

# Coastal Access – Marsland Mouth to Newquay lengths MNQ2 and MNQ6



## Representations with Natural England’s comments

**July 2021**

### Contents

1. Introduction.....	1
2. Background .....	1
3. Layout.....	2
4. Representations and Natural England’s comments on them.....	2
Length Report MNQ2 .....	2
Length Report MNQ6 .....	7
5. Supporting documents.....	12

### **1. Introduction**

This document records the representations Natural England has received on the proposals in length reports MNQ2 and MNQ6 from persons or bodies. It also sets out any Natural England comments on these representations.

Where representations were made that relate to the entire stretch for Marsland Mouth to Newquay they are included here in so far as they are relevant to lengths MNQ2 and MNQ6 only.

### **2. Background**

Natural England’s compendium of reports setting out its proposals for improved access to the coast from Marsland Mouth to Newquay, comprising an overview and 11 separate length reports, was submitted to the Secretary of State on 9 October 2019. This began an eight-week period during which representations and objections about each constituent report could be made.

In total, Natural England received 15 representations pertaining to length reports MNQ2 and MNQ6, of which 10 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These ‘full’ representations are reproduced in Section 4 in their entirety, together with Natural England’s comments. Also included in Section 4 is a summary of the five representations made by other individuals or organisations, referred to as ‘other’ representations. Section 5 contains the supporting documents referenced against the representations.

### 3. Layout

The representations and Natural England's comments on them are separated below into the lengths against which they were submitted. Each length below contains the 'full' and 'other' representations submitted against it, together with Natural England's comments. Where representations refer to both lengths, they and Natural England's comments will appear in duplicate under each relevant length. Note that although a representation may appear within both lengths, Natural England's responses may include length-specific comments which are not duplicated across all lengths in which the representation appears.

### 4. Representations and Natural England's comments on them

## Length Report MNQ2

#### *Full representations*

**Representation number:**

MCA/stretch/R/2/MNQ1033

**Organisation/ person making representation:**

Environment Agency

**Route section(s) specific to this representation:**

Whole stretch

**Other reports within stretch to which this representation also relates:**

MNQ1 - MNQ11

**Representation in full**

Please can we make the below general comments:

1. We would like to highlight that works within 16m of a Main River or a flood defence may require an Environmental Permit for Flood Risk Activities.
2. The proposals are broadly supported by the Cornwall and Isles of Scilly Shoreline Management Plan (2011) which includes maintaining a continuous coastal route and improved coastal access as core management objectives. At the moment we are seeing quite unprecedented impacts on the coast path in Cornwall, due partly to on-going erosion by waves and high tides of course, but also it's highly likely that the prolonged rainfall we've had (following a hot, dry summer), is causing destabilisation, land slips and cliff falls along some of the softer geology frontages. Added to these factors, (and especially along the more urbanised frontages such as Newquay), development pressure close to the cliff edge also poses a risk to the long-term sustainability of the route.

**Natural England's comments**

We welcome the positive engagement from the Environment Agency during the development of our proposals. Within the Marsland Mouth to Newquay Coastal Access reports there are no proposed works within 16m of a main river or a flood defence.

The rollback proposals outlined in the MNQ2 report, tables 2.3.1 and 2.3.2, will enable the coast path to be adjusted more easily where it is affected by weather and wave action.

**Relevant appended documents:** N/A

**Representation number:**

MCA/MNQ2/R/2/MNQ0973

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

**Route section(s) specific to this representation:**

Map MNQ2f; MNQ-2-S066 to MNQ-2-S079 inclusive

**Other reports within stretch to which this representation also relates:**

N/A

**Representation in full**

The route at Widemouth Bay is through low dunes and across car parking areas. The line of the route is sometimes uncertain and while it is unlikely anybody would get lost it is easy to miss the defined route and stray onto the beach, the road or along a cul-de-sac path. It is suggested that enhanced signing and waymarking is provided over this length.

**Natural England's comments**

We do not propose to improve directional signs on the existing path as part of the England Coast Path establishment works because there is already a separate central government contribution made annually to the South West Coast Path National Trail Partnership to help with such costs if the Access Authority agrees they are necessary. The comments from the representation have therefore been passed to the Access Authority for their consideration.

