

Planning
Future **Cornwall**



Cornwall **Local Plan** Strategic Policies • 2010-2030

Proposed Submission (March 2014), Schedule of Focused Changes (September 2014) and
Schedule of Further Significant Changes (January 2016) Combined document • January 2016

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This is a version of the Cornwall Local Plan: Strategic Policies containing Further Significant Changes (January 2016)

The original versions of the Proposed submission document (March 2014) and the Schedule of Focused Changes (September 2014). can be viewed by visiting
www.cornwall.gov.uk/localplancornwall

The document contains the amendments changed and consulted on during the further significant changes consultation and are expressed in the conventional form of ~~striketrough~~ for deletions and underlining for additions of text.

Contents

6	Introduction – <small>Planning Future Cornwall</small>
10	Vision and objectives
13	Spatial Strategy
36	General policies
106	Policy messages for places – <small>Community Network Areas</small>
206	Monitoring framework
218	Saved policies
224	Key diagram – <small>policies map</small>

Schedule of policies

12	Policy 1 Presumption in favour of sustainable development
12	Policy 2 <u>Spatial strategy</u>
24	Policy 2a <u>Key targets and spatial strategy</u>
29	Policy 3 Role and function of places
34	Policy 4 Shopping, services and community facilities
40	Policy 5 Jobs and skills
45	Policy 6 Housing mix
46	Policy 7 Housing in the countryside
51	Policy 8 Affordable housing
54	Policy 9 <u>Rural Exception Schemes</u> Affordable housing led schemes
55	Policy 10 Publicly owned sites
56	Policy 11 Managing viability
58	Policy 12 Gypsies, Travellers and Travelling Showpeople
61	Policy 13 Design
64	Policy 14 Development standards
66	Policy 15 Renewable and low carbon energy
68	Policy 16 Safeguarding renewable energy
69	Policy 17 Health and wellbeing

72	Policy 18 Minerals – general principles
73	Policy 19 Minerals safeguarding
77	Policy 20 Strategic waste management principles
78	Policy 21 Managing the provision of waste management facilities
79	Policy 22 Best use of land and existing buildings
80	Policy 22A Protection of the Countryside
85	<u>Policy 23a European protected sites</u>
88	Policy 23 Natural environment
97	Policy 24 Historic environment
99	Policy 25 Green infrastructure
101	Policy 26 Flood risk management and coastal change
103	Policy 27 Transport and accessibility
105	Policy 28 Infrastructure
114	PP1 West Penwith
121	PP2 Hayle and St Ives
127	PP3 Helston and the Lizard
133	PP4 Camborne, Pool and Redruth
139	PP5 Falmouth and Penryn
147	PP6 Truro and Roseland
151	PP7 St Agnes and Perranporth
155	PP8 Newquay and St Columb
168	PP9 St Austell and Mevagissey; China Clay; St Blazey, Fowey and Lostwithiel
174	PP10 Wadebridge and Padstow
178	PP11 Bodmin
182	PP12 Camelford
186	PP13 Bude
190	PP14 Launceston
194	PP15 Liskeard and Looe
198	PP16 Caradon
205	PP17 Cornwall Gateway

Planning Future Cornwall

1.1 This part of the Local Plan (the Plan) sets out our main planning approach and policies for Cornwall. Further details including allocations are provided by additional Local Plan and Supplementary Planning Documents. Neighbourhood Plans, prepared by city, town and parish councils will be part of the statutory whole Plan too. The Plan also sets out how we will manage development to 2030.

1.2 The Plan is intended to help deliver the vision and objectives of 'Future Cornwall', our sustainable community strategy. The underlying principles of the strategy seek to manage future development to ensure all communities in Cornwall have an appropriate balance of jobs, services, facilities and homes.

Future growth in Cornwall will be controlled through a '**plan, monitor and manage approach**' ensuring that the right policies are in place to reflect changing circumstances. To enable this more flexible approach the Cornwall Local Plan will be subject to periodic review over the Plan period.

How to use this plan

The policies avoid repetition so it is important they are all read as a whole. All policies will be considered together in decision making. The policies are the strategic policies for the purpose of providing context for Neighbourhood Plans.

1.3 These policies set out how we will consider planning applications, set targets for growth and the broad distribution of development that reflects identified needs. They are also intended to provide sufficient flexibility to respond to opportunities and changing priorities. They give scope for our communities to manage the delivery of the Plan locally.

1.4 We also intend the Plan to provide a suitable framework for a range of key service providers and stakeholders, whose input and delivery of services and infrastructure will be essential to the successful implementation of the strategy.

1.5 The National Planning Policy Framework (NPPF) sets out **the Government's planning policies for England and** how these are expected to be applied. It provides the framework within which local communities and councils can produce their own distinctive local and neighbourhood plans. The Cornwall Local Plan seeks to be fully consistent with the NPPF and does not repeat national policy but sets out a clear approach for dealing with proposals.

The Cornwall Local Plan: Strategic Policies document sets out policies that are:

Spatial – setting the overall strategy; and

Topic based – which will be applicable to most proposals; and

~~**Place-based**—specific for each community network area setting out the priorities for each area.~~

1.6 In addition the Plan will be supported by other formal documents, these include:

Neighbourhood Plans –

prepared by local councils in conformity with national policy and the policies and proposals of this Plan,

Development Plan Documents –

providing further detail for policies and forming part of the statutory framework including site allocations and mineral safeguarding,

As well as:

Supplementary Planning Documents

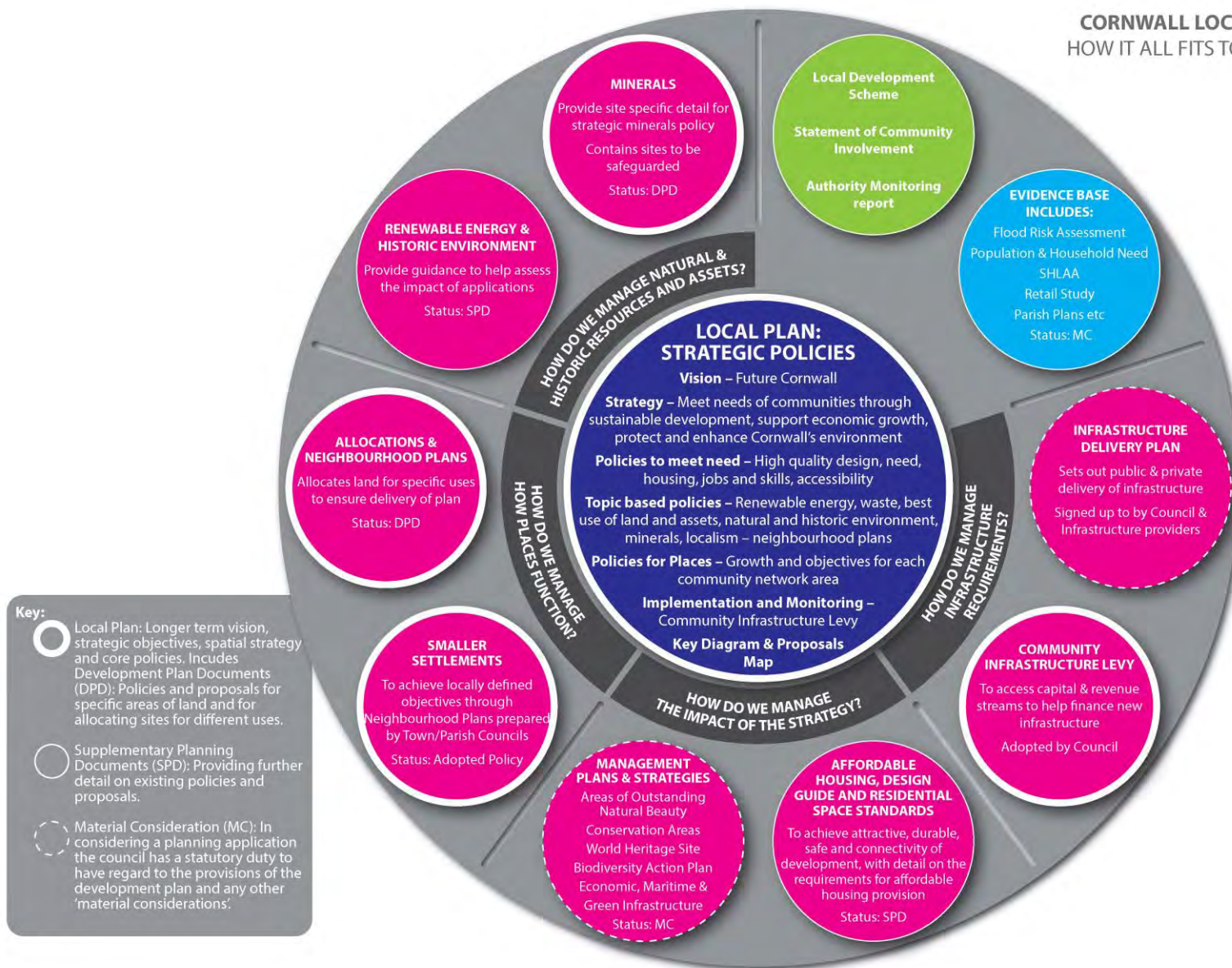
that help guide decisions by giving additional evidence and advice, and;

A range of site specific and thematic plans giving greater detail on how these proposals will be implemented.

Figure 1: Hierarchy of Planning Documents



CORNWALL LOCAL PLAN HOW IT ALL FITS TOGETHER



Cornwall in context

1.7 Cornwall is the most south westerly tip of the United Kingdom, covering an area of 3,559 sq km. It is the second largest local authority area in the South West. Cornwall is distinctive with a coastline 697km long. The sea forms the northern, southern and western boundaries, with the River Tamar forming the eastern border with Devon and Plymouth, giving it its strong maritime character.

1.8 Cornwall encompasses a diverse environment and rich economic and cultural history; the quality of which attracts residents, visitors and businesses alike. Cornwall is an area of many contrasts and varied landscapes with remote rural, coastal and environmentally sensitive areas, interspersed with villages and historic market towns. Many areas are affluent contrasting with some areas being among the most disadvantaged areas in the UK.

1.9 Cornwall is famous the world over for its 'industrial and mining heritage' recognised through its World Heritage status. Today we have a growing reputation in environmental protection and technologies and the arts, alongside the growing role and reputation of its academic institutions.

1.10 Cornwall is characterised by a dispersed settlement pattern. Our communities are equally diverse having developed strong local identities and traditions – many of

which continue today. Nine towns have a population of over 10,000 (five over 20,000) while a further seventeen small towns have around 5,000 residents. These sit among many other sizable villages and hamlets.

1.11 Being a peninsula means that Cornwall does not and cannot rely heavily on neighbouring areas to supplement many infrastructure requirements such as health, employment and education. While this geography creates challenges for economic growth and accessibility it also provides us with opportunities. It has helped create **some of Cornwall's** distinctiveness and cultural identity.

1.12 For many years the Council has sought to promote higher incomes with a more diverse economy and make Cornwall less dependent on seasonal employment, based largely in the tourism sector. With a combination of high house prices, low average incomes aggravated by high second home and holiday let ownership has led to a situation where many parts of Cornwall have difficulty in meeting their own **communities' housing needs**.

1.13 Changes in the population present major challenges, an increase in the proportion of older **residents'** impacts on health facilities and services, while deprivation remains a persistent concern in key areas.

Vision and objectives

1.14 The vision of Future Cornwall (our adopted sustainable community strategy) is to:

“achieve a leading position in sustainable living”

1.15 The strong and diverse character of Cornwall is special. It gives us an important understanding of our place in the world. This Plan gives us the opportunity to protect what we know is special while taking responsibility to shape future development positively, for all our residents and visitors. The erosion of this valued character, for example, by globalisation and **‘standard’ building types** must be guarded against.

1.16 The announcement, in 2014, of the formal recognition of the Cornish as a national minority reinforces the distinctive character of Cornwall both as a place and its cultural identity. The designation also brings with it responsibilities under the Framework Convention for the Protection of National Minorities.

1.17 The Local Plan, in providing a land use framework for Cornwall, seeks to manage change in a positive way. In doing this the plan attempts to provide for the future needs of the community. The plan supports sustainable economic growth and provides policies to support the

delivery of housing to meet needs. The policies of the Local Plan provide a particular priority on the support for affordable housing and as part of that a focus upon supporting the delivery of housing to meet local needs with restrictions via a local connection.

1.18 We have a responsibility to ensure that change and the new places we create meet our current and future needs and can be designed, in a way that is equally as rich, inclusive and distinctive as the best of what has come before.

1.19 Our overall aim is to support sustainable development. Ultimately this is a balance of decisions around economic, social and environmental issues to meet our present day needs while not compromising the needs of future generations. Our policies in this Plan give the framework for this.

1.20 To deliver the vision by 2030, Future Cornwall identifies **four** long term themes.

Future Cornwall themes; the plan's objectives

Theme 1: To support the economy

Objective 1: Remove unnecessary barriers to jobs, business and investment through a positive policy framework with a focus on sustaining a range of local businesses including growth sectors promoted by Cornwall Council and the Local Enterprise Partnership (LEP) to support both new business and the traditional industries of fishing, farming and minerals.

Objective 2: Enhance the cultural and tourist offer in Cornwall and to continue to promote Cornwall as a year round destination for tourism and recreation.

Objective 3: Provide and enhance retail provision within our towns and City with a regional and sub-regional status that adds to economic growth and provide opportunities to improve existing facilities for better economic performance.

Theme 2: To enable self sufficient and resilient communities.

Objective 4: Meet housing need by providing for new homes over the plan period that provide everyone in

the community with the opportunity of living in an appropriate home, supported by local community facilities.

Objective 5: Allow people and communities to provide for jobs and deliver homes locally to meet needs, where they can best support the role and function of local communities as well as allow for further change and adaptation.

Objective 6: Ensure that infrastructure is provided that will enable development to benefit the local community.

Theme 3: To promote good health and wellbeing for everyone.

Objective 7: Meet a wide range of local needs including housing and for community, cultural, social, retail, health, education, religious, and recreational facilities, in order to improve quality of life and reduce social exclusion.

Objective 8: Promote development that contributes to a healthy and safe population by providing for opportunities for walking and cycling and ensuring the appropriate levels of open space and the protection and improvement of air quality.

Theme 4: To make the most of our environment.

Objective 9: Make the best use of our resources by;

- a. Reducing energy consumption while increasing renewable and low carbon energy production;
- b. Maximising the use of previously used land;
- c. Supporting local food production, and
- d. Increasing resilience to climate change

Objective 10: Enhance and reinforce local natural, landscape and historic character and distinctiveness and raise the quality of development through;

- a. Respecting the distinctive character **of Cornwall's diverse** landscapes;
- b. Maintaining and enhancing an effective network of open space and environmental stewardship for our ecosystems services network for food production, flood control and wildlife; and
- c. Excellence in design that manages change to maintain the distinctive character and quality of Cornwall.

Policy 1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and set out by the policies of this Local Plan.

We will work with applicants, infrastructure providers and the local community to find solutions which mean that proposals will be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan and supporting Development Plan and Supplementary Planning Documents (including, where relevant, with policies in Neighbourhood Plans) will be regarded as sustainable development and be approved, unless material considerations indicate otherwise.

When considering whether a development proposal is sustainable or not, account will be taken of its location, layout, design and use against the three pillars of economic development, social development and environmental protection and improvement.

Where there are no policies relevant to the application at the time of making the decision the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) Specific policies in that Framework indicate that development should be restricted.

Spatial strategy

Our economic strategy seeks to improve conditions for business and investment, providing for an overall increase in jobs and supporting the provision of better paid full-time employment opportunities, to drive an increase in the Gross Value Added to above 75% of the EU's average.

1.21 Our overall aim is to support economic growth in Cornwall by providing a planning policy framework that is positive towards business and adheres to Cornwall and the Local Economic Partnership's LEP's economic strategies, strategy and is supported by an investment strategy to channel public funds that optimise opportunity and private

investment. This will happen at different scales and in different types of jobs depending on the local situation. New business will be crucial to our future but established business will be too. The ability for farming and fishing to adapt to the future demands of more local food supplies will be an important element in this.

1.22 ~~Settlements vary greatly in size and are located in a dispersed pattern throughout Cornwall. The plan promotes this as a longer term sustainable pattern of development which recognises that many of our smaller places provide better opportunities to be more self-contained or work collectively to provide a range of services allowing development of an appropriate scale to meet their needs. Our spatial strategy aims to support this and ensure all communities and their services and facilities remain viable.~~

1.23 ~~However, a number of areas are crucial to the success of our economic infrastructure and economic strategy. These areas are given particular prominence in the policy.~~

China clay remains a significant business in Cornwall despite mining declining more widely. The other traditional cornerstones of our economy, farming and fishing, have continued to modernise, and we intend to support this into the future. Currently, two thirds of jobs are in retail, health education and accommodation related sectors. However, Cornwall has a strong propensity and opportunity for

particular specialisms including marine activities, food production and mining, as well as tourism. **Cornwall's eight Travel to Work Areas** (TTWAs are statistical areas that show largely self-contained economic areas) also reflect **specialisms. Over half of Cornwall's jobs are in the two TTWAs of 'Redruth and Truro' and 'St Austell and Newquay'.**

While the economy is forecast to continue to grow, both the Council and LEP economic strategies identify key structural weaknesses in our economy particularly from poor connectivity and low productivity, wages and skills. Skills and productivity are a priority focus of the LEP and for European funding. The respective strategies also target key interventions; with an Enterprise Zone established at Newquay International Airport, proposals for two agri-food enterprise zones in the east and support for the exploitation of geothermal energy in central Cornwall.

The economic strategies also focus on 'smart specialisation'. This is a rational approach to what sectors or group of sectors or supply chains have a natural advantage in Cornwall because of the environment or existing facilities. The Plan aims to ensure that policies are appropriately flexible to respond to specific requirements of new and growing business.

The private sector will always provide the lion's share of business investment; the strategies aim to facilitate this

investment. Where the market would not otherwise invest, or where there is a clear public sector role, such as the provision of strategic infrastructure, the Council and LEP will continue to take a pro-active role to support improvements in productivity and connectivity. This plan aims to ensure that there are homes and employment space of the right type and in the right place to support labour market flexibility.

The spatial implications of all this is varied. Some business will need specific space related to a unique asset such as the maritime or aerospace sectors, while many will be increasingly footloose with the development of infrastructure such as super-fast broadband. The Plan aims to provide a balance to this. The less restrictive locational requirements of our economic prospects complement the general dispersed nature of our settlements, but with more strategic scale developments related to the larger towns with the most appropriate infrastructure to support their delivery. This supports the broadly dispersed approach to new development in this Plan.

The spatial strategy aims to support ongoing economic growth in all TTWAs by providing a supportive planning environment for private investment, as well as key public sector intervention and support. The identification of employment land targets is a key component of this strategy.

The housing distribution in this Plan aims to support economic growth through both the anticipated private sector investment and the public sector intervention, seeking to best meet the need for affordable housing while also respecting the environmental quality and assets of Cornwall, safeguarding its landscape bio diversity and world heritage status.

The Particular focus for economic growth in Cornwall is identified in sectors, interrelationships between those sectors, and clusters of sectors, creating opportunities for improvement in productivity and a more flexible labour market. Key sectors for Cornwall include Smart Specialisation (as described above) focussed on: aerospace/satellite/space; marine-tech; agri-tech; e-health; and digital economy. The specific focus is on productivity gains that develop the value and job focus of the supply chain.

A continued focus is given to other clusters of particular opportunity in Cornwall, renewable energy technologies; earth sciences (including minerals); culture industries; health; tourism; marine; and food and drink production. This represents not just the supply chain elements but also linkage opportunities between the sectors, e.g. creative/digital/design; health & technology; marine renewables.

Much of the employment in the emerging smart specialisation sectors relates to increasing their 'drivers of productivity and production' including: Research and Development capacity, labour market skills, access to finance, improved connectivity to new markets and other investments to improve competitive advantage, such as grow on space. As these sectors grow, many are moving to activities that will need more physical space for production and maintenance. At this time it is difficult to be precise about the locational need for employment space requirement for these businesses and a flexible approach is taken by this Plan to allow locational needs to be understood as the sectors mature. There will increasingly be clear links through the specific location opportunities – such as clustering of related sectors or need for access to environmental assets such as the sea.

Rather than providing targets to specific places, this Plan addresses this need for flexibility through the geography of the broader Travel to Work Areas. Where forecasts do not match the economic strategies and public funding streams, the employment space targets in the Plan have been adjusted upwards, namely in:

- Camborne-Pool-Redruth - to deliver grow on space for business particularly in (advanced) engineering related activity;
- Bodmin - to support growth aspirations in clusters such as agri-tech and opportunities from A30 and logistics;

- Falmouth - particularly for marine and renewables innovation and the creative cluster developing there;
- Hayle - for renewables technology; and
- Newquay - associated primarily with aerospace and wider engineering opportunities as well as the vibrant tourism cluster.

These have a particular focus in areas where they benefit from locational advantage. Other areas, particularly Truro, continue to have strong forecast for employment needs and this is reflected in the employment land available and the targets of this Plan.

In addition, the wider strategies aim to support growth across wider geographic areas. The Plan ensures provision particularly for:

- agri-tech and food/drink growth (and their supply chain) in the wider area of Cornwall's eastern Travel to Work Areas;
- logistics related activities across central Cornwall optimising the combined opportunities between the mid-Cornwall growth corridor of Newquay – Bodmin – St Austell/Clay Country;
- appropriately scaled maritime and marine focus in the key ports and harbours of Hayle, Penzance/Newlyn, Falmouth, Fowey, Looe and Saltash;
- Creative industries in the Penzance and St Ives areas;
- Focus of Culture in West Cornwall, Falmouth and historic records in Redruth; and

- Retail, with continued support for town centres.

Neighbourhood Plans will help to drive solutions and provision for local infrastructure and economy requirements, and help to focus opportunities. Specific land allocations will be identified in DPDs and Neighbourhood Plans, as clarity about the needs of these locations and sectors emerge. Allocations should also be considered where less than two thirds of the employment land target for the area (as set out in policy 2a) is 'available' in terms of planning permission.

Infrastructure remains a key factor for the Cornwall and LEP strategies, with particular shared focus to deliver improvements to the road network of the A30 (Carland Cross-Chiverton and around Hayle), A391 (St Austell to A30), A393 (Falmouth to Redruth), and a stronger and more integrated transport system across Cornwall that includes upgrades to rail and rolling stock and Newquay Airport.

1.25 The strategy reflects the distinctive nature of Cornwall and the connection between our city, towns and villages and the rural areas they serve. We promote this as a longer term sustainable pattern of development which recognises that many of our smaller places could provide better opportunities to be more self-contained or work collectively to provide a range of services allowing development of an appropriate scale to meet their needs.

Cornwall's main towns are the focus for a strategic scale of development to meet their needs and, the needs of their surrounding hinterland. While each town has an important role, the scale and nature of that role does vary. For example, Falmouth and Penryn host the hub of Cornwall's University, while St Ives, Penzance and Newlyn have a major arts heritage. This is reflected in many of the economic opportunities and cultural character of the area. Many towns have this dual role and character, both meeting local needs and having a wider pan Cornwall role. The Plan, while supporting a dispersed approach across Cornwall, also seeks to identify areas of specific focus. The recognition of this diversity is in part why Cornwall is committed to support the development of Neighbourhood Plans. It is Neighbourhood Plans that will, to provide an appropriate planning framework, within this strategic framework while celebrating and developing the differences in character and nature across Cornwall.

1.26 While Cornwall is a peninsula at the start of the United Kingdom it is not an island. In addition to its historic and cultural links around the world which form the basis of its world heritage status and its maritime history. Cornwall-Additionally, Cornwall's geography creates has a significant economic and social relationship with the cities and towns of neighbouring authorities to the East and a key role in supporting its neighbours on the Isles of Scilly. The intensity of the relationship is greatest the nearer to these cities communities are. Most notable of these, are

the relationships of Plymouth and Exeter. to Cornwall. This needs positive and pro-active planning to manage change **in a way that ensures Cornwall's economy** can best serve its local community and, particularly in the case of Plymouth, can benefit as part of a wider economic influence.

1.24 Underpinning all this is the need to protect the quality and natural beauty, including the landscape, ecology and historic character of our environment, for its own sake but also as an economic driver and to build and maintain resilience to climate change. To achieve this will require a positive approach to managing new development. In some cases, adaptations to accommodate the likely impacts of climate change will be required to allow for development to proceed. Cornwall's unique character is reflected in a range of designations from its cultural history in terms of World heritage status, the importance of its biodiversity in European and Nationally designated areas of biodiversity through to the quality of its landscape with over 30% of the landscape as Areas of Outstanding Natural Beauty (AONB). Quality of the environment is not limited to those areas recognised by National designation but the plan strategy does need to reflect the particular importance attached to designated landscapes in its strategy. For that reason the dispersed approach to development is more constrained in those areas where designated landscapes or bio-diversity assets limit capacity or the speed of future growth.

1.28 Policy 2 The spatial policies establishes our priorities for planning decisions. Policies 2a, 3, 4 and 5 provide additional guidance on how the spatial strategy will be implemented across Cornwall, and how the growth required will be split to achieve the sustainable growth required by Policies 1 and 2. Policies 6 to 27 are thematically based to provide additional guidance on the type, form and standard of development that the plan seeks to achieve.

Policy 2 – Spatial Strategy:

New development should provide a sustainable approach to accommodating growth, providing a well balanced mix of economic, social and environmental benefits. This should maintain the dispersed development pattern of Cornwall and provide homes and jobs in a proportional manner based on the role and function of each place. Strategic scale growth will be accommodated in our main towns and city where they can best support regeneration and sustainable development. Overall, development should seek to meet the following objectives of the Plan for Cornwall:

1. Respecting and enhancing quality of place:

Proposals should maintain and respect the special character of Cornwall, recognising that all urban and rural

landscapes, designated and undesignated, are important by:

- a. Ensuring that the design of development is high quality and demonstrates a cultural, physical and aesthetic understanding of its location;
- b. Causing no significant adverse impact upon the biodiversity, beauty and diversity of landscape and seascape, character and setting of settlements, wealth of natural resources, agricultural, historic and recreational value of Cornwall;
- c. Identifying the value and sensitivity, of the character and importance of landscapes, environmental and historic assets, and ensuring that they are protected, enhanced and conserved proportional to their value;
- d. Protecting, conserving and enhancing the landscape character and the natural beauty of the AONB and undeveloped coast, and the outstanding universal value of the World Heritage Site.

2. Providing solutions to current and future issues:

Proposals should assist the creation of resilient and cohesive communities by:

- a. Delivering renewable and low carbon energies, increasing energy efficiency and minimising resource consumption through a range of renewable and low carbon technologies;

- b. Ensuring that built and environmental assets can adapt to and be resilient to climate change;
- c. Creating resilient landscapes and sensitively accommodating investment and growth within **Cornwall's unique landscape, ensuring that people** continue to be drawn to Cornwall to visit and invest, and for a thriving healthy population to live and work;
- d. Supporting the development and delivery of Neighbourhood Plans and other community based initiatives that help to make communities more resilient.

3. Generating and sustaining economic activity:

Proposals will be welcome that improves conditions for business and investment in Cornwall, in particular by:

- a. Supporting key regeneration activities and the economic vision for Cornwall;
- b. Providing homes and jobs in a proportional manner, where they can best sustain the role and function of local communities and that of their catchment;
- c. Supporting the expansion of existing businesses and the indigenous businesses of agriculture, fishing and mining;
- d. Safeguarding waterfront sites, docks and ports to provide for marine businesses;
- e. Maximising the economic growth and benefits of education, skills development, research, and the colleges and Combined Universities in Cornwall;

- f. Supporting employment schemes in both towns and rural areas, giving particular emphasis to quality, permanent work opportunities that break seasonal labour cycles;
- g. Supporting smart specialisation sectors including: food; aerospace; marine; renewable energies (including geothermal); and cultural industries;
- h. Supporting the provision of work hubs and the ability to work from home through live/work units;
- i. Supporting the Enterprise Zone Aerohub at Newquay Airport as an economic catalyst for the wider Newquay, Clay Country and St Austell area through improved linkages;
- j. Supporting the economic regeneration of Camborne, Pool and Redruth;
- k. The regeneration of Hayle, focussing mainly on the harbour area and the development of the wave hub and associated employment development;
- l. Optimising the economic opportunity and maximising existing linkages in mid-Cornwall by:
 - i. supporting the role of Bodmin as a strategic employment location taking advantage of its position on the transport network;
 - ii. identifying mixed use development to deliver the eco-community at West Carclaze / Baal and Par Docks, to help deliver an exemplar development that provides a showcase for sustainable, greener, low carbon living;

iii. supporting the economic regeneration of St Austell as a centre for retail, business and leisure with a focus on promoting 'green' industries;

m. Supporting economic development in South East Cornwall that meets the area's own needs and benefits from its relationship with Plymouth;

n. Supporting Truro's wider role as an economic and service centre, and maintaining its role in the retail hierarchy and as a retail alternative to major centres outside of Cornwall;

o. Strengthening the role of Launceston and Saltash as gateways to Cornwall;

p. Supporting the economic regeneration of Penzance, including the improvement of Penzance Harbour, and retention of a main line rail link to Penzance as a strategic link for Cornwall and the UK.

Policy 2: Key targets and spatial strategy

New development should provide the most sustainable approach to accommodating growth; making the best use of infrastructure and services whilst respecting the natural and historic character of Cornwall. Overall, development should seek to:

1. Improve conditions for business and investment providing for an overall increase jobs supporting the

~~provision of better paid full-time employment opportunities to drive an increase in the Gross Domestic Product to rise above 75% of the EU's average.~~

~~2. Provide for 422,400 sq. m of employment floorspace over the plan period to help deliver a mix of 211,250 sq m of B1a office and 211,150 sq m of B1, B2 and B8 industrial premises.~~

~~3. Deliver renewable and low carbon energies, increase energy efficiency and minimise resource consumption through a range of onshore renewable / low carbon technologies.~~

~~4. Provide for 47,500 homes over the plan period at an average rate of about 2,300 per year to 2030 to help deliver sufficient new housing of appropriate types to meet future requirements in particular meeting affordable housing and Gypsy and Traveller needs.~~

~~5. Positively manage new development in Cornwall through:~~

~~a. high quality design demonstrating a cultural, physical and aesthetic understanding of its location;~~

~~b. the protection and enhancement of environmental and historic assets, including mitigation of unavoidable adverse effects, appropriate and proportional to their value; and~~

~~c. wherever possible, adaptation of the development and environmental assets to climate change.~~

~~6. Maintain the special character of Cornwall, recognising all urban and rural landscapes both designated and un-designated are important, in order to;~~

~~a. Promote and enhance the special qualities and special features that make up the diverse and locally distinctive landscapes of Cornwall;~~

~~b. Identify the value and sensitivity off all landscapes, understanding what is important to the character to allow them to be protected, enhanced and conserved;~~

~~c. Create resilient landscapes and sensitively accommodate investment and growth within Cornwall's unique landscape qualities, ensuring people continue to be drawn to Cornwall to visit and for a thriving healthy population to live and work;~~

~~d. Protect Conserve and enhance the natural beauty of the AONB and undeveloped coast, and the outstanding universal value of the World Heritage Site.~~

~~7. Re-enforce the spatial strategy of a continued dispersed development pattern providing homes and jobs, in~~

~~a proportional manner, where they can best sustain the role and function of local communities in towns and villages and that of their catchment as set out in this Plan's Community Network Area based policies and subsequent Neighbourhood Plans.~~

~~8. Reflect the importance to the strength of Cornwall's economy as a whole, through;~~

~~a) supporting the economic regeneration of Camborne and Redruth and the emerging retail function of Pool.~~

~~b) optimising the economic opportunity and maximises existing linkages in mid-Cornwall by:~~

~~i. supporting the role of Bodmin as a strategic employment location taking advantage of its position on the transport network;~~

~~ii. allocating mixed use development to deliver the eco-community at West Carclaze / Baal and Par Docks;~~

~~iii. supporting the economic regeneration of St Austell as a centre for retail, business and leisure with a focus on promoting 'green' industries;~~

~~iv. supporting the St Austell, St Blazey and China Clay Regeneration Area small scale exemplar development will~~

~~be supported which positively contributes to local objectives;~~

~~v. supporting the Newquay Cornwall Airport and the Aerohub Enterprise Zone through improved linkages as an economic catalyst for the wider Newquay area and beyond;~~

~~e) supporting **Truro's wider role as an economic and service centre** and grow its role as a retail alternative to major centres outside of Cornwall;~~

~~d) supporting economic development in south east Cornwall meeting the **area's own needs and benefit from** its relationship with Plymouth;~~

~~e) strengthening the role of Launceston and Saltash as gateways to Cornwall through economic growth along the A30 and A38;~~

~~f) providing for marine businesses and maximise the economic growth and the benefits of the proximity to the Combined Universities in Falmouth;~~

~~g) supporting the economic regeneration of Penzance as a retail, business and leisure centre, and travel interchange, including the improvement of Penzance Harbour, and retention of a main line rail link to Penzance as a strategic link for Cornwall and the UK;~~

~~h) supporting town centres, housing renewal and regeneration.~~

To achieve the overall objectives of the Plan, it is necessary to manage the location and scale of new housing and employment space. Housing targets are derived from; demographic need and consideration of a range of factors, including what are termed market signals, economic growth projections and the needs of particular groups and the delivery of affordable homes. This is set out in the **Council's Strategic Housing Market Assessment**, and updated by the Councils Full Assessment of Objectively Assessed Need for the Plan period.

The economic strategy is based on assumptions of projections of continued economic growth, combined with the influence of the economic strategies of the Council and the LEP, as well as the implementation of substantial European funding programmes. Taking account of the current key areas of weakness in our economy, our strategies aim to exceed GVA and increase productivity by improving skills and qualifications. This will support economic growth but also be focussed on key areas of **'smart specialisation' for Cornwall.**

Economic growth will continue within the main employment and business sectors, but the strategy will support and enable niche markets to emerge, **capitalising on Cornwall's**

unique set of characteristics. These markets are set out earlier in this document and have already benefited from key interventions such as the Newquay Aerohub Enterprise Zone.

In addition, improving productivity is a key target for European funding streams. Targeted programmes such as 'Growth Programme' (2014-20) have already estimated a target of nearly 5,000 people to improve skills and enable people to join the existing workforce or to benefit from better paid jobs. Recent studies indicate that broadly 15,000 people in the labour market could move into or secure higher value jobs or backfill jobs vacated.

The Plan aims to provide the space and conditions to support approximately 38,000 jobs over the Plan period. These are full time equivalent jobs but, due to the nature of Cornwall's economic sectors, will inevitably include a proportion of part time jobs. The target is based on economic projections that incorporate factors such as European funding programmes and the addition of space created through this support.

Although it is recognised that the employment space proposed amounts to only a portion of the overall employment that will be provided, it is still a key factor in delivering the economic strategies. The employment space planned for in Policy 2a is derived from the Council's Employment Land Review, and incorporates a 40% over

provision to take account of the non-delivery of some sites and flexibility of appropriate space. These are adjusted largely within the respective Travel to Work Areas to reflect both the Council and LEP's economic strategies, and the associated investments being made to enable them, and the employment needs of the economy are commensurate with the distribution of housing growth.

Office space and other business uses are given separate targets to reflect the relative need in any particular area. They are measured in square meters based on a ratio of approximately 40% built floorspace in every hectare of employment land. In some areas, a surplus of available employment space has been identified against these targets. In these areas careful consideration will be given to the development of sites for non-employment uses.

Policy 2a - Key targets

The Local Plan will provide homes in a proportional manner where they can best meet need and sustain the role and function of local communities and that of their catchment. Development proposals in the period to 2030 should help to deliver:

1. 52,500 homes at an average rate of about 2,625 per year to 2030, to help deliver sufficient new housing of appropriate types to meet future requirements. In particular, meeting affordable housing needs; and
2. At least 318 permanent pitches for Gypsies and Travellers, 60 transit pitches and 11 plots for Travelling Showpeople; and
3. Provide for 38,000 full time jobs and 704,000 sq. metres of employment floorspace to help deliver a mix of 359,583 sq. metres of B1a office and 344,417 sq. metres of B1, B2 and B8 industrial premises by 2030.
4. The provision of bed spaces within purpose-built student accommodation commensurate with the scale of expansion of the university in Falmouth with Penryn.

<u>Location</u>	<u>Housing Allocation</u>	<u>B1 employment floorspace sq. m</u>	<u>Other B employment floorspace sq. m</u>
<u>Penzance with Newlyn, Heamoor, Gulval and Longrock</u>	<u>2,150</u>		
<u>West Penwith CNA residual</u>	<u>1,000</u>		
<u>CNA Total</u>	<u>3,150</u>	<u>16,083</u>	<u>16,083</u>
<u>Hayle</u>	<u>1,600</u>		
<u>St Ives with Carbis Bay</u>	<u>1,100</u>		
<u>Hayle and St Ives CNA residual</u>	<u>480</u>		
<u>CNA Total</u>	<u>3,180</u>	<u>19,083</u>	<u>19,083</u>
<u>Helston</u>	<u>1,200</u>		
<u>Helston and the Lizard CNA residual</u>	<u>1,100</u>		
<u>CNA Total</u>	<u>2,300</u>	<u>12,417</u>	<u>17,000</u>
<u>Camborne, Pool, Illogan & Redruth</u>	<u>5,200</u>		
<u>CPR CNA</u>	<u>1,000</u>		

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

<u>residual</u>			
<u>CNA Total</u>	<u>6,200</u>	<u>80,833</u>	<u>41,417</u>
<u>Falmouth-Penryn</u>	<u>2,800</u>		
<u>Falmouth and Penryn CNA residual</u>	<u>600</u>		
<u>CNA Total</u>	<u>3,400</u>	<u>25,750</u>	<u>21,667</u>
<u>Truro with Threemilestone and Shortlanesend</u>	<u>3,900</u>		
<u>Truro and Roseland CNA residual</u>	<u>1,200</u>		
<u>CNA Total</u>	<u>5,100</u>	<u>38,333</u>	<u>31,250</u>
<u>St Agnes & Perranporth CNA Total</u>	<u>1,100</u>	<u>15,167</u>	<u>9,333</u>
<u>Newquay with Quintrell Downs</u>	<u>4,400</u>		
<u>Newquay and St Columb CNA residual</u>	<u>400</u>		
<u>CNA Total</u>	<u>4,800</u>	<u>27,750</u>	<u>30,250</u>

<u>Eco-Communities¹</u>	<u>1,500</u>		
<u>St Austell</u>	<u>2,600</u>		
<u>St Austell CNA residual</u>	<u>300</u>		
<u>CNA Total</u>	<u>2,900</u>	<u>9,750</u>	<u>12,500</u>
<u>St Blazey, Fowey and Lostwithiel CNA Total</u>	<u>900</u>	<u>11,833</u>	<u>13,500</u>
<u>China Clay CNA Total</u>	<u>1,800</u>	<u>13,250</u>	<u>13,000</u>
<u>Wadebridge</u>	<u>1,100</u>		
<u>Wadebridge and Padstow CNA residual</u>	<u>1,000</u>		
<u>CNA Total</u>	<u>2,100</u>	<u>6,667</u>	<u>6,667</u>
<u>Bodmin</u>	<u>3,100</u>		
<u>Bodmin CNA residual</u>	<u>100</u>		
<u>CNA Total</u>	<u>3,200</u>	<u>22,833</u>	<u>24,667</u>
<u>Camelford</u>	<u>375</u>		
<u>Camelford CNA remainder</u>	<u>625</u>		
<u>CNA Total</u>	<u>1,000</u>	<u>3,917</u>	<u>3,917</u>
<u>Bude with</u>	<u>1,200</u>		

¹ Includes 1200 dwellings at West Carclaze and Baal and 300 dwellings at Par Docks within the Plan period.

<u>Stratton, Flexbury and Poughill</u>			
<u>Bude CNA residual</u>	<u>600</u>		
<u>CNA Total</u>	<u>1,800</u>	<u>10,583</u>	<u>10,583</u>
<u>Launceston</u>	<u>1,800</u>		
<u>Launceston CNA residual</u>	<u>500</u>		
<u>CNA Total</u>	<u>2,300</u>	<u>14,083</u>	<u>28,167</u>
<u>Liskeard</u>	<u>1,400</u>		
<u>Liskeard and Looe CNA residual</u>	<u>1,500</u>		
<u>CNA Total</u>	<u>2,900</u>	<u>20,667</u>	<u>23,667</u>
<u>Callington</u>	<u>480</u>		
<u>Caradon CNA remainder</u>	<u>520</u>		
<u>CNA Total</u>	<u>1,000</u>	<u>3,667</u>	<u>11,083</u>
<u>Saltash</u>	<u>1,200</u>		
<u>Torpoint</u>	<u>350</u>		
<u>Cornwall Gateway CNA residual</u>	<u>350</u>		
<u>CNA Total</u>	<u>1,900</u>	<u>6,917</u>	<u>10,583</u>
<u>TOTAL:</u>	<u>52,500</u>	<u>359,583</u>	<u>344,417</u>

Note: the identification of a wider extent for the main towns where they consist of a cluster of places, e.g. Bude with Stratton, Flexbury and Poughill, does not imply that there is a presumption in favour of infilling of gaps between these settlements.

The role and function of places

1.29 Our towns and villages are central to our strategy. It is their role and function, not simply their size, that should determine the appropriate level of development to be planned for.

1.30 In order to maintain and enhance these places the Plan takes an approach to growth that encourages jobs and homes, where they best deliver our strategic priorities and allows for more organic development where it supports or enables the provision of appropriate services and facilities locally.

1.31 Specific housing targets will be provided for the main and other significant towns identified in Policy 3 reflecting their strategic role and function and also for the proposed Clay Country eco-communities. Sites for development in these towns, and for the eco-communities at West Carclaze, Baal and Par Docks will be identified in the Cornwall Site Allocations Development Plan Document and Neighbourhood Plans. The standards expected for the

proposed eco-communities are set out in Policy 3 and guidance will be provided in the Site Allocations DPD. The eco-community sites are identified as allocations in this Plan. In addition, the plan seeks to ensure additional purpose built accommodation is provided for students in Falmouth and Penryn. This is to reflect and help to alleviate the very specific pressure that is placed on the local housing market for those towns and to allow for the future expansion of the university in this location. The Plan does not include a specific additional target figure for this, as it will be based on the scale of expansion that the university provides during the Plan period.

The majority of parishes that do not have a town or village named in Policy 3 can meet the remaining housing requirement through windfall development (small scale growth of less than 10 dwellings that has not been allocated) or allocations in Neighbourhood Plans. There are however (at April 2015) some Community Network Areas where this is not the case. These are likely to require allocations through Neighbourhood Plans to enable the delivery of the housing requirement.

In the rural areas of the following CNAs:

- Bude
- Camborne Pool Redruth
- Camelford
- China Clay

- Cornwall Gateway
- Hayle and St Ives
- St Agnes and Perranporth
- Wadebridge & Padstow

Where Neighbourhood Plans have not been prepared, development will be monitored on an annual basis to determine the scale of development remaining to be provided.

1.32 Elsewhere, development would be expected to focus upon meeting local need and supporting the sustainability of smaller communities through windfall development, including infill sites and exceptions sites. Development should be of a scale and nature appropriate to the character, role and needs of the local community.

1.33 Housing for other than for the main towns listed will be delivered mainly through:

- i. existing commitments,
- ii. infill sites within the built form of the settlement,
- iii. Neighbourhood Plan allocations, and
- iv. rural exceptions that provide affordable housing led developments outside of the adjoining, or physically well related to, the built form of existing settlements, (i.e. this allows for exceptions where market housing where it is required to support delivery)

1.34 There is a distinction between (i) 'infill sites in the built-up area of towns and large villages, that could accommodate a higher number of dwellings and (ii) 'infill' sites commonly for ~~of~~ one-two housing units in smaller villages and hamlets.

1.35 For the purposes of this policy, 'infilling' is defined as (i) the filling of a small gap in an otherwise continuously built up frontage that does not physically extend the settlement into the open countryside; or (ii) the redevelopment of an existing previously developed site within ~~or adjoining~~ the settlement; or (iii) the rounding off of a settlement for one or two dwellings where its edge is defined by a physical feature that also acts as a barrier to further growth, such as a road.

1.36 Many frontages however are not continuously built up and have ~~substantial~~ large gaps, i.e. bigger than one or two dwellings between buildings or groups of buildings. These gaps provide the setting for the ~~village, hamlet or small~~ settlement, and add to the character of the area. They are not appropriate locations for infill development, and the development of ~~such large~~ these gaps would not therefore be considered as infill under the policies of this Local Plan.

1.37 In smaller villages and hamlets in which 'infill' sites of one-two housing units are allowed, the settlement should

have a form and shape and clearly definable boundaries, not just a low density straggle of dwellings. ~~It is anticipated that~~ The settlement ~~will~~ should be part of a network of settlements and / or be in reasonable proximity to a larger village or town with more significant community facilities, such as a primary school. Neighbourhood plans can provide detailed definition on which settlements are appropriate for Infill and boundaries to which the policy will operate.

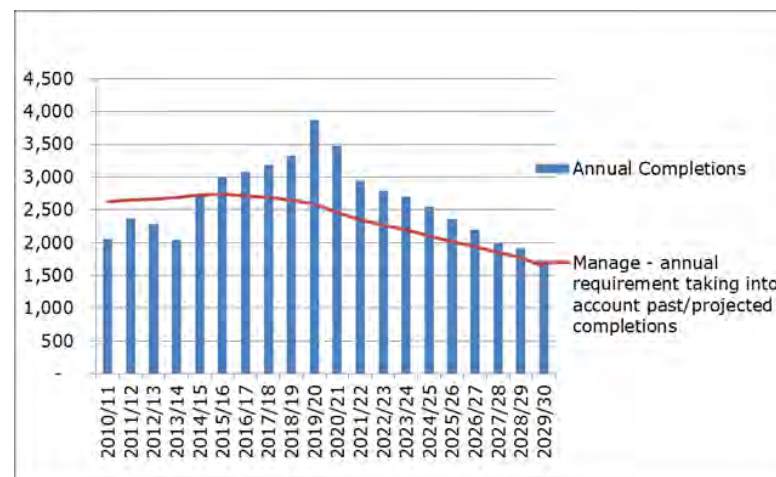
1.38 The Council is committed to supporting the development of Neighbourhood Plans to ensure delivery of the spatial strategy and key targets. Should these plans not reach submission stage within two years of the adoption of this Plan, the Council will undertake the necessary site allocations documents to support the delivery of the targets set out in the Local Plan.

1.39 We recognise that sustainability is based on many factors and, we will welcome a wide range of development that helps existing centres to provide a mix of uses and continue to be hubs for communities, by providing employment, services, retail and social facilities.

1.40 We aim to provide better opportunities for villages to be more self-contained or to work collectively with other settlements to provide a better range of services.

1.38 The re-use of long term empty houses and buildings for residential purposes is encouraged in line with the **Council's Empty Homes Strategy**.

1.41 To ensure an appropriate supply of housing land in the right place and at the right time, we will ensure there is at least a 5 year supply of deliverable sites in Cornwall. The adequacy of the 5 year supply will be assessed on a local authority, Cornwall-wide, basis. It will not be appropriate to assess 5 year supply below the local authority level for the purposes of determining whether paragraph 49 of the NPPF applies. However, Where a five year supply can be demonstrated, the adequacy of supply in meeting the needs of a particular CNA or town over the whole plan period will be a material consideration when making planning decisions. Any deficiency in supply should be accommodated within the CNA with a shortfall and not be compensated for by increasing supply in other CNA's where existing supply is sufficient to meet its local plan target. Working within the targets provided by the network area and town figures is critical to supporting the strategy and spatial distribution, and ensuring the needs of all communities are met in a planned manner. The following chart illustrates the housing trajectory demonstrating the expected delivery of the Local Plan target for Cornwall as a whole. A table summarising the sources of delivery is set out in Appendix 1. This will be kept up to date, and in more detail, in the Annual Monitoring Report, which will incorporate a Housing Delivery Plan.



1.42 In some towns key infrastructure may need to be in place before the anticipated building rates can be achieved. It is therefore expected that annual building rates in these towns could be lower in the early years of the plan period this will in turn impact on the expected building rates across Cornwall as a whole.

Policy 3: Role and function of places

The scale and mix of uses of development and investment in services and facilities should be proportionate to the role and function of places. New development up to 2030 2010-2030 will be accommodated in accordance with the following hierarchy:

1. ~~Delivery of the overall housing provision as set out in Policy 2 alongside larger strategic~~ scale housing, community, cultural, leisure, retail, utility and employment provision will be managed through a Site Allocations DPD or Neighbourhood Plans for the following locations:

- Bodmin;
- Bude with Stratton, Flexbury and Poughill;
- Callington;
- Camborne with Pool, Illogan and Redruth;
- Camelford;
- Falmouth with Penryn;
- Hayle;
- Helston;
- Launceston;
- Liskeard;
- Newquay with Quintrell Downs;
- Penzance with Newlyn, Heamoor, Gulval and Longrock;
- Saltash;
- St Austell;
- St Ives with Carbis Bay;
- Torpoint;
- Truro with Threemilestone and Shortlanesend; and
- Wadebridge.

~~2.~~ Development within these named towns will provide an appropriate level of affordable housing in accordance with

the requirements of Policy 8 and after requirements are met, through the exceptions approach set out in Policy 9.

~~3. To promote vibrant local communities and support local services, an appropriate level of growth and investment will be encouraged settlements to reinforce their role as providers of employment, community, leisure, and retail facilities.~~

2. The provision of eco-communities at West Carclaze/ Baal and Par Docks led by a masterplan and design code that will set out the framework for the development, and reflect the aspiration for environmental quality, including the delivery of all of the following alongside the other policies of this plan:

- 30% affordable housing and 5% self and/or custom build housing;
- Improved access to public transport and non-car travel modes.

And for the West Carclaze /Baal sites:

- Provision of employment space, Carluddon technology park and space for further economic growth;
- The provision of a new local centre to include facilities for health, neighbourhood shopping, community facilities and a new primary school;

- Strategic scale open space with public access and trails linking into existing networks as part of green infrastructure improvements;
- The retention of the Sky Tip and other distinctive landscape features as part of the green infrastructure of the site
- Demonstrate high levels of energy efficiency in the fabric of buildings on the site
- Strategic Sustainable Urban Drainage Systems to reduce flood risk on and beyond the site;
- Meeting all of the regulated energy requirements of the development from renewable and low carbon sources on or near to the site;
- Provision of low carbon heat via a heat network with consideration given to sourcing that heat from geothermal resources within the vicinity of the site; and
- Improved access to public transport and non-car travel modes.

The site for the eco-communities will be identified through the Site Allocations DPD.

3. Outside of the main towns identified in this Policy, housing growth will be delivered for the remainder of the Community Network Area housing requirement through identification of sites where required through Neighbourhood Plans, ~~affordable housing led schemes~~ windfall of under ten units, including infill schemes under

Policy 8 and rural exception sites under Policy 9 defined below. The indicative target for each Parish should assume no major planned growth in the AONB and otherwise be calculated from a pro rata basis on the number of households in the parish.

Within the AONB or its setting, schemes will be supported where they are in accordance with the other policies of this plan and can demonstrate that they conserve and enhance the landscape character and natural beauty of the AONB. Major development proposals will not be supported in the AONB.

