A Neighbourhood Development Plan for Camelford Parish

Draft October 2019

2018-2030

"Sustainable growth that benefits the whole community"

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1 INTRODUCTION

1.1 What is a Neighbourhood Development Plan, and why do we need one?

A Neighbourhood Development Plan (NDP) is a community-led framework for guiding the future development, regeneration and conservation of an area. It is about the use and development of land and contains our vision, objectives, planning policies, proposals for improving the area and/or providing new facilities and protecting the landscape.

1.1.1 The Cornwall Local Plan (CLP)[1] shows Camelford Network Area (CNA) has a housing allocation of 1000 new homes between 2010 and 2030. Camelford, as the largest town in the CNA, accommodates the majority (around 375) of the CNAs homes. However, when developments that have already been granted planning permission are taken into account (as of April 2018), Camelford has met the CLP target. Despite this, as development has not yet taken place on all of the sites that have planning permission, it is understood that should other applications come forward, they may be accepted up until the housing target is met. Therefore, this NDP does not seek to deliver additional market housing but instead will meet any local need for housing through exception sites.

1.2 How was the Neighbourhood Development Plan Prepared?

1.2.1 In 2014 CTC decided to begin the process of creating a NDP following a number of public consultations and surveys that were completed between 2004 and 2018. This plan relates to planning decisions made within Camelford Parish.

1.2.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004, Section 70(2) of the Town and Country Planning Act 1990 and Paragraphs 11, 196 and 210 of the National Planning Policy Framework 2019 (NPPF)[2] dictate that '*applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.*'

1.2.3 It is important to acknowledge that Legislation in the Localism Act 2011 requires that the NDP must relate to the development and use of land within the designated neighbourhood plan area (see Map M1) and must comply with National and European legislation.

1.2.4 The NDP is also required to have appropriate regard to the NPPF and the National Planning Policy Guidance (NPPG) and to be in general conformity with Cornwall's Local Plan.

1.2.5 The Cornwall Local Plan will run until 2030 and so it is appropriate for this NDP to have the same end date.

1.2.6 A number of documents have been prepared to accompany the NDP. In addition to the supporting evidence (see section 1.3), CTC are obliged to produce an accompanying:

- Consultation Statement; and,
- Basic Conditions Statement (will be published after Regulation 14).

[1] See the *Cornwall Local Plan* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[2] See the *NPPF* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

1.2.7 Working Parties were set up to cover the following aspects of the NDP, which included a member of the steering group plus members of the general public. Each Working Party focused on one of the following themes:

- Housing
- Economy and Employment
- Transport and Infrastructure
- Community Facilities and Amenities
- Landscapes and Green Spaces
- Renewable Energy

1.2.8 The formation of this NDP relies on community participation and involvement. This NDP has been developed to ensure sustainable growth and development throughout the Parish is guided by the local community. This means considering local housing needs, community facilities and jobs and where they should go. It also means protecting the green and open spaces that are so important to the community.

1.2.9 Once adopted, the planning policies presented in this NDP (including the Design Statement – Appendix 2) must be used and acted upon by CC planning officers, landowners and developers through the development process, providing clarity on the community's needs and aspirations.

1.2.10 For clarity the NDP will not address higher level policy direction that these strategic documents and guidance already direct, it is not the role of the NDP to repeat these policies, and ultimately due to legislative requirements, it can not change the direction of these strategic policies either.

1.3 Evidence

1.3.1 CTC have utilised and formed a wide evidence base on which the policies of the NDP are based. A list of what is incorporated within this evidence base is presented at Appendix 1 of this document, whilst the evidence base itself can be accessed at http://www.camelford-tc.gov.uk/ndp-supporting documents/.

1.4 Consultation

1.4.1 In compliance with the Neighbourhood Planning Regulations 2012, CTC are required to provide a Consultation Statement[3] which: a) contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan; b) explains how they were consulted; c) summarises the main issues and concerns raised by the persons consulted; and d) describes how these issues and concerns have been considered and, where relevant addressed in the proposed neighbourhood development plan. All the consultations have been detailed in the Consultation Statement[4] together with issues identified and possible solutions to those issues. Below is a summary of the issues raised:

- Lack of infrastructure (health services, larger shopping facilities, public transport)
- Concern regarding more housing for Camelford in light of lack of infrastructure
- Traffic and congestion on the A39 – a need for a bypass

[3] The *Consultation Statement* has been completed up until June 2018. To be updated after submitted to Cornwall Council

[4] See the *Consultation Statement* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/"

- Lack of affordable housing and housing for the elderly or young starting out
- New housing to be for primary residence only to discourage holiday homes/second home culture.
- The need to protect the natural environment (Camel river, views out towards Roughtor and the North Cornwall coastline etc.)

1.4.2 The key methods CTC have used have included:

- Drop-in events
- Exhibitions
- Regular articles in the Camelfordian, Delabole & Camelford Post
- Website
- Social media
- Attendance at local events e.g. The Camelford Show and the Camelford Carnival
- Community Surveys (both online and paper)
- Discussion with local businesses and landowners

1.4.3 Prior to the development of the NDP, many discussions have been had regarding the future of Camelford, recorded evidence dating back to 1998. Whilst consultations dating from 2004 have been included in the "Consultation Statement", the "Camelford Town Enhancement Survey June 1998[5]" (which was delivered to every household in Camelford) is a good summary of what residents wanted to see in the way of enhancements to Camelford. Camelford Town Council also developed a Development Plan in 1999 (reviewed 2003-2009)[6]. The issues being raised in 1998 are the same issues being raised today, and it is therefore included in the Evidence Base as CTC feel this information is still relevant.

