



# England Coast Path Stretch:

## Penzance to St Mawes

### PSM 9: Carne to St Mawes Pier

#### Part 9.1: Introduction

|                |  |
|----------------|--|
| Start Point:   | Carne (grid reference: SW77242492)         |
| End Point:     | St Mawes Pier (grid reference: SW84793302) |
| Relevant Maps: | PSM 9a to PSM 9k                           |

9.1.1 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.

9.1.2 This report covers length PSM 9 of the stretch, which is the coast between Carne and St Mawes pier. 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.

9.1.3 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.

9.1.4 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 9.2: Proposals Narrative

### The trail:

9.2.1 Follows the existing South West Coast Path as currently walked and managed along a significant portion of this length. Where this is the case the existing South West Coast Path generally follows public rights of way. See maps PSM 9a to PSM 9j and associated table 9.3.1 below for more details.

9.2.2 Differs from the existing South West Coast Path along:

- a 400m length through woodland on the north bank of Gillan Creek (route section PSM-9-S003). This new length follows an existing walked route seaward of the existing South West Coast Path which is located on a narrow public road. See map PSM 9a and associated table 9.3.2 below for details.
- a 800m length which follows the perimeter of the headland at Dennis Head (route sections PSM-9-S007, PSM-9-S011 to PSM-9-S014 and PSM-S-S016 to PSM-9-S017). The current signposted South West Coast Path route follows a linear route out onto the headland, and back, and has limited coastal views. See map PSM 9a and associated table 9.3.2 below for details.
- a 75m length at Mawnan (route section PSM-9-S088). The new length is landward of the existing South West Coast Path due to recent erosion events. See map PSM 9e and associated table 9.3.2 below for details.
- a 35m length at Swanpool Point (route sections PSM-9-S147) which runs landward of the current South West Coast Path in order to avoid a steep section and create a wheelchair friendly route between beaches at Swanpool and Gyllyngvase. See map PSM 9h and associated table 9.3.2 below for details.

9.2.3 Mainly follows the coastline quite closely and maintains good views of the sea. The new length of the England Coast Path (ECP) at Dennis Head has significantly improved views along the coastline.

9.2.4 Uses two ferry crossings: between Helford and Helford Passage and between Falmouth and St Mawes. See maps PSM 9c and PSM 9k.

### The South West Coast Path

9.2.5 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 Gillan Creek and Dennis Head), 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.

9.2.6 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
- Rosemullion Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Swanpool Site of Special Scientific Interest (SSSI) for its geological/wildlife interest
- Part of a promontory fort with Civil War fieldworks known as Little Dennis Scheduled Ancient Monument (SAM)
- Cliff castle on Rosemullion Head, Scheduled Ancient Monument (SAM)
- Pendennis peninsula fortifications, Scheduled Ancient Monument (SAM)

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

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

9.2.8 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

- 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:**

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

- The trail would follow an uneven grass or bare soil path along most of the coast between Carne and Swanpool beach.
- The trail crosses sandy beaches at Maenporth and Swanpool.
- There are steps and stiles in numerous places where it would be necessary to cross field boundaries or ascend/descend gradients.

9.2.10 Between Helford Passage and Polgwidde Cove, an existing short muddy section will be resurfaced with stone, so as to make it easier to use. We envisage this happening as part of the physical establishment work described below.

9.2.11 At Toll Point, the existing kissing gates will be widened, so as to make them easier to use. We envisage this happening as part of the physical establishment work described below.

9.2.12 At Rosemullion Head the existing timber bridge will be replaced by a granite bridge with handrails, so as to make it easier to use. We envisage this happening as part of the physical establishment work described below.

9.2.13 On muddy sections between Maenporth and Swanpool, we will install drainage ditches and resurface the path with stone. We envisage this happening as part of the physical establishment work described below.

9.2.14 Between Swanpool beach and Gyllyngvase beach, the existing path will be widened, the surface improved and a trail section realigned landward in order to avoid steps. This will make the trail accessible to wheelchair users. 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:**

9.2.15 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the Helford River, 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 far as the ferry between Helford and Helford Passage, as indicated by the extent of the trail shown on map PSM 9c.

9.2.16 This report also proposes that the trail should contain sections aligned on the estuary of the Fal River, 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 far as the ferry between Falmouth and St Mawes, as indicated by the extent of the trail shown on map PSM 9k.

See part 5 of the Overview for a detailed analysis of the options considered for these estuaries and our resulting proposals.

9.2.17 **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 9.3.1 and 9.3.2 below.

9.2.18 In some places, 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.

9.2.19 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 9.3.1 and 5b and 5c of table 9.3.2. 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 9.3.1 and the note relating to Column 5b & 5c above Table 9.3.2 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.**



9.2.20 **Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) at Polgwidden Cove (Trebah Garden) along this section of coast.

#### *Trebah Garden*

- Access is to be excluded to the area of coastal margin adjacent to route sections PSM-9-S056 to PSM-9-S058 by direction under section 24 of the Countryside and Rights of Way Act (2000) all year-round to prevent loss of income to Trebah Garden. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- Trebah Garden is a visitor attraction where the entry charge includes access to the garden and the beach at Polgwidden Cove. The beach is connected to the garden via a walkway. We propose to exclude coastal access rights to the beach on the basis that it is an important part of the business. Allowing access under the coastal access rights would create a potential loss of income for the business.

**See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.**

9.2.21 **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.

9.2.22 Column 3 of table 9.3.1 and column 4 of table 9.3.2 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 9a to PSM 9j as the proposed route of the trail.

9.2.23 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 9.3.1 or 9.3.2, the route is to be at the centre of the line shown on maps PSM 9c and PSM 9h to PSM 9j as the proposed route of the trail.

#### **Other future change:**

9.2.24 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

9.2.25 The route of the trail in this report incorporates the use of ferries between Helford Village and Helford Passage and between Falmouth and St Mawes. Should either of these services cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and,

if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

**See parts 7 - 'Future changes' of the Overview for more information.**

### Establishment of the trail:

9.2.26 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.

9.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £90,170 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.

9.2.28 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 signage at the Helford ferry crossing.
- 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:
  - On muddy sections between Helford Passage and Polgwiddden Cove and between Maenporth and Swanpool the installation of drainage ditches and the path resurfaced with stone;
  - Installation of wide kissing gates at Toll Point;
  - At Rosemullion the old wooden pedestrian bridge replaced by a hardier, wider granite bridge;
  - Between Swanpool beach and Gyllyngvase beach the levelling, widening, resurfacing and vegetation clearance along some sections will make it wheelchair friendly.
- 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:
  - Some vegetation clearance and drainage measures and steps installed on new route sections at Dennis Head;
  - Some vegetation clearance and steps installed on the new route at Mawnan.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

**Table 1: Estimate of capital costs**

| <b>Item</b>                             | <b>Cost</b>                                   |
|---|---|
| Signage and interpretation              | £2,800  |
| Improvements to existing trail sections | £64,900                                       |
| New trail sections                      | £9,250  |
| Project management                      | £13,220                                       |
| <b>Total</b>                            | <b>£90,170 (Exclusive of any VAT payable)</b> |

9.2.29 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:**

9.2.30 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).

9.2.31 We estimate that the annual cost to maintain the trail will be £9156.49 (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 9.3: Proposals Tables

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

Table 9.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed. Table 9.3.2 includes sections of the trail that differ from the existing South West Coast Path.