Infill for the purposes of residential development should be proportionate to the scale of the settlement and within its boundaries, respect the settlement and landscape character of the locality and not physically extend the settlement. It must clearly relate to part of an established settlement and not isolated dwellings. Particular preference will be given to sites on previously developed land.

Table 1: Broad distribution of new dwellings will be a minimum of: As at April ~~2014~~ 2015
NB totals can go down as well as up as permissions expire.

Location	Proposed Allocation	Completions 2010-15	P.P. Not Started and Under Construction	Remaining Requirement
Penzance <u>with</u> Newlyn, Heamoor, Gulval and Longrock	2,150	<u>230</u>	<u>439</u>	1,529 <u>1,481</u>
<i>West Penwith CNA residual</i>	1,000	<u>280</u>	<u>454</u>	266
Hayle	1,400 <u>1,600</u>	<u>103</u>	<u>971</u>	359 <u>526</u>
St Ives with Carbis Bay	1,000 <u>1,100</u>	<u>456</u>	<u>249</u>	303 <u>395</u>
<i>Hayle and St Ives CNA residual</i>	350 <u>480</u>	<u>150</u>	<u>187</u>	121 <u>143</u>
Helston	900 <u>1,200</u>	<u>204</u>	<u>241</u>	417 <u>755</u>
<i>Helston and the Lizard CNA residual</i>	1,100	<u>391</u>	<u>420</u>	269 <u>289</u>
Camborne, Pool, Illogan and Redruth	4,500 <u>5,200</u>	<u>1,020</u>	<u>3,344</u>	427 <u>836</u>

<i>CPR CNA residual</i>	800 <u>1,000</u>	<u>291</u>	<u>267</u>	381 <u>442</u>
Falmouth-Penryn	2,600 <u>2,800</u>	<u>630</u>	<u>999</u>	1,367 <u>1,171</u>
<i>Falmouth and Penryn CNA residual</i>	500 <u>600</u>	<u>215</u>	<u>241</u>	57 <u>144</u>
Truro with Threemilestone and Shortlanesend	3,000 <u>3,900</u>	<u>534</u>	<u>2,545</u>	18 <u>821</u>
<i>Truro and Roseland CNA residual</i>	900 <u>1,200</u>	<u>462</u>	<u>261</u>	222 <u>477</u>
St Agnes and Perranporth CNA	1,100	<u>385</u>	<u>449</u>	460 <u>266</u>
Newquay with Quintrell Downs	3,550 <u>4,400</u>	<u>842</u>	<u>2509</u>	309 <u>1,049</u>
<i>Newquay and St Columb CNA residual</i>	400	<u>136</u>	<u>176</u>	363 <u>88</u>
Eco-Communities ²	1,500	<u>0</u>	<u>0</u>	1,500
St Austell	2,000 <u>2,600</u>	<u>938</u>	<u>1062</u>	132 <u>600</u>
<i>St Austell CNA residual</i>	300	<u>208</u>	<u>69</u>	228 <u>23</u>

² Includes 1200 dwellings at West Carclaze and Baal and 300 dwellings at Par Docks within the Plan period.

St Blazey, Fowey and Lostwithiel CNA	800 <u>900</u>	<u>308</u>	<u>273</u>	232 <u>319</u>
China Clay CNA	1,500 <u>1,800</u>	<u>716</u>	<u>408</u>	303 <u>676</u>
Wadebridge	1,000 <u>1,100</u>	<u>126</u>	<u>235</u>	761 <u>739</u>
<i>Wadebridge and Padstow CNA residual</i>	1,000	<u>340</u>	<u>294</u>	484 <u>366</u>
Bodmin	3,000 <u>3,100</u>	<u>365</u>	<u>604</u>	2,127 <u>2,131</u>
<i>Bodmin CNA residual</i>	200 <u>100</u>	<u>34</u>	<u>32</u>	147 <u>34</u>
<u>Camelford</u>	<u>375</u>	<u>125</u>	<u>29</u>	<u>221</u>
Camelford CNA residual	1,200 <u>625</u>	<u>151</u>	<u>198</u>	759 <u>276</u>
Bude with Stratton, Flexbury and Poughill	900 <u>1,200</u>	<u>157</u>	<u>466</u>	331 <u>577</u>
<i>Bude CNA residual</i>	600	<u>136</u>	<u>109</u>	398 <u>355</u>
Launceston	1,500 <u>1,800</u>	<u>346</u>	<u>821</u>	391 <u>633</u>
<i>Launceston CNA residual</i>	400 <u>500</u>	<u>145</u>	<u>158</u>	118 <u>197</u>
Liskeard	1,250 <u>1,400</u>	<u>187</u>	<u>645</u>	470 <u>568</u>
<i>Liskeard and Looe CNA residual</i>	1,400 <u>1,500</u>	<u>398</u>	<u>674</u>	598 <u>428</u>
<u>Callington</u>	<u>480</u>	<u>128</u>	<u>109</u>	<u>243</u>

Caradon CNA residual	1,000 <u>520</u>	<u>119</u>	<u>316</u>	476 <u>85</u>
Saltash	1,000 <u>1,200</u>	<u>131</u>	<u>37</u>	822 <u>1,032</u>
Torpoint	350	<u>3</u>	<u>22</u>	339 <u>325</u>
<i>Cornwall Gateway CNA residual</i>	350	<u>65</u>	<u>67</u>	259 <u>218</u>
TOTAL:	47,500 <u>52,530</u>	<u>11,455</u>	<u>20,380</u>	<u>20,695</u>

Totals may not add due to rounding

Shopping, services and community facilities

1.43 Shopping is a key component and function of many places and forms a major part of successful towns. Town centres remain our focus for retail and community facilities in line with national policy. Proposals should support Truro's wider role as an economic and service centre, and maintain its role at the top of the retail hierarchy and as an alternative to major centres outside of Cornwall.

1.44 Where edge of centre and out of town retail developments are proposed, a sequential test will be required to assess potential alternatives in the town centre area. edge of centre and out of town retail developments. If required, a threshold for retail impact testing will be identified for Cornwall's main towns in the Allocations

Development Plan Document. ~~and~~ Until this is produced, the National Planning Policy Framework shall provide the measure.

Town centre boundaries, primary retail areas and primary shopping frontages are defined on the proposals map inserts.

1.45 Community facilities are essential for local residents. They also impact on the health and well-being of communities. Any growth in jobs and homes needs to be supported by adequate infrastructure provision, this includes community facilities. It is important that these facilities and services are accessible to all.

1.46 The definition of community facilities is wide ranging and includes public services, community centres and public halls, arts and cultural facilities, policing, fire and ambulance services, health and education facilities, public houses, public toilets, youth centres, nurseries, libraries, leisure centres, allotments, playing fields, social care facilities including day centres, places of worship and services provided by the community and voluntary sector.

~~**1.47** As part of its supplementary planning guidance the Council will be producing a Design Standards SPD which will include provisions for open space, sports and recreation and when published should be used in~~

~~conjunction with Sport England's forthcoming Technical Guide for Assessing Needs & Opportunities regarding sport.~~

Policy 4: Shopping, services and community facilities

1. Development will be permitted where it supports the vitality and viability of town centres and maintains and enhances a good and appropriate range of shops, services and community facilities. Retail and other main town centre uses outside defined town centres (with the exception of small scale rural development) must demonstrate the application of a sequential approach to site selection, and show there is no significant adverse impact on the viability and vitality of, and investment within, the existing centres identified on the proposals map. ~~and demonstrate the application of a sequential approach to site selection or demonstrate an overriding strategic role for the economic and social sustainability of Cornwall. Residential development, such as accommodation for the elderly is supported in town centres where it supports the vitality and viability of town centres.~~

2. Proposals for change of use or redevelopment will be permitted within Primary Shopping Areas where the proposal would maintain or add to the vitality and viability of the centre and would not reduce the predominance of retail and other main town centre uses.

2.3. Community facilities and local shops should, wherever possible, be retained and new ones supported. Loss of provision will only be acceptable where the proposal shows:

- a. no need for the facility or service;
- b. it is not viable; or
- c. adequate facilities or services exist or the service can be ~~are being~~ re- provided in locations that are similarly accessible by walking, cycling or public transport.

As part of the evidence base for the Local Plan, the Council appointed consultants to calculate the capacity for convenience and comparison goods retail provision in each town for the Plan period. This takes into account all committed floorspace for these categories at the time of completing the capacity forecasts in March 2015. A negative figure indicates that the anticipated quantitative floorspace capacity for the town has been exceeded. **The Council recognises that this data represents a 'snapshot' of capacity at the time of preparing the forecasts.** It should be read in the context that some of that committed floorspace may not be delivered (due to changing retail patterns), or remain vacant, and further permissions granted after the completion of the forecasts will both need to be factored into the floorspace capacity for the relevant town(s). Proposals to meet the projected capacity will be subject to the requirements of Policy 4 in terms of sequential testing. The capacity calculations will be

monitored against permissions, completions and vacancies throughout the plan period.

Table 2: Local Plan Retail Floorspace Capacity Requirements 2010-30

Convenience goods (food)				
	Year - sq. m net sales area			
Settlement	2014	2019	2024	2030
Bodmin	-609	-1576	-1113	-591
Bude	168	344	566	801
Camborne, Pool, Redruth	-880	-948	-188	642
Falmouth	-2215	-1164	-610	-10
Hayle	-1971	134	394	677
Helston	-136	141	493	869
Launceston	561	1215	1586	1993
Liskeard	1015	855	1157	1485
Newquay	-5895	-5983	-5497	-4952
Penzance	-571	-478	141	821
St Austell	-1096	-182	655	1584
Saltash	-1084	441	719	1012
Truro	-1363	-252	540	1415
Wadebridge	-2738	-2187	-1852	-1478
Totals:	-16814	-9640	-3009	4268

General policies

Jobs and skills

2.1 In order to make the economy competitive it is important to remove unnecessary barriers. The Plan seeks to provide a positive policy framework, which supports jobs, business and investment with a focus on sustaining a range of local businesses. It sets a framework to encourage both large and small scale opportunities throughout Cornwall in appropriate locations. Proposals should support and protect the sustainability and expansion of existing businesses and the growth of new sectors to strengthen the economy particularly where this provides full time jobs and, wherever possible, leads to a rise in the average wage in Cornwall.

2.2 To do this we need a flexible approach that ensures sufficient sites and premises of the right type are available in the right places at the right time. The economy is growing and business needs are changing rapidly. To enable the approach of 'smart specialisation' promoted in Cornwall's respective strategies this plan is not prescriptive of the location or nature of most employment space that will be developed, providing the flexibility required to adapt to changing markets.

Comparison goods (non-food)				
	Year - sq. m net sales area			
Settlement	2014	2019	2024	2030
Bodmin	-480	-1154	-58	1364
Bude	-2188	-949	-356	403
Camborne, Pool, Redruth	-7352	-5906	-3889	3348
Falmouth	-9559	-4246	-2249	328
Hayle	-3172	-270	632	1797
Helston	0	-325	134	721
Launceston	-1082	-111	918	2248
Liskeard	-740	-333	919	2536
Newquay	-20479	-11099	-9587	-7637
Penzance	-4776	-3914	-1951	579
St Austell	-6400	-2129	712	4388
Saltash	-2081	-99	365	954
Truro	95	-4957	3536	14121
Wadebridge	-3819	-2777	-1999	-989
Totals:	-62033	-38269	-12873	24161

Cornwall Retail Study Update March 2015

2.3 In particular this plan provides policies to support the Council and Cornwall and IOS ~~Local Economic Partnership~~ LEP, ~~of on~~ on which the council is a key member represented, as we deliver our shared strategies for economic growth by improving productivity and structural change and better quality jobs rather than through increased levels of migration that would be inappropriate. In relation to housing, the emphasis of the strategy is to ensure the right homes in the right places to help support skills mobility and access to employment. In addition the Plan ~~underwrites compliments~~ Plymouth's significant role in relation to South East Cornwall, particularly in terms of employment and retail provision.

Our emphasis will be on supporting;

- **Knowledge based industries, to exploit super-fast broadband;**
- **Infrastructure delivery including improvements, to the rail and road network (particularly the trunk road network), capacity of the electricity grid, access to schools, and continued improvement to higher education and industries developing from these improvements;**
- **Indigenous business including agriculture, fishing and mining;**

- **Creative industries to utilise the graduate output from the Universities in Cornwall along with other higher education facilities;**
- **Low carbon energy production and related industries to exploit the opportunity in Cornwall of marine, wind, hydro, solar and geo thermal assets opportunity;**
- **More industrial workspace and homes to support the workforce;**
- **The quality of Cornwall's environment, through protection and enhancement, as an economic driver;**
- **The expansion of existing businesses;**
- **The provision of work hubs, working from home and live / work units; and**
- **Skills development.**

2.4 Skills development is central to our economic strategy and proposals that would provide for higher education, training and skills development will be encouraged. Where appropriate detailed policy provision such as site identification will be provided with a particular focus supporting the growth **from Cornwall's colleges and the**

Universities in Cornwall in close association with local economic opportunity.

2.5 To support the delivery of jobs over the plan period the target of 422,400 sq. m of employment floorspace has been provided to help support a mix of industrial and office provision capable of providing over 16,000 jobs. A further 7,000 jobs are expected from non-industrial sectors including retail, tourism, leisure, health, construction and transport.

Agriculture: Cornwall's agricultural sector accounts for almost 10,699 jobs and 3% of the GVA for Cornwall. Overall, it is estimated that Cornwall's agricultural sector contributes more than £244m to the gross domestic product of Cornwall. Agriculture also adds considerably to the management of our landscape, upon which tourism relies. It also supplies our food. Supporting the continued growth of the agricultural sector and supporting diversification of the industry will be critical to the Cornwall's future, long term prosperity.

2.6 Tourism: The quality of Cornwall's landscapes, seascapes, towns and cultural heritage, enables tourism to play a major part in our economic, social and environmental well being, it generates significant revenues, provides thousands of jobs and supports communities. Our key challenge is to realise this

opportunity in better wages through improved quality and a longer season.

2.7 Maritime: Cornwall's marine sector accounts for almost one in seven of the UK's marine jobs and 8% of the UK's marine industry turnover. Overall it is estimated that Cornwall's marine industry sector contributes more than £130M to the gross domestic product of Cornwall, supporting 14,000 jobs. Realising the development potential of Cornwall's maritime sector will be critical to the region's future, long term prosperity.

2.8 With stakeholders, Cornwall Council has produced a Maritime Strategy. This covers the period 2011-2030 and provides a unifying policy framework for the planning of Cornwall's land, sea and coast.

2.9 Aerohub: Newquay Airport has secured Enterprise Zone status which aims to create new jobs and growth through facilitating private sector investment within the aerospace sector by creating a new aviation / aerospace hub that will deliver high value, highly skilled permanent jobs underpinned by the development of an aviation skills centre. Four development zones each with its own Local Development Order have been identified. Whilst Cornwall's Enterprise Zone is based at the Aerohub, the impacts of this will be wide ranging – providing benefits for the economy of Newquay, Cornwall and the Isles of

Scilly and beyond. This will support the economic growth of Newquay and create a stronger connection with the Clay Country eco-communities and St Austell.

2.10 Where there is a clear need for employment facilities but building them is not viable, we will consider proposals that include other uses that provide cross subsidy. Such proposals should expect to be bound to phasing conditions and obligations so that the viable uses are broadly phased to coincide with the delivery of the employment opportunities.

Strategic Employment Sites are employment sites with 5ha or more of built development, comprising multiple units predominately within the B use classes, plus sites that are demonstrated to deliver an important function for Cornwall's economy. In addition, a number of sites that offer the potential to attract specific sectors or end users that have specific requirements with respect to scale, location or the particular attributes of a site, e.g. Falmouth Harbour for marine uses are also considered as strategic. As such, these sites will be protected for a specific type of employment use rather than form part of the general employment land portfolio.

A Site Allocations DPD will provide further detail on sites in the main towns and villages across Cornwall that will be protected and allocated in locations that can significantly enhance the existing portfolio of sites.

Table 2.3: Local Plan Employment Floorspace Requirements 2010-30 (B1, B2 and B8 use classes only)

Community Network Area	Target 2010-2030 (m2)	Net Completions 2010-2015 2014 (m2)	Commitments 2015 2014 (m2)	Residual to be provided (m2)
West Penwith Office	25,300 16,083	-1,850 289	12,480 4,308	14,670 11,487
Industrial	16,083	-321	2,203	14,201
Hayle & St Ives Office	16,900 19,083	2,052.40 531	12,537 8,931	2,311 9,622
Industrial	19,083	-422	12,223	7,283
Helston & the Lizard Office	17,650 12,417	3,726.70 705	15,221 6,571	-1,298 5,141
Industrial	17,000	2,075	8,845	6,080
Camborne, Pool & Redruth Office	67,350 80,833	22,465.30 14,482	77,397 25,255	-32,512 41,097
Industrial	41,417	14,977	38,578	-12,138
Falmouth & Penryn Office	22,450 25,750	13,515.80 12,223	15,934 8,215	-7,000 5,311
Industrial	21,667	-639	6,884	15,422
Truro & the	50,750	13,869.90	69,529	-32,649

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Roseland Office	<u>38,333</u>	<u>1,642</u>	<u>17,866</u>	<u>18,826</u>
Industrial	<u>31,250</u>	<u>11,476</u>	<u>44,006</u>	<u>-24,233</u>
St Agnes & Perranporth Office	<u>19,200</u>	<u>3,746.80</u>	<u>6,070</u>	<u>9,383</u>
Industrial	<u>15,167</u>	<u>1,585</u>	<u>4,914</u>	<u>8,669</u>
Newquay & St Columb Office	<u>22,800</u>	<u>-1,061.10</u>	<u>38,028</u>	<u>-14,167</u>
Industrial	<u>27,750</u>	<u>1,742</u>	<u>7,137</u>	<u>18,871</u>
St Austell Office	<u>25,350</u>	<u>2,652.20</u>	<u>3,231</u>	<u>19,467</u>
Industrial	<u>9,750</u>	<u>-687</u>	<u>1,622</u>	<u>8,814</u>
St Blazey, Fowey & Lostwithiel Office	<u>12,500</u>	<u>2,724</u>	<u>287</u>	<u>9,489</u>
Industrial	<u>15,200</u>	<u>1,159</u>	<u>10,385</u>	<u>3,656</u>
China Clay Office	<u>13,500</u>	<u>-804</u>	<u>9,628</u>	<u>4,676</u>
Industrial	<u>20,250</u>	<u>10,661.90</u>	<u>43,810</u>	<u>-34,222</u>
Wadebridge & Padstow Office	<u>13,250</u>	<u>5,517</u>	<u>11,770</u>	<u>-4,037</u>
Industrial	<u>8,000</u>	<u>2,229.90</u>	<u>9,012</u>	<u>-3,242</u>
Bodmin Office	<u>6,667</u>	<u>304</u>	<u>489</u>	<u>5,873</u>
Industrial	<u>22,833</u>	<u>243</u>	<u>5,223</u>	<u>17,368</u>
Camelford Office	<u>24,667</u>	<u>2,933</u>	<u>-2,708</u>	<u>24,442</u>
Industrial	<u>4,700</u>	<u>1,163.20</u>	<u>5,700</u>	<u>-2,163</u>
	<u>3,917</u>	<u>-299</u>	<u>89</u>	<u>4,127</u>

Industrial	<u>3,917</u>	<u>2,694</u>	<u>6,126</u>	<u>-4,903</u>
Bude Office	<u>12,700</u>	<u>235.6</u>	<u>8,409</u>	<u>4,055</u>
Industrial	<u>10,583</u>	<u>580</u>	<u>2,988</u>	<u>7,016</u>
Launceston Office	<u>10,583</u>	<u>1,056</u>	<u>9,097</u>	<u>430</u>
Industrial	<u>25,350</u>	<u>9,862.80</u>	<u>547</u>	<u>14,940</u>
Liskeard & Looe Office	<u>14,083</u>	<u>-1,157</u>	<u>649</u>	<u>14,592</u>
Industrial	<u>26,600</u>	<u>2,914.70</u>	<u>6,211</u>	<u>17,474</u>
Industrial	<u>20,667</u>	<u>-238</u>	<u>1,200</u>	<u>19,705</u>
Caradon Office	<u>23,667</u>	<u>2,293</u>	<u>6,082</u>	<u>15,292</u>
Industrial	<u>8,850</u>	<u>5,619.20</u>	<u>2,246</u>	<u>985</u>
Cornwall Gateway Office	<u>3,667</u>	<u>878</u>	<u>496</u>	<u>2,293</u>
Industrial	<u>11,083</u>	<u>3,988</u>	<u>3,306</u>	<u>3,790</u>
Industrial	<u>16,500</u>	<u>2,681.40</u>	<u>7,206</u>	<u>6,613</u>
	<u>6,917</u>	<u>367</u>	<u>130</u>	<u>6,420</u>
Industrial	<u>10,583</u>	<u>1,176</u>	<u>6,804</u>	<u>2,603</u>

Policy 5: Jobs and skills

Flexibility is crucial for the delivery of economic growth, to stimulate new jobs and economic growth, development proposals will be supported where they contribute to any of the following:

1. The development of tourism facilities through the enhancement of existing, and the provision of new, high quality sustainable tourism facilities, attractions and

accommodation that is of an appropriate scale to their location. They should be accessible by a range of transport modes and provide a well balanced mix of economic, social and environmental benefits. Where the proposal would and the upgrading upgrade existing facilities in sustainable locations this should be appropriate in scale to their location and help to ensure the future viability of the business.

2 Support growth in the marine sector in ports and harbours ensuring that marine related employment, leisure and community sites are protected from alternative uses that do not require water side locations

3. Provide education facilities that improve the training and skills base. These should support knowledge based businesses and creative industries associated with the courses of Cornwall's colleges and the universities, particularly where this enables graduate retention.

Existing strategic employment land and buildings will be safeguarded. In all other cases existing employment land and buildings will be safeguarded where they remain viable for an employment use. Such land and buildings will only be considered for alternative uses where this does not result in the loss of economic performance of the site or location, i.e. through the redevelopment for a mix of uses.

~~1. Provide education facilities that improve the training and skills base and encourage knowledge based businesses and creative industries associated with Cornwall's colleges and the universities particularly where this enables graduate retention.~~

~~Existing and potential strategic employment land and buildings along with sites considered locally important will be safeguarded. In all other cases existing employment land and buildings will be safeguarded where they are viable. Such land and buildings will only be considered for alternative uses where this does not result in the loss of economic performance i.e. through the redevelopment for a mix of uses.~~

Employment proposals should be located either:

- a. within or well integrated to our city, towns and villages; or
- b. as extensions to ~~on~~ existing employment (uses B1, B2 and B8) ~~locations~~ sites where re-location would be impractical or not viable; or
- c. within areas that are well served by public transport and communications infrastructure; or
- d. in the countryside and smaller rural settlements where it is of a scale appropriate to its location or where the use

can show an overriding locational and business need to be in that ~~for its~~ location.

Housing

2.11 We must plan for the housing needs of our future communities. Failing to do this will undermine the economic strategy, place excessive pressure on an already straining housing market and restrict our ability to secure affordable housing to meet the very acute needs of many in Cornwall.

2.12 There is no precise measure to predict what level of housing we need to plan for. Our target is a judgement based the best available demographic projections to identify the level of growth. We accept however that this is an issue that needs close monitoring and will be reviewed within 5 years.

2.13 From this the Plan sets out a framework to identify the likely need and demand for a 20 year target of about ~~47,500~~ 52,500 homes. This includes sites already committed which at April ~~2013~~ 2015 totalled around ~~20,000~~ 20,400 with planning permission or under construction and around ~~8,700~~ 11,500 completions.

2.14 The pace that homes are built will vary depending on the economy and viability. Migration rates, a major

component in housing need, are closely linked to levels of economic growth and influence demand for housing in the wider housing market. During the ~~recent~~ current economic downturn a slower rate of housing growth ~~is~~ was experienced in the first few years of the Plan period. As the housing market now appears to be entering a period of recovery, it is anticipated ~~in the earlier period of the plan with recovery in later~~ that building rates will continue to increase and that this will enable the shortfall from the first few years to be met in the following five years. However, this is not an exact science. Therefore it will be necessary to have a clear understanding of the rates of delivery and monitor progress closely and amend our Plan when necessary over the Plan period to respond to changes in **the economy. This will involve a 'plan, monitor and manage' approach to the future growth of Cornwall.**

2.15 Good quality housing is vital for the physical and mental wellbeing of individuals and the wider community. It is important that our housing market is appropriate to meet the needs of the community. These needs include not only those of affordability and the desire to build our own homes, but also meeting the challenges presented by our aging and changing population. This involves both the consideration of design and layout of new dwellings for the future needs of particular groups but also the provision of specialist housing such as extra care accommodation where needed. Major developments should consider these needs in developing their proposals.

The Council's housing evidence base includes the Strategic Housing Market Needs Assessment (SHMNA) and together with the proposed Site Allocations Development Plan Document (DPD) and existing and emerging Neighbourhood Plans, will provide the information and/or tools necessary to understand the types of housing need and demands specific to local communities in Cornwall.

The following paragraphs identify the types of households, based on existing evidence, which should be considered when planning new housing development in order to meet needs relevant to specific local circumstances. This list is not exclusive as there may also be other types of households that should be considered to be in need of housing in certain areas. In all instances an appropriate mix of housing types, sizes, prices and tenures should form the basis of any new development proposal, and it is anticipated that no one housing type will dominate a scheme unless it is specifically designed to do so, e.g. a scheme specifically intended to deliver student accommodation. Innovative and flexible design will help in meeting the diverse needs and aspirations of society today.

Housing for older people: According to the SHMNA the number of people aged 65 or more in Cornwall will increase by 43% over the Plan period and includes a doubling in the numbers of those aged 85 and over. This significant

increase in older people means that the Council needs to consider how it will tackle the strategic challenge of ensuring there is a range of appropriate housing provision for this particular group in the future. Larger schemes will be expected to include a proportion of accessible homes as part of the overall housing mix, and should also consider the provision of specialist housing for older people.

The Private Rented Sector and Student Accommodation: The private rented sector offers an alternative to social housing for those that cannot or have no desire to access home ownership, and the proportion of households privately renting accommodation has increased significantly over the last decade in Cornwall. The quality of some private rented accommodation can be an issue. Privately renting accommodation may be the only option available to some groups in the community, such as single young people and students, and this can sometimes lead to there being a high concentration of Houses in Multiple Occupation (HMOs) in certain areas of Cornwall which can lead to other associated problems. Where there are particularly high instances of HMOs, mixed communities are not being sustained. New developments can offer opportunities to enhance the provision of good quality, affordable private rented accommodation of a size, tenure and price that will appeal to all residents of the local community, and help rebalance housing stock.

The Local Plan recognises the importance of supporting the growth of further and higher education in Cornwall as a significant contributor to the local economy and labour market. This has led to tension in specific areas between the needs of the student population and those of local households. In order to help redress this imbalance and provide for existing and future need, the provision of specialised student accommodation in appropriate and sustainable locations, in addition to meeting the needs of the local resident population, will be supported. In Falmouth and Penryn towns, and Mabe in particular, whilst there are limited opportunities every effort should be made to deliver good quality, managed accommodation within the towns and in locations close to the university. Such provision will help to reduce the reliance on existing housing stock in the community for use by students.

Households with specific needs: The Council's SHMNA and housing evidence base identifies the need for specialist housing to meet community needs including those with physical disabilities, learning difficulties or a mental health problem. Larger schemes will be expected to include a proportion of accessible homes as part of the overall housing mix and should consider the provision of specialist housing for people with special needs.

People wishing to build their homes: The Government is keen to help individuals commission their own homes either through self-build or custom build. Such schemes

can be an effective way to increase the mix of housing types and tenures, and have the potential to increase the delivery of innovative and highly sustainable developments in a cost effective manner. Community Land Trusts can provide an opportunity for affordable self-build schemes. In addition, the Council will work with developers on sites where the delivery of serviced plots for affordable housing are negotiated to enable some of these to be offered for self-build where a need is identified.

Single person and family households: The SHMNA shows a significant increase in single person and couple households driven in the main by the increasing number of older person households, and concludes, particularly in relation to affordable housing, that there will be a high demand for smaller one to two bed properties. The delivery of an increased number of smaller units will allow downsizing to take place, freeing up larger homes in the Plan area.

2.16 Meeting high levels of housing need, evidenced through the Strategic Housing Market Needs Assessment and the Cornwall Housing Register, particularly need for affordable housing, is a key objective for the Council. Delivery of the new housing development of the right quantity and type is fundamental to achieving sustainable communities. This will involve ensuring a range of tenures and dwelling types in new developments. A Housing Mix Supplementary Planning Document will be prepared to give further guidance on how this policy should be addressed.

Policy 6: Housing mix

New housing developments of 10 dwellings or more ~~will be required~~ should include a an appropriate mix of house size, type, price and tenure to address identified needs and market demand and to support mixed communities. based on the following principles

1. Proposals should seek to: ~~Proposals of 10 or more dwellings should seek to provide a range of~~

- Addressing affordable housing need and housing demand for both affordable, market housing and starter homes including self-build and custom-build housing; and
- Use local evidence of the need and demand for specific types, tenures and sizes of housing to contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; and
- Responding to the requirements of a changing population and of particular groups in the community, by increasing the supply of accessible and specialist housing (including ground floor flats, flats with lifts and bungalow accommodation) which is able to meet

people's needs throughout their lifetimes based on locally derived evidence of need and demand. And

- ~~Employ imaginative design solutions.~~

2. On larger developments (typically of 100 dwellings or more) at least 5% of total plots should be provided as serviced plots to enable the construction of self-build or custom build housing. On sites of 200 dwellings or more, additional specialised housing (including extra care housing) should be considered where demand exists to meet defined specialist needs.

2.17 Housing in the countryside: The plan seeks to address the needs of rural areas, looking in particular at shared solutions to the provision of services and facilities locally as well as options for improving access to larger centres. It is important that these rural areas can continue to thrive both economically and socially. ~~The Plan will not be defining settlement boundaries around towns and villages but development should however be limited to infill within the built area, not physically extending these settlements or through affordable housing led schemes (i.e. exceptions where an element of market housing is allowed to support their delivery)~~ The focus for rural settlements is upon to meet local needs and while reflecting and respecting the character of settlements ~~Cornwall's settlements~~. Neighbourhood Plans may, if they

feel it appropriate, look to identify specific settlement boundaries consistent with this approach.

2.18 The Plan seeks to ensure that development occurs in the most sustainable locations in order to protect the open countryside from inappropriate development. However it is recognised that there ~~will~~ may be a need for some development housing in existing settlements not listed in the countryside. In these locations, we will seek to provide a focus on efficient use of existing properties and buildings to meet needs and set out other exceptions to development in the countryside. The appropriateness of buildings for conversion will depend on their scale and method of construction, structural soundness and the ability to convert the building without the necessity of substantial demolition or substantial rebuilding operations. The conversion of large portal framed buildings will rarely be appropriate.

The replacement of existing lawful dwellings will be supported, but these should be proportionate to the scale of the dwelling being replaced, and not impact negatively on the character of the surrounding area. Subdivision of the residential elements of dwellings, i.e. excluding ancillary buildings such as annexes and garages, to form additional units, can also help to meet the need for dwellings, but applications will be expected to demonstrate an appropriate level of space and amenity for the new and existing occupants.

For the purposes of this policy to both residential sub-division and conversion, buildings should have been erected and used for the purpose for which they had a lawful use for at least ten years before they will be considered for conversion in line with this policy. This is to avoid deliberate circumvention of policies designed to limit new housing in the countryside.

2.19 Development, particularly providing homes ~~and employment~~ that meets needs arising from ~~these rural communities are encouraged~~ activities that require an essential, functional presence in the rural environment will be supported.

Policy 7: Housing in the countryside

Additional accommodation to meet housing needs in the open countryside will be ~~focused of the use of~~ permitted where it would utilise existing lawful residential or non-residential buildings ten years old or greater through either:

1. Replacement dwellings (excluding caravans and chalets) proportionate to the size of the dwelling being replaced and of an appropriate scale and character to their location or the subdivision of existing residential dwellings; or.

2. Reuse of suitably constructed redundant, ~~or~~ disused or historic buildings ~~which that~~ are considered appropriate to retain and would lead to an enhancement to the immediate setting.

~~In addition~~ Exceptions to this policy apply where the dwelling is required for:

3. ~~Accommodation~~ Accommodating workers (including seasonal migrant workers), to support established and viable rural businesses where no other suitable accommodation is available and it would be of a construction suitable for its purpose and duration, for ~~workers (including seasonal migrant workers) and where no other suitable accommodation is available, to support established and viable rural businesses and;~~ or

4. ~~Dwellings for~~ Full time agricultural and forestry and other rural occupation workers ~~will be allowed~~ where there is up to date evidence of a functional need of the business for the occupier to live in that specific location. Appropriate ~~for these needs and supported by an up to date evidence of need.~~

Affordable housing

2.20 The National Planning Policy Framework (NPPF) sets out key elements of policy to both provide strategic guidance and highlight the scope for local interpretation. The NPPF defines affordable housing in the planning context.

2.21 To inform our affordable housing policies and negotiations, as well as the Community Infrastructure Levy, we use our viability study. It defines different value and viability areas and the map (Figure 2) gives a broad indication of the different house price value zones ~~areas for housing~~. More detailed information ~~will be~~ is included in the Cornwall Affordable Housing a supplementary planning document and will be reviewed periodically reflecting the importance of changes in issues such as house prices, both upwards and downwards, to deliverability.

2.22 Our assessment of the purchasing power of a typical household based on local incomes will be used to define the affordability of intermediate housing products for sale. These prices will be based upon a discount from market values which will vary in the different house price areas. The value zone areas are the basis for the discount that would be required. It is anticipated that this would be between 45% and 80% of market value for any area. More detail on affordability and the detailed operation of the

discounting will be provided and updated through the production of a supplementary planning document.

2.23 Affordable homes for rent must be provided at a level at which a qualifying household can access financial assistance. Whilst social rented homes, affordable rented homes and intermediate rented homes are considered as appropriate to meet the needs of local households, rents must not exceed the level at which the Local Housing Allowance (or any other benefit or welfare payment which replaces it) shall be paid. All these rents should include any relevant service charges.

~~**2.24** Homes that do not meet the above definition of affordable housing, such as "low cost market" housing; will not be considered as affordable housing for planning purposes.~~

2.25 Our approach is consistent with national policy. It also sets out the local balance to be achieved between tenures sought on specific developments and affordability limits which ensure that affordable homes are provided at a price an average household can afford.

~~**2.26** Contributions to affordable housing are not limited to housing development, where viable and appropriate, non-residential development must contribute. Some mixed use developments will also be expected to contribute to the provision of affordable housing. This may be limited, but~~

~~major development for employment or an institutional use (hospital or educational establishments for example) could have a significant impact on the local housing market and require mitigation through on or off site provision.~~ Where occupancy conditions are lifted on holiday accommodation we will seek community benefits such as affordable housing and infrastructure improvements to ensure consistency with residential use.

2.27 The need for affordable housing occurs throughout Cornwall. It is recognised that delivery of this is dependent upon the viability of developments coming forward. The **Plan's policies therefore have two** five broad targets, ~~one for the higher house price areas, which have a particular focus in coastal locations, and a second for the remainder reflecting the different house price value areas of Cornwall.~~ This target includes a range of places with different markets and the policy will therefore require a degree of flexibility in its operation. Where a development would cross two value zones or would relate directly to a settlement in a different value zone (such as an extension to a settlement), the Council will seek to apply the higher percentage of affordable housing to the development. The targets are This is also directly related to the levels of Community Infrastructure Levy to be applied in the different value zones and ensure that the policy can adjust often to very local prevailing market conditions.

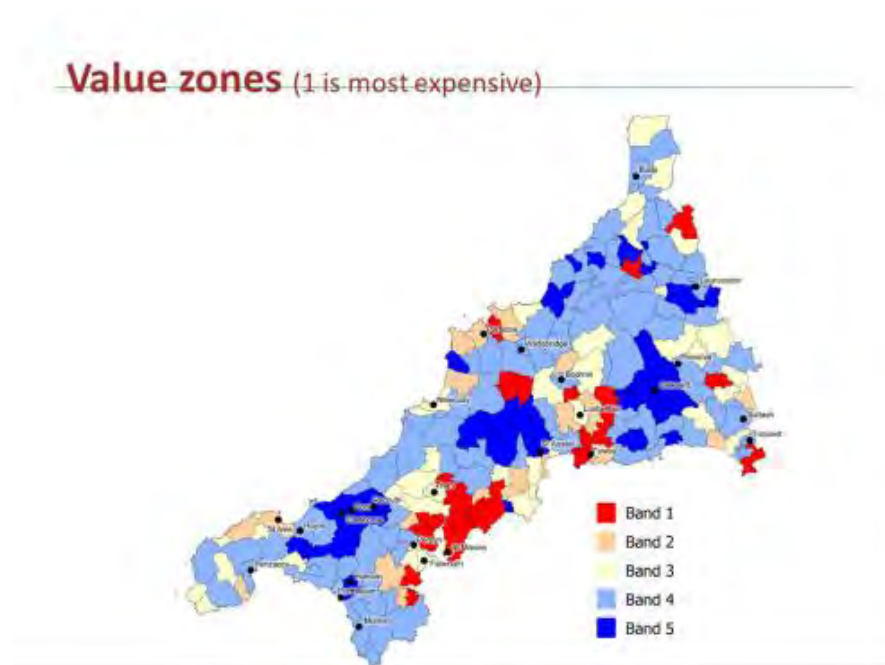
2.28 Within the more viable areas identified in Our strategic viability assessment it is anticipated that a target provision is typically based on the tenure split of 70% affordable rent and 30% intermediate housing and found that this should normally be viable. In some circumstances, where the viability is challenging, it is anticipated that the mix of housing may need to vary to achieve this level of affordable housing, or that the level may be less than the affordable target depending upon the viability of each site. Elsewhere it is anticipated that the mix of housing may need to vary to achieve this level of affordable housing or that the level will be less than the target of 40% depending upon the viability of each site. In the towns identified as having the most challenges in terms of viability, it is likely that public subsidy will be required if these targets are to become a reality.

Table 4 Value Zones in Cornwall

Value Zone	Category A settlements	Category B settlements	Category C settlements
1			<u>Rock with Tredrizzick, Gerrans/ Portscatho Fowey</u>
2	<u>St Ives</u>		<u>Padstow, St Merryn/Shop, Constantine</u>

3	<u>Falmouth and Penryn, Truro with Threemilestone & Shortlanesend, Newquay</u>		<u>Lostwithiel, Mevagissey, Marazion</u>
4	<u>Bodmin, Penzance</u>	<u>Bude with Stratton and Poughill, Hayle, Launceston, Saltash, Wadebridge</u>	<u>Bosccastle, Callington, Camelford, Gunnislake, Heamoor, Kilkhampton, Looe, Mullion, Newlyn, Perranporth, Porthleven St Agnes, St Blazey/Par, St. Columb Major, St Just, Tintagel Torpoint</u>
5	<u>Camborne with Pool, Illogan and Redruth, St Austell</u>	<u>Helston, Liskeard</u>	<u>Indian Queens with St. Columb Rd & Fraddon, Delabole</u>

Figure 2: House Price Value Zones



2.29 Given the relatively small size and characteristics of most housing proposals in Cornwall and the high level of housing need, we will seek an element of affordable housing from most housing proposals. In all instances the layout and design of development should be tenure blind ensuring affordable units are indistinguishable from open market units. However we recognise that there are specific

challenges and constraints on smaller sites. For this reason, the Council will apply affordable housing requirements more flexibly on these.

When applying the thresholds in Policy 8, the Council will consider the capacity of the whole site, not simply that area which is the subject of a proposal. It is not acceptable to attempt to deliberately circumvent the site size threshold for example by a phased development or the subdivision of a larger site (or indeed to lower artificially the number of units proposed).

In cases where a single site is split into more than one, the Council will consider the capacity and suitability of the entire developable area for the purpose of the thresholds of Policy 8. Where the density or number of units in a proposal is lower than might reasonably be expected (taking into account density of development surrounding the site) and where otherwise, the number of units would take the site above the relevant threshold, the Council will treat the site as being above the threshold.

The Affordable Housing SPD also provides guidance on viability and the circumstances under which contributions may be varied or reviewed in accordance with Policy 11.

Where off-site financial contributions are sought, this will use the will be in accordance with the requirements guidance set out in the Affordable Housing SPD.

Policy 8: Affordable housing

All new housing schemes within the plan, ~~including mixed use schemes,~~ on sites where there is a net increase of two units or more or 0.2 of a hectare or greater, ~~developments~~ (not including replacement dwellings) must contribute towards meeting affordable housing need.

Developments ~~will~~ must ~~aim to~~ provide the target levels of affordable housing as set out below and in Table 4: ~~Contributions will be in accordance with the requirements set out in the Affordable Housing SPD. The SPD provides guidance on viability and the circumstances under which contributions may be varied or reviewed.~~

~~The following provision on site will be sought:~~

50% in Zone 1

~~50% in Zone 1 and 2 including the town of St Ives;~~

40% in Zone 2

35% in Zone 3

30% in Zone 4

25% in Zone 5

~~40% in Zones 3, 4 and 5 including the towns of Falmouth / Penryn; Truro; Bodmin; Bude; Saltash; Hayle; Launceston; St Austell; Wadebridge; Penzance; Camborne /Pool/Redruth; Helston and Liskeard.~~

The mix of affordable housing products will vary through negotiation and shall be provided taking into account the **Council's evidence of housing need and any viability** constraints identified, reflecting the different markets in different value zones. However, the target provision is typically in the following tenure proportions:

70% rented homes owned ~~and~~ or managed ~~by a bona fide affordable housing provider~~ as affordable housing, provided that the initial rent level (inclusive of any relevant service charges) does not exceed the local housing allowance

30% intermediate housing for rent or sale, provided that the homes are available at first and subsequent occupation at a price which is affordable to a typical local household, taking into account the estimated purchasing power in such households.

Planning obligations will be used to ensure that affordable housing is provided and retained for eligible local households.

There may be some circumstances, particularly on sites of five dwellings or less, where it is more economic or sustainable to seek a financial contribution towards the provision of affordable housing on an alternative site.

Any off site contributions ~~will~~ must be broadly equivalent in value to on site provision and secured to support the delivery of affordable housing through a planning obligation.

~~The Council may in some circumstances, subject to viability, also seek a contribution towards affordable housing from a non-housing development judged to have a significant and demonstrable impact on the local housing market.~~

A financial or other contribution will be sought from proposals to remove holiday occupancy restrictions on two or more existing dwellings where there is evidence of need and where development would otherwise have been provided on site for community infrastructure including affordable housing.

Where the splitting of a site would result in two or more sites that are physically adjoined, the Council will consider the capacity and suitability of the entire developable area for the purpose of determining whether it falls above or below the affordable housing thresholds. This includes situations where the density or number of units in a proposal is lower than might reasonably be expected.

2.30 We recognise that communities need new housing to meet their local housing needs. This need ~~requirements~~

occurs in all our communities including our smaller towns, villages and hamlets. In many of these communities, due to a lack of brownfield land or sites within the settlement, housing can only be delivered of ~~on~~ an appropriate scale on sites outside the existing built up area. This reflects the way in which settlement patterns have evolved traditionally. ~~a way in which the settlement patterns have evolved~~ The provision of local needs housing on the edge of our smaller towns, and villages remains one of the key ways to deliver rural affordable housing ~~which~~ that cannot be met through infill and/or windfall sites within the existing fabric of the settlement.

2.31 The justification for expanding these places ~~this~~ is local need for homes ~~which~~ that cannot realistically be met in other ways. Proposals must satisfy a number of criteria, including their relationship with the rest of the village or hamlet and in terms of character, appearance and landscape setting, and to facilities and amenities. Policy 3 sets out the settlement hierarchy for Cornwall and where policies 8 and 9 will be applied.

2.32 Normally we would expect proposals that come forward as Rural Exception sites ~~affordable housing-led schemes (commonly described as exception schemes where market housing is required to support delivery)~~ to comprise of dwellings that are all restricted for occupation as local needs housing in perpetuity. However, we accept that in an environment of limited public subsidy, and with

the need to provide a wider range of homes in some communities, ~~can provide~~ there can be justification for an element of normal market housing to be included in proposals to ~~deliver~~ support delivery of the required mix of housing for local needs. Such schemes should work from a base position of 100% affordable housing, and decrease this proportion only with the needs of achieving viability for the scheme down to a minimum of 50% affordable housing as set out in the policy. Guidance to help develop proposals is contained within the Affordable Housing as detailed in the SPD. In areas of higher viability, the expectation will be for schemes to achieve considerably higher proportion of affordable housing than 50%.

2.33 We will therefore consider proposals ~~to that~~ include an element of market housing on these type of sites where **it can be shown to the Council's satisfaction that a mixed tenure scheme is essential to the delivery of the affordable housing.**

2.34 Inclusion of market housing may also remove the need for all or significant levels of public subsidy and ~~ensuring~~ ensure that affordable homes for sale are delivered at the ~~lowest possible price~~ appropriate level set out in the Affordable Housing SPD.

2.35 However, the Council would also need to be satisfied that the development ~~had community support and~~

~~reflected~~ reflects local need in terms of scale, dwelling type and tenure mix in accordance with Policy 6 of this plan.

2.36 It is further recognised that within the smallest rural communities (e.g. hamlets), where it would not normally be appropriate to develop because of a lack of immediate access to key facilities and services, there may be circumstances where the provision of housing to meet a local need is best met ~~in~~ within a specific community rather than in a more sustainable nearby settlement.

Proposals within the AONB, or those that would affect its setting will be supported where they are small scale and meet an identified local need, where landscape capacity can be demonstrated and the natural beauty of the AONB can be conserved and enhanced in accordance with Policy 23 of this plan. Proposals for major development in the Area of Outstanding Natural Beauty will be resisted.

The affordable housing to be provided in fulfilment of Policy 9 applications should follow the requirements of Policy 8 – Affordable Housing and policy 6 – Housing Mix. Additional guidance is provided in the Council's Affordable Housing Supplementary Planning Document.

Policy 9: Rural Exceptions Sites Affordable housing led schemes

Development proposals on sites outside of but adjacent to the existing built up areas ~~in~~ of smaller towns, villages and hamlets, whose primary purpose is to provide affordable housing to meet local needs will be supported where they are clearly affordable housing led and would be well related to the physical form of the settlement and appropriate in scale, character and appearance.

~~Proposals should be developed in accordance with guidance provided in the Affordable Housing SPD. The number, type, size and tenure of dwellings should reflect identified local needs as evidenced through the Cornwall housing register or any specific local surveys completed using an approved methodology. as detailed in the SPD.~~

The purpose of such developments must be primarily to provide affordable housing. While the purpose of such developments should be to provide affordable local needs housing, The inclusion of market housing in such proposals will only be supported where; the Council is satisfied it is essential for the successful delivery of the development based on detailed financial appraisal (For example to fund abnormal development costs or to deliver a balanced, sustainable community).

~~i) It can demonstrate it meets a local need for housing; and~~

~~ii) The Council is satisfied it is essential for the successful delivery of the development (For example to fund abnormal development costs or to deliver a balanced, sustainable community); and~~

~~iii) It has the support of the local community measured by the level of support received from the parish council, a positive outcome from a local referendum or where there is evidence that it is a community led proposal; and~~

~~iv) Market housing does must not represent more than 50% of the homes or 50% of the land take, excluding infrastructure and services.~~

The Council will secure the first and future occupation of the affordable homes to those with a housing need and local connection to the settlement or parish in line with the **Council's adopted local connection policies.**

2.37 ~~National housing policy seeks to make far greater use of publicly owned land to meet social and community objectives, including the delivery of affordable housing. In addition, many public land owners have either a direct or indirect interest in ensuring their communities and workers are well housed. Finally, land assets of public sector~~

~~organisations were acquired for public purpose and there is also scope for public land owners to dispose of land assets at less than best consideration in the realisation of wider community objectives. Where land is being released for development from public sector ownership, the Council will expect a higher proportion of affordable housing provision than would otherwise be required, subject to the characteristics of the individual site, viability considerations and local housing need.~~

~~Policy 10: Publicly owned sites~~

~~On sites within the ownership of the public sector or sites which were previously owned by the public sector (but have been disposed of for the purpose of redevelopment) but which had a public sector use or ownership immediately prior to disposal, the Council will seek to negotiate an element of affordable housing to a target of 50% of the development.~~

2.38 Managing Viability. We expect that those buying and selling residential land will take into account affordable housing requirements and other planning obligations in valuations. However, we also recognise that it is not always possible to deliver the full quota of affordable housing because of site specific constraints.

2.39 We are fully committed to ensuring that sites come forward and homes are delivered to meet housing needs without planning obligations imposing an unrealistic burden on the developer.

2.40 We have carried out the viability study to ensure that as far as possible affordable housing requirements are achievable across the broadest range of sites. This shows the level of affordable housing in the ratios proposed can be delivered without recourse to public subsidy in some cases. Cornwall is however a large and diverse area and while the Council wishes to maximise affordable housing delivery it is accepted the targets cannot anticipate all situations and the diversity of markets. Therefore more detail on how the viability will be assessed and considered will be contained in the affordable housing supplementary planning document.

The policy sets out a number of alternative delivery mechanisms that will be explored as a way of ensuring that the amount of affordable housing gain can be maximised on sites that may struggle to provide the requirements of Policy 8 due to an extraordinary circumstance. Additional guidance to support this process is provided within the Council's Affordable Housing SPD.

Policy 11: Managing viability

Where the Council is satisfied through the submission of appropriate evidence that the proposal cannot deliver the full quota of affordable housing without affecting the viability of the scheme to such an extent that it cannot proceed, it will consider whether the following approaches would assist in adopt the following sequential approach with the aim of securing the maximum achievable contribution to affordable housing achievable;

1. The alteration of the housing mix to reduce scheme costs. Securing public subsidy or other commuted sums, recognising that this may result in further changes to scheme mix and the delivery timescales;
2. Securing public subsidy or other commuted sums, recognising that this may result in further changes to scheme mix and the delivery timescales. 3. The alteration of Flexibility in the affordable housing tenure, type and size mix and/or phasing required within the development;
3. The transfer of free serviced land / plots to the Council reflecting the number of affordable dwellings that would normally be expected for that development;
4. A negotiated reduced percentage of on-site affordable provision;

4 5. Consideration of an off –site contribution for to enable an improved number or range of affordable housing homes on another local site.

If, after considering the above options, only very limited or no affordable housing can be secured due to market conditions at a particular moment in the economic cycle, the Council will seek other mechanisms within a planning obligation to secure planning gain. These can include (but not be limited to) re-phasing, deferment of affordable housing obligations, options to reappraise the scheme at future phases or at commencement to allow viability to be re-assessed.

Gypsies, Travellers and Travelling Showpeople

2.41 Cornwall has a shortage of approved and authorised sites and a number of sites without planning permission. This is a housing issue that we must address. We are proactively seeking to deliver improved provision to meet the accommodation needs of travelling communities. This ~~should~~ will be done in a way that preserves their traditional lifestyle, improves access to health, employment and education facilities and maintains good community relations.

