

ANY OTHER COMMENTS

Ludgvan Neighbourhood Plan

Aims and Objectives
Consultation Report
January 2018



Community Consultation – Our Aims and Objectives

1. Purpose of Report

1.1 This report presents and analyses the response to the recent Neighbourhood Plan consultation carried out in the parish of Ludgvan on the Aims and Objectives of the Plan. Following consideration of the response by the NP Steering Group the report also makes recommendations to the Parish Council (from page 11) on the Aims and Objectives that should be adopted for the Ludgvan Neighbourhood Plan.

2. Introduction

2.1 Neighbourhood planning in Ludgvan has been in progress for some two years. The process is being 'steered' by a Steering Group of local people appointed by the Ludgvan Parish Council. The Group's current project plan and timetable and where we are at is summarised in the table below.

Ludgvan NP Project Plan Summary																	
STAGE:	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J
Getting Started	C1																
Identify Issues	C2																
Vision & Objectives					C3												
Generate Options																	
Prepare Draft Plan								C4									
Consultation & Submission													C5	C5			
Independent Examination																	
Referendum & Adoption																	

Community Consultation Points:
 C1 - publicise intention, recruit helpers
 C2 - survey of local needs & aspirations
C3 – consult on vision & objectives
 C4 - consult on draft Plan
 C5 - consult on Plan (Reg.14)

2.2 Following a Workshop session on aims and objectives which took place on the 12th December 2017, the Steering Group, at its subsequent meeting on the 9th January 2018¹, approved a set of draft aims and initial objectives for the Ludgvan Neighbourhood Plan to be shared with parishioners for their consideration and comment. It was agreed to carry out this consultation over the weekend of the 26th to the 28th January 2018, by way of a public exhibition at three different locations as follows:

- Long Rock Memorial Hall Friday 26th January 3pm -7pm
- Oasis Centre, Ludgvan Saturday 27th January 10am - 4pm
- Wyevale Garden Centre Sunday 28th January 12noon - 4pm

3. Consultation Stage 3

3.1 The purpose of this stage of the community engagement programme (C3 on project plan above) was to:

- share the draft aims for the Ludgvan Neighbourhood Plan
- generate a range of relevant objectives
- seek reaction/endorsement of the aims and objectives
- explore the themes and priorities for neighbourhood planning policies

3.2 The Steering Group decided that the best method to do this was to hold an exhibition to display the draft proposals and invite local people to view them together and share reaction and responses.

¹ <http://www.ludgvan.org.uk/Agenda-NP-Jan-2018.pdf>

4. Organising the Event/Exhibition

4.1 Members of the Steering Group shared the responsibility for organising the consultation event, with help from the Parish Clerk.

Publicity

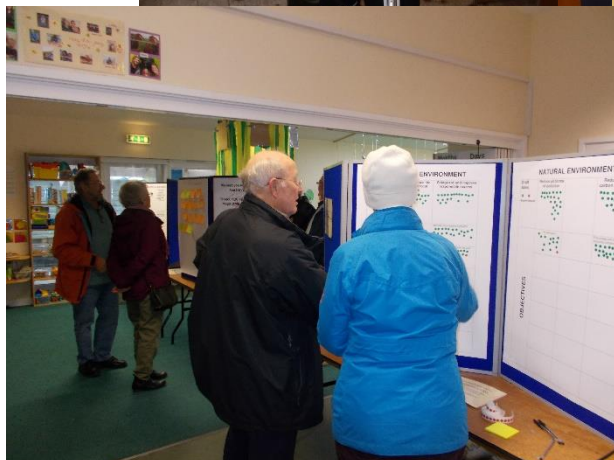
4.2 To ensure that everyone was aware of the consultation event, a poster and publicity fliers were produced (see Appendix C). The event was also publicised on the website and in local newspapers.