### 9.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 9a to PSM 9j, Carne to Prince of Wales Pier

#### Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 9.3.3: 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 4 – ‘Yes – see table 9.3.4’ 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 9a | PSM-9-S001 and PSM-9-S002 | Yes - Normal                                 | No  | Landward edge of road                                      | Clarity and cohesion                  |                   |
|        | PSM-9-S004 and PSM-9-S006 | Yes – see table 9.3.4                        | No  | Landward edge of road                                      | Clarity and cohesion                  |                   |
|        | PSM-9-S008 to PSM-9-S010  | Yes - Normal                                 | No  | Landward edge of track                                     | Clarity and cohesion                  |                   |

| 1                 | 2                              | 3   | 4a   | 4b  | 4c   | 5   |
|-------------------|--------------------------------|---|--|---|--|---|
| <b>Map(s)</b>     | <b>Route section number(s)</b> | <b>Roll-back proposed? (See Part 7 of Overview)</b> | <b>Landward margin contains coastal land type?</b> | <b>Proposal to specify landward boundary of margin (See maps)</b> | <b>Reason for landward boundary proposal</b> | <b>Explanatory notes</b>  |
|                   | PSM-9-S015                     | Yes - Normal  | No   |   |  | Detail of any roll back subject to SSSI assent and Scheduled Monument consent |
| PSM 9a and PSM 9b | PSM-9-S018 to PSM-9-S022       | Yes - Normal  | No   |   |  | Detail of any roll back subject to SSSI assent                                |
| PSM 9b            | PSM-9-S023 and PSM-9-S024      | Yes - Normal  | No   |   |  |   |
|                   | PSM-9-S025                     | Yes - Normal  | No   |   |  | Detail of any roll back subject to SSSI assent                                |
| PSM 9b and PSM 9c | PSM-9-S026 to PSM-9-S030       | Yes - Normal  | No   |   |  |   |
| PSM 9c            | PSM-9-S031*                    | Yes - Normal  | No   | Landward edge of track  | Clarity and cohesion                         |   |
|                   | PSM-9-S032* and PSM-9-S033*    | No  | No   | Landward edge of road   | Clarity and cohesion                         |   |
|                   | PSM-9-S034 to PSM-9-S036       | No  | No   |   |  |   |
|                   | PSM-9-S037                     | No  | No   | Landward edge of road   | Clarity and cohesion                         |   |
|                   | PSM-9-S038 and PSM-9-S039      | No  | No   | Landward edge of path   | Clarity and cohesion                         | Footbridge  |
|                   | PSM-9-S040 and PSM-9-S041      | No  | No   | Landward edge of road   | Clarity and cohesion                         |   |
|                   | PSM-9-S042                     | Yes – see table 9.3.4                               | No   | No  | Landward edge of track                       | 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-9-S043 and PSM-9-S044 | Yes – see table 9.3.4                        | No  | Hedge bank   | Clarity and cohesion                  |   |
|                             | PSM-9-S045 and PSM-9-S046 | Yes – see table 9.3.4                        | No  | Landward edge of path                                      | Clarity and cohesion                  | Ferry landing stage<br><br>Detail of any roll back subject to HRA and SSSI/MCZ assent |
|                             | PSM-9-S047                | Yes – see table 9.3.4                        | No  | Landward edge of road                                      | Clarity and cohesion                  |   |
|                             | PSM-9-S048                | Yes – see table 9.3.4                        | No  | Wall   | Clarity and cohesion                  |   |
|                             | PSM-9-S049 and PSM-9-S051 | Yes - Normal                                 | No  | Other  | Clarity and cohesion                  | Landward edge of walked route further up the slope                                    |
|                             | PSM-9-S052 and PSM-9-S053 | Yes - Normal                                 | No  |  |                                       |   |
|                             | PSM-9-S054 to PSM-9-S056  | Yes – see table 9.3.4                        | No  | Landward edge of track                                     | Clarity and cohesion                  |   |
|                             | PSM-9-S057                | Yes – see table 9.3.4                        | No  | Wall   | Clarity and cohesion                  |   |
|                             | PSM-9-S058                | Yes – see table 9.3.4                        | No  |  |                                       |   |
|                             | PSM 9d                    | PSM-9-S059 to PSM-9-S062                     | Yes - Normal                                | No   |                                       |   |
| PSM-9-S063* and PSM-9-S064* |                           | Yes - Normal                                 | No  |  |                                       |   |
| PSM-9-S065 and PSM-9-S066   |                           | Yes – see table 9.3.4                        | No  | Landward edge of road                                      | 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-9-S067 and PSM-9-S068 | Yes - Normal                                 | No  | Landward edge of road                                      | Clarity and cohesion                  |  |
|        | PSM-9-S069 and PSM-9-S070 | Yes - Normal                                 | No  | Fence line   | Additional landward area              |  |
|        | PSM-9-S071 and PSM-9-S072 | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              |  |
|        | PSM-9-S073 and PSM-9-S074 | Yes - Normal                                 | No  | Various  | Additional landward area              | Various boundary features include hedge bank, stream and fence line    |
|        | PSM-9-S075 and PSM-9-S076 | Yes - Normal                                 | No  | Various  | Clarity and cohesion                  | Various boundary features include landward edge of path and fence line |
|        | PSM-9-S077 and PSM-9-S078 | Yes - Normal                                 | No  |  |                                       |  |
| PSM 9e | PSM-9-S079 to PSM-9-S086  | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              |  |
|        | PSM-9-S087                | Yes - Normal                                 | No  |  |                                       |  |
|        | PSM-9-S089 and PSM-9-S090 | Yes - Normal                                 | No  |  |                                       |  |
| PSM 9f | PSM-9-S091 to PSM-9-S093  | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              | Detail of any roll back subject to Scheduled Monument consent          |

| 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-9-S094                  | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              | Detail of any roll back subject to SSSI assent        |
|        | PSM-9-S095 to PSM-9-S099    | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              |   |
|        | PSM-9-S100 and PSM-9-S101   | Yes - Normal                                 | No  |  |                                       |   |
|        | PSM-9-S102                  | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              |   |
|        | PSM-9-S103                  | Yes - Normal                                 | No  | Fence line   | Additional landward area              |   |
|        | PSM-9-S104 and PSM-9-S105   | Yes - Normal                                 | No  | Fence line   | Clarity and cohesion                  |   |
|        | PSM-9-S106 to PSM-9-S111    | Yes - Normal                                 | No  |  |                                       |   |
|        | PSM-9-S112 to PSM-9-S116    | Yes - See table 9.3.4                        | No  |  |                                       |   |
|        | PSM-9-S117 and PSM-9-S118   | Yes - See table 9.3.4                        | No  | Hedge bank   | Clarity and cohesion                  |   |
|        | PSM-9-S119                  | Yes - See table 9.3.4                        | No  | Various  | Clarity and cohesion                  | Various boundary features include wall and fence line |
| PSM 9g | PSM-9-S120* and PSM-9-S121* | Yes - Normal                                 | No  | Hedge bank   | Additional landward area              |   |
|        | PSM-9-S122* and PSM-9-S123* | Yes - See table 9.3.4                        | No  | Hedge bank   | Additional landward area              |   |

| 1                 | 2                              | 3   | 4a   | 4b  | 4c   | 5  |
|-------------------|--------------------------------|---|--|---|--|--|
| <b>Map(s)</b>     | <b>Route section number(s)</b> | <b>Roll-back proposed? (See Part 7 of Overview)</b> | <b>Landward margin contains coastal land type?</b> | <b>Proposal to specify landward boundary of margin (See maps)</b> | <b>Reason for landward boundary proposal</b> | <b>Explanatory notes</b>                       |
|                   | PSM-9-S124                     | Yes - See table 9.3.4                               | No   |   |  |  |
|                   | PSM-9-S125 and PSM-9-S126      | Yes - See table 9.3.4                               | Yes - dune   |   |  |  |
|                   | PSM-9-S127 and PSM-9-S128      | Yes - See table 9.3.4                               | No   | Hedge bank  | Clarity and cohesion                         |  |
|                   | PSM-9-S129                     | Yes - Normal  | No   |   |  |  |
| PSM 9h            | PSM-9-S130 to PSM-9-S133       | Yes - See table 9.3.4                               | No   |   |  |  |
|                   | PSM-9-S1234 and PSM-9-S135     | Yes - Normal  | No   |   |  |  |
|                   | PSM-9-S136 and PSM-9-S137      | Yes - Normal  | No   | Landward edge of track  | Clarity and cohesion                         |  |
|                   | PSM-9-S138 and PSM-9-S139      | Yes - Normal  | No   | Fence line  | Clarity and cohesion                         |  |
|                   | PSM-9-S140 and PSM-9-S141      | Yes - See table 9.3.4                               | No   | Pavement edge   | Clarity and cohesion                         |  |
|                   | PSM-9-S142                     | Yes - See table 9.3.4                               | Yes - dune   |   |  | Detail of any roll back subject to SSSI assent |
|                   | PSM-9-S143 and PSM-9-S144      | Yes - See table 9.3.4                               | Yes - bank   |   |  |  |
|                   | PSM-9-S145 and PSM-9-S146      | Yes - See table 9.3.4                               | No   | Hedge bank  | Clarity and cohesion                         |  |
|                   | PSM-9-S148                     | No  | No   | Hedge bank  | Clarity and cohesion                         |  |
| PSM 9h and PSM 9i | PSM-9-S149 to PSM-9-S156       | No  | No   | Pavement edge   | Clarity and cohesion                         |  |
| PSM 9i            | PSM-9-S157*                    | No  | No   |   |  |  |

