

## APPENDIX 3: FULL COMMUNITY VISION STATEMENTS



September 2023

## Introduction

The sections for Penzance and Newlyn are set out in full in the main body of the Plan given that they have place-specific policies. Community Vision Statements for Penzance Parish's other communities are set out in full below (summaries having been presented in the main body of the Plan).

## Eastern Green

# Eastern Green Community Vision Statement

## 1. Introduction

- 1.1 Eastern Green is located on the eastern edge of Penzance urban area, just over a mile from the town centre, and is a busy mixture of residential, retail and other commercial development.

It is bounded on the south by the A30, the railway and the beach and adjoins Gulval village to the north. Immediately to the west is an important area of open parkland, Ponsandane field, and the Ponsandane stream which flows south to the sea. To the east Posses Lane and Jelbert Way provide a significant boundary between further retail development and open agricultural land to the north west.

Eastern Green, once part of Gulval parish, is, with Chy an Dour, defined as a separate polling district within the Gulval ward of Penzance parish. **(See Map 1)**

As a result of the current (2018) review of local government boundaries it is to become part of the new eastern Division of Penzance.

- 1.2 Originally agricultural land, forming part of the open and green approach to the town (the eastern Green), two areas were designated in the 1960s for industrial and warehousing development to provide employment opportunities and support Penzance businesses. Other areas were developed for a mixture of holiday and residential accommodation, including static caravans, park homes and chalets, and on part of the former Council refuse tip, the former heliport.. The area is now a densely developed mix of out of town food stores, car sales and maintenance, warehousing, builders' merchants and housing. Industrial premises and the heliport have been replaced by retail development and the holiday accommodation has been redeveloped, or through planning appeals changed use, to permanent housing.
- 1.3 The community comprises more than 600 residents, approximately 300 households (2011 census), in private, social rented and park homes. While a significant amount of this housing was built relatively recently, to acceptable standards and with gardens, some of the older properties, originally built for holiday use, may not be up to present day standards.

- 1.4 Two new housing sites are proposed in the Cornwall Local Plan, a green field site at Posses Lane (approximately 30 dwellings) and on the former Barn Club site, Branwell Lane( about 13 dwellings).**(See Map 1)** In addition a planned housing site in Gulval (approximately 65 dwellings) will be accessed from Foxes Field and so to Branwell Lane.
- 1.5 Positives about living in Eastern Green include the closeness to the sea and beach, important green spaces at Ponsandane Field and Posses Lane and footpaths to Gulval and the countryside beyond.

However, life in Eastern Green is blighted by the overwhelming dominance of traffic, lack of safe pedestrian routes, air, noise and light pollution, conflict with commercial uses and flood risk. Furthermore, as an unplanned community, there has been little thought for the residents of the area; there is an obvious conflict between people and business; there are no community facilities; and residents of the former holiday village cannot access the very beach that it was built to enjoy because there is no full crossing over the A30.

## 2. Community feedback

Public consultation has thrown up these thoughts and issues:

Road safety; access to the beach; a family centre; responsibility from local businesses regarding parking on the road ignoring the difficulties and danger which this causes; planting to bring nature back to this modern landscape; boundaries; the Gulval parish boundary; Ponsandane field; the sea; A30 roundabout and wild green area; Eastern Green needs a determined vision for people and business to cohabit. “What was the Penzance tip now wants recognition as a suburb. People will no longer be bullied by traffic and business”.

## 3. Vision and Objectives for the future

- 3.1 The Vision for Eastern Green is for a community where people are given priority over traffic, and where businesses respect the needs of residents.

### 3.2 Objectives:

- To enable people of all ages and abilities to move around safely, unimpeded by the impact of traffic ;
- To provide safe and manageable access to the beach and countryside;
- To identify green buffer zones to the east and west to protect the community from further incursion of industrial, retail or residential development ;
- To enhance the built environment through landscaping and planting;
- To prevent the exacerbation of pollution and seek improvements in environmental quality;

- To provide Community facilities so that people are able to experience and enjoy greater community interaction and recognition.

#### 4. Traffic and barriers to safe movement

- 4.1 Traffic on the A30 is a barrier to safe pedestrian and cycling movement between the community and the town centre or to the beach and coast path.

The existing crossing immediately to the east of Branwell Lane junction is hazardous, despite being lights controlled, because of its proximity to the roundabout, while the crossing point to the west of the junction is uncontrolled and a real danger. Significant efforts to obtain improvements to this crossing by the local community and Councillor have resulted in a future funding opportunity but no immediate action.

- 4.2 Traffic on Jelbert Way has increased substantially with the mix of commercial uses, and particularly since the development of the Sainsburys store. While there are pavements on both Branwell Lane and Jelbert Way there are no controlled crossing points and, with the regular additional hazard of large lorries unloading, crossing the road is difficult, especially for those with limited mobility or small children. Walking from the residential areas to the 'bus stop, the town centre or coast path along Branwell Lane involves crossing several lanes of traffic because of the nearness to the A.30 roundabout and the junction into Jelbert Way. This results in another significant barrier, especially for people who are less able people or have young children. **(See Map 2)**

- 4.3 The amount of traffic, including large commercial vehicles waiting to enter sites or unload, and parking on pavements also results in a hazardous and unpleasant pedestrian environment on Branwell lane and near the junction between Jelbert Way and Posses Lane. This affects residents' walking and cycling routes to the beach, coast path or countryside



**Parking Branwell Lane**



**Obstruction of pavements Jelbert Way**

#### 4.4 **Action required:**

- i) To provide a properly controlled traffic area in Branwell Lane/Jelbert Way that prioritises the safe movement of people living in Eastern Green and allows for improved access to public transport, Penzance town centre and the beach and coast path including**
  - **traffic management measures that prevent parking on pavements, especially on Branwell Lane and close to the Posses Lane junction;**
  - **a 20 mph limit on Jelbert Way and Branwell Lane;**
  - **signage to raise awareness of pedestrians, including older people and children, using Branwell lane, Jelbert Way and Posses Lane;**
  - **improvement of visibility at the entrance to the Tesco site;**
  - **parking and loading restrictions on Branwell Lane**
  
- ii) To prioritise safety for pedestrians crossing the A30 as part of the planned upgrade of the Branwell Lane roundabout;**
  
- iii) To provide an alternative pedestrian route across Ponsandane Field which avoids crossing the A30 and links with the existing footpath network ( see also Green Spaces and Routes);**

#### 5. **Green Spaces and Routes**

- 5.1 Green spaces and footpaths allow for exercise, play and relaxation, habitats for wildlife and safe movement away from traffic. Where they are next to rivers they can allow for flood alleviation. The busyness and conflicts associated with living in Eastern Green mean that such areas are very important. **(See Map 2).**
- 5.2 Ponsandane Field to the west and an area north of Jelbert Way to the east are open spaces that provide a green edge to the community and buffers between it and existing, or potential future, development. Ponsandane Field provides space for surface water or overflow from the stream to collect and disperse away from housing areas. There are boundary and parkland trees and the whole field is within a Tree Preservation Order area. An existing footpath follows the stream along its eastern edge.



**Ponsandane Field**



**Footpath adjacent to Ponsandane Field**



- 5.3 Jelbert Way, to the east of Posses Lane, forms a distinct boundary between large scale retail development to the south and open green space to the north. This green space is a semi wild area of wetland vegetation which merges into farmland. It also provides an area for surface water to collect and disperse and a wildlife habitat.



