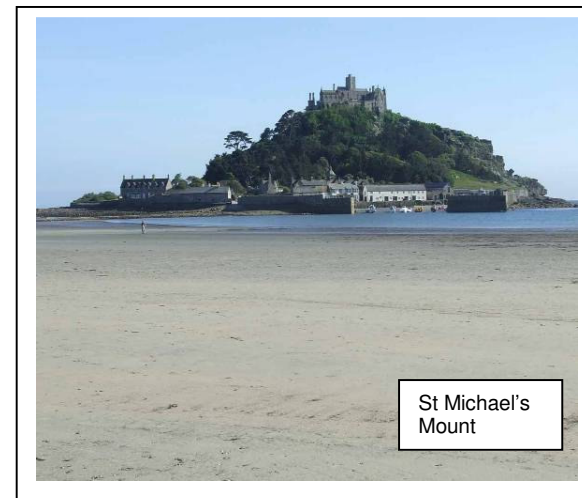


Location reference:	Marazion to Longrock
Management Area reference:	MA19
Policy Development Zone:	PDZ8

PREFERRED POLICY TO IMPLEMENT PLAN:	
From present day (0-20 years)	NAI along undefended cliffs. NAI for Marazion east. HTL along Marazion town frontage. HTL (continued use/maintenance) for St Michael's Mount causeway. HTL at St Michael's Mount Harbour. HTL from Chapel Rock to Marazion Bridge. HTL along Marazion Marsh frontage.
Medium term (20-50 years)	NAI along undefended cliffs. NAI for Marazion east. HTL along Marazion town frontage. NAI (continued use) for St Michael's Mount causeway. HTL at St Michael's Mount Harbour. HTL from Chapel Rock to Marazion Bridge. HTL along Marazion Marsh frontage.
Long term (50 -100 years)	NAI along undefended cliffs. NAI for Marazion east. HTL along Marazion town frontage. NAI (continued use) for St Michael's Mount causeway. HTL at St Michael's Mount Harbour. HTL from Chapel Rock to Marazion Bridge. HTL along Marazion Marsh frontage.



SUMMARY OF SPECIFIC POLICIES

Policy Unit		SMP1 Policy	SMP2 Policy Plan			
		50 yrs	2025	2055	2105	Comment
19.1	Undefended Cliffs (including southern part of Mount)	Do nothing	NAI	NAI	NAI	Important sediment source to intertidal area. NAI meets AONB objectives.
19.2	Marazion east (Venton Cove)	Hold the line / do nothing	NAI	NAI	NAI	Need to provide transition from NAI of cliffs to the east into to HTL at Marazion Town frontage.
19.3	Marazion Town	Hold the line	HTL	HTL	HTL	Potential heritage losses & economic impact on local economy under other policies unacceptable. Defences at eastern end may require some extension to prevent outflanking.
19.4 (a)	St Michael's Mount - Causeway	Hold the line	HTL	NAI	NAI	Accept reducing tidal window of exposure for causeway and gradual reduction in use. HTL in first epoch to allow for current maintenance programme completion.
19.4 (b)	St Michael's Mount - Harbour	Hold the line	HTL	HTL	HTL	Maintenance of western harbour arm and protection of harbour area as remaining access route to and from Mount. Chapel Rock would need review by mid-epoch 2 as departure and landing stage link to the Mount's harbour.
19.5	Marazion west (Chapel Rock to Marazion Bridge)	Hold the line	HTL	HTL	HTL	A hold the line approach is required within this area to provide a transition area between Marazion town frontage and Marazion Marsh which maintains the defensive line. The primary purpose of this is to maintain the integrity of the Marazion Marsh Special Area of Protection. HTL will also maintain the West End road leading into Marazion and associated tourist infrastructure and car parking.
19.6	Marazion Marsh	Hold the line	HTL	HTL	HTL	Although a managed realignment approach would be preferred within epochs 2 & 3 in order to relieve coastal squeeze pressure along this frontage and to create more width in the

					intertidal zone (and thus create a more sustainable shoreline position) the primary driver of policy within this unit is the Marazion Marsh SPA. In order to adhere to legislation and maintain the integrity of this internationally important freshwater wetland site, a hold the line policy is preferred through all three epochs. A more detailed strategy is required to consider the options for this area in more detail at the earliest opportunity.
Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention MR – Managed Realignment					