| 1             | 2                              | 3   | 4a   | 4b  | 4c   | 5                        |
|---------------|--------------------------------|---|--|---|--|--------------------------|
| <b>Map(s)</b> | <b>Route section number(s)</b> | <b>Roll-back proposed? (See Part 7 of Overview)</b> | <b>Landward margin contains coastal land type?</b> | <b>Proposal to specify landward boundary of margin (See maps)</b> | <b>Reason for landward boundary proposal</b> | <b>Explanatory notes</b> |
|               |                                |   |  |   |  |                          |
|               | PSM-9-S158* and PSM-9-S159     | No  | No   | Pavement edge   | Clarity and cohesion                         |                          |
|               | PSM-9-S160                     | No  | No   |   |  |                          |
| PSM 9j        | PSM-9-S161 to PSM-9-S165       | No  | No   | Pavement edge   | Clarity and cohesion                         |                          |
|               | PSM-9-S166                     | No  | No   |   |  |                          |
|               | PSM-9-S167 to PSM-9-S174       | No  | No   | Pavement edge   | Clarity and cohesion                         |                          |
|               | PSM-9-S175                     | No  | No   | Landward edge of road   | Clarity and cohesion                         |                          |
|               | PSM-9-S176                     | No  | No   | Promenade edge  | Clarity and cohesion                         |                          |

### 9.3.2 Details for sections that differ from the existing South West Coast Path: Maps PSM 9a to PSM 9h, Carne to Gyllyngvase Beach

#### Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 9.3.3: 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 9a | PSM-9-S003*                 | Other existing walked route        | Yes - Normal                                 | No  | Road   | Additional landward area              |  |
|        | PSM-9-S007                  | Other existing walked route        | Yes - Normal                                 | No  | Road   | Clarity and cohesion                  |  |
|        | PSM-9-S011* and PSM-9-S012* | Not an existing walked route       | Yes - Normal                                 | No  | Fence line   | Clarity and cohesion                  |  |
|        | PSM-9-S013*                 | Not an existing walked route       | Yes - Normal                                 | No  | Fence line   | Additional landward area              |  |
|        | PSM-9-S014*                 | Not an existing walked route       | Yes - Normal                                 | No  |  |                                       | Detail of any roll back subject to Scheduled |

| 1             | 2                              | 3   | 4   | 5a   | 5b  | 5c   | 6   |
|---------------|--------------------------------|---|---|--|---|--|---|
| <b>Map(s)</b> | <b>Route section number(s)</b> | <b>Current status of route section(s)</b> | <b>Roll-back proposed? (See Part 7 of Overview)</b> | <b>Landward margin contains coastal land type?</b> | <b>Proposal to specify landward boundary of margin (See maps)</b> | <b>Reason for landward boundary proposal</b> | <b>Explanatory notes</b>  |
|               |                                |   |   |  |   |  | Monument consent  |
|               | PSM-9-S016* and PSM-9-S017*    | Not an existing walked route              | Yes - Normal  | No   |   |  | Detail of any roll back subject to SSSI assent and Scheduled Monument consent |
| PSM 9e        | PSM-9-S088                     | Not an existing walked route              | Yes - Normal  | No   |   |  |   |
| PSM 9h        | PSM-9-S147                     | Not an existing walked route              | No  | No   |   |  |   |

### 9.3.3 Other options considered: Maps PSM 9a to PSM 9k: Carne to St Mawes Pier

| Map(s) | Route section numbers(s)                              | Other option(s) considered   | Reasons for not proposing this option   |
|--------|---|--|---|
| PSM 9a | PSM-9-S003  | We considered aligning the trail along the route of the existing South West Coast Path on the north bank of Gillan Creek | We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it is closer to the creek and maintains views of the creek</li> <li>■ this proposal is made with the support of the landowner</li> <li>■ it avoids a narrow public road</li> </ul>                                |
| PSM 9a | PSM-9-S011 to PSM-9-S014 and PSM-9-S016 to PSM-9-S017 | We considered aligning the trail along the route of the existing South West Coast Path on Dennis Head                    | We opted for the proposed route because: <ul style="list-style-type: none"> <li>■ it is closer to the sea and maintains views of the sea</li> <li>■ It provides a circular route around the perimeter of the headland</li> <li>■ this proposal is made with the support of the landowner</li> </ul> |



| Map(s) | Route section numbers(s)  | Other option(s) considered  | Reasons for not proposing this option   |
|--------|---------------------------|---|---|
|        |                           |   | <ul style="list-style-type: none"> <li>We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>   |
| PSM 9c | PSM-9-S031 to PSM-9-S033  | We considered a more seaward alignment of the trail at Treath                               | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>it is not possible to identify a more coastal route which avoids land used as private gardens.</li> </ul>  |
| PSM 9c | PSM-9-S046 to PSM-9-S047  | We considered aligning the trail around the Helford Estuary                                 | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>the existing seasonal ferry service between Helford Village and Helford Passage already serves the SWCP.</li> <li>It provides a direct route, allowing long distance walkers to make swift progress along the coast.</li> <li>See Section 5 of the Overview for further detailed analysis of our decision.</li> </ul>  |
| PSM 9d | PSM-9-S063 and PSM-9-S064 | We considered a more coastal alignment of the trail at Durgan                               | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>it maintains views of the sea along the majority of its length</li> <li>a more coastal alignment would require additional infrastructure (steps) and as a consequence would be less accessible to those with reduced mobility</li> <li>the alternative option would not provide an improved 'coastal feel'</li> <li>we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul> |
| PSM 9g | PSM-9-S120 to PSM-9-S0123 | We considered aligning the trail further up the slope at Maenporth to enhance the sea views | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>it is closer to the sea and maintains views of the sea along the majority of its length</li> </ul>   |

| Map(s)            | Route section numbers(s) | Other option(s) considered   | Reasons for not proposing this option   |
|-------------------|--------------------------|--|---|
|                   |                          |  | <ul style="list-style-type: none"> <li>the entire field is included in the coastal margin allowing walkers to move up the slope for improved sea views</li> </ul>   |
| PSM 9i            | PSM-9-S157and PSM-9-S158 | At Castle Drive in Falmouth we considered aligning the trail away from the footway alongside the road to a separate path seaward of the road | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>it maintains uninterrupted views of the sea</li> <li>it meets the alignment criteria described in chapter 4 of the Coastal Access Scheme</li> <li>a new path in this location would not in our opinion deliver enough of an improvement in terms of the criteria described in chapter 4 of the Coastal Access Scheme, to justify the additional establishment cost</li> </ul>  |
| PSM 9j and PSM 9k | PSM-9-S176               | We considered aligning the trail around Carrick Roads rather than using the existing ferry between Falmouth and St Mawes.                    | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>the existing full time ferry service from Falmouth to St Mawes already serves the SWCP</li> <li>most England Coast Path users would in our view choose to use the full time ferry service in order to continue their journey around the coast, rather than making the convoluted detour around this estuary-like system, for its own sake</li> <li>while for some other users (and particularly those living locally) there would be some additional recreational benefits from being able to walk around the whole of the Carrick Roads estuary we consider that the additional impacts this would cause on those occupying land around the river would not be justified in the circumstances</li> <li>we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> <li>for a detailed analysis of our decision, see Section 5 of the Overview</li> </ul> |

