



# England Coast Path Stretch:

## Marsland Mouth to Newquay

### Report MNQ 6: Trebarwith Strand to Port Isaac

## Part 6.1: Introduction

<b>Start Point:</b>	<b>Trebarwith Strand (grid reference: SX 0493 8641)</b>
<b>End Point:</b>	<b>Port Issac (grid reference: SW 9951 8079)</b>
<b>Relevant Maps:</b>	<b>MNQ 6a to MNQ 6f</b>

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

6.1.2 This report covers length MNQ 6 of the stretch, which is the coast between Trebarwith Strand and Port Isaac. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

## Part 6.2: Proposals Narrative

### The trail:

6.2.1 Follows the existing South West Coast Path as currently walked and managed along all of this length. See maps MNQ 6a to MNQ 6e and table 6.3.1 below for more details.

6.2.2 Mainly follows the coastline closely and maintains good views of the sea except through the centre of Port Isaac.

### The South West Coast Path

6.2.3 The South West Coast Path (SWCP) generally 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.

6.2.4 The following designated sites affect this length of coast:

- Tintagel-Marsland-Clovelly Coast Special Area of Conservation (SAC)
- Tintagel Cliffs Site of Special Scientific Interest (SSSI) for its geological and wildlife interest

Maps C and D in the Overview show the extent of designated areas listed.

6.2.5 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.

6.2.6 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:

6.2.7 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;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steep gradients where it would be necessary to ascend/descend steps.

6.2.8 At Backways (route section MNQ-6-S011) the path will be regraded and the drainage improved to make this area more accessible (see map MNQ 6a).

6.2.9 At Dannon Chapel (route section MNQ-6-S044) a foot bridge will be constructed over the stream to make the area more accessible (see map MNQ 6c).

6.2.10 At Delabole Point (route section MNQ-6-S047) a boardwalk will be constructed over boggy ground to make the area more accessible in wet conditions (see map MNQ 6c).

6.2.11 South of Delabole Point, around Barrett's Zawn (route sections MNQ-6-S055 and MNQ-6-S058), steps will be installed to make the steep slopes more accessible and less hazardous in wet conditions (see map MNQ 6d).

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:

6.2.12 **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 6.3.1 below.

6.2.13 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 6a, MNQ 6b, MNQ 6c and MNQ 6f and table 6.3.1 below for more details.

6.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 4b and 4c of table 6.3.1. 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 6.3.1 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.**

6.2.15 **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.

6.2.16 Column 3 of table 6.3.1 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 6a to MNQ 6e as the proposed route of the trail.

6.2.17 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.

6.2.18 On sections for which roll-back is not proposed in table 6.3.1, the route is to be at the centre of the line shown on maps MNQ 6a to MNQ 6e as the proposed route of the trail.

### Other future change:

6.2.19 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:

6.2.20 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.

6.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £28,975 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.

6.2.22 There are a few elements to the overall cost. The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are

some places where new wooden steps, drainage improvements, a new boardwalk and a foot bridge 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	600
Improvements to existing route:	
Surfacing & drainage	8,500
Steps	8,000
Boardwalk & footbridge	8,000
Project management	3,875
<b>Total</b>	<b>28,975 (Exclusive of any VAT payable)</b>

6.2.23 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:**

6.2.24 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).

6.2.25 We estimate that the annual cost to maintain the trail will be £5,664 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

## Part 6.3: Proposals Tables

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

### 6.3.1 Details for sections that follow the existing South West Coast Path - Maps MNQ 6a to MNQ 6f: Trebarwith Strand to Port Isaac

