



England Coast Path Stretch:

Marsland Mouth to Newquay

Report MNQ 3: Wanson Mouth to Crackington Haven

Part 3.1: Introduction

Start Point:	Wanson Mouth (grid reference: SS 1964 0094)
End Point:	Crackington Haven (grid reference: SX 1429 9678)
Relevant Maps:	MNQ 3a to MNQ 3e

3.1.1 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.

3.1.2 This report covers length MNQ 3 of the stretch, which is the coast between Wanson Mouth and Crackington Haven. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

3.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps MNQ 3a to MNQ 3e and table 3.3.1 below for more details.

3.2.2 Differs from the existing South West Coast Path in several places on map MNQ 3a:

- At Penhalt Cliffs (route sections MNQ-3-S002 and MNQ-3-S004). These new routes take the trail off the public highway and into adjacent fields, seaward and landward of the highway respectively;
- At Bridwill Point (route section MNQ-3-S009). This minor realignment of the trail inland will bypass a section of eroding cliff.

3.2.3 Follows the coastline quite closely over this length and maintains good views of the sea.

The South West Coast Path

3.2.4 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. However, there are places where we have proposed improvements to the existing route line, and furthermore there may be 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. In both situations, 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.

3.2.5 The following designated sites affect this length of coast:

- Tintagel-Marsland-Clovelly Coast Special Area of Conservation (SAC)
- Hartland Point to Tintagel Marine Conservation Zone (MCZ)
- Boscastle to Widemouth Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Promontory fort N of village - Scheduled Monument (SM)

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

3.2.6 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.

3.2.7 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:

3.2.8 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;
- There are steep gradients where it would be necessary to ascend/descend steps.

3.2.9 At Bridwill Point (route sections MNQ-3-S008 to MNQ-3-SO10) the path will be regraded and steps will be installed on the water damaged slope to make this area more accessible and less hazardous in wet conditions (see map MNQ 3a).

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:

3.2.10 **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 3.3.1 below.

3.2.11 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 3a, MNQ 3c, MNQ 3d and MNQ 3e and table 3.3.1 below for more details.

3.2.12 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 3.3.1 and columns 5b and 5c of table 3.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the notes relating to these columns above tables 3.3.1 and 3.3.2 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.

3.2.13 **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.

3.2.14 Column 3 of table 3.3.1 and column 4 of table 3.3.2 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 3a to MNQ 3e as the proposed route of the trail.

3.2.15 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.

3.2.16 On sections for which roll-back is not proposed in tables 3.3.1 or 3.3.2, the route is to be at the centre of the line shown on maps MNQ 3a to MNQ 3e as the proposed route of the trail.

Other future change:

3.2.17 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:

3.2.18 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.

3.2.19 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £14,950 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.

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

- **New route sections** - works to make new sections of path accessible to the public (see point 3.2.2 above). At Penhale Cliffs and Bridwill Point works will include vegetation clearance, levelling and resurfacing, and the installation of steps and fences.
- **Signs** - 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.

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	2,500
New route sections	10,500
Project management	1,950
Total	14,950 (Exclusive of any VAT payable)

3.2.21 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:

3.2.22 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).

3.2.23 We estimate that the annual cost to maintain the trail will be £4,817 (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 3.3: Proposals Tables

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

3.3.1 Details for sections that follow the existing South West Coast Path - Maps MNQ 3a to MNQ 3e: Wanson Mouth to Crackington Haven