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

### 9.3.4 Roll-back implementation – more complex situations: Maps PSM 9a to PSM 9h: Carne to Gyllyngvase Beach

| Map(s) | Route section number(s)   | Feature(s) or site(s) potentially affected      | Our likely approach to roll-back   |
|--------|---------------------------|---|--|
| PSM 9a | PSM-9-S004 to PSM-9-S006  | Residential area at St Anthony-in-Meneage       | 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 9c | PSM-9-S042 to PSM-9-S048  | Residential area at Helford and Helford Passage | 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 9c | PSM-9-S054 to PSM-9-S058  | Trebah Garden, Polgwidden 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 9d | PSM-9-S065 and pSM-9-S066 | Residential area at Durgan                      | 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 9f | PSM-9-S112 to PSM-9-S119  | Residential area at Maenporth                   | 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 9g | PSM-9-S122 to PSM-9-S0128 | Residential area at Maenporth beach             | 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 9h | PSM-9-S130 to PSM-9-S133 | Falmouth Golf Course                       | If it is no longer possible to find a viable route seaward of the specified golf course, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the course, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public. |
| PSM 9h | PSM-9-S140 to PSM-9-S146 | Residential area at Swanpool               | 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 9.4: Proposals Maps

### 9.4.1 Map Index

| Map reference            | Map title   |
|--------------------------|---|
| PSM 9a                   | Carne to St Anthony-in-Meneage                        |
| PSM 9b                   | St Anthony-in-Meneage to Padgagarrack Wood            |
| PSM 9c                   | Padgagarrack Wood to Polgwidden Cove                  |
| PSM 9d                   | Polgwidden Cove to Porth Saxon                        |
| PSM 9e                   | Porth Saxon to Mawnan                                 |
| PSM 9f                   | Mawnan to Maenporth                                   |
| PSM 9g                   | Maenporth to Newport Head                             |
| PSM 9h                   | Newport Head to Gyllyngvase Beach                     |
| PSM 9i                   | Gyllyngvase beach to Ships and Castle Leisure Pool    |
| PSM 9j                   | Ships and Castle Leisure Pool to Prince of Wales Pier |
| PSM 9k                   | Prince of Wales Pier to St Mawes Pier                 |
| Directions Map<br>PSM 9A | Trebah Gardens: Proposed directions to exclude access |

### 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

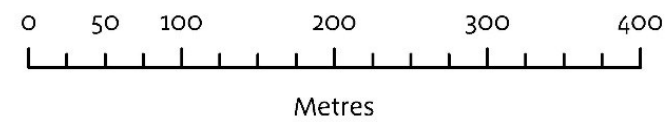
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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



**Explanatory note: coastal margin**

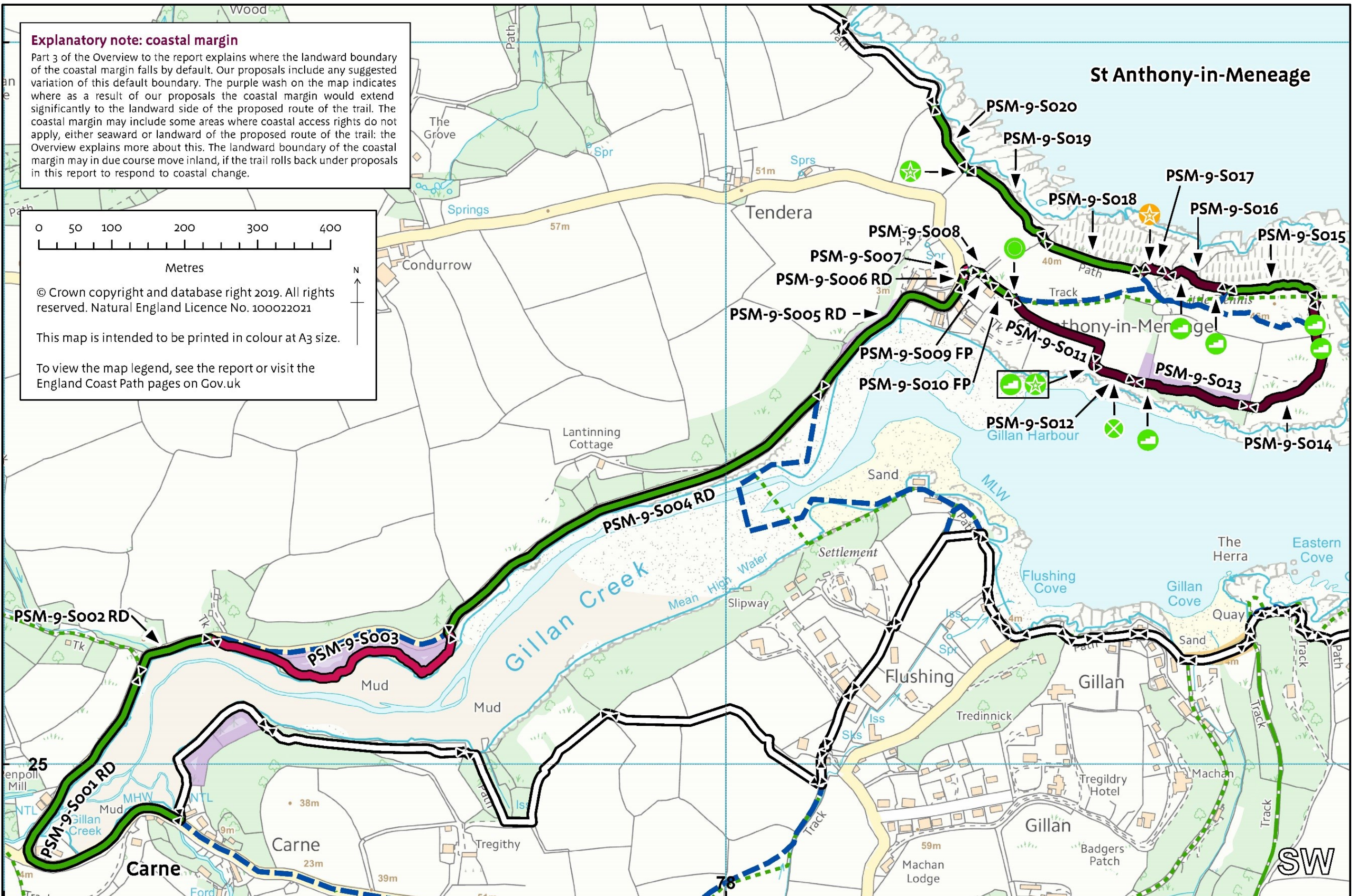
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



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**Explanatory note: coastal margin**

