

Coastal Access – Penzance to St Mawes lengths PSM1 to PSM6



Representations with Natural England's comments

April 2020

1. Introduction

This document records the representations Natural England has received on the proposals in length reports PSM1 to PSM6 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 Penzance to St Mawes they are included here in so far as they are relevant to lengths PSM1 to PSM6 only.

2. Background

Natural England's compendium of reports setting out its proposals for improved access to the coast from Penzance to St Mawes, comprising an overview and nine separate length reports, was submitted to the Secretary of State on 18 September 2019. This began an eight-week period during which representations and objections about each constituent report could be made.

In total, Natural England received 30 representations pertaining to length reports PSM1 to PSM6, of which 17 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 3 in their entirety, together with Natural England's comments. Also included in Section 4 is a summary of the 13 representations made by other individuals or organisations, referred to as 'other' representations. Section 5 contains the supporting documents referenced against the representations.

3. Record of 'full' representations and Natural England's comments on them

Representation number:	MCA/PSM1/R/1/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-1-S001 to PSM-1-S002
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
The new seaward path is considered to be a definite improvement, providing a better walking environment with good sea views. This proposal is fully supported.	
Natural England's comments	
We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.	
Relevant appended documents: N/A	

Representation number:	MCA/PSM1/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-1-S014 to PSM-1-S015
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
The proposal that no demarcated line through the dunes be signed on the ground to avoid trampling is supported. However, signing or waymarking would be needed at both ends or walkers could easily end up on the beach or the road. It is suggested that such signage could be combined with information boards explaining the fragility of the dunes; there is a precedent in that such information is proposed nearby at section PSM-2-S020.	
Natural England's comments	
We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.	

Our proposals include the provision of waymarking at either end of the dune section. Through discussions with the landowner and Natural England's ecologist it was decided against providing additional signage alongside the waymarking due to the proportionally small size of the dunes.

Relevant appended documents: N/A

Representation number:	MCA/PSM1/R/1/PSM2216
Organisation/ person making representation:	Ramblers Association, Cornwall
Route section(s) specific to this representation:	Directions Map PSM 1A: St Michael's Mount
Other reports within stretch to which this representation also relates:	N/A

Representation in full

The rocky shore around St Michael's Mount has always been accessible to the public without restriction, other than tide, up to the present time.

The stated reason for exclusion is highly questionable. The opportunity to explore this rocky shoreline only enhances the visitor attraction and is by extension more likely to increase income. Most visitors will only wish to explore for a short distance from the causeway and experience at first hand a rocky shoreline. It is harsh to deny this opportunity. The Ramblers respectfully request that this proposal is reappraised and the proposal to exclude the public dropped.

Natural England's comments

Access to the area covered by the proposed direction is currently managed through signage stating 'no access beyond this point'. The area is therefore not currently accessible to the public.

The majority of visitors reach the island via a causeway which leads directly to the main entrance where an entrance fee is collected. The foreshore on either side of the causeway is not covered by the proposed direction and the public will be able to continue exploring this area.

The area surrounding the Mount is accessible on foot at times of low tide and apart from signage there is currently no physical barrier that would prevent the public from entering the site without paying as there would be easy access from the foreshore into the garden. The proposed direction will 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.

At present, the Mount's access management measures include the regular policing of the site boundary in order to stop members of the public trying to enter the site without paying.

Relevant appended documents: N/A

Representation number:	MCA/PSM Stretch/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM stretch
Other reports within stretch to which this representation also relates:	PSM 2 to PSM 9
Representation in full	
<p>(Route sections PSM-2-S048 and PSM-2-S049; PSM-2-S100; PSM-3-S078; PSM-9-S083; PSMS091)</p> <p>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. In this regard, attention should be paid to improvements to allow extended access, e.g. at section PSM-3-S078 (Loe Bar) identified above.</p> <p><i>Note – The specific route sections listed in this representation will be covered in the comments on representations for the relevant report.</i></p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals.</p> <p>All changes to and improvements of furniture included in report PSM 1 do not inhibit use by mobility vehicles; all new furniture will meet BS5709:2018. At Marazion Bridge the route section linking the bridge with the neighbouring car park will be widened and levelled making it easier for mobility vehicles to use.</p> <p>At Penzance Station the proposed realignment of the current walked and signposted route of the South West Coast Path will not allow a continuous route along the coastal defences for mobility vehicles due to the lack of space on the defences for the construction of a ramp. In this location mobility vehicles will have to use the existing route of the South West Coast Path which is also a cycle route.</p>	
Relevant appended documents: N/A	