Content

4.3 A set of exhibition panels comprising the **proposed aims** on a topic by topic basis was the focus of the exhibition. Included with them were some **preliminary objectives**, also generated at the December 2017 Workshop. Members of the Steering Group were on hand to encourage members of the public to express support or opposition by using the dots available and to contribute their own thoughts on the objectives of the Neighbourhood Plan and any other comments by using the 'post-it' notes.



Pictures from:
← Long Rock (26 Jan)
Oasis Centre, Ludgvan (27 Jan)
↓



7. Draft Aims and Objectives

7.1 Based on the very positive response received at the Consultation Events, it is concluded that the draft aims and objectives that were offered for consultation appear to have been a very reasonable reflection of the community's hopes and wishes for the future development of the Parish of Ludgvan. The implications of the response have been analysed to assess what it means for the Ludgvan Neighbourhood Plan. The conclusions reached, on a topic by topic basis, are summarised below.

7.2 The purpose of this analysis is to guide the refinement of the aims and objectives, to make them effective as the basis for the next stage of plan-making. i.e. policy writing. The opportunity to separate out those matters that cannot be addressed by a planning policy but are, nevertheless important to the community has also been taken. These are listed as 'Community Actions' that should be referred to the Parish Council for further consideration.

7.3 Natural Environment

What the dots tell us:

The scale of support expressed for the draft aims tell us that the community has high regard for the local countryside and natural environment of the Parish. It must be taken care of. Its wellbeing should not be threatened by development or pollution. Any change through development should be carefully considered and designed, whenever possible, to enhance its character. Public access to the countryside can and should be improved, as long as this is done for good reasons. A few people seem to doubt whether current farming practices are always in the best interests of the countryside.

Summary of Community Comments:

The potential impact of development on the natural environment and its wildlife inhabitants is a matter of concern. Development on greenfield sites should be avoided. The quality of the 'Golden Mile' is recognised and should be protected. The value of St Michaels Way as a wildlife corridor is recognised. There is significance opposition to solar farms and wind turbines.

7.4 Built Environment and Heritage

What the dots tell us:

There is a clear expression of support for safeguarding the distinct character of the settlements, which to a large part reflects the area's heritage. New development should respect the heritage by being sensitively designed in style and layout, so as to enhance, rather than detract from, local character. Growth should be incremental, reflecting historical development, and should not out-pace the provision of essential infrastructure.

Summary of Community Comments:

Some of the recent development, including extensions, that has taken place is not considered appropriate in style and has also resulted in loss of privacy. Protecting the existing character is important. The impact of heavy vehicles on the historic environment is a matter of concern. Overall growth should be constrained, and ribbon development along the roads resisted.

Community Actions Suggested (but not a Neighbourhood Plan matter):

- Explore whether heavy vehicle restrictions can and should be put in place in historic settlements

7.5 Housing

What the dots tell us:

Housing that meets an identifiable local need is acceptable if it is of good design and sustainable construction, and the scale is appropriate to the location. Infill development is the preferred focus for new development.

Summary of Community Comments:

The provision of new dwellings that will meet a genuine local need, both in type and price, is probably acceptable.

Community Actions Suggested (but not a Neighbourhood Plan matter):

- Better understand local housing need

7.6 Community Facilities and Services

What the dots tell us:

There is plenty of support for protecting what we have and the further provision of locally delivered health and community services. Keeping pace with the latest broadband and telecommunication technology is also important to community life.

Summary of Community Comments:

Improvements to the communications network are essential.

Community Actions Suggested (but not a Neighbourhood Plan matter):

- Address concerns about access to cancer services locally

7.7 Sports and Recreation

What the dots tell us:

The current sports and recreation facilities should be looked after and there is support for the provision of additional facilities.

Summary of Community Comments:

The permanent closure of Mexico Crossing is regretted. Improved pedestrian and cycle-routes linking the right places would be welcomed.

Community Actions Suggested (but not a Neighbourhood Plan matter):

- Explore possibility of re-opening Mexico Crossing safely
- Explore the need for a better cycling network

7.8 Transport and Travel

What the dots tell us:

Measures that reduce the impact of heavy traffic on the settlement areas has much support. The safety of all road users is a matter of some concern. There is considerable support for a better network of footpaths. It is felt that new developments should not add to the on-street parking problem.

