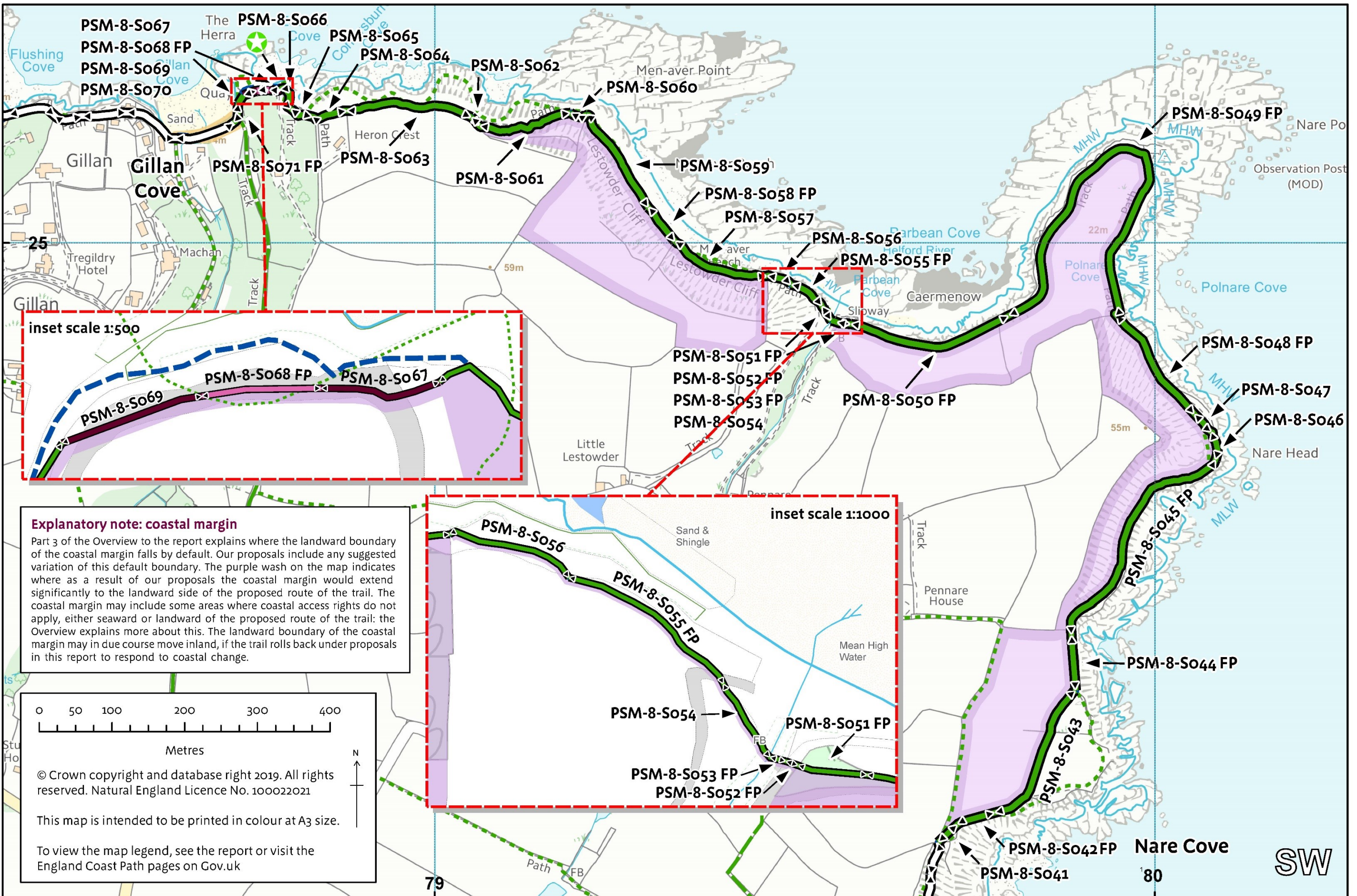
0 50 100 200 300 400
 Metres

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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