Representation number:	MCA/PSM2/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-2-S003 to PSM-2-S007

Other reports within stretch to which this representation also relates:	N/A
Representation in full	
Given the impossibility of using the old route across Venton Cove, this proposal is a good one, maintaining sea views and keeping the route as close as possible to the coast. The proposal is supported.	
Natural England's comments	
We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.	
Relevant appended documents (see section 5): N/A	

Representation number:	MCA/PSM2/R/3/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-2-S040 to PSM-2-S043
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
While it is regretted that a route along the cliff top is not proposed here, the instability of the cliffs is acknowledged and the long-term unsuitability of such a route is accepted. It is noted that the proposal is to move the route slightly to seaward, which should overcome the existing winter mud problems and provide better sea views. This proposal is supported.	
Natural England's comments	
We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.	
Relevant appended documents (see section 5): N/A	

Representation number:	MCA/PSM2/R/6/PSM2216
Organisation/ person making representation:	Ramblers Association, Cornwall

Route section(s) specific to this representation:	PSM-2-S003 to PSM-2-S007
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>Although the proposed route has good coastal views, it is disappointing that a more seaward route has not been chosen. The proposed route is tortuous and unnecessarily long. A more seaward, direct and shorter route ought to be considered using a headland path along the top of the cliff with coastal rollback provision. This would bring the path closer to the sea and strike a better balance. There has been a recent change of land use from agriculture to domestic garden in the vicinity of Venton Farmhouse but we have been unable to identify planning permission for the change. If planning permission for change of use has not been given, such use is probably unlawful and cannot be taken into account in routing the coast path.</p>	
Natural England's comments	
<p>The route included in our proposals was agreed with the landowners. It maintains undisturbed sea views and we concluded that it struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. The route along the top of the cliff suggested in the representation was assessed with Cormac and considered exceptionally wet and costly to maintain due to drainage issues. The proposed route is drier and for this reason provides a better walker experience. It also provides better sea views.</p> <p>For information: the current route of the South West Coast Path which follows the beach is currently closed due to landslides. Once future erosion events have made it possible to re-establish this route, Natural England intend to submit a variation report that would justify the intention to vary the route back to the original route as it better meets the Coastal Access Scheme criteria in terms of proximity to the coast and sea views. We would propose that the route described in this report (route sections PSM-2-S003 to PSM-2-S008) would be retained as an Optional Alternative high tide route with no associated default coastal margin.</p>	
Relevant appended documents (see section 5): N/A	

Representation number:	MCA/PSM2/R/7/PSM2216
Organisation/ person making representation:	Ramblers Association, Cornwall
Route section(s) specific to this representation:	PSM-2-S032 to PSM-2-S035
Other reports within stretch to which this representation also relates:	N/A
Representation in full	

Although following the present South West Coast Path, the proposed route is not a particularly coastal route being a field length of about 60m from the cliff and is not more direct than the coast. Walkers share a narrow bituminous surfaced road with vehicles. A more direct headland route along the cliff top is preferable, with roll-back provision.

Natural England's comments

The route included in our proposals follows the current route of the South West Coast Path. It follows a private dead-end paved road which is currently only used for vehicular access by a handful of local properties.

