



England Coast Path Stretch: Marsland Mouth to Newquay

Report MNQ 9: Padstow to Constantine Bay

Part 9.1: Introduction

Start Point:	Padstow (grid reference: SW 9206 7556)
End Point:	Constantine Bay (grid reference: SW 8585 7455)
Relevant Maps:	MNQ 9a to MNQ 9h

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 Marsland Mouth and Newquay.

9.1.2 This report covers length MNQ 9 of the stretch, which is the coast between Padstow and Constantine Bay. 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 all of this length. See maps MNQ 9a to MNQ 9h and table 9.3.1 below for more details.

9.2.2 Generally follows the coastline quite closely and maintains good views of the sea.

9.2.3 Is aligned on the beach at Trevone (route section MNQ-9-S070), Harlyn (route sections MNQ-9-S090 and MNQ-9-S094 to MNQ-9-S097) and at Constantine Bay (route sections MNQ-9-S159 to MNQ-9-S161). See maps MNQ 9d, MNQ 9e and MNQ 9h, respectively, and table 9.3.1 below for more details.

The South West Coast Path

9.2.4 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.

9.2.5 The following designated sites affect this length of coast:

- Padstow Bay and Surrounds Marine Conservation Zone (MCZ)
- Harbour Cove Site of Special Scientific Interest (SSSI) for its geological interest
- Stepper Point SSSI for its geological interest
- Trevone Bay SSSI for its geological interest
- Trevoze Head and Constantine Bay SSSI for its geological and wildlife interest.

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.

9.2.6 Measures to protect the environment

Map	Route section number	Design features of the access proposals	Reason included
MNQ 9d	MNQ-9-S063 & MNQ-9-S070	Signs will be displayed explaining the sensitivity of the kittiwake colony 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 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.

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

- 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:

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

- The trail would follow an uneven grass or bare soil path along the cliff top;
- The trail would follow sections of beach at Trevone, Harlyn and Constantine Bay;
- There are steep gradients where it would be necessary to ascend/descend steps.

9.2.9 At Harbour Cove (route section MNQ-9-S024) a boardwalk will be constructed to traverse boggy ground (see map MNQ 9b).

9.2.10 At Hawker's Cove (route section MNQ-9-S031) the path will be resurfaced and improved drainage will make this area more accessible and less hazardous in wet conditions (see map MNQ 9b).

9.2.11 At Harlyn (route section MNQ-9-S093) the steps leading to the beach will be replaced to make this area more accessible (see map MNQ 9e).

9.2.12 At Constantine Bay (route section MNQ-9-S158) the wooden staircase will be improved to allow safer access to the beach (see map MNQ 9h).

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:

9.2.13 **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 high water crossing of the Padstow-Rock ferry, as indicated by the extent of the trail shown on map MNQ 9a.

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

9.2.14 **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 9.3.1 below.

9.2.15 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 map MNQ 9g and table 9.3.1 below for more details.

9.2.16 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. 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 9.3.1 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.

9.2.17 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between route sections MNQ-9-S001 to MNQ-9-S005 when the Padstow-Rock ferry uses the low water landing point at St Saviour's Point. The optional alternative route is to be at the centre of the line shown as route section MNQ-9-OA001 on map MNQ 9a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

9.2.18 **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.

9.2.19 Column 3 of table 9.3.1 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 9a to MNQ 9h as the proposed route of the trail.

9.2.20 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.

9.2.21 On sections for which roll-back is not proposed in table 9.3.1, the route is to be at the centre of the line shown on maps MNQ 9a to MNQ 9h as the proposed route of the trail.

Other future change:

9.2.22 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:

9.2.23 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.

9.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £49,897 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.

9.2.25 There are two main elements to the overall cost in addition to project management:

- A number of new signs would be needed on the trail where the walked route is currently unclear.
- 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 drainage improvements, a new boardwalk and replacement 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

Item	Cost (£)
Signs & Interpretation	5,150
Improvements to existing route:	
Surfacing & drainage	5,950
Steps & fencing	4,550
Boardwalk & staircase	28,000
Project management	6,247
Total	49,897 (Exclusive of any VAT payable)

9.2.26 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:

9.2.27 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).