PREDICTED IMPLICATIONS OF THE PREFERRED PLAN

Policy Unit		Theme				
		Property & Land Use	Nature Conservation	Landscape	Historic Environment	Amenity & Recreational Use
19.1	Undefended Cliffs (including southern part of Mount)	Likely impacts on several farm buildings and on cliff top agricultural land use due to high erosion rates.	The preferred plan for a non-interventional approach will generally support the core objectives of the SMP.	Preferred plan will support the landscape value and the AONB designation.	A number of historic features close to the cliff top could be damaged or lost due to erosion rates of the medium and longer term.	Impacts on the route of the SW coast path and other local coast access paths along the cliff top due to erosion.
19.2	Marazion east (Venton Cove)	Possible erosion impacts on 6 or 7 properties. Impacts on cliff top agricultural land use.	The preferred plan for a non-interventional approach will generally support the core objectives of the SMP.	Preferred plan will support the landscape value and the AONB designation.	Possible impacts on Grade II listed Chymorva House & Hotel, in longer term.	Impacts on the route of the SW coast path and other local coast access paths along the cliff top due to erosion.
19.3	Marazion Town	In excess of 100 residential and commercial properties at risk of erosion will be maintained under the preferred plan.	Frontage may experience coastal squeeze & loss of intertidal area due to rear of beach being constrained.	Plan will aim to support landscape value but the frontage will continue to be dominated by defence structures.	Historic environment and heritage of Marazion will be maintained under the preferred plan.	Recreational value of the town and frontage will be supported by the plan though some loss of beach area is possible due to coastal squeeze.
19.4 (a)	St Michael's Mount - Causeway	Accept loss of causeway use beyond epoch 2.	Intertidal habitats would not be constrained.	Preferred plan will support the landscape value and the AONB designation.	Loss of historic causeway in long term.	Preferred plan will support continuation of the Mount's harbour to compensate for loss of causeway access in medium to long term.
19.4 (b)	St Michael's Mount – Harbour area	Maintain harbour area and quayside properties.	The shoreline and its habitats will continue to be modified by defences and natural	Plan will aim to support landscape value but the frontage will continue to be	Protection of historic harbour area.	Preferred plan will support continuation of the Mount's harbour to

Policy Unit		Theme				
		Property & Land Use	Nature Conservation	Landscape	Historic Environment	Amenity & Recreational Use
			processes constrained. Coastal squeeze of intertidal habitat may occur.	dominated by defence structures.		compensate for loss of causeway access in medium to long term.
19.5	Marazion west (Chapel Rock to Marazion Bridge)	Holding the line would help manage erosion and flood risks to around 25 properties across the next 100 years. The West End road leading into Marazion and associated tourist infrastructure and car parking would also be maintained.	Preferred plan will result in coastal squeeze seaward of the defences, with resultant loss of shoreline intertidal area, dunes and beach. HTL approach will however assist in maintaining SPA in PU 19.6. (see below).	Preferred plan will generally support the coastal zone and near hinterland landscape value and the AONB designation although long term impacts could be detrimental with loss of beach and dunes.	Historic sites including pillboxes may be preserved under the preferred plan but intertidal submarine forest may be affected by coastal squeeze.	Recreational use of the beach would be affected in the medium to long term. Maintaining stability and width of the beach frontage would not be supported under the preferred plan
19.6	Marazion Marsh	Current transport routes would be maintained under the preferred plan.	Preferred plan will maintain the integrity of the internationally recognised Marazion Marsh SPA. However this will result in coastal squeeze seaward of the defences, with resultant loss of shoreline intertidal area, dunes and beach.	Preferred plan will generally support the coastal zone and near hinterland landscape value and the AONB designation although long term impacts could be detrimental with loss of beach and dunes.	Historic sites including Longrock railway station and findspots should be preserved under the preferred plan but intertidal submarine forest may be affected by coastal squeeze.	Recreational use of the beach would be affected in the medium to long term. Maintaining stability and width of the beach frontage would not be supported under the preferred plan