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 6.3.2: Other options considered.
2. Column 3 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 3 – ‘Yes – see table 6.3.3’ 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 6a	MNQ-6-S001 & MNQ-6-S002	No	No	Pavement edge	Clarity and cohesion	
	MNQ-6-S003 to MNQ-6-S006	No	No			
	MNQ-6-S007 to MNQ-6-S021	Yes - normal	No			
	MNQ-6-S022 & MNQ-6-S023	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
MNQ 6b	MNQ-6-S024 to MNQ-6-S029	Yes - normal	No	Fence line	Additional landward area	
	MNQ-6-S030 to MNQ-6-S038	Yes - normal	No	Fence line	Clarity and cohesion	
MNQ 6c	MNQ-6-S039 to MNQ-6-S044	Yes - normal	No	Fence line	Additional landward area	See map MNQ 6f for full extent of landward coastal margin
	MNQ-6-S045 to MNQ-6-S047	Yes - normal	No			
MNQ 6d	MNQ-6-S048 to MNQ-6-S050	Yes - normal	No			
	MNQ-6-S051 to MNQ-6-S053	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-6-S054 to MNQ-6-S061*	Yes - normal	No			
	MNQ-6-S062 to MNQ-6-S064	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-6-S065 to MNQ-6-S067	Yes - normal	No			
MNQ 6e	MNQ-6-S068 to MNQ-6-S075	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-6-S076 & MNQ-6-S077	Yes – see table 6.3.3	No			
	MNQ-6-S078	Yes – see table 6.3.3	No	Landward edge of track	Clarity and cohesion	
	MNQ-6-S079	No	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
	MNQ-6-S080 & MNQ-6-S081*	No	No	Hedge bank	Clarity and cohesion	
	MNQ-6-S082*	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-6-S083	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-6-S084	No	No	Pavement edge	Clarity and cohesion	
	MNQ-6-S085	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-6-S086 & MNQ-6-S087	No	No	Landward edge of track	Clarity and cohesion	
	MNQ-6-S088 & MNQ-6-S089	No	No			
	MNQ-6-S090	No	No	Landward edge of road	Clarity and cohesion	



### 6.3.2 Other options considered: Maps MNQ 6d and MNQ 6e: Trebarwith Strand to Port Isaac

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
MNQ 6d	MNQ-6-S057 to MNQ-6-S058	We considered aligning the trail on the public right of way which is 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 6e	MNQ-6-S080 to MNQ-6-S082	We considered aligning the trail around the headland of Main Head.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows the existing South West Coast Path route;</li> <li>■ sea views are only absent on route sections MNQ-6-S081 and MNQ-6-S082;</li> <li>■ it avoids using 100m of a narrow, winding road leading into Port Gaverne which becomes heavily congested with vehicles;</li> <li>■ it avoids leading walkers, at the end of route section MNQ-6-S079, onto land immediately adjacent to unfenced cliffs which are undercut through erosion;</li> <li>■ under our proposals, land seaward of the route (i.e. Main Head) 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>

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

### 6.3.3 Roll-back implementation – more complex situations: Map MNQ 6e: Ram’s Hole to Port Isaac

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
MNQ 6e	MNQ-6-S076 to MNQ-6-S078	Buildings, houses and gardens	If it is no longer possible to find a viable route seaward of the specified excepted land, we will choose a route landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

## Part 6.4: Proposals Maps

### 6.4.1 Map Index

Map reference	Map title
MNQ 6a	Trebarwith Strand to Treligga Cliff
MNQ 6b	Treligga Cliff to Jacket's Point
MNQ 6c	Jacket's Point to Delabole Point
MNQ 6d	Delabole Point to Ram's Hole
MNQ 6e	Ram's Hole to Port Isaac
MNQ 6f	Jacket's Point Area Coastal Margin