We considered a more coastal alignment in this location but were advised by Cormac that the coastal cliffs in this location are unstable and actively receding. It would therefore be unsafe to align the trail along the seaward edge of the agricultural fields. On balance it was decided that the proposed route was preferable to a route along the landward side of the agricultural fields as the proposed route maintains undisturbed sea views and would not require steps and would therefore be accessible to mobility vehicles which would be able to access this section from a nearby car park.

Under the coastal access legislation all land between the trail and the low water mark automatically falls into the coastal margin.

For these reasons 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.

Relevant appended documents (see section 5): N/A

Representation number:	MCA/PSM2/R/8/PSM2216
Organisation/ person making representation:	Ramblers Association, Cornwall
Route section(s) specific to this representation:	Map PSM 2d - Coastal margin landward of the path.
Other reports within stretch to which this representation also relates:	N/A

Representation in full

We welcome the designation of coastal margin landward of the path. Most of this is already used for informal public recreation on foot and much but not all probably has a designation of village green.

Natural England's comments

We welcome the positive engagement from Ramblers Association, Cornwall during the development of our proposals and the supportive comments expressed in their representation.

For information, the area included as landward coastal margin has been identified by NE's ecologist as dune. It is therefore included in the landward coastal margin by default as a coastal land type.

Relevant appended documents (see section 5): N/A

Representation number:	MCA/PSM Stretch/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM stretch
Other reports within stretch to which this representation also relates:	PSM 1 and PSM 3 to PSM 9

Representation in full

(Route sections PSM-2-S048 and PSM-2-S049; PSM-2-S100; PSM-3-S078; PSM-9-S083; PSMS091)

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. In this regard, attention should be paid to improvements to allow extended access, e.g. at section PSM-3-S078 (Loe Bar) identified above.

Note – The specific route sections listed in this representation will be covered in the comments to the relevant report.

Natural England's comments

We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals.

All changes to and improvements of furniture included in report PSM 2 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet BS5709:2018.

At PSM-2-S048, PSM-2-S049 (Trevean) the existing kissing gate will be removed and replaced by a boardwalk. In addition the associated drainage issues will be remedied making it easier to cross the stream.

At PSM-2-S100 (Hoe Point) the existing gates will be replaced by kissing gates so as to make them easier to use whilst ensuring that the landowner can continue to graze these fields. It was not felt that the surrounding nature of the route in this location makes access by mobility vehicles feasible.

Relevant appended documents (see section 5): N/A

Representation number:	MCA/PSM3/R/1/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-3-S013 to PSM-3-S018
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>This proposal is a considerable improvement over the current route, which deviates inland and precludes sea views for part of its length. Given the impossibility of using the edge of the headland because of the presence of a private house and associated Excepted Land, the proposal is the best that could be achieved. This proposal is supported.</p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p>	
Relevant appended documents: N/A	

Representation number:	MCA/PSM Stretch/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM stretch
Other reports within stretch to which this representation also relates:	PSM 1, PSM 2 and PSM 4 to PSM 9
Representation in full	
<p>(Route sections PSM-2-S048 and PSM-2-S049; PSM-2-S100; PSM-3-S078; PSM-9-S083; PSMS091)</p> <p>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. In this regard, attention should be paid to improvements to allow extended access, e.g. at section PSM-3-S078 (Loe Bar) identified above.</p> <p><i>Note – The specific route sections listed in this representation will be covered in the comments to the relevant report.</i></p>	

Natural England's comments
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals.</p> <p>All changes to and improvements of furniture included in report PSM 3 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet BS5709:2018.</p> <p>At PSM-3-S078 (Loe Bar) the existing concrete slipway onto the bar will be retained as it is. However, due to coastal erosion, the landowner is preparing to rebuild this slipway further inland and will in the process ensure that it is suitable for mobility vehicles.</p>
Relevant appended documents: N/A

Representation number:	MCA/PSM4/R/1/PSM2216
Organisation/ person making representation:	Ramblers Association, Cornwall
Route section(s) specific to this representation:	Map PSM 4c
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
We welcome the designation of the golf course land as coastal margin, giving public access.	
Natural England's comments	

We welcome the positive engagement from Ramblers Association, Cornwall during the development of our proposals and the supportive comments expressed in their representation.