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.4: 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 3.3.3’ 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 3a	MNQ-3-S001*	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-3-S003*	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-3-S005	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-3-S006	Yes – see table 3.3.3	No			
	MNQ-3-S007 & MNQ-3-S008	Yes – see table 3.3.3	No	Fence line	Clarity and cohesion	
	MNQ-3-S010	Yes – see table 3.3.3	No	Fence line	Clarity and cohesion	
MNQ 3b	MNQ-3-S011*	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-3-S012 & MNQ-3-S013	Yes – see table 3.3.3	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-3-S014 & MNQ-3-S015	Yes – see table 3.3.3	No			
	MNQ-3-S016 to MNQ-3-S018	Yes – see table 3.3.3	No	Hedge bank	Clarity and cohesion	
MNQ 3c	MNQ-3-S019	Yes – see table 3.3.3	No	Hedge bank	Clarity and cohesion	
	MNQ-3-S020	Yes – see table 3.3.3	No	Fence line	Clarity and cohesion	
	MNQ-3-S021	Yes – see table 3.3.3	No			
	MNQ-3-S022 & MNQ-3-S023	Yes – see table 3.3.3	No	Fence line	Additional landward area	
	MNQ-3-S024* to MNQ-3-S028	Yes – see table 3.3.3	No			
	MNQ-3-S029* to MNQ-3-S032	Yes – see table 3.3.3	No	Hedge bank	Additional landward area	
MNQ 3d	MNQ-3-S033 & MNQ-3-S034	Yes – see table 3.3.3	No	Fence line	Additional landward area	
	MNQ-3-S035 & MNQ-3-S036	Yes – see table 3.3.3	No	Hedge bank	Additional landward area	
	MNQ-3-S037	Yes – see table 3.3.3	No	Various	Additional landward area	Landward boundaries: hedge bank and fence line.
	MNQ-3-S038 to MNQ-3-S043*	Yes – see table 3.3.3	No	Hedge bank	Additional landward area	
MNQ 3e	MNQ-3-S044 to MNQ-3-S046	Yes – see table 3.3.3	No			
	MNQ-3-S047 to MNQ-3-S053	Yes – see table 3.3.3	No	Various	Additional landward area	Landward boundaries: hedge bank and fence line.
	MNQ-3-S054 to MNQ-3-S057	No	No			
	MNQ-3-S058	No	No	Landward edge of road	Clarity and cohesion	
	MNQ-3-S059	No	No	Landward edge of path	Clarity and cohesion	
	MNQ-3-S060	No	No			
	MNQ-3-S061	No	No	Landward edge of road	Clarity and cohesion	

3.3.2 Details for sections that differ from the existing South West Coast Path - Map MNQ 3a: Wanson Mouth to Millook Haven

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.4: Other options considered.
2. Column 4 – ‘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 4 – ‘Yes – see table 3.3.3’ 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 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. “No” means none present on this route section.
5. 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 3a	MNQ-3-S002*	Not an existing walked route	Yes – see table 3.3.3	No	Fence line	Additional landward area	
	MNQ-3-S004*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
	MNQ-3-S009	Not an existing walked route	Yes – see table 3.3.3	No	Fence line	Clarity and cohesion	

3.3.3 Roll-back implementation – more complex situations: Maps MNQ 3a to MNQ 3e: Wanson Mouth to Crackington Haven

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
Map 3a	MNQ-3-S002; MNQ-3-S006 to MNQ-3-S010	Designated site (SSSI or SAC)	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC) 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.
Map 3b	MNQ-3-S012 to MNQ-3-S018		
Map 3c	MNQ-3-S019 to MNQ-3-S032		
Map 3d	MNQ-3-S033 to MNQ-3-S043		
Map 3e	MNQ-3-S044 to MNQ-3-S053		

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.

3.3.4 Other options considered: Maps MNQ 3a, MNQ 3b, MNQ 3c & MNQ 3d: Wanson Mouth to Crackington Haven

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
MNQ 3a	MNQ-3-S001 & MNQ-3-S002	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"> ■ 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 safe 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-3-S002 to MNQ-3-S004	We considered aligning the trail along the highway, following the existing South West Coast Path	<p>We opted for the proposed route along MNQ-3-S002 & MNQ-3-S004 because:</p> <ul style="list-style-type: none"> ■ it takes the trail off the narrow, steep road and away from traffic; ■ it provides better views of the sea; ■ it was not possible to take the trail at section MNQ-3-S003 off the highway because there is no suitable seaward route as the ground is prone to subsidence; ■ 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.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
MNQ 3b	MNQ-3-S011	We considered aligning the trail more seaward or landward to take walkers off the highway.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the existing South West Coast Path route; ■ there is no suitable route seaward of the highway as the ground is prone to subsidence, and no suitable route landward of the route due to the steep gradient; ■ 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 3c	MNQ-3-S027 to MNQ-3-S029	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"> ■ 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 3d	MNQ-3-S039	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"> ■ it follows the existing South West Coast Path which over time has moved inland to its current route and is an easy walking route following the contours to cross the neck of the headland; ■ 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.