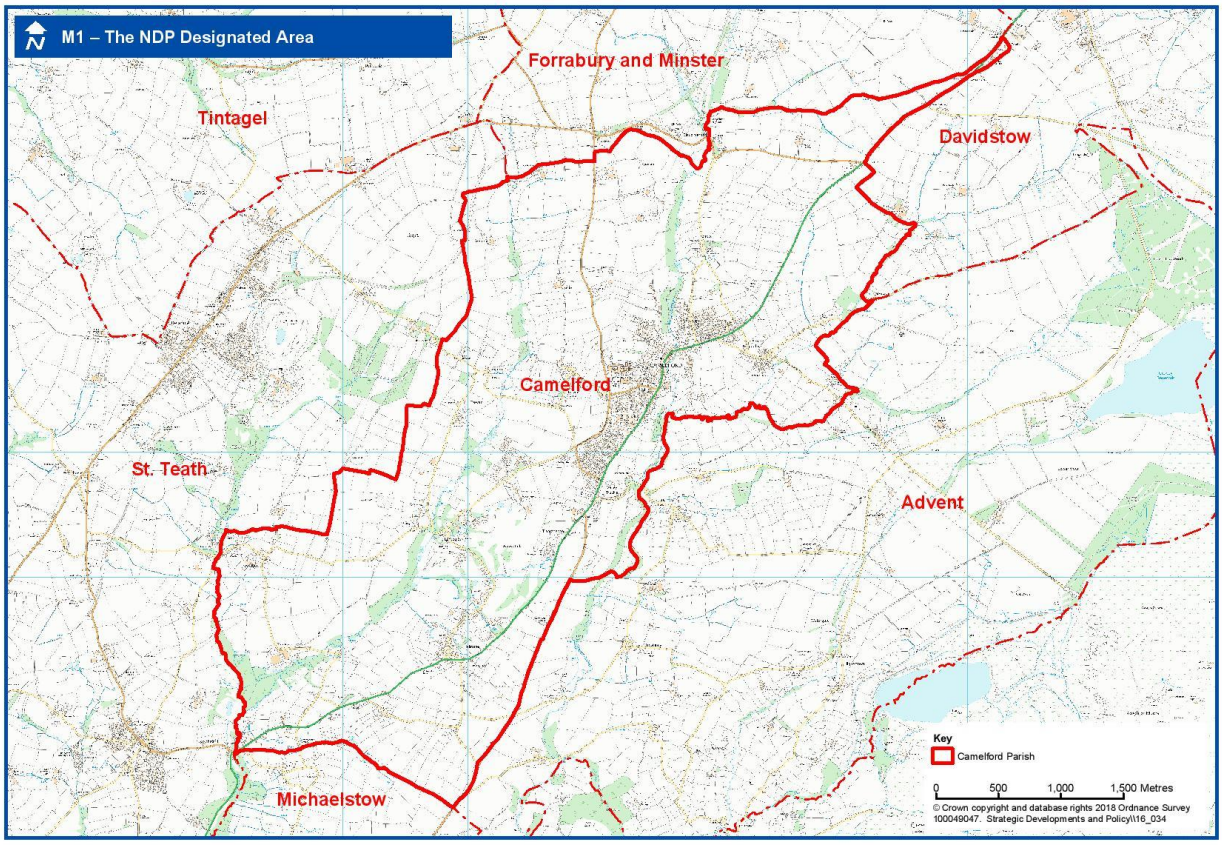
1.4.4 This Draft NDP is currently at the Pre-submission consultation (Regulation 14 of the Neighbourhood Planning (General) Regulations 2012) stage.

[5] See the *Camelford Town Enhancement Survey June 1998,* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[6] See the *Camelford Town Council Development Plan 1999 (2003-2009),* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

1.5 The NDP Designated Area

1.5.1 Map M1 sets out the NDP designated area (Camelford Parish)



Map M1 – The NDP Designated Area

2 PARISH BACKGROUND

2.1 History and Heritage

2.1.1 Camelford has an intriguing history: a planted market and borough town; a particularly notorious 'rotten borough' returning two members to Parliament until disenfranchised after the 1832 Reform Act; a small commercial centre for a predominantly rural population; and finally, from the later 19th century, a tourism centre for enjoying the Moor, the north coast and 'King Arthur's country'. Fig 1 shows the main A39 running through Camelford c1906.

Fig 1 - Historic Camelford c 1906 (courtesy of Francis Firth photography)

2.1.2 The place-name Camelford, first recorded in the early 13th century, contains the Cornish elements camm 'crooked', and alan, a common Celtic name for a river. The English suffix 'ford' was probably added later, presumably when the settlement developed around a crossing point on the river.

2.1.3 The first hedges alongside highways appeared during the prehistoric settlements. The importance of the historic hedgerow network should not be overlooked; these hedgerows reflect the landscape of the tithe maps and earlier.

2.1.4 The earliest reference to Camelford comes in an Arthurian romance (by Layamon) and several romantic Arthurian connections have been maintained in and around the town through much of its subsequent history (Camelford as Camelot; Tintagel as King Arthur's birthplace and castle; Slaughterbridge as the scene of his death). In Fig 2 below, is a picture of King Arthur's Grave c1933, a popular tourist destination.

Fig 2 – King Arthurs Grave c 1933

2.1.5 Extensive archaeological evidence of early prehistoric activity on Bodmin Moor, later prehistoric settlement in the lowlands around Camelford (mainly in the form of rounds — enclosed hamlets), and then a full early medieval landscape of hamlets with Cornish names, many in Cornish, 'tre' ('farming estate'), indicate a long history of settlement in the vicinity. Evidence of these settlements can be seen in Fig 3a, the summit of Roughtor.

Fig 3a – Roughtor Summit

Fig 3b – Remains of Neolithic settlements Bodmin Moor

2.1.6 A very full and informative description of Camelford's built environment can be found in the Camelford Conservation Area Appraisal from Aug 2007[7]. Another very helpful document is the Camelford & Scilly Urban Survey (CSUS) – Camelford Historic Characterisation for Regeneration.[8]

2.1.7 There are several buildings that receive protection under the Listed Buildings programme. A map showing these Listed Buildings/Scheduled Monuments in Camelford can be found in Appendix 3.