2.42 Gypsies, Travellers and Travelling Showpeople have similar site requirements, so the locational requirements are addressed in the same policy. The exception to this is for transit sites where policy reflects a need for such sites to be located within easy access to the primary or county road routes to more easily meet travelling patterns. The use of one location requirement in the policy reflects that whether groups are resident or in transit, they still require good access to shopping, health and community facilities as well as providing for opportunities to walk, cycle or utilise public transport. It is particularly important to provide easy access to a range of schools to ensure that children can attend school regularly, particularly on permanent sites. Reasonable access is defined as within 3 miles for transit sites and less for permanent sites, reflecting the need for more frequent, long term access to facilities. Although it is recognised that sites for Travelling Showpeople require greater storage and maintenance space for associated equipment, the same criteria will need to be met by all groups regarding accommodation provision.

2.43 We aim to accommodate two types of provision;

- 'residential', i.e. where there is no limit on the length of stay typically for one or more caravans to accommodate households within a single extended family; and
- 'transit' sites designed for temporary use (normally 3 months) while travelling.

2.44 ~~The residential pitch requirements are based on an update of the 2014 needs assessment (part of the Strategic Housing Market Needs Assessment that used 2012 data (SHMNA 2014)). The update uses 2014 caravan counts. Transit and showpeople requirements are based on the best available data which is provided by the Draft Revised Regional Spatial Strategy for the South West (RSS) 2008 (Incorporating The Secretary Of State's proposed Changes).~~

The Council recognises that many people in travelling communities operate a traditional lifestyle where they live and work from the same location (thereby omitting many travel to work journeys). This can help to contribute to sustainability by reducing the need to travel on a day to day basis, but needs to be balanced with a need to access services (especially schooling) and the impact that some working on site may have on nearby residential properties. All such working uses should be mitigated appropriately for residents of the sites and the surrounding area.

2.45 ~~We support government advice on the design of sites as set out in DCLG Guidance "Designing Gypsy and Traveller sites".~~

A Travelling Communities Site Allocations Development Plan Document will identify and manage the delivery of a network of sufficient, suitable and appropriately located

sites to meet the accommodation requirements of the travelling communities (Gypsies and Travellers and Travelling Show People). The council will use national policy and a criteria-based approach, as set out by Policy 12, to identify the most suitable sites across Cornwall for gypsy and traveller pitches in the proposed Development Plan Document. This will add detail to the interpretation and implementation of Policy 12 and identify specific sites to deliver the pitch requirements set out within the policy.

Government Guidance is that new traveller site development away from existing settlements should be very strictly limited. However it is recognised that there may occasionally be exceptions in small rural communities that would not normally be used as sites for the travelling community. These would need to be justified on the basis of accommodating households who are either current residents or have an existing family or employment connection. Government Guidance states that in rural or semi-rural locations the scale of such sites should not dominate the nearest settled community.

Policy 12: Gypsies, Travellers and Travelling Showpeople

Proposals for new residential and transit sites and extensions to existing sites will be approved where they:

- i. Are of appropriate size to meet the identified need and proportionate in scale to and avoid dominating any nearby settled community. Where extensions to sites are proposed, these should also be of a scale compatible with the existing site;
- ii. Take account of the particular and differing needs of different groups of Gypsies and Travellers;
- iii. Are located so as to ensure reasonable access (defined as 3 miles for transit sites and less for permanent sites) by a range of transport modes, including walking and cycling to services including GP and other health care provision, education facilities, shops and public transport;
- iv. Provide safe road access and sufficient space within the site for parking and turning of vehicles as well as the storage of equipment, and for transit sites, are located reasonably close to, or easily accessible from the primary or county road network;
- v. avoid areas (including those with noise or air quality issues or are in areas at high risk of flooding) that would

have a detrimental impact on the health and well-being of any travellers that may locate there;

vi. Include sufficient residential amenity and play areas to meet the needs of residents of the site and promote healthy lifestyles; and

vii. Provide opportunities for travellers to live and work from the same location where this can be sensitively designed to mitigate potential impacts on the site surroundings or other residential uses near to the site;

Permission will not be granted for the redevelopment for alternatives uses of a Gypsy and Traveller site unless it can be demonstrated that an alternative site of similar or better quality and location has been provided within the plan area to meet the needs of Gypsies and Travellers.

~~Policy 12: Gypsies, Travellers and Travelling Showpeople~~

~~The Council will protect existing authorised Gypsy and Traveller sites.~~

~~Additional pitches for Gypsies, Travellers and Travelling Showpeople will be supported to meet the following identified needs:-~~

Pitch Type	Pitch Requirement	Plan Period
Residential	105 <u>20</u>	2013-2027*
Transit	64	2006-2027
Showpeople	11	2006-2027

~~* All 105 20 to be delivered in first five years i.e. 2013-2017. No further residential pitches are required in years 2018-2027 as it is estimated that turnover (natural vacation of sites) will exceed formation of new households~~

~~Proposals for new sites both residential and transit should meet the following criteria:-~~

- ~~i. Be of appropriate size to meet the identified need and be proportionate to any nearby settled community~~
- ~~ii. Take account of the particular and differing needs of different groups of Gypsies and Travellers~~

iii. ~~Be located so as to ensure reasonable access to services including GP and other health care provision, education facilities, shops and public transport.~~

iv. ~~Provide suitable road access and sufficient space within the site for parking and turning of vehicles as well as the storage of equipment.~~

~~A Travelling Communities Site Allocations Development Plan Document will identify and manage the delivery of a network of sufficient, suitable and appropriately located sites to meet the accommodation requirements of the travelling communities (Gypsies and Travellers and Travelling Show People).~~

Quality of Development

2.46 All development, whether large or small, has an impact on our environment. The quality of this can be important to our health and the quality of our lives as residents, employees and visitors. How development responds to and respects the diverse character of our landscapes is central.

2.47 Good quality design is about more than just how an individual building may look; it helps shape the way places work. It can help improve social wellbeing and quality of life by increasing opportunities for exercise; reduce crime;

help in finding solutions to public health and transport issues, respond to climate change and assist in its mitigation and adaptation and can improve local environments.

2.48 The impact of new development on Cornwall's distinctiveness and character must be carefully treated managed through the design and planning processes. We expect proposals to demonstrate how local distinctiveness and the landscape character assessment process ~~has been utilised in~~ have informed and shaped the design of schemes. Buildings and places should be ~~well built,~~ aesthetically pleasing and meet local needs and requirements.

2.49 Appraisal of design should be dealt with at an early stage to avoid issues arising during the planning process. We welcome early engagement with local communities in the design process and the use of masterplanning to avoid a piecemeal approach on larger schemes and sites. ~~We welcome the use of masterplanning on larger schemes to avoid a piecemeal approach and early engagement with local communities in the design process.~~

2.50 The Commission for Architecture and Built Environment (now part of the Design Council) in association with the Home Builders Federation produced 'Building for Life' principles. ~~These that~~ promote design excellence and celebrate best practice in the house building

industry by providing nationally recognised standards are applicable to all development. These alongside advice and guidance from the Cornwall Design Review Panel will be used by the Council to help provide a more objective assessment of the design process and quality of development.

2.51 The Council has produced a Design Guide as a supplementary planning document to support the implementation of this policy. Developers ~~will be~~ are expected to demonstrate how the development addresses the relevant guidance by submitting a statement which follows the sustainability checklist included in the Guide.

Policy 13: Design

The Council is committed to achieving high quality safe, sustainable and inclusive design in all developments across Cornwall and ensuring its distinctive natural and historic character is maintained and enhanced. Development proposals must ~~show be of~~ show be of high quality design and layout of buildings and places and demonstrating demonstrate a design process that has clearly considered the existing context, and how the development contributes to the social, economic and environmental elements of sustainability.

1. As part of a comprehensive place-shaping approach, proposals will be judged against fundamental design principles of:

a. character – creating places with their own identity and promoting local distinctiveness while not preventing or discouraging appropriate innovation. Being of an appropriate scale, density, layout, height and mass with a clear understanding and response to its landscape, seascape and townscape setting; and

b. layout – provide continuity with the existing built form and respect and work with the natural and historic environment; high quality safe private and public spaces; and improve perceptions of safety by overlooking of public space; and

c. movement – creating a network of safe well connected routes which are easy to read and navigate by the use of landmarks, spaces, views and intersections; and

d. adaptability, inclusiveness, resilience and diversity – building structures can be easily altered, particularly internally, to respond to both climate change and changing social and economic conditions and provide a mix and pattern of uses; and

e. engagement process – undertaking community engagement, involvement and consultation in the design process proportionate to the scheme.

2. In addition development proposals should protect individuals and property from:

- a. overlooking and unreasonable loss of privacy; and
- b. overshadowing and overbearing impacts; and
- c. unreasonable noise and disturbance.

3. ~~For larger developments a balance needs to be achieved between private, semi-private and public open space which includes allotments, sports facilities, children's play area provision and natural open space provision. The Council will seek the provision of larger areas of multifunctional green space rather than multiple smaller areas as appropriate in larger developments.~~

2.52 Development standards: It is essential that new schemes are built to appropriate design and layout standards. This will protect and enhance the quality and value of the built environment and ensure provision is made for surface water management. Suitable treatment of natural assets and amenity on and around the development site and the development / enhancement of

green infrastructure will also support our health and wellbeing agenda through better access to open space and opportunity for exercise. Parking Standards are set out in the Council's guidance on Travel Plans.

2.53 ~~The Cornwall housing standards supplementary planning document linked to the Design Guide will address issues of accessibility, health, space standards, energy efficiency including other specific issues, for example, the provision of fire sprinklers to mitigate the higher than average distance from emergency services for much of Cornwall's housing.~~ The Residential Amenity Space Standards Supplementary Planning Document will set the minimum performance and space standards expected in planning applications for residential curtilages. The document will not cover space inside the dwelling which is covered by national guidance contained in the 'Technical housing standards – nationally described space standard' (March 2015).

[https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324 -](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/421515/150324_-_Nationally_Described_Space_Standard_Final_Web_version.pdf)

[Nationally Described Space Standard Final Web version.pdf](#) (or successor standards), which the Council will apply to Policy 14. Building Regulations Approved Document M Volume 1 introduces an optional set of standards for requiring the provision of accessible homes. As referred to in Policy 6 (Housing mix) this will continue to be a challenge to Cornwall as the proportion of older people increases in many communities. The adoption by

the Local Plan of Category 2: Accessible and adaptable dwellings will help to create more accessible and therefore flexible and mixed communities, enabling homes to be adapted to continue to serve the needs of residents as they change over time. Viability testing has shown this to be viable and therefore it is applied as a requirement to all housing developments of 10 dwellings or greater to provide 25% of dwellings as accessible homes as part of the housing mix.

In 2014 Cornwall Council adopted the Open Space Strategy for Larger Towns in Cornwall as interim planning guidance. The strategy identifies local provision standards for open space for Bodmin, Bude, Camborne, Pool, Illogan and Redruth, Falmouth and Penryn, Hayle, Helston, Launceston, Liskeard, Newquay, Penzance and Newlyn, Saltash, St Austell, St Ives and Carbis Bay, Torpoint, Truro and Wadebridge. This will be adopted as Supplementary Planning Document on adoption of this Plan. For larger developments a balance needs to be achieved between private, semi-private and public open space, which **includes allotments, sports facilities, children's play area** provision and natural open space provision. The Council will seek the provision of larger areas of multifunctional green space as a preference to multiple smaller areas as appropriate in larger developments.

In addition, the Council, alongside the Cornwall Sports Partnership and Sport England, have commenced work on

producing a Playing Pitch Strategy for Cornwall to map existing provision and establish demand for facilities to ensure residents continue to enjoy access to high quality playing pitches.

2.54 Zero Carbon is the term used by the Government to describe the 2016 building regulations. The definition of zero carbon has been agreed, but some of the detail will evolve as we get closer to 2016/2019. We support this objective and recognise the need to implement it. Cornwall has a large number of communities that experience 'fuel poverty'. This is where households have required fuel costs that are above average (the national median level) and were they to spend that amount they would be left with a residual income below the official poverty line.

The key drivers behind fuel poverty are:

- The energy efficiency of the property (and therefore, the energy required to heat and power the home);
- The cost of energy; and
- Household income.

The Council is exploring opportunities for Strategic Heat Network sites through a 'Strategic Heat Opportunities Study'. This is also being applied to identify rural areas, particularly those without access to mains gas. This will provide the basis for the Council's efforts to promote heat networks in Cornwall. Development in the plan period is

therefore encouraged to connect or be designed to facilitate future connection to an existing or planned heat network.

Policy 14: Development standards

All new development will be expected to achieve the provision of the following:

1. Sufficient internal space in housing for everyday activities and to enable flexibility and adaptability by meeting nationally described space standards; and

2. 4- Provide Public open space on-site, and in proportion to the scale of the development and providing for different types of open space based on local need. Where there is access to alternative facilities that would meet the needs of the new development, contributions to the ongoing maintenance and management of these alternative facilities may be required as part of a reduced requirement on site; and

3. 2- Provide An appropriate level of off street parking and cycle parking taking into account the accessibility of the location in terms of public transport and proximity to facilities and services; and

4. 3. Demonstrate Sufficient and convenient space for storage for domestic activities and recreation as well as collection of waste, recycling and compostables; and

5. 4- Avoidance of adverse impacts, either individually or cumulatively, resulting from noise, dust, odour, vibration, vermin, waste, pollution and visual effects. Such adverse impacts should be avoided or mitigated during the construction, operation or restoration stage of development; and

5. Include measures to reduce pollution within Air Quality Management Areas and meet air quality objectives, that are proposed by the Local Transport Plan and any Air Quality Action Plans.

6. Take advantage of any opportunities to minimise Minimisation of energy consumption, with an emphasis on improving the fabric of buildings, for example achieving high levels of insulation, use of natural lighting, ventilation, heating and orientation; and This should achieve at least Zero Carbon new builds from 2016 for domestic buildings and from 2019 for non-domestic buildings.

7. Where feasible, connection to an existing or planned heat network. In the absence of an existing or planning heat network development will be expected, where feasible, to provide a site-based heat network, or be designed to facilitate future connection to a heat network.

~~8.7. Additionally Where feasible, the development of decentralised low carbon heat networks is particularly encouraged to or connection to (or be designed to facilitate future connection to) an existing or planned heat network.~~

8. Housing developments of 10 dwellings or greater should provide 25% of dwellings as accessible homes (Building Regulations Approved Document M4 (2): Accessible and adaptable dwellings or successor documents).

Renewable and low carbon energy

2.55 The UK is committed to meeting at least 15% of its energy demand from renewable and low carbon sources by 2020 and to an 80% cut in greenhouse gas emissions by 2050 (Climate Change Act 2008). ~~We are committed to achieving at least 20% of our energy consumption from renewable and low carbon sources by 2020. The UK is committed to an 80% cut in greenhouse gas emissions by 2050 (Climate Change Act 2008).~~

2.56 Given our aim to be a green peninsula, resilient to rising energy costs and with a low carbon economy, a strong and achievable response to our climate change obligations is needed. This must strike a balance between wider sustainability and economic objectives, energy use

and efficiency. Renewable energy generation is a critical part of this.

2.57 Renewable energy occurs naturally and repeatedly in the environment. Low carbon technologies are those that significantly reduce emissions (compared to the conventional use of fossil fuels).

2.58 As part of its supplementary planning guidance, the Council shall explore more widely the issue of noise including the impact of lower frequency noise and aerodynamic intermodulation and their effect on people.

2.59 Policies in the Local Plan are designed to promote renewable and low carbon energy resource development while ensuring that adverse impacts are addressed satisfactorily, including those of noise, and cumulative landscape and visual impacts. In that context, policies 14, 15, ~~and~~ 23 ~~and~~ 24 are particularly relevant. Planning guidance giving further advice on how impacts arising from renewable energy developments could be addressed is currently being prepared and will be progressed formally as a Supplementary Planning Document to accompany the Local Plan.

2.60 In the case of wind and solar photovoltaic development, landscape character is seen as a key driver in determining the appropriate scale and density of

development. A broad landscape strategy informs the decision process. The strategy seeks to;

- Maintain diversity of landscapes;
- Retain areas of undeveloped landscapes especially the coast;
- Allow breaks of undeveloped landscapes along transport routes;
- ~~Maintain~~ Conserve and enhance the natural beauty of the AONB; and
- Minimise impact by maximising efficiency

2.61 In this context guidance has been prepared on the level of development likely to be appropriate within each of **Cornwall's 40 Landscape Character Areas ('An assessment of the landscape sensitivity to on-shore wind energy & large scale photovoltaic development in Cornwall' 2011)** to be integrated into the Council's Renewable Energy SPD.

The guidance indicates that a pattern of occasional wind or solar development is likely to be acceptable for many of **Cornwall's Landscape Character Areas** although some areas should remain free of such development (such as un-enclosed moorland and areas of rugged un-developed coastline). In Areas of Outstanding Natural Beauty (AONBs) wind and solar development should generally be

very small scale in order that the natural beauty of these areas may be conserved.

2.62 In June 2015 a Ministerial Statement was issued stating that planning applications for wind energy development involving one or more wind turbines, local planning authorities should only be granted planning permission where: the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

The Council will not be allocating sites for the development of wind turbines in this plan or a site allocations DPD. This plan (including Policy 15) represents the policy framework against which planning applications will be considered, should they come forward as a result of a Neighbourhood Plan allocation, or as an application for repower of sites which benefit from extant planning consent.

Policy 15: Renewable and low carbon energy

1. To increase use and production of renewable and low carbon energy generation development proposals will be supported that:

- a. maximise the use of the available resource by deploying installations with the greatest energy output practicable taking into account the provisions of this Plan;
- b. make use, or offer genuine potential for use, of any waste heat produced; and
- c. in the case of wind turbines, they are within an area allocated for wind power and avoid, or adequately mitigate ~~unacceptable~~ shadow flicker, noise and adverse impact on air traffic operations, radar and air navigational installations; and
- d. do not have an overshadowing or overbearing effect on nearby habitations.
- e. in the case of solar development, ~~unacceptable noise~~, glint and glare is mitigated adequately.

2. ~~Particular~~ Support will be given to renewable and low carbon energy generation developments that:

- a. are led by, or meet the needs of local communities; and
- b. create opportunities for co-location of energy producers with energy users, in particular heat, and facilitate renewable and low carbon energy innovation.

3. When considering such proposals, regard will be given to the wider benefits of providing energy from renewable sources, as well as the potential effects on the local environment; including any cumulative impact of these proposals.

4. In and ~~adjacent~~ within the setting of Areas of Outstanding Natural Beauty and undeveloped coast, developments ~~would not be allowed except~~ will only be permitted in exceptional circumstances and should generally be very small scale in order that the natural beauty of these areas may be conserved.

5. When considering proposals for wind turbines within ~~the setting of~~ the Area of Outstanding Natural Beauty and its setting and / or the World Heritage Site and its setting, the status of these designations shall be taken into account when assessing landscape impact.

2.63 Renewable and low carbon electricity and heat generation is reliant on continued access to, and the availability of, natural resources in order to help meet our energy needs. In the case of renewable energy, such as wind, solar, hydro and geothermal performance relies on an uninterrupted flow of energy to the energy generating installation. Careful management is necessary to ensure that new developments do not harm the operation of existing renewable energy installations by, for example,

significantly interrupting access to the wind resource, or harming the integrity of deep geothermal reservoirs.

Policy 16: Safeguarding renewable energy

New development, where appropriate, should show that it does not significantly harm the performance of any existing facility and the potential for optimisation of strategic renewable energy installations, or the availability of their resource (where the operation is dependent on uninterrupted flow of energy to the installation).

Health and wellbeing

2.64 The way we perceive and interact with the physical environment – built and natural – has a significant impact on individual and community wellbeing. The impact of planning decisions has a bearing on this and can help people interact and access goods, services and facilities easier.

2.65 Development can maximise positive health impacts and ensure the mitigation of negative health impacts through the use of Health Impact Assessments for significant major development proposals. Health Impact

Assessment (HIA) is a means of assessing the potential health impacts of policies, plans and projects on the health of a population, and the distribution of those effects within the population. HIA helps decision-makers make choices about alternatives and improvements to prevent disease/injury and to actively promote health. Where this is undertaken it should form part of the planning submission to demonstrate how the assessment has shaped the eventual scheme.

Air pollution is a top 10 cause of death in the UK. The main cause of poor air quality is vehicle emissions. Hot spots are declared under the Environment Act 1995 as Air Quality Management Areas (AQMAS) and have Action Plans, to effect improvement, prepared for them that include behaviour and infrastructure improvements. In Cornwall there are 6 AQMAS: Bodmin; Camborne-Pool-Redruth; Tideford; St Austell; Gunnislake and Truro. This list is not exhaustive and candidate areas are continually being assessed.

Planning decisions, individually or cumulatively, should not lead to unacceptably poor air quality. In AQMAS, proposals must demonstrate, by appropriate assessment methods set out in respective Action Plans, that they will not materially affect or degrade AQMAS or present an unacceptable risk to human health either in terms of the significance of the number of people at risk or the changes on the concentrations of pollutants. Development should

not normally be allowed where acceptable mitigation cannot be identified.

Policy 17: Health and wellbeing

To improve the health and wellbeing of Cornwall's communities, residents, workers and visitors, development should:

1. Protect, and alleviate risk to, people and the environment from unsafe, unhealthy and polluted environments by avoiding or mitigating against harmful impacts and health risks such as air and noise pollution and water and land contamination and potential hazards afforded from future climate change impacts; and
2. Where it affects Air Quality Management Areas, demonstrate that singularly or cumulatively, it will not cause increased risk to human health from air pollution or exceeding EU standards. Measures proposed to mitigate this should reflect Cornwall's Air Quality Action Plan and Local Transport Plan and aimed at achieving reductions in pollutant emissions and public exposure; and

~~3. 2. Maximise the opportunity for physical activity through the use of open space, indoor and outdoor sports and leisure facilities and providing or enhancing active travel networks that support and encourage walking, riding and cycling; and~~

~~4. 3. Provide where possible dwellings which have easy, safe and secure storage for cycles and other recreational equipment; and~~

~~5. 4. Encourage provision for growing local food such as allotments or in private gardens which are large enough to accommodate vegetable growing or greenhouses or through the provision of allotments; and~~

~~6. 5. Provide flexible community open spaces that can be adapted to the health needs of the community and encourage social interaction.~~

~~6. Maximise positive health impacts and ensure the mitigation of negative health impacts through the use of Health Impact Assessment for significant major development proposals.~~

Minerals

2.66 Cornwall's wealth of mineral resources has the potential to continue to contribute significantly to its economy over the plan period and beyond. There is great potential for adding value to the raw products, and for generating employment within the industry and the companies and organisations which serve it, including the education and skills sector. There is a need to maintain a sufficient supply of minerals needed for a variety of uses. When determining planning applications for new permitted reserves (including extensions to existing mineral operations) the Council will consider whether the economic and other benefits outweigh any adverse impacts of the development.

Specific Minerals

2.67 Cornwall has a wealth of mineral resources Table 3 illustrates production of the main mineral types during 2013 (2012 for china clay).

Table 3 5: Mineral Production in Cornwall

Mineral Group	Year	Production
Primary aggregate	2012	4.3 1.47 million tonnes
	2013	
	10 year average	1.32 million

	production	tonnes per annum
Secondary aggregate	2012 2013	4.2 1.79 million tonnes
China clay ³	2011 2012	1.29 million tonnes
Building stone	2012 2013	15,563 33,500 tonnes
Metal	Unable to report due to commercial confidentiality	

2.68 China clay (also known as kaolin) resources are mainly confined to the western and central part of the Hensbarrow (St Austell) granite. The china clay industry currently employs about 1,000 people directly and contributes significantly to the economy of mid Cornwall. The British Geological Survey estimates reserves exceeding 60 million tonnes which will provide supply for almost 60 years. The 'St Austell Tipping and Restoration Strategy' (adopted 2000) will continue to provide planning guidance in support of policies in this plan and will be reviewed and updated to ensure relevance over the Plan period.

2.69 Aggregates are used by industry in the construction of buildings and transport infrastructure. The Local Aggregates Assessment estimates that permitted reserves of primary crushed rock aggregate amounts to over 130 million tonnes. These reserves are spread throughout the County. Reserves of primary hard rock aggregates in

³ China clay production figure is for the UK as a whole due to commercial confidentiality and is a BGS estimate for 2012 (BGS Minerals Yearbook).

Cornwall are plentiful and capable of meeting demand well beyond the plan period. Therefore there is no need to allocate further sites ~~or areas~~ for mainstream primary aggregate extraction. There is a shortage of High Specification Aggregates (HSA) used for skid resistant road surfaces, resulting in much material being imported from outside Cornwall. The safeguarding of land for HSA extraction will be considered in the Cornwall Minerals Safeguarding Development Plan Document. Policy 18 recognises that some minerals can only be worked where they are found, primary aggregates extraction is not restricted outside the AONB. However, within the AONB the policy supports extraction of primary aggregate extraction where this is not provided for by other permitted reserves.

2.70 There are no major natural non-marine deposits of primary sand and gravel aggregates in Cornwall. In addition, given the commercially competitive and plentiful secondary sand and gravel reserves arising from china clay extraction, it is not necessary to allocate land for further planning permissions for primary sand and gravel extraction in Cornwall. ~~Devon, Somerset and Cornwall are committed to make provision for 0.9 million tonnes per annum of primary sand and gravel, it is agreed that Cornwall is unable to contribute to this shared sub-regional apportionment. Devon, Somerset and Cornwall have previously made joint provision for the supply of sand and gravel, however, it is agreed by the three authorities that,~~

due to a lack of resources, Cornwall is unable to contribute further.

2.71 There is potential for greater exploitation of china clay by-products for secondary aggregates as well as an estimated 120 million tonnes of usable secondary aggregate resources embedded in china clay waste tips in the St Austell China Clay Area. The Council has produced a Local Aggregates Assessment, which forms part of the evidence base for the Local Plan and provides detailed evidence on how Cornwall will meet its aggregate needs over the plan period.

2.72 Building stone: Cornwall has a great variety of building and roofing stones reflecting its diverse hard rock geology. There are several quarries which mainly supply local markets for specialist heritage and new build projects. Local supply minimises transport costs and carbon emissions.

2.73 Metals (and minerals other than china clay): **Most of Cornwall's metal** deposits are found in veins or lodes which are linked closely to the surface / underground granite bodies. Despite decline in the industry there is potential for new development during the plan period to meet growing world demand and provide security of supply in the UK and Europe.

2.74 Progressive reclamation, which includes restoration and aftercare, will be required on all sites at the earliest opportunity for appropriate and beneficial after uses.

Policy 18: Minerals - general principles

1. Support will be given to maintain and grow a world class, thriving and sustainable minerals industry in Cornwall which meets local needs as well as exporting minerals, predominantly by rail and sea, to serve regional, national and international markets.

2. A sufficient supply of indigenous minerals will be maintained to achieve sustainable and economic growth, whilst encouraging the use of recycled and secondary materials, particularly secondary aggregates from china clay (kaolin) production, to minimise the requirement for new extraction.

3. New mineral development, (including extensions to existing sites) ~~of a scale sensitive to its landscape designations,~~ will be supported in the following areas:

a. China clay (kaolin) and secondary aggregate extraction in the St Austell (Hensbarrow) China Clay Area;

b. Primary aggregate extraction where it is outside the AONB designation; and

~~b c.~~ throughout Cornwall for:

i. Building, roofing, heritage and ornamental stone,

ii. Metal and industrial minerals,

iii. Primary aggregate development for particular grades of material not provided for by other permitted reserves.

4. Improved and more efficient working practices at existing minerals sites will be supported.

~~4~~ 5. Mineral recycling and recovery facilities will be supported where they fall within well screened areas at currently operational quarries and landfill sites.

~~5~~ 6. Mineral development should have no adverse impact on: slope stability, differential settlement of quarry backfilling, and mining subsidence.

~~6~~ 7. All mineral development should enable progressive and effective reclamation at the earliest opportunity, taking into account aviation safety, for appropriate and beneficial after-uses that:

i. Contribute to and enhance the natural and local environment including, ecosystem services and networks,

- ii. Conserve and enhance heritage assets and protect and enhance valued landscapes, geological conservation interests and soils,
- iii. Have the potential for wider community benefits.

2.75 The Cornwall Minerals Plan will develop policy, and identify sites, where appropriate, for the safeguarding of specific minerals, associated processing facilities and facilities required for bulk mineral transport.

2.76 (2.74) There is need to prevent the sterilisation of resources. National Policy requires Mineral Safeguarding Areas to be defined for minerals resources of local and national importance. However, in identifying these there is no presumption in favour of mineral working within those areas.

Policy 19: Minerals safeguarding

1. Important mineral resources and reserves and existing, planned and potential ~~associated~~ bulk transport, storage, handling and processing facilities and sites shall be safeguarded from sterilisation by other forms of incompatible development.

2. Mineral Safeguarding Areas will be identified for the following minerals resources and reserves;

- a. aggregates (both primary and secondary),
- b. china clay,
- c. building and ornamental stone (including roofing and heritage materials) and
- d. metals (including relevant shafts and adits).

3. Mineral Safeguarding Areas will be identified for the following existing, planned and potential mineral infrastructure;

- a. key concrete batching and other products and roadstone coating,
- b. Storage, handling, processing and distribution of minerals ~~substitute, recycled and secondary aggregate~~,
- c. the bulk transport of minerals by rail, sea (ports) or haul roads.

The Cornwall Minerals Safeguarding Development Plan will develop detailed policy and identify sites for safeguarding minerals, mineral resources and associated facilities for transport, storage, handling and processing for onward transport by rail or sea. Key sites used for the batching / manufacture of concrete products and coated materials will

also be identified for safeguarding as well as sites for processing and the distribution of substitute recycled and secondary aggregate materials. Policy will also be developed to encourage prior extraction where appropriate.

Waste

2.77 The Government is committed to working towards a position where no waste is sent to landfill, and resources are properly valued by business and individuals. This approach is supported by the European Waste Development Framework (Directive 2008/98/EC), which encourages the application of the waste hierarchy.

2.78 ~~National Policy (NPPF) does not currently contain specific waste policies although draft planning policy on waste has been published for consultation (July 2013).~~ Planning Policy Statement 10 (Sustainable Waste Management) will remain in place until draft national waste planning policy is adopted. National policy for waste is set out within the National Planning Policy for Waste (published October 2014). This document should be read in conjunction with the National Planning Policy Framework, National Waste Management Plan for England and national policy statements for waste water and hazardous waste.

2.79 In line with national policy we follow the waste hierarchy; by seeking to minimise the volume of waste generated, addressing waste as a resource and by looking to disposal as the last option, but one which must be adequately catered for.

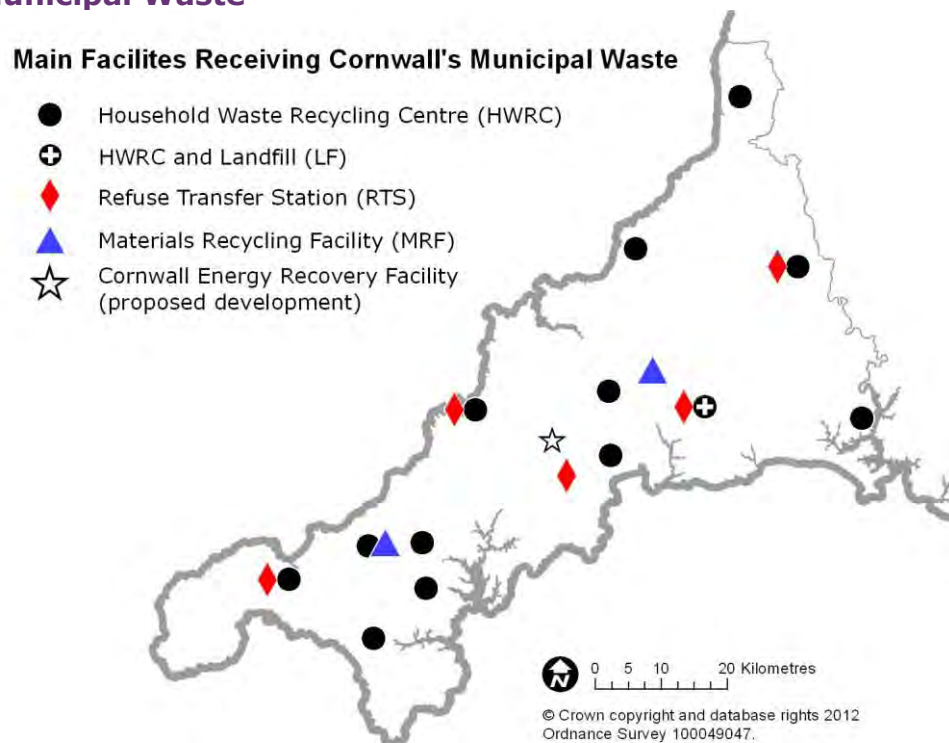
Waste management requirements

Local Authority Collected Waste (LACW).

2.80 Projected waste arisings indicate that Council collected waste will increase annually by approximately 30,000 tonnes to a total of 335,000 tonnes per year by 2030. There will be no additional requirement for new strategic recycling or energy recovery provision, because planning permission has been granted for the Cornwall Energy Recovery Centre (CERC) with sufficient capacity to meet the recovery needs of the municipal waste stream.

2.81 The locations of the existing municipal waste management facilities are shown in Figure 3.

Figure 3: Main Facilities Receiving Cornwall's Municipal Waste



Commercial and Industrial (C&I)

2.82 Future levels of Commercial and Industrial waste are expected to increase by approximately 80,000 tonnes to a total of approximately 435,000 tonnes per annum in 2030.

2.83 Cornwall has sufficient permitted recycling / re-use and energy recovery capacity to meet the additional requirements.

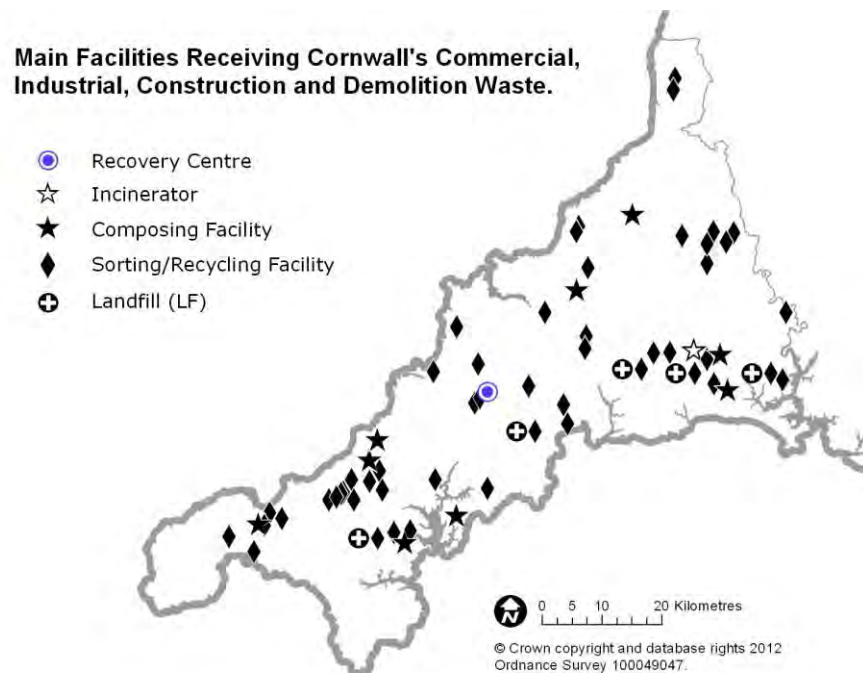
Landfill for Local Authority Collected Waste and Commercial and Industrial Waste

2.84 It is estimated that sufficient permitted capacity exists to accommodate the vast majority of residual Local Authority Collected Waste as well as that generated by industry and commerce over the Plan period. Anticipated inputs from adjoining authority areas have been taken into account in undertaking this assessment.

Construction & Demolition Waste.

2.85 The Construction, Demolition and Excavation industries in Cornwall are expected to increase waste production by approximately 230,000 tonnes up to a total of just below 1.18 million tonnes per annum in 2030. Provision is needed for an additional 377,000 tonnes of recycling / re-use capacity annually and approximately 659,000 m³ of landfill provision (in total). The Local Plan seeks to support recycling and provide a policy framework for landfill to meet this need. The location of the existing facilities for the management of Construction, Demolition and Excavation Waste are shown in Figure 4.

Figure 4: Main facilities receiving Cornwall's commercial, construction and demolition waste



Hazardous Waste

2.86 It is expected that approximately 73,000 tonnes of hazardous waste will be produced annually by 2030. This includes provision for fly ash that is expected to arise from the CERC. The vast majority of this is from waste oil;

however there are already large facilities for dealing with this in Falmouth and Saltash. In light of this existing capacity there will be no need for additional hazardous waste recycling / re-use facilities. It is projected that there will be a landfill requirement for just under 540,000 m³ of landfill capacity by 2030. However, hazardous landfill facilities are currently provided at the national and regional rather than the local level, due to the costs of setting up such facilities and the need to attract sufficient throughput to support the operation. It is therefore considered inappropriate to make any additional provision in Cornwall before 2030 unless specific significant demand can be identified that cannot be met economically at the regional level. Criteria for assessing planning applications for hazardous waste facilities are set out within Policy 20.

Safeguarding: It is important to ensure that waste management sites are able to continue working without being constrained by new development nearby that may be sensitive to the impacts of the waste operations. A list of waste sites will be published as part of the monitoring indicator 20.1 in the Annual Monitoring Report.

2.87 Table 4 6 summarises the requirement for strategic waste management infrastructure over the plan period. Notwithstanding the existing level of permitted capacity for recycling/re-use and recovery facilities, proposals for additional such facilities will be supported subject to their

meeting other policies within the Plan and being in accordance with the 'Waste Hierarchy'.

Table 4.6: Future waste management infrastructure requirements.

Waste Stream	Recycling / re-use (including composting)	Energy recovery	Landfill
Local Authority Collected Waste and Commercial & Industrial Waste	None*	None	Approx 200,000 m3
Construction, Excavation and Demolition Waste	Approx 377,000 tonnes / year	None	Approx 659,000 m3

*This takes into account the permitted (not operational) facility at the Cornwall Bio Park (Hallenbeagle, Scorrier). Should this permission not be implemented, capacity would be needed for an alternative facility.

The 'waste hierarchy'.

2.88 Waste prevention which offers the best outcome for the environment is at the top of the priority order, followed by preparation for re-use, recycling, other recovery and disposal, in descending order of preference.

Given the importance of moving the treatment of waste up the waste hierarchy, proposals for additional

reuse/recycling/recovery will be supported notwithstanding the Council's assessment of capacity.

Recovery facilities include those that are large and small. Facilities do not necessarily need to comply with criteria R1 of the Waste Framework Directive for heat recovery.

Policy 20: Strategic waste management principles

1. Proposals must show best solution having regard to the 'waste hierarchy'. The Council will support energy recovery facilities where options higher up the waste hierarchy cannot reasonably be realised.
2. New or extensions to existing landfill facilities (with the exception of Cannon Bridge landfill site which will close on 31 December 2018) will only be supported where:
 - a. In the case of Local Authority Collected Waste proposals contribute towards meeting a shortfall in capacity;
 - b. In the case of Construction, Demolition and Excavation waste, they contribute to meeting a shortfall in capacity and, wherever possible, make use of the material for restoration of former mineral workings where restoration is needed and appropriate; or

c. In exceptional cases and where it can be demonstrated that the facility is required to meet an identifiable need to manage waste arising that cannot reasonably be moved up the waste hierarchy.

3. Proposals for development that facilitates markets for recycled / recovered materials, in particular initiatives to assist businesses and communities in Cornwall to re-use / recycle / compost their discarded waste materials, will be supported where they comply with other policies within this plan.

4. When determining planning applications for non-waste development, the Council will ensure that any likely impact on existing waste facilities (as detailed in the Annual Monitoring Report) is acceptable and does not prejudice the implementation of the waste hierarchy and/or the efficient operation of such facilities.

Policy 21: Managing the provision of waste management facilities

1. New or changes to existing energy recovery facilities should make use of a significant proportion of any heat

produced by the recovery process to meet locally identifiable needs.

2. Particular support will be given to proposals for recycling and / or re-use and recovery facilities that:

a. are located in close proximity to the location from which the majority of the waste arises;

b. involve the re-use of previously developed land, suitable industrial estates or waste management facilities;

c. in the case of construction, demolition and excavation waste recycling facilities, are located within well screened areas at currently operational quarries and landfill sites;

d. in the case of construction, demolition and excavation waste, contribute to restoration of sites formerly worked for mineral extraction where restoration is needed and appropriate;

e. involve co-location with an existing operation of a similar or complimentary nature;

f. incorporate alternatives to the transport of waste by road;

- g. incorporate added value services that benefit the community, such as apprenticeships and opportunities for volunteering and community involvement;
 - h. maximise use of local supply chains in the sourcing / reuse / recycling of waste.
3. Landfill development shall enable effective site reclamation at the earliest opportunity, taking into account aviation safety, for appropriate end uses.

Safeguarding Land

2.89 (2.86) Land is a valuable resource. In providing for our needs we need to make best use of land, this must be achieved as efficiently as possible and where appropriate we need to safeguard it.

2.90 (2.87) It will support our ability to respond to longer term global changes. It will also strengthen a range of objectives: the protection of our environment from flooding and through flood alleviation, the aim for self-sufficiency in energy and food and export markets, ~~support and increase biodiversity,~~ as well as the effective treatment of waste ~~and the sustainable use of minerals.~~ The achievement of these objectives will in turn help to deliver economic objectives and benefits.

The Cornwall Local Plan seeks to deliver a sustainable **balance of development, meeting our communities' needs** and seeking to protect and enhance our environment. The plan led system provides the best way of achieving this objective as set out in Policy 3 of this Plan. The Plan and the Allocations Document and other DPDs should identify sufficient land to meet those needs locally but also seeks to ensure that proposals prioritise previously developed land.

The importance of the countryside (defined here as the area outside of the urban form of settlements) ranges from its value as agricultural land, for its landscape value, its biodiversity and historic character. The emerging Site Allocations Document for the main towns will consider the need for significant areas of greenfield land use to meet future needs against the provisions of Policy 22.

Policy 22: Best use of land and existing buildings

To ensure the best use of land, development proposals should give priority to:

- a. using previously developed land and buildings provided that they are not of high environmental or historic value; or

- b. using despoiled, degraded, derelict and contaminated land provided that it is not of high environmental or historic value; or
- c. the subdivision of properties, the reuse or conversion of existing vacant properties and increasing building density that will ensure an efficient use of land; and
- d. the safeguarding of Grade 1, 2 and 3a agricultural land for food production (and where reasonable alternatives for development can be identified, the safeguarding of grade 3b agricultural land); and
- e. the safeguarding of land, where it is identified to be functional flood storage, to make space for water at times of flood.

2.91 The Cornwall Local Plan seeks to deliver a sustainable balance of development, meeting our communities' needs and seeking to protect and enhance our environment. The plan led system provides the best way of achieving this objective as set out in Policy 3 of this Plan. The Plan and the Allocations Document and Neighbourhood Plans that follow will identify sufficient land to meet those needs locally but also seeks to ensure a focus upon previously developed land and the protection of the countryside for its own sake.

2.92 ~~The countryside's importance~~ ranges from its value as agricultural land, for its landscape value, its biodiversity and historic character. While significant areas of greenfield land will be required to meet future needs this will be provided in the main towns by allocations.

Policy 22A: Protection of the countryside

~~In order to prevent the unnecessary loss of previously undeveloped countryside, proposals will only be permitted where they:~~

- ~~can show that existing urban capacity and allocated land cannot meet the identified local need; and / or~~
- ~~have no significant adverse impact upon biodiversity, its beauty, diversity of landscape and seascape, the character and setting of settlements, the wealth of its natural resources, agricultural, historic and recreational value.~~

Cornwall's Natural and Historic Environment

2.93 Cornwall's natural and historic environment is at the heart of our culture and past; it must be at the heart of our

future distinctiveness. It is the quality and character of the environment as a whole which is a key contributor to the economy and quality of life. It can be a competitive advantage for Cornwall in terms of attracting and retaining investment.

2.94 While other parts of the UK may be more readily accessible, it is the quality of life that is a key attractor to, and retainer of, investment in Cornwall. The historic, built and natural environments and landscapes, coast and seascape of Cornwall, is a key strength and the rich environments and heritage will be managed to act as a catalyst for the realisation of this strategy and not a barrier to it. This means the careful stewardship of our environmental assets so that growth is complementary and does not erode the very qualities that make Cornwall so attractive in the first place.

2.95 The policies in this plan set out an approach to achieve this so that the aims to attract investment and caring for our environments are mutually compatible. Without carefully managed growth, many of the opportunities to safeguard and strengthen our environmental assets will be lost.

2.96 The quality of Cornwall's natural and historic environment is reflected in the many sites of international, national and local importance and the weight given to safeguarding them through legislation.

2.97 ~~These Protected areas in Cornwall include:~~ Areas of Outstanding Natural Beauty which covers 26% of Cornwall including Bodmin Moor, the Camel Estuary and the Tamar Valley, 17 Special Areas of Conservation, 2 Special Protection Areas, 145 ~~144~~ Sites of Special Scientific Interest, Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, ~~Special Protection Areas, Protected Species,~~ Conservation Areas, Marine protection areas and international agreements such as listed or proposed RAMSAR or the World Heritage Site which has been **designated in recognition of Cornwall's Mining Heritage and the European Landscape Convention.** In addition there are a number of proposed Special Protection Areas and candidate Special Areas of Conservation.

2.98 ~~We will undertake surveys to provide the basis for monitoring the future impact of planned development, on international sites for nature conservation. This will be used to inform the measures that are necessary to avoid adverse impact of additional use on these sites. Any proposals with potential direct impacts will be assessed under the Habitats Regulations.~~

Figure 5 shows the 25 designated European sites (SACs, SPAs or Ramsar Sites) or candidate European sites (cSACs) that lie wholly or partly within Cornwall.

Eight of these sites: Carrine Common SAC, Fal and Helford SAC, Godrevy Head to St Agnes SAC, Penhale Dunes SAC, Plymouth Sound and Estuaries SAC, Marazion Marsh SPA, Tamar Estuaries Complex SPA and Falmouth Bay to St Austell pSPA, are identified to have potential risk of significant effects from recreational pressure. Each has an agreed management plan in place.

Visitor surveys elsewhere indicate that large coastal (particularly estuarine) sites tend to have considerably larger catchments than inland sites, and that typically at least 50% of visitors live within 10km for coastal or estuarine sites, whilst at least 50% of visitors live within 5 km of inland sites .

Cornwall Council has designed a recreational impacts study, having regard to access, types of use and qualifying features, and is collecting visitor survey data to establish an up to date baseline confirming levels of recreational use and where regular users travel from, in order to define a local zone of influence. This will inform any necessary mitigation strategies including - visitor management, developer contributions and greenspace requirements in new development. These studies commenced in 2015 and initial findings have led to a refinement of these nationally derived zones of influence, as illustrated in figure 6.

A supplementary planning document will be produced, based on the findings of the study, setting out the required mitigation for each European site. Following collection of baseline information draft guidance will be published in Autumn 2016 with a view to adoption of the SPD in Spring 2017. Cornwall Council will work with other Competent Authorities and partners in using the information gathered to help inform the future management of the sites.

We will apply these zones (through Policy 23a – European Protected Sites), as set out below. Within these zones of influence the Council would not accept development, without appropriate mitigation or site management, if likely to generate recreational activity that would have adverse impact on the integrity of the site. These buffer zones are indicated on figure 6. All applications within the zone of influence will be screened for Likely Significant Effects. A strategic contribution to management is likely to be required for all sites listed above, but the study will update the final zone of influence and the types of mitigation required.

Figure 5: Designated or Candidate European Sites

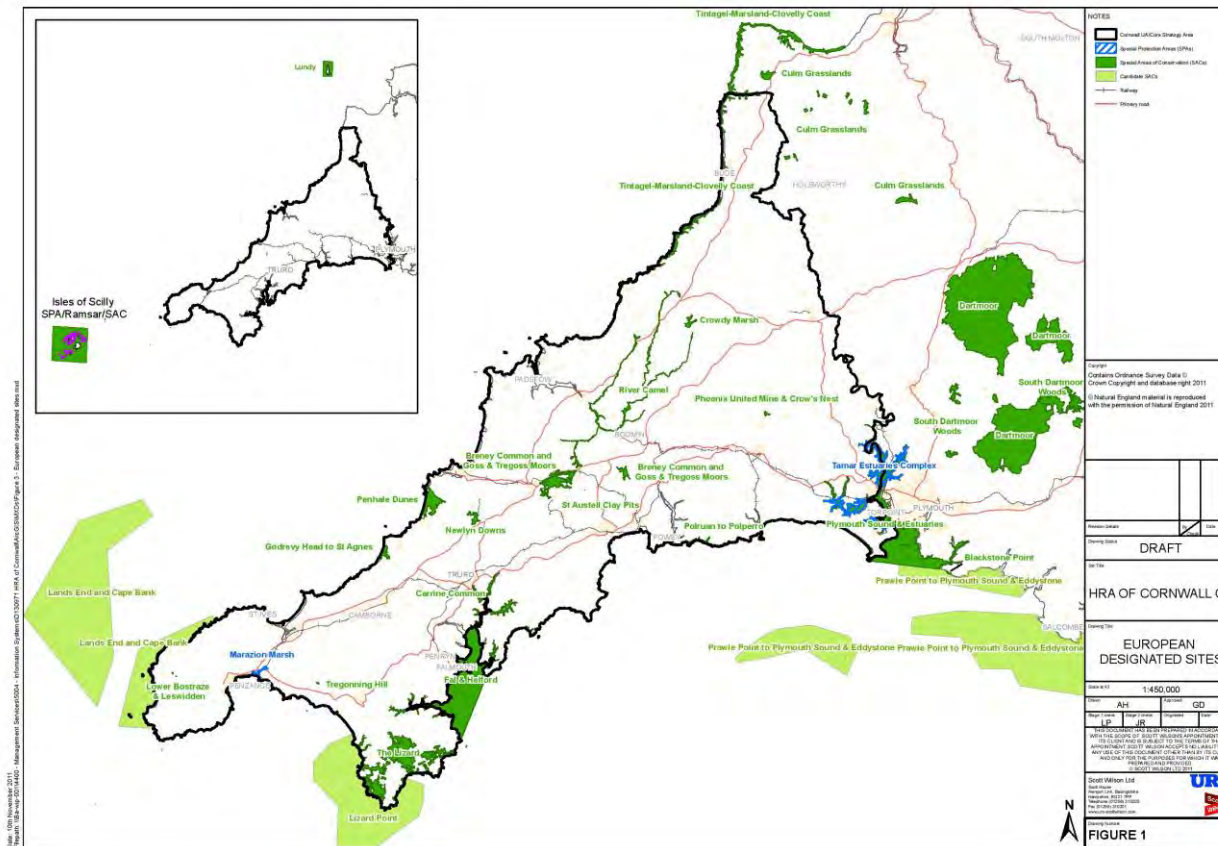
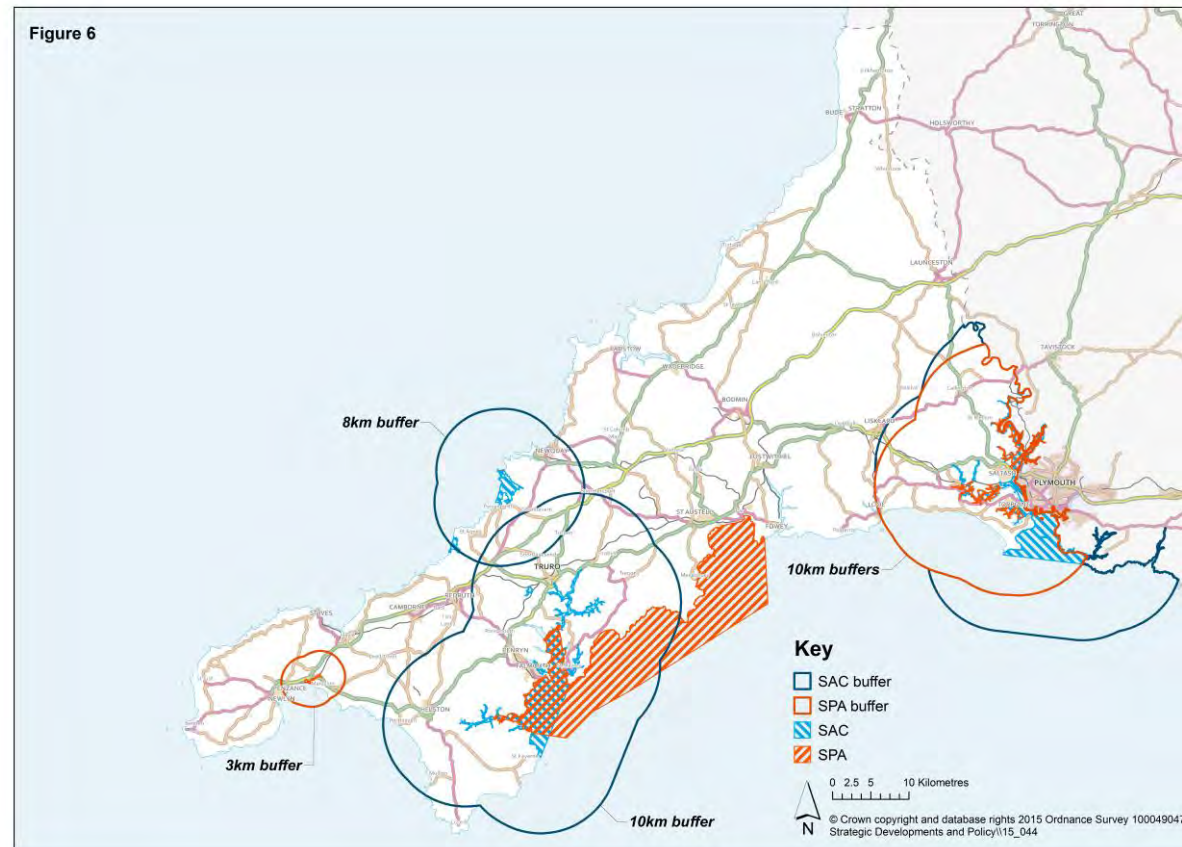


Figure 6: European Protected Sites – Buffer Zones



Policy 23a: European Protected Sites

The highest level of protection will be given to potential, candidate and existing Special Protection Areas, and possible, candidate and existing special Areas of Conservation and Ramsar sites.

