

# Coastal Access – Penzance to St Mawes lengths PSM7, PSM8 and PSM9



## Representations with Natural England’s comments

**July 2021**

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### 1. Introduction

This document records the representations Natural England has received on the proposals in length reports PSM7, PSM8 and PSM9 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 PSM7, PSM8 and PSM9 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 13 November 2019. This began an eight-week period during which representations and objections about each constituent report could be made.

In total, Natural England received 44 representations pertaining to length reports PSM7, PSM8 and PSM9, of which 23 were made by organisations or individuals whose representations must be sent in full to the Secretary of State in accordance with paragraph 8(1)(a) of Schedule 1A to the National Parks and Access to the Countryside Act 1949. These ‘full’ representations are reproduced in Section 4 in their entirety, together with Natural England’s comments. Also included in Section 4 is a summary of the 21 representations made by other individuals or organisations, referred to as ‘other’ representations. Section 5 contains the supporting documents referenced against the representations.

### 3. Layout

The representations and Natural England's comments on them are separated below into the lengths against which they were submitted. Each length below contains the 'full' and 'other' representations submitted against it, together with Natural England's comments. Where representations refer to two or more lengths, they and Natural England's comments will appear in duplicate under each relevant length. Note that although a representation may appear within multiple lengths, Natural England's responses may include length-specific comments which are not duplicated across all lengths in which the representation appears. Where Natural England's comments and/or the text of the representation are the same for each length in which the representation appears, they will be produced in full only at the first occurrence. Thereafter, to save repetition Natural England's comments and/or the representation text will refer to the first occurrence.

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

## Length Report PSM7

#### *Full representations*

**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 6 and PSM 8 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 7 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet the British Standard 5709:2018 Gaps, Gates and Stiles.

**Relevant appended documents:**

N/A

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**Representation number:**

MCA/PSM7/R/1/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-7-S065 to PSM-7-S072

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

N/A

**Representation in full**

The current route uses a substantial inland diversion, precluding virtually any sea views and using some lengths of road. As such, this is unsatisfactory in environmental and safety terms and has long been a cause for concern. The proposed route does not follow the coast because of a working quarry, but does follow a line considerably nearer to the coast which will provide improved sea views, and is completely off-road. The impossibility of providing a truly coastal route here is recognised and the proposal is therefore strongly supported as the best possible available.

**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

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**Representation number:**

MCA/PSM7/R/3/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

Around Lowland Point, landward of the proposed path. (Sections PSM-7-S037 to PSM-7-S044)

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

N/A

**Representation in full**

We strongly support the designation of the area landward of the path in the vicinity of Lowland Point. This area is very important for its biodiversity and ancient archaeological remains. Access to these features will be much appreciated for these reasons, as well the as enjoyment of the outstanding coastal landscape. We note the existing designation of site of special scientific interest and special area of conservation. Because of its remote location, visitor numbers are unlikely to be sufficiently large to cause damage.

**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

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**Representation number:**

MCA/PSM7/R/4/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-7-S065 to PSM-7-S072

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

N/A

**Representation in full**

We strongly support the proposed route which is a great improvement on the route followed by the present South West Coast Path. The present path has an inland feel and deviates a considerable distance from the coast. It also uses a short length of narrow minor road. Views of the sea on the SWCP route are limited by high hedges along the road and the path from Trenithon to Godrevy Cove. In contrast PSM-7-S072 closely follows the low sea cliff and the remainder of the route is as close to the coast as possible given the nearby quarrying activity. Although not possible to inspect the route at present, we believe it will have better views of the sea.

**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

### *Other representations*

**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 1 to PSM 6 and PSM 8 to PSM 9

**Summary of representation:**

The representation requests that all sections of the path in Cornwall are called 'Cornwall' not 'England' coast path.

**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

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**Representation ID:**

MCA/PSM7/R/2/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Godrevy Cove to Porthoustock

**Report map reference:**

PSM 7c

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

PSM-7-S065 to PSM-7-S072

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

N/A

**Summary of representation:**

The current route uses a substantial inland diversion, precluding virtually any sea views and using some lengths of road. As such, this is unsatisfactory in environmental and safety terms and has long been a cause for concern. The proposed route does not follow the coast because of a working quarry, but does follow a line considerably nearer to the coast which will provide improved sea views, and is completely off-road. The impossibility of providing a truly coastal route here is recognised and the proposal is therefore strongly supported as the best possible available.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM7/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

## Length Report PSM8

### *Full representations*

**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 7 and PSM 9

**Representation in full**

See first occurrence of representation under Length Report PSM7.

**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 8 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet the British Standard 5709:2018 Gaps, Gates and Stiles.

**Relevant appended documents:**

N/A

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**Representation number:**

MCA/PSM8/R/1/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-8-S001 to PSM-8-S027

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

N/A

**Representation in full**

The current route uses a substantial inland diversion, precluding virtually any sea views and using some lengths of road. As such, this is unsatisfactory in environmental and safety terms and has long been a cause for concern. The new proposal stays on the coast throughout and provides constant uninterrupted sea views, as well as avoiding any use of roads. This is a substantial improvement and is very strongly 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

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**Representation number:**

MCA/PSM8/R/2/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-8-S065 to PSM-8-S071

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

N/A

**Representation in full**

Following a recent cliff fall, a diversion has been created which is unsatisfactory in terms of lack of sea views and requiring doubling back on parallel routes. The proposal is to create a new route parallel to the lost path which avoids the need for the inland diversion. This is much preferable to the current diversion and is strongly 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

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**Representation number:**

MCA/PSM8/R/3/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-8-S086 to PSM-8-S089

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

N/A

**Representation in full**

The current route follows cross-field paths and a road. There are no sea or estuary views and there are potential traffic hazards on the road length. It is most unsatisfactory in both environment and safety terms. The proposal avoids any use of the road and largely maintains estuary views; indeed it partly flanks the estuary. It is accepted that Excepted Land issues preclude an estuary-side route to the east. Given these issues, the proposal is a considerable improvement, the best route available, and is strongly 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

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**Representation number:**

MCA/PSM8/R/13/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-8-S001 to PSM-8-S027