[7] See the *Camelford Conservation Area Appraisal 2007* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[8] See the *CSUS Camelford Historic Characterisation for Regeneration document* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

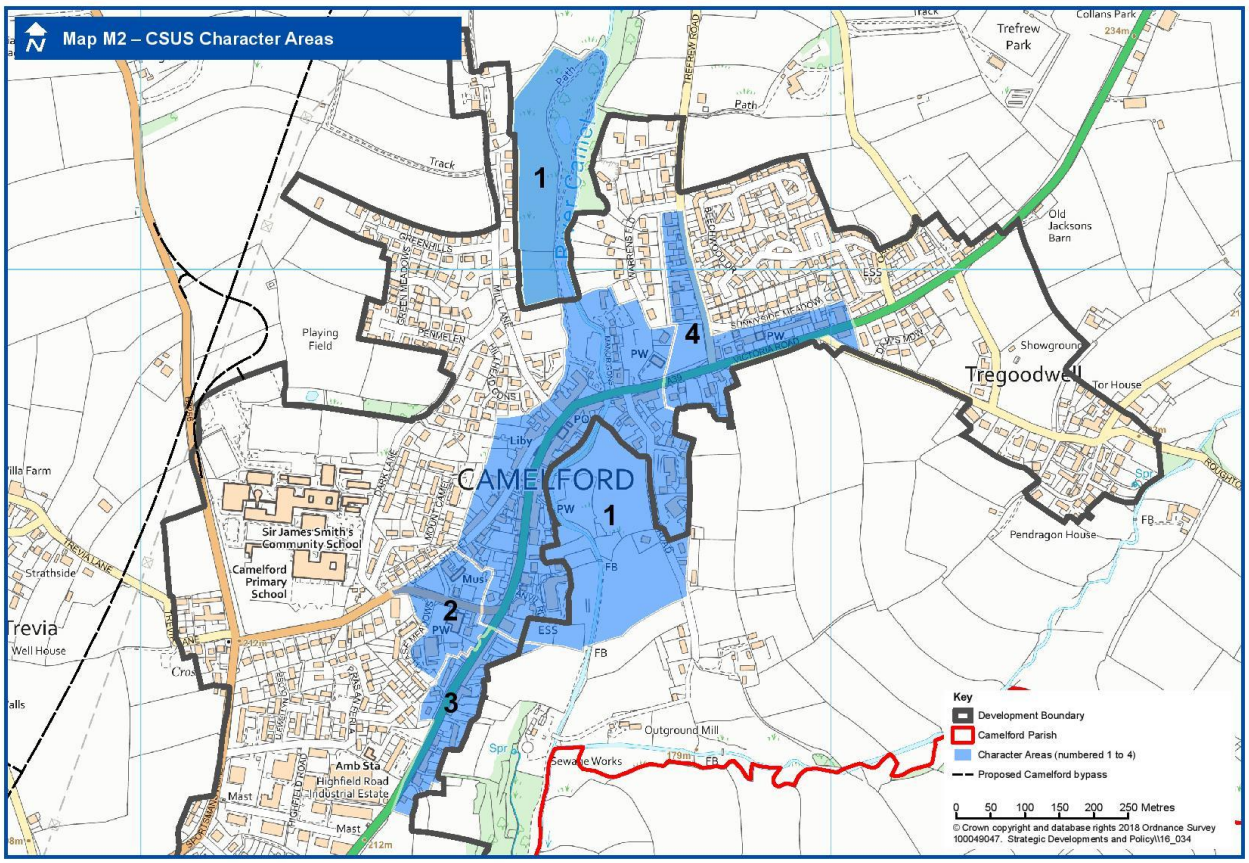
2.2 General Characteristics of the Parish

2.2.1 Camelford is located 4 miles from the North Cornwall coastline and 2 miles from Bodmin Moor and is situated within the Camel River Valley. The A39 (a strategic highway, known as the Atlantic Highway, which follows the North Cornwall Coast from Devon, connecting to the A30 to West Cornwall) runs through Camelford.

2.2.2 Camelford is the main town within the Camelford Network Area (CNA), which comprises of eighteen parishes.

2.2.3 Statistics – Camelford Parish has around 1,650 households, and a population of 3,675.

2.2.4 Camelford is made up of four character areas. CTC would recommend that you refer to the Design Statement (Appendix 2) which sets out each character area and Hamlets within the Parish. Map M2 (taken from Camelford & Scilly Urban Survey CSUS) below is a map showing the character areas, and subsequent paragraphs give detail on each numbered area.



Map M2 – Map of Character Areas

2.2.5 **Character Area 1 (The Medieval Core)** - which is Camelford's most complex and most extensive Character Area incorporating the whole of the 13th century planted market town, plus the bridge and the area immediately to its east where the spinal road attracted development. Much of this area is a Conservation Area. Fig 4 below from the bridge looking towards Market Place.

Fig 4 – Camelford from the North to South approach

2.2.6 **Character Areas 2 (Fairground Area)** - which is located at the top of the medieval town which was the site of Camelford's fairground, known as the Clease. Fig 5 below shows Clease House, which is situated by the green.

Fig 5 – Clease House, situated at the top of Camelford and Chapel Street which joins Clease Road

2.2.7 **Character Area 3 (High Street)** – a linear ribbon development along the main road out of town to the south and an extension of Fore Street.

Fig 6 – Housing along High Street

2.2.8 **Character Area 4 (Victoria and Trefrew Roads)** – an area mainly of 19th century residential development. In Fig 7 below are typical terraced houses along this stretch of Victoria Road. Trefrew Road consists of mainly larger, detached houses with large gardens or plots of land.

Fig 7 – Victoria Road

2.2.9 Camelford Parish also includes 5 distinctive hamlets:

- Tregoodwell to the North East of Camelford
- Trevia to the West of Camelford
- Trewalder to the West of Camelford
- Newhall Green to the South West of Camelford
- Helstone to the South of Camelford

2.2.10 Each Hamlet has its own distinctive character which they each seek to protect. Tregoodwell in particular has spectacular views out to Roughtor (Fig 8 below).