Summary of Community Comments:

Opinion about the need and value of a by-pass is divided. The impact of heavy traffic on health and safety needs to be addressed. There are localised parking issues that should be addressed.

Community Actions Suggested (but not a Neighbourhood Plan matter):

- Ensure all views on the by-pass are heard and taken into account
- Explore the need for local parking schemes that benefit residents
- Discuss traffic calming measures with the highways authority

7.9 Business and Jobs

What the dots tell us:

There is limited support for further business development in the area. There is an identifiable concern about the continued growth of the tourist and leisure sector and the impact of inappropriate development on the rural character of the area. Any further business development is best focussed on the re-use of redundant buildings and sites.

Summary of Community Comments:

There is little need for further industrial/business development. Limited farm diversification may be acceptable, if it protects farming and does not impact on the countryside.

Community Actions Suggested (but not a Neighbourhood Plan matter):

- Promote local companies

8. Next Steps

- 8.1 Based on the response to the consultation, the Steering Group should consider making modifications and refinements to the Neighbourhood Plan's draft aims and objectives before referring them to Ludgvan Parish Council for adoption. An adopted set of aims and objectives will enable the Steering Group to develop the planning policies of the Neighbourhood Plan.

9. Revisions and Recommendations

- 9.1 As a result of the analysis of the response received at the Community Consultation Event in January 2018, it is recommended that the following revised aims and objectives are adopted for the Ludgvan Neighbourhood Plan:

Aims	Objectives
Natural Environment	
Protect and enhance the character of the local countryside and coastline	<ul style="list-style-type: none"> • Ensure coastal protection remains adequate • Protect sensitive ecological and geological areas • Identify and improve wildlife corridors and links
Safeguard and improve responsible access to the countryside	<ul style="list-style-type: none"> • Prevent harm to the character of the landscape from development • Improve and extend the network of public rights of way • Reduce all forms of pollution
Built Environment and Heritage	
Respect local heritage and character	<ul style="list-style-type: none"> • Ensure heritage assets are recognised and protected • Protect and enhance green spaces and the heritage environment • Ensure the design of new buildings is of high quality and in keeping with the local area
Establish the limits of growth	<ul style="list-style-type: none"> • Prevent ribbon development • Ensure adequate infrastructure is in place
Housing	
Influence the scale and location of housing development	<ul style="list-style-type: none"> • Ensure new development addresses local housing needs • Ensure housing provides realistic affordable options for local people • Encourage sustainable development practices
Community Services and Facilities	
Protect and enhance local facilities and services	<ul style="list-style-type: none"> • Ensure local facilities meet changing needs and serve all age groups • Facilitate the local delivery of social care, health and education • Enable the provision of a high-quality communications network
Ensure health care and education facilities meet the needs of the community	<ul style="list-style-type: none"> • Ensure there are adequate local sports and recreation opportunities • Provide appropriate green areas, recreation and amenity space
Transport and Travel	
Ensure transport infrastructure is appropriate and safe	<ul style="list-style-type: none"> • Minimise the impact of heavy traffic on residential areas
Reduce the adverse effect of through traffic and heavy lorries on the quality of life	<ul style="list-style-type: none"> • Ensure all new developments have adequate off-street parking • Provide electric vehicle charging points in appropriate locations • Improve connectivity through the provision of safer cycling and walking routes
Improve the safety of roads, cycle routes and footways	<ul style="list-style-type: none"> • Support the improved co-ordination of public and community transport services
Encourage more use of sustainable transport modes	
Business and Jobs	
Encourage sustainable business development and practices	<ul style="list-style-type: none"> • Support business development appropriate to its location • Bring redundant buildings back into use • Enable farm diversification in the interests of viability

Appendix A - Suggestions and Comments

Nb. o and x signify extent of attendees' reaction (by use of coloured dots)

