



England Coast Path Stretch: Marsland Mouth to Newquay

Report MNQ 7: Port Isaac to New Polzeath

Part 7.1: Introduction

Start Point:	Port Isaac (grid reference: SW 9951 8079)
End Point:	New Polzeath (grid reference: SW 9353 7891)
Relevant Maps:	MNQ 7a to MNQ 7f

7.1.1 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.

7.1.2 This report covers length MNQ 7 of the stretch, which is the coast between Port Isaac and New Polzeath. 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.

7.1.3 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.

7.1.4 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 7.2: Proposals Narrative

The trail:

7.2.1 Follows the existing South West Coast Path as currently walked and managed along all of this length. See maps MNQ 7a to MNQ 7f and table 7.3.1 below for more details.

7.2.2 Generally follows the coastline closely and maintains good views of the sea except on a small section of trail through New Polzeath.

The South West Coast Path

7.2.3 The South West Coast Path 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.

7.2.4 The following designated sites affect this length of coast:

- Padstow Bay and Surrounds Marine Conservation Zone (MCZ)
- Pentire Peninsula Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Promontory fort called The Rumps - Scheduled Monument (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.

7.2.5 Measures to protect the environment

Map	Route section number	Design features of the access proposals	Reason included
MNQ 7e	MNQ-7-S060 to MNQ-7-S063	Signs will be displayed explaining the sensitivity of the herring gull and razorbill colonies and asking people to keep to the path and to 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.

7.2.6 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:

7.2.7 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.

7.2.8 We do not envisage the need for any new infrastructure works to happen before the new access rights come into force.

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

Where we have proposed exercising statutory discretions:

7.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Camel, 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 Rock to Padstow passenger ferry, as indicated by the trail shown on maps MNQ 7e and MNQ 7f, and in our proposals set out in our report MNQ 8 (New Polzeath to Rock).

7.2.10 **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 7.3.1 below.

7.2.11 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 7b to MNQ 7f and table 7.3.1 below for more details.

7.2.12 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 7.3.1. 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 7.3.1 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.

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

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

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

7.2.14 Column 3 of table 7.3.1 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 7a to MNQ 7f as the proposed route of the trail.

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

7.2.16 On sections for which roll-back is not proposed in table 7.3.1, the route is to be at the centre of the line shown on maps MNQ 7a to MNQ 7f as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

7.2.18 We have determined that our proposed route for the trail does not require any physical establishment works to make it ready for public use before any new rights come into force, except the installation of signage as outlined in section 7.2.5 above. We were 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.

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

Table 1: Estimate of capital costs

Item	Cost (£)
Signs and interpretation panel	1,500
Total	1,500 (Exclusive of any VAT payable)

7.2.19 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 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:

7.2.20 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).

7.2.21 We estimate that the annual cost to maintain the trail will be £7,256 (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 7.3: Proposals Tables

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

7.3.1 Details for sections that follow the existing South West Coast Path - Maps MNQ 7a to MNQ 7f: Port Isaac to New Polzeath

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.3: 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 7.3.2’ 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 7a	MNQ-7-S001 & MNQ-7-S002	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-7-S003	Yes – see table 7.3.2	No	Hedge bank	Clarity and cohesion	
	MNQ-7-S004	Yes – see table 7.3.2	No	Landward edge of path	Clarity and cohesion	
	MNQ-7-S005	Yes - normal	No	Landward edge of path	Clarity and cohesion	
	MNQ-7-S006 to	Yes - normal	No			