Proposals having an adverse impact on the integrity of such areas that cannot be avoided or adequately mitigated to remove any adverse effect will not be permitted other than in exceptional circumstances. These circumstances will only apply where there are:

- a) no alternatives;
- b) imperative reasons of overriding public interest; and
- c) necessary compensatory provision can be secured.

Mitigation:

This will include provision of appropriate buffer areas as set out in figure 6, and as informed by emerging evidence base, and site management based on up-to-date evidence and management plans.

1. Development will only be permitted where the Council is satisfied that any necessary mitigation is included such

that, in combination with other development, there will not be adverse effects on the integrity of European Nature Conservation Sites.

2. For residential development, the required suite of mitigation measures relating to the European Nature Conservation Sites in figure 6 consists of a combination of the following measures:

(a) Access and Visitor Management: measures to manage the number of recreational visits to the European sites in figure 6; and to modify visitor behaviour within those sites so as to reduce the potential for harmful recreational impacts.

(b) Monitoring of the impacts of new development on the European Nature Conservation Sites shown in figure 6 and establishing a better evidence base: to reduce uncertainty and inform future refinement of existing management plans and mitigation measures.

To achieve these mitigation measures, all residential development within the zones shown in figure 6 and as informed by the emerging evidence base, that result in additional dwellings will be required to provide for appropriate management, mitigation and/or financial contributions towards off-site mitigation. This will need to be agreed and secured prior to approval of the development.

The required level of contributions (to be set out in more detail in the Mitigation Strategy Supplementary Planning Document) will be based on x/y where:

X = the assessed overall costs of the package of mitigation measures set out in (a) and (b) above needed to offset potentially harmful visits to the European Nature Conservation Sites, and

Y = the number of contributing dwellings (having regard also to the size of dwelling).

In addition, all residential developments within the zones shown in figure 6 will be required to contribute towards monitoring.

2.99 There are also about 400 County Wildlife Sites and Geological Sites of Significance covering approximately 10% **of Cornwall's land area, all of which** contribute to environmental quality and sense of place.

2.100 However, all landscapes matter, not just those with national designations which is why attention to distinctiveness and character of the whole of Cornwall is so important. This **is reflected by the Council's Landscape Character Assessment**. A range of evidence will inform decisions about the impact on landscape including our well documented Areas of Great Landscape Value and through

the saved policies from previous Local and Structure Plans. We will undertake reassessment of the descriptions and extent of each Area of Great Landscape Value to inform and produce strong revised statements of these local designations of landscape value.

2.101 Considerable guidance and evidence is available such as the: Landscape Character Assessment, Area of Outstanding Natural Beauty Management Plan; World Heritage Site Management Plan; Conservation Area Appraisals; Cornwall & Isles of Scilly Urban Survey and the Historic Environment record in particular. All of these provide important information and should be used alongside this document in making planning decisions. The Tamar Valley AONB Management Plan 2014 – 2019, in **particular, provides guidance on what constitutes 'major' development within an AONB** stating that this will depend on the scale, location and type of development proposed.

2.102 The plan seeks to meet the development needs of Cornwall. The coast, particularly the undeveloped parts, will seldom be the most appropriate location. Given both the physical and policy constraints in most parts of the undeveloped coast, it should not be expected to accommodate new development that could be located inland or in existing developed areas.

2.103 Proposals for development should be informed by and respond to the natural environment in line with their status:

Areas of Outstanding Natural Beauty (AONB): When considering proposals for development within the AONB, the Council will ensure that development is in accordance with the great weight afforded to their landscape and scenic beauty in national policy and the aims and objectives of the Cornwall and Tamar AONB Management Plans and their associated supplementary planning guidance on sensitivity and capacity for housing development in the AONB. These in particular, provide guidance on what constitutes 'major' development within an AONB stating that this will depend on the local context, the scale, location and type of development proposed. Permission for major development within the AONB will only be granted in exceptional circumstances.

The Cornwall AONB Management Plan is able to view by visiting: <http://www.cornwallaonb.org.uk/management-plan>

The Tamar Valley AONB Management Plan is able to view by visiting: <http://www.tamarvalley.org.uk/care/aonb-management-plan/>

Heritage Coast: Within the Heritage Coast area as shown on the Policies Map, proposals must respect the natural

beauty of the coast, including flora and fauna, and heritage features. In addition they should facilitate and enhance the enjoyment of the Heritage Coast whilst complementing the natural beauty and heritage features; and maintain and, where necessary, enhance the environmental health of inshore waters.

Landscape Character: To assist in the assessment of landscape character, the Council has undertaken an objective assessment which divides Cornwall into 40 landscape character areas; highlighting key features make one area different to another. Reading these character area descriptions will also help understand which landscape components make an area distinctive. It is these key elements that need to be managed and enhanced whilst accommodating future development.

The Cornwall Landscape Character Assessment is able to view by visiting: <https://www.cornwall.gov.uk/environment-and-planning/cornwalls-landscape/landscape-character-assessment/>

Area of Great Landscape Value (AGLV): Identified on the Local Plan policies map these are areas of high landscape quality with strong and distinctive characteristics which make them particularly sensitive to development. Within AGLVs the primary objective is conservation and

enhancement of their landscape quality and individual character.

Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar sites and Proposed European Sites: Development will not be permitted unless it can show it will not have an adverse effect whether direct or indirect upon the integrity of the designated areas having regard to avoidance or mitigation measures. Proposals near or affecting a SAC also require a Habitats Regulations Assessment under **Part 6 of the 'Conservation of Habitats and Species Regulations 2010'**.

Sites of Special Scientific Interest (SSSI): Development proposals within or outside an SSSI which would be likely to adversely affect the site will not be permitted unless the benefits of the development clearly outweigh both the adverse impacts on the site and any adverse impacts on the wider network of SSSIs.

Biodiversity and Geodiversity: Planning applications which have the potential to impact on biodiversity and geodiversity (including Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), Regionally Important Geological/Geomorphological Sites (RIGs), and habitats of species of principal importance for biodiversity) will need to be accompanied by ecological which incorporates appropriate ecological surveys. ~~which incorporate a biodiversity impact assessment, Ecological~~

surveys need to describe ~~describing~~ the biodiversity interest of the site and the nature and extent of any impact of the proposed development, They should outline any mitigation measures and the steps to be taken to retain, incorporate, protect, enhance and where appropriate manage the biodiversity interest, as part of the proposals. ~~Proposals near or affecting a SAC also require a Habitats Regulations Assessment. Proposals likely to affect a designated European site ((c)SAC / (p) SPA) will also require a Habitats Regulations Assessment under Part 6 of the 'Conservation of Habitats and Species Regulations 2010'. A biodiversity SPD is being prepared by the Council to assist applicants.~~

Policy 23: Natural environment

Development proposals ~~will need to~~ should sustain local distinctiveness and character and protect and enhance **Cornwall's natural environment and assets according to** their international, national and local significance through the following measures;

1. Cornish Landscapes

Development should be of an appropriate scale, mass and design ~~which~~ that recognises and respects landscape character of both designated & un-designated landscapes. Development must take into account and respect the sensitivity and capacity of the landscape asset, considering cumulative impact and the wish to maintain dark skies and tranquillity in areas that are relatively undisturbed, using guidance from the Cornwall Landscape Character Assessment and supported by the descriptions of Areas of Great Landscape Value.

In areas of undeveloped coast, outside main towns, only development requiring a coastal location and that cannot be achieved elsewhere, will be acceptable.

2. The Cornwall and Tamar Valley Area of Outstanding Natural Beauty

Great weight will be given to conserving the landscape and scenic beauty ~~Ensuring that any proposals within the AONB or affecting its the setting of the AONB. Proposals must conserve and enhances the landscape character and natural beauty and special qualities of the AONB; and provide only for an identified local need and is be~~ **appropriately located to address the AONB's sensitivity and capacity. Proposals should be informed by and assist the delivery of** ~~delivers~~ the objectives of the Cornwall and

Tamar Valley AONB Management Plans including the interests of those who live and / or work in them.

3. The Heritage Coast and Areas of Great Landscape Value

Development within the Heritage Coast and / or Areas of Great Landscape Value should maintain the character and distinctive landscape qualities of such areas.

3 4. Terrestrial and Marine Biodiversity and Geodiversity

Specifically ensuring that with direct and cumulative impact;

~~a. international, national and locally designated sites for nature conservation are safeguarded from inappropriate development to a level commensurate with the status of their designation.~~

~~a. b. features and locally designated sites~~ of biological or geological interest (including Biodiversity Action Plan habitats and species, and soils SINCs and RIGS), are conserved, protected and enhanced ~~and there is or full provision for their appropriate restoration, recreation and management, and that priority species are protected and recovered.~~

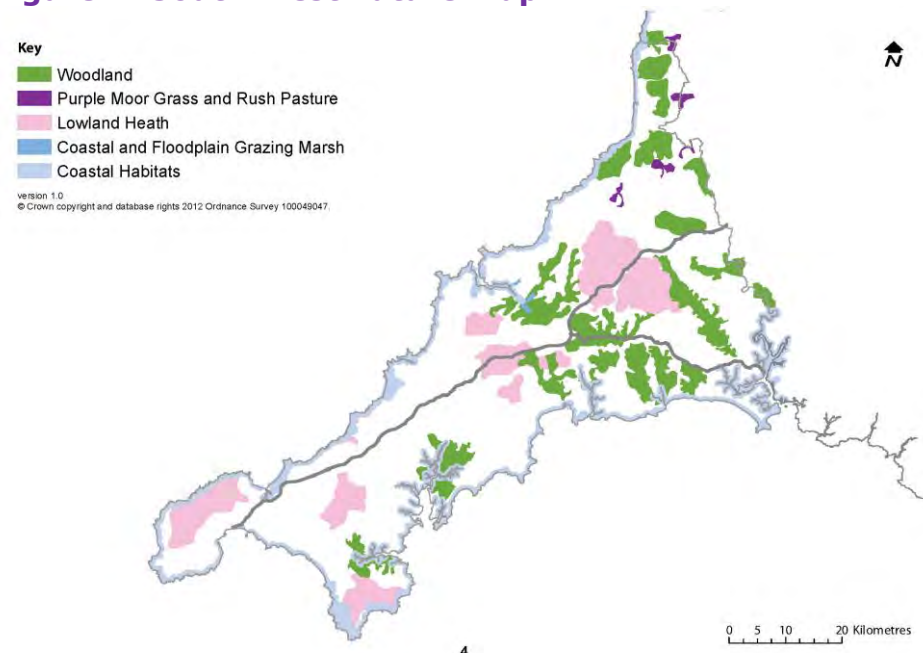
~~b. c. there is no net loss of existing biodiversity and enable a net gain in biodiversity by designing in biodiversity, and~~

ensuring any unavoidable impacts are appropriately mitigated and / or compensated for. This must ensure that the importance of habitats identified in the South West Regional Nature Map are considered and the creation of a local and regional biodiversity network of wildlife corridors and local wildlife sites, helping to deliver the actions set out in the Cornwall Biodiversity Action Plan are recognised.

Mitigation

Where development will result in adverse impact, the council will require appropriate and proportionate mitigation and / or compensation such as replacement habitats. Wherever possible enhancement for biodiversity should also be provided.

Figure 7: South West nature map



2.104 We recognise ~~the~~ that Cornwall's outstanding and distinctive historic environment is an important as a non-renewable, outstanding and distinctive irreplaceable resource that contributes to Cornwall's ~~our~~ economy, tourism, education, ~~and~~ culture and community identity. Proposals for development should be informed by and respond positively to the historic environment to This

~~should act as a catalyst for place making in Cornwall that can to reinforce local identity, character and distinctiveness, and proposals for development should be informed by and respond positively to the historic environment.~~

2.105 The National Planning Policy Framework (NPPF) provides guidance which should be used alongside this Plan particularly on the identification, significance, and protection of heritage assets both designated and undesignated. We expect applicants to assess and describe the significance of these assets, including any contribution made by their setting, sufficient to understand the potential impact of any proposal on that heritage significance. The determination of planning applications by the Council will be based on the assessment of the potential harmful impact, taking into account the **desirability of not only sustaining the asset's** significance, but also of enhancing that significance and the positive contribution both conservation and well-informed new design can make to sustainability and local character and distinctiveness. ~~these include Listed Buildings and Scheduled Ancient Monuments which are protected by legislation. English Heritage keep an up to date register of all listed buildings and scheduled ancient monuments and proposals which support those at risk will be encouraged. Alongside these exist a number of designated heritage assets including Registered Parks and Gardens, Conservation Areas and other areas of historic interest that~~

~~are protected through the planning process. National policy recognises the value of local heritage assets but expects that decisions are based on the nature, extent, and level of that heritage significance., in the determination of planning applications.~~

The determination of planning applications by the Council will be based on the assessment of the potential harmful impact, taking into account the desirability of not only **sustaining the asset's significance**, but also of enhancing that significance and the positive contribution both conservation and well-informed new design can make to sustainability and local character and distinctiveness.

A substantial body of evidence on the historic environment has been collected and has informed the development of **the Local Plan, its strategy for Cornwall's historic** environment and the selection of sites allocated for development. The Key resource is the Cornwall Historic Environment Record which contains and provides access to a wide range of evidence used to develop an understanding **of Cornwall's historic environment, local distinctiveness and** its heritage assets and those parts of the historic environment which have a particular value or significance. These, and any other relevant resources, should be consulted as appropriate as part of an assessment process: these include the Cornwall Historic Landscape Characterisation, The Cornwall & Scilly Urban Survey, Cornwall Industrial Settlements Initiative, community

network area Historic Environment Data sheets, Conservation Area Appraisals and Management Plans, site specific reports and topic-specific papers such as Improving Energy Efficiency in Cornish Historic Buildings.

2.106 ~~Proposals for development should be informed by and respond to the historic environment. Applications which have the potential to impact on archaeological remains will need to be accompanied by assessment which should outline any mitigation measures and the steps to be taken to record, retain, incorporate, protect, enhance and where appropriate manage the archaeological interest, as part of the proposals.~~

2.107 ~~Cornwall's heritage assets are richly diverse and include: significant prehistoric archaeological landscapes of Bodmin Moor, West Penwith and The Lizard; patterns of prehistoric and medieval fields, networks of winding lanes and dispersed farming hamlets, agricultural buildings and medieval churchtowns; a rich ecclesiastical heritage with a distinctly Cornish character of medieval church buildings, urban townscapes, streetscapes and buildings from the medieval period to the present day; significant ports, harbours and quays and the maritime historic environment of coastal and inshore waters; internationally significant post-medieval mining landscapes of the Cornwall and West Devon World Heritage Site; distinctive industrial character of Cornwall's metalliferous and china clay settlements; large ornamental gardens, estates and country houses of~~

~~established families and mining entrepreneurs and; nationally important post-medieval military fortifications, defences and communications installations.~~

In broad terms, The Council considers the following characteristics make a significant contribution to the local character and distinctiveness of Cornwall and where applicable, development proposals will be expected to demonstrate how these characteristics have been assessed and conserved.

Cornwall's historic environment is the product of 10,000 years of human activity responding to its unique geography and location. The slates and granite bedrock geology with its unique mineral resources, its place at the extreme west of the country, and yet at the entrance to the English Channel, long stretches of exposed coastline broken by sheltered estuaries, its mild, but exposed maritime climate, difficult topography for overland travel but scenic attractions, all have been hugely influential in creating, or preserving, cultural distinctiveness and have all contributed to an historic environment which is both distinctive in character and distinctive in its extraordinary variety. Particularly significant aspects of Cornwall's historic environment include:

- The uniquely preserved prehistoric archaeological landscapes of the granite uplands.
- The number and variety of surviving prehistoric monuments all over Cornwall including quoits and

- barrows, standing stones, fogous, courtyard houses, rounds and hillforts.
- The enclosed lowland landscapes of medieval fields, and a predominantly dispersed rural settlement pattern of farming hamlets and medieval church-towns largely named using the Cornish language;
- Culturally and geologically distinctive farm buildings and farmstead patterns including post-medieval smallholding landscapes specifically related to the socio-economic conditions of Cornish mining.
- The distinctive 19th and early 20th century horticultural landscapes of the Tamar Valley and the coastal-slope fields of South Penwith.
- A rich multi-denominational ecclesiastical heritage with a distinctly Cornish character of early church and lann sites, early medieval inscribed stones and crosses, holy wells, high medieval church buildings and non-conformist chapels;
- An historic communications network including ancient byways and church-paths peppered with wayside crosses, guide-stones, milestones and fingerposts, former industrial tramways, and an extensive main line and branch rail network with significant local character;
- Significant historic international communications heritage: Packet Service quays (Falmouth); international submarine telegraph station, Porthcurno; Marconi wireless stations (Poldhu and Bass Point); earliest and largest international satellite telemetry station, Goonhilly (1962-2008).
- The distinctive number and variety of towns and villages with medieval market Boroughs; fishing villages; 19th century mineral ports; and 19th/ 20th century seaside towns with Urban townscapes, streetscapes and buildings from the medieval period to the present day reflecting the unique narratives of Cornish history;
- A maritime historic environment of significant ports, harbours and quays, lighthouses, seamarks, lifeboat stations, and wrecks, the heritage of the fishing and ship building industries, the transport of mineral products and fuels, and the more recent but no less significant heritage of the holiday and leisure industry.
- A distinctive industrial character including the internationally significant post-medieval mining landscapes and settlements of the Cornwall and West Devon World Heritage Site and the no less distinctive slate and granite quarrying and china clay and china stone industries with their associated processing works, transport networks and characteristic settlements.
- An ornamental heritage of country houses and designed landscapes, public parks and gardens significant both for the exotic variety of species supported and its cultural links with the economic

and geographic reach of the Cornish industrial revolution.

- The number and variety of Tudor to 20th century fortifications and military sites including 15th- 20th century coastal defences and fortresses, Civil War earthworks and WW1 and WW2 remains, all epitomised by the outstanding military complexes around St Ives, St Michael's Mount, Falmouth, the Cornish defences of Plymouth.
- A powerful sense of place as evidenced by surviving Cornish language place-names; enduring medieval place-based myths and legends and festivals; images, representations, buildings and places associated with art colonies and a renowned literary heritage both rooted in the landscape.
- Throughout Cornwall there are distinctive industrial landscapes that reflect its pioneering role in the development of the Industrial Revolution. These include the extensive, internationally significant post-medieval metal (principally tin, copper and arsenic) mining landscapes, associated industries, transport networks and settlements of the Cornwall and West Devon Mining Landscape World Heritage Site, the protection of which is governed by the UNESCO Convention on the Protection of World Natural and Cultural Heritage (1972). The equally distinctive slate, granite quarrying and china clay and china stone industries make a substantial contribution to the special landscape character in

several parts of Cornwall and this should be reflected in planning decisions.

The NPPF draws a distinction between significance and importance – all heritage assets have significance, but there are degrees of importance accorded to different assets, usually reflected in levels or grades of designation. The greater importance the asset has, the greater level of assessment would be expected, and when considering the impact of a proposed development on significance, the **greater the weight will be accorded to the asset's conservation.**

The significance of a heritage asset can be harmed or lost through alteration or destruction of the asset or development within its setting. Any harm or loss, including cumulative impacts and less than substantial harm, will require clear and convincing justification to allow the harm to be balanced against any public benefits of the proposal.

The more important the asset the greater the presumption against harm; proposals leading to substantial harm of the most important assets would have to be wholly exceptional, and will have to demonstrate a lack of viable alternative schemes or uses, and the most substantial overriding public benefits. Scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens,

and the World Heritage Site are considered to be of the greatest importance in this regard.

However, the same expectations for proportionate assessment and the need for justification through overriding public benefits apply to other designated assets (grade II listed buildings, parks or gardens) and all non-designated assets, as appropriate to their significance. Non-designated assets could be buildings, monuments, archaeological sites, places, areas or landscapes positively identified (in the Historic Environment Record, Conservation Area Appraisals or Neighbourhood plans, or equivalent, or through assessment within the Planning processes) as having a degree of significance meriting consideration in planning decisions.

2.108 Cornwall Historic Environment Record has over 56,000 Historic Environment Records including details of entries. Cornwall also has the largest number of statutorily protected Heritage Assets in any unitary council area, with over 12,800 listed buildings and 1588 scheduled monuments. The Council's own estate includes the largest number of statutorily protected Heritage Assets in the care of a local authority. Historic England keep an up to date register of all listed buildings and scheduled ancient monuments and proposals will be encouraged which support re-use, or more efficient existing use where this preserves or enhances heritage significance of those identified nationally or locally as at risk.

Heritage assets are an irreplaceable resource; therefore proposals for development should be informed by and will be determined in line with statutory requirements, national policy guidance and specific relevant guidance, principles and best practice. At present this includes both national guidance, such as relevant Historic England publications (e.g. Historic Environment Good Practice Advice in Planning Notes; Conservation Principles), and locally specific guidance such as the Guidance for Methodist and Nonconformist chapels in Cornwall.

The Council is producing supplementary planning documents on both the Historic Environment and World Heritage Site which will help establish best practice criteria, help define the distinctive character of the historic environment of Cornwall, provide guidance on use of assessment frameworks and methods and on the interpretation of significance within the Cornish, national and international contexts, and define the requirements of Heritage Statements.

Other specific relevant sources of information and guidance which should inform both applications and decision making can be found as follows:

The Cornwall and West Devon Mining Landscape World Heritage Site Management Plan is available at:
http://www.cornish-mining.org.uk/sites/default/files/Cornwall_and_West_Devo

n Mining Landscape World Heritage Site Management Plan 2013-2018.pdf

Scheduled Ancient Monuments: Many internationally and nationally important archaeological sites are designated as Scheduled Monuments. Works affecting a Scheduled Monument require the consent of the Secretary of State. Landowners or developers seeking to carry out works which might impact on a Scheduled Monument or its setting should seek the advice of Historic England at an early stage.

Advice on Scheduled Monument Consent is available from Historic England by contacting the Regional Inspector, Historic England South West Region, 29 Queen Square, Bristol, BS1 4ND. Tel 0117 975 0700.

Archaeology: Applications which have the potential to impact on archaeological remains will need to be accompanied by assessments and field evaluations sufficient to define their significance prior to the submission of applications. Applicants which should outline any mitigation measures and the steps to be taken to record, retain, incorporate, protect, enhance and where appropriate manage the archaeological interest, as part of the proposals. Non designated heritage assets of archaeological interest of equivalent significance to Scheduled Monuments shall be dealt with as subject to the same policy weight as the designated heritage assets.

The first point of call should be the Cornwall Historic Environment Record: www.cornwall.gov.uk/her

Listed Buildings: Relevant information can be found by visiting: <http://www.cornwall.gov.uk/environment-and-planning/conservation/listed-buildings/>

Conservation Areas: Relevant information can be found by visiting: <http://www.cornwall.gov.uk/environment-and-planning/conservation/conservation-areas/conservation-area-character-appraisals-and-management-plans/>

Registered Historic Parks and Gardens: Relevant information can be found by visiting: <https://www.english-heritage.org.uk/caring/listing/registered-parks-and-gardens/>

Non designated heritage assets: Proposals affecting buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets should ensure they are conserved having regard to their significance and the degree of any harm or loss of significance.

The first point of call should be the Cornwall Historic Environment Record: www.cornwall.gov.uk/her

Policy 24: Historic environment

Development proposals ~~will need~~ should to sustain the cultural distinctiveness of Cornwall's historic environment, ~~local distinctiveness and character and by protecting,~~ conserving and where possible and enhancing Cornwall's historic environment and assets according to their international, national and local significance through the following measures:

~~a. Protect, conserve and enhance the historic environment of Designated and undesignated heritage assets and their settings, including historic landscapes, settlements, Conservation Areas, marine environments, archaeological sites, parks and gardens and historic buildings: will be conserved, and where appropriate enhanced in a manner appropriate to their significance including the:~~

- i. Preservation of Scheduled monuments
- ii. Recording and evaluation on sites of known or potential archaeological interest
- iii. Protection of Listed buildings and structures of special architectural or historic interest
- iv. Retain the special character or appearance of conservation areas
- v. Protection of the design, character and appearance of Historic parks and gardens

vi. Safeguarding important landscapes, including registered battlefields, townscapes and locally important heritage assets

vii. Protection of Marine environments, including protected wreck sites; and.

b. ~~Protecting, enhancing enhance and promoting promote~~ the outstanding universal value (OUV) of the World Heritage Site and its setting; ~~supporting in accordance with the adopted Management Plan by:~~

- i. Giving precedence to the protection of the World Heritage Site and its setting
- ii. Ensuring that development does not adversely affecting the World Heritage Site and its attributes of OUV
- iii. Seeking opportunities to support and maintain the positive management of the World Heritage Site through development
- iv. Requiring developments to demonstrate that full account has been taken of their impact upon the World Heritage Site and its setting

All development proposals should be informed by proportionate historic environment assessments and evaluations. Where development is proposed that would lead to substantial harm to assets of the highest significance or substantial harm to all other nationally designated assets this should be exceptional and fully

justified. In all cases any harm to heritage assets should be justified and weighed against the public benefits of the proposal.

Where less than substantial harm would result from a development affecting a heritage asset of moderate significance the council will weigh that harm against the public, not the private, benefits of that proposal. In exceptional circumstances where the balance of a decision in favour of development results in the harm of a heritage asset, these cases the council will require appropriate and proportionate mitigation by using planning conditions, management agreements and obligations.

2.110 ~~Therefore~~ Good quality well planned and appropriately located green infrastructure is critical to **Cornwall's future. Not only does it help us to live more healthily,** sustainably and self-sufficiently, it helps to increase resilience and adaptation to climate change and supports ecosystems services providing for food production, flood control and wildlife and their component parts: water, soil, nutrients and organisms.

2.109 Green infrastructure is an integrated network of multi-functional spaces within and linking urban and rural environments which collectively have significant environmental, social and economic benefits. It is a vital

element of sustainable communities. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling and also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses.

2.110 ~~Therefore~~ Good quality well planned and appropriately located green infrastructure is critical to **Cornwall's future. Not only does it help us to live more healthily,** sustainably and self-sufficiently, it helps to increase resilience and adaptation to climate change and supports ecosystems services providing for food production, flood control and wildlife and their component parts: water, soil, nutrients and organisms.

2.111 Green infrastructure is an integrated network of multi-functional spaces within and linking urban and rural environments which collectively have significant environmental, social and economic benefits. It is a vital element of sustainable communities and forms part of the delivery of Cornwall's Environmental Growth Strategy. Green Infrastructure planning requires an ecosystem services approach to understanding the value of creating and maintaining green spaces and corridors to provide opportunities for recreation, walking and cycling, increasing biodiversity and taking benefit from our natural environment without depleting it.

Amongst other things, GI increases biodiversity and improves health and well-being in Cornwall. This policy should be read alongside Policy 17 – Health and well-being as well as other policies in the plan. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling and It can also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to sensitive responses to important wildlife sites and watercourses.

2.112 The Council has produced a strategic framework ~~which~~ that provides a clear plan to guide the future planning and delivery of Green Infrastructure for Cornwall. This fundamentally requires new developments to use the environmental features as the foundation of their design. The Council will also work with its partners to plan and enhance strategic green infrastructure links between places and habitat across Cornwall. The impact of new development on green infrastructure assets will be assessed as part of determining planning applications. This process will seek to retain green assets in development proposal and the incorporation of new green infrastructure.

Policy 25: Green infrastructure

The existing green infrastructure network in Cornwall, which is important to recreation, leisure, community use, townscape and landscape quality and visual amenity will be protected and enhanced. Development proposals should contribute to an enhanced ~~To protect and enhance a diverse, connected and functional network of habitat, open spaces and waterscapes by: Development proposals should:~~

- ~~1. 2-~~ Retaing and enhancing ~~enhance~~ the most important environmental infrastructure assets and connections that ~~which~~ contribute to the functionality of networks of ecosystems and connections ~~our Strategic Environmental Infrastructure network~~ in their existing location; and
- ~~2. 4-~~ Demonstrating ~~Demonstrate~~ that all the functional environmental infrastructure and connections have been taken into account in the design of the scheme or site layout including impacts on ecosystem services; biodiversity; coastal processes; and recreation within and near to the application site and show how this understanding has positively contributed to place making and influenced the proposal; and

3. ~~Providing~~ Provide appropriate buffers to natural spaces that have community, biodiversity and heritage significance; and

4. ~~Restoring~~ or enhancing connectivity for nature and people through the site and linking to adjacent sites or green routes, helping to provide better links between urban and rural landscapes and coastal areas, creating accessible and attractive places for communities to make regular contact with the natural environment; and

5. ~~Providing~~ Provide accessible and good quality and accessible open space and where applicable improved access to coastal space; and

6. ~~7. Providing~~ Provide clear arrangements for the long-term maintenance and management ~~that supports and/or enhancement of~~ the green infrastructure assets and for transport routes.

~~7. 6.~~ In exceptional circumstances where retention of the most important green infrastructure assets and connections is outweighed by the benefits arising from the development proposals and they cannot be retained on site, the loss resulting from the proposed development should be replaced by equivalent or better provision in terms of quantity, ~~and~~ quality and ecological or open space value that enhances the provision of ecosystem services in a suitable location.

Flood Risk Management and Coastal Change

2.113 Many of the existing settlements in Cornwall are built beside rivers and coastal areas, some of which will be the focus for growth. Approximately 10,000 properties are already at risk of flooding and of these nearly 4,000 residential and 1,500 commercial properties have a significant risk of flooding.

2.114 Cornwall is characterised by relatively short steep river valleys where floods are often short-lived and intense, caused by relatively short periods of intense rainfall. Cornwall also has a long coastline including a number of significant estuaries. Tidal flooding occurs characteristically during high spring tides, combined with low atmospheric pressure, and strong wind that surges seawater into the Cornish estuaries and other low-lying land.

2.115 (2.109) Flood and Coastal Management Strategies identify local opportunities to reduce flooding and its impact on local communities, zone land to enable flood and coastal change management and identify opportunities for relocation of development in response to vulnerability to flooding and coastal change. **The emerging 'Cornwall Local Flood Risk Management Strategy' sets out how the Council and partner organisations, such as the Environment**

Agency and South West Water, intend to work together to manage flood risk. A key aim of that work will be to prioritise resources for flood risk management projects, maximise funding and join resources in the most efficient and effective way. Potential funding opportunities identified through the Local Strategic Investment Plan, the Local Enterprise Partnership and a future Community Infrastructure Levy will be important in the context of managing flood risk.

2.116 Policies will seek to ensure development does not add to the flooding of existing communities and new development is located to avoid areas of flood risk as a first principle to minimise its risk of flooding. Policy 26 is intended to complement national policy and guidance on avoiding and minimising flood risks, particularly the application of the sequential and exception tests and the recognition of the differing vulnerability to flood risk of different types of use and development, the sequential test should be applied in assessing the selection of sites to be allocate in subsequent plans and for designing the layout of development on sites where part of a site may be at risk of flooding.

The context for flood risk in Cornwall is set out in the Shoreline Management Plan and Catchment Flood Management Plans for Cornwall and the South West River Basin Management Plan. The national Marine Policy Statement is the framework for taking decisions affecting

the marine environment and the planned South West Marine Inshore and Offshore Plans will augment this.

Policy 26: Flood risk management and coastal change

1. Development should take account of and be consistent with any adopted strategic and local flood and coastal management strategies.

2. Development should be sited, designed, of a type and where necessary relocated in a manner that:

a. increases flood resilience of the area, taking account of **the area's vulnerability to the** impacts of climate change and coastal change and the need to avoid areas of flood risk, ~~where possible~~, in the first instance, taking into account the vulnerability of the use proposed; and

b. minimises, or reduces and where possible, eliminates flood risk on site and in the area; and

c. enables ~~or~~ replicates natural ground and surface water flows and decreases surface water runoff, particularly in Critical Drainage Areas, through sustainable urban drainage systems (SUDS), utilising green infrastructure where possible and as guided by local standards, including Cornwall drainage guidance; and

~~d. is consistent with the policies and actions in the Shoreline Management Plan and Catchment Flood Management Plans for Cornwall and the South West River Basin Management Plan the national Marine Policy Statement is the framework for taking decisions affecting the marine environment and the planned South West Marine Inshore and Offshore Plans will augment this;~~

~~d. e. where applicable, supports community-led local solutions to managing flood risk and coastal change; and~~

~~e. f. does not create avoidable future liability for maintenance for public bodies and communities.~~

3. Development proposals of 10 dwellings or more or over 0.5 ha should provide a long term water management plan, which includes maintenance of surface water drainage systems, measures to improve the network of surface water drainage systems on and around the site (e.g. culverts etc.) and identifies opportunities and funding for future enhancement.

to our longer term strategy. But, infrastructure and services to enable movement will still be required, especially to improve the economic prospects for Cornwall. We will maintain our key transport network and associated infrastructure for walking; train; bus; car; cycle; air and sea transport as well as safeguarding future ~~opportunity~~ opportunities for delivering improvements and to maintain links with the Isles of Scilly and other parts of the UK.

2.118 The way the public sector provides services will also be reviewed to complement this strategy.

2.119 The plan reflects our existing communities and their potential to be more sustainable ~~as the ability to travel is restricted due to cost and other factors~~. By providing the opportunity to live more locally with less need to travel our communities will be more resilient and healthier.

2.120 However, it puts considerable importance on finding viable solutions to service provision and transport, especially public transport and management of the network as well as other infrastructure.

Transport and Accessibility

2.117 Access to what we need each day is crucial to our future sustainability. Reducing our need to travel is central

Policy 27: Transport and accessibility

For major developments to ensure a resilient and reliable transport system for people, goods and services, development proposals should:

1. Be consistent with and contribute to the delivery of **Connecting Cornwall 2030, Cornwall's Local Transport Plan** or any subsequent LTPs; and
2. Locate development and / or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport ~~and providing new facilities and services to~~ minimise car travel; and
3. Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport ~~or areas which will be made highly accessible by the development~~. Any proposals which do not accord with this will require significant justification and provide clear transport benefits; and
4. Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the

~~development; The inclusion of electric vehicle charging infrastructure and real time passenger information / journey planning will be considered favourably and~~

5. Be accompanied ~~with~~ by an effective travel plans that delivers hard and soft measures to support new occupants in adopting sustainable travel habits; ~~to mitigate the impact of development and~~
6. Provide safe and suitable access to the site for all people and not cause a significantly adversely impact on the local or strategic road network that cannot be managed or mitigated; and
7. Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly. ~~and~~
8. ~~Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area.~~

Infrastructure

2.121 An appropriate and balanced mix of new development is essential for the long term prosperity of Cornwall. The Local Plan shapes where new development should be located and also manages the pressures relating to speculative proposals through policy. It will facilitate in new jobs, homes, services and thereby support social, economic and environmental objectives. The impact of development on local communities and the fabric of the existing built and natural environment is an important consideration. Managing this impact involves protecting existing infrastructure and securing the timely investment of new infrastructure.

2.122 Infrastructure is fundamental to the success of the strategy. Its timely delivery through traditional or innovative ways to meet our needs must overcome challenges and enable development. The council will work in partnership with internal and external infrastructure providers; neighbouring authorities; and the Local Enterprise Partnership to ensure that new or improved infrastructure, including that listed in the infrastructure needs assessment schedules, is delivered prior to, or in conjunction with, new development.

2.123 It is proposed that a charge will be made, subject to viability (established through the strategic viability assessment), on new development to provide gap funding

to deliver specified priorities. This is crucial for our social and economic success and should support major projects that benefit all of Cornwall as well as local ones.

2.124 Priorities for investment will be established through a robust process informed by the infrastructure needs assessment schedule preparation and will include the opportunity for investment in local projects too, by the allocation of a meaningful proportion of the charge to local areas. The list of infrastructure that the Council intends to spend the Community Infrastructure Levy ~~on~~ is will be contained in the Regulation 123 list.

The Council will continue to work in partnership with infrastructure providers and other delivery agencies to keep an up to date infrastructure delivery plan that will enable proposals, in accordance with the spatial objectives, to be brought forward.

Policy 28: Infrastructure

Developer contributions will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to provide or enhance local infrastructure that is adversely affected by the development of a site but which will not be delivered on that site.

Development will be permitted where it would:

1. New development must Be supported by appropriate infrastructure provided in a timely manner. ~~The Council will continue to work in partnership with infrastructure providers and other delivery agencies to keep an up to date infrastructure delivery plan that will enable proposals, in accordance with the spatial objectives, to be brought forward. and~~
2. Developer contributions, as a Community Infrastructure Levy and based on the strategic viability assessment, will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to provide or enhance local infrastructure that is adversely affected by

~~the development of a site but which will not be delivered on that site.~~

2. 3. Developers will, in addition, be required to Provide on-site mitigation measures or make financial contributions for site specific infrastructure provision not in the Regulation 123 list, including maintenance and management contributions, to be negotiated on a site-by-site basis.

3. 4. Unless Where it can be demonstrated that it is not feasible to do ~~so~~ this, the Council will seek to ensure all **'allowable solutions' or 'biodiversity off setting'** payments are invested in projects within Cornwall with priority given to projects which achieve multiple benefits.

Policy messages for places:

Local objectives, implementation and monitoring

3.0 Community network areas (CNAs) have been established to act as a local focus for debate and engagement. These provide the basis for the place based element of our policy framework. Many local objectives are reflected in the overall approach to the plan, such as affordable housing and have less emphasis in this section. Other more locally specific issues form the area wide basis of these CNA policies and provide the context for managing development in a way that achieves local objectives without unreasonably limiting future opportunity.

3.1 For the main towns, town frameworks were developed providing advice on objectives and opportunities for growth. The targets set out in this plan use these as a basis for policy where appropriate, but have been moderated to ensure the delivery of the wider strategy. These frameworks will form ~~much of the basis of a~~ evidence supporting Cornwall Allocations Development Plan Document which will, where required, identify major sites and also Neighbourhood Development Plans where these are produced. Town frameworks have been prepared for; Bodmin; Bude; Camborne-Pool-Redruth; Falmouth &

Penryn; Hayle; Launceston; Liskeard; Newquay; Penzance & Newlyn; Saltash; St Austell, St Blazey and Clay Country (regeneration plan); St Ives & Carbis Bay; ~~and~~ Truro & Threemilestone. ~~and Wadebridge.~~

3.2 The exception to the proposed policy framework is the China Clay, St Austell and Mevagissey and St Blazey, Fowey & Lostwithiel CNAs. These have been grouped to enable the better management of the growth needs of St Austell and the regeneration priority for the area with the transformational projects initiative. This requires a broader approach unconstrained by artificial boundaries and is the subject of a Regeneration Plan (rather than a town framework).

3.3 Framework for Localism

3.4 The Local Plan gives communities a solid framework within which appropriate community-led planning policy documents, including neighbourhood plans can be brought forward and communities themselves can decide how best to plan locally.

3.5 Under the government's Localism Act, parish and town councils are able to prepare Neighbourhood Plans that can be adopted as part of the statutory planning framework. These plans will have to be assessed by an independent examiner and must have regard to national policy and

other national legislation and also be in general conformity with these Local Plan: Strategic Policies.

3.6 Neighbourhood development plans can choose to focus on a few issues or cover a wide range. These could include allocation of land for housing and economic development or be development management policies covering issues such as design and the identification and protection of community green spaces and local historic assets.

3.7 Under the same legislation, neighbourhood development orders can extend development rights to permit a specific type of development within a designated area – whether a change of use or type of built development. They can also be used to masterplan and give consent for the development of a designated site.

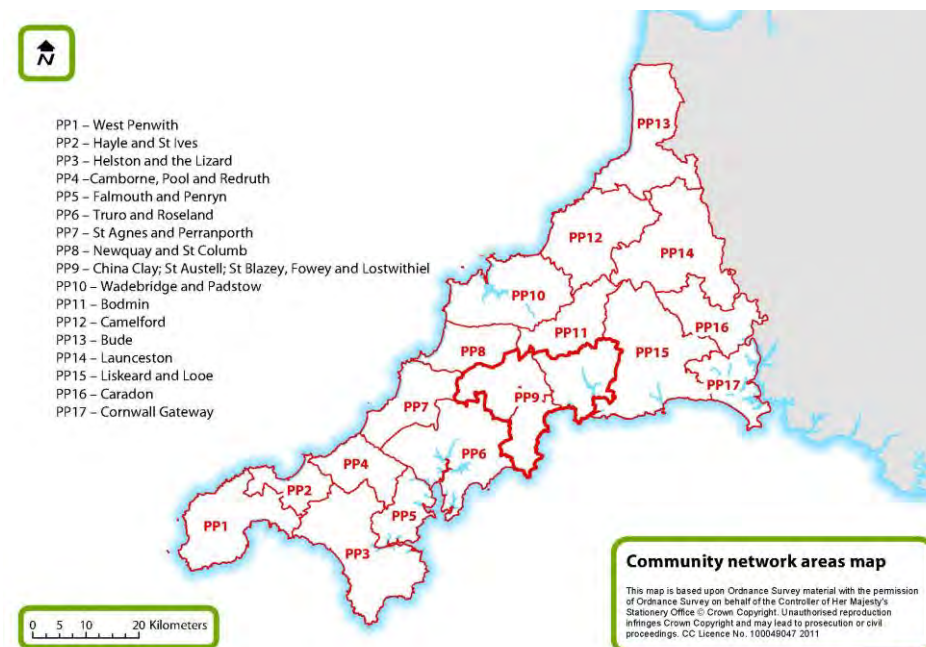
3.8 We will support local communities in developing their own plans for their areas. While these are being prepared we will retain and use adopted local policies as a material consideration in planning decisions, where they are in conformity with this Plan. In order to be adopted by the Council, neighbourhood plans need to meet the prescribed tests.

3.9 The aim of this plan is to focus on those issues that need to have strategic guidance, allowing communities the ability to shape their local areas in more detail. Where higher levels of growth are sought by local communities to

deliver additional local objectives; we would seek to work with them to understand how the development will be managed to reflect an organic and appropriate growth.

3.10 The NPPF is clear that authorities need to define the extent of town centres and primary shopping areas, based on a clear definition of primary frontages in designated centres. These are provided in the C.N.A policies.

Figure 8: Community Network Areas Map



Community Network Areas PP1 West Penwith Community Network Area

Introduction

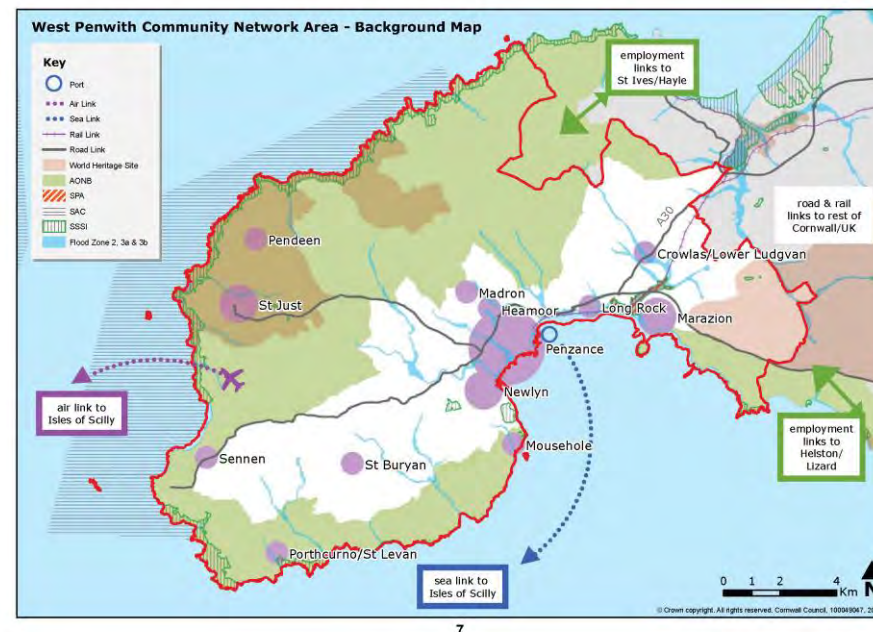
4.0 The West Penwith Community Network Area is at the far south west of Cornwall and includes the Lands End peninsula. The Community Network Area contains the 15 parishes of Ludgvan, Madron, Marazion, Morvah, Paul, Penzance, Perranuthnoe, Sancreed, Sennen, St Buryan, St Hilary, St Just, St Levan, St Michael's Mount and Zennor.

Key facts:

Population 2007: **39,300**
Dwellings 2010: **20,663** (8.1% Cornwall)
Past house build rates 1991-2010: **2,867**
Housing need (preferred area) 2012: **906** (Bands A-D) plus **1,228** (Band E) equates to 7.9% and 8.4% of Cornwall total respectively
Existing housing commitments 2010-2012: **950**
Penzance employees estimate (2011):

Full time: 4,916 Part-time: 4,706

West Penwith CNA Map



Objectives

4.1 Specific objectives to be addressed in planning for the West Penwith Community Network Area include:

Objective 1 – Housing

To meet the local housing needs of the area.

Objective 2 – Economy

To broaden and diversify the local economy, fostering a culture of economic growth and innovation – particularly through developing and promoting opportunities and employment prospects within the marine and rural economies; developing and expanding the existing entrepreneurial culture, creative industries, and local skills base; promoting and developing high end tourism and the **area's natural** assets. Developing Penzance as West **Cornwall's retail centre, tourism hub** and a strategy for the harbours and waterfront of Penzance and Newlyn; and where appropriate providing a more diverse range of property to meet the local needs and conditions for micro-businesses and opportunities that arise.

Objective 3 – Travel

To manage traffic impacts, to support and develop more sustainable travel and freight solutions. Support in principle the long term future of the mainline rail network as a strategic operation for Cornwall and the UK, and the provision of air and sea routes to the Isles of Scilly and public transport provision in the far west.

Objective 4 – Infrastructure

To ensure that the appropriate levels of strategic and social infrastructure requirements are delivered and maintained. This includes maintaining the current level of hospital provision; minimising the vulnerability of key infrastructure

to flooding and consideration of the needs of the rural communities in respect of health care and community services.

Objective 5 – Environment

To **promote and enhance the area's** coastline and natural assets and ensure development is sensitive to the outstanding natural, built and historic environment of the area including the AONB and World Heritage Site, historic landscapes, primary agricultural land, giving careful consideration to the location, scale and design of new development and responding to climate change to create a more sustainable future. Maintain the separate identities between Penzance, Newlyn, Heamoor, Gulval and Longrock.

4.2 Penzance (including Newlyn) is the main settlement within this area and acts as the service centre to the many surrounding smaller settlements.

4.3 While all communities will require some development to meet their needs in line with the more dispersed approach advocated in the strategy, larger scale development should be focussed on Penzance. This is based **upon its role as the area's major service** centre and to meet significant local housing need and support its role as an economic focus.

4.4 The Strategy for Penzance and Newlyn is to focus on their existing economic and natural assets and maximise the opportunities that they generate. The harbours at Penzance and Newlyn are of strategic importance – one being the primary fishing port in Cornwall the other providing the only freight and passenger ferry link to the Isles of Scilly. However both have significant opportunities to diversify their marine related activities to maximise the unique opportunities of **the wider Mount's Bay**.

4.5 The area acts a major service hub for the community network area, playing an important role in providing employment, leisure, education and tourism functions that support its hinterland. Penzance also provides a wider strategic shopping centre for west Cornwall although it needs investment and retail growth to ensure it maintains its role in relation to Truro and alongside developing destinations such as Falmouth, St Austell and Camborne, Pool & Redruth. Penzance also provides a strategic rail terminus and service facility that ensures Cornwall as a whole benefits from mainline rail connection direct to London and other destinations. Development opportunities to enhance this service are supported in principle.

Employment

4.6 The towns of Penzance and Newlyn are committed to ensuring that they are well placed to meet the economic

demands for the forthcoming years. In particular the communities are keen to promote and secure investment in key elements that will ensure economic success, such as: diversification in maritime assets to promote marine leisure related activities and capitalise on their unique location; a more diverse range of business properties and new technologies to support the number of micro businesses and other traditional small businesses that exist within the communities; artisan and creative based industries; expanding local further and higher education opportunities, young people graduating from apprenticeships; high end tourism; and the infrastructure required to support these activities.