Natural Environment
<ul style="list-style-type: none"> • Save our wildlife. Protect badgers, foxes ooo • Save our foxes, badgers and wildlife o • Why can't it be a distributory road instead of a dual carriageway? It is a valuable nature corridor that will be destroyed x • Gulval to Ludgvan Golden Mile should remain green belt for environmental reasons, wildlife, flood o • Save the Golden Mile. Make it for environment and cycling, environment, birds and wildlife. • Combat air pollution • Golden Mile can be a local environmental area for cycling, bird-watching, walking, wildlife • Protect St Michael's Way in its 10m buffer zone. Do not approve development just 3m distant ooooo • Pollution from smart meter contamination, from micro-wave energy • No by-pass o • Areas of waste land, why not plant with trees? oo • No fields covered by solar panels oooooo • Absolutely, look at damage inflicted in Tregarthen • Discrete – yes, not fields full of solar panels which are visible for miles • Not solar panels on farmland or wind turbines on elevated positions • No wind turbines ooX • Not unsightly wind turbines ooX • Wind turbines are cool and do not use nuclear power
Built Environment and Heritage
<ul style="list-style-type: none"> • Respect buildings when applying for extensions etc. to enhance the existing building and not degrade with cheap and easy not 'in keeping' add-ons. As in Tregarthen o • The approval of 8 balconies and French windows has ruined this historic hamlet where is the use of policies to protect ooo • Prevent over-looking. We have 5 balconies removing all of our privacy that we once had in our gardens • Sympathetically brought back to life with an aim to bring out the original building ooo • Where are these redundant buildings? • Historic vistas and points of interest enhance • Preserve Ludgvan Church and Murley Hall crossing. It can't take away lorries – there's often a gridlock of traffic going both ways a lorry stuck oooooo • Absolutely big time - small historic hamlets slowly eroding with inappropriate extensions and builds where another bit of Cornwall is eaten away for good. Stronger policies • Restrict development of 'holiday-lets' such as mobile homes, glamping pods, yurts as well as limiting these on farms under 'diversity plans' oo • End construction of uniform houses that are the same all over Cornwall oo • Ribbon development – which would happen either side of a by-pass ooooo • This could happen if a by-pass is built ooooo • How does this work? Could still have ribbon development • Heavy lorries a major problem by the church in Ludgvan Churchtown o • Far too much heavy traffic going through Lower Quarter and parking is a big problem o • Too many heavy vehicles in Ludgvan and Lower Quarter • Not wind turbines. Solar panels on roofs. Geo-thermal energy should be requirement on all new developments, houses, businesses and industry oX
Housing
<ul style="list-style-type: none"> • Not solar panels in fields – but new install on new housing development roofs oo • There aren't any brownfield sites left in the parish • Limit the scale of householder extensions and flouting of planning policy ooOX • Exactly what is 'affordable housing'? What is the price threshold? ooo • Last new houses built in Tolverth 'affordable housing' cost £255,000 • As long as they use local

- So long as they are local
- Support only if truly for local needs and not used as cash-cow and sold to remote authorities
- Within reason and be completely open for discussion
- New developments should only include social housing if needed by local people o
- We need to allow the villages to grow. People need houses
- Sustainable drainage system o

Community Services and Facilities

- Put up a phone mast ooxxxxxxxx
- A good phone (mobile) signal would be good too ooooooooooooooooooooo
- O2 signal in Heather Lane is awful ooooo
- Ensure there is appropriate care for cancer sufferers in Cornwall by extending facilities at West Cornwall Hospital, so we don't have to go to Treliske or over the border ooooooooooooooooooooooooooooooooooooo