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.

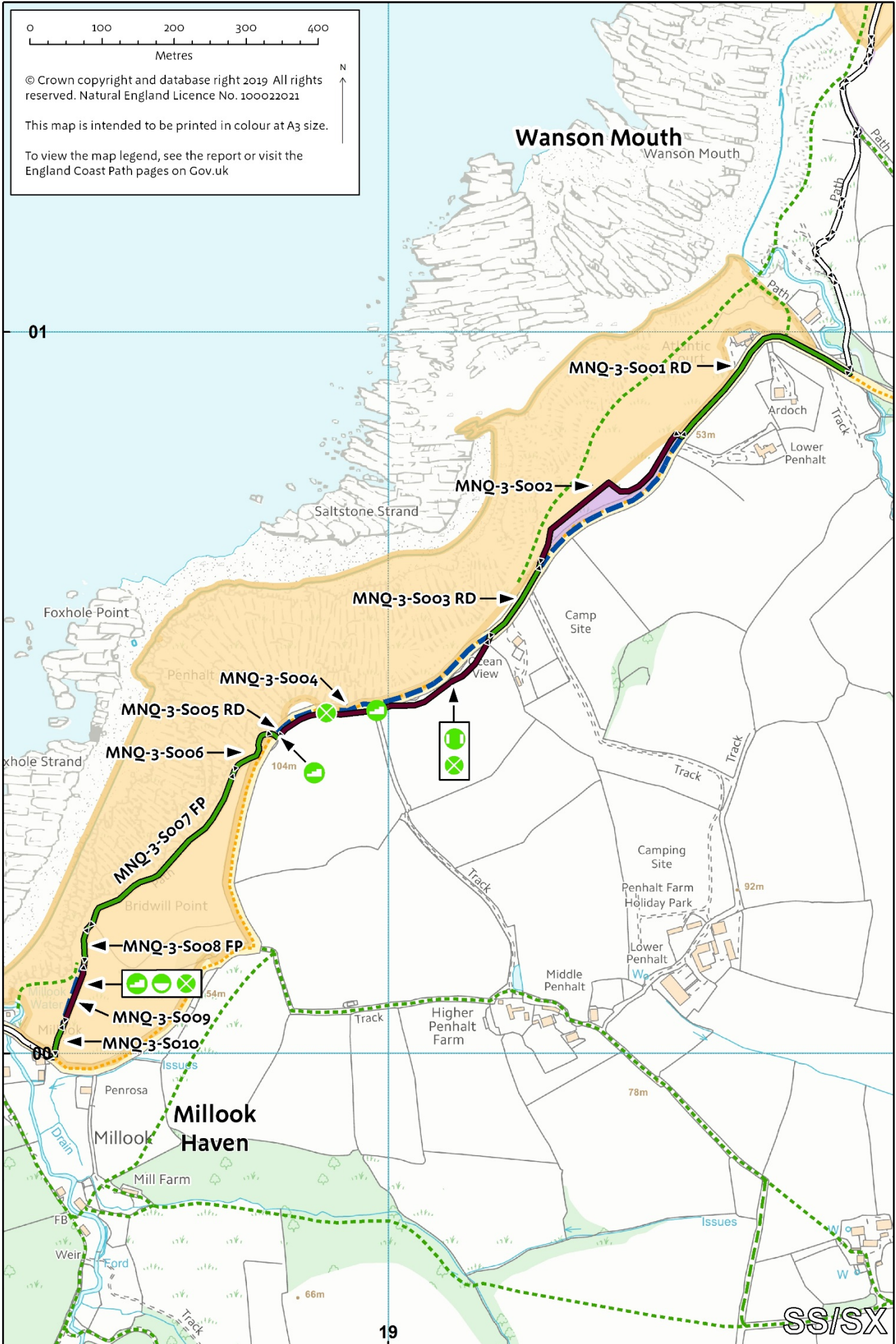
Part 3.4: Proposals Maps

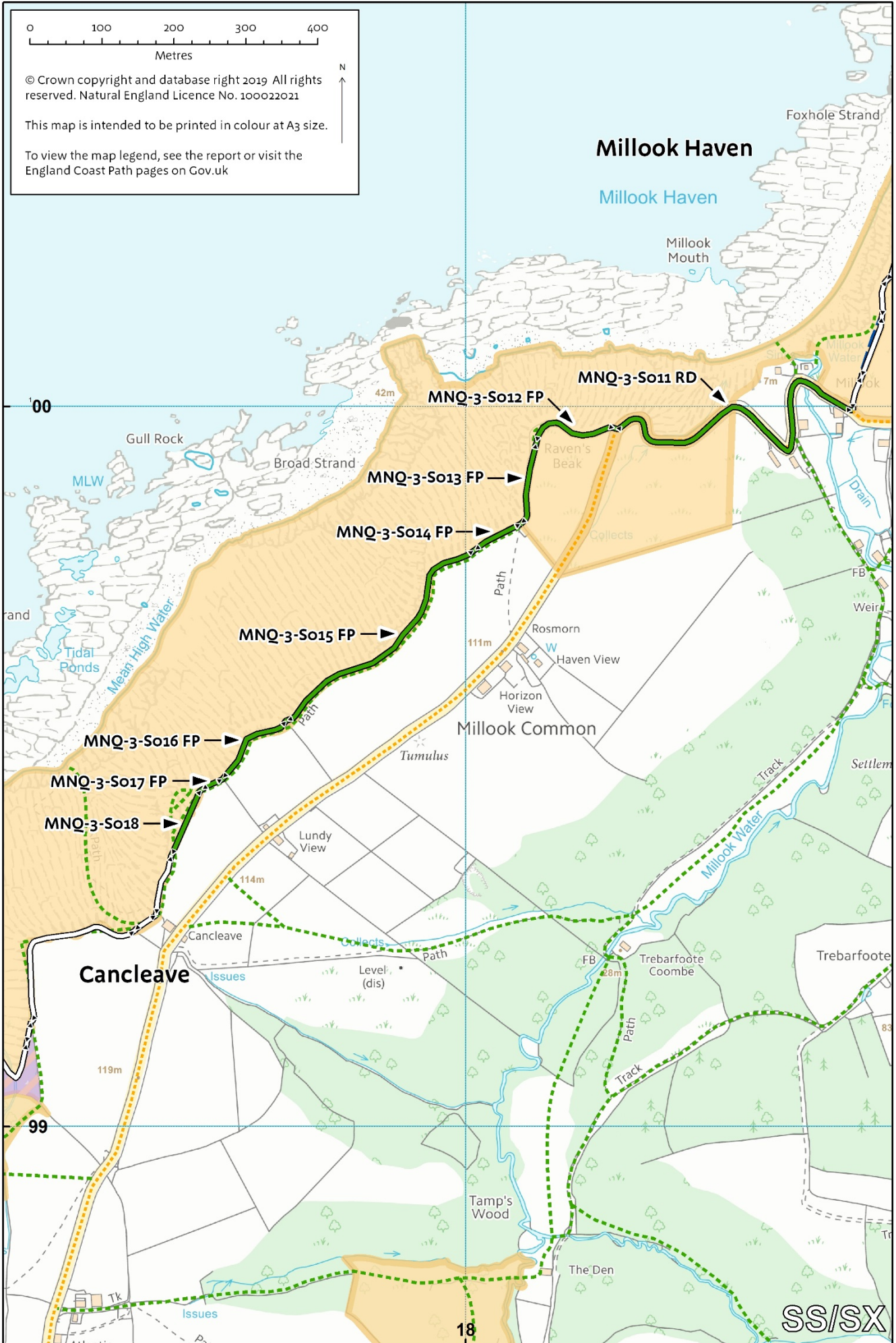
3.4.1 Map Index

Map reference	Map title
MNQ 3a	Wanson Mouth to Millook Haven
MNQ 3b	Millook Haven to Canceleave
MNQ 3c	Canceleave to West Dizzard
MNQ 3d	West Dizzard to Cleave
MNQ 3e	Cleave to Crackington Haven