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0 50 100 200 300 400

Metres

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Helford River





**Explanatory note: coastal margin**

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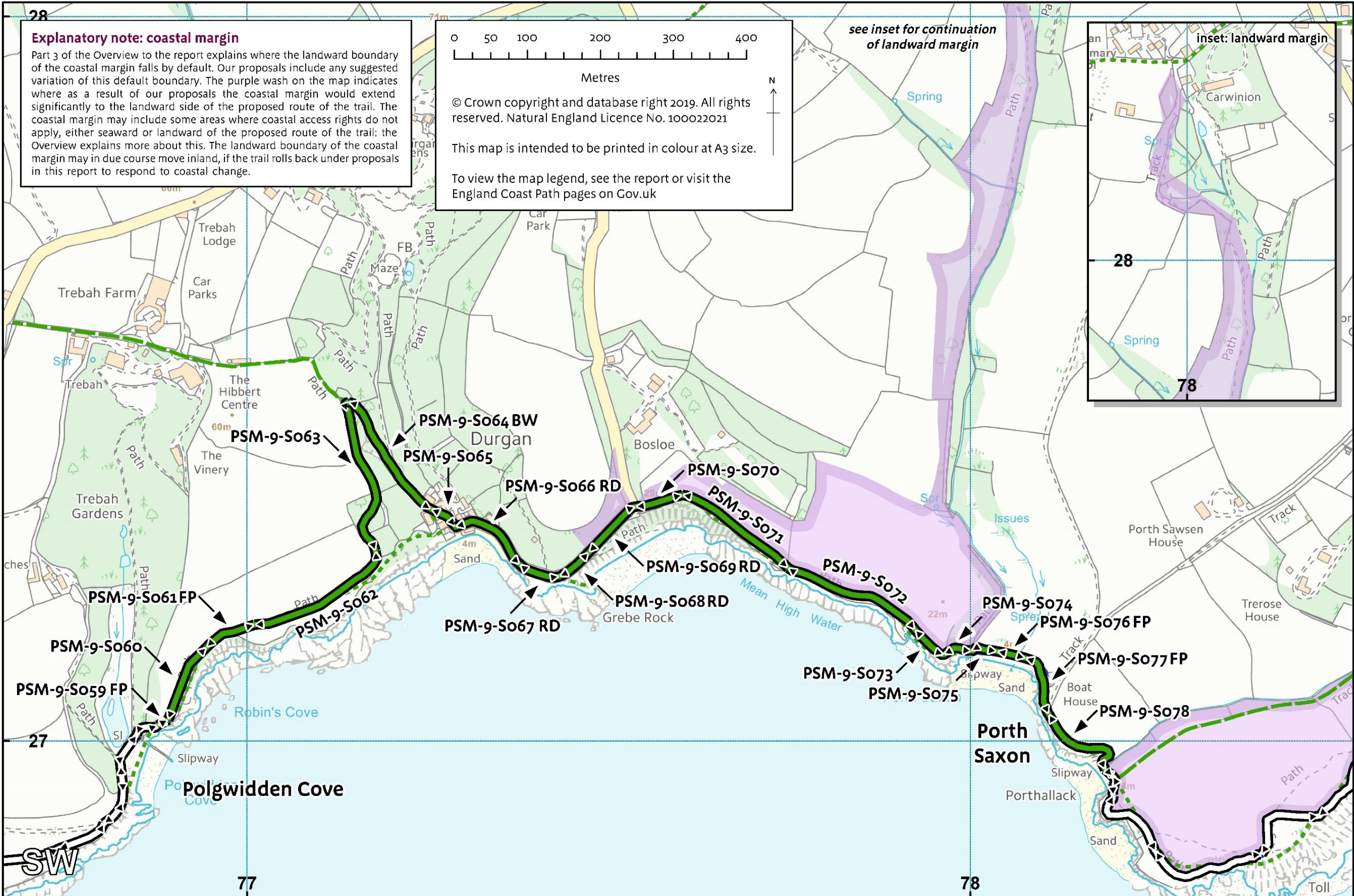
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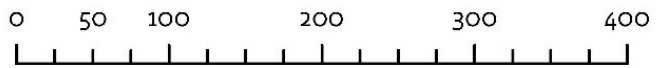
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**Explanatory note: coastal margin**

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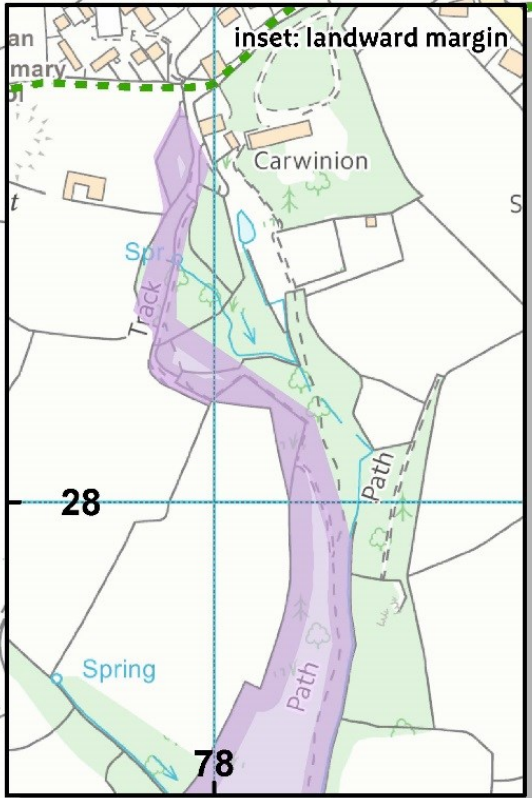
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see inset for continuation of landward margin