**Green buffer Posses Lane/Jelbert Way**



**Green buffer Jelbert Way**

- 5.4 The layout of commercial development on Jelbert Way originally included green spaces on frontages; however, in recent years those areas have largely been eroded by the provision of parking and hard surfaces. The replacement of soft landscaping and planting would help to improve the environment for pedestrians and businesses.



Remaining green frontage strip Jelbert Way

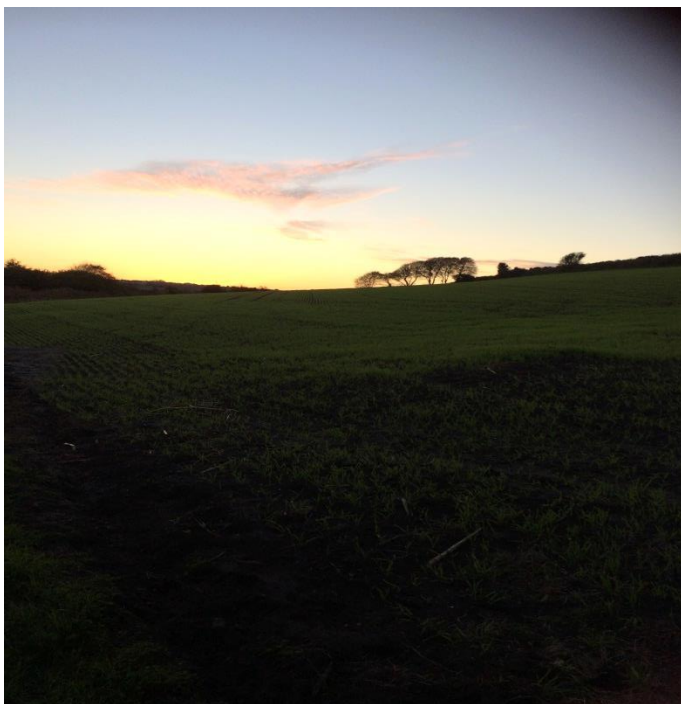


Green frontage strip removed, Jelbert Way

- 5.5 The footpath from Branwell Lane to Gulval Churchtown provides an important route between Eastern Green and open countryside that is relatively traffic free. There is access to it from Foxes Field and planned links to Gulval primary school, and to the allocated housing site at Posses Lane



**Footpath from Branwell Lane to Gulval Churchtown**



**Countryside around Gulval – the Golden Mile**

- 5.6 Posses Lane is a regularly used pedestrian route to the footpath network around Gulval; however, there are no pavements and a regular flow of traffic. The lane also links to the A30 crossing and footbridge providing access to the coast path and beach and it is identified as an “enhanced existing green corridor” in the Cornwall Local Plan. Enhancement must include an emphasis on pedestrian safety through provision of footways, especially on the corners where visibility is very limited.



**St. Michael's Way (Posses Lane)**



Posses Lane

**5.7 Action required:**

- i) To retain Ponsandane Field and the area east of Posses Lane as green buffers where development will not be permitted;***
- ii) To seek to improve the living, and business, environment by retaining and enhancing existing green frontages on Jelbert Way and providing new landscaping and tree planting where they have been removed;***
- iii) To maintain and improve the footpath network between Eastern Green and Gulval to provide safe access to the primary school and open countryside;***

- iv) To seek improvements to pedestrian safety on Posses Lane and at the junction with Jelbert Way.**

## **6. Pollution**

- 6.1 One of the results of the extent of commercial uses in Eastern Green is the impact of noise, air and light pollution on homes and residents. Air pollution has increased with the growing amount of traffic; lighting, particularly advertisements and security lighting, has also intensified, apparently unchecked.
- 6.2 Light is included in the definition of potential statutory nuisance as well as unreasonable noise and poor air quality.
- 6.3 Cornwall Local Plan includes strategic policies on Design (Policy 12) and Health and Wellbeing (Policy 16) that should be given particular weight in considering the impact of proposed development on residents and homes in Eastern Green.
- 6.4 **Action required:**
  - i) To seek to reduce the levels of air, noise and light pollution in Eastern Green wherever opportunities arise;**
  - ii) To prioritise the health and wellbeing of residents in considering any proposals for development in the Eastern Green area.**

## **7. Community facilities and infrastructure**

- 7.1 As an unplanned settlement there are no community facilities for residents apart from small play spaces in newer housing developments and out of town retail stores.
- 7.2 **Action required:**
  - i) To seek the provision of a community space for Eastern Green where residents and families can meet socially and access services.**

### Key to Maps

#### Map 1

Penzance Parish boundary



Eastern Green boundary



Retail and commercial sites



Proposed new housing sites



#### Map 2

Proposed Green Buffer zones



Existing footpaths (Green routes)