Fig 8 – The road from Tregoodwell to Roughtor (View V1)

Fig 9 – Views from Treclago View to Roughtor (v3)

2.2.11 Due to its location to Roughtor, and being slightly separate from Camelford Town Centre, Tregoodwell does have higher than average second/holiday homes, and traffic/parking has now become an issue as holiday-makers bring multiple cars which the homes do not provide parking for.

2.2.12 Trewalder and Newhall Green, located right next to each other, are quiet hamlets with views out to the countryside which residents in both hamlets are keen to protect. With agricultural land surrounding these hamlets, it is hoped that protection of agricultural land will ensure their distinctiveness as a quiet hamlet. None of the hamlets have any services such as post offices, public houses or shops. People travel to Camelford or St Teath for these provisions.

2.2.13 Helstone has been over developed through infill and it is hoped that the NDP will be able to curb future development.

2.2.14 Trevia is the closest hamlet to the Town Centre, separated by a narrow lane which connects to the B3266. There are views out to the countryside to the North and West.

3 VISION

OUR VISION

Sustainable growth that benefits the whole community, including economic, social and environmental protection for future generations of Camelford."

This vision succinctly encompasses all of the discussions that were had at a "vision" meeting held at Camelford Hall on 2 November 2015. All working group members, and members of the general public were invited, and their comments were put forward as suggested objectives for our community in the future. [9]

In 2030, CTC hope Camelford will be renowned as a historic settlement of North Cornwall. Residents will enjoy a pleasant environment due to the reduced traffic flowing through their town as a result of the newly constructed Camelford Bypass. Camelford Town Centre will have a thriving new feel, due to the lack of traffic; it will feel as though the main street has been given back to people and residents and tourists will mingle in the regular farmers markets that CTC hope to establish. Camelford will be a key town for the network area, providing a range of superior recreational facilities and increased employment opportunities for our residents without losing its rural character.

3.1 OBJECTIVES

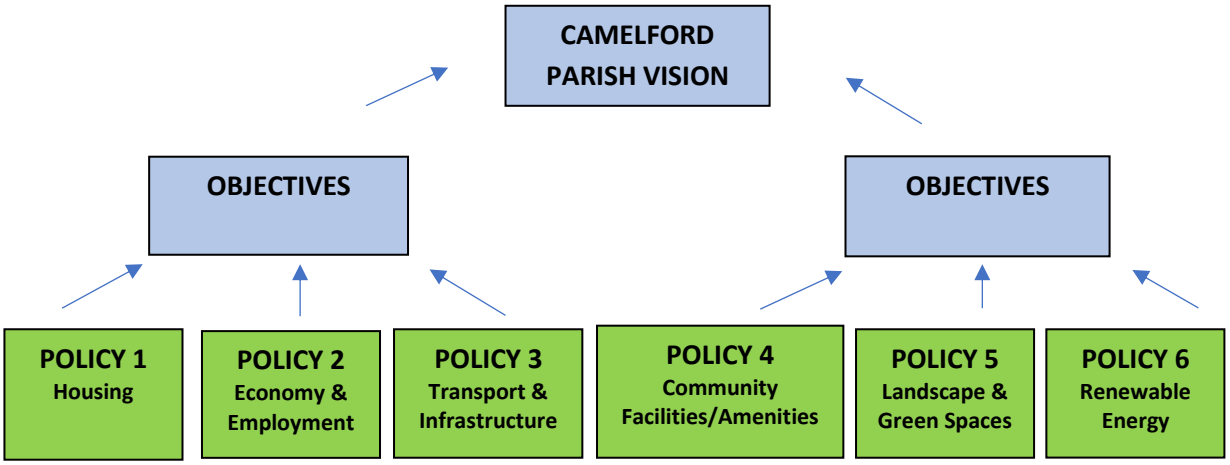
CTC have set out the following 10 objectives that it wants to achieve through the NDP in order to fulfil this vision:

OBJECTIVES

1. **Strengthen and support economic activity.**
2. **Delivery of housing tailored to the needs and context of the Parish of Camelford.**
3. **Preserve and enhance the heritage assets of Camelford.**
4. **Seek on-going improvements to transport, infrastructure and to digital connectivity.**
5. **Protect, sustain and improve local facilities for all our residents, existing and new.**
6. **Protect and enhance green space and the landscape and to support nature conservation in order to maintain and increase biodiversity.**
7. **Protect the existing town car parks from development and preserve their use for the people of the town and visitors to support the town centre shops and facilities.**
8. **Provide better facilities to encourage tourists to the area to boost the local economy.**
9. **To ensure that existing health and wellbeing facilities are protected and developed.**
10. **Involve local people on an ongoing basis in the process of plan making, monitoring and delivery of development.**

[9] See the *Visions Document* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

3.2 **Illustration of link between visions, objectives and policies**



4 THE NDP POLICIES

4.1.1 The following policies have been developed to manage the future development of Camelford in order to achieve the vision and objectives of the NDP. Developers and applicants must read the policies as a whole, when judging if a proposal would be acceptable.

4.1.2 In line with the results of the consultation events undertaken during the NDP's preparation and evidence of local issues and characteristics, the policies are separated into 6 key policy areas:

Key Policy Areas

1. **Housing**
2. **Economy and Employment**
3. **Transport and Infrastructure**
4. **Community Facilities and Amenities**
5. **Landscape and Green Spaces**
6. **Renewable Energy**

4.1.3 To aid developers and applicants, each policy is accompanied by supporting text setting out the justification for the policy, and where appropriate, community feedback. All policies have been framed in the context of the NPPF and the CLP, as set out in our Basic Condition Statement[10]

[10] See the *Basic Conditions Statement* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

4.2 Camelford's Housing Statement

4.2.1 Camelford's housing delivery target has already been achieved by April 2018 and, **if all existing commitments** come to fruition, will be met early on in the plan period. This raises the possibility of having no further housing growth in the NDP between now and 2030 but a moratorium on all new housing for that length of time would not be realistic. Consequently, whilst this NDP has no need to identify any significant new sites, it does provide policy on infill and exception site region of searches to ensure that Camelford's identified affordable housing needs are met in line with Policies 3 and 9 of the CLP and in accordance with guidance from Cornwall Council.[11]

4.2.2 The Policy is also intended to encourage the conversion of redundant buildings to meet housing need thereby minimising any increase in the impact of the built environment on the essentially rural character of the Parish.