### 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:

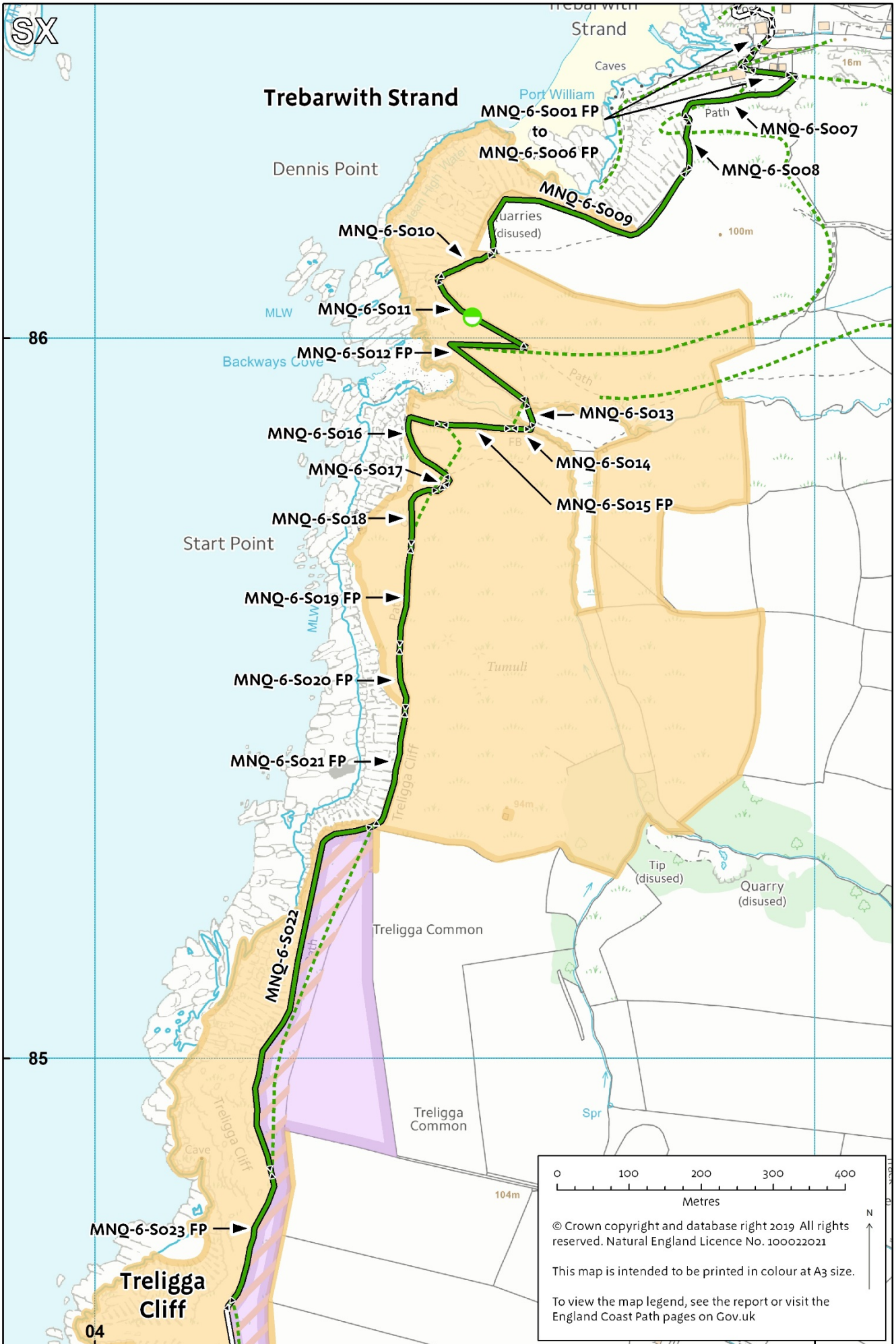
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

#### 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 6a: Trebarwith Strand to Treligga Cliff



Map MNQ 6a: Trebarwith Strand to Treligga Cliff

0 100 200 300 400  
Metres

© Crown copyright and database right 2019 All rights reserved. Natural England Licence No. 100022021