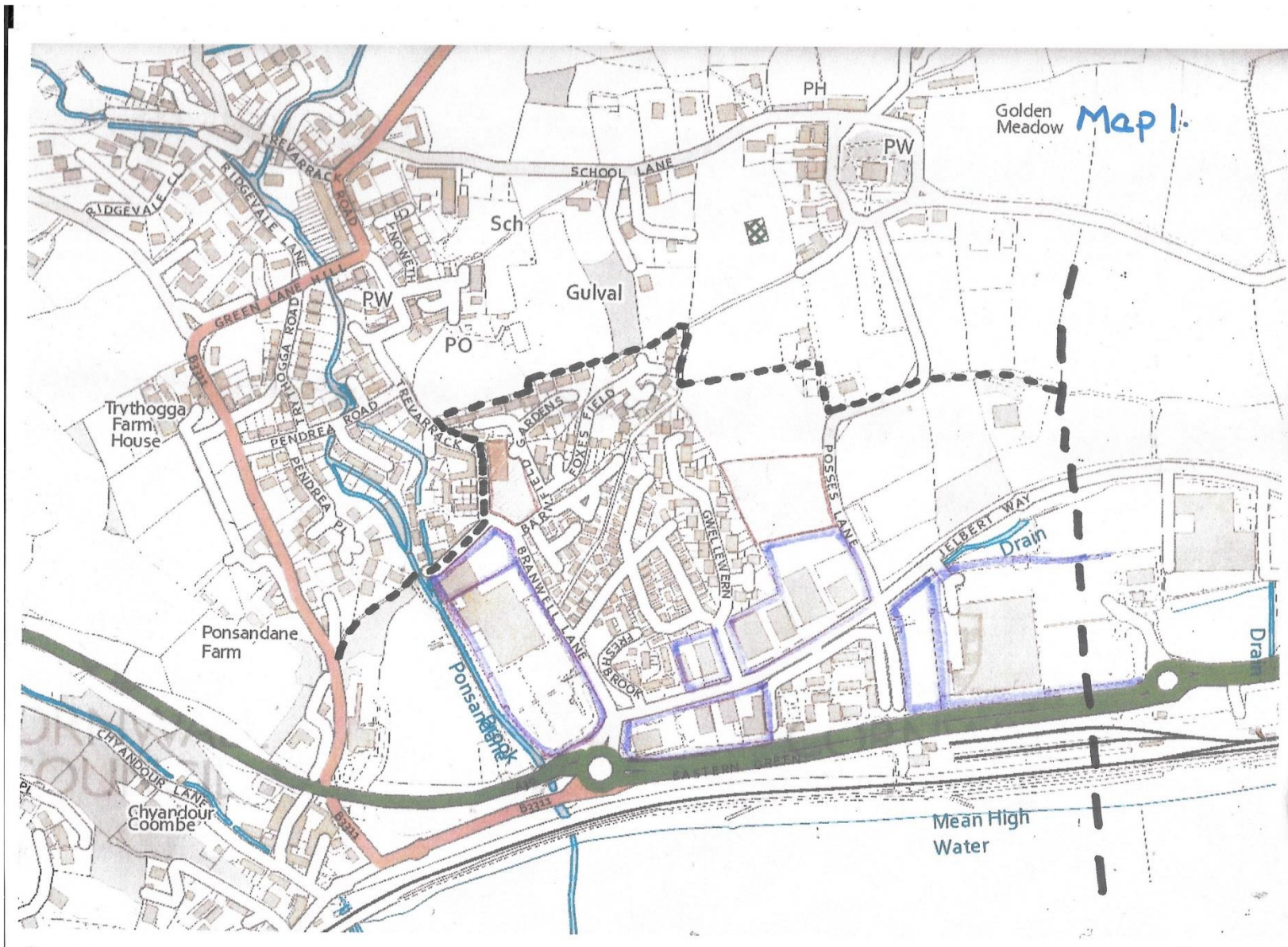
Proposed pedestrian links

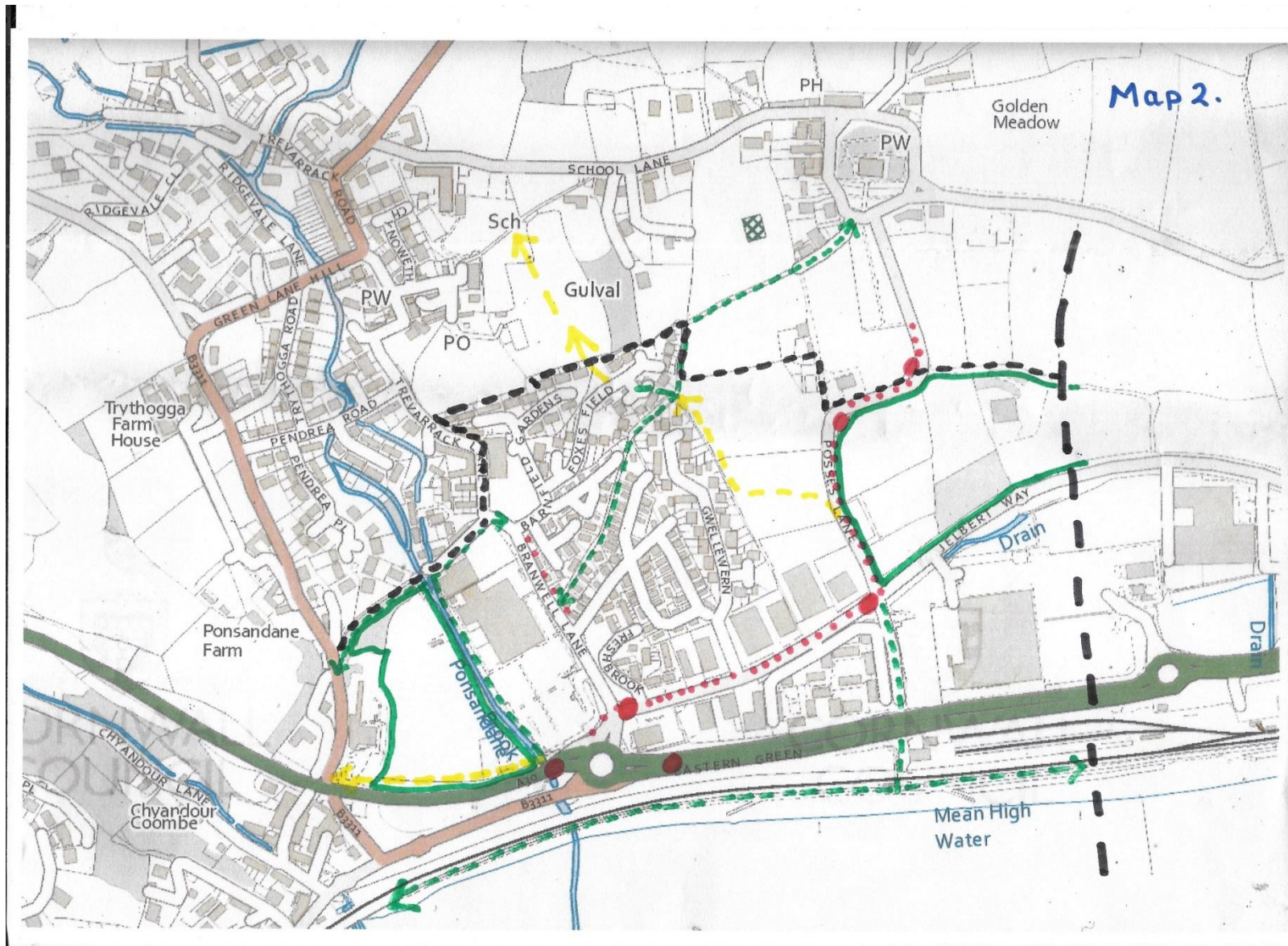


Pedestrian/traffic conflict









## Gulval

### Gulval Community Vision Statement

Gulval is located to the east of Penzance, about a mile from the town. The village has developed around three early settlements - Trythogga, Trevarrack and Gulval Churchtown – now mostly joined together, and extended to the west, by residential developments since the 1970s. Its hinterland extends west towards Trannack and Heamoor, north beyond the parish boundary into the Gulval ward of Madron parish and east into Ludgvan parish.

The southern edge of the village is defined by the polling district boundary (IPG) where it meets Eastern Green and ChyanDour. To the south west there is a prominent ridge of farmland which provides a distinct green break between the village and Penzance town.

The village is almost surrounded by good quality agricultural land, including the “Golden Mile” which extends towards Ludgvan.

The southern boundary of the Penwith moors section of the Cornwall Area of Outstanding Natural Beauty (AONB) coincides with the parish boundary close to the north of the village.

Most of the village is situated within and on the sides of the valley where the Trevaylor and Rosemorran streams meet while Gulval Churchtown is sited on higher rising land. The 2011 Census indicated that there were about 850 residents in the village.

Gulval has a strong village identity which extends to those choosing to move into the village as well as those who have lived there all or most of their lives.

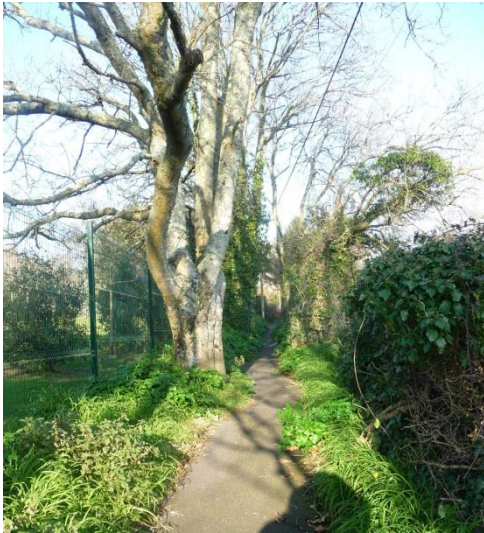
The centres of Gulval, including the Churchtown Conservation Area, are characterised by individual buildings, terraces and former farm complexes that were built by the Bolitho family. These buildings feature a distinctive mix of local stone with terracotta detailing and timber canopy porches.

