



England Coast Path Stretch: Marsland Mouth to Newquay

Report MNQ 11: Mawgan Porth to Newquay

Part 11.1: Introduction

| | |
|----------------|--|
| Start Point: | Mawgan Porth (grid reference: SW 8494 6718) |
| End Point: | Newquay Station (grid reference: SW 8150 6175) |
| Relevant Maps: | MNQ 11a to MNQ 11e |

11.1.1 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.

11.1.2 This report covers length MNQ 11 of the stretch, which is the coast between Mawgan Porth and Newquay. 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.

11.1.3 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.

11.1.4 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 11.2: Proposals Narrative

The trail:

11.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps MNQ 11a to MNQ 11e and table 11.3.1 below for more details.

11.2.2 Differs from the existing South West Coast Path at:

- Porth Beach (route section MNQ-11-S073). This new route is aligned across the back of the beach to link up with the trail on the public footpath to the south of Porth Beach. See map MNQ 11d and table 11.3.2 below for more details.

11.2.3 Generally follows the coastline quite closely and maintains good views of the sea except through the centre of Newquay.

The South West Coast Path

11.2.4 The South West Coast Path (SWCP) generally follows the coast over this length and for the most part 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.

11.2.5 However, by section MNQ-11-S073 (see map MNQ 11d) behind Porth Beach we consider that the existing national trail line should remain unchanged. This is because there is a seasonal dog ban on Porth Beach currently operating from 1st May to 30th September. Therefore, walkers with dogs will need to continue using the existing South West Coast Path route along the road; because of this it would not be appropriate to vary this part of that trail onto the line of the England Coast Path.

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.

11.2.6 The following designated sites affect this length of coast:

- Newquay and The Gannel Marine Conservation Zone (MCZ)
- Liveloe, later prehistoric cliff castle with hut circles on Griffin's Point, and prehistoric round barrow 600m south west of Bre-Pen Farm - Scheduled Monument (SM)
- Two bowl barrows 190m east of Zacry's Islands (SM)
- Promontory fort and two bowl barrows at Trevelgue Head (SM)
- Three bowl barrows, once part of a round barrow cemetery, at Barrowfields (SM)

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

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

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

- 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:

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

- The trail would follow an uneven grass or bare soil path along the cliff top;
- The trail would cross areas of sand at Porth Beach (see map MNQ 11d);
- There are steep gradients where it would be necessary to ascend/descend steps.

11.2.10 At Ontonna Rock (route section MNQ-11-S028) the drainage and surface of the path will be improved to make this area more accessible in wet conditions (see map MNQ 11b). 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:

11.2.11 **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 11.3.1 below.

11.2.12 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 11a and table 11.3.1 below for more details.

11.2.13 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 11.3.1 and columns 5b

and 5c of table 11.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to these columns above tables 11.3.1 and 11.3.2 explaining what this means in practice.

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

11.2.14 Restrictions and/or exclusions: We have proposed to restrict or exclude access by direction under the Countryside and Rights of Way Act (2000) in four places along this section of coast.

11.2.15 Glendorgal Hotel Grounds - access to the land in the coastal margin adjacent to route sections MNQ-11-S079 to MNQ-11-S085 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 Glendorgal Hotel (see Directions Map MNQ 11A). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

11.2.16 Further explanation: the Glendorgal Hotel business maintains the headland as a private area available exclusively to paying hotel guests and those hiring the hotel for private functions. Public access under the coastal access rights is not compatible with the commercial operation of this site.

11.2.17 Lusty Glaze Beach - access to Lusty Glaze Beach in the coastal margin adjacent to route sections MNQ-11-S085 to MNQ-11-S088 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 visitor attraction (see Directions Map MNQ 11B). The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

11.2.18 Further explanation: Lusty Glaze Beach is operated as a private business; it is occasionally closed for private, commercial events and the public is charged to access the beach at other times; access is only via a staircase at the back of the beach. Public access to the beach under the coastal access rights is not compatible with the commercial operation of the site.

11.2.19 Lusty Glaze Car Park - access is to be restricted to Lusty Glaze car park in the coastal margin adjacent to route sections MNQ-11-S084 and MNQ-11-S085 by direction under section 24 of the Countryside and Rights of Way Act (2000) to prevent loss of income. Access will only be restricted at times when the car park is used for private events (see Directions Map MNQ 11C). The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

11.2.20 Further explanation: Lusty Glaze car park is maintained as a public pay and display car park. However, the car park is closed to the public when paid private events are held in the car park in conjunction with events on the associated beach. At the time of writing this is approximately 50 days of the year. Public access under the coastal access rights during these occasions is not compatible with the commercial operation of site.

