



England Coast Path Stretch:

Penzance to St Mawes

PSM 1: Penzance Station to East Marazion

Part 1.1: Introduction

Start Point:	Penzance Station (grid reference: SW47693050)
End Point:	East Marazion (grid reference: SW52853060)
Relevant Maps:	PSM 1a to PSM 1d

1.1.1 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 Penzance and St Mawes.

1.1.2 This report covers length PSM 1 of the stretch, which is the coast between Penzance and East Marazion. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

The trail:

1.2.1 Follows the existing South West Coast Path as currently walked and managed between Penzance Pumping Station and Marazion dunes (route sections PSM-1-S003 to PSM-1-S013) and between Marazion Bridge and East Marazion (route sections PSM-1-S0016 to PSM-1-S025). The existing South West Coast Path generally follows a multi-use trail, public highways and public rights of way along these lengths. See maps PSM 1a to PSM 1d and associated table 1.3.1 below for more details

1.2.2 Differs from the existing South West Coast Path along a 290m length at Penzance Station (route sections PSM-1-S001 and PSM-1-S002). This new length follows an existing walked route along coastal defences seaward of the existing South West Coast Path and links back to the existing South West Coast Path via a new section across the top of the coastal defences. See maps PSM 1a and associated table 1.3.2 below for details.

1.2.3 Also differs from the existing South West Coast Path along a 365m length across Marazion Dunes (route sections PSM-1-S014 and PSM-1-S015). This new length follows an existing walked routes through fixed dunes. See map PSM 1b and associated table 1.3.2 below for more details.

1.2.4 Mainly follows the coastline quite closely and maintains good views of the sea. The new length of the England Coast Path (ECP) along the coastal defences at Penzance has significantly improved coastal views.

The South West Coast Path

1.2.5 For the majority of this report length we propose adopting the walked line of the South West Coast Path as the line of the England Coast Path. However, there are places where we have proposed improvements to the existing route line (along Penzance coastal defences and at Marazion Dunes), 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.

1.2.6 The following designated sites affect this length of coast:

- Mounts Bay Marine Conservation Zone (MCZ)
- Marazion Marsh Special Protection Area (SPA)
- Marazion County Wildlife Site (CWS)
- St Michael's Mount Site of Special Scientific Interest (SSSI) units 1 and 2 for its geological/wildlife interest
- Marazion Marsh Site of Special Scientific Interest (SSSI) units 1 and 2 for its geological/wildlife interest
- Four crosses on St Michael's Mount Scheduled Ancient Monument (SAM)

Map C and Map D in the Overview shows the extent of the designated areas listed.

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

1.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
PSM 1c	PSM-1-S014 and PSM-1-S015	The proposed trail does not follow the existing signposted South West Coast Path along the fore-dunes in this location. Instead the proposed trail crosses the more stable fixed dunes landward of the fore-dunes.	To reduce trampling pressure on the sensitive fore-dunes.
PSM 1c	PSM-1-S014 and PSM-1-S015	The proposed route across the fixed dunes will not be demarcated on the ground in order to spread walker pressure across multiple existing walked routes across the fixed dunes.	Spreading the effect of trampling in this part of the dunes will help to maintain a diversity of habitat
PSM 1d	PSM-1-S020	Information panel asking visitors to avoid disturbing sensitive sea life in the coastal margin.	To prevent disturbance of sensitive intertidal rock habitat and associated fauna found close to the causeway - in particular stalked jelly fish and under-boulder communities.

1.2.8 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; 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:

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

- There are steps where it would be necessary to ascend/descend coastal defences by the pumping station at Penzance. However a nearby cycle route would be available to enable walkers with reduced mobility to continue their journey.
- The trail would follow an uneven, narrow path through the fixed dunes at Marazion.

1.2.10 At Marazion Bridge, the existing footbridge across the Red River will be replaced and the route section linking the bridge with the neighbouring car park will be widened and levelled making it easier for wheelchair users to use. We envisage this happening 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:

1.2.11 **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 Tables 1.3.1 and 1.3.2 below.

1.2.12 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 1.3.1 and in columns 5b and 5c of table 1.3.2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 4b & 4c above Table 1.3.1 and the note relating to Column 5b and 5c above Table 1.3.2 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.

1.2.13 **Restrictions and/or exclusions:** We have proposed to exclude by direction under the Countryside and Rights of Way Act (2000) at St Michael's Mount along this section of coast.