There is a network of footpaths, including historic Churchway paths, which link the village to the surrounding countryside and the coast path as well as providing off road routes to bus routes and towards Penzance town centre.

There are stunning views from within and around the village to St Michael’s Mount, Penzance harbour and the sea as well as across the surrounding farmland.

The Village Hall, the Church and the Coldstreamer Inn are vibrant centres for a range of differing activities, and are used by villagers and others alike.





Community organisations include the WI, Christmas lights Committee and an active Village Community Association. Like many villages Gulval has lost its post office and, previously, its general shop. However, the village is within reasonable walking distance of Penzance town centre or Long Rock, for the active, as well as the major supermarkets at Eastern Green, and there are 'bus services providing access to other services in all directions.

There is easy access by car to the A.30, and a high level of travel to work by private car or van (2011 census).

In addition to the footpath network the coast path provides an upgraded cycle route to Long Rock and beyond or into Penzance; however, the connecting routes between the village and the coast path are less attractive.

### Community involvement

Following from the early stages of the Cornwall Local Plan and Site Allocations document a "Village ConVersation" resulted in the preparation of a Village Plan which identified a Vision for Gulval in the future, qualities and assets to be protected and key issues to be addressed.

The consultation identified traffic as a key issue together with the risk of flooding from adjacent farmland. The potential encroachment of urban scale development on to land around the village, particularly in relation to the distinctive open breaks between the village and the town – Ponsandane farm – and between Gulval Churchtown and Eastern Green, prompted a strong response and a wish to retain the separate identity, and character, of Gulval as a rural community.

Traffic has a negative impact on quality of life in terms of the amount, speed and effect on air quality. The B3311 (St Ives) road through the village is heavily used by visitors, including coaches, lorries from Castle an Dinas quarry and skip site, lorries from agricultural packing stations and large farm vehicles; more local traffic includes journeys to and from the primary school and cars and delivery vans avoiding congestion on the A 30 in and out of Penzance. The roads within the village are mostly unsuitable for this amount of traffic and the main road creates a barrier between different parts of the village with no designated crossing points. The lack of safe pedestrian, or cycling, routes within the village, and between the village and Penzance town centre, results in movement around the village, or between the village and Penzance, often being hazardous and unpleasant.



Credit: Brian Shipman

## Vision

***“ Gulval - a village with a sustainable local identity that promotes health and wellbeing for ALL who live there, both now and in the future.”*** (Gulval Village Plan)

### Objectives:

#### 1. A Distinctive Gulval

- To retain the open undeveloped breaks that provide the distinct and attractive separation between Gulval and the urban area of Penzance;
- To ensure that new development reflects and reinforces Gulval’s architectural details, building materials and patterns of development while not discouraging appropriate innovation;
- To ensure that Gulval’s cultural, historic and archaeological assets are recorded, protected and maintained;
- To encourage respect for Gulval’s distinctive identity in the improvement and renovation of existing buildings and structures;
- To ensure that signage, road and pedestrian surfaces, and other service or infrastructure provision, respects Gulval’s distinctive identity and is of the highest quality in design and the use of materials;
- To ensure that the setting and character of Gulval are respected, particularly in the context of development on the approach to Penzance.

#### 2. A Green Gulval

- To promote provision of a network of accessible and well-managed open and green spaces within the village, which is integrated into a wider green network of walkways, cycle ways and open spaces in Penzance and surrounding parishes;
- To identify and protect the views, green spaces and open landscape which contribute to the character and setting of the village;
- To pursue the provision of a new community space and play area to serve the village as a whole;
- To ensure public green spaces are incorporated into new development to provide play and meeting space, an attractive environment, and improve resilience to flooding;
- To protect and improve existing green spaces, allotments and other public spaces in Gulval;
- To seek to ensure that high grade farmland is safeguarded from development, and that its loss to agriculture, where necessary, is outweighed by achieving maximum community benefit from the development.

#### 3. An Accessible and Safe Gulval

- To promote the provision of attractive and safe local routes within the village which link recreational spaces, encourage more people to walk or cycle, connect safely with facilities, services, schools and work places in nearby communities (particularly Penzance town centre) and provide access to the coast and surrounding countryside;
- To promote the access needs of our most vulnerable users first – pedestrians including families, people with disabilities, children and the elderly; cyclists; then ‘buses and essential service vehicles; and finally private motor vehicles;
- To prevent or discourage non-essential through traffic in the village and seek to restrict speeds;
- To ensure that future development in Gulval and the surrounding area does not lead to an increase in traffic within the village;
- To seek and support improved public transport for the village

#### **4. A Thriving and Equitable Gulval**

- To promote the provision of housing within the allocated sites, or on any “rural exception” sites, that can be afforded by those with a strong local connection to the village and who are unable to afford open market housing;
- To resist additional housing development on green field sites in or on the edge of the village beyond that to be provided by the allocated sites unless it is specifically to meet local housing need in the village;
- To ensure that the location, layout and design of new development helps reduce energy demands, water and land take and vehicle traffic, and helps sustain our natural ecosystems. The layout and design of buildings and planting should also prevent flooding, run-off and pollution.
- To support the maintenance and provision of education, e-services, health, financial and community facilities, outreach and mobile services in the village;
- To support the provision of multi-purpose facilities for village activities and the provision of services;
- To promote and support open and transparent forums for discussion and decision- making about the future of our village, for the “Gulval proofing” of development or other proposals, and to work in close co-operation with neighbouring communities to achieve common objectives;
- To maximise opportunities for recycling within the village;
- To seek opportunities and support appropriate small-scale renewable energy developments;
- To work with the police and local authorities to promote crime reduction and prevention within the village.

#### **5. A Resilient Gulval**

- To improve the resilience of the village to flooding through the protection of the river catchments from inappropriate development, land uses and farming methods. Further, to encourage and support the management of the catchment area and riparian areas, to increase their absorption capacity and environmental value;
- To work with agencies to reduce specific flood risks in the village;
- To ensure any future development in or around the village does not increase flood risk;
- To identify emergency risks, along with the measures and resources available to deal with them, through the preparation of a Gulval Emergency Plan.

## Heamoor

Heamoor village lies just north of Penzance. It's largely surrounded by open countryside and is a compact, walkable and friendly community of 2,720 people (2011 census).

The settlement traces its origins back to 1274, but the modern village grew up around a core of late Victorian terraced houses and cottages. More recent expansion took place in the 1960s and 1970s at Boscathnoe to the west and the Reens to the east, followed by further development at Roscadghill including sheltered and social housing. We have the three key staples of Cornish village life: church, chapel, and pub. Heamoor is one of the few villages around Penzance to still have its own shops: a thriving general stores, a bakery, and a locally-owned gift shop. The recently-refurbished British Legion hall in the village centre provides a venue for local events.

Heamoor has a strong Cornish identity: over 75% of pupils at our primary school self-identify as Cornish<sup>1</sup>.



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<sup>1</sup> Cornwall Council Spring School Census, 2017 data.

## **OUR VISION<sup>2</sup>**

The people of Heamoor have a strong positive Vision of their village's future.

That future does not include the 640 extra houses Cornwall Council is proposing to inflict on them.