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

N/A

### Representation in full

We strongly support the proposed route which is a great improvement on the route followed by the present South West Coast Path. The present path has an inland feel and deviates a considerable distance from the coast. It mostly follows narrow minor roads with few verges. It generally lacks any views of the sea. In contrast the proposed route closely follows the coast, is mostly free of vehicular traffic and generally enjoys good coastal views. The landscape value of this part of the coast is reflected in the designation Area of Outstanding Natural Beauty although some damage has occurred locally through past quarrying. Much of the route also has the benefit of being fairly flat easy walking. However we do have one concern. Between the bottom of the old tramway incline and Porthkerris it can be difficult to get past a very short section of beach backed by a steep cliff. At high tide and with an onshore wind, this can be impassable. In these conditions it would be a very long detour to retrace your steps to Porthallow or Porthoustock, then follow the present SWCP route. This could lead to walkers taking a chance between waves getting to and from Porthkerris Beach from the incline in hazardous conditions. There are other private tracks in the area of difficulty and it would greatly enhance safety and convenience of walkers if an alternative high tide route were designated, possibly along the line shown on the map below.



Possible high tide alternative route

### 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.

Natural England was informed by the landowners that weather and tide conditions seldom make the proposed beach section north of the historic tramway (PSM-8-S011) impassable and that a short wait may be required only in exceptional circumstances. For this reason our proposals include signage at Porthoustock and Porthallow to advise walkers that the coast path route at Porthkerris is occasionally subject to very high tides in places and that an inland route via existing public footpaths and roads is available. (This would be the current route of the South West Coast Path).

Upon receipt of this representation, we sought clarification from our Spatial Modelling Team to investigate how frequently and for what duration, the route would become unavailable. However, we were advised that there was no way of producing reliable data. Therefore, based on the best information we have available to us at this time, we do not feel that the installation of an optional alternative route is proportionate. This is because any interruption to walkers' ability to use the trail should be brief, and on the very occasional times that the trail is inundated by an exceptionally high tide, we believe that the



inconvenience to walkers, who would be required to wait for a short while, would be minimal. However, we retain the option to review the arrangements in this area, and should new information become available, we can submit a formal variation report to the Secretary of State proposing the installation of an optional alternative route at this location. If this is deemed necessary, we would consider the full range of options, including the route identified by the Ramblers.

**Relevant appended documents:**

N/A

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**Representation number:**

MCA/PSM8/R/14/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-8-S086 to PSM-8-S089 and Gillan Creek stepping stones

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

N/A

**Representation in full**

We recognise the need to designate a route around Gillan Creek in order to meet the criteria of the Coastal Access Scheme. In doing so, we welcome the reduction in the length of road walking by the provision of a path along PSM-8-086 to 089, which is routed through a very pleasant landscape. However the stepping stones across the creek do provide a very useful shortcut at low tide and, if they cannot be designated as part of the England Coast Path, we request that this section is retained as part of the South West Coast Path.

**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.

The route across the existing stepping stones at Gillan Creek would only be available a few hours a day at low tide. In addition, we do not consider the stepping stones safe enough to use for the National Trail and according to Cormac, due to the tidal action, this crossing cannot be permanently improved.

The South West Coast Path Association has not requested that the stepping stones remain as part of the SWCP, in fact they too do not consider them safe. However, the stepping stones will remain available as they are located within the coastal margin.

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

N/A

***Other representations***

**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 1 to PSM 6 and PSM 8 to PSM 9

**Summary of representation:**

The representation requests that all sections of the path in Cornwall are called 'Cornwall' not 'England' coast path.

**Natural England's comment:**

See comment regarding the same representation under Length Report PSM7.

**Relevant appended documents:**

N/A

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**Representations containing similar or identical points****Representation ID****Organisation/ person making representation:**

MCA/PSM8/R/7/PSM2426

[Redacted]

MCA/PSM8/R/9/PSM1989

[Redacted]

MCA/PSM8/R/11/PSM2427

[Redacted]

MCA/PSM8/R/15/PSM2428

[Redacted]

**Name of site:**

Lestowder beach, Parbean Cove

**Report map reference:**

PSM 8c

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

PSM-8-S051 to PSM-8-S056

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

N/A

**Summary of point:**

Support for the coastal access proposals at Parbean Cove which encompasses Lestowder beach (also known as Men-aver beach) and the associated slipway access to the beach. The slipway has historically provided access to the beach giving enjoyment to local families and visitors alike. It was closed off with a locked gate in 2018. It is hoped that the coastal access legislation will allow the public the right to regain access to Lestowder beach via the slipway.

**Natural England's comment:**

We welcome the positive support for the coastal access proposals at Parbean Cove which encompasses Lestowder beach (also known as Men-aver beach) and note that slipways, hards and quays are removed from the definition of 'building' by paragraph 14 of Schedule 1 (supplementary provisions) to

the CROW Act 2000. Therefore slipways are not excepted from the new rights under paragraph 2 of that Schedule. The new rights give a right of public access to Lestowder Beach but do not place a duty on Natural England to facilitate access to it as part of our proposals. However given the apparent longstanding use of this beach by the public we have passed details of this situation to the access authority to consider.

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

- A - MCA/PSM8/R/7/PSM2426 – Photos of family at Lestowder beach and current locked gate
- B - MCA/PSM8/R/11/PSM2427 - Photos of Lestowder beach – Parbean Cove
- C - MCA/PSM8/R/15/PSM2428 - Photos of closed gate at Lestowder
- D - MCA/PSM8/R/15/PSM2428 – Video of Lestowder Beach.

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**Representations containing similar or identical points**

**Representation ID**

**Organisation/ person making representation:**

MCA/PSM8/R/5/PSM2425

[Redacted], South West Coast Path Association

MCA/PSM8/R/8/PSM2426

[Redacted]

MCA/PSM8/R/10/PSM1989

[Redacted]

MCA/PSM8/R/12/PSM2427

[Redacted]

MCA/PSM8/R/16/PSM2428

[Redacted]

**Name of site:**

The Hera

**Report map reference:**

PSM 8c

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

PSM-8-S065 to PSM-8-S071

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

N/A

**Summary of point:**

Support for the coast path realignment at The Hera. The proposed route is parallel to a coast path section recently lost due to cliff erosion and preferable to the current lengthy inland diversion. The closed path has historically provided access to Gillan Beach giving enjoyment to local families and visitors alike. The lengthy inland diversion has meant that those with reduced mobility are no longer able to access the beach on foot.