St Michael's Mount

- Access to the land in the coastal margin surrounding St Michael's Mount, (seaward of route sections PSM-1-S020 and PSM-1-S022) 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. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map PSM 1A
- St Michael's Mount is an extremely popular commercial tourist attraction in Cornwall. The majority of visitors reach the island via the causeway which leads directly to the main entrance where an entrance fee is collected. However, the foreshore surrounding the Mount is accessible on foot at times of low tide and there is currently no physical barrier that would prevent the public from entering the site without paying. We propose to exclude coastal access rights on the foreshore around the Mount to prevent members of the public being able to walk around the side of the Mount. This

direction, in combination with the existing management measures at the site's entrance, is designed to ensure that there is no loss of income as a direct result of the introduction of the coastal access rights.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

1.2.14 **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.

1.2.15 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps PSM 1a to PSM 1d as the proposed route of the trail.

Other future change:

1.2.16 At this point we do not foresee any 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:

1.2.17 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.

1.2.18 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £57,000 and is informed by:

- information already held by Cornwall Council and Cormac 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.

1.2.19 There are three main elements to the overall cost:

- A number of new signs and information boards 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. This includes the information panel at Marazion.
- The surfaces and access furniture where the proposed route follows the existing South West Coast Path as walked and managed are generally of a suitable standard for the trail, but there are some places where improvements would enhance the convenience of the trail:

- Installation of a wheelchair accessible footbridge across the Red River and surface improvements between Marazion and Marazion dunes.
- New surfaces and access furniture would be required on route sections where the proposed route differs from that of the existing South West Coast Path:
 - New steps and security fencing installed at Penzance Station.

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
Signage and interpretation	£2,000
Improvements to existing trail sections	£14,200
New trail sections	£32,250
Project management	£8,550
Total	£57,000 (Exclusive of any VAT payable)

1.2.20 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:

1.2.21 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).

1.2.22 We estimate that the annual cost to maintain the trail will be £1984.57 (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 1.3: Proposals Tables

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

Table 1.3.1 includes sections of the trail that follow the existing South West Coast Path as currently walked and managed. Table 1.3.2 includes sections of the trail that differ from the existing South West Coast Path.

1.3.1 Details for sections that follow the existing South West Coast Path: Maps PSM 1a to PSM 1d, Penzance Station to East Marazion

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: 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
PSM 1a & PSM 1b	PSM-1-S003 to PSM-1-S005	No	No	Path	Clarity and cohesion	
PSM 1b	PSM-1-S006	No	No	Fence line	Clarity and cohesion	
PSM 1b & PSM 1c	PSM-1-S007 & PSM-1-S008	No	No	Path	Clarity and cohesion	
PSM 1c	PSM-1-S009 to PSM-1-S011	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
	PSM-1-S012 & PSM-1-S013	No	No	Pavement edge	Clarity and cohesion	
	PSM-1-S016	No	No	Path	Clarity and cohesion	
PSM 1d	PSM-1-S017	No	No			
	PSM-1-S018	No	No	Promenade edge	Clarity and cohesion	
	PSM-1-S019	No	No	Fence line	Clarity and cohesion	
	PSM-1-S020	No	No	Landward edge of road	Clarity and cohesion	
	PSM-1-S021* to PSM-1-S024*	No	No	Pavement edge	Clarity and cohesion	
	PSM-1-S025*	No	No	Pavement edge	Clarity and cohesion	

1.3.2 Details for sections that differ from the existing South West Coast Path: Maps PSM 1a to PSM 1c, Penzance Station to Marazion Bridge

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3 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 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.
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
PSM 1a	PSM-1-S001*	Other existing walked route	No	No	Path	Clarity and cohesion	
PSM 1a	PSM-1-S002*	Not an existing walked route	No	No	Path	Clarity and cohesion	
PSM 1c	PSM-1-S014* & PSM-1-S015*	Other existing walked route	No	Yes - dune			