9.2.28 We estimate that the annual cost to maintain the trail will be £10,739 (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

9.3.1 Details for sections that follow the existing South West Coast Path - Maps MNQ 9a to MNQ 9h: Padstow to Constantine Bay

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 3 – ‘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
MNQ 9a	MNQ-9-S001 to MNQ-9-S004	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-9-S005 to MNQ-9-S008	Yes - normal	No	Landward edge of path	Clarity and cohesion	
	MNQ-9-S009 to MNQ-9-S020*	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 9b	MNQ-9-S021 to MNQ-9-S025	Yes – see table 9.3.4	No			
	MNQ-9-S026 & MNQ-9-S027	Yes - normal	No	Hedge bank	Clarity and cohesion	
	MNQ-9-S028 & MNQ-9-S029	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-9-S030 & MNQ-9-S031	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-9-S032	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-9-S033 & MNQ-9-S034	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-9-S035 & MNQ-9-S036	No	No	Landward edge of track	Clarity and cohesion	
	MNQ-9-S037 to MNQ-9-S039	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-9-S040 to MNQ-9-S042*	Yes – see table 9.3.4	No			
	MNQ-9-S043 to	Yes - normal	No	Wall	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-9-S045					
	MNQ-9-S046* to MNQ-9-S049	Yes - normal	No			
MNQ 9c	MNQ-9-S050* to MNQ-9-S053	Yes - normal	No			
	MNQ-9-S054 & MNQ-9-S055	Yes – see table 9.3.4	No	Wall	Clarity and cohesion	
	MNQ-9-S056 to MNQ-9-S059	Yes - normal	No			
MNQ 9d	MNQ-9-S060 to MNQ-9-S068	Yes - normal	No			
	MNQ-9-S069	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-9-S070 & MNQ-9-S071	Yes - normal	No			
	MNQ-9-S072 to MNQ-9-S074	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-9-S075 & MNQ-9-S076	Yes – see table 9.3.4	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
	MNQ-9-S077 to MNQ-9-S079	Yes - normal	No	Landward edge of track	Clarity and cohesion	
	MNQ-9-S080 & MNQ-9-S081	Yes - normal	No			
	MNQ-9-S082	Yes - normal	No	Fence line	Clarity and cohesion	
MNQ 9e	MNQ-9-S083 to MNQ-9-S085	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-9-S086	Yes - normal	No	Wall	Clarity and cohesion	
	MNQ-9-S087 to MNQ-9-S089	Yes - normal	No			
	MNQ-9-S090	Yes - normal	Yes - beach			
	MNQ-9-S091 to MNQ-9-S093	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-9-S094 to MNQ-9-S098*	Yes – see table 9.3.4	Yes - beach			
	MNQ-9-S099 to MNQ-9-S106	Yes - normal	No	Fence line	Clarity and cohesion	

1	2	3	4a	4b	4c	5
Map(s)	Route section number(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
	MNQ-9-S107	Yes – see table 9.3.4	No	Landward edge of track	Clarity and cohesion	
	MNQ-9-S108	Yes – see table 9.3.4	No	Fence line	Clarity and cohesion	
	MNQ-9-S109	Yes - normal	No	Fence line	Clarity and cohesion	
MNQ 9f	MNQ-9-S110 to MNQ-9-S115*	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-9-S116	Yes - normal	No			
	MNQ-9-S117 to MNQ-9-S119	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-9-S120 to MNQ-9-S123	Yes – see table 9.3.4	No	Fence line	Clarity and cohesion	
	MNQ-9-S124 & MNQ-9-S125	Yes - normal	No	Fence line	Clarity and cohesion	
	MNQ-9-S126 to MNQ-9-S130	No	No	Fence line	Clarity and cohesion	
	MNQ-9-S131 to MNQ-9-S135	Yes - normal	No			
	MNQ-9-S136 to	No	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-9-S139*					
MNQ 9g	MNQ-9-S140 to MNQ-9-S142	No	No	Hedge bank	Additional landward area	
	MNQ-9-S143 to MNQ-9-S146	Yes – see table 9.3.4	No	Hedge bank	Additional landward area	
	MNQ-9-S147 to MNQ-9-S152	Yes – see table 9.3.4	No	Fence line	Additional landward area	
	MNQ-9-S153 to MNQ-9-S155	Yes – see table 9.3.4	No			
MNQ 9h	MNQ-9-S156	Yes – see table 9.3.4	No	Wall	Clarity and cohesion	
	MNQ-9-S157	Yes – see table 9.3.4	No			
	MNQ-9-S158 to MNQ-9-S160	Yes – see table 9.3.4	Yes - dune			Landward boundary is fence line against golf course.
	MNQ-9-S161	Yes – see table 9.3.4	Yes - dune			Landward boundary is hedge bank.