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	MNQ-7-S008*					
	MNQ-7-S009 to MNQ-7-S011	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-7-S0012	Yes - normal	No			
	MNQ-7-S013 & MNQ-7-S014	Yes - normal	No	Fence line	Clarity and cohesion	
MNQ 7b	MNQ-7-S015 to MNQ-7-S023*	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-7-S024	Yes - normal	No	Hedge bank	Clarity and cohesion	
	MNQ-7-S025	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-7-S026	No	No	Landward edge of road	Clarity and cohesion	
MNQ 7c	MNQ-7-S027 to MNQ-7-S029	Yes - normal	No	Fence line	Additional landward area	
	MNQ-7-S030	Yes - normal	No	Hedge bank	Additional landward area	
	MNQ-7-S031 & MNQ-7-S032	Yes - normal	No	Hedge bank	Clarity and cohesion	
	MNQ-7-S033 to	Yes - normal	No	Hedge bank	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-7-S037					
	MNQ-7-S038	Yes - normal	No	Various	Additional landward area	Landward boundaries: hedge bank and fence line
	MNQ-7-S039	Yes - normal	No	Hedge bank	Additional landward area	
	MNQ-7-S040	Yes - normal	No	Various	Additional landward area	Landward boundaries: hedge bank and fence line
MNQ 7d	MNQ-7-S041	Yes - normal	No	Hedge bank	Additional landward area	
	MNQ-7-S042 & MNQ-7-S043	Yes - normal	No	Hedge bank	Clarity and cohesion	
	MNQ-7-S044 to MNQ-7-S046*	Yes - normal	No	Hedge bank	Additional landward area	
	MNQ-7-S047	Yes - normal	No	Seaward edge of track	Additional landward area	
	MNQ-7-S048	Yes - normal	No	Hedge bank	Additional landward area	
	MNQ-7-S049 to MNQ-7-S052	Yes - normal	No	Fence line	Additional landward area	
MNQ 7e	MNQ-7-S0053	Yes - normal	No			
	MNQ-7-S054 & MNQ-7-S055*	Yes - see table 7.3.2	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-7-S056 to MNQ-7-S058*	Yes - see table 7.3.2	No	Hedge bank	Clarity and cohesion	
	MNQ-7-S059 to MNQ-7-S064*	Yes - see table 7.3.2	No	Hedge bank	Additional landward area	
	MNQ-7-S065	Yes - see table 7.3.2	No	Fence line	Clarity and cohesion	
	MNQ-7-S066	Yes - see table 7.3.2	No	Fence line	Additional landward area	
MNQ 7f	MNQ-7-S067 to MNQ-7-S070	Yes - see table 7.3.2	No	Hedge bank	Additional landward area	
	MNQ-7-S071 to MNQ-7-S073	Yes - see table 7.3.2	No	Fence line	Additional landward area	
	MNQ-7-S074 to MNQ-7-S077	Yes - see table 7.3.2	No			
	MNQ-7-S078	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-7-S079 to MNQ-7-S088	Yes - see table 7.3.2	No			
	MNQ-7-S089	Yes - see table 7.3.2	No	Landward edge of road	Clarity and cohesion	
	MNQ-7-S090 to	Yes – see table 7.3.2	No	Landward edge of path	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-7-S099					
	MNQ-7-S100 & MNQ-7-S101	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-7-S102 to MNQ-7-S106	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-7-S107 to MNQ-7-S109	No	No	Pavement edge	Clarity and cohesion	

7.3.2 Roll-back implementation – more complex situations: Maps MNQ 7a, MNQ 7e and MNQ 7f: Port Isaac to New Polzeath

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
MNQ 7a	MNQ-7-S003 & MNQ-7-S004	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.
MNQ 7f	MNQ-7-S074 to MNQ-7-S077; MNQ-7-S079 to MNQ-7-S099		
MNQ 7e	MNQ-7-S054 to MNQ-7-S066	Designated site (SSSI)	If it is no longer possible to find a viable route seaward of the designated site 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 7f	MNQ-7-S067 to MNQ-7-S073; MNQ-7-S079 to MNQ-7-S088; MNQ-7-S090 to MNQ-7-S099		

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.

7.3.3 Other options considered: Maps MNQ 7a, MNQ 7b, MNQ 7d and MNQ 7e: Port Isaac to New Polzeath

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
MNQ 7a	MNQ-7-S007	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"> ■ 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; ■ 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; ■ 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.
MNQ 7b	MNQ-7-S019 to MNQ-7-S023		
MNQ 7d	MNQ-7-S045		
MNQ 7e	MNQ-7-S054 to MNQ-7-S057; MNQ-7-S062 to MNQ-7-S064		