Our village does not have the capacity to absorb the additional traffic and flooding that such over-development would inevitably bring, leading to a deterioration in our mental and physical health and wellbeing. We will do everything we can to counter this threat and then continue our lives as a happy cohesive community.

Our Vision is for Heamoor to continue to be:

- a rural community with its own distinctive character and identity
- surrounded by green fields
- a healthy, unpolluted place
- a safe place to bring up our children
- a compact, walkable community
- a place of quiet lanes frequented by horse-riders, walkers and cyclists
- a place where equine, agricultural and other small businesses flourish
- a place that is a haven for wildlife

In short, a village we can continue to be proud of.

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<sup>2</sup> Vision statement unanimously approved at a well-attended public meeting at Heamoor British Legion, 28th September 2018.



### **A rural community with its own distinctive character and identity**

Heamoor residents have a strong feeling of community and identity: 90% of 300 respondents to the Heamoor PZNP questionnaire agreed that the village is “a separate community from Penzance with its own identity”. Close to the open countryside, and to informal recreational areas like Poltair Woods and the Boscathnoe lakes, the village has a strong rural feel. A common theme in questionnaire responses was people’s enthusiasm for the quieter, greener and more rural aspects of the community, especially among those who had moved here from elsewhere in the Parish.

Our identity finds its expression in a wide range of community activities. The Scout and Guide troops in the village have a long tradition dating back nearly 100 years, while the Wesley Rock Chapel, St Thomas’s Church and the British Legion all play a central role in village life. More recently, the Heamoor Christmas Lights switch-on and candlelit parade in 2019 attracted hundreds of local residents onto the streets, while a summer Village Fete resumed in 2018 after an absence of many years.

Although the Covid-19 pandemic put a temporary dampener on community activities, social cohesion during the pandemic was very strong: the Heamoor Community Interest Organisation supported vulnerable residents, and the village shop and pub rallied round to organise food deliveries. The village also has a thriving community magazine, the “Heamoor Herald”, produced and distributed free of charge entirely by local residents. And the Kabin community hub at Roscadghill, despite an extended closure during the pandemic, is an invaluable resource for residents, providing a range of activities and life skills opportunities to support local families.

The love of all things green in the village has prompted local residents to set up Heamoor Gardening Volunteers (HGVs), dedicated to community planting and gardening. The first project is a community planting area as part of the improvements to the Heamoor Field open space being carried out by Penzance Town Council; future ambitions include planting up roadside verges, and restoring the private cemetery in Rock Terrace. We also have a strong allotment culture, with well-tended (and oversubscribed) plots at Crankan and Trannack.

Finally, the village retains a strong Cornish identity, with 75% of Heamoor Primary School pupils identifying as Cornish. Regular Cornish-language classes are held in the village, and local history groups are very active (and well supported) in the area.



*2018 Village Fete at Poltair Manor (above) and Heamoor Christmas Lights 2019 (below)*



*Luthergwearne Farm and the Madron Church Path, in the area at Boscathnoe allocated for housing in the CSADPD*

**A healthy, unpolluted place**

Although our village is still largely surrounded by countryside, we are nonetheless exposed to risks to our health and well-being, mainly in the form of flood risk (exacerbated by climate change) and traffic issues (speeding, rat- running, congestion, and air/noise pollution). All of those risks have the potential to be accentuated by the proposed developments around our village.

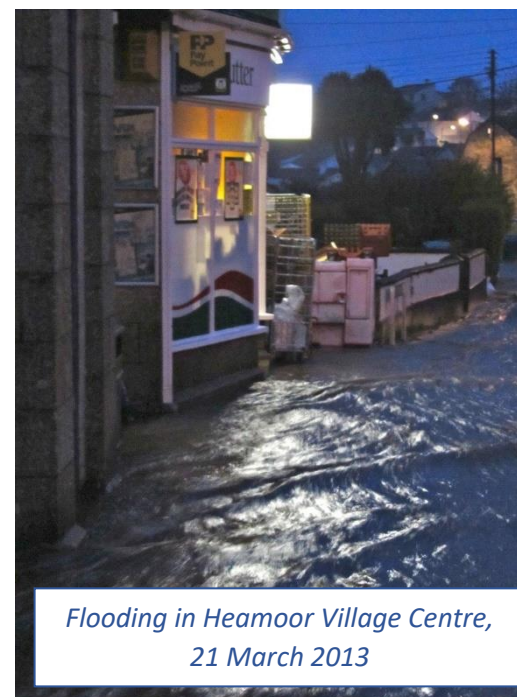
Heamoor is situated in a rapid-response catchment area, with the Chyandour Brook passing through the village centre in narrow and constrained channels that are easily blocked. The brook is a short watercourse draining from the Penwith Moors and agricultural land upstream down to the sea, which is less than a mile from the village. This generates a high level of flood risk, as seen when the village centre experienced serious flooding from the Chyandour Brook in March 2013. The more recently developed western part of the village (Boscathnoe and Roscadghill) drains to another rapid response catchment, the Lariggan River (which reaches the sea at Wherry Town); the land here is marshy, and contains numerous “sinks and issues” that feed the Lariggan catchment.

Traffic has long been a contentious issue in Heamoor. Most of the village now has a 20 mph speed limit but compliance is poor, especially at the entrance points to the village from Madron Hill and the Heamoor roundabout. Parking is a problem for local residents, especially in the

**Surrounded by green fields**

At present the village is surrounded on three sides by green fields. The CSADPD site allocations at Boscathnoe (PZ-H8) and Trannack (PZ-H4) represent significant encroachments on these green fields, and were not generally supported by residents.

Even if either or both of those sites are ultimately developed, Heamoor residents would expect to be protected against further encroachment through policies within the Neighbourhood Plan, such as those relating to green buffers and wildlife corridors.



*Flooding in Heamoor Village Centre, 21 March 2013*

village centre where few of the C19 and early C20 properties have off-street parking; however, on Madron Road (the main road through the village) parked cars effectively act as traffic calming.

Congestion in the village is particularly pronounced at school run times: a combination of school buses, parents' cars and students walking to/from Mount's Bay Academy blocks up the village and creates safety hazards, especially for those young people who walk to school. At the time of writing, work is in progress to resolve these issues through a Cornwall Council funded traffic feasibility study in parallel with an emerging Local Cycling and Walking Infrastructure Plan. Input from local residents (who experience these issues directly, and live with their consequences every day) is vital for any such measures to succeed.

Noise and air pollution mainly comes from the A30, which separates our community from Penzance, and especially at the Heamoor roundabout (where the footways and underpass are widely used by students walking to/from Pensans School, Penwith College and Mount's Bay Academy, as well as by local residents walking into the town centre). Traffic levels on this key artery are already high, and are set to increase further – partly from initiatives designed to channel traffic away from the town centre, and partly from new developments feeding extra traffic onto the A30.

Requiring new developments to provide electric vehicle charging points would also help mitigate these issues, as would ensuring that new development is genuinely accessible via public transport and practicable cycle/pedestrian links.



*Swings at Heamoor Field*

### **A safe place to bring up our children**

As well as promoting safe pedestrian routes and combatting pollution, we can help realise this part of our vision by protecting and investing in our green spaces. Welcoming, accessible play facilities in the heart of the community are building neighbourliness, and encouraging families to enjoy recreational activities within the village rather than travelling further afield.