**Relevant appended documents:** N/A

---

**Representation number:**

MCA/MNQ2/R/3/MNQ0973

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

**Route section(s) specific to this representation:**

MNQ-2-S065

**Other reports within stretch to which this representation also relates:**

MNQ 4 (MNQ-4-S003), MNQ 8 (MNQ-8-S005; MNQ-8-S030; MNQ-8-S031), MNQ 9 (MNQ-9-S031), MNQ 10 (MNQ-10-S003)

**Representation in full**

There are a number of locations where changes and improvements to furniture are proposed. It is important that any such changes, and especially those identified above, do not inhibit use by mobility vehicles. Further, any such changes should actively improve the possibility of use by mobility vehicles where the surrounding nature of the route makes this feasible. This is especially the case adjacent to locations where such use is already encouraged and catered for.

**Natural England's comments**

All new infrastructure proposed in the Marsland Mouth to Newquay coastal access reports will comply to the British Standard 5709:2018 Gaps, Gates and Stiles. In particular to MNQ2, the boardwalk and footbridge will be installed to allow convenient access for off-road mobility vehicle riders (see sections 2.2.9 to 2.2.10, report MNQ2).

**Relevant appended documents:** N/A

---

**Representation number:**

MCA/MNQ2/R/6/MNQ0975

**Organisation/ person making representation:**

Ramblers' Association, Cornwall

**Route section(s) specific to this representation:**

Map MNQ2d; MNQ-2-S059 and MNQ-2-S060

**Other reports within stretch to which this representation also relates:**

N/A

**Representation in full**

Upton: The existing kissing gate has a clear gap of only 450mm with a puddle both sides, making it difficult to use, particularly for walkers carrying a large rucksack. The kissing gate should be removed or replaced with one which complies with BS5709:2018 with a 1000mm gap and the surface improved.

**Natural England's comments**

Since publishing our coastal access report MNQ2, the Access Authority has realigned the route of the South West Coast Path (SWCP) to avoid the eroding cliffs seaward of Upton Terrace cottages (see document A in section 5 below). This predicted change was noted in section 2.2.18 of report MNQ2. Therefore the kissing gate referred to in the representation has become redundant.

Our proposed route along sections MNQ-2-S059 and MNQ-2-S060, map MNQ2d, is now no longer viable and we support a modification to the England Coast Path to follow the new walked route of the SWCP. An objection from the landowner (see objection MCA/MNQ2/O/1/MNQ0638) has been received on this subject and we have made a recommendation to modify the route in this way in response to that objection.

**Relevant appended documents (see section 5):**

- Document A** – map showing the new route of South West Coast Path

---

**Representation number:**

MCA/MNQ2/R/7/MNQ0975

**Organisation/ person making representation:**

Ramblers' Association, Cornwall

**Route section(s) specific to this representation:**

All route sections in Maps MNQ2a, MNQ2b, MNQ2c and MNQ2f

**Other reports within stretch to which this representation also relates:**

N/A

**Representation in full**

We welcome the designation of extensive coastal margin landward of the path, which will enhance the enjoyment of many path users and will allow room for informal activities such as children's games and picnics in a scenic seaside environment. The areas designated on maps 2a, b and c inland of sections S001FP to S020FP are particularly valuable, the land being designated as Area of Outstanding Natural Beauty and Heritage Coast, whilst the other parts are on land designated Area of Great Landscape Value.

**Natural England's comments**

We welcome the positive engagement from the Ramblers' Association during the development of our proposals and the supportive comments in its representation. We have no further comments about the representation.

**Relevant appended documents:** N/A

### ***Other representations***

**Representation ID:**  
MCA/MNQ2/R/1/MNQ1030

**Organisation/ person making representation:**  
[Redacted]

**Name of site:**  
N/A

**Report map reference:**  
MNQ2c

**Route sections on or adjacent to the land:**  
MNQ-2-S033

**Other reports within stretch to which this representation also relates**  
N/A

**Summary of representation:**

An inland path and track are used by walkers to access the coast path, but these are not shown as 'access' on the report map [see *Document B in section 5 below*]

**Natural England's comment:**

We only propose additional margin landward of the trail when the land owner is content for us to do so, unless there are overriding reasons for doing so without agreement (see chapters 4.18.16 & 4.18.17 in the Approved Coastal Access Scheme). We have proposed landward spreading room over Maer Down (see map MNQ2c) adjacent to route section MNQ-2-S033. However, it does not extend over the area referred to in the representation, upon which the landowner has chosen not to include additional landward margin. We do not consider any overriding public benefit would be gained from proposing more landward area at this location.

**Relevant appended documents (see section 5):**

- Document B** – MCA/MNQ2/R/1/MNQ1030 - map submitted with representation

---

**Representation ID:**  
MCA/MNQ2/R/4/MNQ1031

**Organisation/ person making representation:**  
South West Coast Path Association

**Name of site:**  
N/A

**Report map reference:**  
MNQ2f

**Route sections on or adjacent to the land:**  
MNQ-2-S066 to MNQ-2-S079 inclusive

**Other reports within stretch to which this representation also relates**

N/A

**Summary of representation:**

Widemouth Bay: Enhanced signing and waymarking required through dune systems.