**Natural England's comment:**

We welcome the positive support for the coastal access proposals at The Hera.

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

- E - MCA/PSM8/R/8/PSM2426 – Photos of coastal footpath at The Hera
- F - MCA/PSM8/R/12/PSM2427 – Photos of coastal footpath at The Hera

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**Representation ID:**

MCA/PSM8/R/4/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Porthkerris

**Report map reference:**

PSM 8a to PSM 8b

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

PSM-8-S001 to PSM-8-S027

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

N/A

**Summary of representation:**

The current route uses a substantial inland diversion, precluding virtually any sea views and using some lengths of road. As such, this is unsatisfactory in environmental and safety terms and has long been a cause for concern. The new proposal stays on the coast throughout and provides constant uninterrupted sea views, as well as avoiding any use of roads. This is a substantial improvement and is very strongly supported.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM8/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

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**Representation ID:**

MCA/PSM2/R/5/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Gillan

**Report map reference:**

PSM 8d

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

PSM-8-S086 to PSM-8-S089

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

N/A

**Summary of representation:**

The current route follows cross-field paths and a road. There are no sea or estuary views and there are potential traffic hazards on the road length. It is most unsatisfactory in both environment and safety terms. The proposal avoids any use of the road and largely maintains estuary views; indeed it partly flanks the estuary. It is accepted that Excepted Land issues preclude an estuary-side route to the east. Given these issues, the proposal is a considerable improvement, the best route available, and is strongly supported.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM8/R/3/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

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**Representation ID:**

MCA/PSM2/R/1/PSM2411

**Organisation/ person making representation:**

[Redacted], The Woodland Trust

**Name of site:**

Gillan

**Report map reference:**

PSM 8d

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

PSM-8-S086 & PSM-8-S087

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

N/A

**Summary of representation:**

The Trust would like to highlight that upgrades to the route between maps PSM-8-S086 & PSM-8-S087 includes the creation of new steps, drainage and improved trails within close proximity to Flushing Wood. The Trust asks that the tracks are upgraded using root-friendly methods to ensure there is no damage to the roots of the trees forming the ancient woodland boundary. In addition, any new infrastructure should adhere to the Standing Advice of 15m buffer zones where digging of the soil is required.

**Natural England's comment:**

We welcome the positive engagement from the Woodland Trust and can confirm that all works will comply with the Woodland Trust's requirements. In this case, the Standing Advice of 15m buffer zones where digging of soil is required is not applicable because the works we propose are within the wood. No trees will be removed and the roots of existing trees will be safeguarded when tracks within the wood are upgraded. The only significant new infrastructure being proposed is steps located within the woodland edge. They will be built into a bank with no trees on this section of bank.

**Relevant appended documents:**

N/A

## Length Report PSM9

## ***Full representations***

### **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 8

### **Representation in full**

See first occurrence of representation under Length Report PSM7.

### **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 9 do not inhibit use by mobility vehicles where the surrounding nature of the route makes this feasible; all new furniture will meet BS5709:2018 Gaps, Gates and Stiles.

With regards to the specific items identified in the representation relating to PSM 9 we can report:

- Three old v-shaped kissing gates will be replaced at PSM-9-S083 and PSM-9-S085 with new wider kissing gates.
- At PSM-9-S091 an old rotting timber bridge will be replaced by a wider granite bridge with handrails.

Unfortunately the sections where we are replacing the kissing gates are not suitable for mobility vehicles due the presence of steps.

### **Relevant appended documents:**

N/A

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### **Representation number:**

MCA/PSM9/R/1/PSM2205

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

Cornwall Countryside Access Forum

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

PSM-9-S011 to PSM-9-S017

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

N/A

### **Representation in full**

The current line is a "there-and-back" route on the north side of Dennis Head. The proposal is to create a route encircling the headland, resulting in further and enhanced views and a much-improved walking experience. The proposal is strongly 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

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**Representation number:**

MCA/PSM9/R/2/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-9-S046 and PSM-9-S047

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

N/A

**Representation in full**

The proposal is to use the existing Helford Ferry between Helford and Helford Passage. However, this is a seasonal service and does not operate during the winter. Use of this route would thus seem to be contrary to the spirit of the 2009 Act, and of the Approved Scheme, in that there would be no usable route here for 5-6 months of the year. In regard to this, it is noted that at another location in Cornwall the relevant Report indicates that were the full time ferry service cease to be viable then the alignment, which uses the ferry, would need to be reviewed (St Mawes to Cremyll, Report 1, Table 1.3.3). In addition, Report PSM 9 acknowledges that there is a clear local desire for a walked route around the Helford Estuary, as exemplified by the current (2016-21) Cornwall AONB Management Plan, and that it is clear that such a route would bring major recreational benefits as well as addressing the fact that the current ferry service is seasonal. The concern seems to be not that it is inappropriate to provide such a route but that the undertaking of providing such a route would be complex and that it could not be completed in time for the 2020 deadline. Natural England remain open to the possibility of establishing such a route in the future (Report PSM 9, page 9, "Proposed route of the trail").

It is accepted that it is not feasible to complete a route proposal around the estuary by 2020. However, in order that the spirit of the 2009 Act, and of the Approved Scheme, be fulfilled, and for the proposal to complement the comment quoted above from the St Mawes to Cremyll Report 1, such a route should be provided. As time precludes this being done by 2020, it is suggested that resource provision be identified for this work from the current CA budget so that it can be undertaken post 2020, either by Natural England or, if more appropriate, by Cornwall Council as the relevant Access Authority.

**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.

In response to the first point, page 20 of the Penzance to St Mawes Overview states 'Should the ferry service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey along the trail.'

We note the request that resources are identified to establish a route around the Helford estuary from the current CA budget allowing it to be undertaken post 2020, either by Natural England or, if more appropriate, by Cornwall Council as the relevant Access Authority. Natural England is not able to hold monies over and any future work would need to be resourced from the relevant budget allocation at that time.