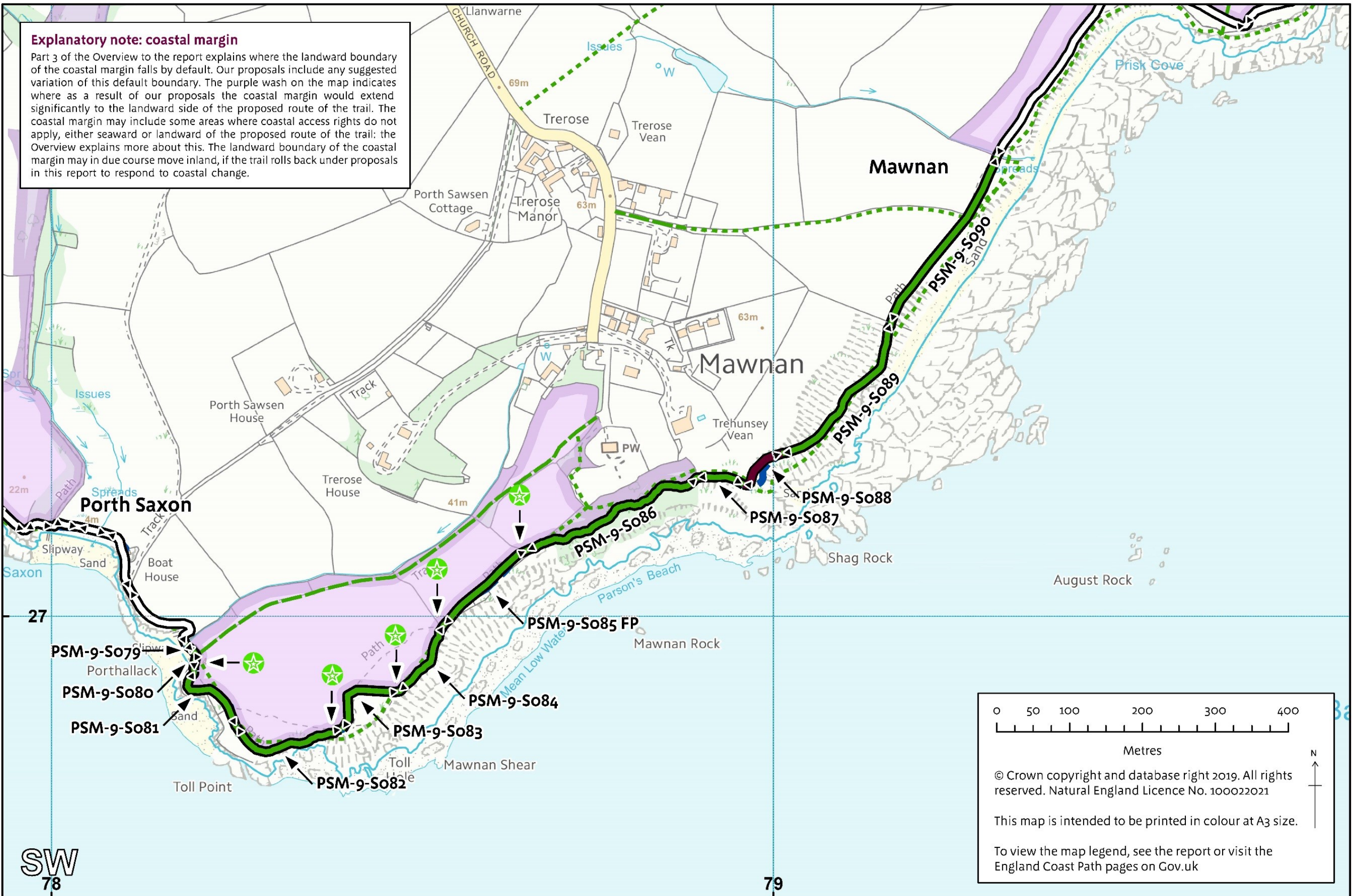
**inset: landward margin**





**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.



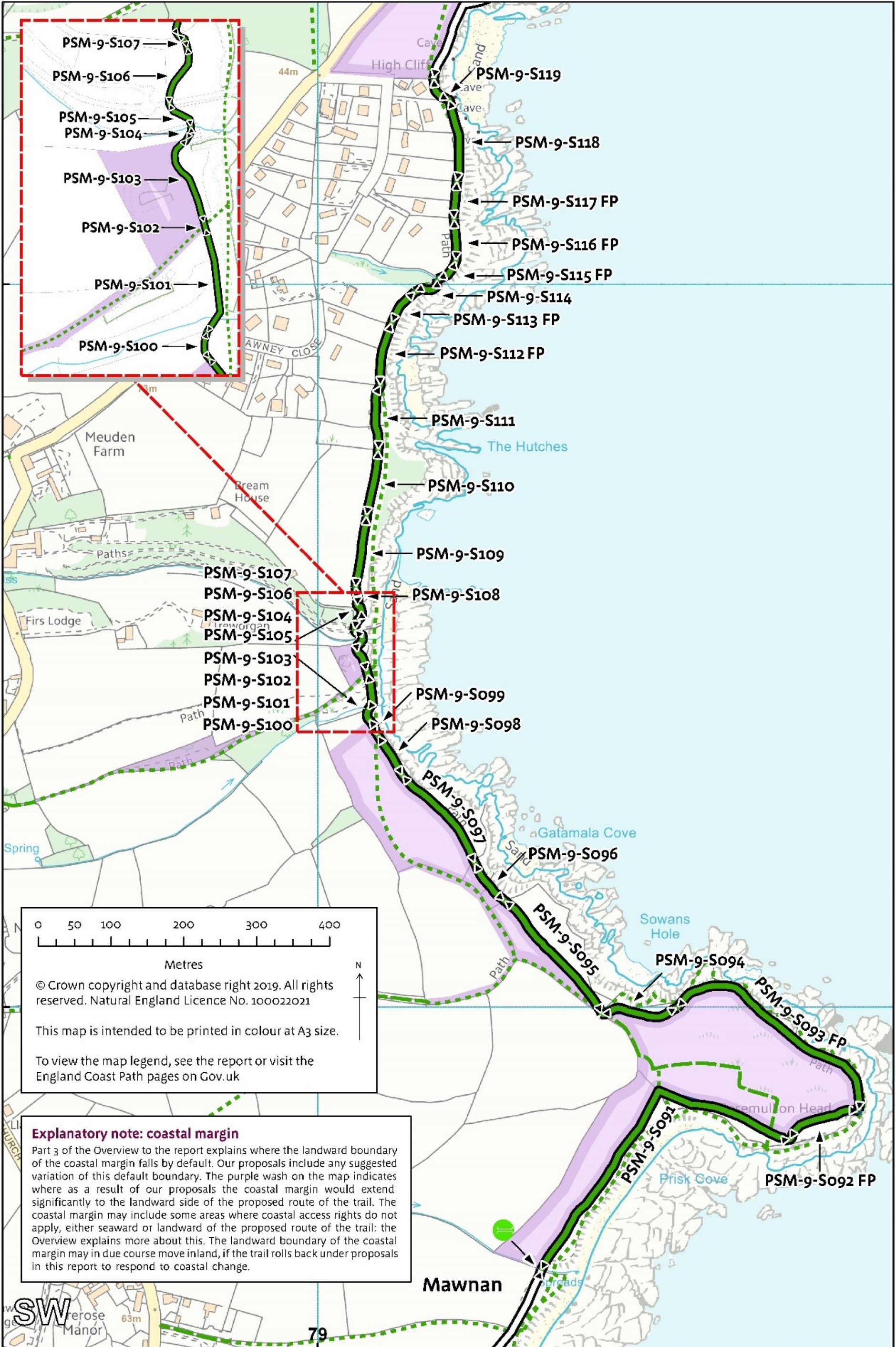
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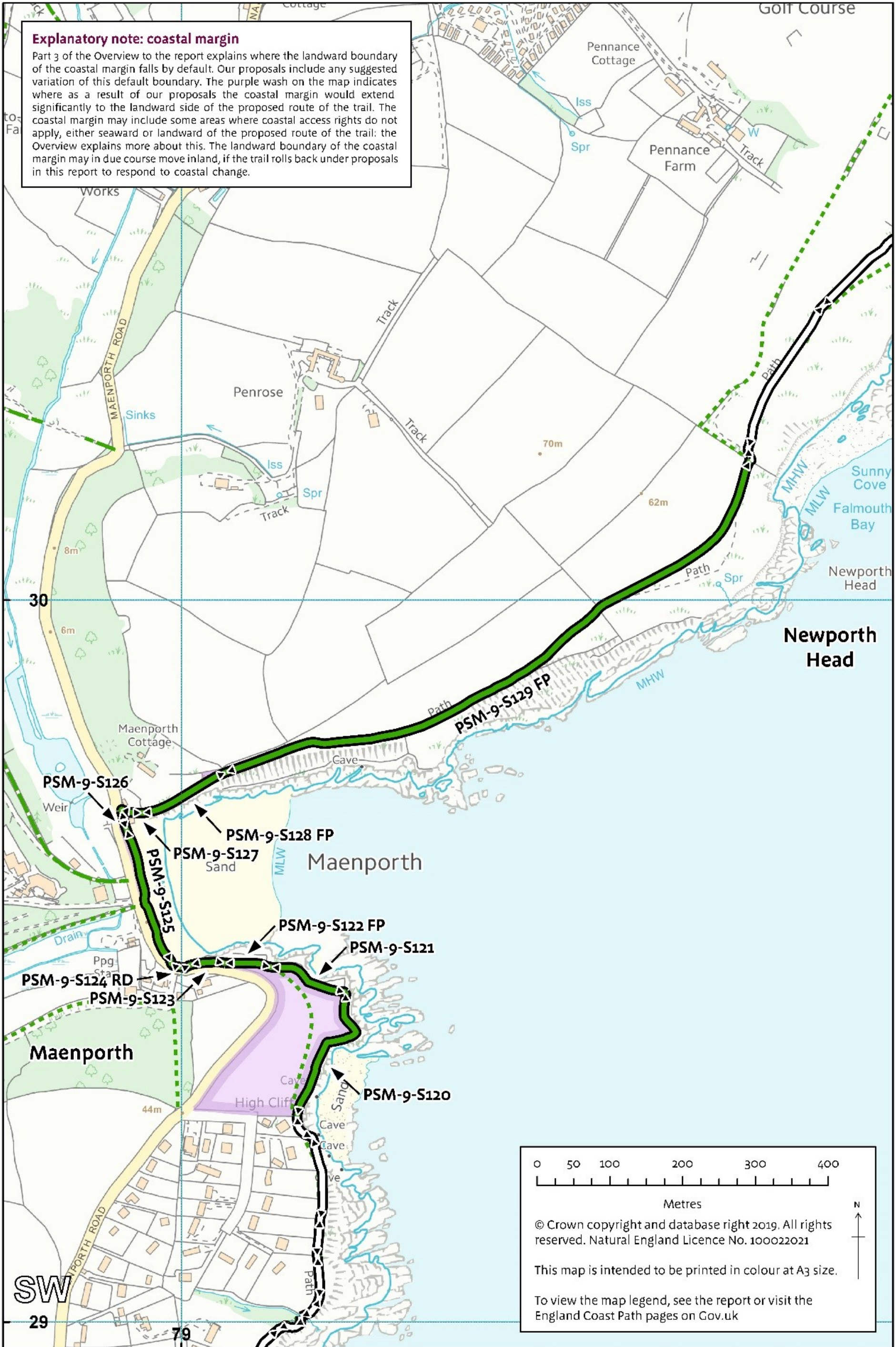






