



# England Coast Path Stretch:

## Marsland Mouth to Newquay

### Report MNQ 5: Boscastle to Trebarwith Strand

#### Part 5.1: Introduction

<b>Start Point:</b>	<b>Boscastle (grid reference: SX 0972 9132)</b>
<b>End Point:</b>	<b>Trebarwith Strand (grid reference: SX 0493 8641)</b>
<b>Relevant Maps:</b>	<b>MNQ 5a to MNQ 5f</b>

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

5.1.2 This report covers length MNQ 5 of the stretch, which is the coast between Boscastle and Trebarwith Strand. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 5.2: Proposals Narrative

### The trail:

5.2.1 Follows the existing South West Coast Path as currently walked and managed along all of this length. See maps MNQ 5a to MNQ 5f and table 5.3.1 below for more details.

5.2.2 Follows the coastline quite closely and maintains good views of the sea.

### The South West Coast Path

5.2.3 The South West Coast Path (SWCP) follows the coast over this length and we propose adopting the walked line of this route as the line of the England Coast Path. There are places where the walked line differs slightly from the route originally approved by the Secretary of State, as the path has evolved over time to cope with coastal erosion and other processes. As explained at part 6a of the Overview, assuming these proposals are approved, we intend to use a separate variation report to the Secretary of State to change the route of the existing national trail to reflect the approved line of the England Coast Path insofar as the two are different.

### Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

5.2.4 The following designated sites affect this length of coast:

- Tintagel-Marsland-Clovelly Coast Special Area of Conservation (SAC)
- Hartland Point to Tintagel Marine Conservation Zone (MCZ)
- Tintagel Cliffs Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Romano-British and early medieval settlement, medieval church, castle and associated features on Tintagel Island and adjoining mainland - Scheduled Monument (SM)
- Part of an early-Christian cemetery 65m north west of Tintagel church (SM)
- Round cairn 180m north of Trevarthian (SM)

Maps C and D in the Overview show the extent of designated areas along this stretch of coast.

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

## 5.2.5 Measures to protect the environment

Maps	Route section numbers	Design features of the access proposals	Reason included
MNQ 5b, MNQ 5c & MNQ 5d	MNQ-5-S021 & MNQ-5-S022; MNQ-5-S052 to MNQ-5-S054; MNQ-5-S064 to MNQ-5-S066	An interpretation board at Tintagel carpark and seabird symbols on existing waymarker posts along the relevant sections of trail will be displayed explaining the sensitivity of the herring gull, razorbill and guillemot colonies and asking people to keep to the path and keep dogs on leads.	Although we do not expect additional pressure to arise as a result of the coastal access proposals, we have agreed to fund an interpretation panel and signage as part of our wider remit to secure protection for wildlife and promote opportunities to engage with it. The purpose of these measures will be to raise awareness about seabird colonies and how visitors can help to minimise disturbance to them.

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

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

**Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.**

### Accessibility:

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

- The trail would follow an uneven grass or bare soil path along the cliff top;
- There are steep gradients where it would be necessary to ascend/descend steps.

5.2.8 At Trevalga Cliffs (route section MNQ-5-S027) the drainage and surface of the path will be improved to make this area more accessible (see map MNQ 5b).

5.2.9 At Rocky Valley (route section MNQ-5-S037) new steps will be installed and the drainage of the path improved to make the steep slope more accessible and less hazardous in wet conditions (see map MNQ 5c).

We envisage these works happening before the new access rights come into force as part of the physical establishment work described below.

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

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

**5.2.10 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 table 5.3.1 below.

5.2.11 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 owner of this land is content for us to propose this. See maps MNQ 5a, MNQ 5c, MNQ 5d, MNQ 5e and MNQ 5f and table 5.3.1 below for more details.

5.2.12 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 5.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to these columns above table 5.3.1 explaining what this means in practice.