**Relevant appended documents:**

N/A

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**Representation number:**

MCA/PSM9/R/3/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-9-S063 to PSM-9-S065

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

N/A

**Representation in full**

There is a substantial inland diversion immediately west of Durgan. The proposal is to retain this alignment rather than provide a more coastal one because (i) it maintains sea views along the majority of its length, (ii) the required steps would make it less accessible to those with reduced mobility, (iii) the alternative option would not provide an improved 'coastal feel' (Table 9.3.3) However, it is suggested that a more coastal alignment is required here, and in response to the reasons above it is contended that (i) the current inland route has no sea views for the vast majority of its length (all but the southern end of section PSM-9-S063), (ii) the current route can be retained for those with reduced mobility, (iii) the current route is very largely in woodland with no sea views and has no 'coastal feel' at all, so a more coastal alignment would inevitably be more coastal in character.

**Natural England's comments**

We have opted for the proposed route because:

- although it already extends inland by approximately 220 metres, a more coastal alignment would still have to extend inland approximately 140 metres as it is not possible to identify a route seaward of excepted land
- it provides glimpses of the sea throughout the length. A more coastal alignment would not provide a greater frequency of coastal views as it would also have to traverse the woodland
- a more coastal alignment would require additional infrastructure (steps) and as a consequence would be less accessible to those with reduced mobility
- the Access Authority and the landowner (NT) do not consider it appropriate to maintain two routes
- 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:**

N/A

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**Representation number:**

MCA/PSM9/R/4/PSM2205

**Organisation/ person making representation:**

Cornwall Countryside Access Forum

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

PSM-9-S143 to PSM-9-S150

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

N/A

**Representation in full**

It is proposed to make minor realignments and other improvements on this length in order to make it available to users of wheelchairs and other mobility vehicles. It is considered that this is an ideal length for such developments and 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:**

N/A

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**Representation number:**

MCA/PSM9/R/9/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-9-S011 to PSM-9-S017

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

N/A

**Representation in full**

We welcome the routing of the path around the headland, giving a route that meets the aims of the Scheme better than the route of the SWCP, which has a 'there and back' on the shortest route layout.

**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

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**Representation number:**

MCA/PSM9/R/10/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-9-S003

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

N/A

**Representation in full**

We welcome the routing of the path along the creek side, giving a welcome relief from a fairly long stretch of minor road. It better meets the aims of the Scheme in being closer to the sea and having better views of it.

**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

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**Representation number:**

MCA/PSM9/R/11/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

Helford River

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

N/A

**Representation in full****The Location**

Falmouth, with a population of about 22,000, is one of the largest towns in Cornwall and nearby Penryn has a population of about 7,000. Falmouth's income derives from largely marine based industry and commerce, as well as a busy tourist business. Surprisingly, the residents and tourists of Falmouth and Penryn have easy access to only a fairly short length of coastline, about 8 miles, between the Carrick Roads and Helford River. The Carrick Roads prevents short casual trips to the east and although the long ferry trip to St Mawes does operate throughout the year, the Percuil River has only a seasonal ferry service. The Helford River in the west is also a significant restraint although there is a limited ferry service.

**The Ferry service**

The Helford Ferry currently operates from Good Friday or 1st April to 31st October between the hours of 9.30 and 17.00 or a little later in July and August. Low tide often disrupts the service, sometimes stopping the ferry for as long as 3¼ hours. The ferry also ceases work during strong winds. Outside of these dates and times there is no river crossing available to the public and no public transport such as buses. There are few public footpaths near to the River and a walk from Helford Passage to Helford Village would be over 11 miles, most of which would be on public roads with few views of the River or sea. When the ferry is running, the fare is a consideration; a family of two adults, one child of 12 years old and one younger would have to pay £21 return. Should a path around the Helford be established, we do not believe that this would threaten the commercial viability of the ferry. There will still be plenty of people wanting to cross the river easily without undertaking the long walk around. Indeed trade may increase as a result, from those wishing to take the ferry across and walk back around the path, a very attractive challenge.

**The Area around the River**

The area around the Helford River is a really beautiful, quiet, remote area at present only enjoyed by boat or by public access by land to very limited locations. All the land around is designated an Area of Outstanding Natural Beauty, the nearest designation we get to a National Park in Cornwall. Most of the banks of the River are steep and wooded. Creation of a new path would be a fantastic means of enjoying the exceptional landscape without intrusive damage such as noise or damage to the views. The likely lack of easy intermediate access points means that misbehaviour such as excessive drinking resulting in noise, littering or vandalism is unlikely to occur. The character of the path is likely to be very similar to that of the permissive Bosahan path on the south side of the River east of Helford village. This path is very unobtrusive and appears to cause few problems of any sort.

**The Criteria**

The following is an extract from "Coastal Access, Natural England's Approved Scheme, 2013":

**Section 301(4) of the 2009 Act sets out additional statutory criteria ('the estuary criteria') which we must take into account when deciding whether, and if so how, to exercise our discretion to extend the trail along an estuary. The criteria are:**

- (a) the nature of the land which would be affected;**
- (b) the topography of the shoreline;**
- (c) the width of the river upstream to the first crossing point;**

- (d) the recreational benefit to the public;**
- (e) the extent of adjoining land which would be excepted land;**
- (f) particular physical features (whether of the landscape or otherwise) or viewpoints (referred to as 'features of interest' in the remaining sections);**
- (g) the existence of a ferry service by which the public may cross the river.**

The Ramblers' comments on these specific matters are as follows but not in the same order.

### **Ferry Service**

There is a ferry service as described above but it is restricted by season, time of day, tide and weather.

### **Character of the Estuary**

It is not known where Natural England consider the seaward limit of the estuarial waters to be but it is probably in the vicinity of Toll Point and Dennis Head. The Scheme states that estuarial waters occur where the fresh water of a river mixes with salt water from the open sea. On the Helford River, the waters are entirely saline at all states of the tide for a distance of about 4 miles upstream of Toll Point and are only a mixture of fresh and saline water at low tide for the last 1¼ miles to Gweek. There are no significant fresh water rivers discharging into the Helford River. There are several minor streams with small catchment areas and very low volume peak flows. The character of the Helford is very definitely an arm of the sea rather than an inland river.