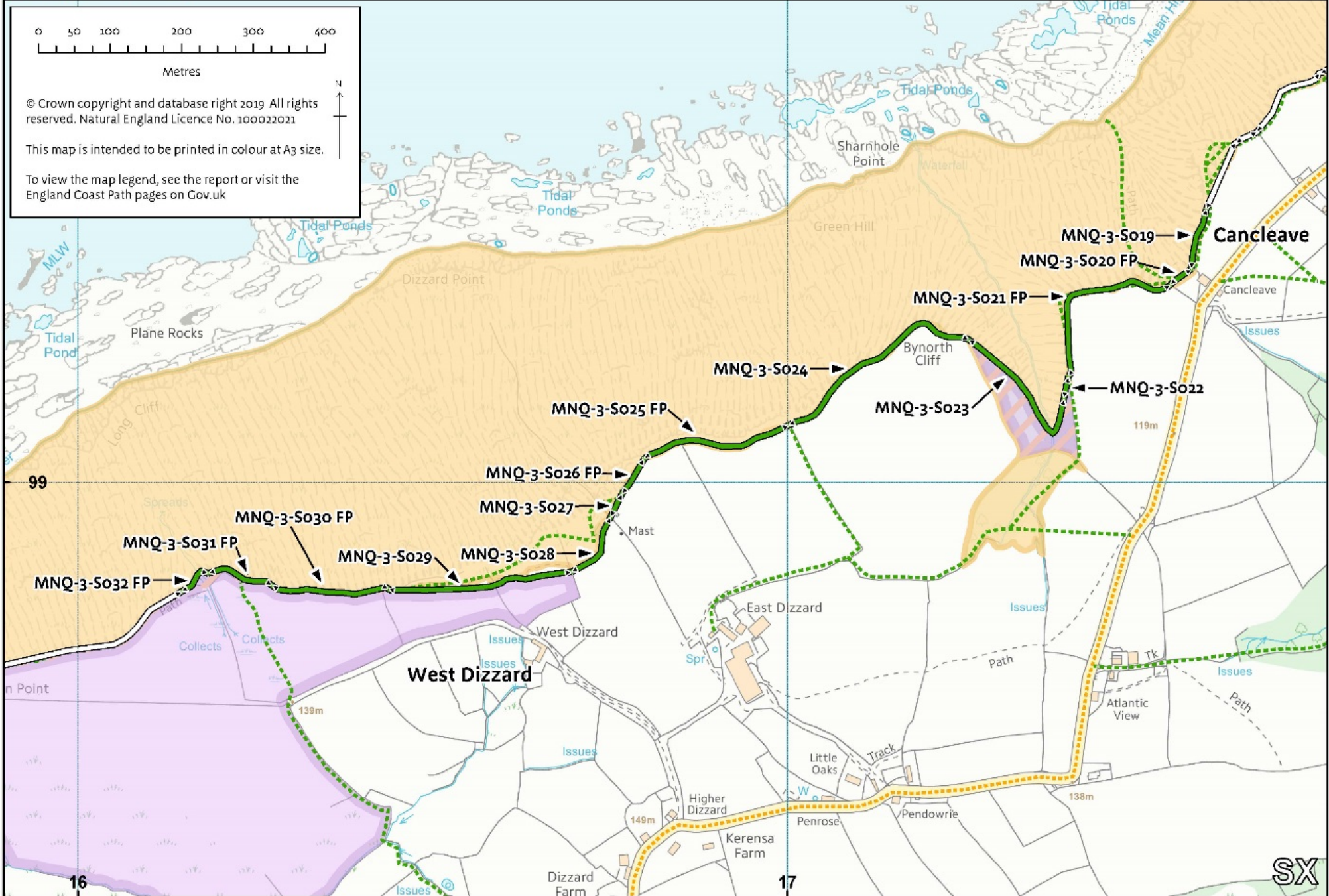
Correction to maps MNQ 3c and MNQ 3d

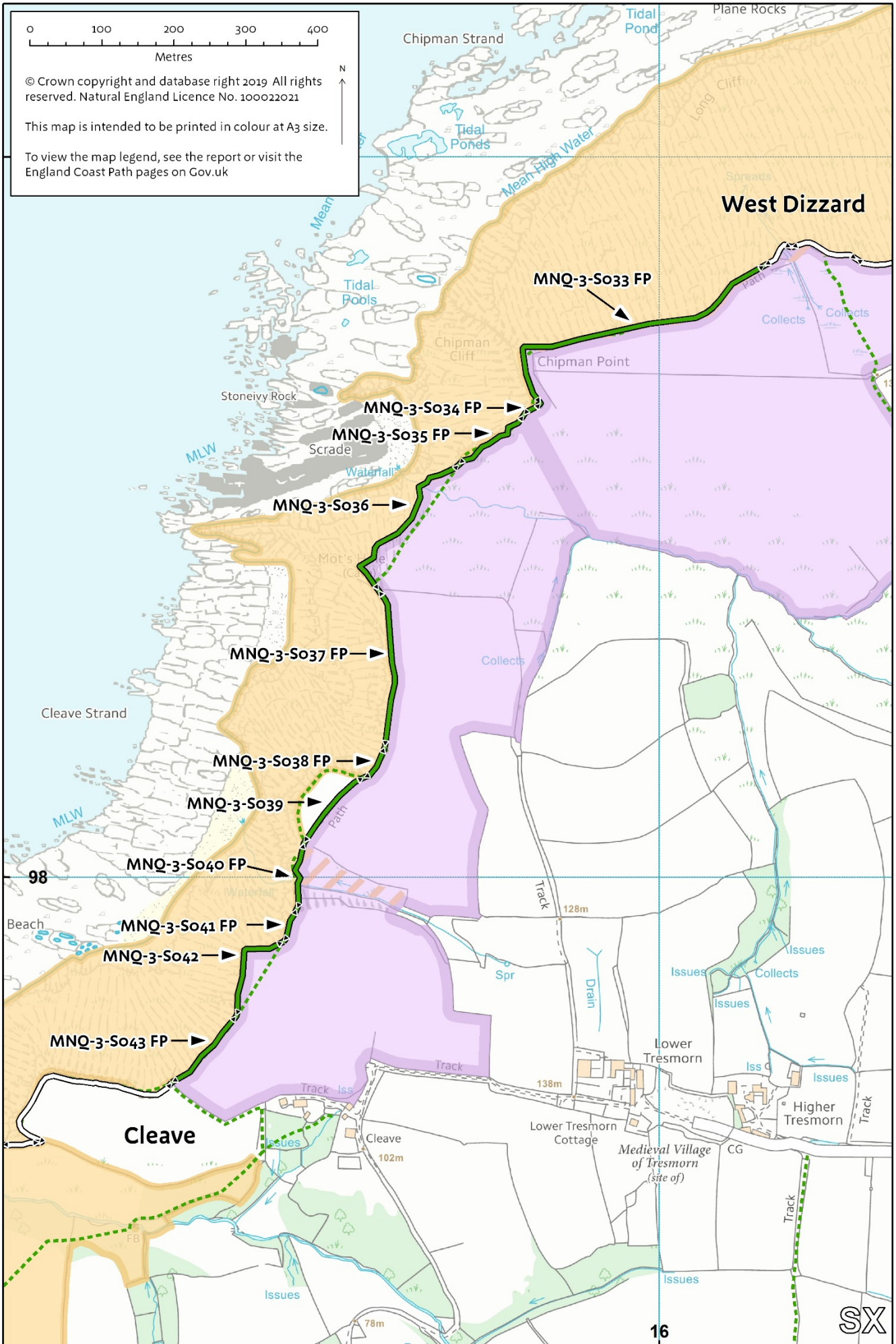
Maps MNQ 3c and MNQ 3d include a correction to the report originally published on 9th October 2019. The position of the maps has been adjusted on the page to clearly show the extent of the landward boundary of the coastal margin along route sections MNQ-3-S030 to MNQ-3-S036.