4.7 Strategic employment growth opportunities revolve primarily around Penzance harbour and town centre which combined with the rationalisation of existing space at Newlyn harbour could support existing industries and trigger significant employment growth in the marine leisure related industries. Investment in these harbours could also act as catalysts for other appropriate marine leisure developments to come forward **within the wider Mount's Bay** area.

4.8 Longrock will continue to provide the major opportunity for industrial related growth. This growth will be supported by other employment opportunities, including regeneration and expansion of existing employment areas and appropriate properties and uses within new

neighbourhood extensions and other larger housing developments.

4.9 The economic ambitions for Penzance and Newlyn also trigger the need to train and re-train the local workforce to ensure their skills match the employment needs maximising their opportunities for the towns younger people to remain in the area and live and work locally.

4.10 The Council will seek to develop the potential to maximise the opportunities for educational and skills delivery in a range of technologies and areas of expertise. Delivering opportunities for improving education and skill levels locally will help spin off employment opportunities and will help to drive economic well being through improved skills and labour generation facilitating employment and business creation.

4.11 The delivery of appropriate start up and grow on space in the towns to support the areas growing entrepreneurial, artisan, creative industries and other micro businesses will help to secure the longer term success of new and growing business in the area. This will support new opportunities, encourage economic diversity and add to the economic well being of the towns.

4.12 Opportunities to maintain enhance and expand the provisions of the Penwith College should consequently be supported and maximised.

Retail

4.13 Penzance is an important local retail centre of strategic importance within the County, attracting a wide catchment from the surrounding rural towns and villages.

4.14 It provides a primary supporting role and until recently was only second in the County to the main retail centre at Truro. However despite recent retail developments in other towns that have seen this position change, the town remains part of the main retail hierarchy for the County, along with Falmouth and St Austell.

4.15 The town is keen to maintain its strategic function but recognises that it needs to revise the nature of its retail space offer to maintain this function. Unfortunately, due to its topography, constrained nature and diverse range of land ownerships, there are limited opportunities within the existing centre to accommodate new development. Consequently, it will be necessary to consider redevelopment on land immediately adjacent to the town centre.

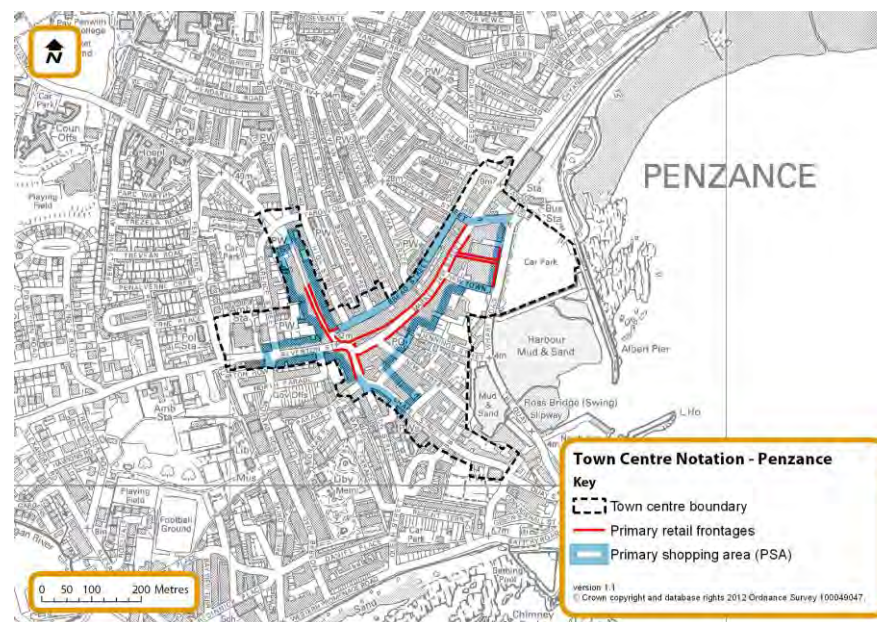
4.16 The opportunities to strengthen the town and provide new comparison retail offers may include one or more of the following sites:

- **Harbour Car Park;**
- **Clarence Street Car Park;**

4.17 In seeking to deliver opportunity sites for retail growth the Council does not propose developing on all of the car park sites. Car parking provision and quality links to the town centre will be an essential element of any future retail development. Consequently, the Council will promote a car parking strategy to deliver and maintain appropriate car parking for the existing and future requirements for the town.

4.18 It is estimated that there is capacity for the provision of an additional 2,400sqm of convenience and 13,150sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030). This data will be updated on a regular basis to ensure it provides an up-to-date reflection of market conditions and the health of individual centres.

Penzance Town Centre Boundary Map



Housing

4.19 In delivering the housing target for the Penzance and Newlyn Framework area priority should be given to the utilisation of brownfield and urban sites. However, it is acknowledged that the urban capacity within the towns and settlements covered by the framework is limited due to the constrained nature of the towns.

4.20 Consequently, growth will need to be provided on Greenfield sites; the identification of appropriate Greenfield options will be established within the **Cornwall town's** allocation document developed from the framework plan for the area.

4.21 In delivering the housing growth for the towns, focus should be given to delivering an appropriate mix of housing type and tenure to address local housing need.

Infrastructure

4.22 Fundamental to the delivery of the strategy will be the enhancement of Penzance and **Newlyn's** infrastructure, including:

- **Healthcare** – Improved healthcare services to provide for the larger, and aging, population.
- **Education** – Improved school and academic facilities to provide for increasing demand, as well as maximise the opportunities arising from the Penwith College campus.
- **Utilities and Drainage** – Strategic and localised investment in the area's utilities and drainage infrastructure to cater for the demand from the additional housing and economic growth.

- **Green Infrastructure** – Maintain / enhance existing strategic green corridors to help preserve the identities of the communities that they separate; whilst also providing walking and cycling routes, ecological corridors, etc. Deliver new and improved public open space and green links as part of new developments to provide an enhance range of recreational facilities, linking the town with the Coast and the countryside and also help to deliver some of the sustainable transport objectives.

- **Transportation** – The enhancement and promotion of sustainable transport options forms the heart of **Penzance's** transportation strategy. Consequently developments to proposals which improve the quality and frequency of bus and rail services and facilities for cycling will be encouraged. However, it is recognised that highway improvements will also be required at key junctions along the A30 and along key routes linking Penzance and Newlyn to address local congestion hotspots, and improve capacity and safety concerns. Support in principle the long term future of a main line rail link to Penzance, as a strategic operation for Cornwall and the UK; and support the provision of links to the Isles of Scilly and public transport provision in the far west.

- **Flooding and coastal erosion** – Sustainable measures should be sought to improve the long term resilience of the local community and key infrastructure to coastal erosion and flooding.

Housing requirements

~~4.23~~ The Community Network Area should plan for around 3,150 dwellings (about 158 dwellings per year) over the period between 2010 and 2030.

4.24 (4.23) As the existing main settlement and primary service centre in the Community Network Area, with good employment and transport provision, Penzance will be required to accommodate the majority of those dwellings. Within the rural area a number of towns and villages act as local service centres supporting a network of smaller villages and hamlets. As a consequence co-ordination will be needed amongst the parishes within the rural area of the CNA to ensure that local employment and housing needs are met elsewhere. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

~~Policy PP1: West Penwith CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Penzance can be satisfied:~~

- ~~a. The protection of the vitality and viability of Penzance town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~
- ~~b. Supporting the provision of new town centre retail capacity to strengthen the role of the town centre;~~
- ~~c. Supporting the provision of around 12,650 sqm of B1a office accommodation and 12,650 sqm of industrial space has been identified. This has the potential of accommodating 1,000 jobs in the CNA over the plan period and provides a guide for potential scale of growth;~~
- ~~d. Supporting the diversification and growth of the local economy, particularly the creative, marine, leisure, tourism and agricultural sectors plus support for the diversification of the rural economy;~~
- ~~e. Supporting the provision of around 2,150 dwellings in the period up to 2030 with a focus upon meeting housing for local needs;~~
- ~~f. Supporting the provision and maintenance of air and sea routes to the Isles of Scilly and public transport provision in / to the local area;~~

g. Support coastal defence improvements in critical areas along Mounts Bay to safeguard the existing community and mainline railway from coastal erosion;

h. Supporting the delivery and maintenance of key infrastructure and facilities for the community.

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

a. The provision of around 1,000 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

c. Development supports either by the direct provision of, or contributions towards: the retention and / or delivery of community facilities; the appropriate improvement or provision of facilities, service and infrastructure to maintain the sustainability of the local community.

PP2 Hayle and St Ives Community Network Area

Introduction

5.0 The Hayle and St Ives Community Network Area (CNA) covers the five parishes of Gwinear-Gwithian, Hayle, St. Erth, St Ives and Towednack.

Key facts:

Population 2007: **25,700**

Dwellings 2010: **13,173** (5.2% Cornwall)

Past housing build rates 1991-2010: **2,273**

Housing need (preferred area) 2012: **672** (Bands A-D) plus **954** (Band E) equates to 5.8% and 6.5% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,744**

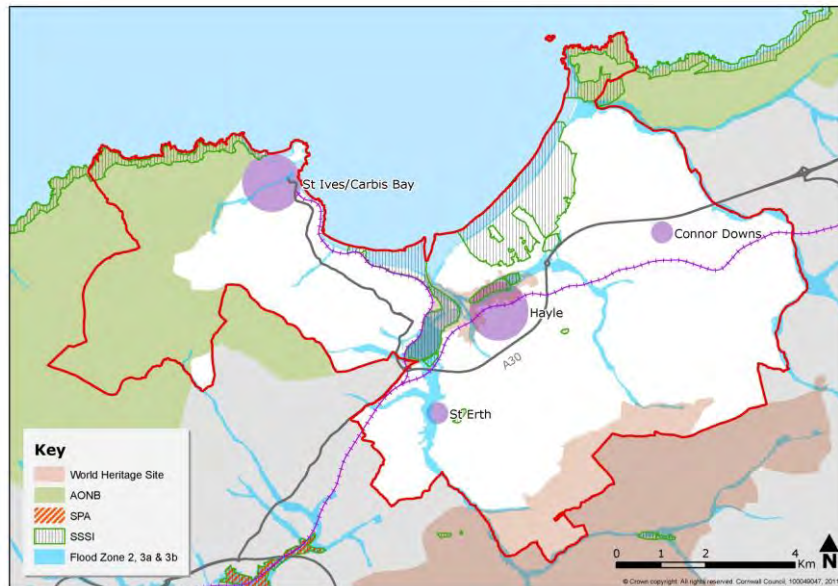
Hayle employees estimate (2011):

Full time: **1,597** Part-time: **1,333**

St Ives employees estimate (2011):

Full time: **2,271** Part-time: **2,179**

Hayle and St Ives CNA Map



Objectives

5.1 Specific objectives to be addressed in planning for the Hayle and St Ives Community Network Area include:

Objective 1 – Employment

Support new employment schemes both in the towns and in the rural areas. Emphasis should be given to quality, permanent work opportunities which break the cycle of seasonal labour. High speed broadband should be

encouraged in all areas to meet modern working requirements. This should ensure prosperous town centres in Hayle and St Ives particularly supporting flexible workspace, arts and tourism in St Ives and providing a continued delivery of the regeneration of Hayle through waterfront development associated with Marine Renewables and development of employment land to the south of Hayle.

Objective 2 – Housing

To deliver a mix of housing, of the size, type and tenure required to meet current and future housing needs, prioritising affordable and specialist accommodation.

Objective 3 – Community Infrastructure

Encourage investment in healthcare and GP coverage, education, neighbourhood centres, leisure facilities and open space provision and protect current levels of provision. Create better linkages between Hayle and its surrounding beaches, and improved and sustainable movement in St Ives.

Objective 4 – Environment

Ensure development is sensitive to the outstanding natural, built and historic environment of the area, particularly sensitive to the World Heritage Site status of Hayle and the historic harbour of St Ives, giving careful consideration to the location, scale and design of all new development.

Development Strategy

Hayle

5.2 The strategy for Hayle is to build on the regeneration of the town that has already begun. The Hayle harbour proposals are fundamental to the future opportunities for the town; delivering high quality uses and coordinating these opportunities and projects together with the future southern expansion of the town is a key objective, ensuring that a strategy works for the whole town in terms of access and movement and necessary community infrastructure for the short and long term.

5.3 The strategy aims to deliver high quality employment opportunities building on the Marine Renewables Business Park on North Quay and the wave hub facility. Visitor, leisure and retail offer will be enhanced by development opportunities on North and South Quay linking to and strengthening both the Copperhouse and Foundry town centre.

5.4 The large area to the south of the town up to the A30 provides the opportunity for future expansion of the town, delivering a significant number of new homes in a high quality masterplanned and expanded community; ensuring that access, movement, quality open spaces and other

community infrastructure is delivered in a comprehensive and coordinated manner.

Retail

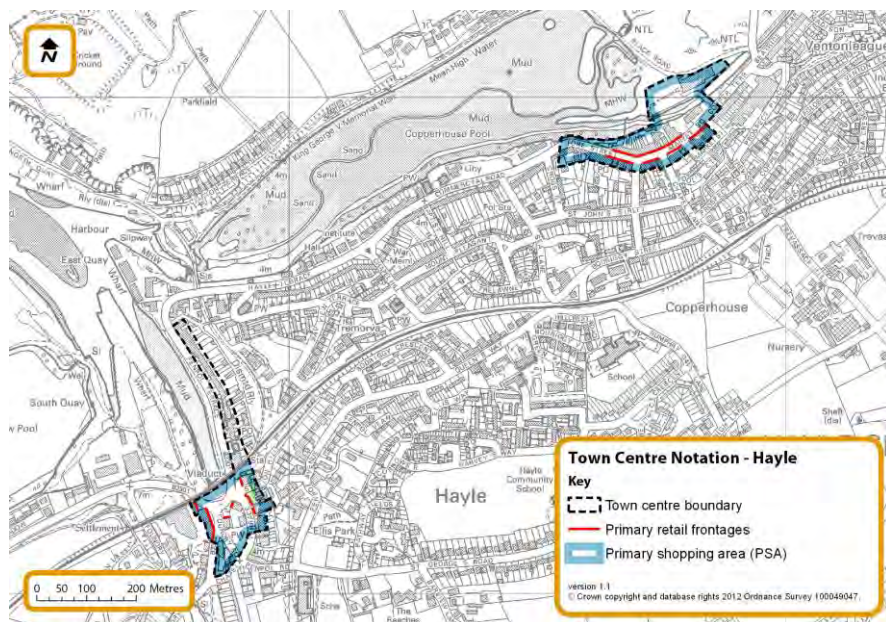
~~**5.5** In Hayle it is estimated that there is capacity for the provision of an additional 650sqm of convenience and 1,950sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up-to-date reflection of market conditions and the health of individual centres.~~

5.6 Hayle has potential to improve its retail offer to provide for existing and additional demand arising from the growing population:

- **Copperhouse** – there are limited opportunities for any expansion of the existing town centre area so the focus is on enhancing, marketing and strengthening the existing offer.
- **Foundry** – the proximity to South Quay retail proposals will strengthen the town centre and there may be future opportunities for new retail uses on edge of the Foundry centre if sites become available.
- **West Cornwall Retail Park** – any future provision of further larger format stores would only be considered once

town centre or edge of centre opportunities are delivered and if proposals do not impact on other town centre retail and regeneration objectives in west Cornwall.

Hayle Town Centre Boundary Map



Employment

5.7 New employment opportunities may arise for reuse of historic buildings in Hayle. On the edges of the town the

Marsh Lane area may provide further employment or commercial opportunities over the longer term as Hayle grows. The St Erth industrial area may also offer opportunities for employment uses related to its A30 location or the west Cornwall public transport interchange.

Infrastructure

5.8 In delivering the strategy Hayle's infrastructure will need to be enhanced, including improvements to:

- **Healthcare** – Improved healthcare services to provide for a larger, and aging, population.
- **Education** – an expansion of Penpol Primary school in the short term. Longer term expansion at Bodriggy, and review of Secondary capacity;
- **Utilities** – Localised investment in the area's utilities to cater for the demand from the additional housing and economic growth;
- **Green Infrastructure** – Maintain / enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open space and green links will help provide much needed recreational facilities in the south of the town;

- **Transportation** – The enhancement and promotion of sustainable transport options forms the heart of Hayle's transportation strategy. It is recognised that highway improvements will also be required e.g. at Loggans Moor, St Erth, Carwin Rise and Foundry Square. To maintain two access points to Hayle requires mitigation measures to be implemented along the Causeway and beyond or provision of new A30 junction.

- **Flooding** – A long term solution to coastal flooding should be sought to support the sustainable regeneration of Hayle town centre.

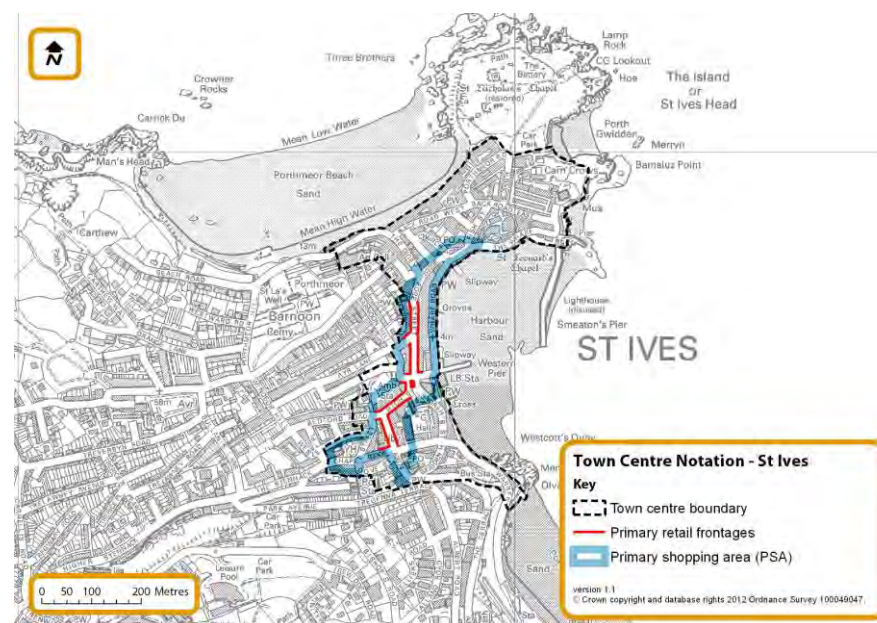
St Ives and Carbis Bay

5.9 The strategy for St Ives and Carbis Bay is to support and enhance its role as a key tourist destination, based on its unique setting and environment and its arts and cultural attractions, shops and restaurants. A further key element of the strategy is to assist in diversifying the local economic base through technology and flexible working. New homes with a focus on being affordable for local need along with enhanced and better access to community facilities particularly for residents in Carbis Bay are also key elements of the strategy.

5.10 St Ives has a vibrant and healthy town centre based on its retail offer and many restaurants. The lack of physical opportunities to expand the Town Centre along

with its success means the strategy for retail is to maintain, support and enhance retail uses within the existing Town Centre area. There are some limited neighbourhood facilities at Carbis Bay; these should be enhanced and strengthened where possible to enable better access for the community.

St Ives Town Centre Boundary Map



Employment

5.11 In St Ives and Carbis Bay there is a lack of opportunities and suitable sites for any significant larger scale employment uses, however many local jobs are over reliant on seasonal tourism related activity, therefore reuse of existing sites for smaller flexible workspace for businesses and home working should be encouraged.

Infrastructure

5.12 Improving access, movement, and parking issues particularly through the busy summer months is a key aim of the sustainable transport strategy for the area.

5.13 In delivering the strategy for St Ives and Carbis Bay infrastructure will need to be enhanced, including improvements to:

- **Healthcare** – Improved healthcare services to provide for a larger, and aging, population, including better provision and access at Carbis Bay;
- **Education** – enhance primary school facilities. Secondary school facilities are under review;
- **Utilities** – Localised investment in the area's utilities to cater for the demand from the additional housing.

- **Green Infrastructure** – Maintain / enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open spaces and green links; and

- **Transportation** – The enhancement and promotion of sustainable transport options including promotion of the West Cornwall Transport Interchange at St Erth, local branchline and bus services and town wide pedestrian and walking provision. Better signage and an improved parking strategy will assist in reducing peak summer congestion. It is also recognised that some minor highway improvements will also be required at certain key junctions linked to developments.

Housing requirements

~~**5.14** The Community Network Area should plan for around 2,750 dwellings (about 138 dwellings per year) over the period between 2010 and 2030.~~

~~**5.15** As the main settlements with good employment and transport provision, Hayle and St Ives will be required to accommodate the majority of those dwellings. The overall level of housing proposed for Hayle will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and~~

current infrastructure constraints an annual building rate between 2013 and 2018 of 60 per annum rising to 87 per annum for the remaining 12 years to 2030 is an appropriate target.

5.16 Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

~~Policy PP2: Hayle and St Ives CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Hayle and St Ives can be satisfied:~~

~~a. The protection of the vitality and viability of St Ives and Hayle town centres through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~

~~b. The provision of around 8,450sqm of B1a office accommodation and 8,450sqm of industrial space has~~

~~been identified. This has the potential of accommodating 650 jobs in the CNA over the plan period;~~

~~c. Support new employment schemes both in the towns and in the rural areas. Emphasis should be given to quality, permanent work opportunities which break the cycle of seasonal labour. High speed broadband should be encouraged in all areas to meet modern working requirements;~~

~~d. The provision of around 1,400 dwellings in Hayle in the period up to 2030 to be phased in relation to infrastructure requirements;~~

~~e. The provision of around 1,000 dwellings in St Ives in the period up to 2030;~~

~~f. The regeneration of Hayle focusing mainly on the Hayle Harbour area and the development of the wavehub and associated employment development;~~

~~g. Support the sustainable regeneration of Hayle town centre by delivering coastal defence improvements;~~

~~h. Support for St Ives Bay as a key tourist destination. Proposals should support sustainable tourism which will enhance the tourism offer and deliver year round employment opportunities.~~

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

- a. The provision of around 350 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;
- b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;
- c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP3 Helston and the Lizard Community Network Area

Introduction

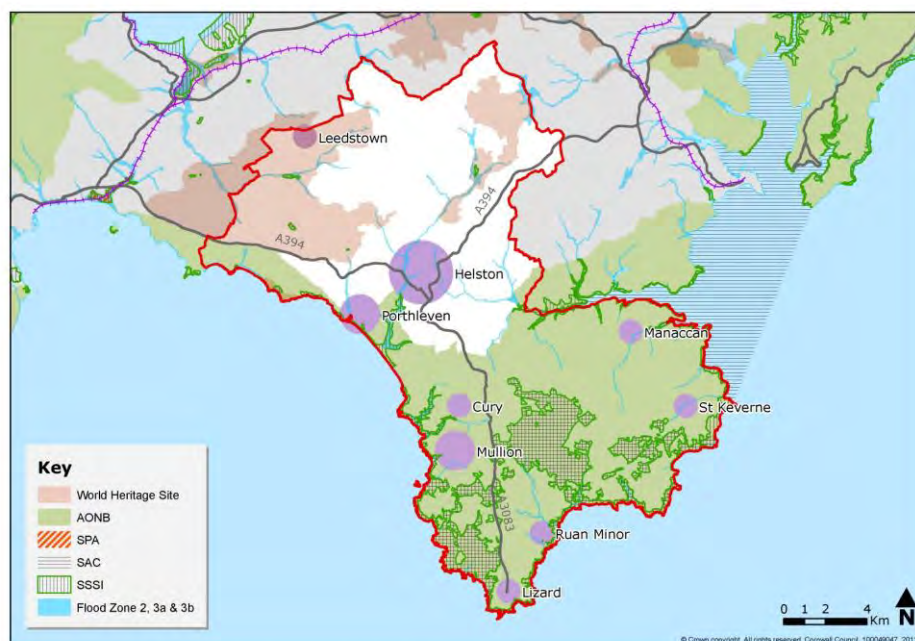
6.0 The Helston and the Lizard Community Network Area is a wide geographical area covering the 18 parishes of Breage, Crowan, Cury, Germoe, Grade-Ruan, Gunwalloe, Gweek, Helston, Landewednack, Manaccan, Mawgan-in-Meneage, Mullion, Porthleven, Sithney, St Anthony in-Meneage, St Keverne, St Martin-in-Meneage and Wendron. Helston is the main town within this area, and therefore acts as the local service centre to the numerous smaller settlements surrounding it. The only other town in the area is Porthleven.

Key Facts:

Population 2007: **32,500**
Dwellings 2010: **15,242** (6.0% Cornwall)
Past housing build rates 1991-2010: **2,156** (16% CNA increase, 5% Cornwall)
Housing need (preferred area) 2012: **490** (Bands A-D) plus **676** (Band E)

equates to 4.3% and 4.6% of Cornwall total respectively
Existing housing commitments 2010-2012: **974**
Helston employees estimate (2011):
Full time: **2,379** Part-time: **2,091**
Porthleven employees estimate (2011):
Full time: **291** Part-time: **323**

Helston and the Lizard CNA Map



6.1 Specific objectives to be addressed in planning for the Helston and the Lizard Community Network Area include:

Objective 1 – Housing

To provide good quality housing, in doing so providing for the affordable housing requirements of the local community. Address high house prices, lack of affordable housing and lack of elderly and special needs accommodation.

Objective 2 – Rural Travel

Reduce rural isolation, particularly in the remote villages and hamlets, by encouraging regular public transport for residents to access services, work and education.

Objective 3 – Community Services

Encourage improvements to community services, health care and education provision and enhance current levels of provision where possible. Consideration should also be given to mobile services. To deliver community facilities that are thriving and well used, providing a range of activities for all ages.

Objective 4 – Businesses

To maintain and enhance Helston as a high quality service and retail centre for its local residents and its surrounding parishes. To provide more employment opportunities within Helston, in doing so reducing the reliance on Culdrose as the primary employer, whilst still

continuing to support its continued operation. Enable the provision of rural workspace and encourage business mentoring and support.

Objective 5 – Environment

Ensure development is sensitive to the outstanding natural, built, historic and maritime environment of the area. To deliver growth sensitively, in doing so ensuring surrounding settlements / hamlets do not lose their separate identities.

Objective 6 – Recreation

To protect Helston's most important 'green assets' whilst improving / increasing the provision of open space and green links for the existing and expanding population. Boost access to recreational opportunities for young people.

Objective 7 – Shops and Services

Maintain Helston's role as the main retail and service centre in the area and enhance the attractiveness and viability of the town centre.

Development Strategy

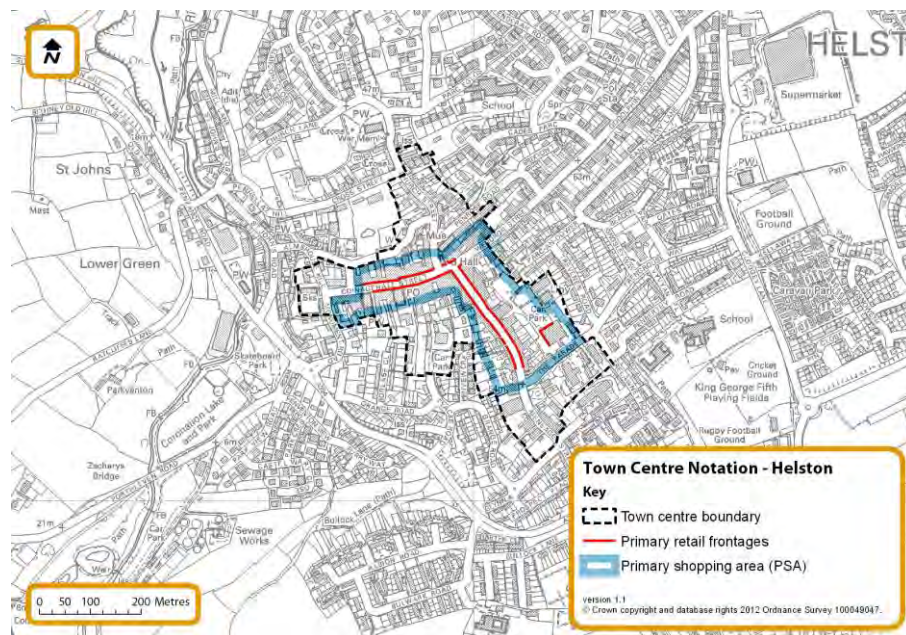
6.2 As a result of its relatively peripheral location, Helston represents an important service and employment centre for its local residents, as well as a wider catchment of other communities.

Retail

6.3 The retail sector is another important employer for Helston and one that it is important to support further, primarily comparison retail. Whilst Helston is well provided with convenience shopping, partly through edge of centre and out of centre supermarkets, a significant proportion of **Helston residents' comparison** retail spending leaks to other towns.

6.4 As a result, the aim is to maintain and strengthen **Helston's town centre retail** offer, in doing so supporting town centre and edge of centre opportunities to expand its comparison retail offer. Whilst site options are limited, opportunities should be explored.

Helston Town Centre Boundary Map



6.5 It is estimated that there is capacity for the provision of an additional 100sqm of convenience and 2,450sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up-to-date reflection of market conditions and the health of individual centres.

Employment

6.6 Helston's economic well-being is dominated by Cornwall's largest single site employer, Culdrose. Whilst seeking to support the continued operation of this important employer, the aim is to also diversify the economic base, by developing further employment opportunities in other industries, such as office and retail. In turn further industrial development should be focused on the existing industrial estates of Tresprison Industrial Park and St John's Business Park, with a small amount of space available at Water-Ma-Trout; whilst also supporting the build out of Helston Business Park with higher quality industrial and office uses. Furthermore, the development of office space within the town centres would be supported, where it does not detract from the retail offer. In addition, some light industrial and office space would be sought as part of certain greenfield residential development options – these options will be set out in more detail in the Helston Town Framework which will then form part of the Cornwall Allocations document.

Housing

6.7 In delivering Helston's housing target, priority should be given to existing brownfield sites; although it is recognised that there are limited suitable options beyond those that are already permitted. As a result,

approximately half of the housing target will need to be delivered on Greenfield sites beyond the existing edge of the town; the identification of appropriate greenfield development options will be established in the Cornwall Allocations document. Furthermore, along with office space, residential development would also be encouraged on upper storeys within the town centre, where it does not detract from the retail offer or its general economic vitality.

Infrastructure

6.8 Of great importance in the delivery of the strategy, will be delivery of enhanced infrastructure. The growth in population will require improvements in;

- **Healthcare** – Improved healthcare services to provide for the larger aging population.
- **Education** – Work is ongoing to understand what additional education facilities would be required to cater for the increased population including the number of extra schools required. Some existing schools may have the physical capacity to provide additional facilities.
- **Utilities** – Strategic and localised investment in the **area's utilities** to cater for the demand from the additional housing and economic growth.

- **Green Infrastructure** – Maintain / enhance strategic green corridors to help preserve the identities of the communities that they separate; whilst also providing walking and cycling routes, ecological corridors, etc. Furthermore, delivery of new and improved public open space and green links will help provide much needed recreational facilities, whilst also helping to deliver some of the sustainable transport objectives.

- **Transportation** – The enhancement and promotion of sustainable transport options forms the heart of **Helston's** transportation strategy, although it is recognised that highway improvements will also be required.

Housing requirements

~~**6.9** The Community Network Area should plan for around 2,000 dwellings (about 100 dwellings per year) over the period between 2010 and 2030.~~

6.10 As the main settlement with good employment and transport provision, Helston will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of these areas.

~~Policy PP3: Helston and the Lizard CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Helston can be satisfied:~~

~~a. The protection of the vitality and viability of Helston town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~

~~b. The need for the provision of around 7,450sqm of B1a office accommodation and 10,200sqm of industrial space has been identified. This has the potential of accommodating 650 jobs in the CNA over the plan period;~~

~~c. Improvement of rural service provision and prioritisation of sustainable transport measures;~~

~~d. The provision of around 900 dwellings in the period up to 2030.~~

~~2 In the remainder of the Community Network Area development will be permitted where it supports the following priorities:~~

~~a. The provision of around 1,100 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;~~

~~b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.~~

PP4 Camborne, Pool and Redruth Community Network Area

Introduction

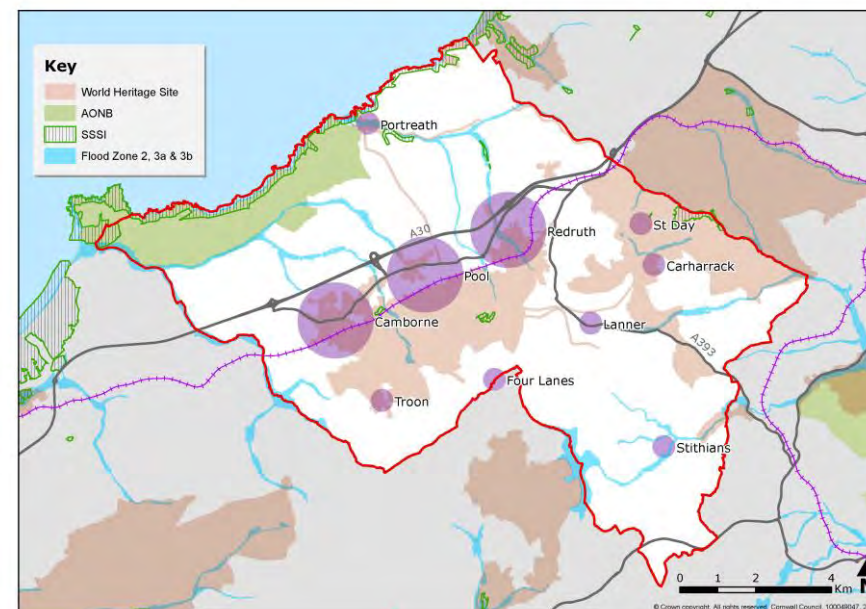
7.0 The Camborne, Pool and Redruth Community Network Area covers the parishes of Camborne, Carharrack, Carn Brea, Gwennap, Illogan, Lanner, Portreath, Redruth, St Day and Stithians.

Key Facts:

Population 2007: **59,100**
Dwellings 2010: **26,680** (10.5% Cornwall)
Past housing build rates 1991-2010: **4,084**
CPR completions 2001-2010 – 1624 (180pa)
Housing need (preferred area) 2012: **1,307** (Bands A-D)
plus **1,397** (Band E) equates to 11.4% and 9.5% of Cornwall total respectively
Existing housing commitments 2010-2012: **3,089**

Camborne / Pool / Redruth employees estimate (2011):
Full time: **12,071** Part-time: **7,231**

Camborne, Pool and Redruth CNA Map



Objectives

7.1 Specific objectives to be addressed in planning for the Camborne Pool Redruth Community Network Area include:

Objective 1 – Employment

Enable higher quality employment opportunities by sustaining and **enhancing the area's role as one of Cornwall's primary employment hubs.**

Objective 2 – Housing

Deliver housing growth that will **help facilitate the area's** economic aspirations, whilst also delivering much needed affordable housing for local residents.

Objective 3 – Retail

Enhance the community network area's retail offer, providing different but complementary roles for Camborne, Pool and Redruth, strengthening comparison shopping in particular.

Objective 4 – Education

Consolidate and enhance the **community network area's** education opportunities, including Cornwall College.

Objective 5 – Regeneration

Reduce deprivation and support regeneration and growth through allocation of land for services, provision of infrastructure (including open space and enhanced sports and leisure facilities) and through high quality design.

Objective 6 – Transport Infrastructure

Deliver the highway and sustainable transport infrastructure needed to **support the delivery of the area's**

regeneration – including the east-west link road and improved access into Redruth town centre.

Objective 7 – Contaminated Land

Continue remediation of the area's contaminated land, in doing so regenerating underused or derelict sites for housing, leisure and employment uses.

Objective 8 – Environment

For CPIR to be renowned as a destination for cultural and heritage related tourism; in doing so acting as the hub for experiencing the World Heritage Site. Maintain the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength.

Development Strategy

7.2 A fundamental principle of the strategy is to break down historic administrative boundaries and create an integrated spatial strategy that makes **the most of CPIR's** collective assets, in doing so maximising the opportunity to continue the regeneration of CPIR. The strategy seeks to replace unsustainable past competition between the towns, with a strategy that promotes a coordinated response for the whole of CPIR; with each community supporting a collective effort, whilst still delivering a distinct set of objectives within their own area.

7.3 The successful regeneration of CPIR will require a holistic approach, but future built development will play a critical role; from delivering higher design standards to new / enhanced services and facilities; and from more / better quality employment opportunities to a reinvigorated retail offer.

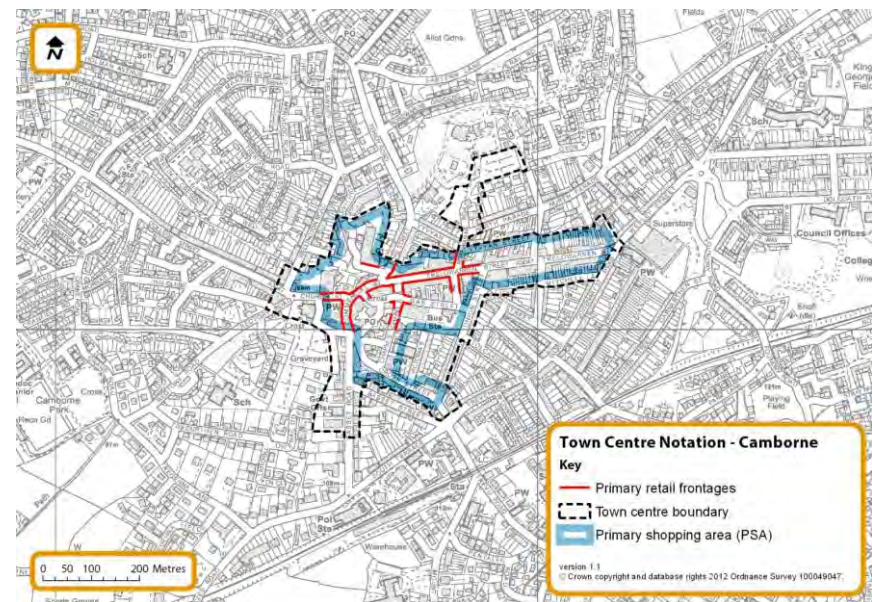
7.4 With Pool sitting at the heart of the CPIR conurbation, together with the fact that it contains a significant amount of underused and derelict brownfield land; it represents both a regeneration priority and an opportunity to create a natural strategic hub for CPIR. As a result, Pool should deliver employment space and strategic services and facilities that the whole of the CPIR area would seek to benefit from. In addition, in delivering these strategic resources for the whole of CPIR, a further aim is to ensure Pool is recognised as a community and destination in its own right.

7.5 Gravitating out from this central location, the use of other underused or derelict brownfield resources are being prioritised for development, such as Tuckingmill, Boilerworks and Dolcoath, which will deliver residential focused development, to respect their predominately residential setting; but also introducing some employment uses and other facilities that will add vibrancy to the development and help support the surrounding areas.

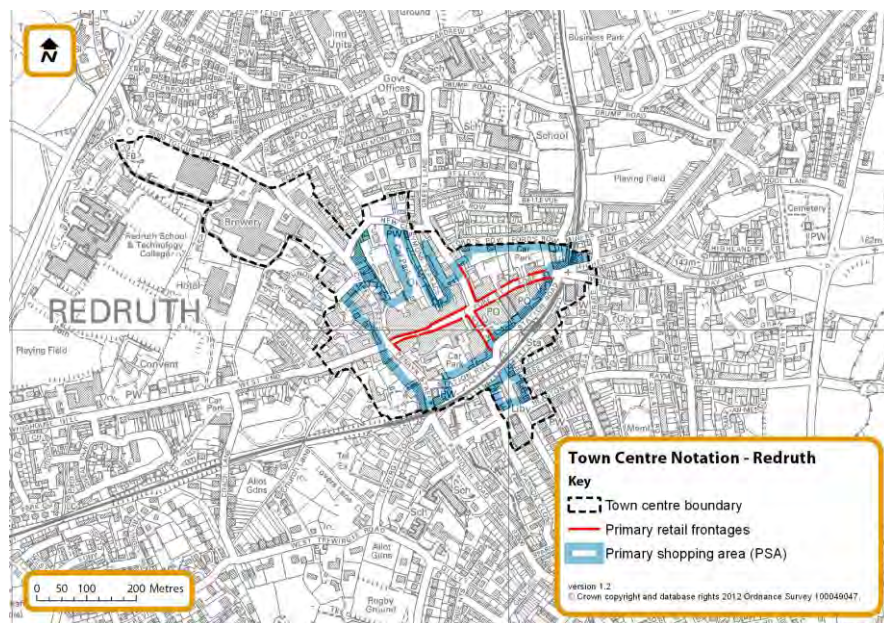
Housing

7.6 In delivering CPIR's housing target, priority should be given to the existing brownfield assets; however greenfield development may be required to support delivery of housing and economic growth particularly in the later stages of the plan period; the identification of appropriate greenfield development options will be established in the Cornwall Allocations Development Plan Document.

Camborne Town Centre Boundary Map



Redruth Town Centre Boundary Map



Employment

7.7 Future development of industrial employment should be directed **primarily to CPIR's existing industrial** estates (e.g. Cardrew, Treleigh, Tolvaddon, Barncoose). Opportunities to deliver office development should be prioritised to the town centres; where this is not possible, **Pool represents CPIR's primary** opportunity to create a hub

for high quality office accommodation. In addition, it would be expected that some light industrial and office uses will be dispersed amongst the larger residential developments, to offer a mix of uses. This strategy enables a natural prioritisation of economic roles between the communities, with Redruth and East Pool having a greater focus on industrial development; whilst West Pool and Camborne focusing more on office development.

7.8 CPIR's retail offer does not reflect that of Cornwall's largest conurbation, as a result a significant proportion of **local residents' comparison retail** expenditure is lost to other areas. In moving forward the strategy seeks to provide for the additional demand arising from the growing population, plus seek to recover some of the local **residents' lost comparison retail** expenditure from other areas. The strategy seeks to maintain Camborne and Redruth Town Centres as their **communities' primary retail** and service centres; however it is also recognised that the towns alone would not be able to deliver the scale of retail growth that is required. As a result:

- Camborne and Redruth Town Centres
 - Improve the quality of the offer, in doing so focusing predominately on smaller multiples and independent stores. In delivering future retail growth the Bus Depot represents the main opportunity within Camborne; whilst in Redruth an opportunity exists to expand on to one of **Redruth's existing town centre car parks**.

- **Pool** – Provide a complementary offer to the two towns, in doing so continuing to offer a location within CPIR for larger footprint stores, which the two towns find hard to accommodate. However, in moving forward the offer be well coordinated, involving all existing and potential new operators, to enable a better planned high quality retail offer that fits well within its setting. (More detail on the scale and location of development will be available within the CPIR Town Framework).

7.9 Finally, due to the growth of internet shopping, it is recognised that if any of these centres are to flourish they need to develop complementary leisure / tourism roles – providing a destination where the shops form part, albeit the most important part, of a wider experience.

~~**7.10** It is estimated that there is capacity for the provision of an additional 1,050sqm of convenience and 14,500sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the towns up to 2030. This data will be updated on a regular basis to ensure it provides an up-to-date reflection of market conditions and the health of individual centres.~~

7.11 Fundamental to the delivery of the strategy will be the enhancement of **CPIR's infrastructure, including:**

- **Healthcare** – Improved healthcare services to provide for the larger, and aging, population.
- **Education** – Improved academic facilities to provide for increasing demand, as well as maximise the opportunities arising from the Cornwall College campus.
- **Utilities** – Strategic and localised investment in the **area's utilities** to cater for the demand from the additional housing and economic growth.
- **Green Infrastructure** – Maintaining / enhance strategic green corridors to help preserve the identities of the communities that they separate; whilst also providing walking and cycling routes, ecological corridors, etc. Furthermore, deliver new and improved public open space and green links will help provide much needed recreational facilities, whilst also helping to deliver some of the sustainable transport objectives.
- **Transportation** – The enhancement and promotion of sustainable transport options forms the heart of **CPIR's** transportation strategy, although it is recognised that highway improvements will also be required – such as the development of the East-West Link Road.
- **Flooding** – Reduce risk of surface water flooding through the implementation of an area wide Surface Water Management Plan. New development should comply with its principles to help divert surface water out of the

combined drainage system, prevent local sewers being overloaded and improve local water quality.

Housing requirements

~~7.13~~ The Community Network Area should plan for around of 5,300 dwellings (about 265 dwellings per year) over the period between 2010 and 2030.

7.14 As the main settlements with good employment and transport provision, Camborne, Pool and Redruth will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

~~Policy PP4: Camborne, Pool and Redruth CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Camborne, pool and Redruth can be satisfied:~~

a. The protection of the vitality and viability of Camborne and Redruth town centres through the promotion of retail,

office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b. The provision of around 42,500sqm of B1a office accommodation and 24,850sqm of new industrial space has been identified. This has the potential of accommodating 2,850 jobs over the plan period;

c. The provision of around 4,500 dwellings in the period up to 2030;

d. The delivery of highway and sustainable transport infrastructure needed to support regeneration — including the east-west link road and improved access into Redruth town centre; and includes measures to address air quality issues in the town;

e. The delivery of higher quality employment opportunities by **sustaining and enhancing CPIR's** role as one of Cornwall's primary employment hubs;

f. The regeneration of underused or derelict sites for housing, leisure and employment uses;

g. Consolidate and enhance the **community network area's** education opportunities, including Cornwall College;

h. Remediation of the area's contaminated land, in doing so regenerating underused or derelict sites for housing, leisure and employment uses, whilst ensuring that important features of the World Heritage Site are protected and Enhanced;

i. Implementation of the area wide Surface Water Management Plan, to reduce the risk of surface water flooding and improve water quality.

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

a. The provision of around 800 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

c. Development should deliver community benefits in the form of affordable housing for local people and

contributions to requirements for facilities, services and infrastructure identified locally.

PP5 Falmouth and Penryn Community Network Area

Introduction

8.0 The Falmouth and Penryn Community Network Area covers the parishes of Budock, Constantine, Falmouth, Mabe, Mawnan, Mylor, Penryn, Perranarworthal and St Gluvias.

Key facts:

Population 2007: **40,800**

Dwellings 2010: **19,167** (7.5% Cornwall)

Past housing build rates 1991-2010: **2,401**

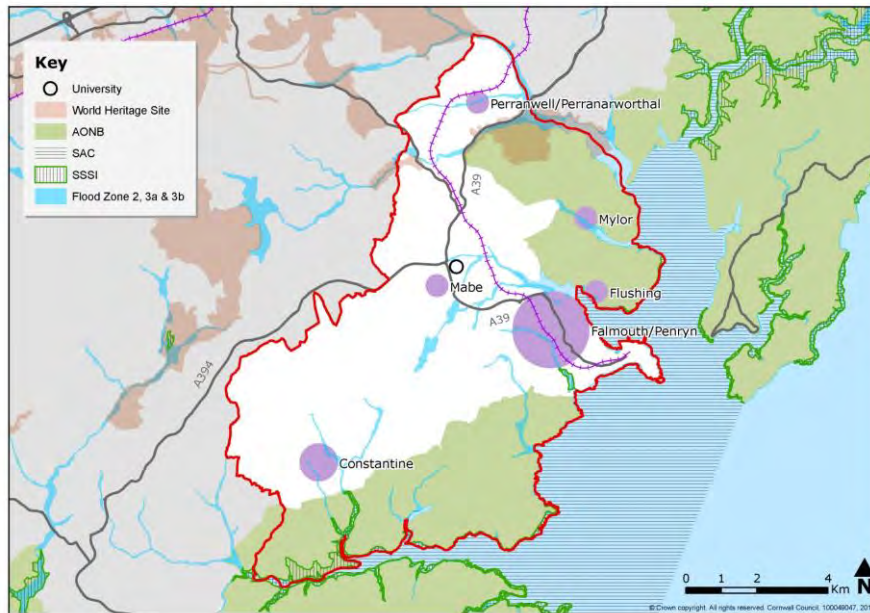
Falmouth / Penryn completions 2001-2010 – **1,154** (128pa)

Housing need (preferred area) 2012: **907** (Bands A-D) plus **1,049** (Band E) equates to 7.9% and 7.1% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,111**

Falmouth / Penryn employees estimate:
Full time: **7,846** Part-time: **4,914**

Falmouth and Penryn CNA Map



Objectives

8.1 Specific objectives to be addressed in planning for the Falmouth and Penryn Community Network Area include:

Objective 1 – Housing Growth

Manage the location and distribution of housing growth and the delivery of an appropriate mix of housing – includes addressing issues associated with affordable housing and student accommodation. Development in the villages should focus on meeting affordable housing needs.

Objective 2 – Employment

Encourage employment opportunities, particularly in relation to Falmouth University and Combined Universities of Cornwall at Tremough (CUC), Falmouth Docks / Port of Falmouth and tourism.

Objective 3 – Falmouth Town Centre

Maintain Falmouth as a strategic shopping centre and provide opportunities for new retail development to secure **the centre's** vitality and viability and to strengthen the retail provision in the town centre. The town centre environment should be enhanced by considering pedestrian prioritisation and supporting public realm improvements.

Objective 4 – Community Services and Facilities

Improve community services and facilities to overcome current shortfalls within the existing community and to meet further demand resulting from growth.

Objective 5 – Sport, Leisure and Tourism

Consider the location of sports and leisure facilities, harnessing the full potential of the waterfront and its opportunities for employment, leisure and tourism.

Objective 6 – Transport Infrastructure

Ensure that transport infrastructure, including essential car parking and sustainable transport modes, is adequate to support growth. This includes tackling issues of congestion such as at key junctions on the approach to the towns at Treluswell, Treliever and Kernick Roundabouts, as well as improving accessibility to local services and facilities (e.g. better links to the waterfront and addressing Church Street car parking).

Objective 7 – Economic Development, Environment and Coast

Provide a strategic framework to balance economic development, maritime industries, access to the coast, flood risk management and protection of the environment, including respecting the natural environment within the towns and the rest of the community network area. Address the relationship between Falmouth and Penryn,

and around the villages within the community network area, to preserve their separate identities.

In addition the Falmouth Town Framework has identified the following vision and aims which specifically relate to Falmouth and Penryn.

Development Strategy

8.2 The strategy for Falmouth and Penryn is to focus upon their assets, and maximise the opportunities that they generate. The wider Port of Falmouth, including Penryn and the Falmouth Docks, are of strategic importance and play an important role in the employment, leisure and tourism functions of the towns. Falmouth also provides a strategic shopping centre for the County, supporting destinations such as Truro, Penzance and St Austell.

Housing

8.3 In delivering the housing target for Falmouth and Penryn, priority should be given to the utilisation of brownfield and urban sites; although it is acknowledged that the urban capacity is limited due to the constrained nature of the towns. Consequently, remaining growth will need to be provided on greenfield sites; the identification of appropriate greenfield options will be established in the Cornwall Strategic Allocations document. In delivering the

housing growth for the towns, focus should be given to delivering an appropriate mix of housing to address local housing need, and the need for student accommodation. Whilst there are limited opportunities, every effort should be made to deliver good quality, managed accommodation within the towns that provides an element of the required accommodation, and an appropriate mix of housing types. Such provision will help to reduce the reliance on existing housing stock in the community for use by students.