4.2.3 **Housing Target Table (T1)**

	(a)CLP Housing Target (April 2010 – April 2030)	(b)CNA Commitments (-10%) (April 2030)	Parish's commitments since April 2018	(c)CNA Completions (April 2010 – April 2030)	(d)CLP Target (April 201?- April 2030) (a-(b+c))	(e)Parish's target housing to be in general conformity with the CLP Target
Camelford	375	90	96	187	98	2

Table 1: Minimum NDP housing target to be in conformity with the CLP.

4.3 HOUSING POLICY 1A - Camelford Development Boundary

4.3.1 **Justification and Evidence**

4.3.2 The NDP establishes a new Development Boundary for Camelford (see Map M3). The new Development Boundary for Camelford was identified following consultation with landowners (all landowners were written to and responses taken into account)[12]; previous existing maps from North Cornwall District Council[13] and feedback from our public consultations. The Rationale for the Formation of the Development Boundary is available in our Evidence Base.[14] CTC took into account the landscape (i.e. protected views, green spaces) and feasibility of development due to the natural landscape. CTC also looked at what pre-planning applications CC had received and the Strategic Housing Land Availability Assessment (SHLAA) Map 2015[15].

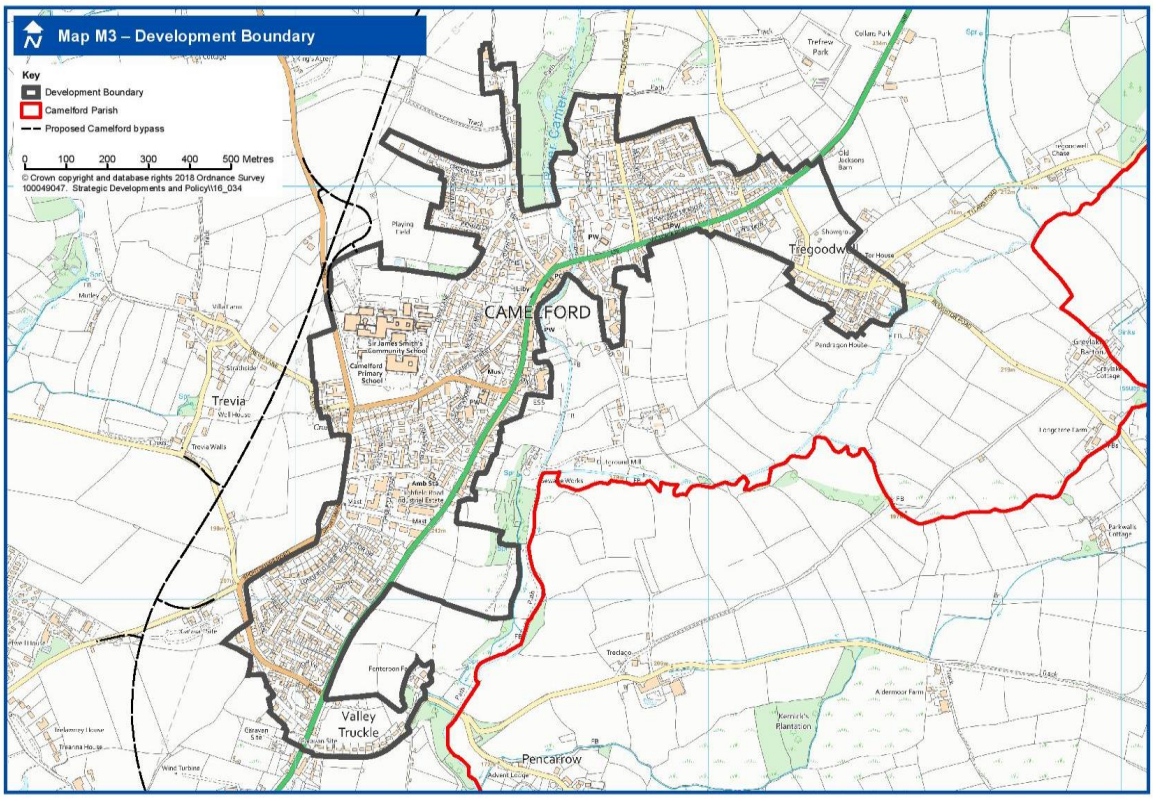
[11] See the CC Affordable Housing Supplementary Document at http://www.camelford-tc.gov.uk/ndp-supporting-documents

[12] See the *Consultation Statement* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[13] See the Minor Village Development Boundaries (NCDC) November 2001 at http:// www.camelford-tc.gov.uk/ndp-supporting-documents/

[14] See the *Rationale for the Formation of the Development Boundary* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[15] See the *SHLAA* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/