1.3.3 Other options considered: Maps PSM 1a to PSM 1d: Penzance Station to East Marazion

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
PSM 1a	PSM-1-S001 to PSM-1-S002	We considered aligning the trail along the route of the existing South West Coast Path route at Penzance station.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it follows the coast more closely and offers significantly improved views of the sea ■ under our proposals, the Cornish Way multi-use trail would remain available for people to use, but would not form part of the designated trail
PSM 1c	PSM-1-S014 to PSM-1-S015	We considered various options at Marazion Dunes	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ unlike the more landward route along the pavement, it maintains views of the sea ■ it avoid the fore-dunes, through which the South West Coast Path is currently aligned. This would reduce trampling pressure on the sensitive fore-dunes. ■ the existing public footpath seaward of the proposed route stops abruptly at Red River. Walkers with dogs would be unable to continue along the beach because of the seasonal dog ban.
PSM 1d	PSM-1-S021 to PSM-1-S025	We considered a more coastal alignment through Marazion town	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ a number of land parcels along the coast at Marazion are used and managed as private gardens. As these are 'excepted' from Coastal Access rights we cannot align the trail through them.

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 1.4: Proposal Maps

1.4.1 Map Index

Map reference	Map title
PSM 1a	Penzance Station to Eastern Green
PSM 1b	Eastern Green to Longrock
PSM 1c	Longrock to Marazion Bridge
PSM 1d	Marazion Bridge to East Marazion
Directions Map PSM 1A	St Michael's Mount: Proposed direction under S24 CROW

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: | Stiles: | Gates: |
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