11.2.21 Watergate Bay Hotel - access is to be restricted to the Watergate Bay Hotel car park and the beach in their ownership in the coastal margin adjacent to route sections MNQ-11-S039 and MNQ-11-S040 by direction under section 24 of the Countryside and Rights of Way Act (2000) to prevent loss of income (see Directions Map MNQ 11D). Access will only be restricted at times when the car park or beach are used for private events. The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

11.2.22 Further explanation: Watergate Bay Hotel car park is maintained as a public pay and display car park. However it is closed to the public when it is used as a compound for competitors taking part in

events in the area and when paid private events are held in the car park itself. In addition, the section of beach to mean high water in front of the hotel is cordoned off for paid private events. At the time of writing this is approximately 20 days of the year. Public access under the coastal access rights is incompatible with the commercial operation of these events.

11.2.23 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.

11.2.24 Column 3 of table 11.3.1 and column 4 of table 11.3.2 indicate 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 11a to MNQ 11e as the proposed route of the trail.

11.2.25 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.

11.2.26 On sections for which roll-back is not proposed in table 11.3.1, the route is to be at the centre of the line shown on maps MNQ 11a to MNQ 11e as the proposed route of the trail.

Other future change:

11.2.27 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:

11.2.28 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.

11.2.29 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £4,600 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.

11.2.30 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, in particular on route sections where the proposed route differs from that of the existing South West Coast Path.
- 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 and path resurfacing 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 | 1,000 |
| Improvements to existing route | 3,000 |
| Project management | 600 |
| Total | 4,600 (Exclusive of any VAT payable) |

11.2.31 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:

11.2.32 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).

11.2.33 We estimate that the annual cost to maintain the trail will be £5,736 (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 11.3: Proposals Tables

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

11.3.1 Details for sections that follow the existing South West Coast Path - Maps MNQ 11a to MNQ 11e: Mawgan Porth to Newquay

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 11.3.3: 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 11.3.4’ 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 11a | MNQ-11-S001 to MNQ-11-S003 | No | No | Pavement edge | Clarity and cohesion | |
| | MNQ-11-S004 | No | No | Landward edge of road | Clarity and cohesion | |
| | MNQ-11-S005 | No | No | Fence line | Clarity and cohesion | |
| | MNQ-11-S006 to MNQ-11-S008 | Yes - normal | No | Hedgerow | 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-11-S009 to MNQ-11-S016* | Yes - normal | No | Hedge bank | Clarity and cohesion | |
| | MNQ-11-S017 | Yes - normal | No | Fence line | Additional landward area | |
| | MNQ-11-S018 to MNQ-11-S024 | Yes – see table 11.3.4 | No | Various | Additional landward area | Landward boundaries: fence line and hedge bank. |
| | MNQ-11-S025 | Yes - normal | No | Hedge bank | Clarity and cohesion | |
| | MNQ-11-S026 | Yes - normal | No | | | |
| MNQ 11b | MNQ-11-S027 to MNQ-11-S029 | Yes - normal | No | Hedge bank | Clarity and cohesion | |
| | MNQ-11-S030 to MNQ-11-S035* | Yes - normal | No | Fence line | Clarity and cohesion | |
| | MNQ-11-S036* | Yes – see table 11.3.4 | No | Fence line | Clarity and cohesion | |
| | MNQ-11-S037 & MNQ-11-S038 | Yes – see table 11.3.4 | No | | | |
| | MNQ-11-S039 | No | No | Landward edge of road | Clarity and cohesion | |
| | MNQ-11-S040 | No | No | | | |
| | MNQ-11-S041 | 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-11-S042 to MNQ-11-S044 | Yes - normal | No | Fence line | Clarity and cohesion | |
| MNQ 11c | MNQ-11-S045 to MNQ-11-S054 | Yes – see table 11.3.4 | No | Fence line | Clarity and cohesion | |
| | MNQ-11-S055 to MNQ-11-S060 | Yes - normal | No | | | |
| | MNQ-11-S061 | Yes – see table 11.3.4 | No | Fence line | Clarity and cohesion | |
| MNQ 11d | MNQ-11-S062 | Yes – see table 11.3.4 | No | Fence line | Clarity and cohesion | |
| | MNQ-11-S063 | Yes – see table 11.3.4 | No | Hedge bank | Clarity and cohesion | |
| | MNQ-11-S064 to MNQ-11-S067* | Yes – see table 11.3.4 | No | | | |
| | MNQ-11-S068 to MNQ-11-S070 | Yes – see table 11.3.4 | No | Fence line | Clarity and cohesion | |
| | MNQ-11-S071 & MNQ-11-S072 | Yes - normal | No | Pavement edge | Clarity and cohesion | |
| | MNQ-11-S074 | No | No | Pavement edge | Clarity and cohesion | |
| | MNQ-11-S075 | No | No | Hedge bank | 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-11-S076 & MNQ-11-S077 | Yes – see table 11.3.4 | No | Hedge bank | Clarity and cohesion | |
| | MNQ-11-S078 & MNQ-11-S079 | No | No | | | |
| | MNQ-11-S080 to MNQ-11-S086 | No | No | Landward edge of road | Clarity and cohesion | |
| MNQ 11e | MNQ-11-S087 & MNQ-11-S088* | No | No | Landward edge of road | Clarity and cohesion | |
| | MNQ-11-S089* & MNQ-11-S090 | No | No | | | |
| | MNQ-11-S091 | No | No | Pavement edge | Clarity and cohesion | |