The width of the River is considerable all the way up to Gweek and drops below 100m only in a couple of places for a short distance. The geomorphology is of a drowned river valley and the width is far greater than is required by the very small volume of fresh water discharged. The main channel of the River typically has a depth of about 6m at low water spring tides as far as the mouth of Frenchman's Creek. In the upper reaches of the River and the side creeks there are extensive mud flats at low water, almost all of which are covered at any high tide.

The high tide line is generally very easy to identify and is typically a low rocky cliff. Behind this is typically steep ground mostly covered in woods. In some places agricultural land extends to the River side. In a few places there are isolated houses and occasionally grouped residential development such as at Helford Passage and Gweek which would be classed as excepted land. The estuary has many side creeks, mostly with similar characteristics.

### **Features of Interest**

The main feature of interest is the exceptional marine related landscape and if a path were established there would be excellent viewpoints all the way around with glimpses of the river between mature trees and occasional longer views across or down the river. When the mud flats are exposed there are plenty of feeding wading birds which can be watched from the partial screening of the trees. Some of the woodlands around the river are ancient. Calamansack Wood is mentioned in the Domesday Book and coppicing is recorded as taking place as long ago as 1249. Ancient woods support a great diversity of wildlife. There are several old quays around the river, most probably dating back to the 19th century and long disused. There is also a ruined fish cellar.

The Gweek Seal Sanctuary is a huge commercial concern attracting a large number of people and would be very easily accessible from the path.

### **The Recreational Benefit to the Public**

The Helford River is an exceptionally attractive area. I have been familiar with it over a period of well over 50 years, occasionally going up the river to Gweek by sailing boat or kayak but more often anchoring somewhere in the lower reaches. However upstream of Helford Passage and Helford there are only a few places it can presently be experienced from the land, Gweek and a few other isolated spots such as Porth Navas, Scott's Quay, Tremayne and Frenchman's Creek. As described above, easy access to the coast from Falmouth and Penryn is limited and a path around the Helford would be very well used by local residents as well as visitors. The only comparable paths in Cornwall I can think of are the paths along the Fowey River such as the very popular Hall walk and around Lerryn.

However, Helford would be much longer and, unlike Fowey, continuous. The area is so attractive that I think a path around the Helford would soon become a national favourite, attracting walkers from far

afield. The National Trust has done a good job over recent decades opening many paths in the Durgan and Mawnan area and at Tremayne and Frenchman's Creek on the south side of the River. These are very well used and much valued. However the extent of their land ownership is limited and there would be a huge recreational benefit of extending access on foot all around the River.

### Recommendation

It is recognised that creating a path around the Helford will not be simple or cheap. However the Ramblers believe that it would have a huge recreational benefit to the public which would continue for year after year into the future and is fully justified by both the primary legislation and the criteria set out in the Scheme. The proposal set out in the Report fails to meet the Scheme criteria and a path around the Helford River should be created, as set out in the Report as Option 1.



**Two aerial photographs of the Helford River from Google. The character of the River is very obviously marine, not fresh water.**

### Natural England's comments

Discussion about the Helford is set out in Part 5 of the Penzance to St Mawes Overview. For ease of reference we have repeated below our conclusion from that part in relation to the Helford. This sets out our current position and we have nothing further to add at this time. Map A2 in the Overview depicts the estuarial limits of the Helford as mapped by the Environment Agency. Estuarial waters are defined in section 309 of the 2009 Act as any waters within the limits of transitional waters within the meaning of Council Directive 2000/60/EC (the European Community Water Framework Directive). Transitional waters are defined in Schedule 1 to the Directive as “bodies of surface water in the vicinity of river

mouths which are partially saline in character as a result of their proximity to coastal waters but which are substantially influenced by freshwater flows”.

We acknowledge that there is a clear local desire for a walked route around the Helford Estuary, as exemplified by the current (2016-21) Cornwall AONB management plan. We are clear that such a route would bring major new recreational benefits if one could be created, and would address the fact that the current ferry service is seasonal, with no apparent prospect of it becoming full time. However our preliminary investigation of the options for an estuary route have confirmed that there are limited existing rights of way through the area, with a narrow road network that is both unsuitable for use as a national trail, and too far from the estuary. The terrain closer to the estuary is often steep and heavily wooded and in parts there are significant issues in relation to current land use around the river itself. All of these considerations would make an estuary route a complex undertaking that could not be achieved within the current timescale of the national programme.

Accordingly we are not, for now, proposing to extend the England Coast Path beyond the ferry points that currently service the South West Coast Path. However we remain open to the possibility of establishing an estuary route here in the future if this can be resourced. This would require us to submit a variation report to the Secretary of State. In the meantime, we will undertake to work with Cornwall Council and the ferry operator to ensure that suitable information on the ground is available regarding getting around the estuary.

Should the ferry service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey along the trail.

**Relevant appended documents:**

N/A

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**Representation number:**

MCA/PSM9/R/12/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-9-S061 to PSM-9-S064

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

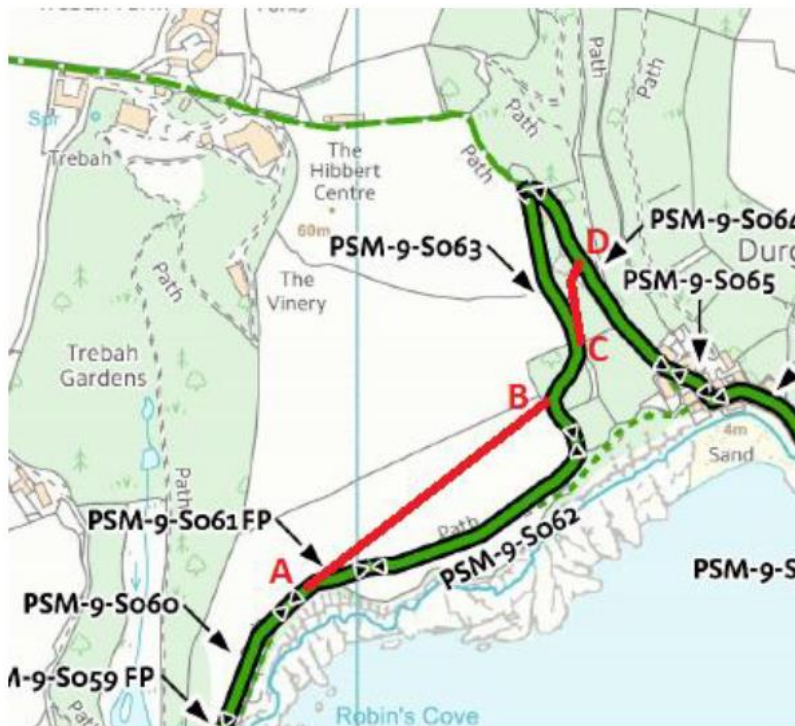
N/A

**Representation in full**

Until two or three years ago, the South West Coast Path west of Durgan followed a route mainly along the cliff top along public footpath 30, parish of Mawnan. Parts of this path have been lost to cliff fall. It is accepted that any minor diversion of the public path would be partly across land in the curtilage of a dwelling so would not be possible under the England Coast Path Scheme but would be within the power of Cornwall Council as highway authority.