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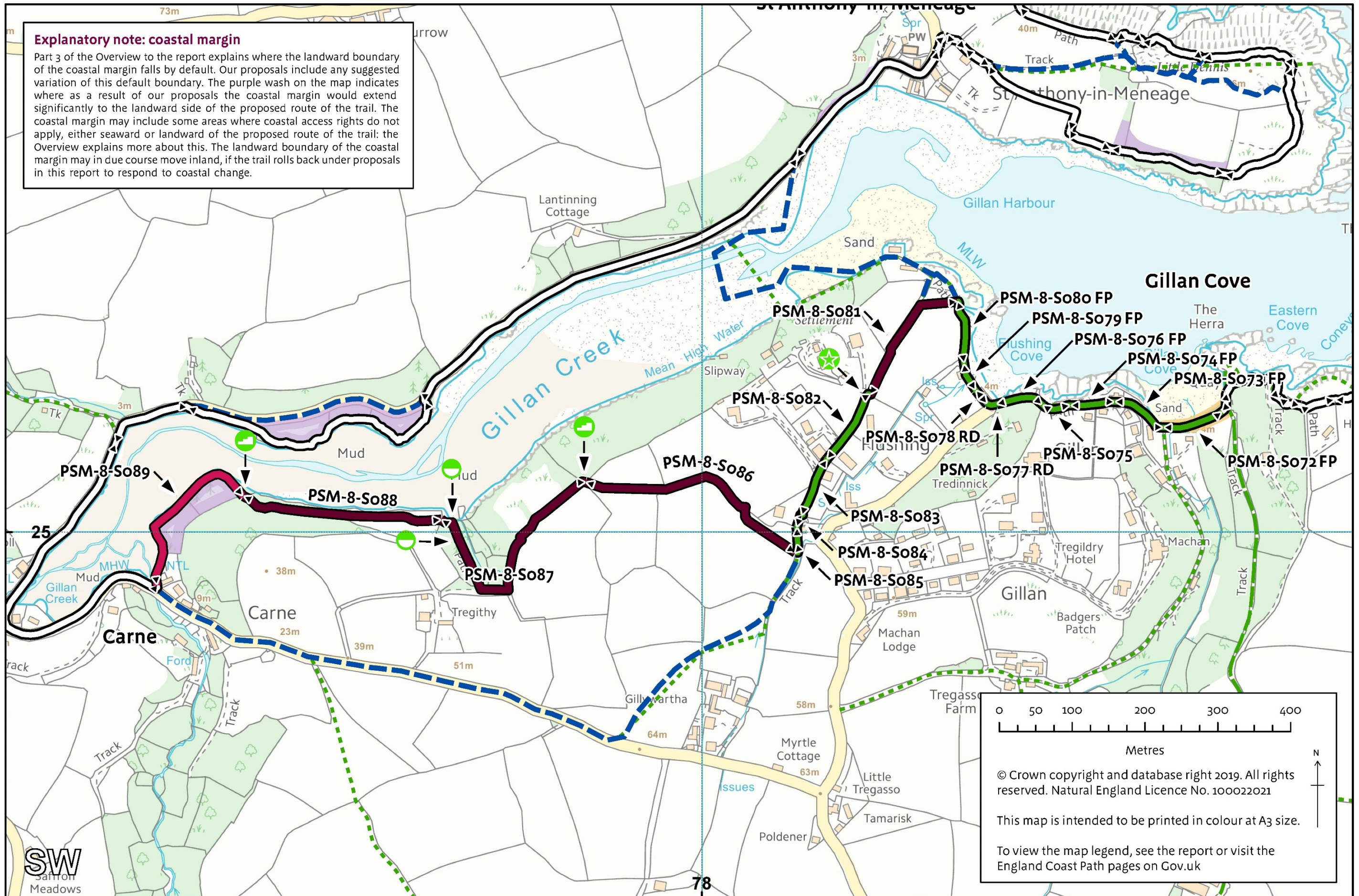
This map is intended to be printed in colour at A3 size.

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Map PSM 8c: Nare Cove to Gillan Cove

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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