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 7.4: Proposals Maps

7.4.1 Map Index

Map reference	Map title
MNQ 7a	Port Isaac to Scarnor Point
MNQ 7b	Scarnor Point to Port Quin
MNQ 7c	Port Quin to Great Lobb's Rock
MNQ 7d	Great Lobb's Rock to Com Head
MNQ 7e	Com Head to north of Hayle Bay
MNQ 7f	North of Hayle Bay to New Polzeath

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:

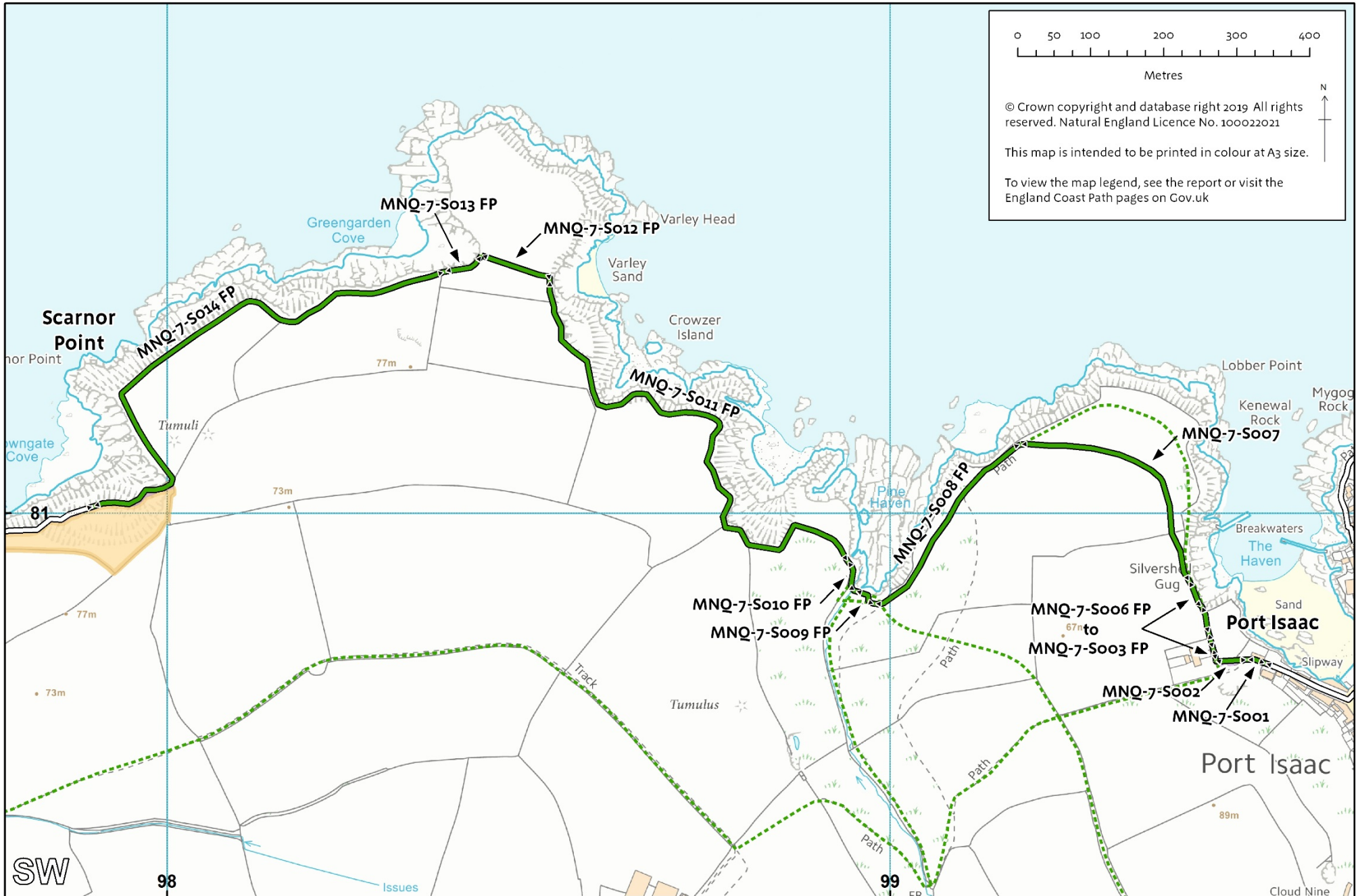
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