**Explanatory note: coastal margin**

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SW  
29  
79





SW

80 Newport Head

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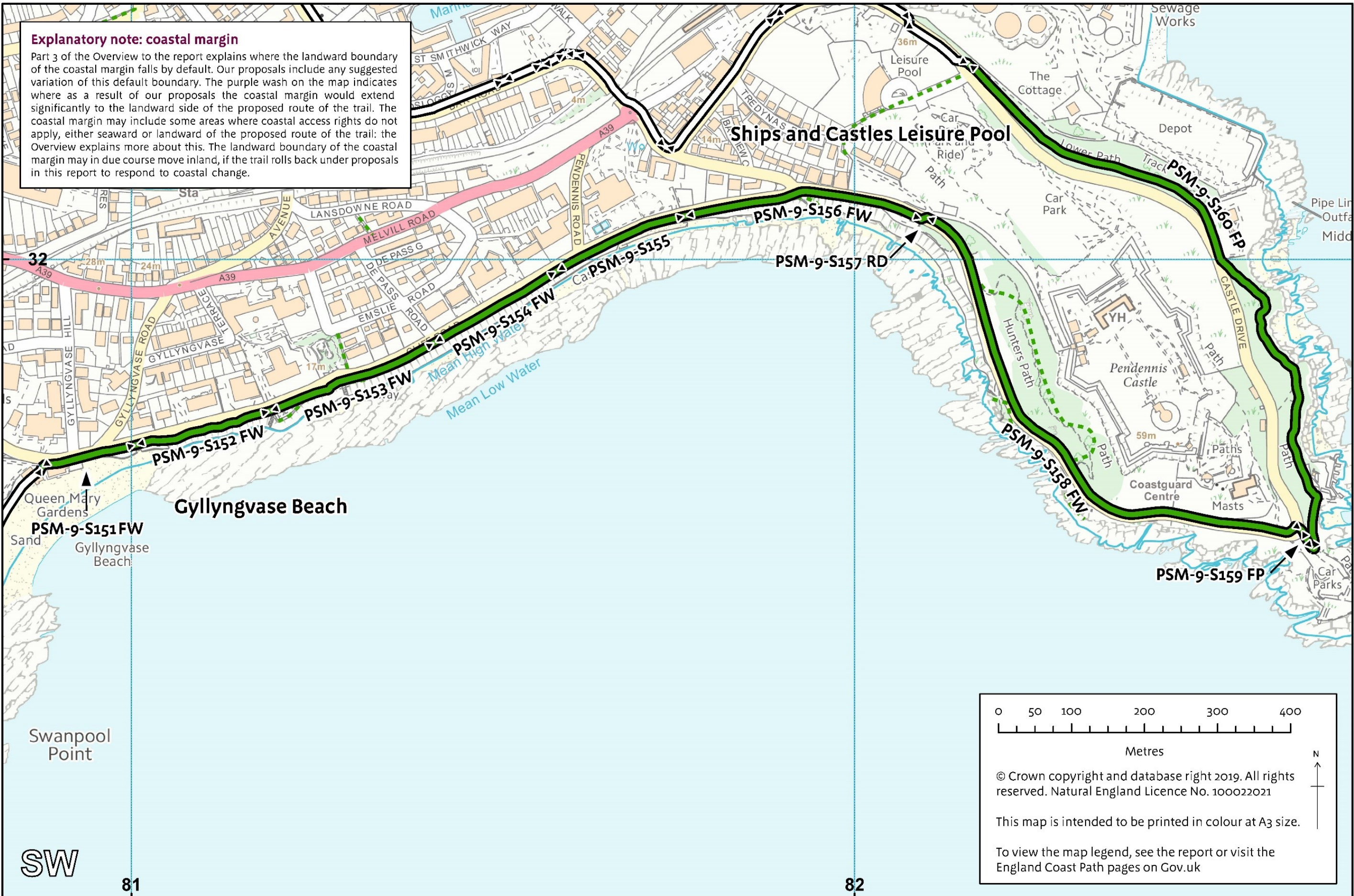
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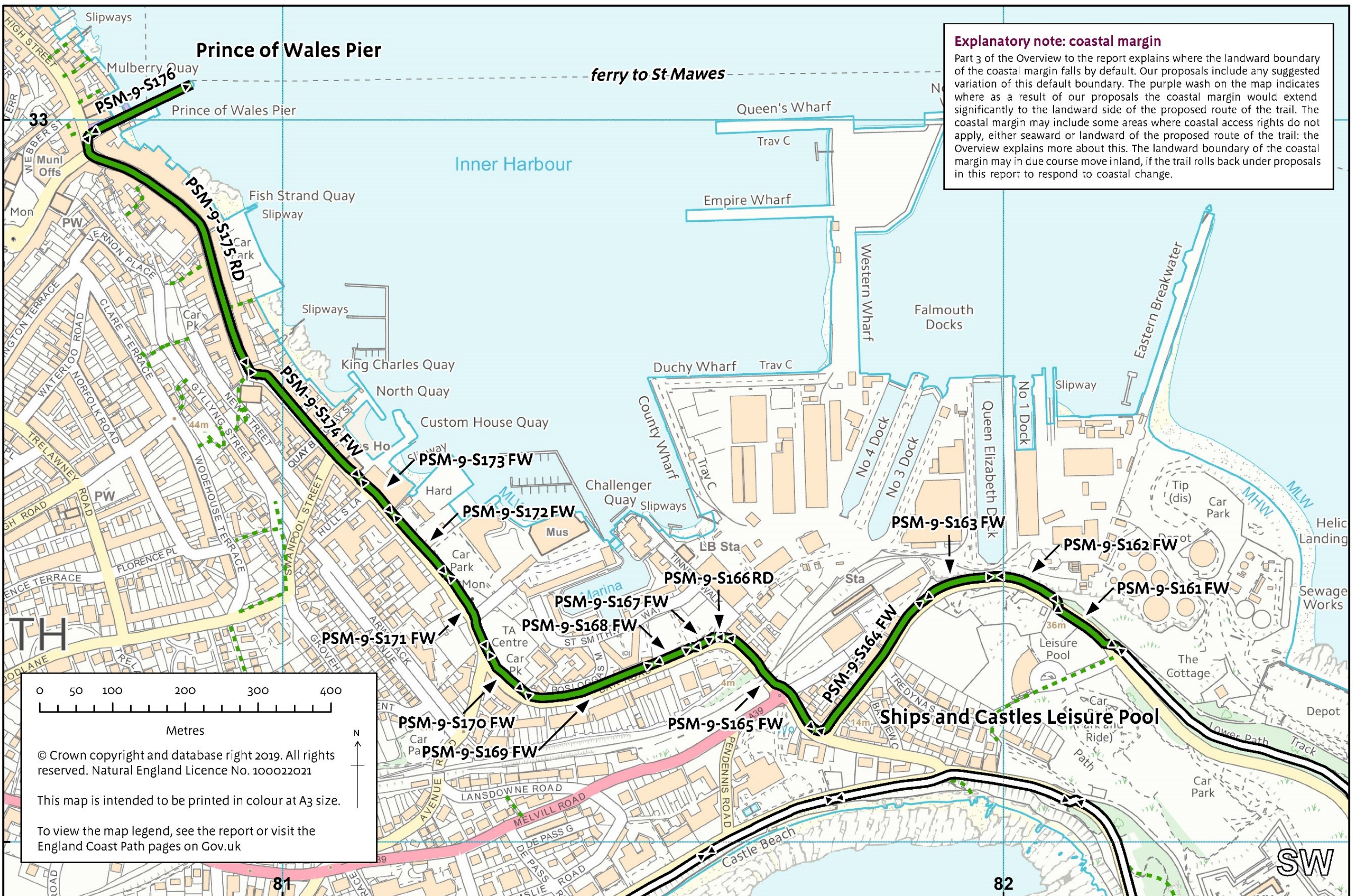
**Explanatory note: coastal margin**