~~8.4 The overall level of housing proposed for Falmouth and Penryn will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 110 per annum rising to 137 per annum for the remaining 12 years to 2030 is an appropriate target.~~

8.5 Falmouth is an important local retail centre of strategic importance within the County, attracting a wide catchment from the surrounding rural towns and villages.

8.6 It provides a primary supporting role to the main retail centre at Truro, and is consequently part of the main retail hierarchy for the County, along with Penzance and St Austell.

~~8.7 It is estimated that there is capacity for the provision of an additional 1,150sqm of convenience and 9,250sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the towns up to 2030. This data will be updated on a regular basis to ensure it provides an up-to-date reflection of market conditions and the health of individual centres.~~

8.8 Due to its constrained nature, there are limited opportunities within Falmouth, such that there should be a focus on maximising those opportunities arising from the existing offer.

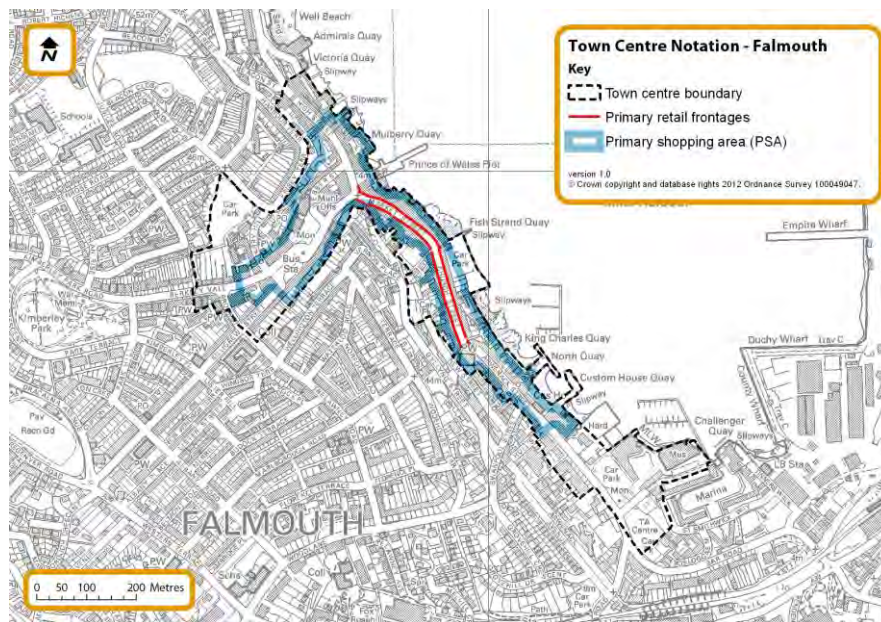
8.9 The opportunities to strengthen the town and provide new retail floorspace may surround one or more of the following sites: Customs House Quay to Event Square / Maritime Museum; Quarry Car Park; Church Street Car Park.

8.10 The Council is not seeking to develop all of the car park sites to deliver growth for the town centre, and will seek an appropriate strategy to deliver and maintain appropriate car parking for the existing and future requirements for the town.

8.11 Penryn town centre provides an important role for the local residents of the town, and plays a key supporting role to the larger offer at Falmouth. It has limited opportunities for growth, and as such its main focus should be upon

regenerating its high street and Commercial Road area, delivering new pedestrian access between these and its car parks to improve accessibility for the town and its retail offer.

Falmouth Town Centre Boundary Map



Employment

8.12 The towns of Falmouth and Penryn are committed to ensuring that they are well placed to meet the economic demands for the forthcoming years. In particular the communities are committed to investment in key elements that will ensure economic success in new technologies; young people graduating from apprenticeships; Further and Higher Education; in maritime assets; infrastructure; leisure and tourism; their unique location; and in micro businesses and other traditional small businesses within the communities.

8.13 Strategic growth opportunities revolve primarily around Falmouth, the wider port and the docks, which are anticipated to deliver significant employment growth surrounding employment and industry within the marine environment. This strategic growth would be supported by other employment opportunities around the urban extensions, including regeneration and expansion of existing employment areas. Economic ambitions for Falmouth and Cornwall as a whole relate to the universities at Penryn and Falmouth, as key economic drivers.

8.14 The Council will seek to develop the potential to maximise the opportunities for educational and skills delivery in a range of technologies and areas of expertise. Delivering opportunities for improving education and skill levels locally will help spin off employment opportunities

and will help to drive economic well-being through improved skills and labour generation, thereby facilitating employment and business creation.

8.15 The delivery of growth on space in the towns to support the Tremough Innovation centre will help to secure the longer term success of new and expanding business in the area, which will add to the economic well-being of the towns. Opportunities to maintain enhance and expand the provisions of the universities at Falmouth and Penryn should consequently be supported and maximised.

Infrastructure

8.16 In delivering the strategy Falmouth and Penryn's infrastructure will need to be enhanced, including improvements to:

- **Healthcare** – improved services to provide for a larger and aging population;
- **Education** – consolidation of the Falmouth School campus onto one site, through the use of the adjacent and vacant former hospital site;
- **Utilities** – localised investment in the town's utilities to cater for the demand from the additional housing and employment growth;

- **Green Infrastructure** – Maintain / enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open space and green links will help provide much needed recreational facilities in the south of the town

- **Transportation** – The enhancement and promotion of sustainable transport options forms the heart of Falmouth and Penryn's transportation strategy. It is also recognised that highway improvements will also be required at several key junctions to address traffic congestion, capacity and safety concerns, and which are identified within the transport strategy.

- **Flooding** – Develop a flood risk management strategy for the area.

~~Policy PP5: Falmouth and Penryn CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Falmouth and Penryn can be satisfied:~~

~~a. The protection of the vitality and viability of Falmouth and Penryn town centres through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary~~

~~Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~

~~b. The provision of around 9,450sqm of B1a office accommodation and 13,000sqm of industrial space has been identified. This has the potential of accommodating 850 jobs in the CNA over the plan period;~~

~~c. The provision of around 2,600 dwellings in Falmouth and Penryn in the period up to 2030 to be phased in relation to infrastructure requirements to support the appropriate provision of student accommodation to support growth of the University of Exeter and Falmouth University;~~

~~d. The provision of, or safeguarding for, employment sites related to the maritime uses in waterside locations and the docks and the knowledge economy at the universities;~~

~~e. The retention of a green buffer between Falmouth and Penryn to ensure that the separate identities of the town are celebrated and enhanced;~~

~~2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:~~

~~a. The provision of around 500 dwellings in the period up to 2030. Additional housing and employment growth~~

~~should be of a size, nature and scale appropriate to the needs, character, role and services available in the settlement;~~

~~b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally;~~

PP6 Truro and Roseland Community Network Area

Introduction

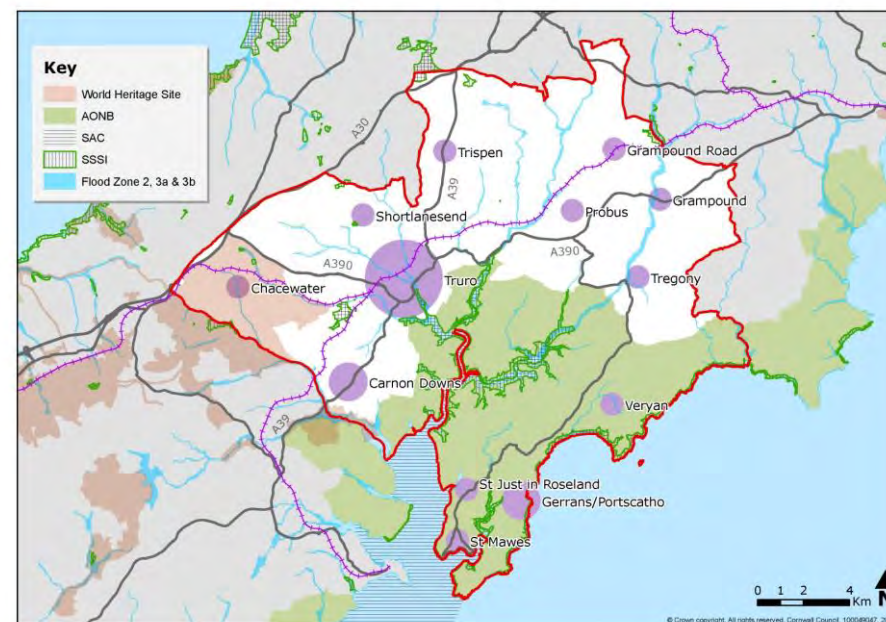
9.0 The Truro and Roseland Community Network Area covers the parishes of Chacewater, Cuby, Feock, Gerrans, Grampound with Creed, Kea, Kenwyn, Ladock, Philleigh, Probus, Ruanlanihorne, St Clement, St Erme, St Just-in-Roseland, St Michael Caerhays, St Michael Penkevil, Tregony, Truro and Veryan.

Key Facts:

Population 2007: **43,900**
Dwellings 2010: **20,636** (8.1% Cornwall)
Past housing build rates 1991-2010: **3,430**
Truro completions 2001-2010 – **1353** (150pa)
Housing need (preferred area) 2012: **1,108** (Bands A-D) plus **1,271** (Band E) equates to 9.6% and 8.7% of Cornwall total respectively
Jobs (2009): **31,400** (16.4% Cornwall)
Existing housing commitments 2010-2012: **1,029**

Truro / Threemilestone employees estimate (2011):
Full time: **14,487** Part-time: **11,755**

Truro and Roseland CNA Map



Objectives

9.1 Specific objectives to be addressed in planning for the Truro and Roseland Community Network Area include:

Objective 1 – Housing Needs

Plan for the appropriate location and distribution of housing growth, taking into consideration the evidence gathering work undertaken for the Truro and Threemilestone Area Action Plan. Ensure that the housing needs of the community are met, with a particular emphasis on affordable housing.

Objective 2 – Housing and Jobs

Balance the provision of employment and housing to reduce commuting.

Objective 3 – Employment

Provide high quality, well paid employment in locations that reduce the need to travel.

Objective 4 – Sustainable Transport

Enable the use of more sustainable transport modes (for goods and people) and reduce congestion through the provision of additional transport infrastructure and ensuring sustainable transport is designed into new development.

Objective 5 – Shops and Services

Support the retail function of Truro in relation to other main towns in Cornwall and within the South West. Protect shops and access to services and facilities in rural areas.

Objective 6 – Community Facilities

Ensure that facilities, including health, leisure, education and sports facilities, are provided to support new development and address existing deficiencies.

Objective 7 – Design

Ensure that development is adaptable, sustainable and of a high quality design and layout.

Objective 8 – Landscape

Ensure that development respects the distinctive landscape settings of both Truro and the Highertown / Threemilestone area.

Objective 9 – Sustainable Development

Provide a strategic framework to balance economic development, maritime industries, protection of the environment and access to the coast.

Objective 10 – Reduce the risk of flooding

Ensure future development utilises sustainable drainage technology and seeks to improve connections to the natural floodplain to reduce the impact of surface water flooding and avoid additional flood risks to ensure that additional flood risks are avoided. The sequential approach to flooding will inform site choices in Truro city centre taking into account significant flood risk on some sites.

In addition the Truro and Kenwyn Neighbourhood Plan has identified the following vision and aims which specifically relate to the area:

The Truro and Kenwyn Vision

~~9.2~~ Our vision is for Truro to be a successful and vibrant city, where everyone has the opportunity to thrive economically, culturally and socially; a safe city, aware of its history and confident of its future; that promotes and achieves learning, innovation, activity, health and sustainable development. Truro will be a diverse community that provides for and values all of its people, ensuring that developments benefit communities.

~~Aim 1—Create, strengthen and maintain sustainable communities~~

Manage the location and distribution of growth to create sustainable communities and help to maintain and enhance existing communities. This will include the provision of local needs housing and local centres ensuring that appropriate facilities are provided across the city to reduce the need to travel as well as encouraging and respecting locally distinctive forms of development.

~~Aim 2—Meet infrastructure needs sustainably~~

Infrastructure should provide for the effective social, environmental and economic functioning of the area. In particular development should maximise the opportunities for local sustainable power generation, increase the energy efficiency of the city and sustainable water management and provide for sustainable travel.

~~Aim 3—Provide for sustainable movement~~

Development should reduce the need to travel, provide for more accessible public transport, maximise use of the rail network as well as encouraging active travel.

~~Aim 4—Strengthen the city centre~~

The city centre should be the primary location for retail and commercial uses. A diversity of uses will be encouraged in the city centre.

~~Aim 5—Maximise opportunities for brownfield redevelopment~~

Previously developed land will be prioritised for redevelopment.

~~Aim 6—Be shaped by our green infrastructure~~

The plan will enhance and provide the green infrastructure needed to support Truro and Kenwyn, including open

~~spaces, access to the countryside and food and fuel production.~~

~~Aim 7 — Empower the community~~

~~The community should be meaningfully engaged to create, champion and maintain a long term vision for Truro and Kenwyn.~~

~~Aim 8 — Take a holistic approach to land use~~

~~A balance should be achieved between the reasonable needs of development with the needs of agriculture to provide for our community.~~

Development Strategy

9.3 ~~A comprehensive and coordinated approach will be pursued to the planning and development of Truro. The approach, encapsulated by the emerging Neighbourhood Plan, integrates elements of housing, economic, transport, community and environmental policy, and will enable Truro to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting and enhancing the role of the city and its hinterland, its unique qualities and character and historic built and natural environment. Development will need to ensure that the essential character and landscape setting of the city is respected.~~

Housing

9.4 ~~In delivering the housing target for Truro and Kenwyn, priority should be given to utilisation of brownfield and urban sites; although it is acknowledged that the urban capacity is limited (around 500 dwellings over the twenty year period) due to the constrained nature of the city centre. Consequently, remaining growth will need to be provided on Greenfield sites; the identification of appropriate Greenfield options will be established within work undertaken for the Neighbourhood Plan and the Cornwall Allocations document.~~

Retail

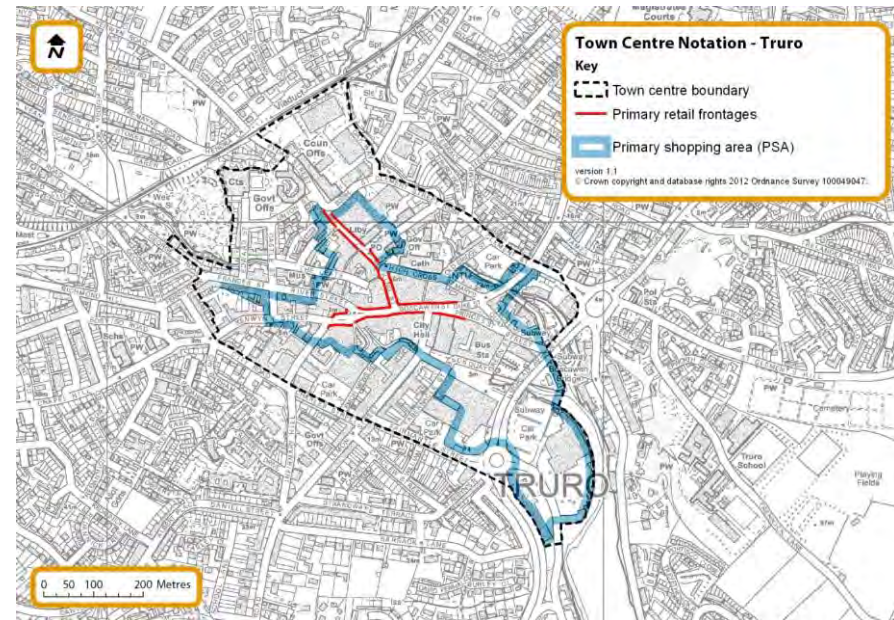
9.5 Truro is an important retail centre of strategic importance attracting a wide catchment from the surrounding rural towns and villages. Suitable land for larger retail development is in limited supply in the city centre; however **opportunities include the Council's** office campus at Pydar Street, the Moorfield car park and Garras Wharf.

9.6 ~~A Neighbourhood Plan has been is being prepared for Truro and Kenwyn area, which provides additional evidence and policies for development proposals in that area. To allow for proper planning of infrastructure the policy allows for a slower rate of development early in the plan period.~~

9.7 The Cornwall Retail Study estimates that there is capacity for the provision of an additional 2,800sqm of convenience and 61,200sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up-to-date reflection of market conditions and the health of individual centres.

9.8 Threemilestone village centre provides an important role for local residents, and provides local services and shopping. There is considerable potential for the regeneration of the centre to provide additional facilities and services for residents and workers at local employment areas.

Truro Town Centre Boundary Map



Employment

9.9 Truro and Kenwyn are committed to ensuring that they are well placed to meet the economic demands for the forthcoming years. Strategic growth opportunities include the regeneration of existing employment areas, the development of the knowledge economy and creating better physical and technological connectivity between

businesses and the city. Maritime industry and new business start ups will be supported in the area. This strategic growth would be supported by other employment opportunities in the new communities.

9.10 The Council will seek to develop the potential to maximise the opportunities for educational and skills delivery in a range of technologies and areas of expertise. Delivering opportunities for improving education and skill levels locally will help spin off employment opportunities and will help to drive economic well-being through improved skills and labour generation, facilitating employment and business creation.

9.11 The delivery of grow on space to support the Treliske Health and Well Being Centre will help to secure the longer term success of new and expanding business in the area, which will add to the economic well-being of Truro and Kenwyn. Opportunities to maintain enhance and expand the knowledge economy of Truro and Penwith College and the Peninsular Medical School will be supported and maximised.

Infrastructure

9.12 To help deliver the strategy for Truro and Kenwyn infrastructure will need to be enhanced, including improvements to:

- **Healthcare** — improved services to provide for a larger and aging population.

- **Education** — support for Truro and Penwith College, expansion of the secondary schools and the provision of new primary school places as appropriate.

- **Utilities** — localised investment in utilities to cater for the demand from the additional housing and employment growth. A particular focus will be foul and surface water drainage with key investment from South West Water in increasing city centre network capacity.

- **Green Infrastructure** — Maintain / enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open space and green links will help provide much needed recreational facilities in the south of the town and relieve any additional recreational pressure on sensitive nature conservation sites.

- **Transportation** — The enhancement and promotion of sustainable transport options forms the heart of Truro and Kenwyn's transportation strategy. It is also recognised that highway improvements will also be required in key areas to address traffic congestion, capacity and safety concerns, and which are identified within the transport strategy.

• ~~**Flood risk**~~ The implementation of a surface water management plan for the Truro area to reduce the level of surface water flooding in the Community Network Area.

Housing Requirements

~~**9.13**~~ The Community Network Area should plan for around 3,900 dwellings (about 195 dwellings per year) over the period between 2010 and 2030.

9.14 As the main settlement with good employment and transport provision, Truro (including the Kenwyn area) will be required to accommodate the majority of these dwellings. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met.

~~**9.15**~~ The overall level of housing proposed for Truro will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 100 per annum rising to 182 per annum for the remaining 12 years to 2030 is an appropriate target.

9.16 A Neighbourhood Plan is being prepared for Truro and Kenwyn area, which provides additional evidence and policies for development proposals in that area. To allow

for proper planning of infrastructure the policy allows for a slower rate of development early in the plan period.

Policy PP6: Truro and Roseland CNA

~~**1. Development will be permitted where it can be demonstrated that the following priorities for Truro and Kenwyn can be satisfied:**~~

~~a. The protection of the vitality and viability of Truro city centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~

~~b. The provision of around 32,000sqm of B1a office accommodation and 18,750sqm of industrial space has been identified. This has the potential of accommodating 2,150 jobs in the CNA over the plan period;~~

~~c. The provision of around 3,000 dwellings in Truro in the period up to 2030 to be phased in relation to infrastructure requirements;~~

~~d. The provision of, or safeguarding for, employment sites related to the knowledge economy focussed on the~~

~~Peninsula Medical School and Truro College and maritime industry at the Port of Truro;~~

~~e. Reduction in the need to travel through the creation of balanced communities and prioritisation of sustainable transport measures to reduce congestion;~~

~~f. Protection and enhancement of the landscape setting and green infrastructure of Truro and Kenwyn;~~

~~g. Improve flow routes for surface water towards the natural flood plain, to reduce the risk of surface water flooding;~~

~~2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:~~

~~a. The provision of around 900 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;~~

~~b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~e. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.~~

PP7 St Agnes and Perranporth Community Network Area

Introduction

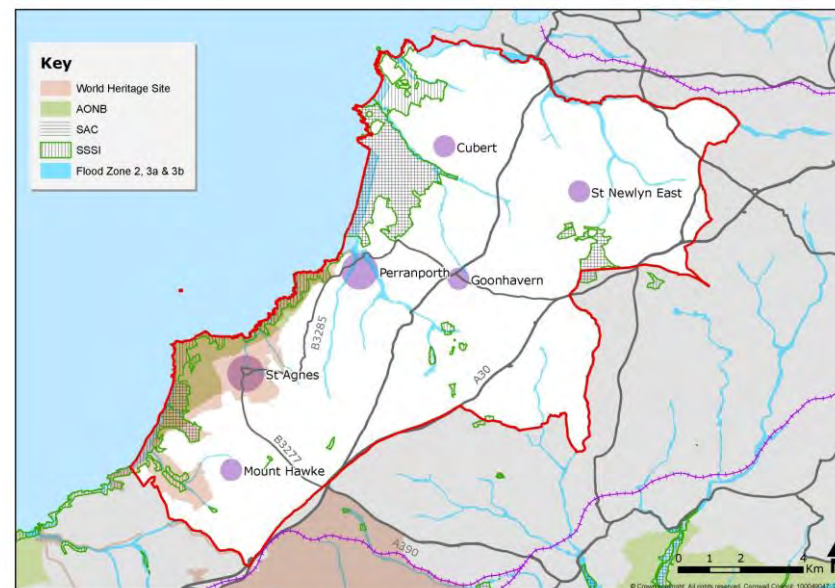
10.0 The St Agnes and Perranporth Community Network Area covers the 6 parishes of Crantock, Cubert, Perranzabuloe, St Agnes, St Allen and St Newlyn East. The main settlements in the area are St Agnes and Perranporth and other villages and smaller settlements include Goonhavern, St. Newlyn East, Porthtowan and Mount Hawke.

Key Facts:

Population 2007: **17,500**
Dwellings 2010: **8,443** (3.3% Cornwall)
Past housing build rates 1991-2010: **1,410**
Housing need (preferred area) 2012: **291** (Bands A-D)
plus **530** (Band E) equates to 2.5% and 3.6% of Cornwall total respectively
Existing housing commitments 2010-2012: **290**
St Agnes employees estimate (2011):
Full time: **416** Part-time: **348**

Perranporth employees estimate (2011):
Full time: **651** Part-time: **583**

St Agnes and Perranporth CNA Map



Objectives

10.1 Specific objectives to be addressed in planning for the St Agnes and Perranporth Community Network Area include:

Objective 1 – Affordable Housing

Enable the provision and appropriate distribution of affordable housing.

Objective 2 – Tourism and Employment

Support the tourist industry and enable other employment opportunities.

Objective 3 – Rural Businesses

Protect and ensure the sustainability of rural shops and businesses.

Objective 4 – Services and Public Transport

Co-ordinate a strategic approach to provision of services and public transport to encourage self-containment and sustainable transport.

Objective 5 – Community Facilities

Consider the need for a north coast secondary school and the provision of leisure facilities.

Objective 6 – Needs of the Elderly

Provide for the needs of an elderly population.

Objective 7 – Coast

Encourage effective coastal management.

Objective 8 – Natural and Historic Environment

Maintain and enhance the **area's heritage and environmental assets** for the benefit of the local **community and to enhance the area's tourism offer.**

Development Strategy

10.2 The CNA contains several thriving communities with opportunity for better self-containment. The main objective is to meet local need and build on strong relationships with nearby urban areas based on good public transport links.

10.3 The focus for growth should be on St Agnes and Perranporth to support balanced communities with good public transport access to Truro.

10.4 The coastal parts of this community network area are comprised of exposed cliffs with deep valleys running inland and broad sand dunes running north of Perranporth. The impact of industrial remains, and reshaping by mining activity, is apparent. There has also been some impact from tourism, especially around Perranporth, a popular tourist town. Military sites remain an important element along the coastal zone by virtue of their historic significance. The area is an important constituent of the Mining World Heritage Site.

10.5 Key community aspirations for the network area include improving community services and facilities to

overcome current shortfalls, harnessing the full potential of the waterfront for employment and leisure and ensuring that infrastructure (particularly transport) is adequate to support growth.

Employment

~~10.6~~ The provision of around 12,100sqm of B1a office accommodation and 7,100sqm of new industrial space has been identified. This has the potential of accommodating 800 jobs in the CNA over the plan period.

Housing Requirements

~~10.7~~ The area should plan for around 1,100 dwellings (about 55 dwellings per year) between 2010 and 2030.

~~10.8~~ Co-ordination will be needed amongst the parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of these areas.

Policy PP7: St Agnes and Perranporth CNA

In the Community Network Area development will be permitted where it supports the following priorities:

~~a. The provision of around 12,100sqm of B1a office accommodation and 7,100sqm of industrial space has been identified. This has the potential of accommodating 800 jobs in the CNA over the plan period;~~

~~b. The provision of around 1,100 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;~~

~~c. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~d. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally;~~

~~e. Support the tourist industry and enable other employment opportunities;~~

~~f. Protect and ensure the sustainability of rural shops and businesses and co-ordinate a strategic approach to provision of services and public transport.~~

PP8 Newquay and St Columb Community Network Area

Introduction

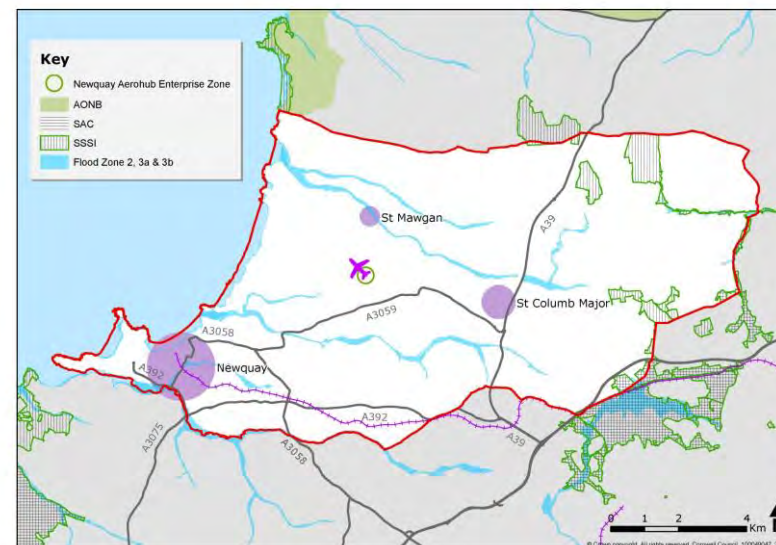
11.0 The Newquay and St Columb Community Network Area covers the parishes of Colan, Mawgan-in-Pydar, Newquay, St Columb Major and St Wenn. The area is dominated by the presence of Newquay, one of Cornwall's largest towns and a major holiday resort. St Columb Major is an ancient market town, and villages include Mawgan Porth, Quintrell Downs, St Mawgan, St Wenn, and Talskiddy.

Key Facts:

Population 2007: **26,900**
Dwellings 2010: **13,677** (5.4% Cornwall)
Past housing build rates 1991-2010: **3,303**
Newquay completions 2001-2010 – **1,488** (165pa)
Housing need (preferred area): **952** (Bands A-D) plus **1,162** (Band E) equates to 8.3% and 7.9% of Cornwall total respectively
Existing housing commitments 2010-2012: **2,206**

Newquay employees estimate (2011):
Full time: **3,737** Part-time: 3,581
St Columb Major employees estimate (2011):
Full time: **1,078** Part-time: **307**

Newquay and St Columb CNA Map



Objectives

11.1 Specific objectives to be addressed in planning for the Newquay Community Network Area include:

Objective 1 – Town Centre Regeneration

Promote town centre regeneration in Newquay and St. Columb Major to, in particular, enhance the shopping offer and restore heritage assets.

Objective 2 – Housing

Enable new housing to meet need, particularly affordable housing, and accompanying key infrastructure.

Objective 3 – Economy

Support the diversification of the economy, with more indigenous business both in Newquay and the rural areas, including delivery of new employment space, up-skilling the workforce and extending the tourist season.

Objective 4 – Tourism

Maintain and enhance the stock of tourist accommodation and facilities in Newquay to meet the needs of the industry. Extend the tourist season and improve the quality and image of the town.

Objective 5 – Night Time Economy

Manage the night-time economy of Newquay.

Objective 6 – Transport

Deliver the Newquay Strategic Route and improve connections to trunk roads and Newquay Cornwall Airport in addition to improving capacity at key junctions in the town. Enhance public transport services and facilities and

provide a comprehensive cycle and pedestrian network to facilitate sustainable trips. Improve Newquay train station and facilitate enhanced rail service provision. Introduce measures to mitigate the impact of traffic flows through Quintrell Downs and improve connections to trunk roads.

Objective 7 – Newquay Cornwall Airport

Development of Newquay Cornwall Airport to enhance the local economy, including employment related development at the airport.

Objective 8 – Rural Services

Support the improvement of rural services / facilities.

Objective 9 – Environment

Protect environmental assets, recognising their **contribution to local people's quality of life and their role in underpinning the tourism economy**, in particular the undeveloped coast.

Objective 10 – Delivery

Ensure development reflects the needs and aspirations of the local community; in housing and employment terms – a higher proportion of family housing and better paid jobs.

Development Strategy

11.2 The regeneration approach, encapsulated by the Newquay Town Framework Plan, integrates elements

of housing, economic, transport, community and environmental policy, and will enable Newquay to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting, regenerating and enhancing the residential and tourism role of Newquay and its hinterland, its unique qualities and character and historic built and natural environment.

11.3 Newquay has a population of 20,600 and has grown from a very **small fishing village to one of the UK's** premier holiday resorts. Newquay is renowned as an international surfing location, but is still a major tourist destination for family holidays and needs to maintain and enhance its tourist accommodation and improve both the image of the town and extending the tourist season. Other key challenges for Newquay include restoring heritage assets and enhancing the shopping and employment offer through regeneration, reducing traffic congestion and improving connectivity between Newquay and the airport.

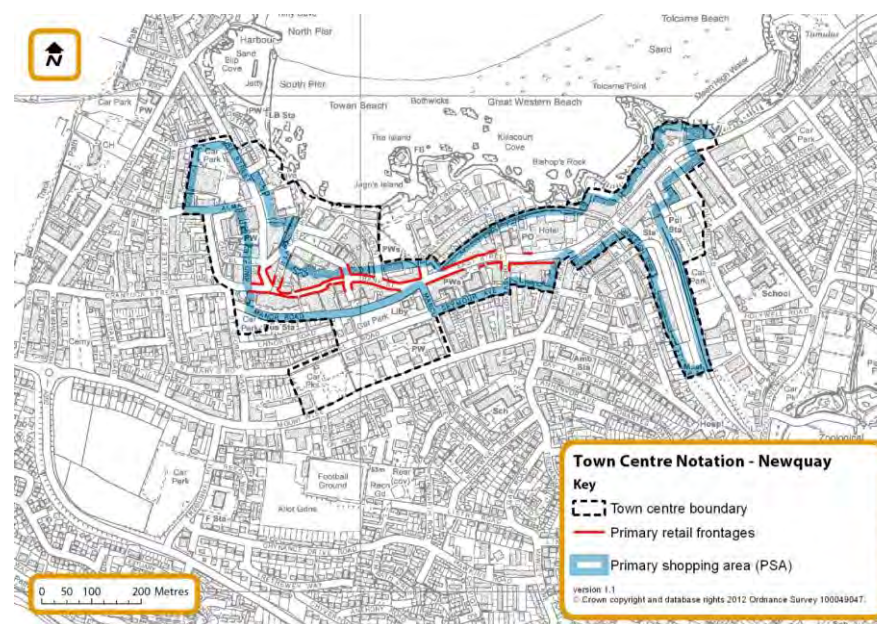
11.4 Improvement of rural services and protection of the undeveloped coast and countryside are a challenge for the CNA.

Retail

11.5 It is estimated that there is capacity for the provision of an additional 750sqm of convenience and 3,700sqm of comparison A1 net sales floorspace in the

centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Newquay Town Centre Boundary Map



Employment

~~11.6~~ Employment proposals should aim to support diversification of the economy of Newquay and upskill the work force. Proposals should aim to provide linkages to the Enterprise Zone Aerohub at Newquay Cornwall Airport. The provision of around 10,650sqm of B1a office accommodation and 12,150sqm of new industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period.

Newquay Cornwall Airport

~~11.7~~ This community network area is the home of Newquay Cornwall Airport (NCA) which provides vital connectivity to national and international business centres allowing businesses to thrive when distances from key markets can be a real business constraint, affecting growth, productivity and competitiveness. As a strategic transport facility it plays a critical role in changing the perceptions of Cornwall as a place to invest, visit, locate to or live.

~~11.8~~ The airport's infrastructure is nationally significant; it is the UK's newest airport offering a unique aviation environment, which includes one of the longest runways in the UK and capacity. It now also offers major development

potential and job creation through the Enterprise Zone "Aerohub".

Housing requirements

~~11.9~~ The Community Network Area should plan for around 4,150 dwellings (about 208 dwellings per year) over the period between 2010 and 2030.

~~11.10~~ As the main settlement with good employment and transport provision, Newquay will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

~~11.11~~ Newquay is the subject of a Town Framework Plan which provides additional evidence and policies for development proposals in that area.

~~Policy PP8: Newquay and St Columb CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Newquay can be satisfied:~~

a) The protection of the vitality and viability of Newquay town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b) The provision of around 10,650sqm of B1a office accommodation and 12,150sqm of industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period;

c) Employment proposals should aim to support diversification of the economy of Newquay and upskill the work force. Proposals should aim to provide linkages to the Enterprise Zone Aerohub at Newquay Cornwall Airport;

d) The provision of around 3,550 dwellings in the period up to 2030. To be identified in the Cornwall Towns Allocations DPD;

e) Restoration of heritage assets in the town;

f) The prioritisation of sustainable transport measures to reduce congestion;

g) Maintain and enhance the stock of tourist accommodation and facilities in Newquay with an aim to

provide improvements and conditions that support extension to the tourist season.

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

a) The provision of around 900 dwellings in the period up to 2030. Additional housing and employment growth with a focus on St Columb Major;

b) Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

c) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP9 St Austell and Mevagissey; China Clay; St Blazey, Fowey and Lostwithiel Community Network Areas

Introduction

12.1 The St Austell, St Blazey and China Clay Area is split between three community network areas (CNAs) which together comprise an extremely large area spanning Lostwithiel, Fowey, St Austell, Fraddon and Mevagissey.

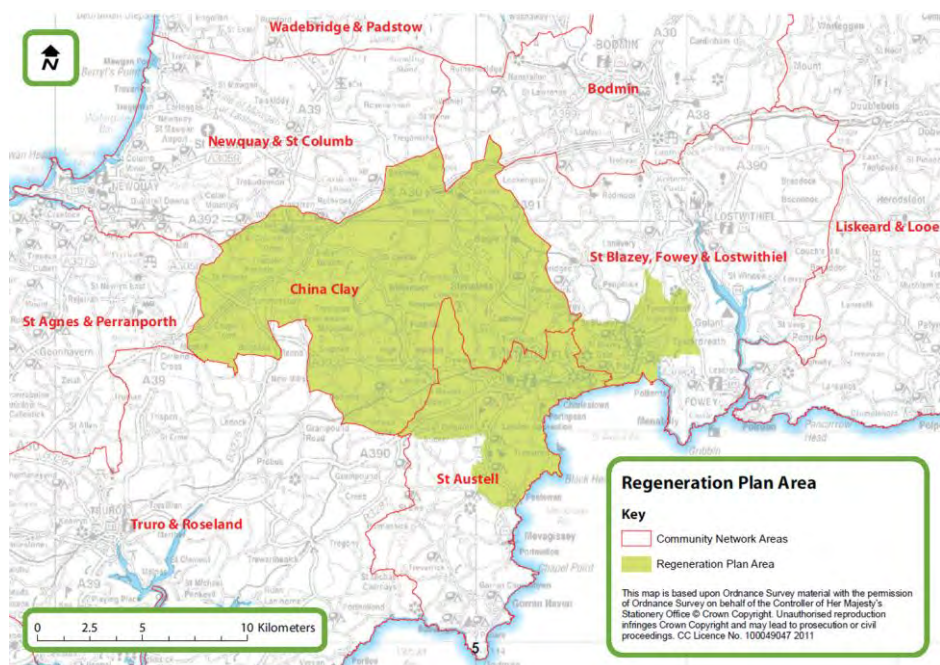
12.2 Addressing these three community network areas collectively enables the better management and delivery of strategic development. It also allows for the growth needs of St Austell to be accommodated and coordinated in areas adjacent to the town boundary, reflecting the limited

options for housing growth within the town itself. This approach reflects the **Council's** corporate priority for the regeneration of the area.

12.3 This geographic area is recognised in the **Council's** Economic White Paper as **one of the Council's two priority** areas for strategic regeneration and investment, which makes it a priority for European Structural Grant Funding through the current Convergence Programme. A boundary for the delivery of this and other funding was drawn in 2008 as part of the St Austell, St Blazey and China Clay Area Strategic Investment Framework (SIF). This boundary continues to be used as a focus for further investment and is the geographic area covered by the 2012 St Austell, St Blazey and China Clay Area Regeneration Plan, as seen in figure 13. Further funding has been secured through the Clay Country Local Action Group European funding, Big Lottery funding and the Department of Communities and Local Government as part of their Eco-Town programme, which will combine to achieve wider regeneration aims.

12.4 The St Austell, St Blazey and China Clay Area Regeneration Plan aims to promote investment and innovation in renewable energy, the built and natural environment, public spaces, community facilities and health and well-being, this could collectively bring about a sustained improvement in prosperity and quality of life. Relevant parts of this plan are included in this document.

St Austell, St Blazey and China Clay Area Regeneration Plan Area



St Austell and Mevagissey Community Network Area

Introduction

12.5 The St Austell Community Network Area covers the 8 parishes of Carlyon, Mevagissey, Pentewan, St Austell Bay, St Austell Town, St Ewe, St Goran and St Mewan.

Key facts:

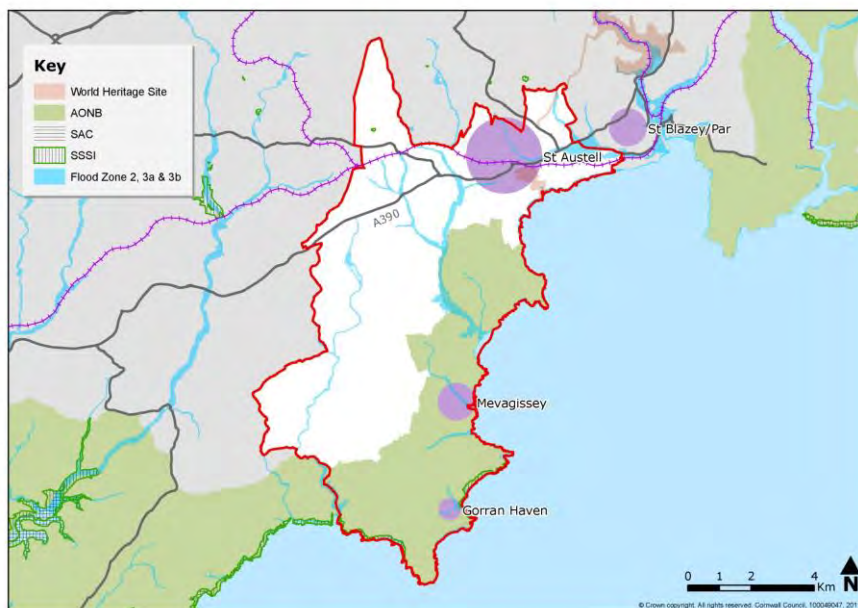
Population 2007: **31,829**

Dwellings 2010: **15,519** (6.1% Cornwall)

Past housing build rates 1991-2010: **3,557**

St Austell completions 2001-2010 – **1915** (213pa)
Housing need (preferred area) 2012: **932** (Bands A-D)
plus **1,039** (Band E) equates to 8.1% and 7.1% of
Cornwall total respectively
Existing housing commitments 2010-2012: **1,569**
St Austell employees estimate (2011):
Full time: **7,950** Part-time: **5,634**

St Austell and Mevagissey CNA Map



Objectives

12.6 Specific objectives to be addressed in planning for the St Austell Community Network Area, include:

Objective AU1 – New Development

Identify the locations for new growth to provide a range of housing, employment and other facilities.

Objective AU2 – Affordable Housing

Promote the delivery of affordable housing.

Objective AU3 – Economy

Support the regeneration of the local economy and the town centre.

Objective AU4 – Infrastructure

Enable the delivery of community infrastructure including new community facilities and in particular addressing transport congestion issues and links to the A30.

Objective AU5 – Environment

Conserve the south coast Area of Outstanding Natural Beauty, the World Heritage Site at Charlestown and other heritage assets, and maintain green corridors between settlements to preserve community identity and biodiversity.

Objective AU6 – Flooding

Consider flooding issues, particularly at Mevagissey, Pentewan and in the Sandy Hill and Holmbush areas of St Austell.

12.7 St Austell is the key settlement within this area, and acts as the local service centre to the smaller settlements surrounding it. Almost absorbed into St Austell are adjacent distinctive settlements such as Charlestown and Carlyon Bay.

12.8 This is also an important maritime zone as the coast has a number of significant ports and coastal settlements, including Mevagissey, dependent upon fishing, to the industrial ports like Pentewan and Charlestown.

12.9 Key community aspirations for the network area include providing a range of housing, employment and facilities; the delivery of affordable housing; regeneration of the local economy; delivery of community infrastructure including community facilities, addressing transport congestion and links to the A30, the consideration of flooding issues and the conservation of the Area of Outstanding Natural Beauty, World Heritage Site and other heritage assets.

St Blazey, Fowey and Lostwithiel Community Network Area

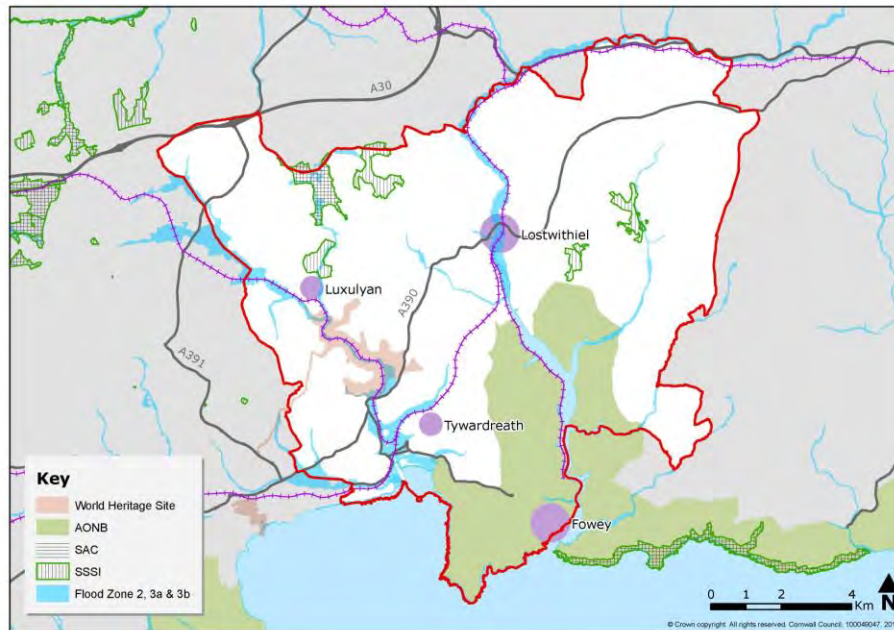
Introduction

12.10 The St Blazey, Fowey and Lostwithiel Community Network Area covers the parishes of Boconnoc, Broadoak, Fowey, Lanlivery, Lostwithiel, Luxulyan, St Blaise, St Sampson, St Veep, St Winnow, Tywardreath and Par.

Key facts:

Population 2007: **11,649**
Dwellings 2010: **8,810** (3.5% Cornwall)
Past housing build rates 1991-2010: **1,393**
Housing need (preferred area) 2012: **241** (Bands A-D) plus **270** (Band E) equates to 2.1% and 1.8% of Cornwall total respectively
Existing housing commitments 2010-2012: **394**
Fowey employees estimate (2011):
Full time: **624** Part-time: **568**
Lostwithiel employees estimate (2011):
Full time: **426** Part-time: **360**

St Blazey, Fowey and Lostwithiel CNA Map



Objectives

12.11 Specific objectives to be addressed in planning for the St Blazey, Fowey and Lostwithiel Community Network Area include:

Objective BFL1 – Affordable Housing

Enable the delivery of affordable housing.

Objective BFL2 – Economy

Support the regeneration of St Blazey town centre and the local economy, to create new jobs and a better balance between housing and employment.

Objective BFL3 – Infrastructure

Enable the delivery of community infrastructure, including new facilities and transport.

Objective BFL4 – Environment

Conserve the south coast Area of Outstanding Natural Beauty, World Heritage Site at Luxulyan Valley and other heritage assets.

Objective BFL5 – Flooding

Consider flooding issues, particularly in St Blazey Par, Lostwithiel and Fowey.

12.12 There has been an increase in dwellings over the period 1991 to 2010 in the order of 19%, with the number of dwellings at around 8,800.

12.13 St Blazey, like St Austell, has grown with the development of the china clay industry, and prior to that with metal mining – most noticeably in the nearby Luxulyan Valley which is part of the Mining World Heritage

Site. The population of St Blazey and Par is now about 9,900. Lostwithiel, the site of a Norman castle, was an important stannary town while Fowey is the key port for the export of china clay but is also an important tourism area.

12.14 Key community aspirations for the network area include:

- the delivery of affordable housing;
- regeneration of St Blazey town centre and the local economy;
- delivery of community infrastructure including new facilities and transport;
- the consideration of flooding issues; and
- the conservation of the Area of Outstanding Natural Beauty, World Heritage Site and other heritage assets.

China Clay Community Network Area

Introduction

12.15 The China Clay Community Network Area is made up of the five parishes of Roche, St Dennis, St Enoder, St Stephen-in-Brannel and Treverbyn, which contain a range of settlements. There is no main urban settlement in the area. Larger villages include St Stephen and St Dennis whereas smaller settlements include Foxhole and Summercourt.

Key Facts:

Population 2007: **25,400**

Dwellings 2010: **11,066** (4.3% Cornwall)

Past housing build rates 1991-2010: **3,525**

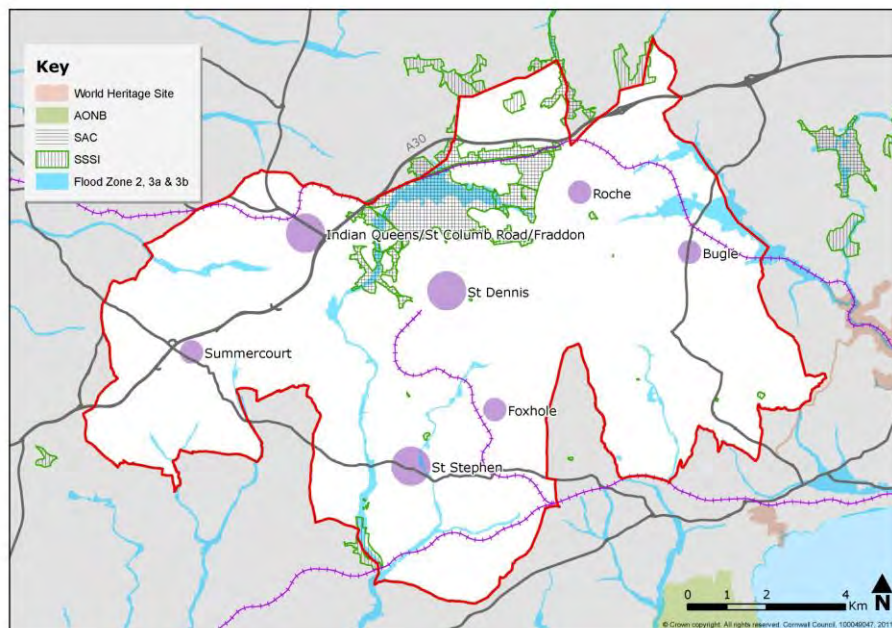
Housing need (preferred area) 2012: **290** (Bands A-D) plus **390** (Band E) equates to 2.5% and 2.7% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,029**

China Clay villages employee estimate (2011):

Full time: **2,722** Part-time: **1,071**

China Clay CNA Map



Objectives

12.16 Specific objectives to be addressed in planning for the China Clay Community Network Area include:

Objective CC1 – Regeneration

Support the regeneration of villages and the local economy.

Objective CC2 – Affordable Housing

Enable the delivery of affordable housing.

Objective CC3 – Community Infrastructure

Enable the delivery of community infrastructure including new facilities, green space and key transport links. Reduce the impact of traffic on communities.

Objective CC4 – The Environment

Conserve heritage assets, including mining heritage and nature conservation sites and enhancement of the local environment (in particular emerging opportunities as a result of restoring china clay workings).

12.17 The total population of the community network area is currently 25,400 and population growth here has been double the Cornish average over the past 20 years. This has been due to some villages in the area receiving significant housing growth, with an increase of 47% in the dwelling stock over the period 1991 to 2010, which is much higher than all other areas of Cornwall. This has prompted a call from some parish councils for a '**breathing space**' from development, where they have experienced very high levels of growth and where there exists a large

number of schemes awaiting commencement or pending determination.

12.18 The total number of dwellings in the community network area is around 11,100. The high proportion of housing provision coincided with a significant loss of local employment, creating a need for economic investment and job creation.

12.19 The core of the area is dominated by the china clay industry on and around the Hensbarrow granite uplands, and there are smaller areas within this broad zone of markedly different character, particularly in the deep valleys, on the fringing slopes and on some of the remnant moorland and fragmented farmlands.

12.20 There is a broad distinction between the old settlement patterns on the northern slopes set within old field systems, and the more enclosed, valley-bottom settlements in the south, stretching up into the higher ground. **The villages, especially St Stephen's, St Dennis and Roche** contain very high quality buildings and streetscapes, as do some of the industrial villages such as Nanpean.

12.21 Key community aspirations for the network area include:

- **the delivery of affordable housing;**
- **regeneration of villages and the local** economy;
- **delivery of community** infrastructure including new facilities;
- green space and key transport links; and
- the conservation of heritage assets and the enhancement of the local environment.

Development Strategy

12.22 For the purposes of establishing a development strategy the area is broken down into four elements,

St Austell and Mevagissey CNA

12.23 The approach helps to deliver high affordable housing need in the St Austell area, the level of growth sits well with the existing high level of commitments and allows for a reasonable level of growth over the plan period.

12.24 Due to the nature of existing administrative boundaries the growth of St Austell is likely to occur on the edge of the current built up area of the town but outside of the St Austell CNA. This approach helps to support and maintain the level of facilities and services available in St Austell and the wider area.