Sport and Recreation

- Re-open the Mexico Crossing. It used to have an automatic gate in the 70's so bring it back, please oooooo
- Put footbridge over railway line at Mexico Crossing o
- Yes please, British Rail won't pay for that
- Re-open Mexico Crossing put an automatic lock on the gate when barriers are down o
- Level crossing not so good as traffic and pedestrians are grouped together. A few year's ago a child of about 8 years was lifted up by his neck with the barrier and parents had to wait about 15 minutes whilst the child hung there (about 20 ft up)
- Access via the level crossing is quite good for pedestrians and traffic. I mean the crossing that has the barrier and lights over the railway line x
- Cornwall is full. Penwith is full oooooo
- Bridleways could become cycle routes ooo
- If cycle routes were the norm, as in Holland, there would be less traffic on the roads and people would be fitter and healthier o
- The cycle route along the coast to Penzance is brilliant and back of Gulval to Marazion off-road cycle path is great
- Vast amount of money spent on cycling routes open but not used by cyclists. Under-used
- Consult local cycling clubs/groups before constructing hopeless cycle facilities that will cause more harm than good
- Improve? What's wrong with it?

Transport and Travel

- Enforce keeping cycle paths clear of parked cars and safe oo
- Cycling to Penzance would be a pleasure if by-pass is built. Instead of the nightmare of traffic and pollution now ox
- Main roundabout A30, Morrisons traffic too fast. Too much traffic into bad. Light, noise, pollution
- More buses in evening (No.16) oooooo
- Why are the buses often double-decker? Why can't they be smaller and more often?
- Provide community bus service i.e. 'dial a bus scheme'
- Pedestrians could walk with pleasure on footpath if by-pass is built x
- Electric cars and driverless cars are coming in the next 10 years
- We need a by-pass ooxxx
- The public right of way must be kept free of obstruction either by over-grown or buildings. In particular, with the co-operation of adjacent parishes the St Michael's Way must be kept clear. Access to sites of interest such as roger's Tower, Baker's Pit enhanced with information maps/boards encourage visitors who will spend money in Parish and support economy
- I support this in respect of walking but not cycling ooxx
- This is a built-up area, with homes on each side ad a crossing at which some vehicles do not always stop
- 30,000 vehicles per day blighting the villages. We need a by-pass ox
- We definitely need a by-pass. There's too much traffic and holiday traffic going along the A30. Along with lots of accidents oooo
- A by-pass is not great for everyone xx
- The A30 traffic is nothing compared to other a roads up-country. Spend the money on something else oo

- Why are people anti-cycling?
- Cycling should be supported with better cycle-paths. Cars, trucks and pedestrians and horses also need to get around. Tolerance and good manners from everyone would be wonderful o
- Long Rock – by-passes are built then traffic comes back through village because the Range has been built in Long Rock causing more congestion for pedestrians
- No parking on Castle Road in lay-by. Should be free for lorries etc near Bowglas Close o
- No parking on public footpaths
- Close the Quarry and stop lorries ooo
- We need a by-pass oooxxxx
- By-pass will lessen weight of traffic through Crowlas we need it soon as ox
- By-pass would solve a lot of transport travel objectives oooox
- A solution to the lorry problem in Ludgvan Churchtown is imperative
- With driverless (electric) cars and car-sharing we won't need a by-pass oxxx
- Why can't there be a pilot scheme and make the speed limit 40 and 30 mph through Canonstown and Crowlas?
- Remove cars for sale on verges by Newtown roundabout oooo
- Are traffic lights planned for crossroads? If not, it would be very helpful oo
- Enforce speed limits ooooo
- Too much parking, mostly from Crossroads Garage, between Ludgvan CP School and A30 crossroads oooooo
- Enforce double yellow lines outside Ludgvan School and garage oooooo
- The system outside Penzance primary school is excellent
- Police parking that blocks pavements off (by garage just off A30)
- Improve the roundabout at Tempest's entrance
- Exhaust emissions and noise is absolutely horrendous on main road through the villages of Canonstown and Crowlas. Children at local primary school subject to this. By-pass essential. Top priority o
- Ban lorries (esp. big Harts ones) down from the quarry to A30 by building a designated route using existing lanes to Newtown roundabout ooo
- Enforce double yellow lines o
- Traffic lights asap oooooox
- So need our by-pass. Cycle-ways could be introduced to provide attractive, safe way down to Marazion Beach if by-pass is in place. Benefit locals and tourists alike
- Use St Erth hub to effectively reduce traffic where will all the cars go in Penzance? oo
- By-pass Canonstown oooooooooooxxxxxx