9.3.2 Optional alternative route details: Map MNQ 9a Padstow to Harbour Cove

Key notes on table:

1. Column 4 – ‘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.
2. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
MNQ 9a	MNQ-9-OA001	Existing public footpath	Yes - normal			Follows existing South West Coast Path for low tide ferry crossing.

9.3.3 Other options considered: Maps MNQ 9a to MNQ 9f: Padstow to Constantine Bay

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
MNQ 9a	MNQ-9-S011 to MNQ-9-S014	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 9b	MNQ-9-S040 to MNQ-9-S041; MNQ-9-S046		
MNQ 9c	MNQ-9-S050		
MNQ 9f	MNQ-9-S115		
MNQ 9e	MNQ-9-S094 to MNQ-9-S098	We considered proposing an optional alternative route inland through the village of Harlyn for use during high tides when the normal beach route becomes impassable.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the ordinary (beach) route is available year-round at all states of the tide apart from approximately 0.5 - 1.5 hours either side of high spring tides. This means the ordinary route is only impassable throughout the year for approximately 2.1% of daylight hours. If the walker accepts wading through shallow water (up to 30cm deep) then the ordinary route only then becomes impassable for approximately 0.46% of daylight hours; ■ creating an optional alternative route could cause privacy and security concerns for local residents as it would likely be used regularly, even outside of periods of high tides; ■ we concluded that overall the proposed route, without an optional alternative route, struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.
MNQ 9f	MNQ-9-S136 to MNQ-9-S139	We considered aligning the trail closer to the sea using an existing public right of way	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the existing South West Coast Path and the surface and infrastructure have been recently upgraded; ■ the public right of way heading northwest from the lifeboat station is currently not a well-used route as it involves walking close to the cliff edge and a steep climb to re-join the South West Coast Path above Cat's Cove;

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<ul style="list-style-type: none"> <li data-bbox="847 286 1442 461">■ under our proposals, land seaward of the route towards Barras Bay and Cat's Cove would be available for people to use as part of the spreading room, but would not form part of the designated trail; <li data-bbox="847 479 1442 613">■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.

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

9.3.4 Roll-back implementation – more complex situations: Maps MNQ 9b, MNQ 9c, MNQ 9d, MNQ 9e, MNQ 9f, MNQ 9g and MNQ 9h: Padstow to Constantine Bay

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
MNQ 9b	MNQ-9-S021 to MNQ-9-S025; MNQ-9-S040 to MNQ-9-S042	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 9c	MNQ-9-S054 & MNQ-9-S055		
MNQ 9g	MNQ-9-S143 to MNQ-9-S155		
MNQ 9h	MNQ-9-S156 to MNQ-9-S161		
MNQ 9d	MNQ-9-S075 & MNQ-9-S076	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 9e	MNQ-9-S094 to MNQ-9-S098; MNQ-9-S107 & MNQ-9-S108		
MNQ 9g	MNQ-9-S153 to MNQ-9-S155		
MNQ 9h	MNQ-9-S156 & MNQ-9-S157		
MNQ 9f	MNQ-9-S120 to MNQ-9-S123	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.