~~**12.25** It is estimated that there is capacity for the provision of an additional 4,900sqm of convenience and 16,650sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030.~~

12.26 In the 'rest of the CNA', the settlements of Mevagissey, Gorran Haven and Trewoon are identified as being able to accommodate an appropriate level of growth which will help maintain their sustainability.

St Blazey, Fowey and Lostwithiel CNA

12.27 The strategy continues to help deliver a balance of market and affordable housing in the area and is aimed to meet community aspirations in the small towns such as Lostwithiel.

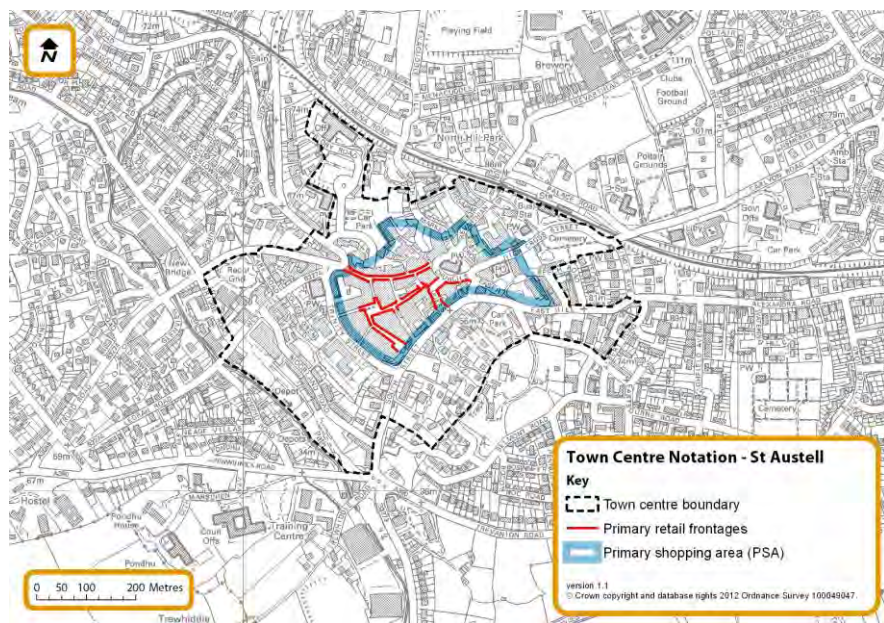
12.28 The level of growth is proportionate with the existing level of commitments and allows for a reasonable level of growth over the plan period and supporting and maintaining the level of facilities and services available in the three small towns and the wider area.

China Clay CNA

12.29 Past rates of housing growth have been high in this area compared to the rest of Cornwall and the area still has a high element of commitments that have yet to be built out.

12.30 The strategy seeks to acknowledge these past high rates of growth and sets an approach that helps deliver a sustainable balance of market and affordable housing in the area.

St Austell Town Centre Boundary Map



St Austell, St Blazey and China Clay Area Regeneration Area

12.31 There is a shared vision to establish the St Austell, St Blazey and China Clay Area as the 'Green Capital' of

Cornwall, bringing investment in sustainable employment and communities by encouraging quality and innovation.

12.32 The Regeneration area has a strong focus on sustainable development and this opportunity should be exploited so that the area becomes a focus for sustainable living and supports the development of environmental technologies and industries that offer regeneration and environmental benefits.

12.33 Emphasis is also placed on making the best productive and positive use of previously developed, despoiled, degraded, derelict, contaminated and unstable land including land in rural areas, particularly where the likelihood of early restoration of the land is remote and unlikely to be of high environmental value.

12.34 A key component of the Council's growth and regeneration aspirations **within the CNA's is the policy** approach that seeks to promote sustainable and environmentally responsible development in the area. The eco-communities sites are considered to be at the heart of the area wide ambition **to become a 'Green Capital'**. Cornwall Council will be keen to see many of the standards and innovations associated with such projects to feature in other schemes that come forward throughout the area. The key aspects of achieving these aims will be to create economic growth and jobs; maximise green credentials; improve the natural and built environment and promote

community resilience, similar in ethos and ambition to the Garden City movement. Proposals may also be considered transformational depending on their scale, location and context relative to existing conditions and identified need.

Housing requirements

~~12.35~~ The Community Network Areas combined should plan for around 6,900 dwellings (about 345 dwellings per year) over the period between 2010 and 2030.

12.36 As the main settlement with good employment and transport provision, St Austell will be required to accommodate a higher proportion of those dwellings. Much of this development will be on land adjoining the extent of the built up area of St Austell which lies within a number of parishes. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Flooding

12.37 Develop a flood management strategy for the area taking into account surface, river and tidal flooding and coastal erosion. Options for regeneration of St-Blazey / Par town centre and development at Par Docks and Mevagissey

will need to address the potential impact of flooding and how this might be alleviated.

~~West Carclaze/Baal and Par Docks Eco-communities Map~~

Map deleted

~~Policy PP9: St Austell and Mevagissey; China Clay, St Blazey, Fowey and Lostwithiel CNA's~~

~~Development will be permitted where it can be demonstrated that the following priorities for St Austell, China Clay, St Blazey, Fowey and Lostwithiel can be satisfied:~~

~~1. St Austell~~

~~a. The protection of the vitality and viability of St Austell town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~

b. The need for the provision of around 11,850sqm of B1a office accommodation and 13,500sqm of industrial space has been identified. This has the potential of accommodating 1,000 jobs in the CNA over the plan period;

c. The provision of around 2,000 dwellings to support the growth of St Austell town in the period up to 2030;

d. Support the regeneration of St Austell town centre, and the local economy to create a better balance between housing and employment;

e. **In the remainder of the Community Network Area development will be permitted where it supports the following priorities:**

(i) the provision of around 300 dwellings in the period up to 2030.

2. In the St Blazey, Fowey and Lostwithiel CNA

a. The need for the provision of around 7,100sqm of B1a office accommodation and 8,100sqm of new industrial space has been identified. This has the potential of accommodating 600 jobs in the CNA over the plan period;

b. The provision of around 800 dwellings in the period up to 2030. Additional housing and employment growth is focussed on the settlements of Fowey, Lostwithiel, and St Blazey-Par;

c. Support the sustainable regeneration of Fowey, Lostwithiel, and St Blazey-Par town centres incorporating measures to reduce the occurrence and impact of flooding.

3. China Clay Community Network Area

a. The provision of around 9,450sqm of B1a office accommodation and 10,800sqm of industrial space has been identified. This has the potential of accommodating 800 jobs in the CNA over the plan period;

b. The provision of around 1,500 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement.

4. In all three Community Network Areas

a. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

b. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

5. In the St Austell and Mevagissey, St Blazey and China Clay Area Regeneration Area development will be supported which is sustainable, positively contributes to the vision of becoming the Green Capital of Cornwall of a nature and scale that would bring about significant change for the better and which has been the subject of robust community consultation. It should

a. Achieve high environmental standards. Developers will be required to demonstrate the range of carbon reduction and energy efficiency measures that were considered as part of the proposal, and provide a rationale that explains which measures will be applied; and

b. Deliver mixed use development in order to deliver new jobs, skills and economic growth to existing or new businesses, and strengthen local supply chains. A successful mixed use development will be required to demonstrate how it makes a positive contribution to infrastructure and greenspace within the local area.

This may include the productive and positive remediation and reuse of previously developed land **and** despoiled,

degraded, derelict, contaminated and unstable land including land in rural areas, particularly where the likelihood of early restoration of the land is remote, and where it is not of high environmental value. Development should avoid sterilisation of important mineral resources for extraction and safeguard sites for important related infrastructure.

In order to ensure that this vision can be delivered the following sites are allocated for this purpose;

West Carclaze / Baal Eco-community
1,800 dwellings

Par Docks Eco-community 500
dwellings

Other sites for significant development will normally only be accepted where the site can deliver clear regeneration benefits and accord with the above. Small scale exemplar developments will be assessed on a site by site basis.

PP10 Wadebridge and Padstow Community Network Area

Introduction

13.0 The Wadebridge and Padstow Community Network Area covers the parishes of Egloshayle, Padstow, St Breock, St Endellion, St Ervan, St Eval, St Issey, St Kew, St Mabyn, St Merryn, St Minver Highlands, St Minver Lowlands, St Tudy and Wadebridge.

Key facts:

Population 2007: **20,500**
Dwellings 2010: **11,659** (4.6% Cornwall)
Past housing build rates 1991-2010: **1,743**
Housing need (preferred area) 2012: **392** (Bands A-D) plus **645** (Band E) equates to 3.4% and 4.4% of Cornwall total respectively
Existing housing commitments 2010-2012: **775**
Wadebridge employees estimate (2011):
Full time: **1,983** Part-time: **1,563**
Padstow employees estimate (2011):
Full time: **985** Part-time: **722**

Wadebridge and Padstow CNA Map



Objectives

13.1 Specific objectives to be addressed in planning for the Wadebridge and Padstow Community Network Area, include:

Objective 1 – Housing

Identify the level and location of new growth. Provide suitable types of housing to meet a variety of needs enable the delivery of affordable housing particularly when considering the impact of a high percentage of second homes.

Objective 2 – Employment

Promote better quality jobs to create a more balanced economy.

Objective 3 – Shops and Services

Protect and support enhancements to local shops, facilities and services.

Objective 4 – Environment

Protect the various national and international designations; ensuring development does not have a negative impact on these areas. Consider coastal, tidal and fluvial flooding issues.

Objective 5 – Infrastructure

Improve access to healthcare provision particularly in the rural areas and promote public transport links to rural villages. Support and develop ICT infrastructure.

Development Strategy

13.2 A comprehensive and co-ordinated approach will be pursued to the planning and development of the network area. Wadebridge is the main settlement in the CNA. A regeneration approach will enable Wadebridge to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting, regenerating and enhancing its local service role, its unique qualities, character and the historic built and natural environment. Regeneration of the town centre should take into account its liability to flooding.

13.3 The network area contains the two key settlements of Wadebridge and Padstow, and these act as the local service centres to the many smaller settlements surrounding them. Larger villages in the area include St Merryn, Rock and Port Isaac whereas smaller villages include St Minver and St Tudy.

13.4 This is an area with an important maritime heritage. Padstow was **historically north Cornwall's main port** and this remains both a working port and a tourist attraction. Estuarine quays and landing places along the Camel estuary contrast with the porths and beaches of the western area, and the fishing and industrial porths of the Port Isaac area.

13.5 In recent years Wadebridge has developed into a pioneer of sustainable tourism, being a popular location for access to the Camel trail cycle route. The town has a population of 6,600.

13.6 Padstow is a popular second home location, but retains a strong community identity. Particular challenges for these towns and for the CNA in general include ensuring that a supply of affordable housing is available, reducing the impact of second home ownership and increasing access to local services and facilities.

Retail

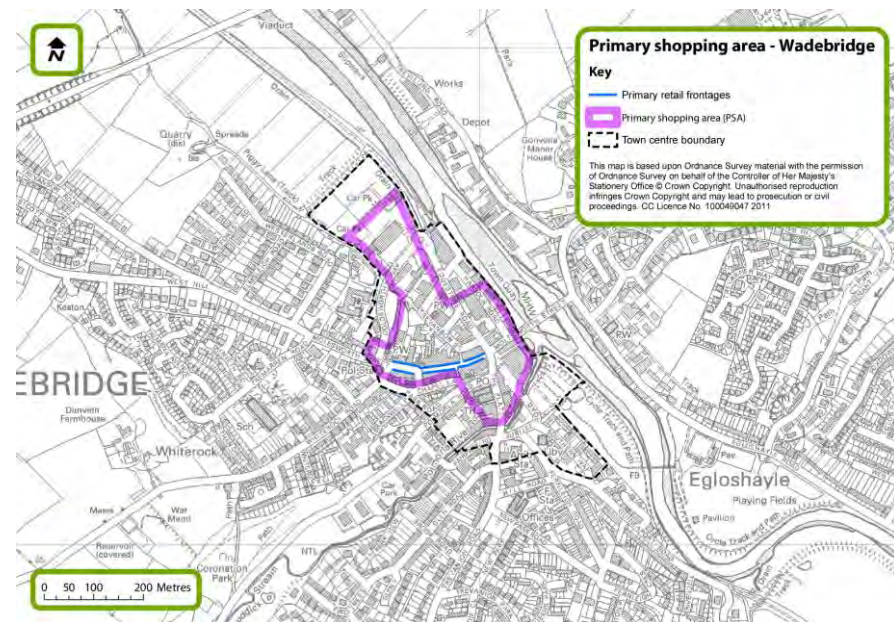
It is estimated that there is capacity for the provision of an additional 2,250sqm of convenience and 4,450sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Employment

13.7 The provision of around 4,000qm of B1a office accommodation and 4,000sqm of new industrial space has

been identified. This has the potential of accommodating 300 jobs in the CNA over the plan period.

Wadebridge Town Centre Boundary Map



Housing Requirements

13.8 The Community Network Area should plan for around 2,000 dwellings (about 100 dwellings per year) over the period between 2010 and 2030.

13.9 As the main settlement with good employment and transport provision, Wadebridge will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

13.10 A Neighbourhood Development Order is being developed for St Eval to lead change in that area.

Flooding

13.11 Wadebridge town centre is susceptible to tidal and river flooding and the existing flood defences are of limited life expectancy. The regeneration of the town centre should help reduce the occurrence of flooding and increase resilience to flooding.

Policy PP10: Wadebridge and Padstow CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Wadebridge can be satisfied:

- a) The protection of the vitality and viability of Wadebridge town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b) The provision of around 4,000qm of B1a office accommodation and 4,000sqm of industrial space has been identified. This has the potential of accommodating 300 jobs in the CNA over the plan period;
- c) The provision of around 1,000 dwellings in the period up to 2030;
- d) Reduction of the need to travel through the creation of balanced communities and prioritisation of sustainable transport measures to reduce congestion;
- d) Support the sustainable regeneration of the town centre, incorporating measures to improve existing flood

~~defences and other measures to reduce the impact and occurrence of flooding;~~

~~2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:~~

~~a) The provision of around 1,000 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;~~

~~b) Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~c) Development should deliver community benefits in the form of affordable housing for local people to balance the high number of holiday homes in the area and contributions to requirements for facilities, services and infrastructure identified locally.~~

PP11 Bodmin Community Network Area

Introduction

14.0 The Bodmin Community Network Area covers the seven parishes of Blisland, Bodmin, Cardinham, Helland, Lanhydrock, Lanivet and Withiel. Bodmin is the key settlement within this area, and acts as the local service centre to the smaller settlements surrounding it.

Key facts:

Population 2007: **19,100**

Dwellings 2010: **8,201** (3.2% Cornwall)

Past housing build rates 1991-2010: **1,631**

Bodmin completions 2006-2009 – **262** (87pa)

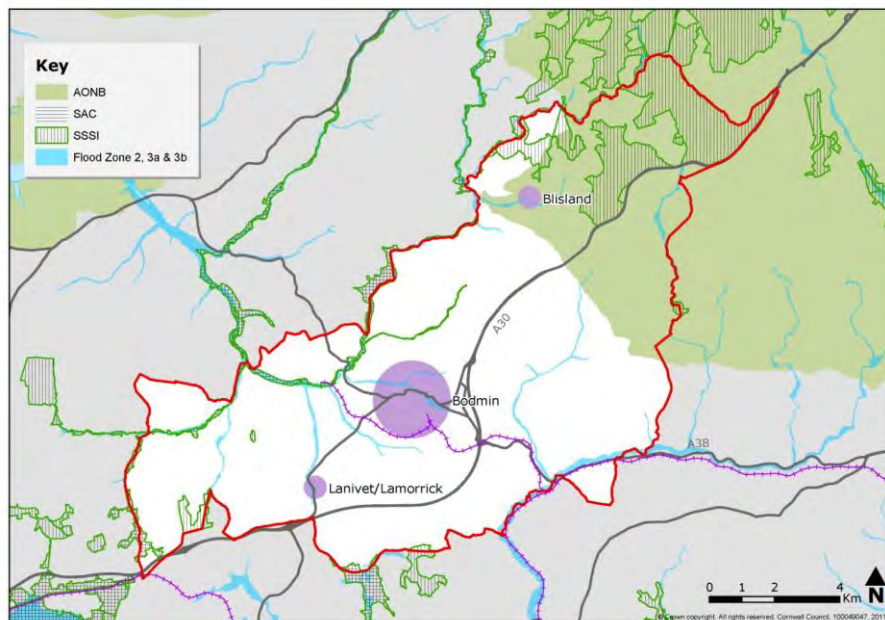
Housing need (preferred area): **555** (Band A-D) plus **628** (Band E) equates to 4.8% and 4.3% of Cornwall total respectively

Existing housing commitments 2010-2012: **580**

Bodmin employees estimate (2011):

Full time: **6,068** Part-time: **2,635**

Bodmin CNA Map



Objectives

14.1 Specific objectives to be addressed in planning for the Bodmin Community Network Area include:

Objective 1 – Housing

Identify the level and location of new growth. Create a better balance between the amount of housing

and jobs and enable the delivery of affordable housing.

Objective 2 – Travel

Address the traffic congestion that leads to the air quality issues in the town centre at Bodmin. Promote walking and cycling links to Lanhydrock.

Objective 3 – Employment

Promote better quality jobs to create a more balanced economy.

Objective 4 – Services and Facilities

To expand Bodmin town centre to help to retain a greater level of comparison shopping trips. Maintain and enhance local shops, facilities and services with the aim of providing for local communities.

Objective 5 – Environment

Ensure development is sensitive to the natural, built and historic environment of the area.

Objective 6 – Infrastructure

Investigate the need for new road infrastructure to address congestion and air quality issues and to allow continued growth of Bodmin, support drainage infrastructure and promote ICT infrastructure.

Objective 7 – Inequalities

Address deprivation in education, training, skills, and health as well as issues relating to disability.

Development strategy

14.2 The preferred option stage of this plan included two options for growth. The first for 1,000 homes over the plan period and the second for 5,000 homes based upon proposals in the Bodmin masterplan which included the concept of a northern distributor road. The consultation response highlighted a number of views and issues. These included support for growth in Bodmin to achieve a number of key objectives as well as different views reflecting concerns about the scale and speed of possible growth and the impact of any proposed northern distributor road and its deliverability.

14.3 In responding to these issues an alternative approach is proposed. This will no longer include a northern distributor road in the plan for this period due to the difficulties in likely delivery. Transport solutions can however be developed to resolve specific issues of pinch points and further work is currently being developed to identify an alternative town centre traffic management solution to both mitigate air quality issues and provide greater opportunities for development of the town centre.

14.4 These proposals will be developed and brought forward as part of the Cornwall Allocations Development Plan Document.

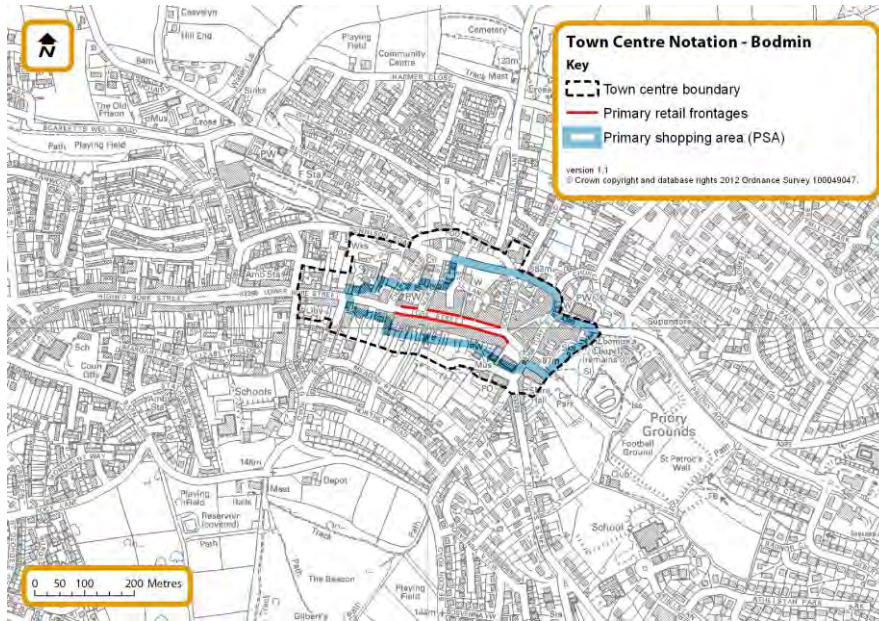
Retail

~~**14.5** It is estimated that there is capacity for the provision of an additional 500sqm of convenience and 5,750sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.~~

Employment

14.6 Bodmin supports a number of successful employers with a surplus of jobs over resident working population. The position of Bodmin on the junction of the main trunk roads brings with it opportunities to continue to strengthen the employment role through development of new sites and the redevelopment of exiting employment sites.

Bodmin Town Centre Boundary Map



Housing Requirements

14.7 The area should plan for around 3,200 dwellings (about 160 dwellings per year) between 2010 and 2030.

14.8 As the main settlement with good employment and transport provision, Bodmin will be required to

accommodate the majority of those dwellings. The overall level of housing proposed for Bodmin will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 70 per annum rising to 200 per annum for the remaining 12 years to 2030 is an appropriate target.

14.9 Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas with a focus on meeting local needs and affordable housing.

Infrastructure

14.10 Flooding – The capacity of Bodmin’s ageing underground Town Leat is limited and redevelopment of the centre should contribute to improving flood flow routes for surface water and, where possible, uncover the culvert.

~~Policy PP11: Bodmin CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Bodmin can be satisfied:~~

- ~~a. The protection of the vitality and viability of Bodmin town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~
- ~~b. The need for the provision of around 7,700sqm of B1a office accommodation and 8,800sqm of industrial space has been identified. This has the potential of accommodating 650 jobs in the CNA over the plan period;~~
- ~~c. The provision of around 3,000 dwellings in Bodmin in the period up to 2030 to be phased in relation to infrastructure requirements;~~
- ~~d. Prioritisation of sustainable transport solutions and include measures to address air quality issues in the town;~~
- ~~e. Promote better quality jobs to create a more balanced local economy;~~

~~f. Address deprivation in education, training and skills;~~

~~g. Improve overland flow routes for flood water and support the de-culverting of the Town Leat where possible;~~

~~2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:~~

- ~~a. The provision of around 200 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;~~
- ~~b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~
- ~~c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.~~

PP12 Camelford Community Network Area

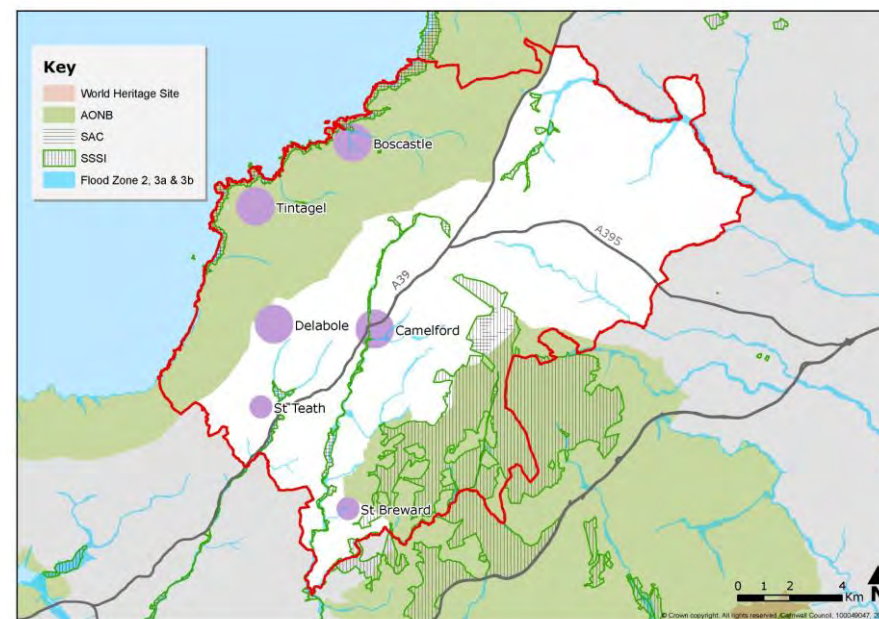
Introduction

15.0 The Camelford Community Network Area covers the parishes of Advent, Camelford, Davidstow, Forrabury and Minster, Lesnewth, Michaelstow, Otterham, St Breward, St Clether, St Juliot, St Teath, Tintagel, Tremaine, Treneglos, Tresmeer, Trevalga and Warbstow.

Key Facts:

Population 2007: **12,000**
Dwellings 2010: **6,079** (2.4% Cornwall)
Past housing build rates 1991-2010: **1,312**
Housing need (preferred area) 2012: **178** (Bands A-D)
plus **250** (Band E) equates to 1.5% and 1.7% of Cornwall
total respectively
Existing housing commitments 2010-2012: **390**
Camelford employees estimate (2011):
Full time: **421** Part-time: **355**

Camelford CNA Map



Objectives

15.1 Specific objectives to be addressed in planning for the Camelford Community Network Area include:

Objective 1 – Housing

Enable the provision of affordable housing, without major development being directed to the area.

Objective 2 – Congestion

Address congestion within Camelford town centre.

Objective 3 – Travel

Reduce private car use and improve and encourage the use of public and community transport within the area and with adjoining areas.

Objective 4 – Community Facilities and Services

Strengthen Camelford's role as a local centre by supporting and enhancing the town's community facilities and services, and sustain the community infrastructure of surrounding villages, including through co-location of facilities.

Objective 5 – Jobs and Housing

Enable new employment opportunities and ICT improvements in the area to align housing and employment provision.

Objective 6 – Renewable Energy

Promote renewable energy generation that is sensitive to the landscape character of the area.

Objective 7 – Environment

Protect the unspoilt character of the undeveloped coast and the area's special historic significance.

Development Strategy

15.2 The approach, promoted through local consultation and parish plans identify a need for development to support Camelford, promote more sustainable transport choices, increase employment prospects, capture tourism benefits and provide a high proportion of affordable housing.

15.3 The settlement pattern in this community network area is characterised by a relatively large number of small settlements and a small market town. Camelford is the principal settlement within this area, and acts as the local service centre to the many smaller settlements in the area. Larger villages in the area include Boscastle, Delabole, St Breward, St Teath, Tintagel and Warbstow Cross.

15.4 There are a number of different landscape types that make up this large area. The area stretches from Rough Tor and Brown Willy – **Cornwall's highest** points on Bodmin Moor – to a low coastal strip in the west. In between there are a number of settlements – some like Delabole on an exposed ridge, others such as Camelford in more sheltered locations.

15.5 The town of Camelford is a typical small attractive market town with a population of about 2,250. The A39 which runs through the town is extremely narrow in parts

and causes traffic problems particularly during the summer months.

15.6 The coastal village of Tintagel is situated about 8 km (five miles) to the north west of Camelford and is a popular destination for tourists who are drawn by the Arthurian legend and ancient castle with its spectacular setting.

15.7 Since the 15th century Delabole, situated three kilometres (two miles) to the west of Camelford, has been inextricably linked with the quarrying of high quality slate.

Employment

~~**15.8** The provision of around 2,350sqm of B1a office accommodation and 2,350sqm of new industrial space has been identified. This has the potential of accommodating 200 jobs over the plan period.~~

Housing Requirements

~~**15.9** The Community Network Area should plan for around 1,200 dwellings (about 60 dwellings per year) over the period between 2010 and 2030.~~

15.10 As the main settlement with reasonable employment and transport provision, Camelford should accommodate the majority of those dwellings. Co-

ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

15.11 Development in the River Allen catchment should be phased to allow for the completion of the River Allen investigations and any necessary STW improvements, to ensure the integrity of the River Camel SAC.

Policy PP12: Camelford CNA

Development will be permitted where it supports the following priorities for the network area:

- ~~a) The provision of around 2,350sqm of B1a office accommodation and 2,350sqm of industrial space has been identified. This has the potential of accommodating 200 jobs in the CNA over the plan period;~~
- ~~b) The provision of around 1,200 dwellings in the period up to 2030. The focus should be on Camelford however other housing and employment growth should be of a size, nature and scale appropriate to the needs, character and services available of the other settlements in the area;~~

- ~~e) The promotion, protection and enhancement of the retail area of Camelford;~~
- ~~d) Reduction of congestion within Camelford town centre;~~
- ~~e) Development that helps rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~
- ~~f) Development that delivers community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.~~

PP13 Bude Community Network Area

Introduction

16.0 The Bude Community Network Area covers the 11 parishes of Bude- Stratton, Jacobstow, Kilkhampton, Launcells, Marhamchurch, Morwenstow, North Tamerton, Poundstock, St Gennys, Week St Mary and Whitstone.

Key Facts:

Population 2007: **16,600**

Dwellings 2010: **8,335** (3.3% Cornwall)

Past housing build rates 1991-2010: **1,563**

Housing need (preferred area) 2012: **346** (Bands A-D) plus **475** (Band E) equates to 3% and 3.2% of Cornwall total respectively

Existing housing commitments 2010-2012: **719**

Bude employees estimate (2011):

Full time: **1,880** Part-time: **1,751**

Bude CNA Map



Objectives

16.1 Specific objectives to be addressed in planning for the Bude Community Network Area include:

Objective 1 – Employment

Maintain Bude's role as a local service centre meeting the needs of the town and the rural hinterland and sustain and

enhance Bude's role as one of the primary employment hubs in the northeast of the county – in doing so raising the quality and quantity of employment opportunities.

Objective 2 – Housing

To alleviate the demand for local affordable housing and improve the overall balance of housing in the area in terms of tenure, type and affordability.

Objective 3 – Community Services

Support the needs of communities in the rural hinterland through appropriate local needs development and the maintenance of community facilities.

Objective 4 – Heritage and Environment

To maintain and enhance the area's heritage and environmental assets for the benefit of the local community and to use them to enhance the area's tourism offer.

Objective 5 – Character

To maintain and enhance the distinct character of Bude, Stratton, Flexbury and Poughill and in doing so protect these from physical and / or perceived coalescence.

Objective 6 – Infrastructure

To deliver the highway and sustainable transport infrastructure needed to support the delivery of future

housing and economic growth and deliver other infrastructure required for the growth of the area. Enhance the quantity and quality of Bude, Stratton, Flexbury and **Poughill's publicly accessible green** infrastructure to improve health and wellbeing.

Development Strategy

16.2 The long term vision for Bude, Stratton, Flexbury and Poughill is to increase the prosperity of the Bude area, improving the quality of life while maintaining and **enhancing and area's** natural heritage and Cornish culture.

16.3 Bude, along with the satellite settlements of Stratton, Flexbury and Poughill, is the principal settlement in north east Cornwall. It is situated in a predominantly rural area with relatively poor transport links to the rest of Cornwall and Devon.

Retail

~~**16.4** It is estimated that there is capacity for the provision of an additional 850sqm of convenience and 3,300sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.~~

Employment

16.5 The local economy is largely based on retail and service sectors (in particular tourism activities). There is also a concentration of more specialist biotechnology research and development activities, due in part to the legacy of the Tripos Receptor Research Centre. Local employment is low and there has been modest employment growth in recent years.

16.6 The town is heavily dependent on its seasonal tourism industry and wants to reduce seasonality by extending the tourism season. In addition to tourism, the town wants to focus on investment from the knowledge industry (design rather than manufacture) to encourage more highly paid jobs.

Housing

16.7 The provision of affordable housing for local people is of paramount importance to the residents of Bude, Stratton, Flexbury and Poughill and the aim is to provide housing that will support the existing and future affordable housing needs of the local community. However it is imperative that any housing growth is balanced with growth in employment and is supported by the required level of infrastructure. The natural and historic environment is one of the areas greatest assets and this

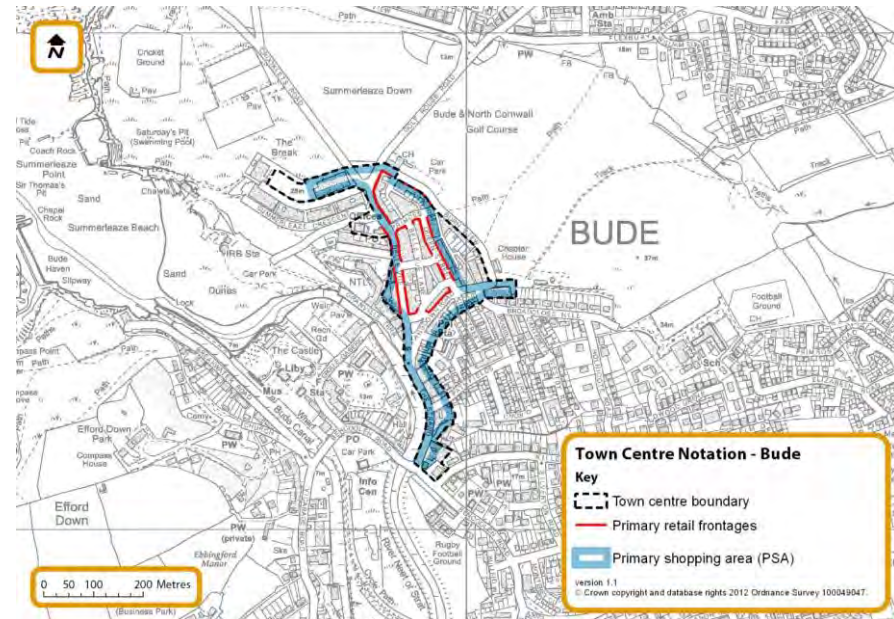
needs to be carefully managed in order to protect and enhance its tourism offer.

16.8 A Neighbourhood Development Plan for Bude, Stratton, Flexbury and Poughill is being progressed which will looking at facilitating these aims by promoting an integrated approach where suitable land is identified for future employment and residential uses.

16.9 The largest area for future growth is already determined, having an existing planning permission in place. This area is referred to as Binhamy Farm.

16.10 Fundamental to the delivery of the strategy will be the enhancement of Bude, Stratton, Flexbury and **Poughill's** infrastructure, including transportation; primary and secondary education; utilities; green space; healthcare; leisure facilities and burial capacity.

Bude Town Centre Boundary Map



Housing Requirements

16.11 The Community Network Area should plan for around 1,500 dwellings (about 75 dwellings per year) over the period between 2010 and 2030.

16.12 As the main settlement with good employment and transport provision, Bude will be required to accommodate

the majority of those dwellings. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP13: Bude CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Bude-Stratton can be satisfied:

- a. The protection of the vitality and viability of Bude town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. The need for the provision of around 6,350sqm of B1a office accommodation and 6,350sqm of industrial space has been identified. This has the potential of accommodating 200 jobs in the CNA over the plan period;
- c. The provision of around 900 dwellings in the period up to 2030;

d. Development proposals should maintain and enhance the distinct characters of Bude, Stratton, Flexbury and Poughill and in doing so protect these from physical and / or perceived coalescence;

e. The retention and enhancement of heritage assets with a particular focus on enhancing the tourism offer of Bude-Stratton;

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

- a. The provision of around 600 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;
- b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;
- c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally;

PP14 Launceston Community Network Area

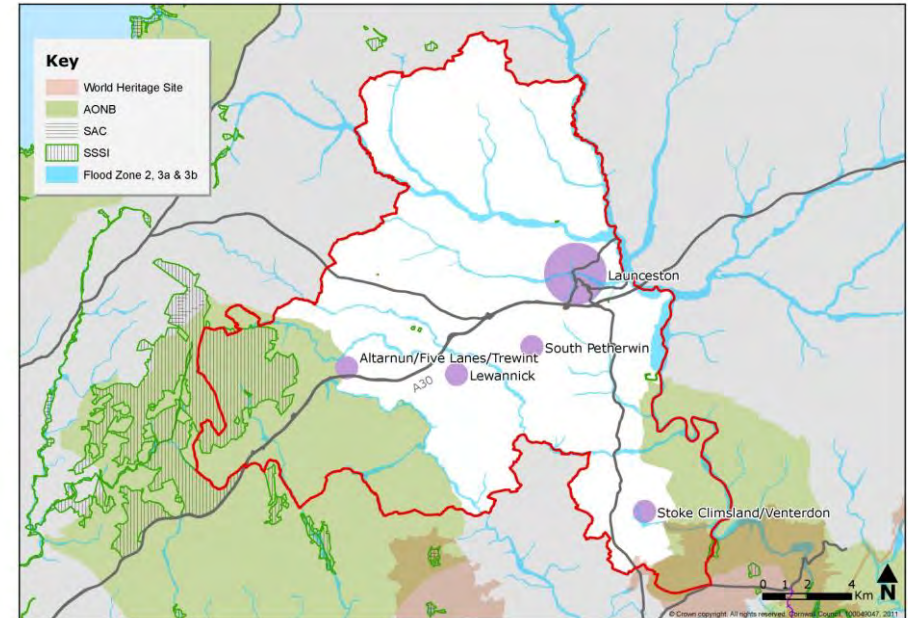
Introduction

17.0 The Launceston Community Network Area is a predominantly rural area that covers the parishes of: Altarnun, Boyton, Egloskerry, Laneast, Launceston, Lawhitton Rural, Lewannick, Lezant, North Hill, North Petherwin, South Petherwin, Stoke Climsland, St Stephens By Launceston Rural, St Thomas the Apostle Rural, Trewen and Werrington.

Key Facts:

Population 2007: **18,000**
Dwellings 2010: **8,491** (3.3% Cornwall)
Past housing build rates 1991-2010: **1,903**
Housing need (preferred area) 2012: **295** (Bands A-D)
plus **444** (Band E) equates to 2.6% and 3% of Cornwall
total respectively
Existing housing commitments 2010-2012: **982**
Launceston employees estimate (2011):
Full time: **4,113** Part-time: **2,125**

Launceston CNA Map



Objectives

17.1 Specific objectives to be addressed in planning for the Launceston Community Network Area include:

Objective 1 – Affordable Housing

Enable the provision of affordable housing.

Objective 2 – Employment in Launceston

Sustain and enhance Launceston town's employment role, through the provision of employment sites and necessary infrastructure.

Objective 3 – Employment Opportunities

Raise the quality and quantity of employment opportunities, including prioritising the use of brownfield sites for employment.

Objective 4 – Community Services

Improve the provision of and access to community services and facilities, especially sustainable transport, health services, further and higher education and training opportunities and public open space.

Objective 5 – Infrastructure

To deliver the highway and sustainable transport infrastructure needed to support the delivery of future housing and economic growth and to deliver other infrastructure required for the growth of the area.

Objective 6 – Congestion

Tackle congestion in Launceston.

Objective 7 – Drainage

Improve surface water drainage in Launceston.

Objective 8 – Heritage Assets

Maintain and enhance the area's heritage assets for the **community's benefit and to enhance the area's** tourism offer.

Development Strategy

17.2 A comprehensive and coordinated approach will be pursued to the planning and development of the network area. Launceston is the main settlement in the CNA and will be the focus for the majority of the CNA's growth.

Launceston's vision is for the people of the historic capital of Cornwall and its surrounding area to enjoy an improving quality of life based on a thriving economy that respects the natural and built environments, with Launceston **enhancing its role as one of Cornwall's economic hubs.**

17.3 The town wants to build on its strengths, strongly promoting itself as a strategic centre for the east of Cornwall and the west of Devon, as well as addressing the identified educational and training shortfall. It wants to take better advantage of its gateway location on the A30 to **enhance itself as one of Cornwall's** economic hubs. The town wants to deliver a range of housing stock and mixed communities that will provide for existing and future needs of the local community (including affordable housing).

17.4 The Town Framework Plan for Launceston seeks to facilitate **Launceston's aims by presenting** an integrated spatial strategy where suitable land is identified for future

employment and residential uses. This work will be further developed as part of the Cornwall Allocations Development Plan Document to identify specific sites and proposals.

17.5 Fundamental to the delivery of the strategy will be the enhancement of **Launceston's infrastructure, including** transportation; primary, secondary and post 16 education; utilities; green space; healthcare; leisure facilities and burial capacity.

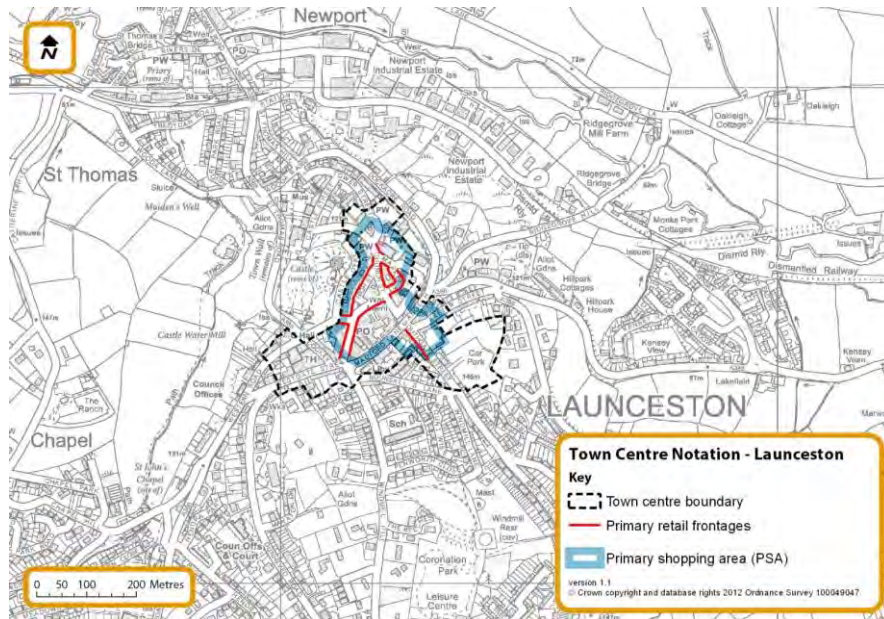
Retail

~~**17.6** It is estimated that there is capacity for the provision of an additional 2,900sqm of convenience and 5,900sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.~~

Employment

~~**17.7** The need for the provision of around 8,450sqm of B1a office accommodation and 16,900sqm of new industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period.~~

Launceston Town Centre Boundary Map



Housing Requirements

17.8 The Community Network Area should plan for around 1,900 dwellings (about 95 dwellings per year) over the period between 2010 and 2030.

17.9 As the main settlement with good employment and transport provision, Launceston will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP14: Launceston CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Launceston can be satisfied:

- The protection of the vitality and viability of Launceston town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- The need for the provision of around 8,450sqm of B1a office accommodation and 16,900sqm of industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period;

~~e) The provision of around 1,500 dwellings in the period up to 2030. To be identified in the Cornwall Allocations DPD;~~

~~d) Provision of further and higher education facilities in the CNA;~~

~~e) The retention and enhancement of heritage assets with a particular focus on enhancing the tourism offer of the CNA and of Launceston.~~

~~2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:~~

~~a) The provision of around 400 dwellings in the period up to 2030;~~

~~b) Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~c) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.~~

PP15 Liskeard and Looe Community Network Area

Introduction

18.0 The Liskeard and Looe Community Network Area covers the parishes of Deviock, Duloe, Dobwalls and Trewidland, Lanreath, Lansallos, Lanteglos, Liskeard, Looe, Menheniot, Morval, Pelynt, Quethiock, St Cleer, St Keyne, St Neot, St Martin-by-Looe, St Pinnock and Warleggan.

Key Facts:

Population 2007: **33,000**

Dwellings 2010: **15,547** (6.1% Cornwall)

Past housing build rates 1991-2010: **1,869**

Housing need (preferred area) 2012: **706** (Bands A-D) plus **1,073** (Band E)

equates to 6.1% and 7.3% of Cornwall total respectively

Existing housing commitments 2010-2012: **969**

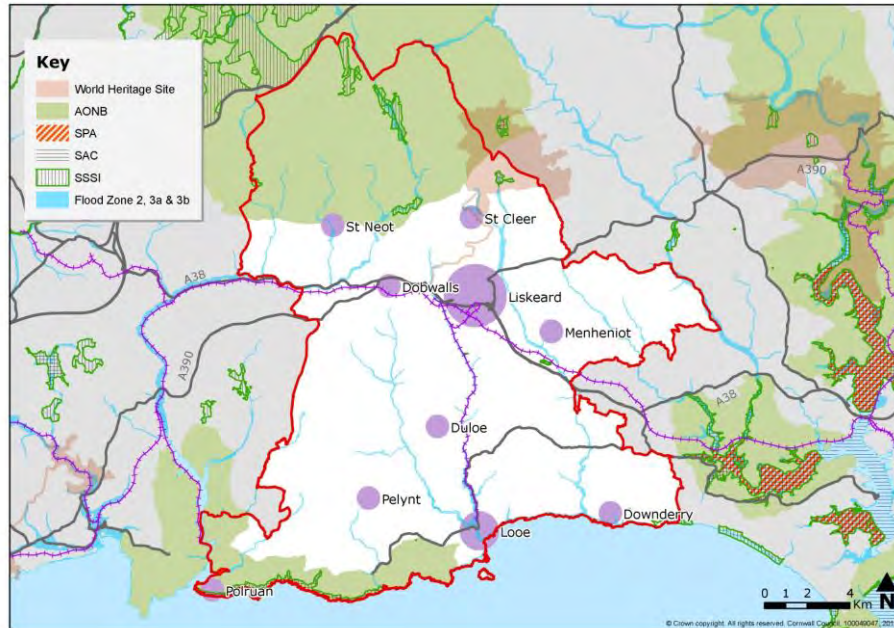
Liskeard employees estimate (2011):

Full time: **2,349** Part-time: **1,949**

Looe employees estimate (2011):

Full time: **746** Part-time: **763**

Liskeard and Looe CNA Map



Objectives

18.1 Specific objectives to be addressed in planning for the Liskeard and Looe Community Network Area include:

Objective 1 – Economy and Jobs

Deliver economic growth / employment, providing much needed jobs to counterbalance current and future housing development in and on the edge of Liskeard.

Objective 2 – Sustainable Development

Improve connectivity within and on the edge of Liskeard to ensure the town functions effectively as a major hub and service centre for the network area; including enhanced public transport provision.

Objective 3 – Liskeard as a Service Centre

Strengthen Liskeard's role as a service centre and improve town centre viability through regeneration schemes. ~~including the redevelopment of the cattle market and relocation of the post sorting office to provide a pannier market and improved traffic flow in the town and access from the A38 Moorswater junction.~~

Objective 4 – Housing

Balance the housing stock to provide a range of accommodation, particularly for open market family homes and intermediate affordable housing in Liskeard.

Objective 5 – Leisure Facilities

Improve and maintain the provision of recreational, cultural and leisure services and facilities in Liskeard with particular focus on delivering sports pitches.

Development Strategy

18.2 A comprehensive and coordinated approach will be pursued to the planning and development of Liskeard. ~~The approach set out in the Liskeard Town Framework Plan, integrates elements of housing, economic, transport, community and environmental policy, and will enable Liskeard to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting, regenerating and enhancing its local service role, its unique qualities and character and historic built and natural environment.~~

18.3 ~~The Town Framework Plan (TFP) for Liskeard which will be developed as part of the Cornwall allocations development plan document seeks to facilitate Liskeard's aims by presenting an integrated spatial strategy where suitable land is identified for future employment and residential uses. The TFP not only includes land immediately adjoining Liskeard, but also identifies town centre sites at the Cattle market and post sorting office, which are recognised as potential regeneration opportunities.~~

18.4 Liskeard and Looe are the main settlements within this area, and act as the local service centres to the many smaller settlements surrounding them. Larger villages in the area include Dobwalls, Menheniot, St. Cleer, Pelynt,

Polperro and Polruan. There is also a large network of small villages and hamlets throughout the area.

18.5 Liskeard, with a population of 9,100, is one of **Cornwall's oldest urban and market centres; it has** significant historic buildings and townscape, and its setting on its hilltop overlooking wide tranches of landscape is an important characteristic. A classic market town, Liskeard now needs to improve its viability and make the most of redeveloping key town centre sites to strengthen its role as a service centre. As the main settlement in the CNA, Liskeard will be a focus for growth.

18.6 There is a local aspiration to support higher value business uses in Liskeard. A range of accommodation including open market family housing and intermediate affordable housing is required to balance the housing market in the town. Other challenges include increasing access to cultural and leisure services (including sports pitches).

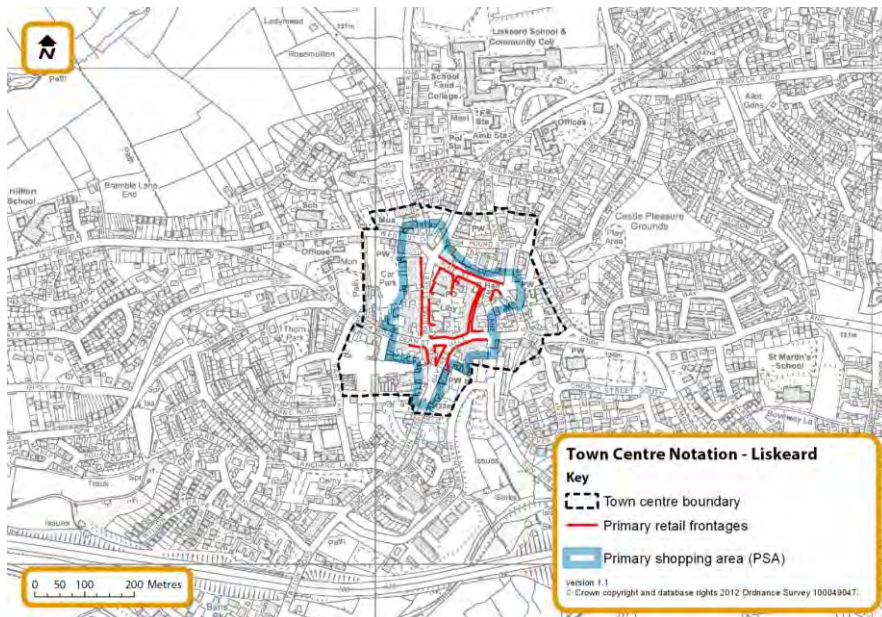
Retail

18.7 ~~It is estimated that there is capacity for the provision of an additional 3,250sqm of convenience and 6,350sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular~~

basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

18.8 Liskeard was successful in a bid for the Home Office Portas Pilot scheme for town centre regeneration, winning grant funding to carry out town centre regeneration projects.

Liskeard Town Centre Boundary Map



Housing Requirements

18.9 The Community Network Area should plan for around 2,650 dwellings (about 133 dwellings per year) over the period between 2010 and 2030.

18.10 As the main settlement with good employment and transport provision, Liskeard will be required to accommodate the majority of those dwellings. Looe has a good range of facilities and services and has a rail connection to Liskeard and could support more growth than other smaller settlements in the remainder of the CNA. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP15: Liskeard and Looe CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Liskeard can be satisfied:

a) The protection of the vitality and viability of Liskeard town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment

will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b) the provision of around 12,400sqm of B1a office accommodation and 14,200sqm of industrial space has been identified. This has the potential of accommodating 1,000 jobs in the CNA over the plan period;

c) The provision of around 1,250 dwellings in the period up to 2030;

d) The retention and enhancement of Heritage assets with physical linkages between Liskeard and the Cornwall and Devon Mining Landscape World Heritage Site.

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

a) The provision of around 1,400 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character and services available of the settlement;

b) Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

c) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally;

d) Development proposals in and related to Looe must ensure that the sustainable tourism offer of Looe is supported and enhanced;

e) Support coastal defence improvements to safeguard Looe's community and economy through the implementation of a flood risk management strategy.