Business and Jobs

- Yes, but not to the cost of villages/pedestrians
- There are many small business units within the parish boundary. Maybe these should be better organised and signposted. Craft workshops lend themselves to a more rural aspect, e.g. surplus farm buildings
- There are lots already at Long Rock and St Erth o
- With real jobs, properly paid, not zero hours contracts o
- We depend on it and other places in the country have got the balance right
- Object to multi-nationals coming e.g. Travel Lodge on outskirts of Penzance which just destroy small businesses oooooox
- The farms are failing. What will happen to the land?
- Solar panels, parking, glamping. Golden Mile? Gone oo
- I agree on true farm diversification, but not selling off farmland for housing development ooo
- Farmers should not be allowed to 'dodge' planning reg's under the diversity banner. They get enough grants already oox

Any other Comments?

- Allow wildlife to survive as they should be enhanced not destroyed oo
- The Plan should be a vision of the future. no vision here xxxx
- Need traffic calming through Long Rock or speed cameras ooooox
- No more supermarkets needed. More leisure facilities ooooooooooooo
- Investigate the provision of a renewable energy site for the local community to be able to 'buy in' to the project and receive cheaper energy oo
- Ban lorries down Church Hill – someone is going to get killed ooooooooooooo
- Lived top of Canonstown. Very, very dangerous crossing the road, driving out of the driveway. Seen or known of some very bad accidents near
- Slow traffic. Correct bad lighting. Plant trees in work areas' entrance
- Crossing the road outside Wyevale is dangerous on foot or with cycle due to traffic on hill to roundabout. We need something safer now
- We need to identify benefits and opportunities which will flow from the construction of the new by-pass Disadvantages as well o
- Restrict parking in Darlington Rd from Trescoe. It works both ways – we all have this problem
- The aims and objectives are consultant speak – disappointing oxx
- Traffic calming measures through Long Rock need improving o
- The volume of traffic has increased dramatically in the last couple of years. All year round is dangerous
- We already have strategic local policy that supposed to protect buildings, people and locations alongside the NPPF, which asks for robust use of local policy. Cornwall Council over-rides local opinion and objection. It affects them not oo
- Most house on the main road Crowlas were built long before the current volume of traffic existed. We need a by-pass not just for road safety but also for air quality/pollution oooooxxxx
- Most questions are worded in way difficult not to agree with
- Replace the village hall with a centre comparable to all other local villages oooooox
- Enforce speed limits especially through Rose and Grouse and Canonstown o
- A by-pass is long over-due to improve the quality of life for those living on the current road oooooooooxxxxx
- No more development on green field sites ooooooooooooox
- Non-thinking of environment/neighbours when building intrusive extensions. Selfish people doing this with no thought other than for themselves. Tregarthen again
- OK to provide housing but it should be for local people and more consideration given to provision of schools, hospitals etc oo
- Stop through traffic on Jelbert Way or introduce average speed cameras
- Protect the Golden Mile oooooo
- Better use of the community centre oo
- Don't forget that Canonstown is a part of Ludgvan parish
- Reduce to 30mph oox
- Make sure that there is not too much housing development
- Ensure that infrastructure is appropriate: no increase in traffic on Long Lane – no more development off Jelbert's Way
- Consider implications of flooding in any development
- Need traffic lights to cross road at Canonstown o
- A by-pass would enable much of the development opportunities in the area oo
- No more traffic. Need a by-pass ooxxxx
- More affordable housing for local people ooooox
- Be aware a by-pass will create a massive corridor for housing, industrial etc ooxxxx
- We need an off-road car park o
- All holiday lettings i.e. caravans, yurts, glamping pods Airbnb owners should pay council tax such as a statutory tourism tax
- A number of aims and objectives plus comments suggest a by-pass will solve many problems. I quite understand why people who live on the A30 want a by-pass but: it won't solve traffic problems as there will be pinch points at roundabouts at either end; local traffic will continue to use old A30; be careful what you wish for – land between A30 and by-pass will be developed – creating even more traffic oo
- A by-pass will render the farms it crosses unusable as the fields it crosses will make the land so small that they will be useless to farmers so that will be an excuse to build houses and industrial units which will cause more pollution with the traffic oo
- Traffic lights at Crowlas crossroads will not improve flow. Will cause more pollution by stop/start and queues will go back to St Erth roundabout one way, and back to Penzance especially during the summer months. A by-pass is the solution
- Renewable energy is heavily subsidised. All energy users pay for these schemes including those on or below the poverty line and threshold