*Note: this is a duplicate of the 'full' representation from the Cornwall Countryside Access Forum (MCA/MNQ2/R/2/MNQ0973)*

**Natural England's comment:**

We do not propose to improve directional signs on the existing path as part of the England Coast Path establishment works because there is already a separate central government contribution made annually to the South West Coast Path National Trail Partnership to help with such costs if the Access Authority agrees they are necessary. The comments from the representation have therefore been passed to the Access Authority for consideration.

**Relevant appended document:** N/A

---

**Representation ID:**

MCA/MNQ2/R/5/MNQ0898

**Organisation/ person making representation:**

[Redacted]

**Name of site:**

N/A

**Report map reference:**

MNQ2f

**Route sections on or adjacent to the land:**

MNQ-2-S072

**Other reports within stretch to which this representation also relates**

N/A

**Summary of representation:**

Proposed route crosses Beach House Hotel garden and site curtilage on a permissive footpath used since the 1980s. The path and land seaward, which falls within the Hotel's site curtilage, should be classified as excepted land and not a public right of way.

**Natural England's comment:**

This representation is from the owner of the Beach House Hotel. At present the official route of the South West Coast Path goes through the garden of the Beach House Hotel, past an ice cream kiosk owned by the hotel which is open to the public. The landowner permits access along this part of the route but here indicates that he would not wish for it to be subject to access rights. In light of his views, we propose to make a small revision to the proposed route of the ECP, moving it about 5 metres seaward so that it avoids the hotel gardens (see document C in section 5 below). In reality this will make no difference to the experience of the walker as they can still choose to visit the ice cream kiosk or remain on the beach/dune route on a permissive basis. Cornwall Council, the land owner of the beach and dunes, are supportive of our revised proposal. We ask that the Secretary of State approves the proposals in the report with the modification shown on the revised map MNQ2f in section 5 below.

**Relevant appended documents (see Section 5):**

- Document C** – MCA/MNQ2/R/5/MNQ0898 – detail of the proposed realignment of the ECP

## Length Report MNQ6

### *Full representations*

**Representation number:**

MCA/MNQ6/R/1/MNQ0973

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

**Route section(s) specific to this representation:**

Map MNQ6d; MNQ-6-S048 to MNQ-6-S060 inclusive

**Other reports within stretch to which this representation also relates:**

N/A

**Representation in full**

Barrett's Zawn: The length between Delabole Point and Ranie Point, especially including Barrett's Zawn, is currently most unsatisfactory with a series of very steep slopes, badly eroded and rutted. There are proposals for new steps at two locations but it is feared that this will not be enough to address this very difficult and long-standing problem length, including some of the most unsatisfactory examples of the Coast Path in Cornwall. It is suggested that more steps are needed, and also zig-zags, as without them it is likely that the flights of steps would be prohibitively steep and probably subject to further erosion through water run-off.

**Natural England's comments**

Working with the Access Authority last Autumn we undertook some preliminary scrub clearance and path regrading on the steep slope at Barrett's Zawn to assess the most suitable route for a path realignment inland away from the eroding cliff edge. The new path takes a zig-zag route up the slope to minimise the amount of steps required (see map MNQ6d, report MNQ6). The newly created route is now already used by walkers, and the instalment of steps are proposed at section MNQ-6-S055 (map MNQ6d) to further enhance the accessibility of the steep slopes for users, particularly in wet conditions. On the other side of the valley, route section MNQ-6-S058, more steps and cross-drains are proposed in the report MNQ6 establishment works on the badly eroded path. This will make the existing route less hazardous for walkers.

We believe the proposed improvements (path zig-zags and new steps) will solve the long-standing issues of the badly eroded paths on this section of the coast path between Delabole Point and Ranie Point, and therefore satisfactorily address the concerns raised in the representation.