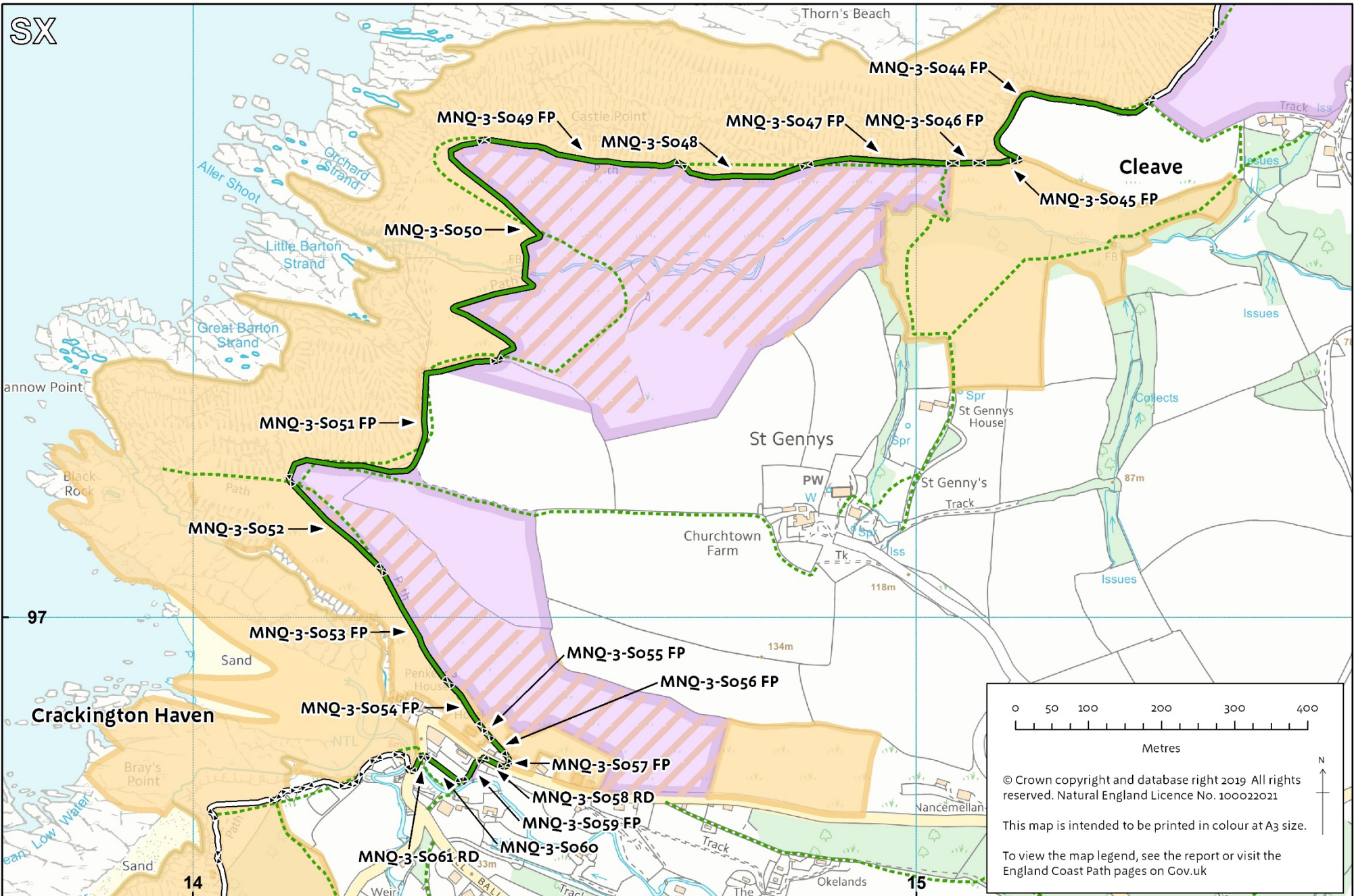




SS/SX







Map MNQ 3e: Cleave to Crackington Haven