The improvements at Heamoor Field undertaken by Penzance Town Council are a first and welcome step in this direction. The currently under-used Heamoor Rec and play area off Heabrook Parc, owned by Cornwall Council, has great scope for becoming a much more widely-used public open space, which could potentially be unlocked through an appropriate devolution deal with Penzance Town Council.

### **A compact, walkable community**

At present, Heamoor is still a compact, walkable community: nowhere in the built-up area of the village is more than half an hour's walk from anywhere else. This would change if either or both of the allocated sites were developed, but the principle of walkability should remain.

A key way to achieve this is to preserve the network pedestrian shortcuts and opes that link Roscadghill and Boscathnoe, which should be properly maintained (cleaning, weeding) and adequately lit so they can be used safely all year round, especially by students walking to/from schools. Similarly, the opes and alleys in the historic heart of the village need to be preserved and properly maintained.

Finally, the community is at risk of being permanently cut off from Penzance as increased traffic on the A30 further reduces its permeability for people walking into Penzance from all parts of Heamoor. The existing underpasses at the Heamoor roundabout and Treneere Lane help permeability but require to be properly maintained and lit (and are avoided by many residents after dark due to safety concerns). And some pedestrian crossing points are inherently unsafe, including at the Treneere roundabout and (especially) Castle Horneck, where the Madron Church Path and access to many residential properties and the Youth Hostel crosses the A30 (which has a largely unobserved a 50 mph speed limit) with no pedestrian refuge or signage whatsoever.



**A place of quiet lanes frequented by horse-riders, walkers and cyclists**

The main east-west route through Heamoor (Polmennor Road – Josephs Lane – Boscathnoe Lane) is largely a traditional Cornish lane with blind bends and high hedges and (in many places) no footway, or a very narrow single footway. It is the logical quiet route avoiding Penzance and the A30 for cyclists travelling east-west), and is also frequently used by horse-riders from the local stables and walkers.

But it is also under pressure as a rat-run, as it presents an obvious alternative when the main A30 is congested (from Tremethick Cross, through Heamoor to Gulval and beyond). The pressure became acute in the summer of 2021, when traffic build-up on the A30 often resulted in gridlock on the narrow section of Polmennor Road east of the Bone Valley crossroads. Further pressure is inevitable as traffic volumes on the A30 rise. And the Josephs Lane/Polmennor Road stretch of the lane is in urgent need of a 20mph limit, in line with the rest of the village.



*Polmennor Road – on a bad day, with congestion caused by rat-running traffic (L), and on a good day (R)*



### **A place where equine, agricultural and other small businesses flourish**

Heamoor lends itself to small businesses, especially in the rural fringes where local entrepreneurs are reviving the market gardening tradition (Nancealverne Market Garden, Slight Hill) or repurposing redundant buildings for artisan businesses (such as the jewellery workshop in the old Trengwainton Pump House).

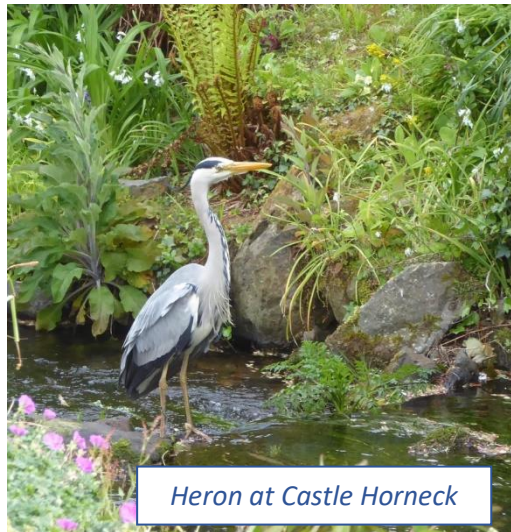
Equine businesses are seeing a resurgence, including at Polmennor Farm and Trereife, making it all the more important that the local lanes are kept free from rat-running traffic.

And the thriving, award-winning vineyard at Polgoon is another example of how the favoured location and climate of the fields around our village can foster high-quality businesses that create jobs and add to the reputation of the broader Penzance area.

As a community, we are supportive of businesses that draw on our agricultural and market gardening traditions in a sustainable way.



*Nancealverne Market Garden*



*Heron at Castle Horneck*

### **A place that is a haven for wildlife**

Heamoor is fortunate to be situated at the meeting point of a varied range of ecosystems: mature woodland and ornamental gardens to the north (Trengwainton, Boskenwyn, Trannack and Trevaylor); the sea to the south-east; and the Penwith Moors to the north-west.

The Chyandour Brook and Lariggan River provide established (and relatively under-developed) wildlife corridors connecting the sea with the Penwith Moors, while the Boscathnoe Lakes are the only large-scale area of open freshwater within the Parish.

To preserve this special balance, we need to ensure that adequate biodiversity corridors and green buffers are maintained in perpetuity, so that future residents of Heamoor can continue to enjoy the rich variety of wildlife that still thrives in our corner of West Penwith.

## Mousehole

### Mousehole Village Vision Statement

#### Background:

Mousehole originated as a medieval fishing village. It developed around a sheltered natural harbour, with small cottages huddled together between a network of narrow streets. The village has an idyllic setting, nesting into an eastern facing amphitheatre on the edge of Mounts Bay. This bay was the original source of income in the nineteenth century, resulting in a close-knit community of fishing families. The compact way in which the village has developed reflects this social structure, and today its tight-knit layout continues to support the strong sense of community.



Harbour with view out to Mounts Bay and the Lizard Keigwin, the oldest house Village nesting in the valley, surrounded by small fields

The village has a spectacular roofscape, attractive to people as well as to the gulls! The prevailing westerly winds blow over the top, with shelter provided by fields and trees. It retains its strong community spirit, and has a wide range of facilities including a primary school, a Methodist chapel, a newly developed community hall, shops and a post office, doctor's surgery, art galleries, pubs, restaurants and cafes. There are a large number of social groups and activities, and several festivals and village events every year.



Historic harbour frontage Traffic congestion in narrow streets Duck Street

The countryside around the village is comprised predominantly of small fields, many of which have prehistoric or medieval origins; most are bounded by Cornish hedges. Raginnis, to the south of Mousehole and just inland, is a typical farming settlement with a number of historic farmhouses, cottages and barns. The whole area around Mousehole and Raginnis is designated as an Area of Outstanding Natural Beauty. The spectacular 630 mile South West Coast Path passes through the village.

#### The vision

##### Housing –

- The high proportion of holiday cottages and second homes should not be allowed to increase. In order to maintain a balanced community, permanent residence of houses should be encouraged.
- The number of long-term rented houses is low and, as a consequence of this and high property prices in the village, there are few opportunities for young families with local connections to remain or return. New houses built in the village should be reserved for permanent residence, and where possible their tenure should encourage occupation by families and low-income households with local connections.
- New housing development, whether extensions or new build, should be designed to be consistent with the historic character of the village. They should achieve high levels of energy efficiency and environmental

sustainability. All new developments should be accompanied by any necessary infrastructure improvements.

- No new housing development should be allowed outside the existing village envelope.