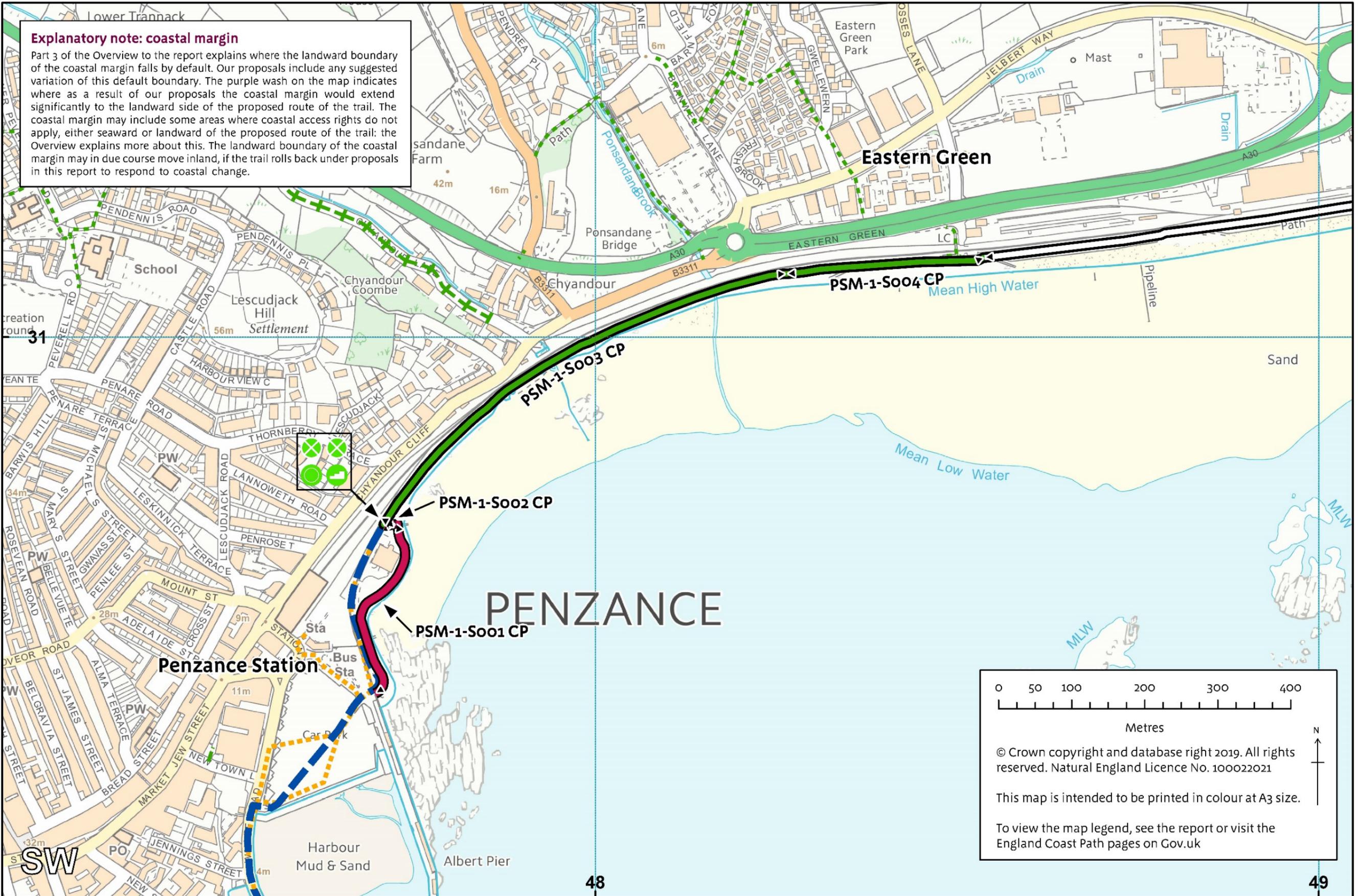
Infrastructure status

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

Explanatory note: coastal margin

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.



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 PSM 1a: Penzance Station to Eastern Green

Explanatory note: coastal margin

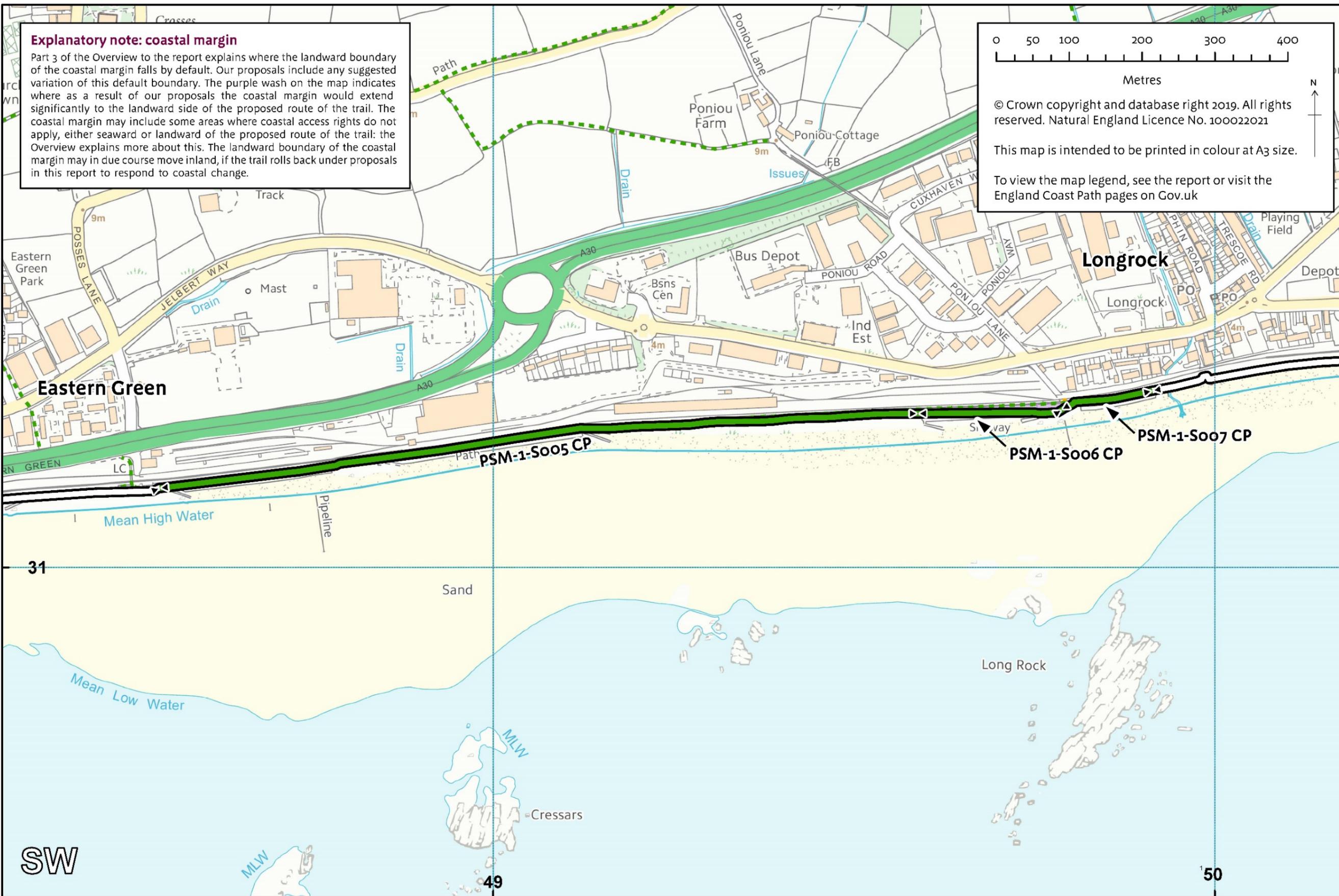
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.