For information, the area included as landward coastal margin has been identified by NE's ecologist as dune. It is therefore included in the landward coastal margin by default as a coastal land type. Land used for golf courses are excepted from coastal access rights so coastal access rights will not apply to the golf course at Mullion Cove.

Relevant appended documents: N/A

Representation number:	MCA/PSM Stretch/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM stretch
Other reports within stretch to which this representation also relates:	PSM 1 to PSM 3 and PSM 5 to PSM 9
Representation in full	
<p>(Route sections PSM-2-S048 and PSM-2-S049; PSM-2-S100; PSM-3-S078; PSM-9-S083; PSMS091)</p> <p>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. In this regard, attention should be paid to improvements to allow extended access, e.g. at section PSM-3-S078 (Loe Bar) identified above.</p> <p><i>Note – The specific route sections listed in this representation will be covered in the comments to the relevant report.</i></p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals.</p> <p>All changes to and improvements of furniture included in report PSM 4 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet BS5709:2018.</p>	

Relevant appended documents: N/A

Representation number:	MCA/PSM Stretch/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM stretch
Other reports within stretch to which this representation also relates:	PSM 1 to PSM 4 and PSM 6 to PSM 9

Representation in full

(Route sections PSM-2-S048 and PSM-2-S049; PSM-2-S100; PSM-3-S078; PSM-9-S083; PSMS091)

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. In this regard, attention should be paid to improvements to allow extended access, e.g. at section PSM-3-S078 (Loe Bar) identified above.

Note – The specific route sections listed in this representation will be covered in the comments to the relevant report.

Natural England's comments

We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals.

All changes to and improvements of furniture included in report PSM 5 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet BS5709:2018.

Relevant appended documents: N/A

Representation number:	MCA/PSM6/R/1/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum

Representation number:	MCA/PSM6/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-6-S037
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>The proposal is to move the route slightly inland here to avoid a sometimes wet length. It is agreed the length is wet on occasions, and could be improved, but it appears that moving the route inland would mean it would be inland of an existing hedge, thus potentially masking sea views. It is suggested that this change is only made if sea views can be maintained without detriment to the existing hedge. If not, surface improvements to the current route is the preferred option.</p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p> <p>The route included in our proposals was agreed with the landowner. It is located on the seaward side of an existing hedge.</p>	
Relevant appended documents: N/A	
Route section(s) specific to this representation:	PSM-6-S006
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>The current route uses an inland road length, providing poor sea views and potential traffic conflict. The proposal to use an existing right of way to seaward, with better views and no traffic hazard, is logical and strongly supported.</p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p>	

Representation number:	MCA/PSM6/R/3/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum

Route section(s) specific to this representation:	PSM-6-S039 to PSM-6-S041
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>The current route along the access road to Kennack Sands car park is completely unsatisfactory in both traffic hazard and general environment terms. The proposal to provide a path inland of and parallel to the road is therefore strongly supported as a great improvement and benefit.</p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p>	
Relevant appended documents: N/A	

Representation number:	MCA/PSM6/R/4/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-6-S048
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>The current route is behind the dunes at Kennack Sands, offering very limited sea views. The proposal is to use existing walked paths over the dunes, maintaining sea views all the way. This is a much improved line and is therefore supported. It is noted that careful waymarking would be necessary at some junctions along the new route and provision for this should be included.</p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p> <p>The proposals include additional waymarking at path junctions.</p>	
Relevant appended documents: N/A	

Representation number:	MCA/PSM6/R/5/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM-6-S091 to PSM-6-S101
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>As acknowledged by the Report in Table 6.3.3, this length, Chynhalls Cliff, is steep and rugged. It is indeed known to have presented difficulties to some walkers. The Report further notes that a parallel inland path is available as a less challenging route. However, the Report indicates that this inland route should not form part of the designated trail. While this is accepted, it is suggested that information boards should be provided at both ends explaining the circumstances, i.e. that the following length is challenging and an easier inland option exists, together with an initial directional sign.</p>	
Natural England's comments	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p> <p>Cormac and the landowner have put up signs at both ends of this length that clearly distinguish between the easier inland route and the more difficult coastal route.</p>	
Relevant appended documents:	
N/A	