Part 9.4: Proposals Maps

9.4.1 Map Index

Map reference	Map title
MNQ 9a	Padstow to Harbour Cove
MNQ 9b	Harbour Cove to Butter Hole
MNQ 9c	Butter Hole to Lower Merope Island
MNQ 9d	Lower Merope Island to Newtrain Bay
MNQ 9e	Newtrain Bay to Onjohn Cove
MNQ 9f	Onjohn Cove to Cat's Cove
MNQ 9g	Cat's Cove to Booby's Bay
MNQ 9h	Booby's Bay to Constantine Bay

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 9a: Padstow to Harbour Cove



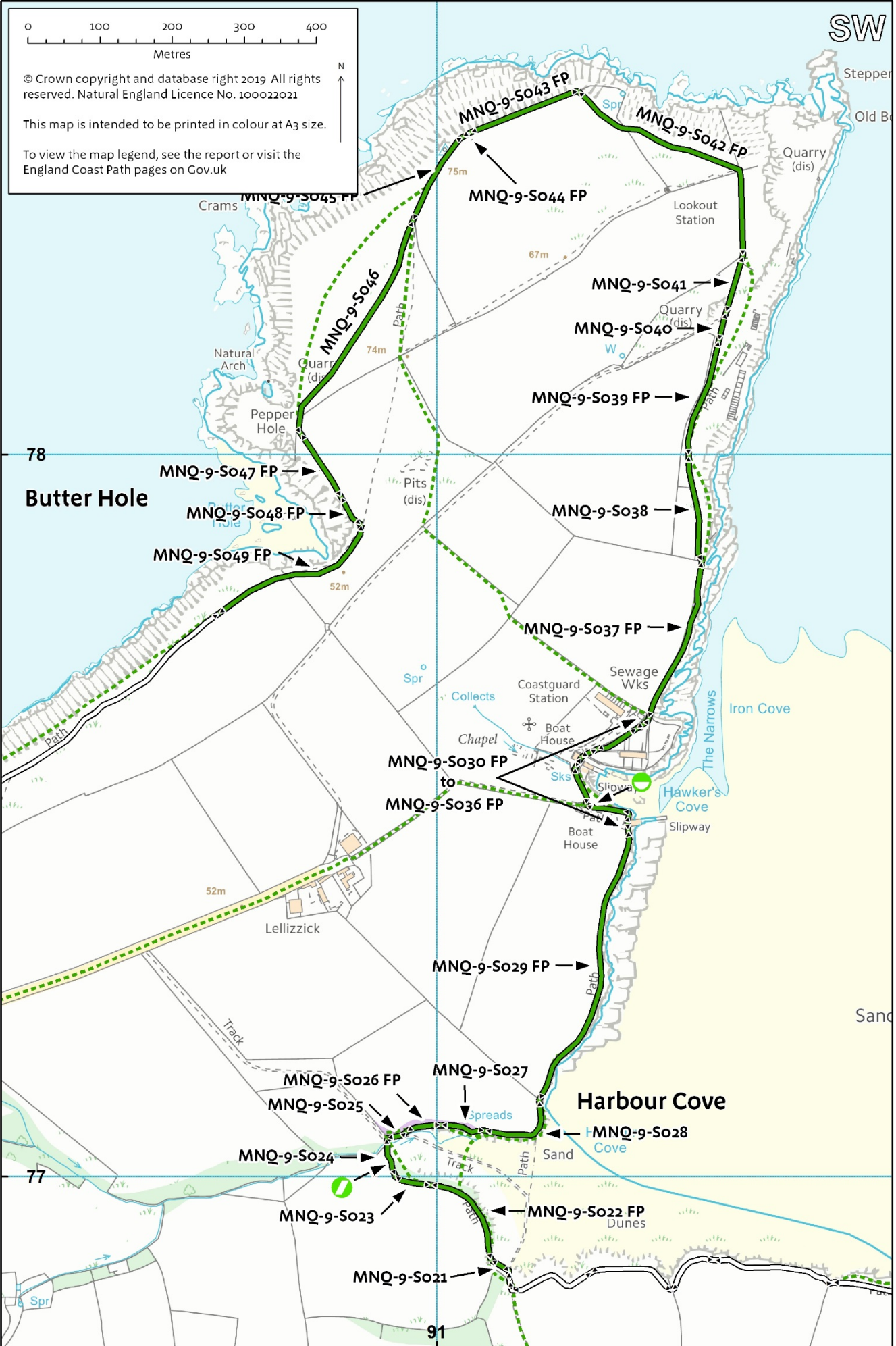
0 100 200 300 400
 Metres

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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