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

**5.2.13 Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in one place along this section of coast.

5.2.14 Tintagel Castle - access to the land in the coastal margin adjacent to route sections MNQ-5-S069 to MNQ-5-S071 is to be excluded all year-round by direction under section 24 of the Countryside and Rights of Way Act (2000) to prevent loss of income to the commercial business that operates from Tintagel Castle (see Directions Map MNQ 5A). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. Further explanation: Tintagel Castle is operated as a pay to enter tourist attraction by English Heritage. Public access under the coastal access rights is not compatible with the commercial operation of the site.

**5.2.15 Coastal erosion:** Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

5.2.16 Column 3 of table 5.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps MNQ 5a to MNQ 5f as the proposed route of the trail.

5.2.17 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.

5.2.18 On sections for which roll-back is not proposed in table 5.3.1, the route is to be at the centre of the line shown on maps MNQ 5a to MNQ 5f as the proposed route of the trail.

### Other future change:

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

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

### Establishment of the trail:

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

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

5.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £16,800 and is informed by:

- information already held by the access authority (Cornwall Council) in relation to the management of the existing South West Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

5.2.22 There are various elements to the overall cost. The surfaces and access furniture of the existing paths on the proposed route are generally of a suitable standard for the trail, but there are some places where drainage improvements, path resurfacing and new steps would enhance the convenience of the trail. The significant items of establishment works are shown on the relevant maps accompanying this report.

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>
Signs and interpretation	3,000
Improvements to existing route	12,000
Project management	1,800
<b>Total</b>	<b>16,800 (Exclusive of any VAT payable)</b>

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

#### **Maintenance of the trail:**

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

5.2.25 We estimate that the annual cost to maintain the trail will be £5,952 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 5.3: Proposals Tables

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

### 5.3.1 Details for sections that follow the existing South West Coast Path - Maps MNQ 5a to MNQ 5f: Boscastle to Trebarwith Strand

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 5.3.3: 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) for the foreseeable future as any coastal change occurs.
3. Column 3 – ‘Yes – see table 5.3.2’ 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
MNQ 5a	MNQ-5-S001 & MNQ-5-S002	No	No			
	MNQ-5-S003 & MNQ-5-S004	No	No	Fence line	Additional landward area	
	MNQ-5-S005 & MNQ-5-S006	Yes – see table 5.3.2	No	Fence line	Additional landward area	
	MNQ-5-S007 to	Yes – see table 5.3.2	No			

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	MNQ-5-S013					
	MNQ-5-S014 & MNQ-5-S015	Yes – see table 5.3.2	No	Hedge bank	Additional landward area	
	MNQ-5-S016*	Yes – see table 5.3.2	No	Fence line	Clarity and cohesion	
	MNQ-5-S017	Yes – see table 5.3.2	No			
	MNQ-5-S018* & MNQ-5-S019	Yes – see table 5.3.2	No	Fence line	Additional landward area	
	MNQ-5-S020	Yes – see table 5.3.2	No	Fence line	Clarity and cohesion	
MNQ 5b	MNQ-5-S021 & MNQ-5-S022	Yes – see table 5.3.2	No	Fence line	Clarity and cohesion	
	MNQ-5-S023 to MNQ-5-S032	Yes – see table 5.3.2	No			
	MNQ-5-S033	Yes – see table 5.3.2	No	Hedge bank	Clarity and cohesion	
	MNQ-5-S034	Yes – see table 5.3.2	No			
MNQ 5c	MNQ-5-S035 to MNQ-5-S037*	Yes – see table 5.3.2	No			
	MNQ-5-S038	Yes – see table 5.3.2	No	Various	Additional landward area	Landward boundaries: watercourse & fence line.