##### Community, services and employment –

- The importance of small businesses within the village is recognized as a means of maintaining a sustainable community. Many of these are linked to the thriving tourist industry. Where necessary to ensure its continuation, support is to be provided to all forms of local employment.
- The conversion of existing commercial premises to other uses, such as the change of shops to residential use, is to be resisted, unless it can be demonstrated that there is no market for commercial use of the building. This is in order to support current employment, the creation of new businesses, and the expansion of those already existing.
- The importance of the school to the community is recognized, and its continued success is to be supported wherever necessary. Other community facilities, such as the doctor's surgery and the post office, are also highly valued and their retention should be supported wherever necessary.
- The allotment gardens distributed throughout the village are a valuable community resource; they should be retained and protected against development.

##### Transport and communications –

- Although an important feature of the character of the village, the narrow streets cause traffic congestion and danger to pedestrians. A severe shortage of parking spaces within the village causes inconvenience. Furthermore, instances of illegal parking and unloading can impede emergency vehicles and obstruct buses and essential delivery vehicles. Traffic management measures should be implemented to overcome these problems.
- Parking for residents is very limited within the village, and therefore all existing car parks should be retained. All new dwellings should be provided with a parking space, although these do not necessarily need to be on site.
- The importance of the regular bus services between the village and Penzance is recognized. Therefore, their frequency should be maintained, and increased when appropriate.
- The extensive network of footpaths in the surrounding countryside is much appreciated and valued: these should be retained and properly managed, and restored where they have fallen into disrepair.
- The existing off-road pedestrian route between Mousehole and Paul should be upgraded and properly maintained so that it is safe to use in all weathers.
- The off-road coastal pedestrian and cycle routes between Mousehole and Newlyn should be improved and extended, and provided with clear signage.

##### Environment and sustainability –

- The strong architectural and historic character of the centre of the village is recognized as a considerable asset, as well as being the basis of the successful tourist industry. This character should continue to be conserved and enhanced, and wherever possible the quality of the public spaces should be improved and maintained.
- There are a number of attractive private gardens within the village, which are an important part of its character. These should be preserved as open spaces and development on them should be resisted.
- New development outside the village envelope should be prohibited, creating a 'green belt' around the existing built up area.
- Improved facilities for recycling should be provided, including a new bottle bank, and greater waste recycling by visitors should be promoted.
- The small fields and 'quilllets', on the sloping ground above the shoreline and below the larger fields on the higher ground, are an important landscape feature unique to this area. They have great historical significance and should be preserved in their present form.
- Cornish hedges are an important element of the landscape character around the village. They also provide a valuable habitat for many species of flora and fauna: they should therefore be protected and properly maintained.
- The shoreline and harbour have great environmental diversity and ecological importance, and they should therefore continue to be fully protected.

Revised final version: 28th March 2019

## Paul

### Penzance Neighbourhood Plan

#### Paul, Sheffield, Trevithal and Penolva

## VISION STATEMENT

### Background to the area

Each of the settlements has a historic core with the strong townscape character, derived from traditional granite buildings, set in beautiful countryside with outstanding views over Mounts Bay.



Paul Church, listed Grade I, with 15<sup>th</sup> Century tower, and Hutchen's House



View over Penolva and Mounts Bay towards the Lizard



Historic core of Paul with strong townscape character

The landscape is formed of an undulating plateau/shallow valley area largely underlain by the Land's End granite, giving rise to mainly well-drained, highly productive fertile soils, some of the best in west Cornwall.

Historically, the area has gradually developed a highly distinctive landscape comprising small fields, Cornish hedges, wetlands and scattered trees/woods, all supporting a rich, diverse wildlife.

There is a historic network of roads, bridleways and footpaths linking the settlements, which are important for both amenity and biodiversity



Trungle stream: an important habitat for wildlife conservation



Pattern of small family farms with very small fields surrounding the older churchtown



Footpath from Paul to Newlyn supporting diverse wildlife

Recent rapid changes in local farming practice have had negative impacts on both employment and stream flooding. Increasing road traffic, reduced bus services and a growth in holiday and second home ownership have adversely affected the quality of life and social cohesion.

However, there is now a high proportion of retired residents, as well as self-employed, home-based workers in the creative sector, which brings unique talents to vibrant village life. Overall, there is a strong local identity and community spirit, highly valued by longstanding residents and newcomers alike.

### The Vision for the future:

#### Locality and Environment

- Maintain the distinctiveness of a historic group of small villages/hamlets separated and surrounded by a green envelope of predominantly high quality agricultural land, mostly within a designated Area of Great Landscape Value and the south Penwith Area of Outstanding Natural Beauty buffer zone. (See map).
- Protect, enhance and expand where appropriate, wildlife sites, open public spaces, footpaths and landscape features, including hedgerows, woodland, streams and wetland in order to conserve and increase biodiversity.
- Conserve and enhance the historic character of the settlements, including the older buildings and their townscape settings
- Ensure that the open views of fields around the settlements of Paul, Penolva, Trevithal and Sheffield are not interrupted by any new developments, particularly on the higher land and moorland areas.

#### Housing

- Restrict any new housing (or other developments) to sites within the defined settlement perimeter boundaries.
- Limit new housing to numbers that can be demonstrated as necessary to satisfy local housing needs (i.e. households that have inadequate accommodation within the settlements or have genuine local connections), and that is affordable social rented or shared ownership tenure.
- Ensure that any new development is supported by concurrent improvements to infrastructure - drainage, utilities and educational facilities.
- Endeavour to maintain the sustainability of the settlements by discouraging additional holiday or second home ownership.
- Ensure that the design of all new developments is small scale and sensitive in terms of materials and details, contributing positively to the existing historic character of the settlements.
- Ensure that any new developments preserve the unique, uninterrupted views of Paul Church tower, an important landmark visible from many locations in West Penwith, and do not detract from the outstanding views of Mounts Bay and the coast.

#### Transport and connectivity

- Secure regular public transport connections for Paul and Sheffield with Penzance, Newlyn and areas to the west, in order to reduce dependence on car transport and the resulting congestion and pollution.
- Introduce traffic and parking management arrangements in order to improve road safety in the narrow lanes.
- Improve, and where possible create, pedestrian routes to ensure that pedestrians can walk safely, easily and directly between existing settlements and to the local services in Newlyn and Mousehole.

#### Services and employment

- Ensure the sustainability of the settlements by encouraging the provision of new facilities, including a shop, children's playground, village green spaces and accommodation for small businesses.
- Support the development of home industries, including IT, and arts and crafts, by permitting the development of studios and workshops attached to dwellings.
- Carry out infrastructure improvements to prevent further flooding in Paul and Mousehole.



PENZANCE NEIGHBOURHOOD PLAN

**PAUL, SHEFFIELD, TREVITHAL AND PENOLVA  
Key to Vision Statement proposal plan**

**Footpaths and pedestrian routes.**

- F1 - Existing public footpath from Paul village to 'Ring and Thimble' and bus stop C1.
- F2 - Footpath temporarily closed and replaced by a diversion across the fields.
- F3 - Existing footpath from Paul to Skilly now partially improved; to be fully restored and maintained.
- F4 - Existing footpath from Penolva to Roskilly to be fully restored.
- F5 - Bridleway currently in very poor condition to be repaired.
- F6 - Field path from Trethival to Mousehole, requiring regular maintenance.