**Relevant appended documents:** N/A

---

**Representation number:**

MCA/MNQ6/R/2/MNQ0973

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

**Route section(s) specific to this representation:**

Map MNQ6e; MNQ-6-S080 to MNQ-6-S082 inclusive

**Other reports within stretch to which this representation also relates:**

N/A

## Representation in full

Port Gaverne: The current, and proposed, route is inland, cutting behind cottages and a hotel. It has very limited sea views and is very steep at the bottom end, uncomfortably so in wet conditions given its surfacing. A better alternative exists following the cliff top around Main Head and Castle Rock, avoiding the environmentally inferior current route and its unpleasant steep slope. Reasons for retaining the current route have been advanced, in particular (a) sea views are only absent from part of the current route; (b) it avoids using a length of road at Port Gaverne; (c) it avoids leading walkers onto land immediately adjacent to unfenced cliffs which are undercutting through erosion. However, it is contended that (a) sea views are absent on at least 50% of the current and proposed route and very limited on the remainder; on the suggested alternative, they are extensive and impressive; (b) this same road is already used by the current and proposed route immediately adjacent to this length, between Port Gaverne and Port Isaac; this is a busier length than that proposed, as it links the two settlements; the current and proposed route in any event requires crossing of the road, twice; (c) most of the SWCP is on unfenced cliffs; if undercutting were to prove dangerous in the future then the route could revert to its current line. Given all these issues, plus the issue of the unacceptably steep length of the current and proposed route, it appears that the more coastal alternative better fulfils the requirements of the Coastal Access scheme than does the current and proposed route.

## Natural England's comments

We agree that a headland route around Main Head and Castle Rock would provide a better experience for the walker and address most of the requirements of the Coastal Access Scheme. However, there are two areas of concern with such a route which we describe below. Therefore, we have proposed that the England Coast Path (ECP) follows the existing route of the South West Coast Path (SWCP; see document B in section 5 below), to (i) avoid signposting walkers past a potentially dangerous section of unfenced cliff which is prone to undercutting and erosion by wave action (see document C in section 5 below); and (ii) it avoids leading walkers along 100 metres of a narrow lane, with no pavement, which becomes heavily congested with vehicles during the summer months, resulting in cars reversing due to no passing places (see document D in section 5 below). On this second point, the Access Authority agree with our conclusion that it is not our policy to proactively re-route a national trail onto a highway where a more suitable and safer alternative exists.

To answer the other ad-hoc points made in the representation:

- sea views are still available from 50% of the length of the proposed inland ECP route;
- the road is used by walkers between Port Gaverne and Port Isaac, however there is no alternative route available and a pavement exists for about 50% of its length;
- there are clear sight-lines for traffic and walkers at the two places where the proposed ECP route crosses the road and therefore it has not been considered a safety issue by the Highways Authority;
- we agree that the steep slope behind the houses (see document A in section 5 below) is not an ideal surface to walk upon in wet conditions. However the surface of the concrete has been previously roughened to allow grip for vehicles and walkers; no further improvements are possible for this route section.

In conclusion, whilst a route around the headland would undoubtedly provide a better 'coastal experience' for a walker using the ECP, there are health and safety issues which are over-riding and have led us to propose the ECP follows the existing SWCP route. The popular headland around Main Head and Castle Rock will still remain available for walkers as part of the coastal margin.

## Relevant appended documents (see section 5):

- Document E:** MCA/MNQ6/R/4/MNQ1031 - photos submitted by South West Coast Path Association showing sea views from the headland, Main Head, and the lane at route section MNQ-6-S082
- Document F:** MCA/MNQ6/R/2/MNQ0973 & MCA/MNQ6/R/4/MNQ1031 - shows the proposed route of the England Coast Path and an alternative headland route suggested in the representation. Document submitted by Natural England.
- Document G:** MCA/MNQ6/R/2/MNQ0973 & MCA/MNQ6/R/4/MNQ1031 - shows the area of unfenced cliff at location (A) in document B above. Photos submitted by Natural England.
- Document H:** MCA/MNQ6/R/2/MNQ0973 & MCA/MNQ6/R/4/MNQ1031 - shows the narrow lane which would form part of the route, as suggested by the representations



---

**Representation number:**

MCA/MNQ6/R/5/MNQ0975

**Organisation/ person making representation:**

Ramblers' Association, Cornwall

**Route section(s) specific to this representation:**

Map MNQ6c

**Other reports within stretch to which this representation also relates:**

N/A

**Representation in full**

Dannon Chapel: We welcome the designation of a considerable area of coastal margin landward of the path, giving the public the opportunity of enjoying more than just a narrow strip along the coast, which here has a designation of Heritage Coast and is situated in a wider Area of Outstanding Natural Beauty.

**Natural England's comments**

We welcome the positive engagement from the Ramblers' Association during the development of our proposals and the supportive comment in its representation. We have no further comments about the representation.

**Relevant appended documents: N/A**

---

**Representation number:**

MCA/stretch/R/1/MNQ0975

**Organisation/ person making representation:**

Ramblers' Association, Cornwall

**Route section(s) specific to this representation:**

Map MNQ6d, section MNQ-6-S061/S062

**Other reports within stretch to which this representation also relates:**

MNQ3, MNQ4, MNQ5, MNQ7 & MNQ9

**Representation in full**

On a National Trail, limitations such as gates and stiles should, where possible, conform to the BS5709:2018 or at least an earlier British Standard. Within the last two years, several kissing gates have been erected on the South West Coast Path, now to become the route for the England Coast Path, which fall far short of the width and other requirements of the Standard. This makes use of the path by walkers carrying large rucksacks difficult and structures should be modified or replaced so that they conform to standard where practical. BS5709 requires a clear width of at least 1.0m to be available through kissing gates. For walkers carrying large rucksacks, narrow kissing gates are often far more difficult to negotiate than stiles. Where structures are replaced, consideration should be given to the needs of those using mobility vehicles where the rest of the path would be accessible but for the structures (Equality Act 2010).

Locations are listed below. The Report shows no proposed works at these locations to mitigate the shortcomings.

1. Map MNQ3e, section MNQ-3-S050: Castle Point SX145975 new kissing gate, gap only 420mm.
2. Map MNQ4e, section MNQ-4-S077: Hillsborough SX109918 new kissing gate, gap only 450mm.
3. Map MNQ5a, section MNQ-5-S013: Forrabury Common, SX 0915 9091, staggered barrier at bottom of steps, gap only 625mm.

4. Map MNQ5c, section MNQ-5-S052: West of Bossinney Haven, SX0651 8938, squeeze stile only 350mm wide at waist height.
5. Map MNQ6d, section MNQ-6-S061/S062: Bounds Cliff, SX 0231 8125, unnecessary timber stile in tandem with good quality stone stile.
6. Map MNQ7a, section MNQ-5-S011: Varley Head, SW985813, kissing gate has gap of only 630mm.
7. Map MNQ7e, section MNQ-7-S066: South of Pentire Point, SW930801, path restricted to 610mm width by timber rails
8. Map MNQ9f, section MNQ-9-S135, Long Cove, SW860763: On the recently realigned path the new kissing gate has a gap of only 680mm.

### **Natural England's comments**

We thank the Ramblers for their detailed representation, which we have passed to the access authority for consideration. Both we and the access authority agree in principle that gates should conform to the most recent British Standard and any new access furniture detailed in the Marsland Mouth to Newquay Coastal Access reports will be installed in compliance with BS 5709:2018, the British Standard for Gaps, Gates and Stiles.

In deciding what to include in the draft schedule for England Coast Path Works we took the view that replacement of small standard items such as gates and signposts on the existing coast path should not be a priority for inclusion. This is primarily because a separate central government contribution is made annually to the South West Coast Path National Trail Partnership which is available to help with these costs if the Access Authority agrees they are necessary.

---

### **Representation number:**

MCA/stretch/R/2/MNQ1033

### **Organisation/ person making representation:**

Environment Agency

### **Route section(s) specific to this representation:**

Whole stretch

### **Other reports within stretch to which this representation also relates:**

MNQ1 - MNQ11

### **Representation in full**

See first occurrence of representation under Length Report MNQ2.

### **Natural England's comments**

See comments regarding the same representation under Length Report MNQ2.

### **Relevant appended documents:** N/A

## ***Other representations***

### **Representation ID:**

MCA/MNQ6/R/3/MNQ1031

### **Organisation/ person making representation:**

South West Coast Path Association

### **Name of site:**

Barrett's Zawn

### **Report map reference:**

MNQ6d

**Route sections on or adjacent to the land:**

MNQ-6-S048 to MNQ-6-S060 inclusive

**Other reports within stretch to which this representation also relates**

N/A

**Summary of representation:**

Additional new steps are needed, and also zig-zags, at locations along this stretch so that flights of steps aren't prohibitively steep or likely to further erode through water run-off.

*Note: this is a duplicate of the 'full' representation from the Cornwall Countryside Access Forum (MCA/MNQ6/R/1/MNQ0973)*

**Natural England's comment:**

See comments regarding identical representation *MCA/MNQ6/R/1/MNQ0973* under MNQ6.

---

**Representation ID:**

MCA/MNQ6/R/4/MNQ1031

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Port Gaverne

**Report map reference:**

MNQ6e

**Route sections on or adjacent to the land:**

MNQ-6-S080 to MNQ-6-S082 inclusive

**Other reports within stretch to which this representation also relates**

N/A

**Summary of representation:**

A more seaward route following the cliff top around Main Head and Castle Rock is suggested.

*Note: this is a duplicate of the 'full' representation from the Cornwall Countryside Access Forum (MCA/MNQ6/R/2/MNQ0973)*

**Natural England's comment:**

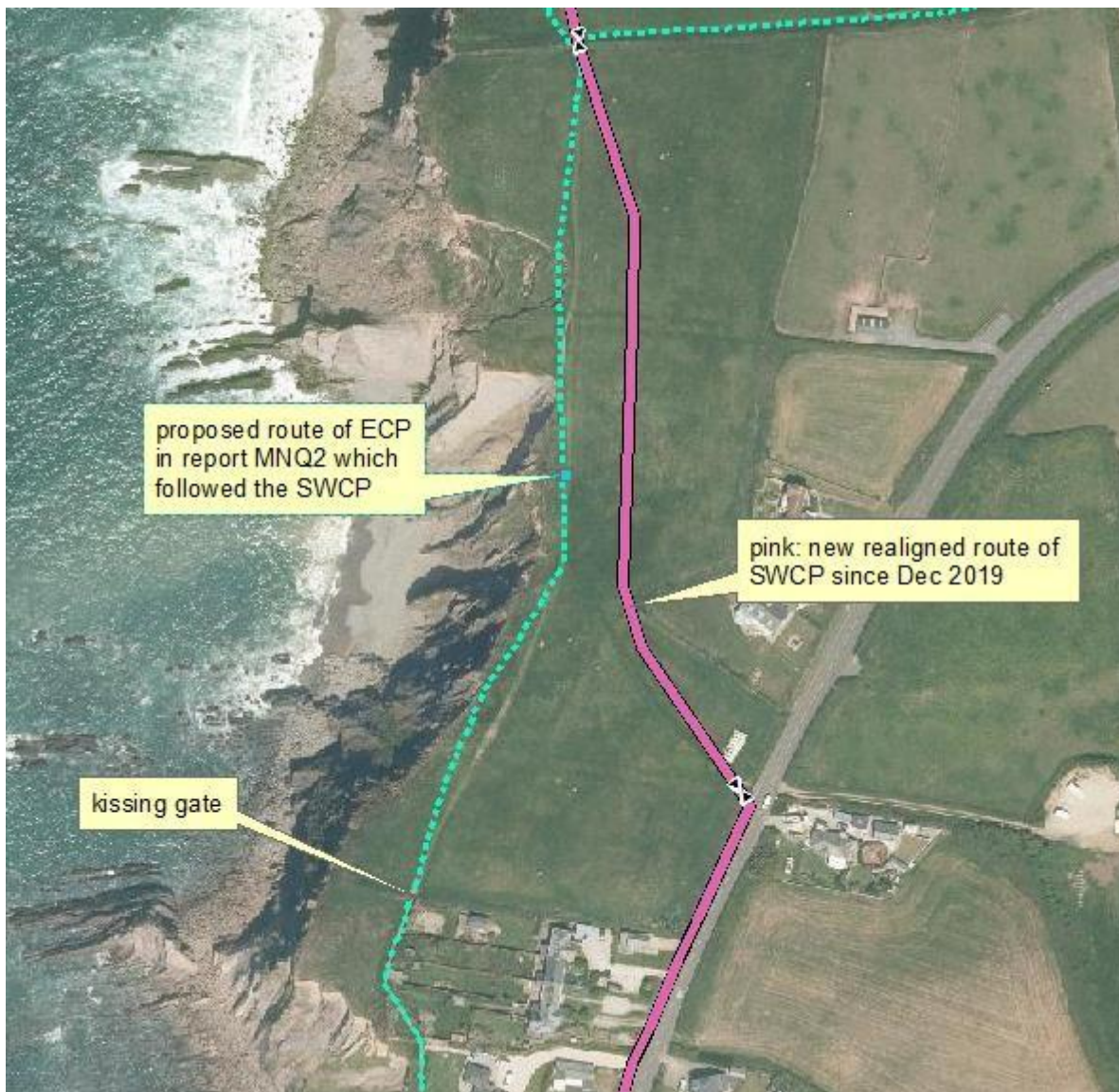
See Natural England's comments against representation *MCA/MNQ6/R/2/MNQ0973* from Cornwall Countryside Access Forum.

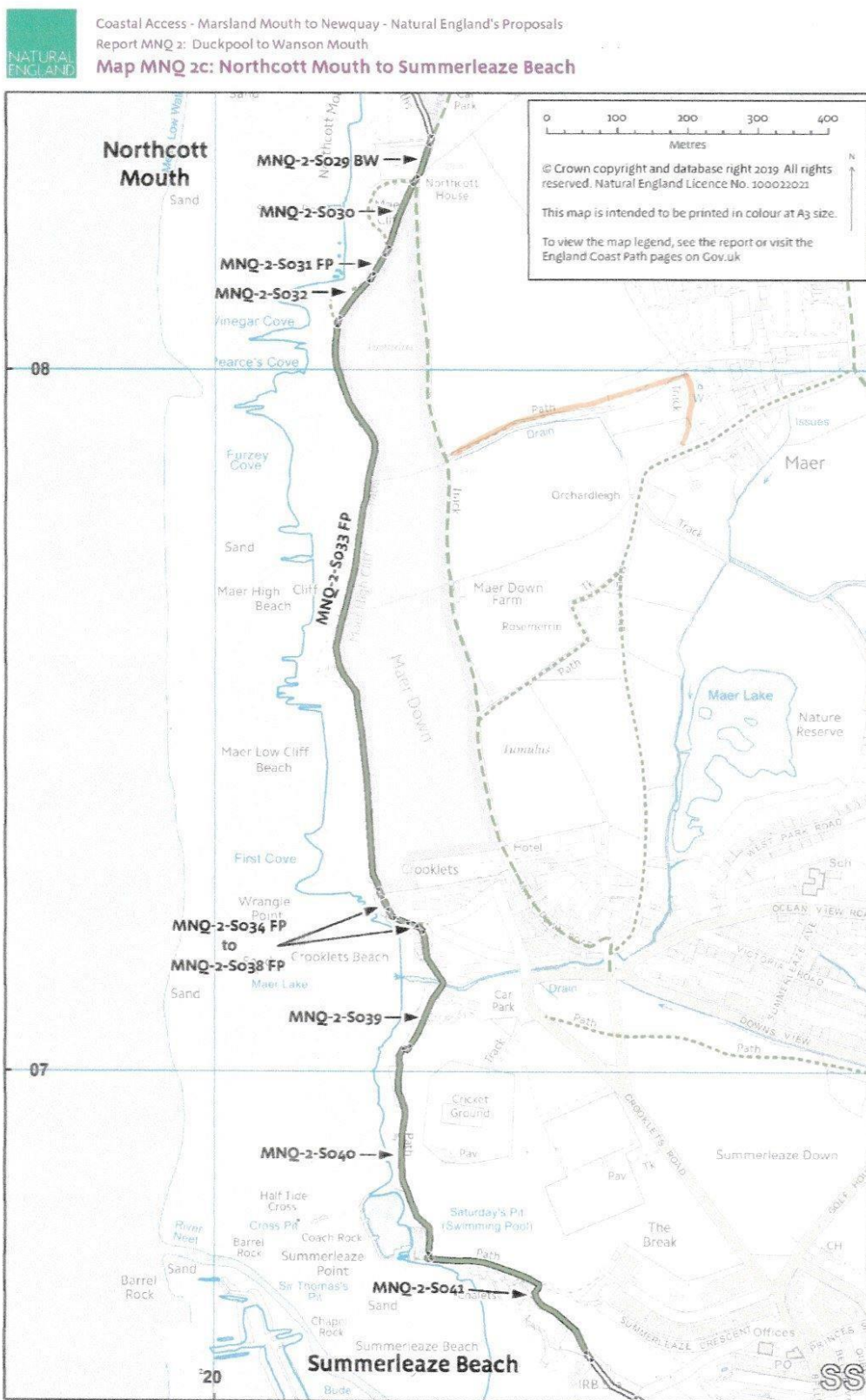
**Relevant appended documents (see Section 5):**

- Document E:** *MCA/MNQ6/R/4/MNQ1031* - photos submitted by South West Coast Path Association showing sea views from the headland, Main Head, and the lane at route section MNQ-6-S082
- Document F:** *MCA/MNQ6/R/2/MNQ0973* & *MCA/MNQ6/R/4/MNQ1031* - shows the proposed route of the England Coast Path and an alternative headland route suggested in the representation. Document submitted by Natural England.
- Document G:** *MCA/MNQ6/R/2/MNQ0973* & *MCA/MNQ6/R/4/MNQ1031* - shows the area of unfenced cliff at location (A) in document B above. Photos submitted by Natural England.
- Document H:** *MCA/MNQ6/R/2/MNQ0973* & *MCA/MNQ6/R/4/MNQ1031* - shows the narrow lane which would form part of the route, as suggested by the representations (between points B and C in Document B above). Photo submitted by Natural England.