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>
	MNQ-5-S039*	Yes – see table 5.3.2	No	Water course	Additional landward area	
	MNQ-5-S040 to MNQ-5-S055*	Yes – see table 5.3.2	No	Hedge bank	Additional landward area	
	MNQ-5-S056	Yes – see table 5.3.2	No	Hedge bank	Clarity and cohesion	
MNQ 5d	MNQ-5-S057 & MNQ-5-S058	Yes – see table 5.3.2	No	Hedge bank	Clarity and cohesion	
	MNQ-5-S059 to MNQ-5-S063	Yes – see table 5.3.2	No			
	MNQ-5-S064 to MNQ-5-S067	Yes – see table 5.3.2	No	Hedge bank	Additional landward area	
	MNQ-5-S068 & MNQ-5-S069	Yes – see table 5.3.2	No			
	MNQ-5-S070	Yes – see table 5.3.2	No	Landward edge of path	Clarity and cohesion	
	MNQ-5-S071 to MNQ-5-S075	Yes – see table 5.3.2	No			
MNQ 5e	MNQ-5-S076 to MNQ-5-S088	Yes – see table 5.3.2	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>
	MNQ-5-S089 to MNQ-5-S091	Yes – see table 5.3.2	No			
MNQ 5f	MNQ-5-S092 & MNQ-5-S093	Yes – see table 5.3.2	No	Hedge bank	Clarity and cohesion	
	MNQ-5-S094 to MNQ-5-S096	Yes – see table 5.3.2	No			
	MNQ-5-S097 to MNQ-5-S099	Yes – see table 5.3.2	No	Hedge bank	Clarity and cohesion	
	MNQ-5-S100	Yes – see table 5.3.2	No	Hedge bank	Additional landward area	
	MNQ-5-S101 & MNQ-5-S102	Yes – see table 5.3.2	No	Seaward edge of track	Additional landward area	
	MNQ-5-S103 & MNQ-5-S104	Yes – see table 5.3.2	No	Fence line	Additional landward area	
	MNQ-5-S105	No	No	Fence line	Additional landward area	
	MNQ-5-S106	No	No	Fence line	Clarity and cohesion	

### 5.3.2 Roll-back implementation – more complex situations: Maps MNQ 5a to MNQ 5f: Boscastle to Trebarwith Strand

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
MNQ 5a	MNQ-5-S005 to MNQ-5-S020	Designated site (SSSI or SAC) or feature (SM)	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC) or feature (SM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.
MNQ 5b	MNQ-5-S021 to MNQ-5-S034		
MNQ 5c	MNQ-5-S035 to MNQ-5-S056		
MNQ 5d	MNQ-5-S057 to MNQ-5-S075		
MNQ 5e	MNQ-5-S076 to MNQ-5-S091		
MNQ 5f	MNQ-5-S092 to MNQ-5-S104		
MNQ 5c	MNQ-5-S035 to MNQ-5-S037	Caravan park	If it is no longer possible to find a viable route seaward of the caravan park we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, 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.

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.

### 5.3.3 Other options considered: Maps MNQ 5a and MNQ 5c: Boscastle to Trebarwith Strand

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
MNQ 5a	MNQ-5-S016 & MNQ-5-S018	We considered aligning the trail on the public rights of way which are more seaward.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows the existing South West Coast Path which over time has moved inland to its current route to avoid areas of cliff erosion and ground subsidence. The more seaward route is no longer appropriate or convenient;</li> <li>■ under our proposals, land seaward of the route would remain available for people to use as part of the spreading room, but would not form part of the designated trail;</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>
MNQ 5c	MNQ-5-S037; MNQ-5-S039 to MNQ-5-S048		

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.

## Part 5.4: Proposals Maps

### 5.4.1 Map Index

Map reference	Map title
MNQ 5a	Boscastle to Grower Gut
MNQ 5b	Grower Gut to Trambley Cove
MNQ 5c	Trambley Cove to Gullastem
MNQ 5d	Gullastem to Tintagel
MNQ 5e	Tintagel to Bagalow Beach
MNQ 5f	Bagalow Beach to Trebarwith Strand
Directions Map MNQ 5A	Proposed access exclusion at Tintagel Castle