The currently proposed route has been used by the public with landowner permission for over two years. The diversion route is much longer than the original route, has an inland character with few views of the sea and requires walking up a very long hill only to walk back down again. Part of the route is steep enough to require steps. The physical creation of the path was a very fast response to enable this very well used part of the coast path to be reopened. There appears to have been no consultation about the route with anyone other than the South West Coast Path Association, certainly the Ramblers' Association was not consulted, and no diversion order was made. Although the speedy provision of an alternative path was welcomed, there was a huge disappointment among local walkers about the long, convoluted and hilly nature of the route and its lack of coastal character.

In considering the current proposal it is recognised that any alternative suggested has to be reasonably achievable. Two possible improvements to the route are shown, in red, on the map below. We recommend adoption of both variations but either could be adopted on its own.



#### Proposed change A to B

Although the height gain between A and B would be only a little less on the route shown in red than on the Report route, the red line is a much more natural walking route. It has a continuous gentle gradient and coastal views are as good as or better than the Report route. In contrast, the Report route is quite steep at the eastern end, requires steps and is longer. In the corner of the field at B, the Cornish hedge has recently been reinforced with barbed wire and a heap of brushwood, evidence that the view of the public is that this would be a better route and a few have tried to follow it over the hedge. The only significant works required for this change would be a kissing gate at B.

#### Proposed change C to D

From C, this would follow an old path cut into the slope with a gentle gradient to the side of the old quarry. At the quarry it would be necessary to build steps about 4 or 5m high or possibly an earth bank. This would considerably shorten the route and eliminate unnecessary height gain and loss. The route would be closer to the sea but there would be no change to the lack of sea views.

If both of these variations were to be adopted, it would result in a more convenient route, shorter, less height gain and loss and the elimination of one steep gradient.

#### Natural England's comments

Between A and B on the map provided with the representation we have opted for the proposed route because it is coastal and because it is less disruptive to the landowner. It reduces the amount of coastal margin and shows fair balance.

Between C and D on the map provided with the representation we have opted for the proposed route because:

- although it extends inland by approximately 220 metres, the more coastal alignment would still have to extend inland approximately 140 metres as it is not possible to identify a route seaward of excepted land.
- it provides glimpses of the sea throughout the length. The more coastal alignment would not provide a greater frequency of coastal views as it would also have to traverse the woodland.
- the more coastal alignment would require additional infrastructure (steps) and as a consequence would be less accessible to those with reduced mobility

- the Access Authority and the landowner (NT) do not consider it appropriate to maintain two routes
- 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:**

N/A

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**Representation number:**

MCA/PSM9/R/13/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

PSM-9-S139

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

N/A

**Representation in full**

This section is not described as FP although there is a public footpath along both sides of the Cornish hedge. The map is insufficiently detailed to be absolutely sure whether the proposed route is to the east or west of the hedge, although it appears to be on the east side (Footpath Falmouth 45/3). This would best meet the criteria of the Scheme being the more seaward route with good sea views.

**Natural England's comments**

The proposed route follows the existing signposted route of the South West Coast Path. Cornwall Council's definitive map is unclear in this location as neither of the parallel public footpaths appear to be collocated with the walked and signposted route on the ground which the proposed route is following. The route runs west / landward of a private driveway and Cornish hedge but maintains undisturbed sea views and avoids conflict with vehicles using the driveway. The current signposted route was recently realigned away from the private driveway to its currently location further up a slope in order to avoid a wet and narrow section with minimal coastal views close to the property at the southern end of the driveway.

**Relevant appended documents:**

N/A

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**Representation number:**

MCA/PSM9/R/14/PSM2216

**Organisation/ person making representation:**

Ramblers Association, Cornwall

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

Polgwidden, Trebah

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

N/A

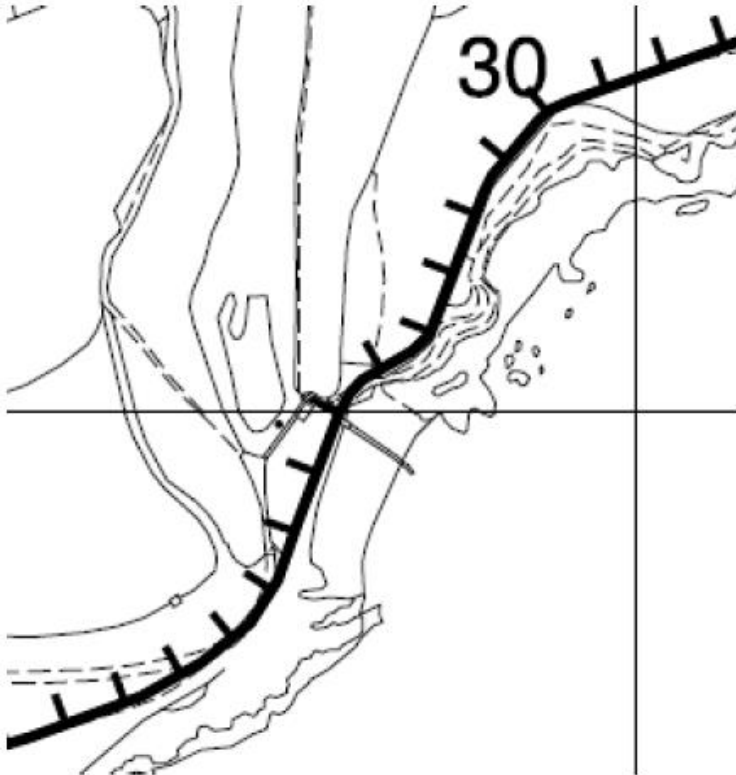
**Representation in full**

Paragraph 9.2.20 describes a potential loss of income by allowing access to the beach but does not forecast an actual loss of income or detail how the potential loss has been assessed. Allowing public

access to the beach would not prevent access by those visiting Trebah Gardens; it would only result in a probable slight increase in the number of people using the beach.