Representation number:	MCA/PSM2/R/6/PSM2216
Organisation/ person making representation:	Ramblers Association, Cornwall
Route section(s) specific to this representation:	PSM-6-S006
Other reports within stretch to which this representation also relates:	N/A
Representation in full	
<p>The routing of the path along public footpath Grade Ruan 52 rather than byway 13 is welcomed as it is vehicle free and does not have a bituminous surface. Most local walkers already use footpath 52 as it is more direct and more pleasant.</p>	
Natural England's comments	

We welcome the positive engagement from Ramblers Association, Cornwall during the development of our proposals and the supportive comments expressed in their representation.

Relevant appended documents: N/A

Representation number:	MCA/PSM Stretch/R/2/PSM2205
Organisation/ person making representation:	Cornwall Countryside Access Forum
Route section(s) specific to this representation:	PSM stretch
Other reports within stretch to which this representation also relates:	PSM 1 to PSM 5 and PSM 7 to PSM 9

Representation in full

(Route sections PSM-2-S048 and PSM-2-S049; PSM-2-S100; PSM-3-S078; PSM-9-S083; PSMS091)

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. In this regard, attention should be paid to improvements to allow extended access, e.g. at section PSM-3-S078 (Loe Bar) identified above.

Note – The specific route sections listed in this representation will be covered in the comments to the relevant report.

Natural England's comments

We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals.

All changes to and improvements of furniture included in report PSM 6 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet BS5709:2018.

Relevant appended documents: N/A

4. Summary of 'other' representations and Natural England's comments on them

Representation ID:	MCA/PSM1/R/3/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Penzance station
Report map reference:	PSM 1a
Route sections on or adjacent to the land:	PSM-1-S001 & PSM-1-S002
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>The new seaward path is considered to be a definite improvement, providing a better walking environment with good sea views. This proposal is fully supported.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM1/R/1/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.</p>	
Relevant appended documents:	
N/A	

Representation ID:	MCA/PSM1/R/4/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Marazion dunes
Report map reference:	PSM 1c
Route sections on or adjacent to the land:	PSM-1-S014 & PSM-1-S015

Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>The proposal that no demarcated line through the dunes be signed on the ground to avoid trampling is supported. However, signing or waymarking would be needed at both ends or walkers could easily end up on the beach or the road. It is suggested that such signage could be combined with information boards explaining the fragility of the dunes; there is a precedent in that such information is proposed nearby at section PSM-2-S020.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM1/R/2/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.</p> <p>Our proposals include the provision of waymarking at either end of the dune section. Through discussions with the landowner and Natural England's ecologist it was decided against providing additional signage alongside the waymarking due to the proportionally small size of the dunes.</p>	
Relevant appended documents:	
N/A	

Representation ID:	MCA/PSM Stretch/R/1/PSM2424
Organisation/ person making representation:	[Redacted]
Name of site:	Whole stretch
Report map reference:	N/A
Route sections on or adjacent to the land:	N/A
Other reports within stretch to which this representation also relates:	PSM 2 to PSM 9
Summary of representation:	
<p>A member of the Cornish public requests that all sections of the path in Cornwall are called 'Cornwall' not 'England' coast path</p>	

Natural England's comment:

There is no intention to retitle the coast path within Cornwall. Page 6 of the Penzance to St Mawes stretch Overview Report states: 'The 2009 Act refers to the continuous trail with its associated margin and other access rights as being the 'England Coast Path'. Where appropriate we have used existing established coastal trail routes already known by local and regional names, such as the South West Coast Path. It is recognised and welcomed that other local established route names will continue to be used on the ground. Natural England will continue to work closely with Cornwall Council and others in extending the use of Cornish as appropriate on new or replacement signing.'