11.3.2 Details for sections that differ from the existing South West Coast Path - Map MNQ 11d: Whipsidery to Lusty Glaze

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 11.3.3: Other options considered.
2. Column 4 – ‘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 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

| 1 | 2 | 3 | 4 | 5a | 5b | 5c | 6 |
|---------|-------------------------|------------------------------------|--|---|--|---------------------------------------|---|
| Map(s) | Route section number(s) | Current status of route section(s) | Roll-back proposed? (See Part 7 of Overview) | Landward margin contains coastal land type? | Proposal to specify landward boundary of margin (See maps) | Reason for landward boundary proposal | Explanatory notes |
| MNQ 11d | MNQ-11-S073* | Not an existing walked route | Yes - normal | Yes - beach | | | The default landward boundary is the back of the beach. |

11.3.3 Other options considered: Maps MNQ 11a, MNQ 11b, MNQ 11d and MNQ 11e: Mawgan Porth to Newquay

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|---------|----------------------------|--|---|
| MNQ 11a | MNQ-11-S012 & MNQ-11-S013 | 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, or the proposed route provides a more direct line; ■ 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 11b | MNQ-11-S031 to MNQ-11-S036 | | |
| MNQ 11e | MNQ-11-S088 & MNQ-11-S089 | | |
| MNQ 11d | MNQ-11-S073 | We considered following the existing South West Coast Path route along the road. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it avoids a long section of road; ■ it is a more direct, seaward route providing good views of the sea and access to the beach; ■ the current South West Coast Path route along the road will remain signposted and be available for use as an informal diversion for dog walkers in the summer (seasonal dog ban on Porth Beach currently operates 1st May to 30th September (2019)); ■ 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. |

| Map(s) | Route section numbers(s) | Other option(s) considered | Reasons for not proposing this option |
|---------|--------------------------|---|---|
| MNQ 11d | MNQ-11-S066 | We considered aligning the trail around Porth Island. | <p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the existing South West Coast Path route and is a more direct route along the coastline; ■ it maintains sea views; ■ the only access to Porth Island from the mainland is across a footbridge. A route around the island would necessitate a return to this crossing point; ■ under our proposals, land seaward of the route would be available for people to use as part of the spreading room, but would not form part of the designated trail. In addition, there are existing public rights of way across Porth Island; ■ 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.

11.3.4 Roll-back implementation – more complex situations: Maps MNQ 11a, MNQ 11b, MNQ 11c and MNQ 11d: Mawgan Porth to Newquay

| Map(s) | Route section number(s) | Feature(s) or site(s) potentially affected | Our likely approach to roll-back |
|---------|--|--|--|
| MNQ 11b | MNQ-11-S036 to MNQ-11-S038 | 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 11c | MNQ-11-S061 | | |
| MNQ 11d | MNQ-11-S062; MNQ-11-S076 & MNQ-11-S077 | | |
| MNQ 11a | MNQ-11-S018 to MNQ-11-S024 | Designated feature (SM) | If it is no longer possible to find a viable route seaward of the scheduled monument whose designated features may be 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 11c | MNQ-11-S045 to MNQ-11-S054 | | |
| MNQ 11d | MNQ-11-S063 to MNQ-11-S070 | | |