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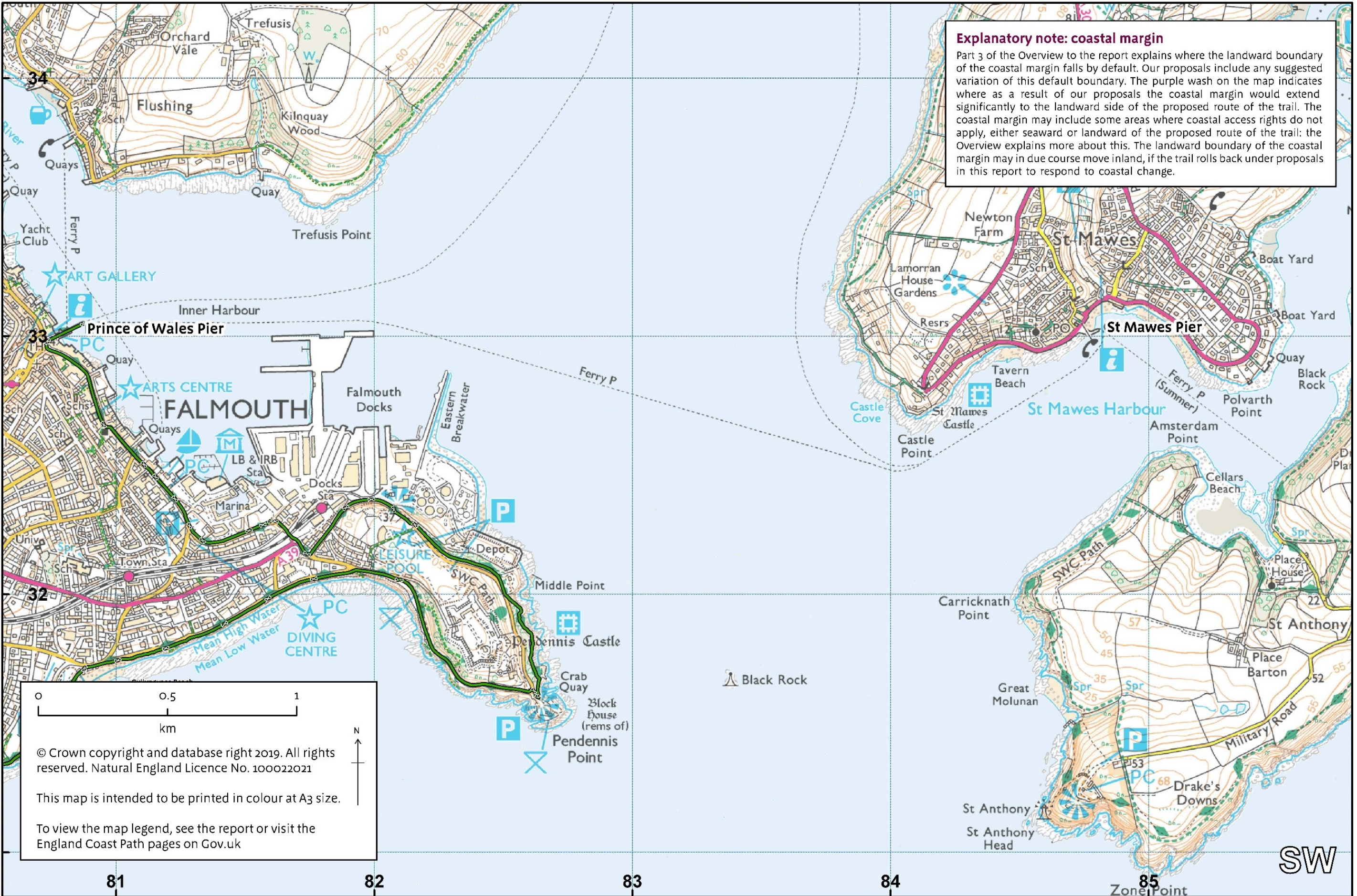
Map PSM 9i: Gyllyngvase Beach to Ships and Castles Leisure Pool



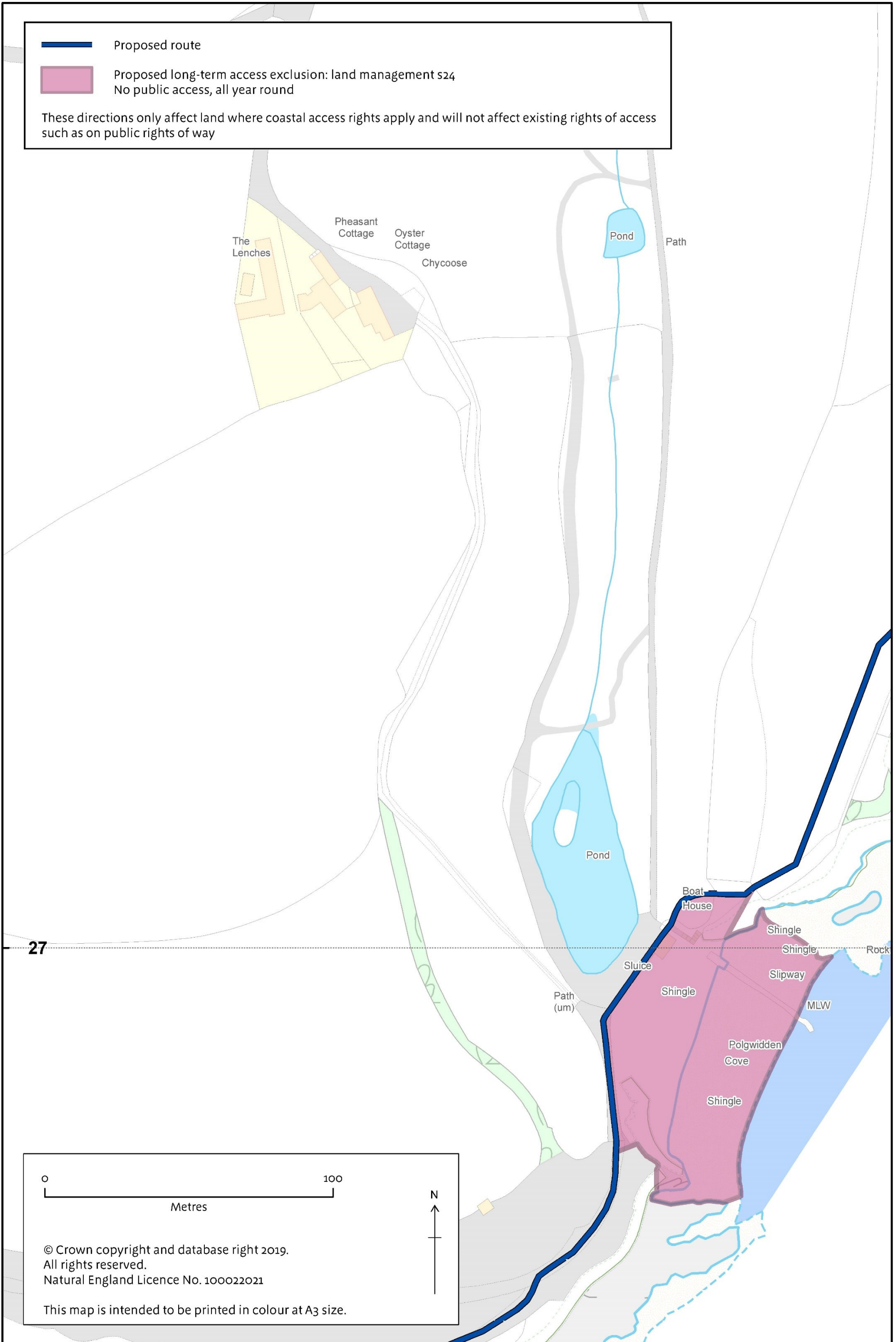


Map PSM 9j: Ships and Castles Leisure Pool to Prince of Wales Pier









27