**Areas of environmental importance.**










- E1 - Trungle Brook –(mixed broadleaf conifers) key landscape area providing extensive natural habitat. Landscape and tree management plan required.
- E2 - Former cholera cemetery (open ground with mixed conifers).
- E3 - Woodland SE of Trungle Byre (mixed species broadleaf). Proposed tree preservation order.
- E4 - Wetland and developing woodland west of Paul Cemetery.
- E5 - Willow dominated woodland S/W of Cricket pitch.
- E6 - Mixed broadleaf woodland N of Football Club
- E7 - Edge of Paul Mound (developing mixed species broadleaf woodland).
- E8 - Woodland SW of Football Club.
- E9 - Church Quiet Garden opposite St Pol de Leon Church
- E10 - Developing mixed broadleaf woodland E of B3315.
- E11 - The Praze, Penolva
- E12 - Penolva ford (mixed broadleaf trees).

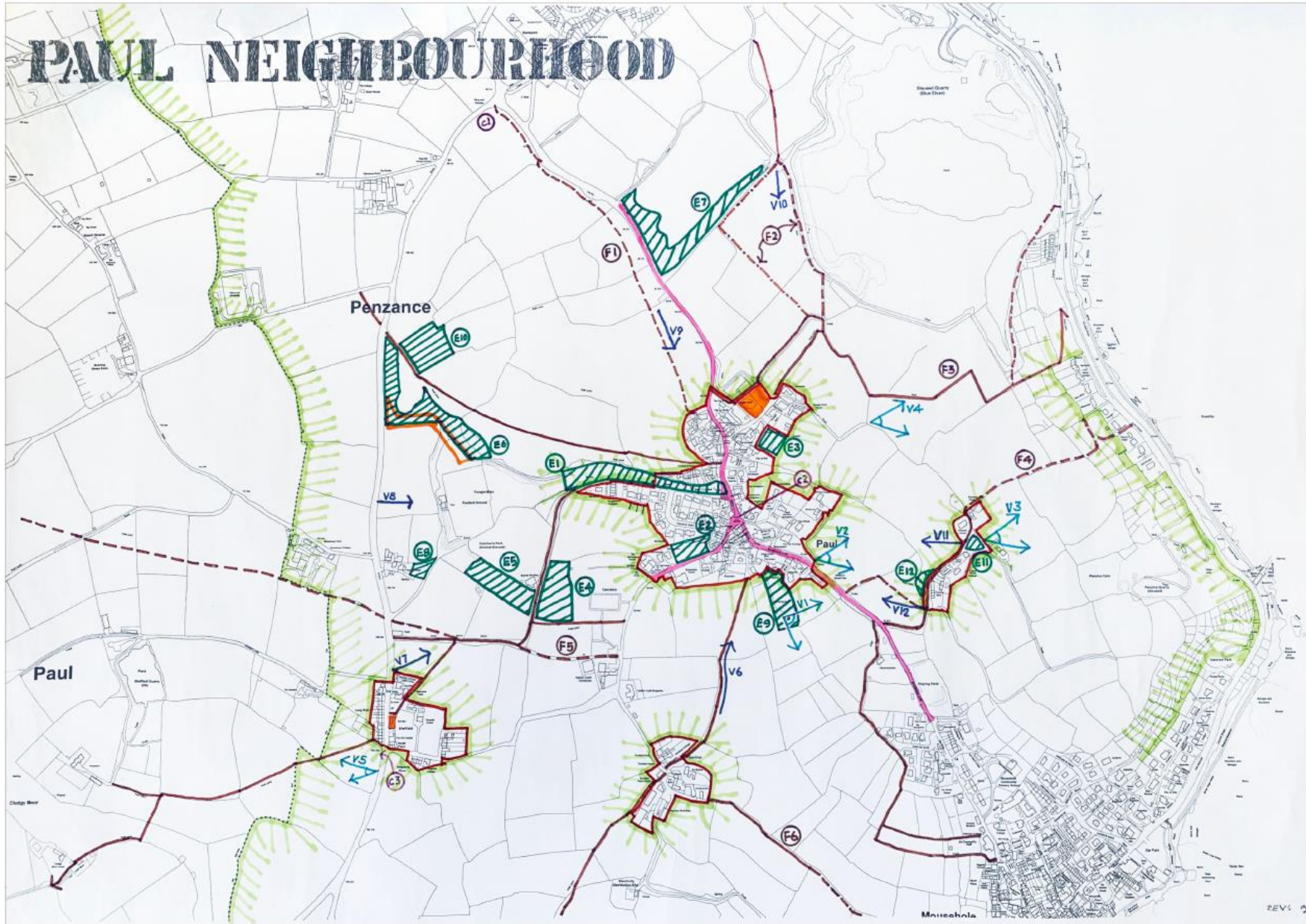
**Community facilities.**

- C1 - Proposed bus shelter at Ring and Thimble.
- C2 - Proposed bus shelter at Boslandew Hill/ Mousehole Lane junction.
- C3 - Proposed bus shelter.

**Vistas and Views**

- V1 - Vista from Quiet Garden to Mounts Bay
- V2 - Vista from Mousehole Lane to St Michael's Mount and Mounts Bay
- V3 - Vista from Penolva to St Michael's Mount and Mounts Bay
- V4 - Vista from footpath to Roskilly of St Michael Mount and Mount's Bay
- V5 - Vista from Sheffield to St Buryan Church tower
- V6 - View from Trevithal footpath towards Paul village and St Pol de Leon tower
- V7 - View from B3315 to Paul village, the Cemetery, St Pol de Leon and Mounts Bay
- V8 - View from B3315 at Sheffield to Paul village and St Pol de Leon tower
- V9 - View from approach road to Paul village and St Pol de Leon tower
- V10 - View from Gwavas Lane to Paul village and St Pol de Leon tower
- V11 - View from Penolva Green to Paul village and St Pol de Leon tower
- V12 - View from Penolva ford Paul village and St Pol de Leon tower

	Village/hamlet envelope (extent of existing development)
	Perimeter of buffer zone/open countryside where new development should be resisted
	Existing footpath/pedestrian route
	Pedestrian route requiring improvement/upgrading
	Temporary alternative route replacing closed footpath
	Traffic management/calming required to existing roads to resolve safety, speeding and parking problems
	Proposed new access to Football Club
	Public transport - proposed new bus shelters
	Vistas out - important views towards the coast and St Buryan
	Views in - important views towards Paul Church tower
	Areas of environmental importance
	Proposed housing development



V1 Vista from Quiet Garden towards Mount's Bay – uninterrupted views over the Bay with St Michael's Mount in the distance:



V2 Vista from gate to field E of Mousehole Lane – uninterrupted views of St Michaels Mount and Mount's Bay:



V3 Vista from Penolva – uninterrupted views of Mount’s Bay and St Michaels Mount.



V4 Vista from footpath to Roskilly Beach over Mount’s Bay.



V5 Vista from the B3315 at Sheffield, due west towards St Buryan church tower in the distance:



V6 View from Trevithal footpath N towards Paul with St Pol de Leon Church tower:



V7 View from B3315 at Sheffield across open countryside to Paul village, showing St Pol de Leon church tower, with Mount's Bay in the distance.



- V8 View from B3315 at Sheffield NE across Mousehole Football Club to St Pol de Leon church tower to Mount's Bay in the distance:



- V9 View from approach to Paul village from Newlyn across village to St Pol de Leon Church:



V10 View from footpath alongside Gwavas Lane to Paul village with St Pol de Leon church tower and Mount's Bay in the distance:



V11 View from Penolva of Paul village with St Pol de Leon church tower:





V12 View from Penolva ford of Paul village and St Paul de Leon church tower:



