



England Coast Path Stretch: Newquay to Penzance

Report NQP 8: Carn Barges to Penzance Station

Part 8.1: Introduction

Start Point:	Carn Barges (grid reference: SW 4461 2342)
End Point:	Penzance Station (grid reference: SW 4769 3051)
Relevant Maps:	NQP 8a to NQP 8f

8.1.1 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 Newquay and Penzance.

8.1.2 This report covers length NQP 8 of the stretch, which is the coast between Carn Barges and Penzance Station. 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.

8.1.3 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.

8.1.4 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 8.2: Proposals Narrative

The trail:

8.2.1 Follows the existing South West Coast Path as currently walked and managed along most of this length. See maps NQP 8a to NQP 8f and tables 8.3.1 and 8.3.2 below for more details.

8.2.2 Differs from the existing South West Coast Path north east of Mousehole harbour (route sections NQP-8-S036 to NQP-8-S038). This new route follows the path along the seawall as far as the car park on The Parade providing good sea views. See map NQP 8c and table 8.3.2 below for more details.

8.2.3 Generally follows the coastline quite closely over this length and maintains good views of the sea.

The South West Coast Path

8.2.4 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.

8.2.5 The following designated sites affect this length of coast:

- Penlee Point Site of Special Scientific Interest (SSSI) for its geological interest
- Penlee Quarry Site of Special Scientific Interest (SSSI) for its geological interest

Maps C and D in the Overview show the extent of designated areas along this stretch of coast, including SACs, SSSIs and Scheduled Monuments.

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

8.2.7 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 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:

8.2.8 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 for most of the length between Carn Barges and Mousehole;
- The trail is undulating, exposed and narrow in places with steep slopes;
- There are steep gradients in places with steps, for example at Carn Watch, where it would be necessary to ascend or descend the slopes;

8.2.9 At Carn Barges (route section NQP-8-S003) two footbridges will be installed over the stream and drainage works will be carried out to make this area easier to walk (see map NQP 8a).

We envisage these works happening as part of the physical establishment of the trail described below.

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

Where we have proposed exercising statutory discretions:

8.2.10 **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 8.3.1 below.

8.2.11 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 8.3.1 and columns 5b and 5c of table 8.3.2. 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 table 8.3.1 and columns 5b and 5c of table 8.3.2 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.

8.2.12 **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.

8.2.13 Column 3 of table 8.3.1 and column 4 of table 8.3.2 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 NQP 8a to NQP 8c as the proposed route of the trail.

8.2.14 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.

On sections for which roll-back is not proposed in table 8.3.1, the route is to be at the centre of the line shown on maps NQP 8a to NQP 8f as the proposed route of the trail.

Other future change:

8.2.15 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:

8.2.16 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.

8.2.17 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,975 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.

8.2.18 There are two main elements to the overall cost:

- Improvements to existing route sections (see point 8.2.9 above) including the installation of footbridges and water management works at Carn Barges. 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 improvements would enhance the convenience of the trail.

More significant items of establishment works are shown on the relevant maps accompanying this report.

- 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. Any signs and information boards with outdated information about the route would also require replacement.

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
Improvements to existing route sections	£16,000
Signs and interpretation	£500
Project management	£2,475
Total	£18,975 (Exclusive of any VAT payable)

8.2.19 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Cornwall Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs 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:

8.2.20 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

8.2.21 We estimate that the annual cost to maintain the trail will be £3,263.36 (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 8.3: Proposals Tables

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

8.3.1 Details for sections that follow the existing South West Coast Path - Maps 8a to 8f: Carn Barges to Penzance Station

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 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.
4. 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
NQP 8a	NQP-8-S001 to NQP-8-S008	Yes - Normal	No			
	NQP-8-S009 & NQP-8-S010	No	No	Landward edge of track	Clarity and cohesion	
	NQP-8-S011	No	No	Landward edge of road	Clarity and cohesion	
	NQP-8-S012 to NQP-8-S014	No	No			
	NQP-8-S015 to NQP-8-S019	Yes - Normal	No			
NQP 8b	NQP-8-S020 to NQP-8-S026	Yes - Normal	No			
	NQP-8-S027*	No	No	Landward edge of track	Clarity and cohesion	
NQP 8c	NQP-8-S028*	No	No	Landward edge of track	Clarity and cohesion	
	NQP-8-S029*	No	No	Landward edge of road	Clarity and cohesion	
	NQP-8-S030	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
	NQP-8-S031	No	No	Pavement edge	Clarity and cohesion	
	NQP-8-S032 to NQP-8-S035	No	No	Landward edge of road	Clarity and cohesion	
	NQP-8-S039*	No	No	Pavement edge	Clarity and cohesion	
NQP 8d	NQP-8-S040 to NQP-8-S046	No	No	Pavement edge	Clarity and cohesion	
	NQP-8-S047 & NQP-8-S048	No	No	Path	Clarity and cohesion	
NQP 8e	NQP-8-S049 to NQP-8-S051	No	No	Path	Clarity and cohesion	
	NQP-8-S052 to NQP-8-S066	No	No	Pavement edge	Clarity and cohesion	
	NQP-8-S067	No	No	Landward edge of road	Clarity and cohesion	
	NQP-8-S068	No	No	Pavement edge	Clarity and cohesion	
	NQP-8-S069 & NQP-8-S070	No	No	Landward edge of road	Clarity and cohesion	
	NQP-8-S071 & NQP-8-S072	No	No	Path	Clarity and cohesion	
NQP 8f	NQP-8-S073	No	No	Promenade edge	Clarity and cohesion	
	NQP-8-S074	No	No	Pavement edge	Clarity and cohesion	
	NQP-8-S075	No	No	Path	Clarity and cohesion	

8.3.2 Details for sections that differ from the existing South West Coast Path - Maps NQP 8c: Mousehole

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 8.3.3: 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 8.3.4’ 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 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
NQP 8c	NQP-8-S036* & NQP-8-S037*	Other existing walked route	Yes - see table 8.3.4	No	Path	Clarity and cohesion	
	NQP-8-S038*	Other existing walked route	Yes - see table 8.3.4	No	Wall	Clarity and cohesion	

8.3.3 Other options considered - Maps NQP 8b and NQP 8c: to Penzer Point to Penlee Point

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
NQP 8b & NQP 8c	NQP-8-S027 to NQP-8-S029	We considered aligning the trail to a more seaward location on the coastal slope between Penzer Point and the northern end of Ragginis Hill.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it provides far reaching sea views over Mousehole; ■ there are areas of excepted land which extend to the edge of the coastal slope; ■ 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.
NQP 8c	NQP-8-S036 to NQP-8-S038	We considered aligning the trail along the existing SWCP route via N Cliff and Parade Hill.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is closer to the sea and provides good coastal views; ■ it is aligned off the road; ■ 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.
NQP 8c	NQP-8-S039	We considered aligning the trail along the sea wall between the southern end of The Parade, Mousehole and south of Penlee Point.	We opted for the proposed route because: <ul style="list-style-type: none"> ■ it is available at all states of the tide; ■ it provides far reaching sea views; ■ 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; ■ under our proposals, land seaward of the trail would remain available for people to use as part of the spreading room, but would not form part of the designated trail.

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.

8.3.4 Roll-back implementation – more complex situations: Map NQP 8c: Mousehole

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
NQP 8c	NQP-8-S036 to NQP-8-S038	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.

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 8.4: Proposal maps

8.4.1 Map Index

Map reference	Map title
NQP 8a	Carn Barges to Kemyel Cliff
NQP 8b	Kemyel Cliff to Penzer Point
NQP 8c	Point Spaniard to The Parade, Mousehole
NQP 8d	Penlee Point to Fore Street, Newlyn
NQP 8e	Fore Street, Newlyn to Lariggan Bridge, Penzance
NQP 8f	Lariggan Bridge to Penzance Station

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

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

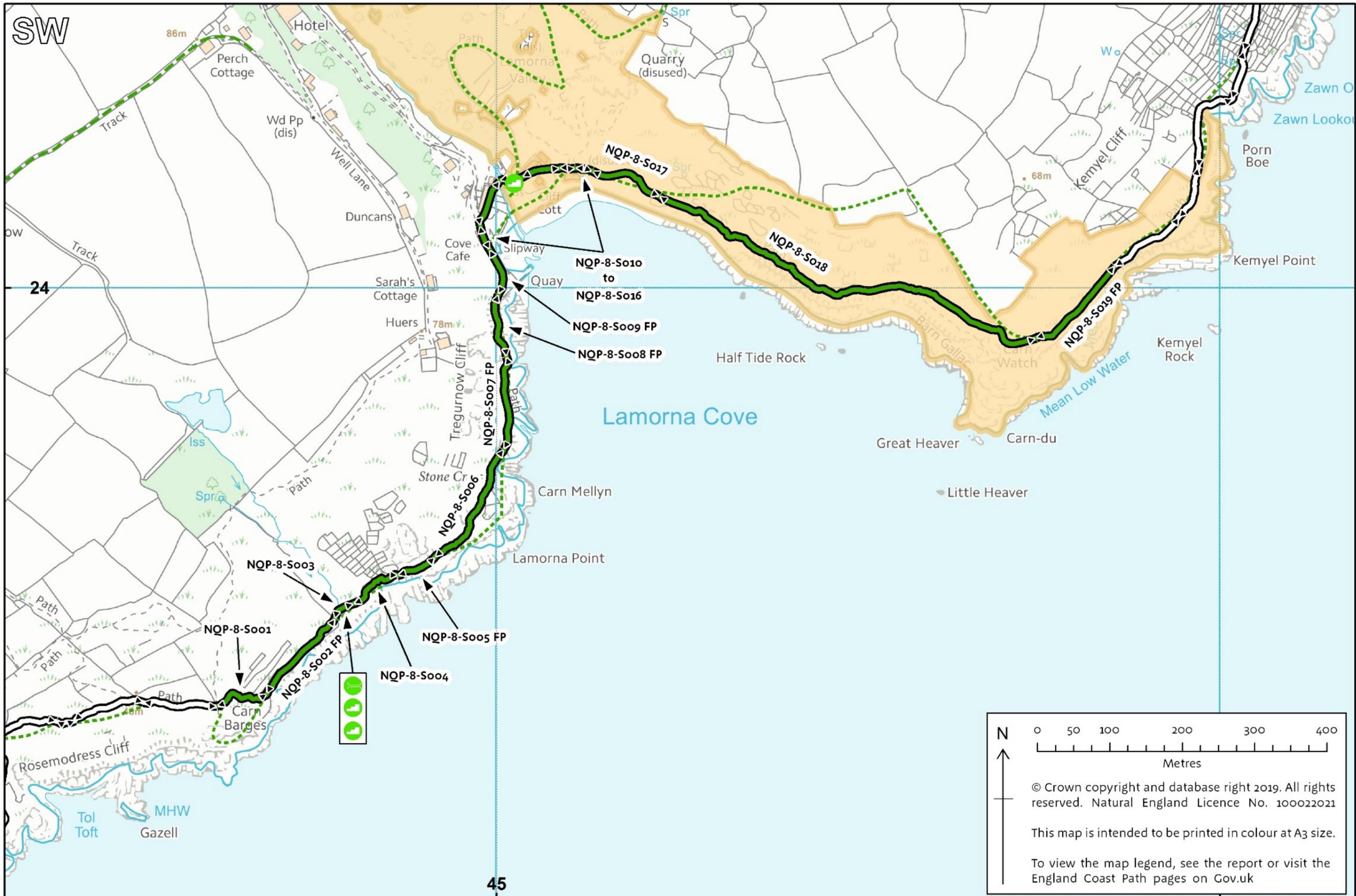
Miscellaneous:

- 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 NQP 8a: Carn Barges to Kemyel Cliff

N

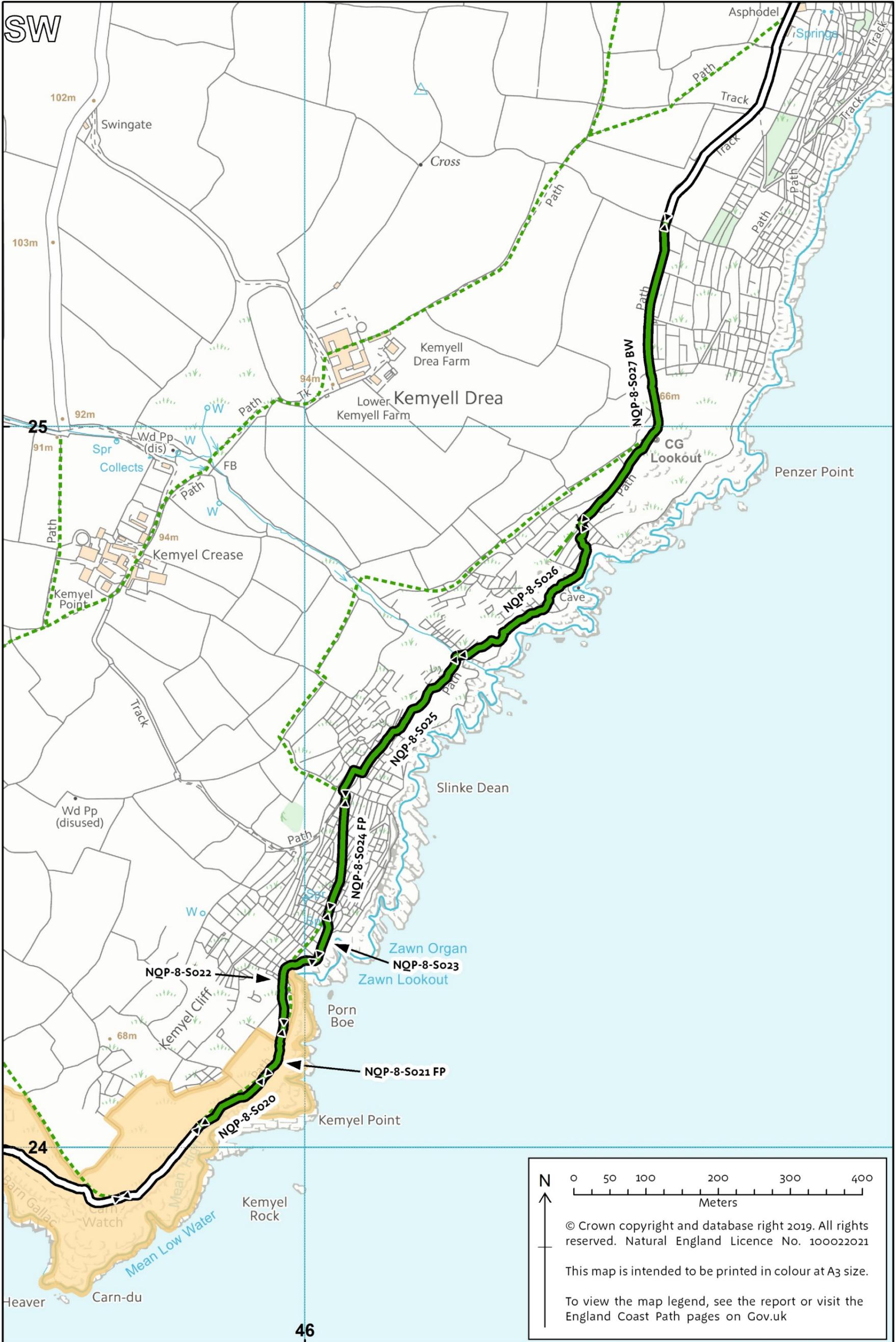
0 50 100 200 300 400

Metres

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



Map NQP 8b: Kemyel Cliff to Penzer Point

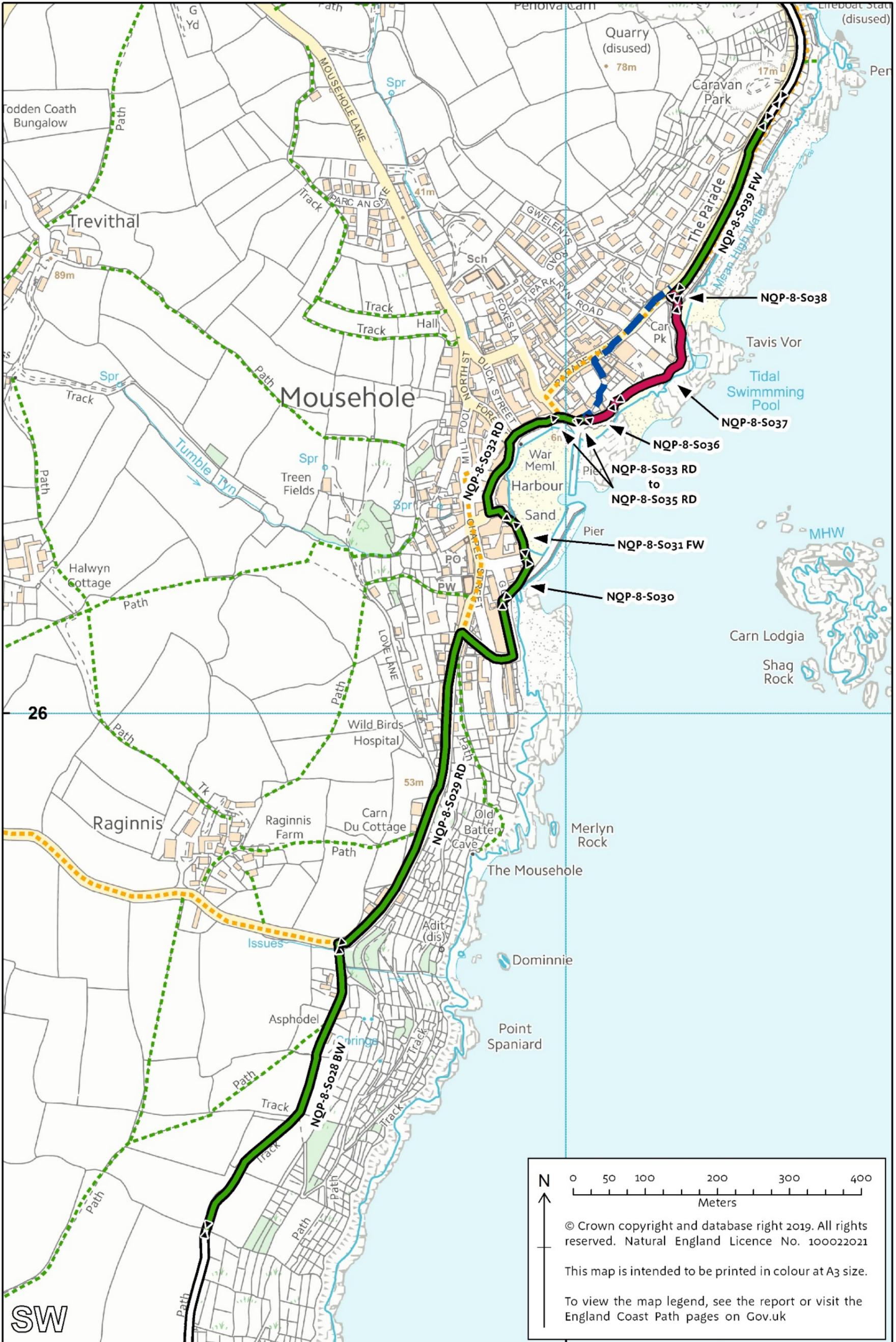
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Map NQP 8c: Point Spaniard to The Parade, Mousehole





Map NQP 8e: Fore Street, Newlyn to Lariggan Bridge, Penzance



Map NQP 8f: Lariggan Bridge to Penzance station

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