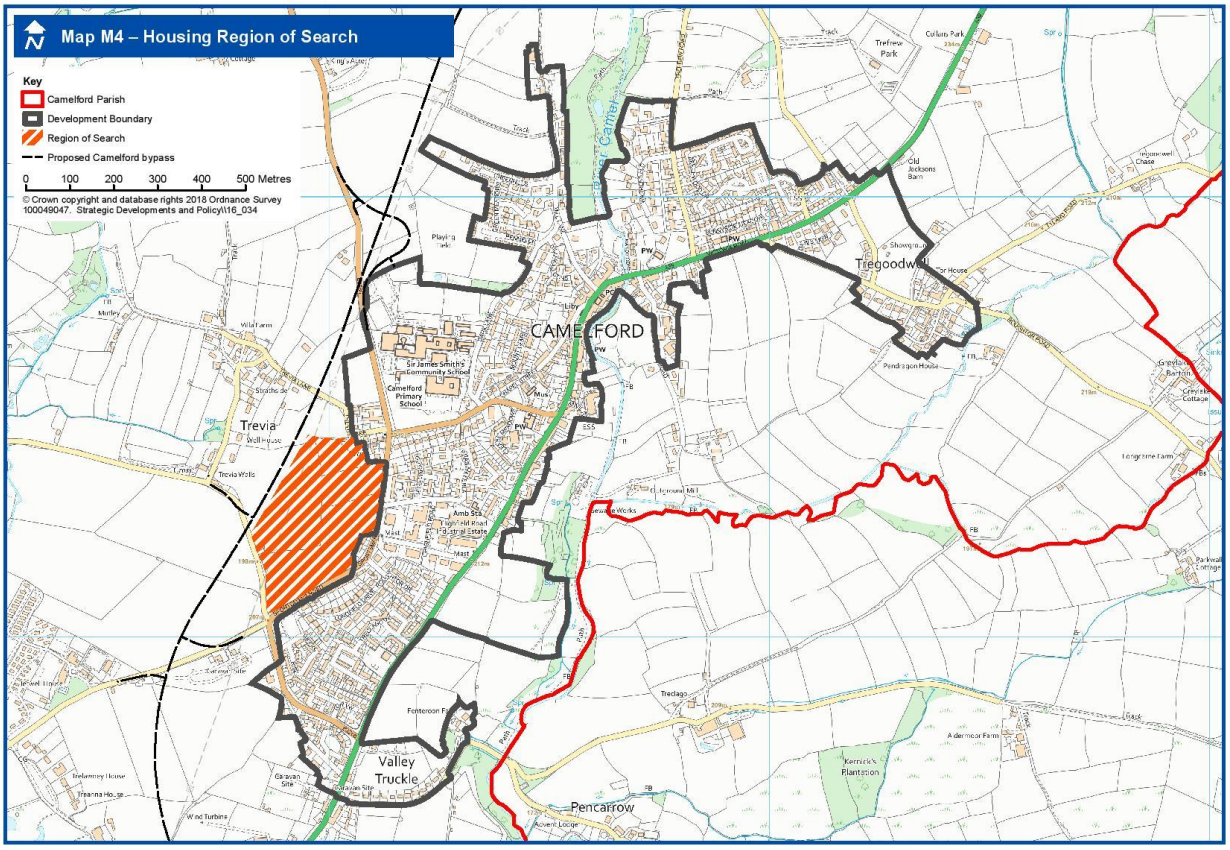
Map M3 - Development Boundary

POLICY AREA – HOUSING
Policy 1A – Camelford Development Boundary
Policy Intention: 1. To clearly define where development of infill, rounding off and development of previously developed land (in line with CP Policy 3) will be supported.
POLICY
1. Proposals will be supported inside the Camelford Development Boundary (set out in Map 3), which: a) conform with the Cornwall Local Plan and other policies in this NDP; and, b) retain or enhance the character of the area.

4.4 HOUSING POLICY 1B – Affordable Homes

4.4.1 Justification and Evidence

4.4.2 Camelford has met its housing target (if current commitments are completed), and therefore no sites have been identified for further development. However, in order to fulfil Camelford's affordable housing need, proposals for new housing will be supported in line with Policy 9, in areas indicated in Map M4 below.



Map M4 - Housing: Region of Search

POLICY AREA – HOUSING
Policy 1B – Affordable Homes
Policy Intention: 1. To clearly define a region of search where exception site development of at least 50% affordable housing will be supported outside the Development Boundary (see Map M4).
POLICY
1. Development outside the Camelford Development Boundary will only be supported for exception site development for proposals for dwellings (in line with CLP Policy 9) and which: a) conform with the CLP Policy 9 and other policies in this NDP; b) are specifically built to the needs of the Parish (i.e. affordable housing) and must prove that there is a local need; c) development should be proportionate to the size of the settlement; d) proposals for housing must be less than 30 dwellings per hectare or less (of nett developed area); e) dwellings must be occupied by those who have a strong connection to Camelford Parish in accordance with CC criteria;

POLICY AREA – HOUSING
Policy 1B – Affordable Homes
f) are connected to or provide connecting footpaths and cycle paths into the town to access key services such as schools, health provision and local shops; g) affordable housing led schemes will only be supported in the region of search identified in Map M4; h) do not adversely affect the road network in terms of increasing traffic and pollution.

4.5 HOUSING POLICY 1C – Heritage Impact on new housing

4.5.1 In line with Objective 3 ("to preserve and enhance the heritage assets of Camelford") of our NDP and following investigation into the potential impact that housing development may have on heritage assets within the Parish (see Appendix 3 – Listed Buildings/Scheduled Monuments in Camelford Parish), CTC conclude that, development on exception sites (as identified in Map M4) will have no or little impact on heritage assets as there are no heritage assets in the direct vicinity of these areas. The NDP does not act in isolation though and works alongside higher level policies (e.g. CLP Policy 24: Historic Environment) which will help mitigate against negative impacts. Consideration of potential heritage impact can also be found in our evidence base – "Rationale for the Formation of the Development Boundary[16]. CTC have also consulted the CSUS Historic Characterisation Report.[17]

POLICY AREA – HOUSING
Policy 1C – Heritage Impact on new housing
Policy Intention: 1. To ensure minimum or no impact on heritage sites/assets.
POLICY
a) All development should have regard to the duty to preserve or enhance the special character areas[18] within Camelford and in particular, the Conservation Area within the Parish b) Development must not impact on heritage assets of Camelford. c) Conversion or development of heritage/historic assets will only be supported where it will secure the future of that heritage/historic asset.