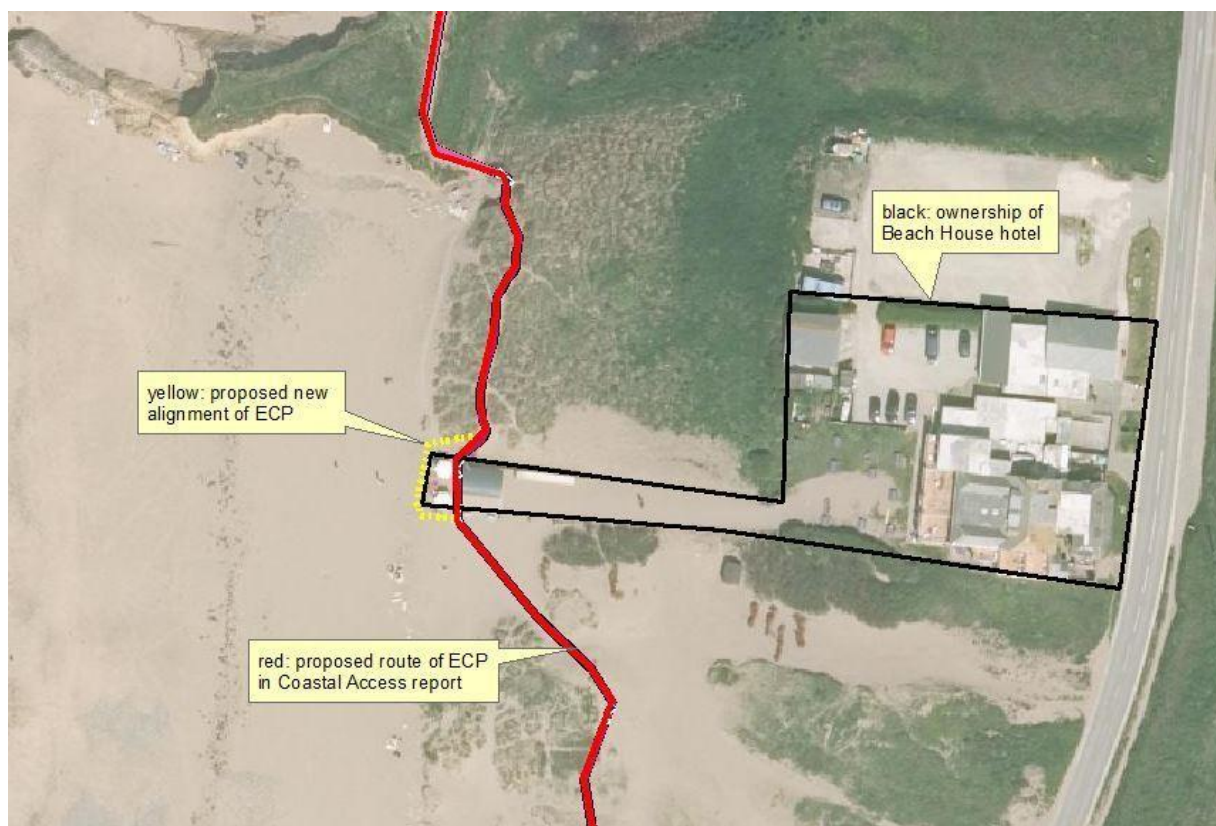
## 5. Supporting documents

**Document A – MCA/MNQ2/R/6/MNQ0975** map showing the new route of South West Coast Path. Document submitted by Natural England.





**Document C – MCA/MNQ2/R/5/MNQ0898** – detail of the route modification proposed by Natural England in its comments. Document submitted by Natural England.



**Document D – MCA/MNQ2/R/5/MNQ0898** – revised map MNQ2f, showing the route modification at section MNQ-2-S072, as proposed in Natural England’s comments



Coastal Access - Marsland Mouth to Newquay - Natural England's Proposals  
 Report MNQ2: Duckpool to Wanson Mouth  
**Map MNQ 2f: Lower Longbeak to Widemouth Bay**



Map MNQ 2f: Lower Longbeak to Widemouth Bay

**Document E: MCA/MNQ6/R/4/MNQ1031** - photos submitted by South West Coast Path Association showing sea views from the headland, Main Head, and the lane at route section MNQ-6-S082





**Document F: MCA/MNQ6/R/2/MNQ0973 & MCA/MNQ6/R/4/MNQ1031** - shows the proposed route of the England Coast Path and an alternative headland route suggested in the representation. Document submitted by Natural England.



**Document G: MCA/MNQ6/R/2/MNQ0973 & MCA/MNQ6/R/4/MNQ1031** - shows the area of unfenced cliff at location (A) in document B above. Photos submitted by Natural England.





**Document H:** MCA/MNQ6/R/2/MNQ0973 & MCA/MNQ6/R/4/MNQ1031 - shows the narrow lane which would form part of the route, as suggested by the representations (between points B and C in Document B above). Photo submitted by Natural England.