PP16 Caradon Community Network Area

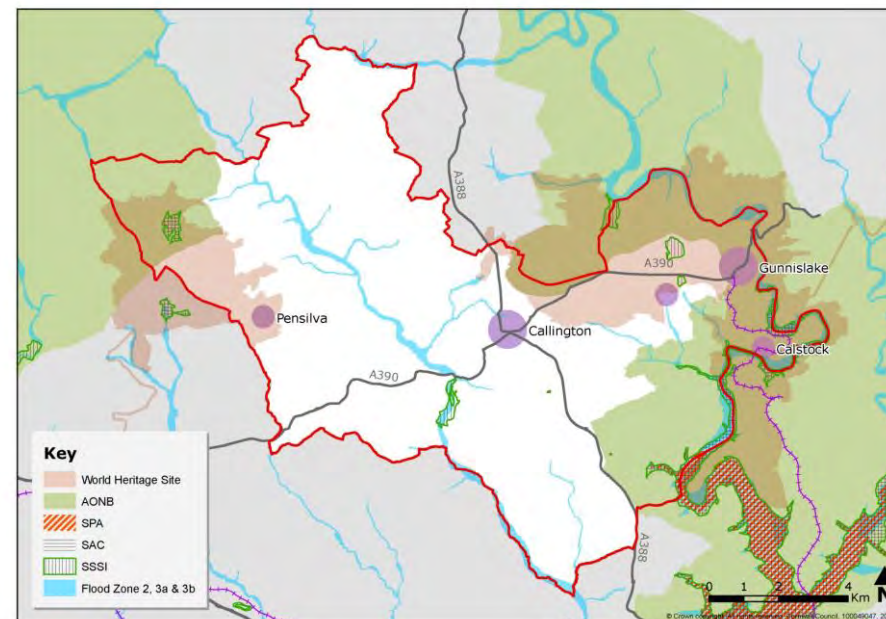
Introduction

19.0 The Caradon Community Network Area covers the 8 parishes of Callington, Calstock, Linkinhorne, Pillaton, South Hill, St Dominick, St Ive and St Mellion.

Key Facts:

Population 2007: **17,900**
Dwellings 2010: **8,152** (3.2% Cornwall)
Past housing build rates 1991-2010: **1,119**
Housing need (preferred area) 2012: **226** (Bands A-D)
plus **264** (Band E) equates to 2% and 1.8% of Cornwall
total respectively
Existing housing commitments 2010-2012: **466**
Callington employees estimate (2011):
Full time: **2,022** Part-time: **894**

Caradon CNA Map



Objectives

19.1 Specific objectives to be addressed in planning for the Caradon Community Network Area include:

Objective 1 – Regeneration

Enable the regeneration of Callington town centre.

Objective 2 – Affordable Housing

Enable the provision of affordable housing (~~low overall housing requirement~~).

Objective 3 – Jobs and Services

Enhance employment opportunities and services (including public services), considering the influence of Plymouth.

Objective 4 – Tourism

Promote the Cornwall and West Devon Mining World Heritage Site as a tourist destination.

Objective 5 – Infrastructure

Deliver the infrastructure needed for the growth of the area.

Development Strategy

19.2 A comprehensive and coordinated approach will be pursued to the planning and development of the network area. The approach, promoted through local consultation and parish plans identify a need for development to regenerate Callington, promote more sustainable transport choices, increase employment prospects, capture tourism benefits and provide a high proportion of affordable housing.

19.3 Callington, with a population of 5,600 is the key settlement within this area, and acts as the local service

centre to the smaller settlements surrounding it. Larger villages in the area include Calstock, Gunnislake, Pensilva and St **Ann's Chapel and a network of smaller** villages and hamlets. There is a need identified for regeneration of the town centre of Callington and enhancement of employment opportunities and service provision.

19.4 Settlements in the community network area such as Callington, Pensilva, Gunnislake and Calstock were strongly influenced by mining during the industrial revolution. This has produced a characteristic landscape; buildings and some areas form part of the Cornwall and West Devon Mining World Heritage Site. There are also issues of contamination and instability in some areas.

19.5 The Tamar valley forms a distinct sub-area, marked both by its intense industrial exploitation, and also by extensive market gardening; it was historically a rich landscape and forms part of the Tamar Valley Area of Outstanding Natural Beauty. Tourism levels remain low and aspirations have been raised locally to capitalise on the draw of the natural beauty and mining heritage of the area.

19.6 The area sits adjacent to the Tamar Estuaries and is influenced by the impact of the port of Plymouth. This is a complex and dynamic area which encompasses Plymouth Sound, extending up the rivers of the Tamar, Tavy, Lynher and Plym. It is the largest estuarine system

in south west England, supporting over a quarter of a million people, a diversity and richness of wildlife, as well as a landscape and heritage recognised through national and international designations such as the European Marine Site (Special Area of Conservation and Special Protection Area).

19.7 The management of the Plymouth Sound and Tamar Estuaries is currently co-ordinated through the Tamar Estuaries Consultative Forum (TECF), chaired by the **Queen's Harbour** Master. This body works to a six year management plan which provides a framework for the sustainable management of the Tamar Estuaries and a context to ensure statutory compliance in delivering conservation objectives for the European Marine Site

19.8 The area requires an integrated management approach to its sustainable development which:

- **Protects the value and integrity of** the Port of Plymouth¹, recognising its position as a unique asset to the area.
- **Delivers the conservation objectives** of the Plymouth Sound and Estuaries European Marine Site.
- **Delivers opportunities for improved** water transport linkages along the waterfront.
- **Acknowledges the port's** fundamental importance to the economy of the area, and the need to accommodate a wide range of uses / activities, including its role as a primary naval port and dockyard, its uses by commercial shipping,

commercial fishing, tourism, recreation and leisure.

Housing Requirements

~~**19.9** The Community Network Area should plan for around 1,000 dwellings (about 50 dwellings per year) over the period between 2010 and 2030.~~

19.10 As the main settlement with reasonable employment and transport provision, Callington will be required to accommodate the majority of those dwellings. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

~~Policy PP16: Caradon CNA~~

~~Development will be permitted where it supports the following priorities for the network area:~~

~~a) The provision of around 2,200sqm of B1a office accommodation and 6,650sqm of industrial space has been identified. This has the potential of accommodating 300 jobs in the CNA over the plan period;~~

b) The provision of around 1,000 dwellings in the period up to 2030. There should be a focus on Callington for the majority of development with additional housing and employment growth focussed on the settlements of Calstock and Gunnislake;

c) Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

d) The promotion, protection and enhancement of the retail area of Callington;

e) Restoration of heritage assets in the town;

f) The prioritisation of permitted or allocated employment land for employment in the period up to 2030;

g) Provision of appropriate tourism facilities with an aim to provide improvements and conditions that support enjoyment, interpretation and appreciation of the mining heritage and natural beauty of the area;

h) Development that helps rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

i) Development that delivers community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP17 Cornwall Gateway Community Network Area

Introduction

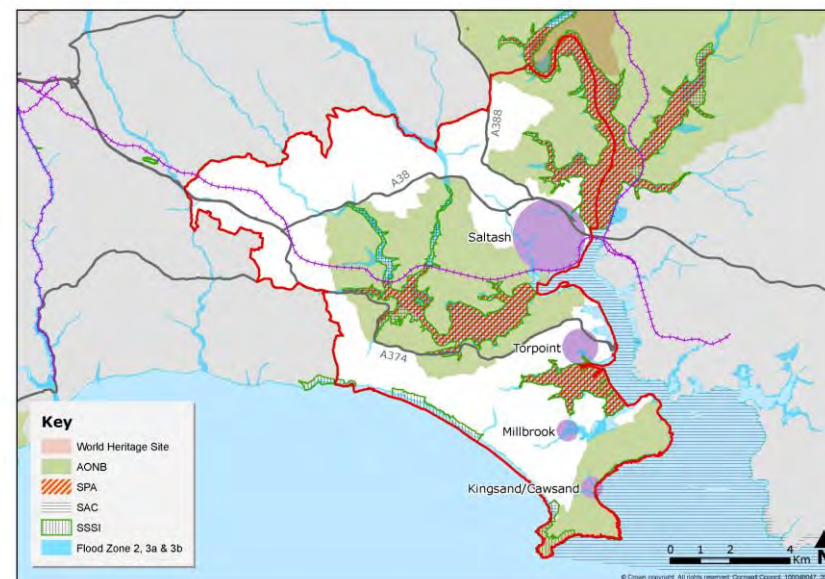
20.0 The Cornwall Gateway Community Network Area covers the parishes of Antony, Botusfleming, Landrake with St Erney, Landulph, Maker-with-Rame, Millbrook, Saltash, Sheviock, St Germans, St John and Torpoint.

Key Facts:

Population 2007: **31,300**
Dwellings 2010: **14,958** (5.9% Cornwall)
Past housing build rates 1991-2010: **1,553**
Saltash completions 2001-2010: **961** (107pa)
Housing need (preferred area) 2012: **700** (Bands A-D)
plus **955** (Band E) equates to 6.1% and 6.5% of Cornwall
total respectively
Existing housing commitments 2010-2012: **274**
Saltash employees estimate (2011):
Full time: **2,583** Part-time: **2,431**
Torpoint employees estimate (2011):
Full time: **1,088** Part-time: **702**

Millbrook employees estimate (2011):
Full time: **394** Part-time: **324**

Cornwall Gateway CNA Map



Objectives

20.1 Specific objectives to be addressed in planning for the Cornwall Gateway Community Network Area include:

Objective 1 – Regeneration

Support the regeneration of Saltash and Torpoint town centres.

Objective 2 – Jobs and Services

Improve the provision of and access to jobs and services (including public services), considering the influence of Plymouth.

Objective 3 – Affordable Housing

Enable the provision of affordable housing.

Objective 4 – Transport

Support the improvement of public transport between the rural and urban areas.

Objective 5 – Tourism

Improve Saltash as a tourism destination through the promotion of its heritage and regeneration of the waterfront.

Development Strategy

20.2 Saltash lies on the eastern edge of Cornwall, and is bordered for the most part by the Rivers Tamar and Lynher that act as immutable boundaries; whilst to the north and south of the town are Areas of Outstanding Natural Beauty that restrict development. Saltash's location astride the major arteries of communication between Devon and

Cornwall whether by river, rail or road has always been the key to its historic prosperity.

20.3 The town wishes to unlock the potential of its geographical and communicational strengths, as well as addressing the current imbalance between the number of jobs and level of housing found within the town. In order to do this the town wants to take advantage of its natural assets but these need to be sensitively developed and marketed in order to help Saltash promote itself as an attractive place to live and visit, with a focus on river based leisure and recreation. The regeneration of the waterfront is therefore fundamental to achieving this aim.

20.4 Saltash is unique in Cornwall since it is a town that is heavily influenced / constrained by the proximity and dominance of the large urban area of Plymouth. This has resulted in the town's retail provision not reflecting the fact that it is the largest town in South East Cornwall. This unique situation must be taken account of in decisions that affect the local economy and viability of the town centre. There remains an opportunity for Saltash to recover more of it's and south east Cornwall's retail expenditure to support its vitality. The location of the town centre to the eastern side of the town is also a constraining feature as it limits future expansion and accessibility. The regeneration of the town centre (Fore Street) aims to achieve a shopping and leisure centre that meets the needs

and requirements of the populace but by complementing not competing with Plymouth. This will be achieved through the regeneration of sites such as Alexandra Square and the Railway Station area.

20.5 The identification of sites to meet the need identified will be taken forward through the Cornwall allocations development plan document to follow this plan or a neighbourhood plan. This will look to identify how these objectives can be delivered through site specific allocations and how an integrated approach can be developed to bring forward economic growth with housing **using Saltash's natural advantages.**

A comprehensive and coordinated approach will be pursued to the planning and development of the network area. The network area contains the two key settlements of Saltash and Torpoint, and these act as the local service centres to the many smaller settlements surrounding them. As the main settlement with good employment and transport provision, Saltash will be required to accommodate the majority of growth.

Saltash wishes to unlock the potential of its geographical and communicational strengths, as well as addressing the current imbalance between the number of jobs and level of housing found within the town. In order to do this the town wants to take advantage of its natural assets but these need to be sensitively developed and marketed in order to

help Saltash promote itself as an attractive place to live and visit, with a focus on river based leisure and recreation. The regeneration of the waterfront is therefore fundamental to achieving this aim.

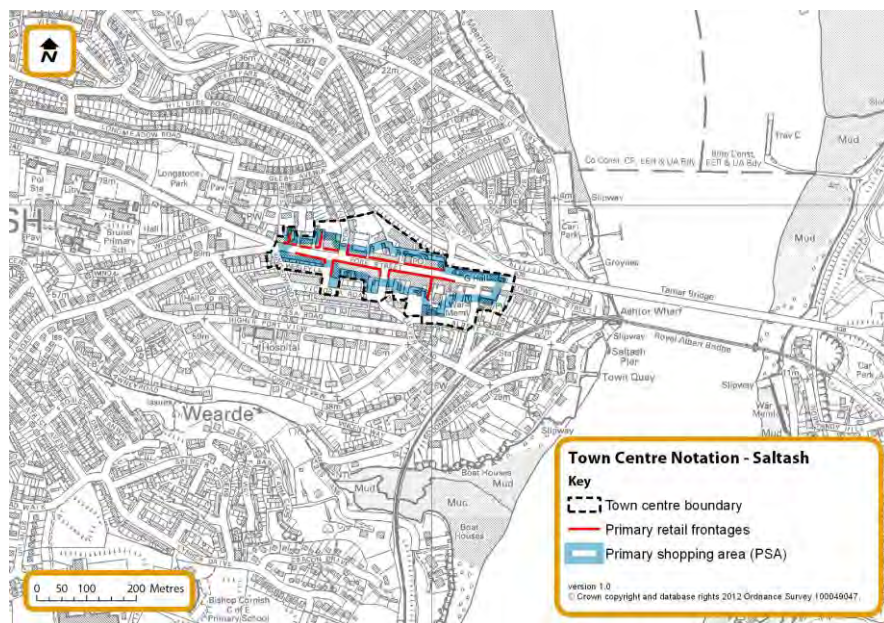
Both Saltash and Torpoint are unusual in Cornwall as they are towns that are heavily influenced / constrained by the proximity and dominance of the large urban area of Plymouth. For Saltash, this has resulted in **the town's retail** provision not reflecting the fact that it is the largest town in South East Cornwall. There remains an opportunity for Saltash to recover more of **it's and south east Cornwall's** retail expenditure to support its vitality. This situation must be taken account of in decisions that affect the local economy and viability of the town centres.

Sites to meet strategic growth at Saltash will be **identified in Cornwall's Allocations DPD.**

Retail

20.6 It is estimated that there is capacity for the provision of an additional 70sqm of convenience and 1,300sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Saltash Town Centre Boundary Map



Employment

20.7 It is important to the locality that any future growth of Saltash is employment driven in order to address the imbalance in the number of jobs and level of housing found in the area. The town needs to attract industries that will deliver well paid, high quality jobs (knowledge based industries) to help counter the impacts of Plymouth.

Industries should be encouraged to make use of Saltash's waterfront location and gateway into Cornwall status as well as its good transport links (road and rail).

Infrastructure

20.8 Fundamental to the delivery of the strategy will be the enhancement of Saltash's infrastructure, including transportation; primary, secondary and post 16 education; utilities; green space; healthcare; leisure facilities and burial capacity.

Tamar Estuary

20.9 The area sits adjacent to the Tamar Estuaries and the impact of the port of Plymouth this is a complex and dynamic area which encompasses Plymouth Sound, extending up the rivers of the Tamar, Tavy, Lynher and Plym. It is the largest estuarine system in south west England, supporting over a quarter of a million people, a diversity and richness of wildlife, as well as a landscape and heritage recognised through national and international designations such as the European Marine Site (Special Area of Conservation and Special Protection Area).

20.10 The management of the Plymouth Sound and Tamar Estuaries is currently co-ordinated through the Tamar Estuaries Consultative Forum (TECF), chaired by the

Queen's Harbour Master. This body works to a six year management plan which provides a framework for the sustainable management of the Tamar Estuaries and a context to ensure statutory compliance in delivering conservation objectives for the European Marine Site.

20.11 The area requires an integrated management approach to its sustainable development which:

- Protects the value and integrity of the Port of Plymouth², recognising its position as a unique asset to the area.
- Delivers the conservation objectives of the Plymouth Sound and Estuaries European Marine Site.
- **Delivers opportunities for improved water transport linkages along the waterfront.**
- **Acknowledges the port's fundamental importance to the economy of the area, and the need to accommodate a wide range of uses / activities, including its role as a primary naval port and dockyard, its uses by commercial shipping, commercial fishing, tourism, recreation and leisure.**

Housing Requirements

~~**20.12** The area should plan for around 1,700 dwellings (about 85 dwellings per year) over the period between 2010 and 2030.~~

20.13 As the main settlement with good employment and transport provision, Saltash will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the area to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

20.15 Development in Torpoint should support the regeneration of the waterfront and town centre. This can be used to encourage economic growth which should be delivered alongside housing and infrastructure that supports local services.

20.14 Five parishes on the Rame Peninsula have joined together to create a Neighbourhood Plan to influence development in the area, with a focus on improving transport accessibility.

~~**20.15** Development in Torpoint should support the regeneration of the waterfront and town centre. This can be used to encourage economic growth which should be delivered alongside housing and infrastructure that supports local services.~~

~~Policy PP17: Cornwall Gateway CNA~~

~~1. Development will be permitted where it can be demonstrated that the following priorities for Saltash can be satisfied:~~

~~a) The protection of the vitality and viability of Saltash town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;~~

~~b) The provision of around 4,150sqm of B1a office accommodation and 12,350sqm of industrial space has been identified. This has the potential of accommodating 550 jobs in the CNA over the plan period;~~

~~c) The provision of around 1,000 dwellings in the period up to 2030;~~

~~d) The provision of, or safeguarding for, employment related to maritime uses in waterside locations and the creation of new public access to the waterfront.~~

~~2. In the remainder of the Community Network Area~~

~~development will be permitted where it supports the following priorities:~~

~~a) The provision of around 350 dwellings at Torpoint in the period up to 2030;~~

~~b) The provision of around 350 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;~~

~~c) Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;~~

~~d) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally;~~

~~e) The provision of, or safeguarding for, employment related to maritime uses in waterside locations and the creation of new public access to the waterfront;~~

~~f) Prioritisation of sustainable transport solutions and measures to address air quality issues in Tideford.~~

Cornwall Local Plan 2010-2030: Proposed Monitoring Framework

Key outcome sought	Indicator	Trends / Targets
Part 1: Strategic Policies		
Policy 1: Presumption in Favour of Sustainable Development		
Planning applications determined in accordance with Local Plan	1: Number of applications approved as departures to the Local Plan. <u>The achievement of all indicators for policies in the whole plan collectively contribute to the delivery of Policy 1.</u>	<ul style="list-style-type: none"> • 0: No applications should be approved contrary to the Local Plan • 0 Approvals advertised as departures to the Local Plan • <u>All monitoring targets met or exceeded</u>
Policy 2: Spatial Strategy		
	<u>The achievement of all indicators for policies in the whole plan collectively contribute to the delivery of Policy 2</u>	<ul style="list-style-type: none"> • <u>All monitoring targets met or exceeded</u>
<u>Policy 2a Key Targets</u>		<ul style="list-style-type: none"> • —
Job provision	2.1: Number of jobs provided through business growth 2.1: Number of new jobs created (Econ 2)	<ul style="list-style-type: none"> • — • Delivery of an average net increase of 2,500 jobs per annum • Net annual increase in job provision <u>Provision of 38,000 full time jobs within the plan period.</u>
Employment floorspace provision	2.2: Amount of employment floorspace provided 2.2: Amount of net additional B Class employment floorspace provided (Econ 1)	<ul style="list-style-type: none"> • Delivery of an average net increase of 21,120 sq. metres of employment floorspace per annum <u>704,000 sq. metres of employment floorspace over the plan period of which 359,583 sq. metres to be B1a office use and 344,417 sq. metres to be B1b and c, B2 and B8 industrial premises.</u> • <u>Delivery in accordance with sub area targets identified in the Policy</u>
Increased renewable energy capacity	2.3: Amount of: (i) renewable energy capacity and low carbon energy generation installed; and (ii) useable heat generation capacity installed (14.1)	<ul style="list-style-type: none"> • — Net Increase
	2.4: Total Per Capita Energy consumed in Cornwall 2.4: Annual total greenhouse gas emission in Cornwall (ENV 1)	<ul style="list-style-type: none"> • — Net reduction • — Reduction in GHG emission by 30-35% by 2020
<u>Purpose built student accommodation</u>	<u>Net additional purpose built student accommodation</u>	<ul style="list-style-type: none"> • <u>Delivery of purpose built student accommodation that meets the needs generated through the expansion of the university in</u>

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
		<u>Falmouth and Penryn</u>
<u>Gypsy and Traveller site provision</u>	<u>12: Net additional Gypsy Traveller pitches provided by: (i) Residential Pitches; (ii) Transit Pitches; and (iii) Showpeople</u>	<ul style="list-style-type: none"> • <u>Delivery of 318 residential pitches; 60 Transit pitches; and 11 Show People Pitches in the plan period</u>
New home provision	2.5 No of dwellings completed	<ul style="list-style-type: none"> • To deliver a minimum of 2,400 dwellings per year (residual delivery of a minimum of 48,000 dwellings over the plan period)
	2.5 Housing Trajectory including: a) Net additional dwellings in previous years; b) Net additional dwellings for the reporting year; c) net additional dwellings in future years and; d) the managed delivery target	<ul style="list-style-type: none"> • To deliver a minimum of <u>2,625</u> dwellings per year (residual delivery of a minimum of <u>52,500</u> dwellings over the plan period • To ensure at least a 5 year supply of deliverable housing sites • <u>Delivery in accordance with sub area targets identified in the Policy</u>
Area based projects	2.6: Amount of employment floorspace delivered in Camborne, Pool and Redruth	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
	2.7: Amount of retail floorspace delivered in Pool	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
	2.8: Employment floorspace delivered in Mid Cornwall including: (i) the Bodmin employment area; the Eco Community projects at West Carclaze and Baal; and the Newquay Aerohub Enterprise Zone	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
	2.9: Amount of employment and retail floorspace delivered in and around Truro	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
	2.10: The amount of employment floorspace delivered in South East Cornwall	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
	2.11: The amount of employment floorspace delivered in the Saltash and Launceston employment areas located along the A30 and the A38	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
	2.12: Amount of maritime business floorspace and other economic floorspace provided in Falmouth and Penryn in proximity to CUG	<ul style="list-style-type: none"> • Reported performance as a proportion of all delivery
Policy 3: Role and Function of Place		

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
Strategic distribution of major developments (residential developments over 10 dwellings or 0.5ha and non residential developments over 1,000sqm or 1 ha) development	<p>3: Amount of major development provided by (i) listed settlement, (ii) other settlements, (iii) rural areas</p> <p>3. Amount and proportion of all major development provided in settlements.</p> <p><u>3.1 Net additional dwellings provided in named settlements and the remainder of the CNA.</u></p>	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery Reported performance as a proportion of all delivery as set out in subsequent policies <u>Delivery in accordance with sub area targets</u>
Policy 4: Shopping, Services and Community Facilities		
Viability and vitality of retail town centres	<p>4.1: Amount of retail, service and community facilities provided by: (i) CNA; (ii) Town Centre Area; (iii) Edge and out of centre area; and (iv) out of town</p> <p>4.1 Amount and type of town centre uses floorspace provided (i) within town centres areas (ii) edge of centre and out of centre locations and (iii) out of town areas with CNA</p>	<ul style="list-style-type: none"> To provide an appropriate amount of retail, service and community facilities as identified in the CNA targets Report annual delivery by (i) town centres areas and (ii) edge of centre and out of centre locations and (iii) out of town areas within CNA
	<p>4.2: Amount and mix of existing retail, service and community facilities in town centres and potential areas of growth</p> <p>4.2 The changes in the proportion <u>amount</u> of retail service, comparison and convenience floorspace in the main town centres</p> <p><u>4.2a The changes in the proportion of retail uses within prime Shopping Areas</u></p>	<ul style="list-style-type: none"> To maintain and enhance existing mix of retail, service and community facilities within town centres to support the retail hierarchy Report as change <u>over time and in relation to</u> in the Cornwall average
	4.3: Amount of retail and community facilities lost in smaller settlements	<ul style="list-style-type: none"> No net loss of existing services and facilities in smaller settlements
	4.4 Vacancy rates in main town centres	<ul style="list-style-type: none"> Maintain a decreasing trend in vacancy rates <u>Rates to at or below the national average</u>

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
Policy 5: Jobs and Skills		
New Jobs and economic growth	5.1: Amount and type of employment development floorspace provided: (i) within settlements; (ii) on established employment sites; and (iii) in rural areas	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery Report annual delivery by (i) settlements (ii) an established employment site (iii) in other locations
Enhanced quality and range of tourist facilities	5.2: Amount and quality of new tourism facilities	<ul style="list-style-type: none"> Net increase
Provision of educational facilities	5.3: Amount of new educational facilities to support further and higher education	<ul style="list-style-type: none"> Net Increase
Safeguarding Employment Land	5.4: Losses of employment space to other uses 5.4: Amount of employment land lost to other uses from safeguarded employment sites	<ul style="list-style-type: none"> No net loss of viable employment floorspace No net loss of viable employment land on safeguarded employment sites
Policy 6: Housing Mix		
Provision of housing for households with specific needs special care or sheltered needs housing	6.1 Amount of housing provided to meet households with specific needs special care and sheltered housing provided	<ul style="list-style-type: none"> Net increase
Ensure the provision of an appropriate mix of housing	6.2: Amount of new housing provided by house type, tenure and size	<ul style="list-style-type: none"> All new housing developments of 10 or more dwellings provide an appropriate housing mix that reflects local housing market need
<u>Provision of self build and custom build housing.</u>	<u>6.3: Number of self build and custom build housing provided in total and proportion on sites of 100 or more</u>	<ul style="list-style-type: none"> <u>Net increase</u> <u>5% on sites of 100 or more to be self build or custom build.</u>
Policy 7: Housing in the Countryside		
Restrict housing development in the countryside	7: Amount of housing development in the open countryside approved <u>in accordance with</u> contrary to policy 7 as a proportion of all housing development in the open countryside.	<ul style="list-style-type: none"> No housing approved unless it meets the policy criteria <u>100%</u>
Policy 8: Affordable Housing		
Affordable housing provision to meet needs	8.1: Number of affordable homes provided: (i) on sites with a net increase of 2 dwellings or 0.1ha in size; and (ii) on sites with a net increase of 5 dwellings or more	<ul style="list-style-type: none"> To attain a contribution towards affordable housing on all development with a net increase of over 2 dwellings or 0.2ha in size

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
	8.1: Number and amount of affordable homes provided: (i) on sites of 0.2ha in size; and (ii) on sites with a net increase of 2 dwellings or more	
	8.2: Number of affordable homes provided by tenure 8.2: Number of affordable proposals meeting the threshold target of 70% affordable rent and 30% shared equity in their overall housing product	<ul style="list-style-type: none"> 70% affordable rent 30% shared equity No affordable proposals below the threshold target of 70% affordable rent and 30% shared equity in their overall housing product
	8.3: Proportion of affordable and market housing provided 8.3: Amount of affordable housing provided on sites of 0.2ha or 2 dwellings or more meeting the minimum threshold by Zone	<ul style="list-style-type: none"> All new housing of two or more dwellings to meet the minimum percentage of affordable housing for the appropriate zone as identified in the policy All new housing of two or more dwellings or 0.2ha or over to meet the minimum percentage of affordable housing for the appropriate zone: 50% zones 1, 40% in zone 2, 35% in zone 3, 30% in zone 4 and 25% in zone 5 & 2 (including St Ives) and 40% for zones 3, 4 & 5
Policy 9: Affordable Housing Led Schemes-Rural Exception Sites		
Provision of affordable housing to meet needs	9: Number of dwellings provided on exception sites by (i) Open Market, and (ii) Affordable	<ul style="list-style-type: none"> Not more than 50% of the homes provided or 60% of the land take to be open market
	9 The annual average proportion of (i) Open Market, and (ii) Affordable dwellings proposed from housing led schemes outside of built areas granted permission and proportions achieved on each site <u>The number of and proportion of (i) Affordable housing and (ii) market housing granted permission on exceptions sites</u>	<ul style="list-style-type: none"> Not more than 50% of the homes provided or 50% of the land take to be open market <u>A greater proportion of affordable housing as opposed to market housing provided on each exceptions site</u>
Policy 10: Publically Owned Sites		
Affordable delivery on Publically owned sites	10: Percentage of homes delivered on publically owned or previously publically owned sites which are	<ul style="list-style-type: none"> 50% Affordable on publically owned or previously publically owned sites

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
	affordable	
Policy 10 11: Managing Viability		
	10 11: Percentage of housing sites schemes not able to deliver the full quota of affordable housing and therefore applying policy 11 criteria <u>11.1 Number of sites granted permission where measures required by the policy are secured in lieu of full affordable housing provision</u>	<ul style="list-style-type: none"> • Nil Zero
Policy 12: Gypsies and Travellers		
Gypsy and Traveller site provision	12: Not additional Gypsy Traveller pitches provided by: (i) Residential Pitches; (ii) Transit Pitches; and (iii) Showpeople <u>12: Number and proportion of applications refused on grounds of not complying with policy</u>	<ul style="list-style-type: none"> • 2013-27: Residential pitches 20; 2006-27 Transit pitches 64; Show People Pitches 11.
Policy 13: Design		
High quality design in new development	13: Proportion of sites of 10 or more homes achieving a good rating in the building for life standards <u>Number of applications refused on design grounds.</u>	<ul style="list-style-type: none"> • <u>Improved standard of design in development proposals</u> • 100%
Policy 14: Development Standards		
	14: Number and proportion of applications refused on grounds of not complying with the Design <u>Development</u> Standard policy	<ul style="list-style-type: none"> • 100%<u>Improvement in space standards in development proposals</u>
Policy 15: Renewable and Low Carbon Energy		
Increase renewable energy consumption	15: Amount of: (i) renewable energy capacity and low carbon energy generation installed; and (ii) useable heat generation capacity installed	<ul style="list-style-type: none"> • 1400 MW of electricity generation capacity & 190 MW of useable heat generation capacity by 2030 • Net increase
Policy 16: Safeguarding Renewable Energy		
Protection of renewable energy installations	16: Number or proportion of applications refused on grounds of potentially effecting Renewable energy	<ul style="list-style-type: none"> • 100%

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
	capacity of existing installations	
Policy 17: Health and Well Being		
Improvement in Health and well being	17.1: Net amount of informal open spaces provided by major developments	<ul style="list-style-type: none"> Net increase
	17.2: Net amount of formal open spaces and travel networks provided by type including: Recreation grounds, parks and gardens, play space, sports pitches, footpaths and cycle paths	<ul style="list-style-type: none"> Net Increase
	17.3: Provision of community spaces by type including; (i) community centres and village halls; and (ii) indoor sports and other recreational facilities	<ul style="list-style-type: none"> Net Increase
Policy 18: Minerals – General Principles		
Development principles	18. Mineral production (tonnes) of various sectors (primary aggregates, secondary / recycled aggregates, building stone, china clay and metalliferous minerals) in the county	<ul style="list-style-type: none"> Primary aggregate production in line with the annual Local Aggregates Assessment Net increase in the production of secondary/recycled aggregate
Policy 19: Minerals Safeguarding		
Safeguard Minerals reserves	19.1: Number of applications granted contrary to an objection of Natural resources on grounds of sterilization of mineral reserves	• Nil
	19.2: Identification of minerals Safeguarding Areas	• Identification of Mineral Safeguarding areas in Local Plan Minerals DPD
	19: Number of applications granted on safeguarded mineral sites identified as causing the sterilization of the mineral reserves	<ul style="list-style-type: none"> No net loss to sites safeguarded for their mineral reserves
Policy 20: Strategic Waste Management Principles		
Development Principles	20.1: Capacity of existing and new waste management facilities for: (i) transfer stations; (ii) Composting; (iii) Recycling; (iv) energy <u>from waste recovery</u> ; and (v) landfill	<ul style="list-style-type: none"> No change in capacity for all waste facility types apart from an increase in: (a) construction and demolition waste landfill provision of 659,000 tonnes; (b) construction and demolition waste recycling of 377,000 tonnes; and (c) 400,000 m³ <u>200,000m³</u> of landfill capacity for Local Authority collected waste
	20.2: Amount of waste <u>a)</u> recycled <u>b)</u> composted or	<ul style="list-style-type: none"> Annual net increase

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
	reused and c) landfilled by (i) construction and demolition, (ii) households and (iii), ii) commercial and industrial.	
	20.3: Amount of waste used in energy production	<ul style="list-style-type: none"> Annual net increase
Policy 21: Managing the Provision of Waste Management Facilities		
Development principles	21: Number and proportion of applications for new waste management facilities refused approved on policy grounds	<ul style="list-style-type: none"> 100%
Policy 22: The Best Use of Land		
The efficient use of Land	22.1: The amount (%) of residential development provided on <u>previously developed land.</u>	<ul style="list-style-type: none"> Look at past delivery rates to set benchmark for performance 50% Reported figure as trend
	22.2: The amount (%) of employment floorspace provided on <u>Previously developed land.</u>	<ul style="list-style-type: none"> Reported figure as trend
	22.3: The amount of Grade 1, Grade 2 and Grade 3a Agricultural land lost to other uses	<ul style="list-style-type: none"> Reported figure as trend
Policy 23a: European Protected Sites		
	<u>23 Number of developments granted permission where mitigation measures are secured.</u>	<ul style="list-style-type: none"> <u>Mitigation measures secured for all permission that require mitigation to overcome any adverse effect</u>
Policy 23: Natural Environment		
Protection of the natural environment	23.1: Change in areas designated for their intrinsic environmental value (Biodiversity and geodiversity) including sites of international, national, regional, sub-regional and local significance	<ul style="list-style-type: none"> No net loss
	23.1: Single Data List 1160-00 Improved local biodiversity, the proportion of local sites (CWS) where active conservation management is being achieved (ENV 5)	<ul style="list-style-type: none"> Improve and increase.
	23.2: Amount of biodiversity habitat gained through	<ul style="list-style-type: none"> Net increase in current levels of biodiversity habitat through the

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
	mitigation through 106 agreements	creation of: (i) new Wildlife Corridors and (ii) new Local Wildlife Sites
	23.3: % of SSSIs in a favourable or recovering condition (ENV 4)	<ul style="list-style-type: none"> Improve
Protection of the Landscape	23.3: Number of new dwellings approved in the landscape designations AONB and Heritage Coast (ENV 6)	<ul style="list-style-type: none"> Report Trend
	23.4: Number of applications approved for wind turbines and Solar Farms in the landscape designations AONB and Heritage Coast (ENV 7)	<ul style="list-style-type: none"> Report Trend
Policy 24: Historic Environment		
Protection and enhancement of the historic environment	24.1: Number of listed buildings on the 'At Risk' Register	<ul style="list-style-type: none"> Decrease
	24.2: Number of major applications approved in WHS contrary to advice of English Heritage	<ul style="list-style-type: none"> Zero
	<u>24.3 Number of applications refused due to the impact upon the historic environment.</u>	<ul style="list-style-type: none"> <u>Reduced adverse impact of development upon the historic environment</u>
Policy 25: Green Infrastructure		
	25.1: Progress in achieving the outputs of the Green Infrastructure Strategy Amount of informal-green infrastructure gained <u>provided</u> through S106 agreements on major application approvals	<ul style="list-style-type: none"> Targets identified in the Green Infrastructure Plan Report trend
	25.2: Open space managed to green flag status	<ul style="list-style-type: none"> Maintain or improve accessibility to good quality open space
Policy 26: Flood Risk Management and Coastal Change		
	26: Number of applications approved contrary to the advice of EA on (i) flooding grounds (ii) water quality	<ul style="list-style-type: none"> Nil Zero
Policy 27: Transport and Accessibility		

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
	27.1: Working age people with access to employment by public transport (and other specified modes) NI176	<ul style="list-style-type: none"> 75.1% by 2015
	27.2: Access to services and facilities by public transport NI175	<ul style="list-style-type: none"> Increase
Policy 28: Infrastructure		
	28.1: Achievement towards the 5 year delivery and investment plan by CNA and strategic delivery plan	<ul style="list-style-type: none"> Monitor progress in the delivery of critical and necessary projects and the amount of accumulated funding
	28.2: Amount of Section 106 contribution, financial and non-financial contributions	<ul style="list-style-type: none"> Increase or reported performance
	28.3: On site mitigation measures provided by developers by type	<ul style="list-style-type: none"> Increase or reported performance
Part 2: Area Based Policies		
Generic indicators applied to each CNA		
Housing	PPA: Annual number of dwelling provided in the CNA compared to the residual target	<ul style="list-style-type: none"> Applied against specific target for number of dwellings by town and or CNA to 2030
Employment	PPB: Amount of B Class employment floorspace provided compared with the residual target	<ul style="list-style-type: none"> Applied against specific square metre floorspace targets by B1a / B1b office and B1c, B2 and B8 industrial uses by CNA to 2030
Retail	PPC: Amount of convenience and comparison retail floorspace provided within, on the edge of and outside town centres	<ul style="list-style-type: none"> Applied against specific square metre floorspace targets by convenience and comparison retail uses by main towns to 2030
B. Area Specific Proposals		
Policy PP1 - West Penwith	PPD: Delivery of strategic proposals relating to the harbours of Newlyn and Penzance	<ul style="list-style-type: none"> Delivery of proposal
Policy PP2 - Hayle & St Ives	PPD: Delivery of strategic proposals relating to the commercial regeneration of Hayle Harbour and St Ives Bay as a key tourism destination	<ul style="list-style-type: none"> Delivery of proposal
Policy PP3 - Holston and the Lizard	PPD: Support the build out of Holston Business Park with high quality industrial and office uses	<ul style="list-style-type: none"> Delivery of proposal
Policy PP4 - Camborne, Pool and Redruth	PPD: Delivery of strategic proposals relating to the	<ul style="list-style-type: none"> Delivery of proposal

Cornwall Local Plan: Strategic Policies 2010-2030
Combined document to support submission to the Secretary of State (January 2016)

Key outcome sought	Indicator	Trends / Targets
Policy PP5 — Falmouth & Penryn	delivery of mixed use and employment uses around CPR especially in regards to the regeneration of under used or derelict sites PPD: Delivery of strategic proposals relating to the delivery of employment uses related to the maritime uses on the waterside and dock areas and the knowledge economy at CUC Tremough	● Delivery of proposal
Policy PP6 — Truro and the Roseland	PPD: Delivery of strategic proposals relating to the delivery of employment uses related to the knowledge economy focused on Trelisk medical sector, Cornwall College and maritime uses in the port of Truro	● Delivery of proposal
Policy PP7 — St Agnes and Perranporth	PPD: Delivery of waterfront related employment and leisure uses	● Delivery of proposal
Policy PP8 — Newquay & St Columb	PPD: Delivery of strategic proposals relating to maintaining and enhancing the stock of tourist related accommodation and facilities in the town	● Delivery of proposal
Policy PP9(i) — St Austell	PPD: Delivery of employment especially office and retail floorspace to support the regeneration of the town centre	● Delivery of proposal
Policy PP9(ii) — St Blazey, Fowey & Lostwithiel	PPD: Delivery of strategic proposals — the delivery of the regeneration of St Blazey town centre	● Par Dock: 500 dwelling and 2.3ha of employment land
Policy PP9(iii) — China Clay	PPD: Delivery of strategic proposals — the delivery of mixed use Eco towns scheme at West Carclaze and Baat	● West Carclaze: Housing & 5.1ha of employment land
Policy PP10 — Wadebridge & Padstow	PPD: Delivery of waterfront employment and leisure floorspace to support Padstow and Wadebridge and tourism related to the Camel Trail	● Delivery of proposal
Policy PP11 — Bodmin	PPD: Delivery of employment and retail to support the town centre especially the build out of Beacons Technology Park	● Delivery of proposal
Policy PP12 — Camelford	PPD: Delivery of employment and retail to support the service function of Camelford centre	● Delivery of proposal

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Key outcome sought	Indicator	Trends / Targets
Policy PP13 — Bude	PPD: Delivery of design and high technology employment floorspace to support the existing clusters	● — Delivery of proposal
Policy PP14 — Launceston	PPD: Delivery of employment and retail floorspace to support Launceston as an economic hub	● — Delivery of proposal
Policy PP15 — Liskeard & Looe	PPD: Delivery of higher value employment and retail floorspace to support the regeneration of the town centre on key town centre sites	● — Delivery of proposal
Policy PP16 — Caradon	PPD: Delivery of strategic proposals — promotion of tourist facilities to support the Cornish Mining WHS	● — Delivery of proposal
Policy PP17 — Cornwall Gateway	PPD: Delivery of strategic proposals — provision of maritime related employment space and enhancement of waterfront leisure activities	● — Delivery of proposal

Schedule of Policies in Adopted District, Borough, Minerals and Waste Local Plans to be Saved and Schedule of Policies to be Replaced by Those Contained Within the Local Plan

The majority of policies from the Minerals Local Plan, Waste Local Plan and the former District Councils are to be replaced by the policies contained within the Cornwall Local Plan. The former district of Kerrier did not have an adopted plan and therefore there are no saved policies to replace.

The saved policies that are not being replaced by the Local Plan policies will continue to form part of the development plan and will continue to be used in conjunction with the Local Plan. Some policies will be retained until they are reviewed as part of the emerging Development Plan Documents (Minerals Safeguarding Development Plan Document and the Site Allocations Development Plan Document).

The following policies are going to continue to be saved

Minerals Local Plan 1998:

- E3 – Landscape
- S1 – Mineral Consultation Areas
- CC3 – Areas of Special Environmental Concern
- CC5 – Protection of Settlements
- CC6 – safeguarding existing routes
- CC7 – Railway routes

Penwith Local Plan 2004:

- CC5 – Protection of Areas of Great Landscape Value
- TVA – Proposed redevelopment of former Cornwall Farmers Ltd site, Penzance
- TV22 – Control of development within Bread Street area, Penzance
- TV23 – Control of development of harbour car park, Penzance
- TV24 – Control of development of harbour side area, Penzance
- TVB – Proposed provision of improved facilities for cargo handling

- TVC – Reservation of Jubilee Pool with land between the pool and Battery Road
- TVD – Proposed development of South Quay, Foundry Yard and South Quay, Hayle
- TVE – Proposed development of Foundry area, Hayle
- TV26 – Control of number of residential or holiday units on Harvey's Towans, Hayle
- HA – Affordable housing at Penwith Street and Cross Street, Penzance
- HC – Redevelopment of area at Alexandra Road – Western Promenade for housing
- HD – Redevelopment of area at Queens Street for housing
- HG – Redevelopment behind Copper Terrace, Hayle
- HJ – Redevelopment of area adjacent to Old Stennack School
- EE – Western end of Chy an dour Coombe
- EF – Area in Chy an dour Coombe
- EG – Eastern end of Chy an dour Coombe

Carrick Local Plan 1998:

- 5D – Additional shoppers car park at Falmouth
- 5H – Pedestrian priority in Falmouth
- 11C – Prime Seafront hotel area of Falmouth

Restormel Local Plan 2001:

- 14 – Areas of Great Landscape Value
- SA7D – Housing allocations
- N7 Site 1, 2, 6, 8, & 9 – Housing Allocations
- N11 – Employment land
- N12 – Regeneration sites
- N13 – Regeneration sites
- N15 – Growth area local centre and mixed use areas
- N16 – Regeneration sites
- N17 – Newquay growth area road
- N31 – Trenance leisure facilities

- N32 – Fistral beach

North Cornwall Local Plan 1999:

- ENV1 – Protecting the countryside and landscape character
- BOD4 – **Land at St Lawrence’s Hospital**– mixed uses
- BOD5 – Land east of former A38 and to west of Launceston Road and Love Lane – B1, B2 and B8
- BOD7 – Land west of Berrycombe CP school – education
- LAU1 – Land to south of Dutson Road – housing
- LAU4 – Land to south of Pennygillam Industrial Estate – B1, B2 and B8
- WAD5 – Land east of Bridge View and Egloshayle Road – housing and open space
- WAD6 – Land between A39 bypass and B3314 – B1, B2 and B8
- WAD7 – Land north of Higher Trenant Road – B1, B2 and B8
- WAD8 – Land adjacent to Trevilling Road – waterside industrial site
- WAD12 – Land south of West Hill and between Wadebridge school and A39 bypass (education) – education

Caradon Local Plan first Alteration 2007:

- CL8 – Landscape of County Importance
- CL9 – Areas of Great Landscape Value
- LISK5 – Bay Tree Hill Improvements
- LISK7 – Educational Reserve
- SA4 – Highways Reservation
- W1 – Whitsand Bay

The following policies are replaced by those contained within the Local Plan

Minerals Local Plan 1998:

E4, E5, E8, E9, E10, E11, C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, C12, C13, CC1, CC2 and CC4.

Waste Local Plan 2002:

L2, L3, L4, L5, L6, L6a, L6b, L7, L8, L9, L10, L11, L12, E3, E4, E5, E6, E7, E8, E9, E10, E11 and C1

Penwith Local Plan 2004:

ST1, GD1, GD2, GD3, GD4, GD5, GD6, GD7, GD8, CC1, CC2, CC4, CC6, CC7, CC8, CC9, CC10, CC11, CC12, CC13, CC14, CC15, CC16, CC17, CC18, TV1, TV2, TV3, TV4, TV5, TV7, TV8, TV9, TV13, TV14, TV15, TV16, TV17, TV18, TV19, TV20, TV21, TV25, H1, H2, H3, H4, H5, H6, H7, H8, H9, H10, H11, H12, H13, H14, H15, H16, H17, H18, HE, HF, E1, E2, E3, E4, E5, E6, E7, E8, E9, EA, EB, EC, ED, E10, EH, EJ, EK, E11, TM1, TM2, TM3, TM4, TM5, TM6, TM7, TM8, TM9, TM10, TM11, TM12, TM13, R1, RB R2, RC, R3, R4, R5, R6, R7, R8, R9, TP1, TP2, TPA, TPB, TP3, TP4, TP5, TP6, TP7, TP8, TP9, TP10, TP11, TP12, TP13, CS1, CS2, CS3, CS4, CS5, CS6, CS8, CS9, CS10, and CS11

Carrick Local Plan 1998:

3A, 3D, 3F, 3H, 3HH, 3J, 4D, 4F, 4O, 4Q, 4R, 4S, 4T, 4U, 4W, 4X, 4XA 5C, 5A, 5E, 5K, 5LC, 5M, 5G, 5N, 6A, 6B, 6BB, 6C, 6CB, 6D, 6E, 6G, 6J, 6N, 6P, 7A, 7B, 7D, 7E, 7G, 7H, 8A, 8D, 8E, 8EE, 8F, 8G, 8I, 8J, 8K, 9A, 9D, 9E, 9F, 9G, 10A, 10B, 10C, 10F, 10K, 10L, 10P, 10W, 10J, 10R, 10S, 10T, 10U, 10V, 11B, 11A, 11AE, 12A, 12B, 12C, 12I, 13B, 13C, 13K, 13L, 13M and 13I.

Carrick – Balancing Housing Markets DPD 2008:

BHM1, BHM2, BHM3, BHM4, BHM5 and BHM6

Restormel Local Plan 2001:

1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14A, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 53A, 53B, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, SA2, SA3, SA4, SA5, SA6, SA7(A, B, C, E, F), SA7A, SA8, SA9, SA11, SA12, SA13, SA14, SA15, SA16, SA17, SA18, SA20, SA21, SA22, SA23, SA24, SA25, SA26, SA32, SA33, SA34, SA35, SA39, SA40, SA41, SA42, SA43, SA43A, SA44, SA45, SA46, SA47, SA48, SA49, SA50, SA51, SA52, SA54, SA55, N2, N3, N4, N6, N7(Site 3,4,5 and 7), N8, N9, N10, N14, N18, N19, N20, N21, N22, N23, N24A, N25, N26, N27, N29, N30, N33, N34, N35, R1, R2, R3, R4, R6, R7, R8, R9, R10, R10A, R11, R12A, R12B, R13, R14, R14A, R15, R16, R17, R18, R19, R21, R22, R22A, R27, R29, R30, R31, R32, R33, R34, R35, R36, R37, R38, R39, R39A, R40, R41, R42, R43, R44, R45, R46, R47, R48, R49, R50, R51, R52, R53, R54, R55, R57, R59, R60, R61, R62, R63, R64, R65, R67, R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R101, R101A, R102, R103, R104, R105, R106, R107, R109, R109A, R110, R111, R112, R113, R114, R115, R116, R117, R118, R119, R120, R121, R122, R123, R124, R125, R126, R127 and R128

North Cornwall Local Plan 1999:

HSG1, HSG2, HSG3, HSG4, HSG5, HSG6, HSG8, HSG9, HSG10, ECN1, ECN2, ECN3, ECN4, ECN5, ECN6, ECN7, ECN8, ECN9, ECN10, ECN11, ECN13, ECN14, , ENV2, ENV4, ENV5, ENV9, ENV11, ENV12, ENV13, ENV14, ENV15, SAF1, SAF2, SAF4, SAF5, SAF7, SAF7A, SAF9, SAF10, SAF11, TRU1, TRU1A, TRU3, TRU4, DVS1, DVS2, DVS3, DVS4, DVS5, DVS6, DVS8, BOD1, BOD6, BOD8, BOD9, BLS1, LVT4, NAN2, MAB1, MAB2, MAB3, MAB4, BUS4, BUS5, BUS6, POU1, WHI1, BRD1, LAU2, LAU3, LAU5, LAU6 , EKY2, NHL1, SPN1, STO2, PAD2, PAD3, PAD4, PAD6, WAD1, WAD2, WAD9, WAD10, WAD11, WAD13 and POL1.

Caradon Local Plan first Alteration 2007:

ALT1, ALT2, ALT3, ALT4, ALT5, ALT6, ALT7, ALT8, ALT9, ALT11, ALT15, ALT16, ALT21, ALT22, ALT23, ALT24, HO1, HO2, HO3, HO5, HO6, HO7, HO8, HO10, HO11, HO12, HO13, HO14, HO15, EM1, EM2, EM3, EM5, EM6, EM7, EM8, EM9, EM10, EM11, EM12, T1, T2, T3, T4, T5, T6, CL1, CL2, CL3, CL4, CL5, CL6, CL7, CL10, CL11, CL12, CL13, CL14, CL15, CL16, CL17, CL18, CL19, CL20, CL21, CL22, EV1, EV2, EV3, EV4, EV5, EV6, EV7, EV8, EV9, EV10, EV11, EV12, EV13, EV14, EV15, EV16, TM1, TM2, TM3, TM4, TM5, TM6, TM7, TM8, TM9, R1, R3, R4, R5, R6, R7, R8, R9, CO1, CO2, CO3, CO4, CO5, CO6, PU1, PU2, PU3, PU4, PU5, HAZ1, HAZ2, HAZ3, HAZ4, HAZ5, REN1, REN2, REN3, SA2, CA1, LO1, LO6, LO8, LO9, LO10, LO11, P1, P3, P4, P5, M1, SN1, CA1, CA3, CA4, AND CA5.

Cornwall Local Plan – Key Diagram