Access to the beach would be a benefit to the public in that it would be a very pleasant place to break their walk along the coast for a picnic, a swim, a place for children to play and other normal beach activities.

There is presently a legal public right of access to the beach along the line of public footpath 30, parish of Mawnan, shown on the definitive map (extract below). The fact that the path is physically obstructed and has not been maintained does not remove the public right. The proposed Direction is not compatible with this existing public right of way and should not be made.



*Extract from the current definitive map for Kerrier dated 1<sup>st</sup> October 1995*

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

Trebah Garden is a visitor attraction where the entry charge includes access to the garden and the beach at Polgwidden Cove. The beach is connected to the garden via a walkway. We propose to exclude coastal access rights to the beach on the basis that it is an important part of the business. Allowing access under the coastal access rights would create a potential loss of income for the business as a result of walkers being able to access the gardens directly from the beach without paying an entry fee.

The public footpath shown on the definitive map as currently crossing the beach has been described by the council as likely to be a mapping anomaly. From the historic OS maps it looks unlikely that a footpath has ever crossed the beach in this location and that an error was made, probably in the original definitive map preparation. In order to access the mapped route walkers would have had to scale cliffs on both sides of the beach and, in addition, the mapped route has never been maintained by the council in this location.

### **Relevant appended documents:**

N/A

### ***Other representations***



**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 1 to PSM 6 and PSM 8 to PSM 9

**Summary of representation:**

The representation requests that all sections of the path in Cornwall are called 'Cornwall' not 'England' coast path.

**Natural England's comment:**

See comment regarding the same representation under Length Report PSM7.

**Relevant appended documents:**

N/A

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**Representation ID:**

MCA/PSM9/R/5/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Dennis Head

**Report map reference:**

PSM 9a

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

PSM-9-S011 to PSM-9-S017

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

N/A

**Summary of representation:**

The current line is a "there-and-back" route on the north side of Dennis Head. The proposal is to create a route encircling the headland, resulting in further and enhanced views and a much improved walking experience. The proposal is strongly supported.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM9/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

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**Representation ID:**

MCA/PSM9/R/6/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Helford Estuary

**Report map reference:**

PSM 9c

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

PSM-9-S046 and PSM-9-S047

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

N/A

**Summary of representation:**

It is accepted that it is not feasible to complete a proposal for a route around the estuary by 2020. However, in order that the spirit of the 2009 Act, and of the Approved Scheme, be fulfilled, it is suggested that resource provision be identified for this work from the current CA budget so that it can be undertaken post 2020, either by Natural England or, if more appropriate, by Cornwall Council as the relevant Access Authority.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM9/R/2/PSM2205)*

**Natural England's comment:**

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

We note the request that resources are identified to establish a route around the Helford estuary from the current CA budget allowing it to be undertaken post 2020, either by Natural England or, if more appropriate, by Cornwall Council as the relevant Access Authority. Natural England is not able to hold monies over and any future work would need to be resourced from the relevant budget allocation at that time.

**Relevant appended documents:**

N/A

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**Representation ID:**

MCA/PSM9/R/7/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Durgan

**Report map reference:**

PSM 9d

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

PSM-9-S063 to PSM-9-S065

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

N/A

**Summary of representation:**

There is a substantial inland diversion immediately west of Durgan. The proposal is to retain this alignment rather than provide a more coastal one because (i) it maintains sea views along the majority of its length, (ii) the required steps would make it less accessible to those with reduced mobility, (iii) the alternative option would not provide an improved 'coastal feel' (Table 9.3.3) However, it is suggested that a more coastal alignment is required here, and in response to the reasons above it is contended that (i) the current inland route has no sea views for the vast majority of its length (all but the southern end of section PSM-9-S063), (ii) the current route can be retained for those with reduced mobility, (iii) the current route is very largely in woodland with no sea views and has no 'coastal feel' at all, so a more coastal alignment would inevitably be more coastal in character.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM9/R/3/PSM2205)*

**Natural England's comment:**

We have opted for the proposed route because:

- although it already extends inland by approximately 220 metres, a more coastal alignment would still have to extend inland approximately 140 metres as it is not possible to identify a route seaward of excepted land
- it provides glimpses of the sea throughout the length. A more coastal alignment would not provide a greater frequency of coastal views as it would also have to traverse the woodland
- a more coastal alignment would require additional infrastructure (steps) and as a consequence would be less accessible to those with reduced mobility
- the Access Authority and the landowner (NT) do not consider it appropriate to maintain two routes
- 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:**

N/A

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**Representation ID:**

MCA/PSM9/R/8/PSM2425

**Organisation/ person making representation:**

South West Coast Path Association

**Name of site:**

Swanpool to Gyllyngvase

**Report map reference:**

PSM 9h

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

PSM-9-S143 to PSM-9-S150

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

N/A

**Summary of representation:**

It is proposed to make minor realignments and other improvements on this length in order to make it available to users of wheelchairs and other mobility vehicles. It is considered that this is an ideal length for such developments and the proposal is supported.

*Note - This is identical to the 'full' representation submitted by Cornwall Countryside Access Forum (MCA/PSM9/R/4/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

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**Representation ID:**

MCA/PSM9/R/15/PSM2327

**Organisation/ person making representation:**

[Redacted], Meudon Hotel

**Name of site:**

Bream Cove

**Report map reference:**

PSM 9f

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

PSM-9-S104 to PSM-9-S110

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

N/A

**Summary of representation:**

Landowner suggests that the beach and headland is an integral part of the business of Meudon Hotel and believes that access should remain private as it is a unique selling point to their customers.

