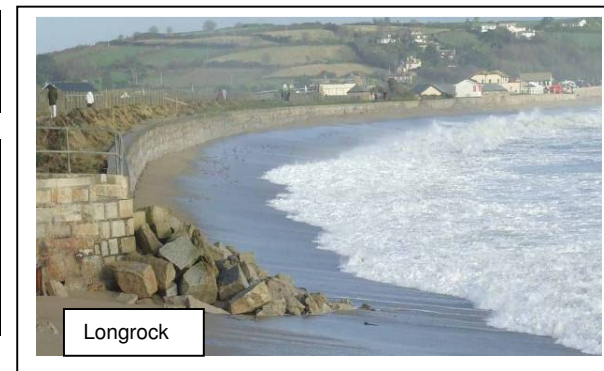


Location reference:	Longrock to Penzance
Management Area reference:	MA20
Policy Development Zone:	PDZ8

PREFERRED POLICY TO IMPLEMENT PLAN:	
From present day (0-20 years)	HTL at Longrock; HTL at Eastern Green; HTL at Chyandour
Medium term (20-50 years)	MR at Longrock; MR at Eastern Green; HTL at Chyandour
Long term (50 -100 years)	MR at Longrock; MR at Eastern Green; HTL at Chyandour



SUMMARY OF SPECIFIC POLICIES

Policy Unit		SMP1 Policy 50 yrs	SMP2 Policy Plan			Comment
			2025	2055	2105	
20.1	Longrock	Hold the line	HTL	MR	MR	Identification of most suitable and technically feasible strategy for realignment of transport links and the Longrock settlement is critical in securing future sustainability of the frontage. The Land Use Planning System should be directed to identify this area as a Coastal Change Management Area.
20.2	Eastern Green	Hold the line	HTL	MR	MR	Identification of most suitable and technically feasible strategy for realignment of transport links is critical in securing future sustainability of the frontage. Development pressures exist and a realignment approach must take account of the objectives for local regeneration. The Land Use Planning System should be directed to identify this area as a Coastal Change Management Area.
20.3	Chyandour	Hold the line	HTL	HTL	HTL	Holding the line at Chyandour will provide control point to east of Penzance Harbour and provide defence to main trunk route into the town, plus assist in minimizing impacts on Gulval.
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
20.1	Longrock	Some significant loss or displacement of residential and commercial	Medium to longer term realignment would aim to prevent coastal squeeze and	Preferred plan would aim to support the landscape value. It is felt the plan could	Some loss of scheduled pillboxes could occur under the preferred plan.	It is anticipated that significant recreational benefits could be gained under

Policy Unit		Theme				
		Property & Land Use	Nature Conservation	Landscape	Historic Environment	Amenity & Recreational Use
		development over medium to longer term. Impacts on rail and road transport links.	loss of intertidal area with subsequent benefits for habitats.	assist in delivering significant improvements in the coastal landscape along this entire frontage.		the preferred plan, including better beach access, prevention of coastal squeeze, improved landscapes and reintroduction of natural dune systems.
20.2	Eastern Green	Some significant loss or displacement of residential and commercial development over medium to longer term. Impacts on rail and road transport links.	Medium to longer term realignment would aim to prevent coastal squeeze and loss of intertidal area with subsequent benefits for habitats.	Preferred plan would aim to support the landscape value. It is felt the plan could assist in delivering significant improvements in the coastal landscape along this entire frontage.	Loss of roadside milestone, bridge and prehistoric findspot.	It is anticipated that significant recreational benefits could be gained under the preferred plan, including better beach access, prevention of coastal squeeze, improved landscapes and reintroduction of natural dune systems.
20.3	Chyandour	Protection of residential and commercial property, maintains road link into Penzance.	The shoreline and its habitats will continue to be modified by defences and natural processes constrained. Coastal squeeze of intertidal habitat may occur.	Plan will aim to support landscape value but the frontage will continue to be dominated by defence structures.	Historic interests preserved.	Preferred plan would support recreational use but beach access would continue to be restricted and backshore would continue to be dominated by defence structures.