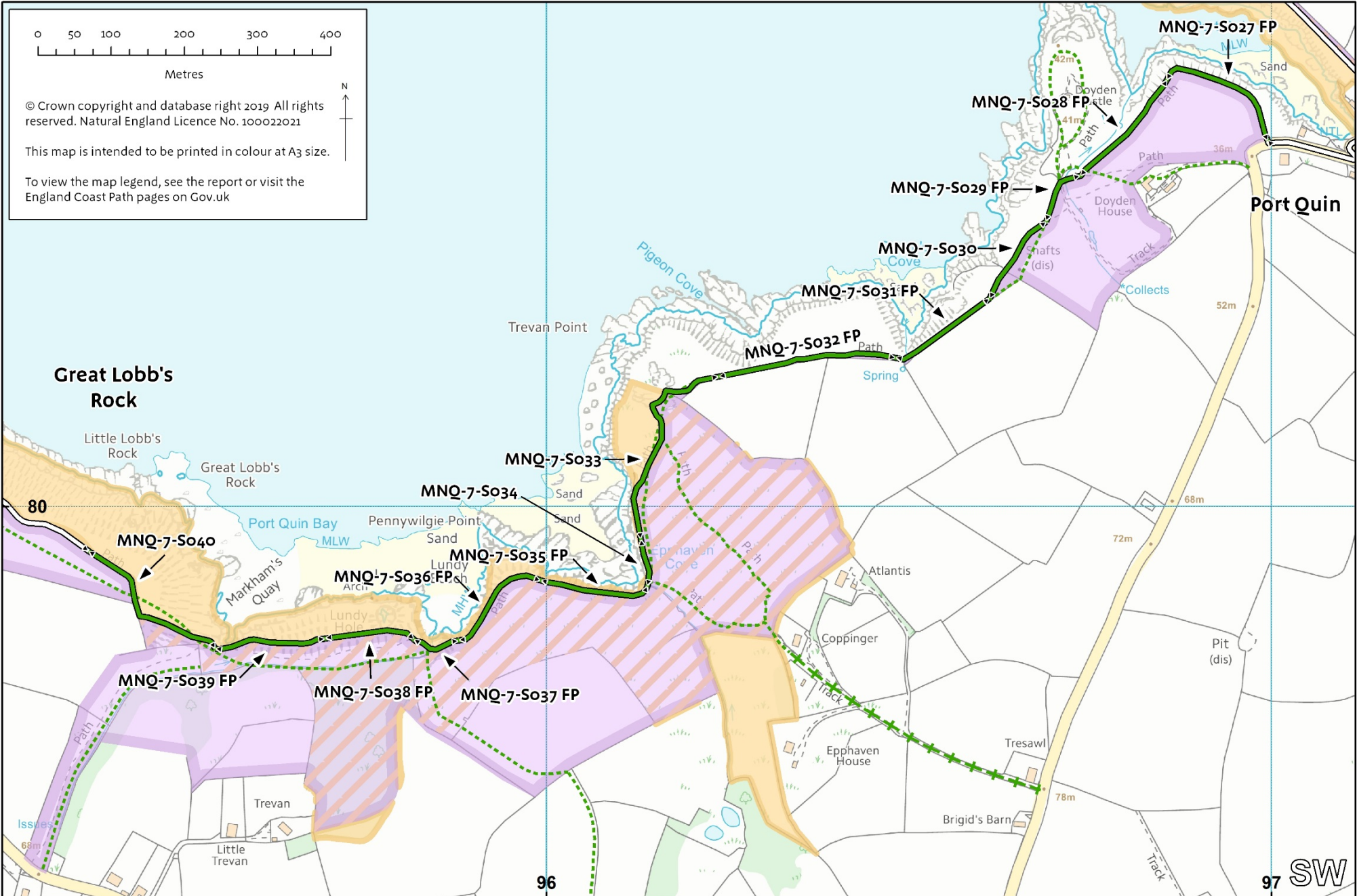
Infrastructure status

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 7a: Port Isaac to Scarnor Point





Map MNQ 7d: Great Lobb's Rock to Com Head



0 50 100 200 300 400
Metres

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

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