- Traffic along A30 particularly in holiday season is becoming a huge problem with idling engines leading to high pollution levels and injurious to health. Proliferation of retail outlets in long rock Eastern Green has led to huge increase in diesel guzzling delivery lorries at unsociable hours in a morning thundering past our houses
- Crowlas crossroads – mini roundabout not lights oo
- More parking for residents may be a free windscreen sticker for people on electoral register
- Review implications of flooding in any developments oooo
- A by-pass for Crowlas is long overdue. The noise and air pollution for Crowlas residents is a big problem
Congestion on the approach to Penzance deters people using the facilities offered by the town and must have an adverse effect on trade
- By-pas is essential ooooxxxxxx
- Alternative route for lorries from quarry to A30 ooooooo
- Planning application and enforcement actions should be speeded up
- Stop garage before crossroads parking their cars in the road
- Why can't we have a by-pass but not a dual-carriageway xx
- Top priority by-pass ooooxxxxxx

Appendix B

The following suggestions were made by attendees to the event and attracted significant reaction (in terms of the number of dots). To accommodate all the dots, they were 'elevated' and added to the consultation panels. Thereby attracting even more reaction.

	Agree o	Disagree x
Natural Environment		
<i>By providing a by-pass</i>	58	21
<i>Create bio-diversity corridor and green bridges along proposed by-pass/railway</i>	57	3
Built Environment and Heritage		
<i>Require wildlife friendly building methods</i>	52	2
<i>Promote village square and village green in Crowlas and Canonstown</i>	50	0
Housing		
<i>Encourage construction by local companies</i>	52	0
Community Facilities		
<i>Provide free parking for local people</i>	48	0
Transport and Travel		
<i>Support St Erth to Newtown by-pass</i>	106	29
<i>Review on-road parking in settlements</i>	7	0

Appendix C – Publicity

Double-sided Flyer

LUDGVAN NEIGHBOURHOOD DEVELOPMENT PLAN AIMS & OBJECTIVES EXHIBITIONS

A Neighbourhood Plan is a community-led statutory development plan which has legal weight and 'teeth' when it's adopted.

It will put the community in the driving seat when it comes to local planning decisions. We can draw up our own neighbourhood planning policies as long as they meet certain criteria such as not contradicting certain National and Cornwall Council Local Plan policies.

We are holding more consultation events to help us draft the necessary policies, please see overleaf for details.

THE OCCUPIER
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PENZANCE TR20 8BN



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LUDGVAN NEIGHBOURHOOD DEVELOPMENT PLAN AIMS & OBJECTIVES EXHIBITIONS

You have previously helped us identify issues and have provided a steer as to what policies should be included we now need your help to produce the aims and objectives that will form the framework for the policy development phase of the Plan.

These Exhibitions gives you the chance to make your input our proposals and we hope to consult on the results in March/April of this year. Please join us at either:

Long Rock Memorial Hall - Friday 26th January 3-7pm

Oasis Centre, Ludgván - Saturday 27th January 10am - 4pm

Wyevale Garden Centre - Sunday 28th January 12 - 4pm



E Mail: clerk@ludgvan.org.uk Website: www.ludgvan.org.uk