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 11.4: Proposals Maps

11.4.1 Map Index

| Map reference | Map title |
|------------------------|---|
| MNQ 11a | Mawgan Porth to Ontonna Rock |
| MNQ 11b | Ontonna Rock to Tinner's Point |
| MNQ 11c | Tinner's Point to Whipsidery |
| MNQ 11d | Whipsidery to Lusty Glaze |
| MNQ 11e | Lusty Glaze to Newquay |
| Directions Map MNQ 11A | Proposed access exclusion at Glendorgal Hotel grounds |
| Directions Map MNQ 11B | Proposed access exclusion at Lusty Glaze beach |
| Directions Map MNQ 11C | Proposed access restriction at Lusty Glaze car park |
| Directions Map MNQ 11D | Proposed access restriction at Watergate Bay Hotel car park and beach |

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

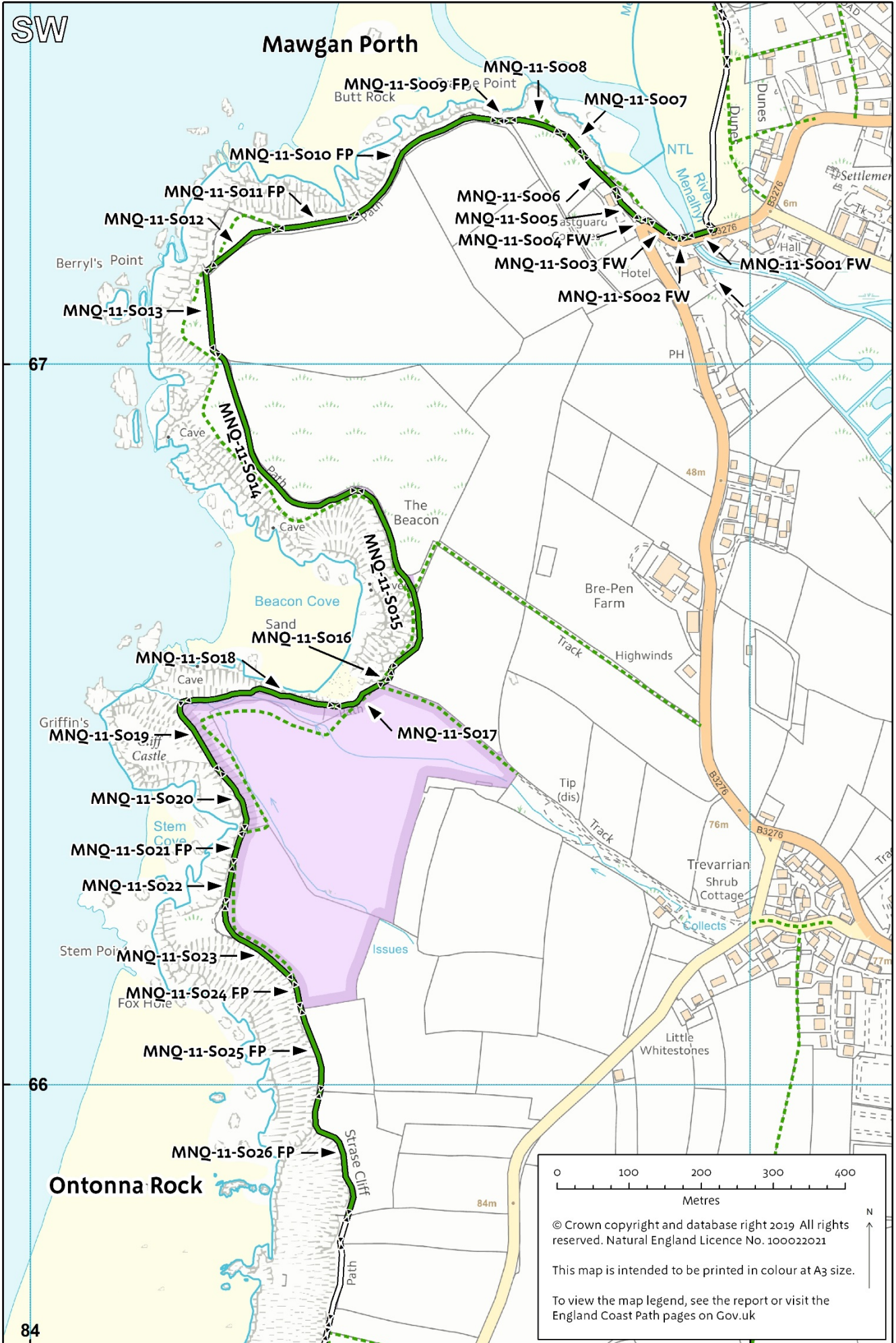
Infrastructure status

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 11a: Mawgan Porth to Ontonna Rock

Map MNQ 11a: Mawgan Porth to Ontonna Rock



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 11b: Ontonna Rock to Tinner's Point



Map MNQ 11b: Ontonna Rock to Tinner's Point



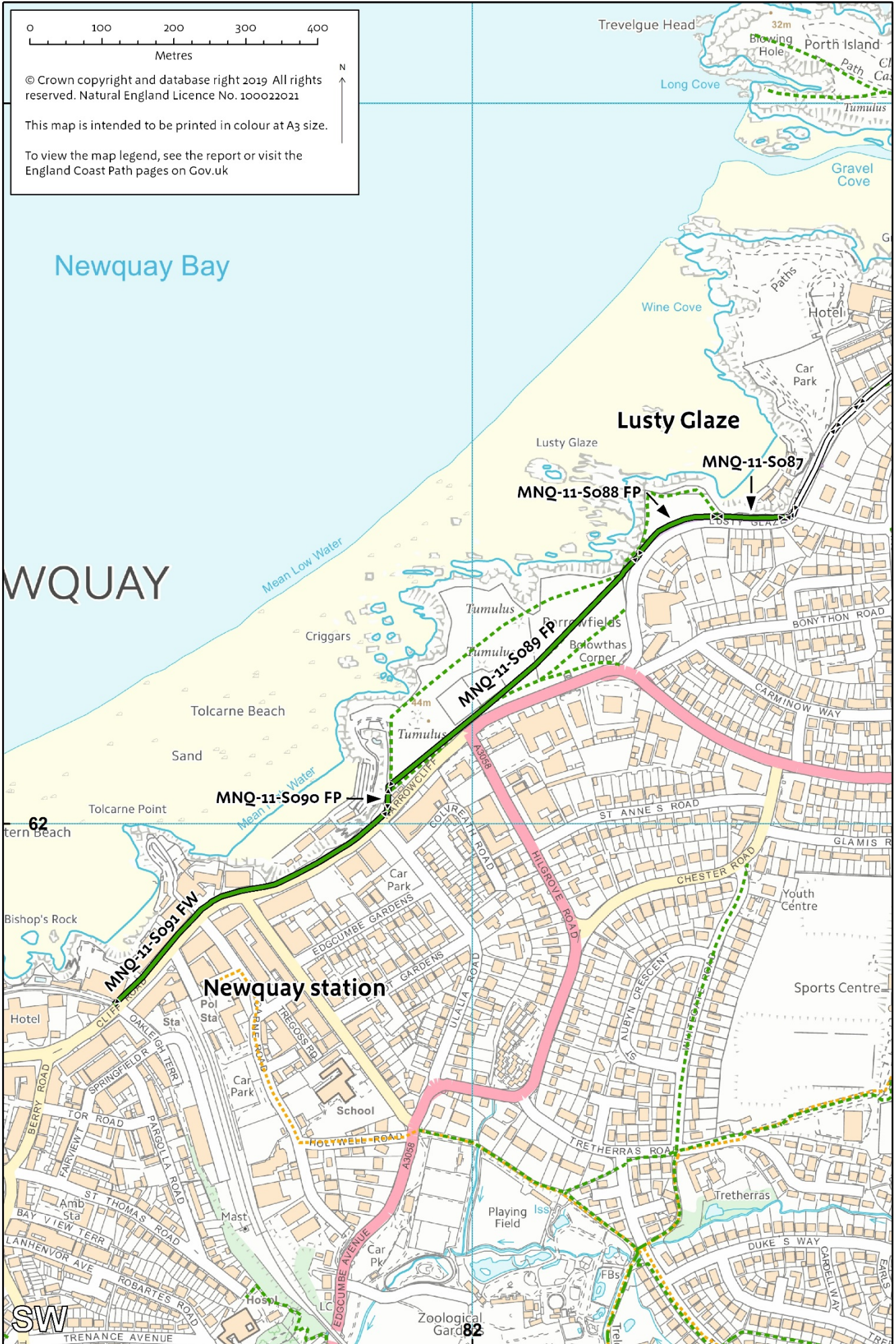


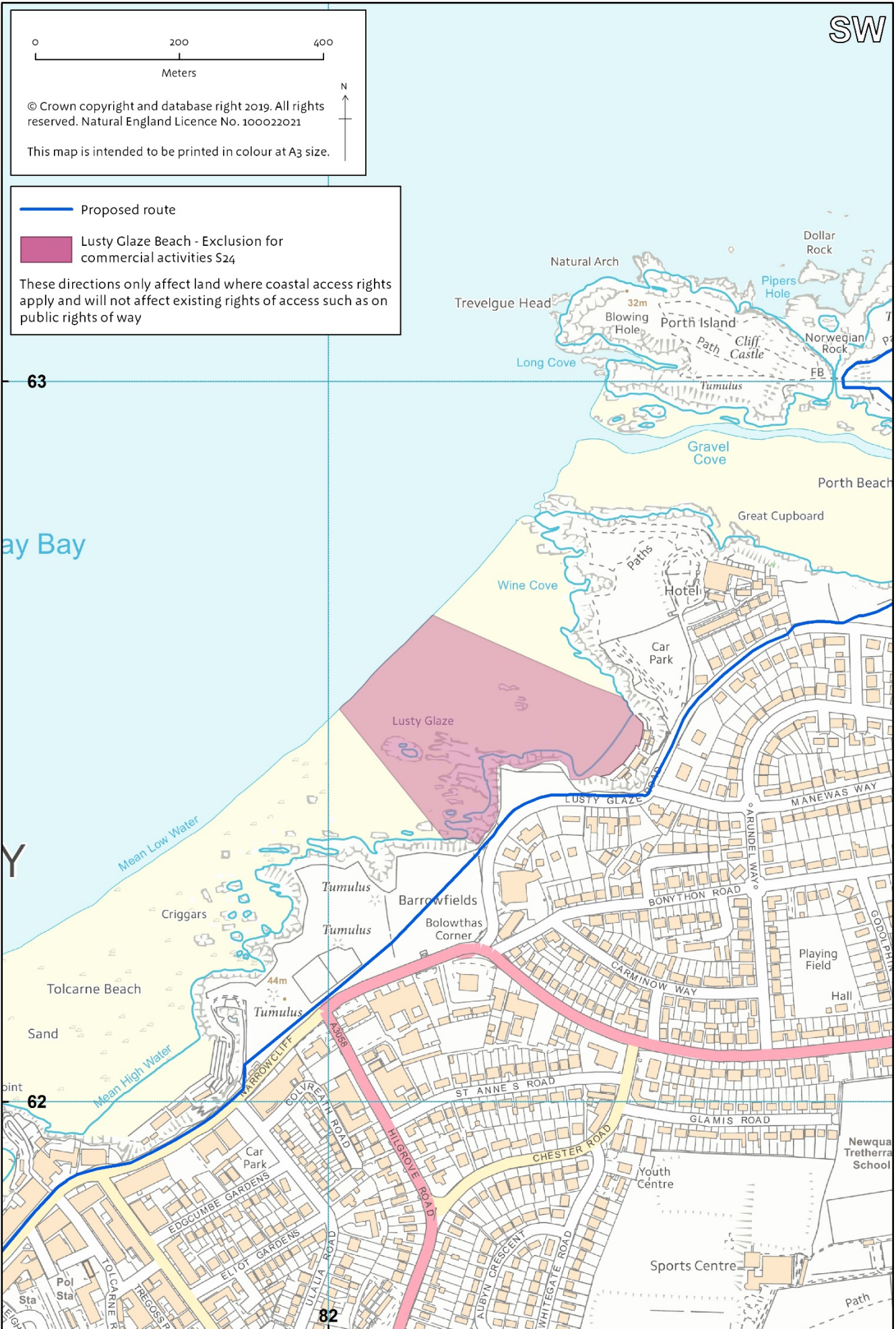
0 100 200 300 400
 Metres

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0 200 400
Meters

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— Proposed route

■ Lusty Glaze Beach - Exclusion for commercial activities S24

These directions only affect land where coastal access rights apply and will not affect existing rights of access such as on public rights of way