Map MNQ 9b: Harbour Cove to Butter Hole



Map MNQ 9b: Harbour Cove to Butter Hole

Map MNQ 9c: Butter Hole to Lower Merope Island

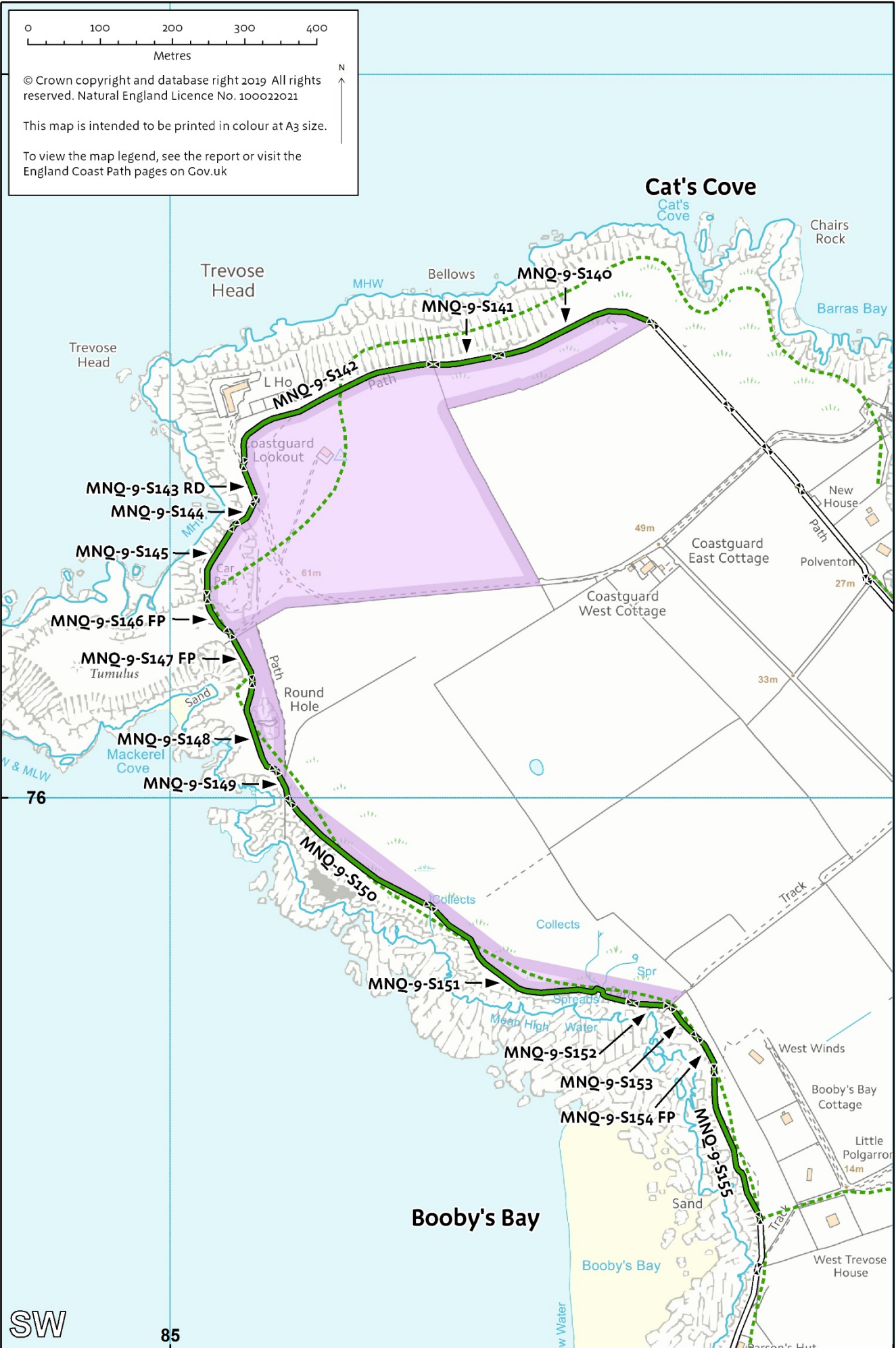


Map MNQ 9d: Lower Merope Island to Newtrain Bay









Map MNQ 9h: Booby's Bay to Constantine Bay