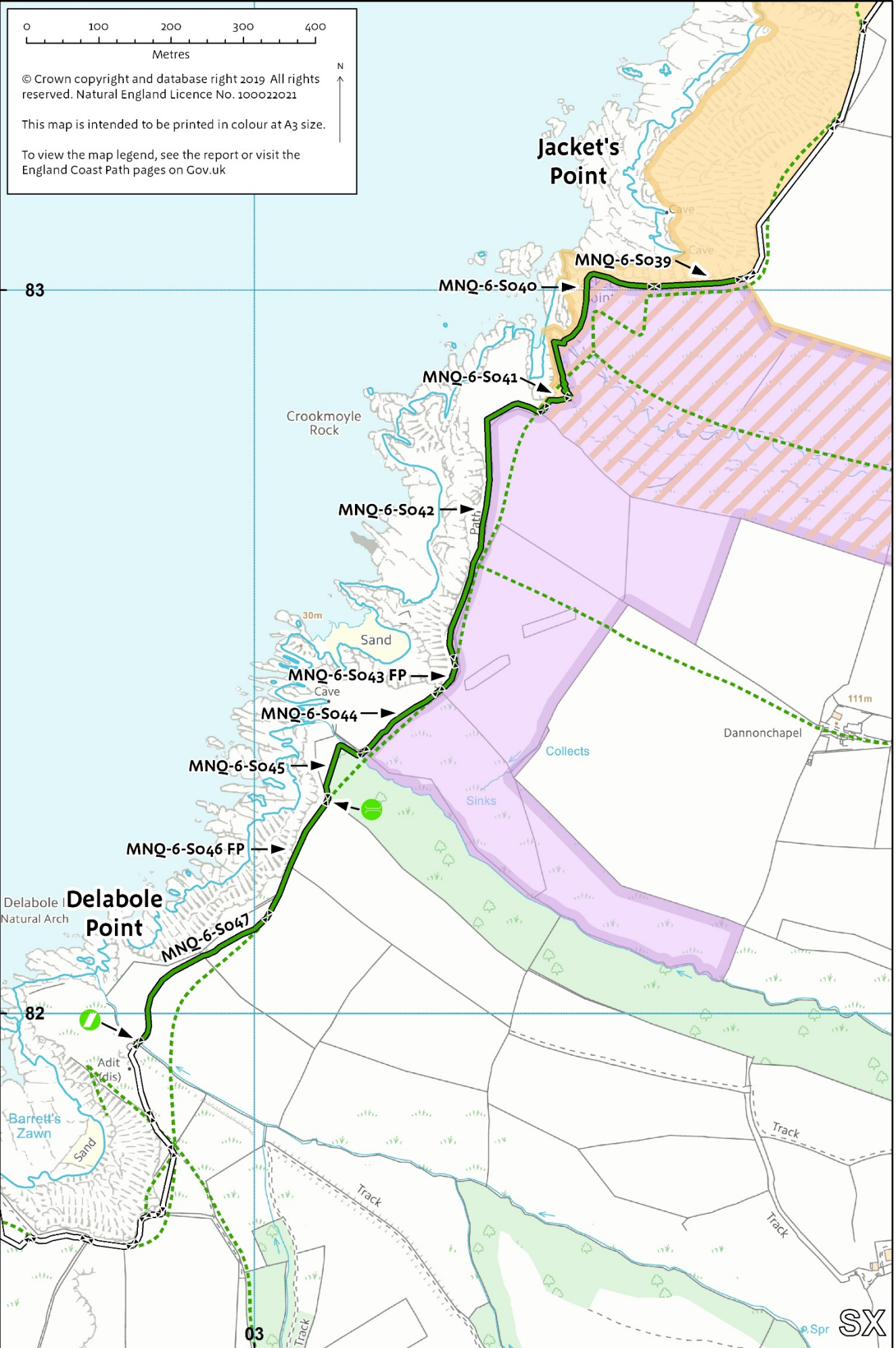
This map is intended to be printed in colour at A3 size.

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

**Map MNQ 6b: Treligga Cliff to Jacket's Point**

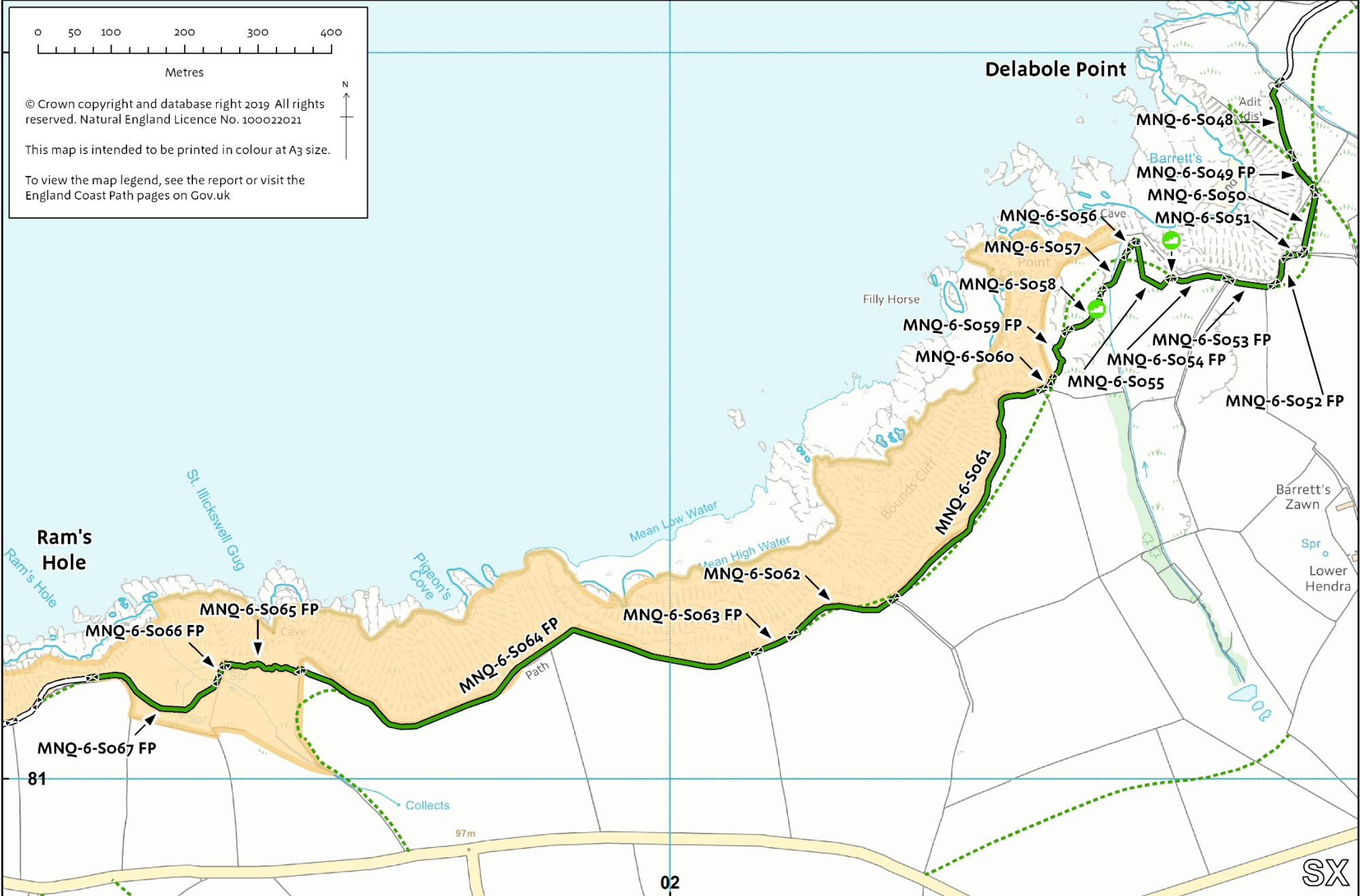


Map MNQ 6b: Treligga Cliff to Jacket's Point



Map MNQ 6c: Jacket's Point to Delabole Point

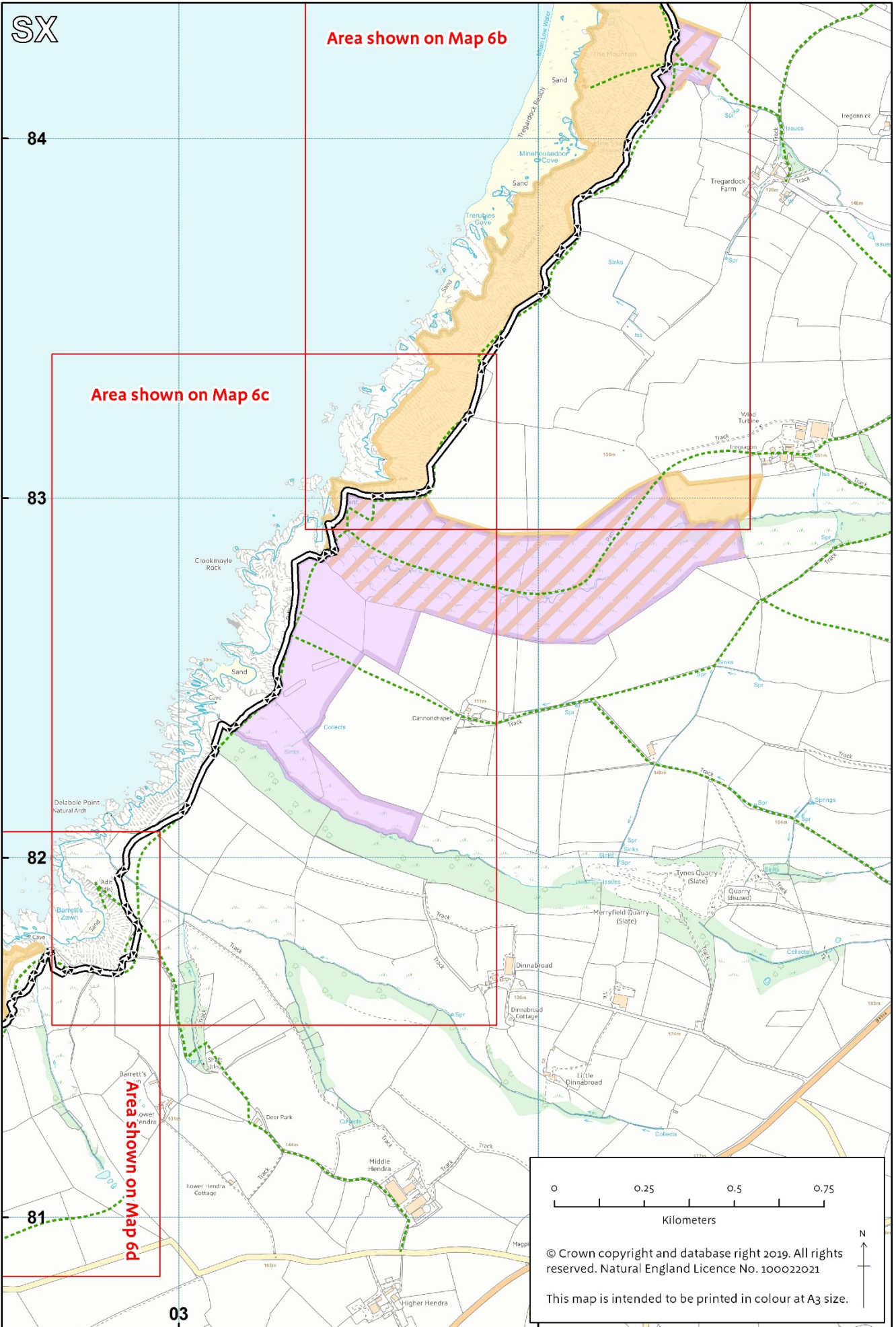
Map MNQ 6d: Delabole Point to Ram's Hole







Map MNQ 6f Jacket's Point Area Coastal Margin

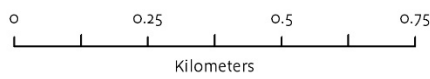


Map MNQ 6f Jacket's Point Area Coastal Margin

Area shown on Map 6d

Area shown on Map 6c

Area shown on Map 6b



© Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021

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