Relevant appended documents:

N/A

Representation ID:	MCA/PSM2/R/1/PSM2411
Organisation/ person making representation:	[Redacted], Stephen Scown LLP
Name of site:	Perranuthnoe
Report map reference:	PSM 2b
Route sections on or adjacent to the land:	PSM-2-S034 to PSM-2-S037 (according to accompanying map PSM-2-S035)
Other reports within stretch to which this representation also relates:	N/A

Summary of representation:

The land agent for previous landowner [redacted] requests confirmation that a memorial bench landward of the trail is located within the coastal margin. They also request that our proposals specify this.

[Redacted] is keen to ensure that public access is maintained to the memorial seat in perpetuity and wanted to ensure that the full extent of the land on which the seat is situated has been included in the coastal margin.

Natural England's comment:

The table on page 8 of report PSM 2 specifies that Natural England has used its discretion to extend the coastal margin for section PSM-2-S035 to the hedge bank for clarity and cohesion purposes. The memorial bench that [redacted] refers to is located seaward of the hedge bank so is therefore located within the coastal margin.

Relevant appended documents (see Section 5):

- 5A - MCA/PSM2/R/1/PSM2411 – Covering letter from land agent Steven Scown who is representing former landowner [redacted]
- 5B - MCA/PSM2/R/1/PSM2411 – Annotated map showing location of bench referred to in representation
- 5C - MCA/PSM2/R/1/PSM2411 – Photograph of bench referred to in representation

Representation ID:	MCA/PSM2/R/4/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Venton Cove
Report map reference:	PSM 2a
Route sections on or adjacent to the land:	PSM-2-S003 & PSM-2-S007
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>Given the impossibility of using the old route across Venton Cove, this proposal is a good one, maintaining sea views and keeping the route as close as possible to the coast. The proposal is supported.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM2/R/2/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.</p>	
Relevant appended documents (see Section 5): N/A	

Representation ID:	MCA/PSM2/R/5/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Trebarvah

Report map reference:	PSM 2b
Route sections on or adjacent to the land:	PSM-2-S040 to PSM-2-S043
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>While it is regretted that a route along the cliff top is not proposed here, the instability of the cliffs is acknowledged and the long-term unsuitability of such a route is accepted. It is noted that the proposal is to move the route slightly to seaward, which should overcome the existing winter mud problems and provide better sea views. This proposal is supported.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM2/R/3/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.</p>	
Relevant appended documents (see Section 5): N/A	

Representation ID:	MCA/PSM3/R/2/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Rinsey Head
Report map reference:	PSM 3a
Route sections on or adjacent to the land:	PSM-3-S013 to PSM-3-S018
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	

This proposal is a considerable improvement over the current route, which deviates inland and precludes sea views for part of its length. Given the impossibility of using the edge of the headland because of the presence of a private house and associated Excepted Land, the proposal is the best that could be achieved. This proposal is supported.

Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM3/R/1/PSM2205)

Natural England's comment:

We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.

Relevant appended documents:

N/A

Representation ID:	MCA/PSM6/R/6/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Cadgwith
Report map reference:	PSM 6a
Route sections on or adjacent to the land:	PSM-6-S006
Other reports within stretch to which this representation also relates:	N/A

Summary of representation:

The current route uses an inland road length, providing poor sea views and potential traffic conflict. The proposal to use an existing right of way to seaward, with better views and no traffic hazard, is logical and strongly supported.

Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM6/R/1/PSM2205)

Natural England's comment:

We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.