[16] See the "*Rationale for the Formation of the Development Boundary*" at http://www.camelford-.gov.uk/ndp-supporting-documents/

[17] See the *"CSUS Historic Characterisation Report"* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[18] *See the CSUS Historic Characterisation for Regeneration document at http://www.camelford-tc.gov.uk/ndp-supporting documents/*

4.6 HOUSING POLICY 1D – Housing Development and Design

4.6.1 Justification and Evidence

4.6.2 Camelford has a high proportion of detached properties 55.1% compared to a national average of 22%[19]. By contrast CTC have a lower than average number of semi-detached properties 21.7% compared with 24% nationally (SHMNA 2013 Overview Report[20]). Terraced housed are within 2% of the national average whilst purpose-built flats are way down on the national figures 7% compared to 17%. Second homes make up 12.5% of our properties compared to 0.6% nationally (Local Insight Profile for Camelford October 2016[21]).

4.6.3 Expansion has been rapid in the last decade with Camelford's population dramatically increasing, from around 1900 at the 2001 census to 3000 at the 2011 census – an increase of over 55%. Three major developments, at opposite ends of the town have accommodated the majority of this expansion.

4.6.4 Whilst efforts have been made to connect these new developments with the rest of the town, there are issues with lack of footpaths (or poorly maintained footpaths) and cycle routes.

4.6.5 Camelford has a large Conservation Area, starting at Market Place and ending at the top of Camelford along the East of the High Street. Unfortunately, a lack of enforcement over the years has meant properties have not kept their original characteristics (e.g. the use of UPVC windows, brick extensions rather than rubble & stone).

4.6.6 There are a number of heritage assets within the town centre (see Appendix 3 – Listed Buildings/Scheduled Monuments). It is important to residents of Camelford that these are protected.

4.6.7 In line with the rest of the UK, Camelford has an aging population. Currently, 26.9% of households are pensioner households compared with 20.7% nationally (Local Insight Profile for Camelford 2016). By the end of the NDP period it is predicted that nearly one third of residents will be over 65 (in 2009 this figure was 25.4%) (Population and Household Change in Cornwall[22]) An aging population has implications for housing stock therefore it is essential that new housing is built with the flexibility required to adapt to different needs at the various life stages. In addition to an aging population, 23% of people have a limiting long-term illness in Camelford CNA compared with 18% across England. Accessible housing and Homes for Life are therefore very important to ensuring ongoing quality of life for these Camelford residents.

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[19] See the *Local Insight Profile for Camelford (October 2016)* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[20] See the *SHMNA 2013 Overview Report* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[21] See the *Local Insight Profile for Camelford October 2016* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[22] See the *Population and Household Change in Cornwall* document at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

4.6.8 The NDP has also taken into account protected spaces/views (see Maps M5 and M7) in order to protect the landscape (including strategic views within the Parish and out to Bodmin Moor and Rough Tor), our historic hedgerow networks and Ancient Woodland. CTC have also taken into consideration availability and viability of the land by consulting with landowners Biodiversity Supplementary Planning Document (SPD)[23] sets out a new approach by CC for achieving a gain for nature, or at worst no net loss, within development sites. It does this by encouraging green space within development sites, such as parks, ponds and corridors of open green space along rivers and hedges. The SPD contains clear guidelines for how developers should approach hedge protection and creation as these are very important features for wildlife within our landscape. Rapid expansion has proved to be unsustainable in relation to health provision, with great strain being placed on the local GP service. The health situation is made even more difficult as Camelford is entirely lacking in dental, optometry and physiotherapy provision. In addition, with Camelford's aging population this will exacerbate the issue. Whilst the NDP cannot directly address this situation (the NDP can only influence planning decisions), CTC are raising this in the NDP as it is of great concern to our residents and the issue should be acknowledged.

4.6.9 Camelford has a higher than average proportion of home workers[24], therefore new builds should make an allowance for provision of a specific home office rather than having to sacrifice a bedroom. Live/work units should also be considered.

4.6.10 Affordability remains a key housing issue in Camelford. Over half of those responding to the survey have a household income of £25,000 or less. Therefore, any new housing should be designed and built to sufficiently high standard to ensure that running costs are minimal.

4.6.11 CC Cornwall Design Guide (Section 7 'Building Design') sets out the standards and aspirations for building design. CTC wholly embrace these recommendations.

4.6.12 The Camelford Design Statement (Appendix 2) was created to ensure that the special characteristics of each Character Area and Hamlet are preserved. Much of the housing in Character Area 1 (Medieval Camelford and the Valley) is within a Conservation Area.

4.6.13 In order to deliver ecological enhancement across Cornwall all new residential units will now be required to provide either a bat or bird box/brick within the structure of the building, or within the site boundaries on non-built features if this is not possible[25]. The Design Statement supports this.

4.6.14 **Community Feedback**

- 29% do not believe there is a need for further development
- Only 4% suggested that a single large development would be appropriate
- 33% think a mixture of small and medium size developments would be suitable for Camelford in the future.
- 22% have a home-based business[26]
- 21% do not have enough parking for all their household needs.
- A common theme in the survey by many participants (especially through questions concerning improvements to the town) are concerns around over population and apparent rapid growth of the town in recent years. 19% of the survey sample moved into Camelford within the last four years.

- 92% of people own their own cars or have use of a car. There are low levels of public transport which is seasonal and infrequent.
- 73% of people surveyed felt that Camelford would benefit from live/work units.
- Over 85% of people surveyed would like to see new developments/houses built to incorporate renewable energy (e.g. solar panels, air source heating).