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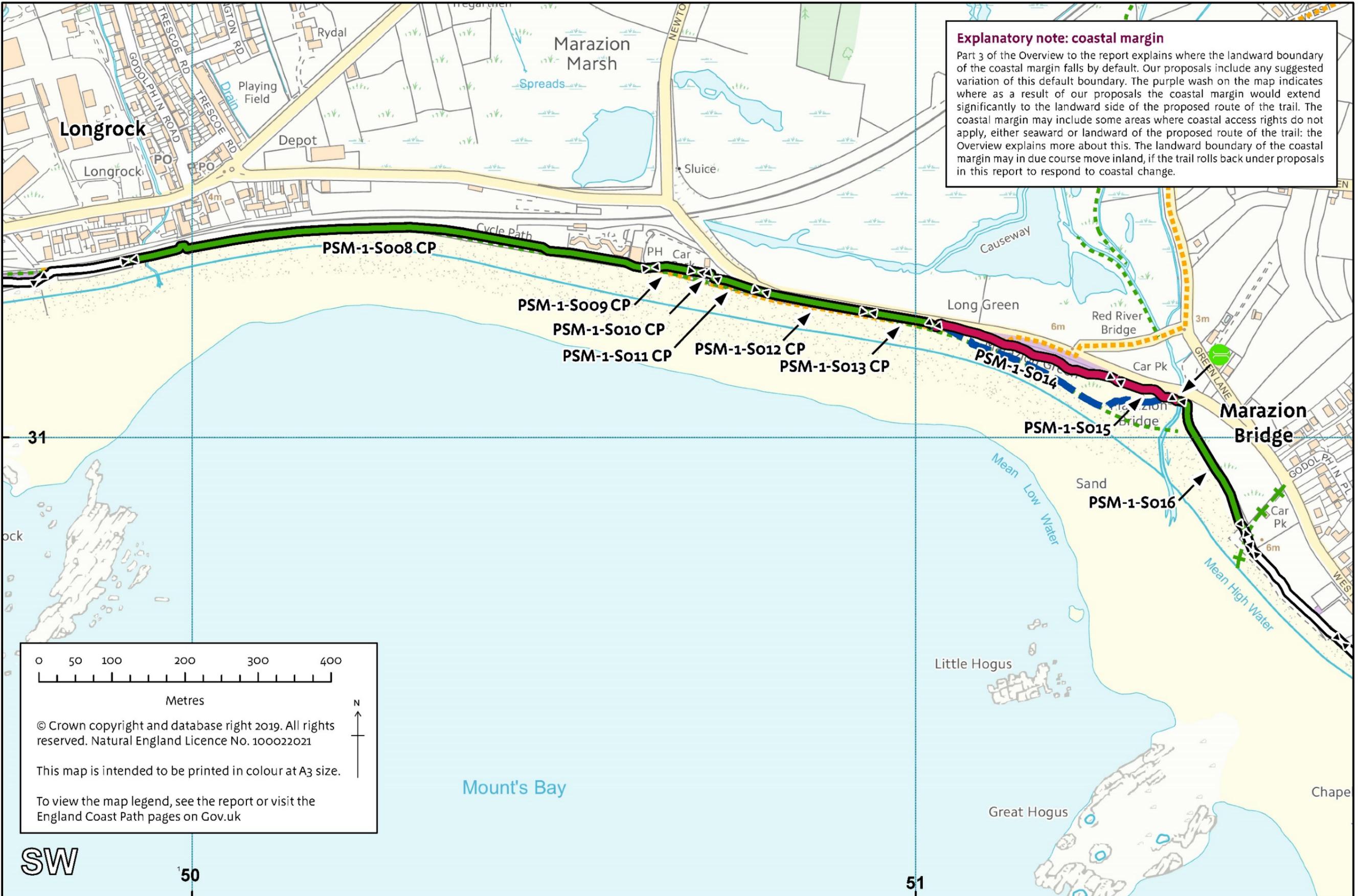
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Map PSM 1b: Eastern Green to Longrock



Explanatory note: coastal margin
 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.