*Note - This representation is similar to objection MCA/PSM9/O/1/PSM2327 submitted by [redacted], Meudon Hotel*

**Natural England's comment:**

The Hotel had not been in contact with Natural England prior to the publication of the coastal access proposals despite having been sent a proposal map and letter on 4 September 2018 which explained that coastal access rights would apply to the hotel's beach and headland.

Natural England subsequently met with [redacted] at Meudon Hotel on 4 December 2019 and made the following observations:

- It is clear that the hotel's gardens and beach are a key selling point for the business and has been since the hotel was established 60 years ago. Although the public have informally accessed the beach during the hotel's lifetime, in the last five years the use of the beach by the public has increased and so has the instances of anti-social behaviour, littering, attempts at camping and BBQs. For this reason the hotel has recently considered installing signage and fencing to formally exclude the public from the headland and beach to maintain the use primarily for the guests.

However, the hotel decided against fencing as it was felt that this would spoil the natural beauty of the location itself.

- In addition, the hotel holds private functions that include the exclusive use of the headland and / or the beach up to three times a week for ten months of the year. These events include weddings, family celebrations and yoga retreats. Occasionally weddings are held on the headland and beach and to date this has been managed by positioning staff on the coast path to ensure the public do not access the headland or beach during the event.

At the meeting it was verbally agreed that the hotel would like to initially manage the situation on the beach and headland with signage. If this approach is not successful then Natural England is minded to provide an outline direction which allows the hotel to formally close coastal access rights to the beach and / or headland when events are being held on the basis that there would be an impact on the business if the hotel could not offer exclusive access.

**Relevant appended documents:**

N/A

## **5. Supporting documents**

**A - MCA/PSM8/R/7/PSM2426** – Photos of family at Lestowder beach and current locked gate

With my daughter on Lestowder Beach 23/08/09 [Photo redacted due to containing personal information]

Playing on Lestowder beach August 2014 [Photo redacted due to containing personal information]



The gate to the slipway that gives access to Lestowder Beach. The gate has always been open since we have come down to the area. It has been continuously open between 1996 and 2018. It has been closed since March 2018.

**B - MCA/PSM8/R/11/PSM2427 - Photos of Lestowder beach – Parbean Cove**

Photographs of Parbean Cove beach and the coastal shores accessed via the slipway onto it (which are now inaccessible on foot due to the gate being locked shut)

October 2014. Parbean Cove beach covered in seaweed



October 2014. My children exploring one of the beaches below PSM-8-S050, accessed via Parbean Cove beach slip ways at PSM-8-S055/S054. [Photo redacted due to containing personal information]

October 2014. A heron spotted on Parbean Cove Beach.



October 2014. Looking back from PSM-8-S050 towards the slipways onto Parbean Cove Beach on a walk accessed via the slipway.



August 2016. Views of Men-aver rocks at low tide, towards Denis Head, accessed via the slipway at Parbean Cove beach



**C - MCA/PSM8/R/15/PSM2428 - Photos of closed gate at Lestowder**

Gate on first slipway from Gillan (closed Spring 2018)

Photo taken 14 May 2018 by [redacted]





**D - MCA/PSM8/R/15/PSM2428** – Video of Lestowder Beach. **Please see separate document**

Video taken 10th May 2018 of the beach and view.

This video I provided as separate document for Defra and Planning Inspectorate.

[Video redacted as it is not possible to store on gov.uk]

**E - MCA/PSM8/R/8/PSM2426** – Photos of coastal footpath at The Hera

Going down to the Hera via coastal footpath. We would make regular use of the footpath down to Gillan Beach, as it the shortest route. [Photo redacted due to containing personal information]

2014



Coastal footpath just above Hera 2015. Now fallen into the sea

My mother, [redacted] on the coastal path that has fallen into to sea (summer 2016). She uses sticks so the long route is too far her. The fact that she can no longer use the short route to the Hera along the old coastal path makes it very difficult for her. She can no longer access the beach, as when we are in Cornwall we come down without a car. She is therefore stuck in the house. [Photo redacted due to containing personal information].

My daughter using the fallen coastal path 2016 using the path that has fallen into the sea. [Two photos redacted due to containing personal information]



view from coastal path that we all love and enjoy. It has now fallen into the sea so can no longer be enjoyed.



View of Hera from path that has fallen into the sea. This has been my screensaver since 2016, which shows how much I love the view! The view is wonderful - I love it and am deeply saddened that such a ravishing view is no longer accessible.



summer 2019 with the path and views inaccessible

**F - MCA/PSM8/R/12/PSM2427**– Photos of coastal footpath at The Hera

Photographs recording past use of the South West Coastal Path in the vicinity of PSM-8-S067 to PSM8-S069, Map PSM 8c Nare Cove to Gillan Cove. [redacted]

2006. The view from the coast path of the Herra and Gillan Creek, taken from the section of the path that has now fallen into the sea.



Approximately PSM-8-S068 on Map PSM 8c Nare Cove to Gillan Cove.

2006 My husband and daughter walking up through the woods along the coastal path, just north of PSM-8-S067 on Map PSM 8c Nare Cove to Gillan Cove. [Photo redacted due to containing personal information].

2007. My daughter looking out towards Dennis Head and Falmouth on the section of path that collapsed into the sea. Approximately PSM-8-S068 on Map PSM 8c Nare Cove to Gillan Cove. [Photo redacted due to containing personal information].

2011, August. My daughter and son on the section of path that has collapsed, heading back up to Heron Crest from the Gillan beach. The section of path which has now collapsed, near to PSM-8-S068. [Photo redacted due to containing personal information]

2012. My children running down the coastal path to the beach on arrival in Cornwall. Along PSM-8-S065. [Photo redacted due to containing personal information]



The magical views through the trees to the sea, at PSM-8-S065.



2012. Magical views of the Herra from the coastal path, where it has now collapsed.



2012. More Magical views of the Herra from the coastal path, where it has now collapsed.



2015. Our cat, Shadow, comes for a walk to the beach with me.



Realising she is getting near the sea!



Nearly there



Shadow arriving at Gillan beach

In time for a tickle from my husband on the sea wall at 2017. [Photo redacted due to containing personal information]

My son returning from fishing off the rocks, walking along the coastal path with our cat Shadow. Near to PSM-8-S068. [Photo redacted due to containing personal information]