Relevant appended documents:

N/A

Representation ID:	MCA/PSM6/R/7/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Thorny Cliff
Report map reference:	PSM 6b
Route sections on or adjacent to the land:	PSM-6-S037
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>The proposal is to move the route slightly inland here to avoid a sometimes wet length. It is agreed the length is wet on occasions, and could be improved, but it appears that moving the route inland would mean it would be inland of an existing hedge, thus potentially masking sea views. It is suggested that this change is only made if sea views can be maintained without detriment to the existing hedge. If not, surface improvements to the current route is the preferred option.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM6/R/2/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from Cornwall Countryside Access Forum during the development of our proposals and the supportive comments expressed in their representation.</p> <p>The route included in our proposals was agreed with the landowner. It is located on the seaward side of an existing hedge.</p>	
Relevant appended documents:	
N/A	

Representation ID:	MCA/PSM6/R/8/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Kennack Sands
Report map reference:	PSM 6b
Route sections on or adjacent to the land:	PSM-6-S039 to PSM-6-S041

Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>The current route along the access road to Kennack Sands car park is completely unsatisfactory in both traffic hazard and general environment terms. The proposal to provide a path inland of and parallel to the road is therefore strongly supported as a great improvement and benefit.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM6/R/3/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.</p>	
Relevant appended documents:	
N/A	

Representation ID:	MCA/PSM6/R/9/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Kennack Sands Dunes
Report map reference:	PSM 6b
Route sections on or adjacent to the land:	PSM-6-S048
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>The current route is behind the dunes at Kennack Sands, offering very limited sea views. The proposal is to use existing walked paths over the dunes, maintaining sea views all the way. This is a much improved line and is therefore supported. It is noted that careful waymarking would be necessary at some junctions along the new route and provision for this should be included.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM6/R/4/PSM2205)</i></p>	

Natural England's comment:

We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.

The proposals include additional waymarking at path junctions.

Relevant appended documents:

N/A

Representation ID:	MCA/PSM6/R/10/PSM2425
Organisation/ person making representation:	South West Coast Path Association
Name of site:	Chynhalls Cliff
Report map reference:	PSM 6e
Route sections on or adjacent to the land:	PSM-6-S091 to PSM-6-S101
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
<p>As acknowledged by the Report in Table 6.3.3, this length, Chynhalls Cliff, is steep and rugged. It is indeed known to have presented difficulties to some walkers. The Report further notes that a parallel inland path is available as a less challenging route. However, the Report indicates that this inland route should not form part of the designated trail. While this is accepted, it is suggested that information boards should be provided at both ends explaining the circumstances, i.e. that the following length is challenging and an easier inland option exists, together with an initial directional sign.</p> <p><i>Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM6/R/5/PSM2205)</i></p>	
Natural England's comment:	
<p>We welcome the positive engagement from the South West Coast Path Association during the development of our proposals and the supportive comments expressed in their representation.</p> <p>Cormac and the landowner have put up signs at both ends of this length that clearly distinguish between the easier inland route and the more difficult coastal route.</p>	
Relevant appended documents:	
N/A	

Representation ID:	MCA/PSM6/R/12/PSM2430
Organisation/ person making representation:	[Redacted]
Name of site:	Coverack
Report map reference:	PSM 6e
Route sections on or adjacent to the land:	Approx PSM-6-S104 to PSM-6-S105
Other reports within stretch to which this representation also relates:	N/A
Summary of representation:	
Suggested improvements to infrastructure on route section which is signposted as the 'South West Coast Path inland route'.	
Natural England's comment:	
While the route section referred to in the representation does not form part of our proposals, we will forward the suggestions to Cormac and the landowner.	
Relevant appended documents:	

5. Supporting documents

5A - MCA/PSM2/R/1/PSM2411 – Covering letter from land agent Steven Scown who is representing former landowner [Redacted]

Note that material has been redacted from this record due to containing personal information.

5B - MCA/PSM2/R/1/PSM2411 – Annotated map showing location of bench referred to in representation

"Representation - [Redacted] - PSM-2-5034 to 5037 - Location of Memorial Seat"

Perranuthnoe - Google Maps

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Google Maps

Perranuthnoe

Google satellite view of Bosca with approximate location of seat circled in red



Map data ©2019 Google 10 m

5C - MCA/PSM2/R/1/PSM2411 – photograph of bench referred to in representation

"Representation - [Redacted] - PSM-2-5034 to 5037 - Memorial Seat"