Map PSM 1c: Longrock to Marazion Bridge

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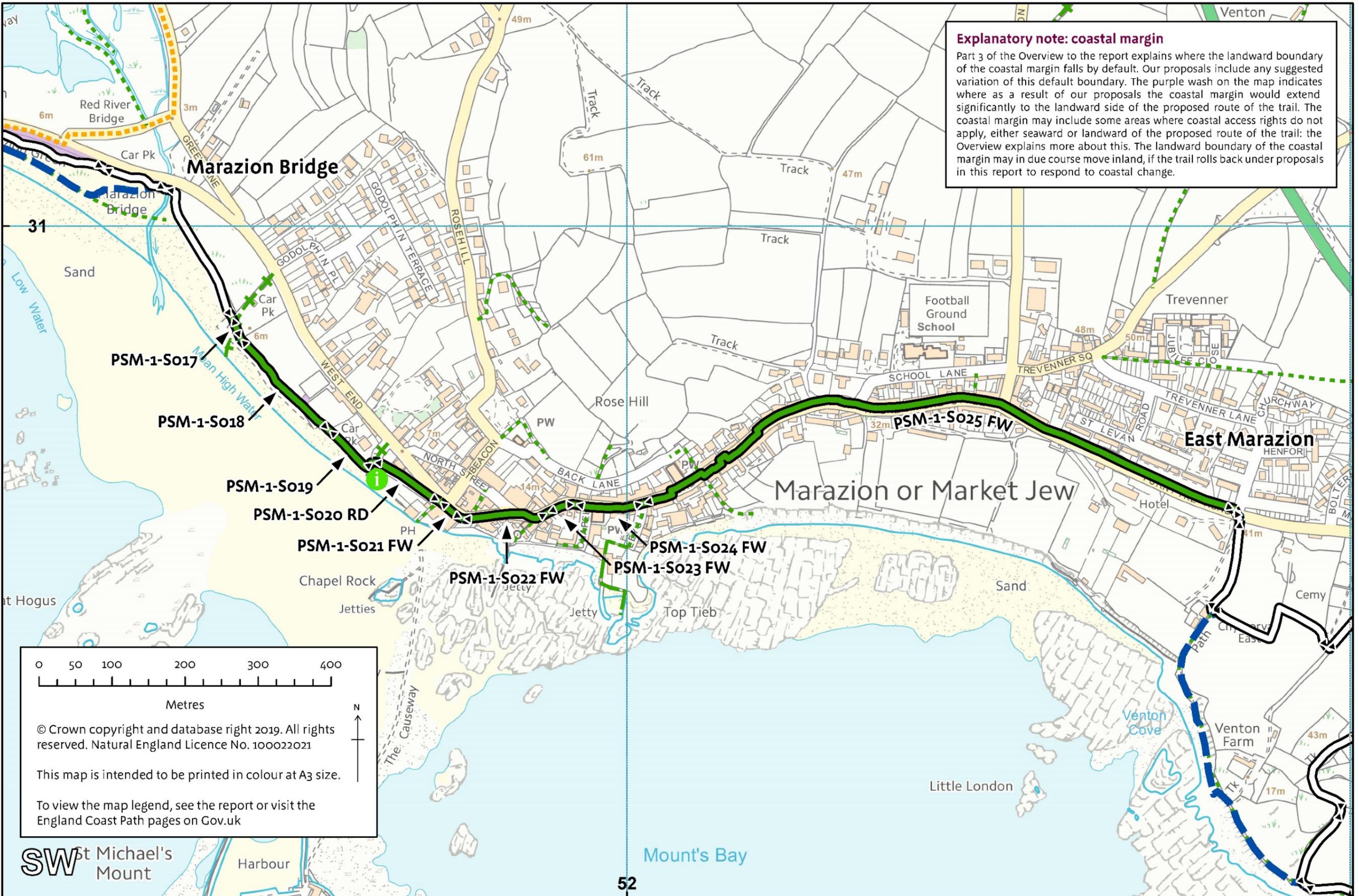
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SW

50

51



Explanatory note: coastal margin
 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.

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Map PSM 1d: Marazion Bridge to East Marazion

Directions Map PSM 1A: St Michael's Mount



Proposed route
 Proposed long-term access exclusion: land management s24
 No public access, all year round

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

0 100 200 300 400 500
 Metres

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