### PROPOSALS

#### Trail Sections

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

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

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

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

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

#### Coastal Margin

##### Explanatory note

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

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

#### Other Information

##### Other access rights and routes

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

#### Infrastructure types

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

##### Bridges:

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

##### Stiles:

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

##### Gates:

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

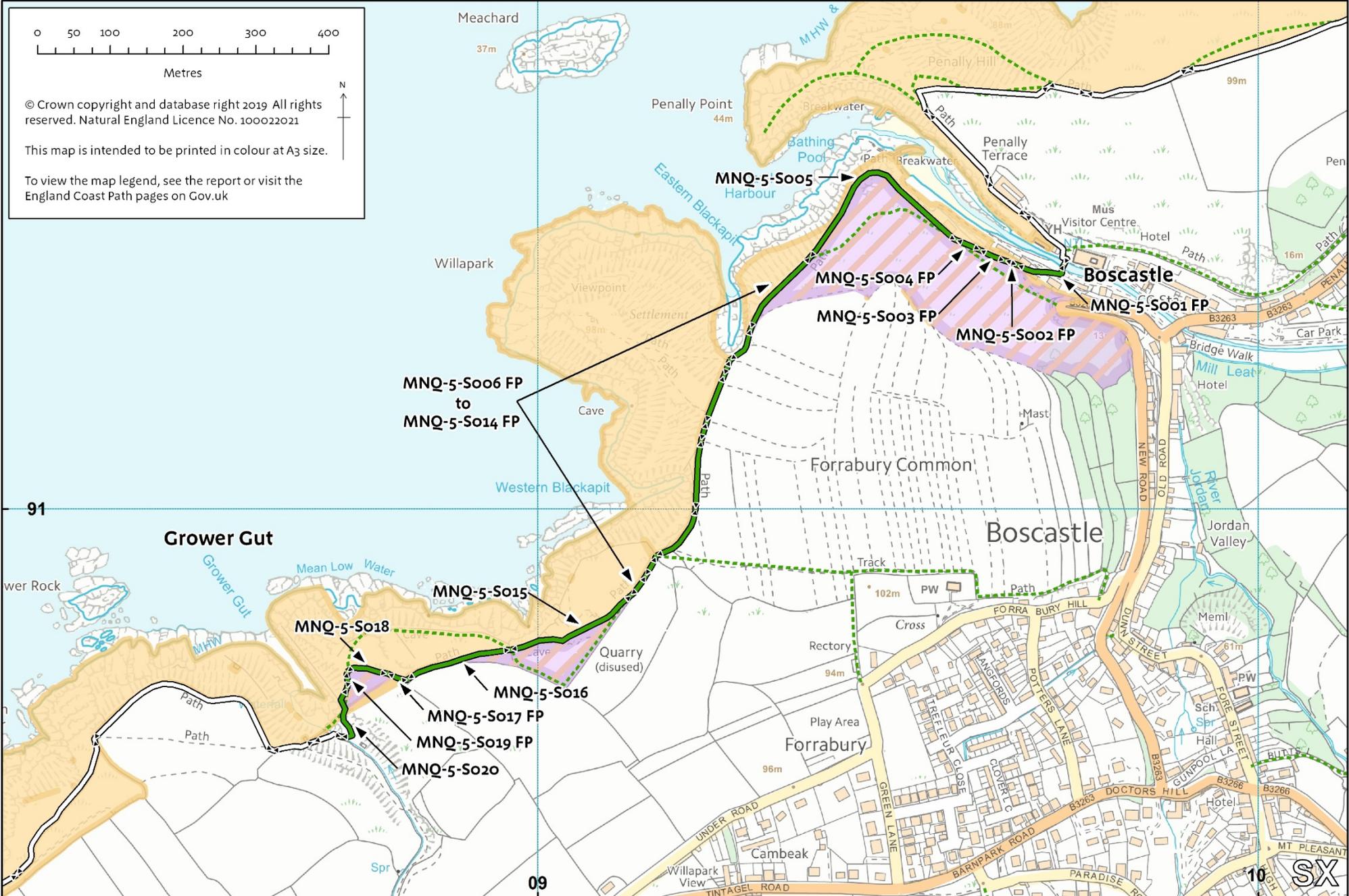
##### Miscellaneous:

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

#### Infrastructure status

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

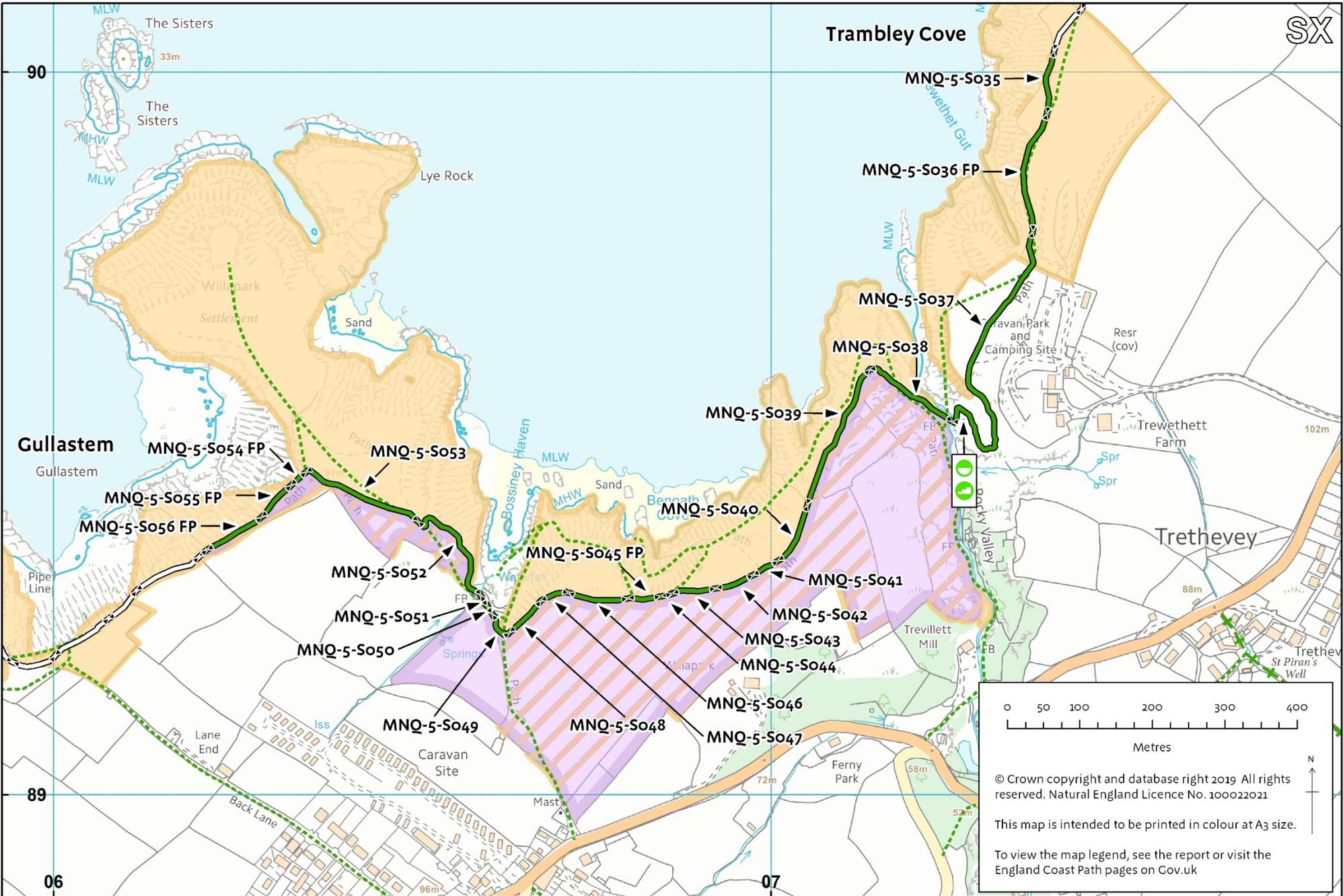
- Existing steps to be retained
- New steps required
- Existing steps to be removed



Map MNQ 5b: Grower Gut to Trambley Cove



Map MNQ 5c: Trambley Cove to Gullastem



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 MNQ 5d: Gullastem to Tintagel

0 50 100 200 300 400  
Metres

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