POLICY AREA – HOUSING

POLICY 1D – Housing Development and Design

Policy Intention:

1. Ensure that new developments are properly integrated and connected to the surrounding landscape and town, including footpaths and cycle paths.
2. Meet the needs of the local community as a whole in terms of affordable, adaptable and high-quality housing (accessible and adaptable housing standards category 2 and 3).
3. Provide a mix of housing and scale of development appropriate to the needs of the community.
4. That the NDP supports the NPPF's objective to achieve excellence in design, especially design that will help establish a "strong sense of place" and create attractive, safe and comfortable places to live, work and visit" (NPPF para 58).
5. That housing design compliments the character and style of and is of similar curtilage to existing properties in the vicinity.
6. That housing includes appropriate garden areas for recreation. Safeguard against over-development within areas of the Development Boundary that have already seen large developments built already or where there is a high density of housing (e.g Valley Truckle, Tregoodwell)
7. Existing trees, hedges and Cornish hedges will be preserved wherever possible and appropriate screening will be placed to protect landscape character and mitigate for any environmental impact

POLICY

1. All new developments must provide new or connecting footpaths and cycle paths into the town to access key services such as schools, health provision and local shops.
2. All new developments should be visually well-integrated with nearby structures in terms of form, scale, building details, local features, materials, finishes and colour,siting, landscaping and characteristic patterns of settlement and do not prejudice important public views.
3. Affordable housing must be designed and delivered "tenure blind" (i.e., where the affordable housing units are dispersed through the development in small clusters, with the market and affordable homes being indistinguishable in design, form and materials used).
4. Once full planning permission is granted, CTC would encourage properties to be delivered to the market within 3 years. Renewal of planning permissions will be subject to review. It is CTCs policy to avoid land banking, and this is in line with Central Government's aims.
5. All new developments must provide adequate parking, in line with the Camelford NDP Design Statement (see Para 9 Appendix 2).

[23] [23] See the *CC Biodiversity Supplementary Planning Document* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[24] See the *PFA Research Community Survey* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[25] See the *Biodiversity SPD* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[26] See the *PFA Research Community Survey* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

POLICY AREA – HOUSING

POLICY 1D – Housing Development and Design

6. The conversion of suitable disused buildings into residential housing within the Development Boundary will be supported, subject to adequate off-street parking for occupiers and visitors.
7. Developers are encouraged to submit a statement demonstrating how their proposals meet the requirements of the Camelford Design Statement (see Appendix 2) alongside the planning application.
8. Supporting documentation should demonstrate that any proposed new developments, through its layout, orientation and detailing designs out crime;
9. Valley Truckle area has seen extensive development, and CTC will therefore not support any new residential development in this area exceeding 10 properties.
10. Within Character Area 1 (see Map M2 – CSUS Character Areas), in order to maintain the character of the area, due consideration must be made to:
    a. Maintain the area's diverse slate roofscape through retaining chimneys, maintaining or recreating authentic roof details and avoiding the use of artificial slate or other roofing material, and the introduction of inappropriately located or scaled dormer windows, roof lights, solar panels or aerials.
    b. The general proportions of buildings and window ratios within the conservation area.
    c. Retaining and incorporating local materials of stone, vertical slate hanging, slate roofs and brick chimneys wherever possible.
11. Due to the unique character of Tregoodwell, CTC will not support new housing development, except pre-approved sites (see Map M11 – Rationale for Formation of Development Boundary).
12. Trewalder is outside the development boundary, and due to the lack of facilities and unsuitable highways, CTC would not support new housing developments but rather seek to preserve or enhance the character of this hamlet
13. CTC encourage new developments that deliver a creative and high-quality standard of design, that sits comfortably with the existing built and natural environments and reflect the character of the area. New developments that conform to Section 7 'Building Design' of the Cornwall Design Guide are most likely to achieve this objective.
14. Developers are encouraged to consider the needs of a population that increasingly works from home by including flexible space in their developments.
15. Housing to include appropriate garden areas for recreation and to meet the particular needs of the residents for drying clothes, accommodating pets, children's play, quiet enjoyment and enabling residents to grow some of their own food and to compost domestic waste. Minimum sizes recommended for gardens (based on sizes used by other Councils)and the need to reflect dwelling sizes:

    1 or 2 bed dwelling 40-44sqm
    3 bed dwelling 65 sqm
    4+ bed dwelling 80 sqm
    Flat with communal space 30 sqm per flat

POLICY AREA – HOUSING

POLICY 1D – Housing Development and Design

16. Proposals for development will be supported where sufficient parking spaces are provided in accordance the guidance in the Camelford Design Statement and Section 2.12 Building Regulations 2010 Access to and Use of Buildings (Category 2).
17. All new developments/houses should be built to incorporate renewable energy in their design (e.g. solar panels, air source heating).
18. 50% of new homes to be built to Accessible and Adaptable Standards (Category 2 and 3) Building Regulations 2010[27] in developments of 10 dwellings or greater.
19. For developments of two or more houses every other building needs to have a bee brick built in as well as the bat and bird boxes.
20. CTC would encourage all new developments/houses to include the installation of fire sprinklers.

[27] See the *Building Regulations 2010 Accessible and Adaptable Standards (Cat 2 and 3)* document within evidence base at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

4.7 HOUSING POLICY 1E - Primary Residence

4.7.1 **Justification and Evidence** - The CLP (Housing Evidence Base Briefing Note 11)[28] acknowledges the detrimental affect that second/holiday homes can have on a community, including a negative impact to local services such as schools and local shops. It also impacts on house prices, making housing less affordable for people who actually want to live in Camelford. CTC are keen to avoid this situation, and so at the 2018 Camelford Show, attendees were polled[29] to find out if they would want developments of 10 dwellings or more to be primary residences. Of around 95 people asked, 100% said they were in favour of a primary residence policy.

POLICY AREA – HOUSING

POLICY 1E – Primary Residence

Policy Intention:

1. To avoid a detrimental effect on the community and the vibrancy of the Town as a result of a large number of second homes/holiday homes.

POLICY

1. Due to the impact upon the local housing market of the continued uncontrolled growth of dwellings used for holiday accommodation (as second or holiday homes) all new housing will only be supported where there is a restriction to ensure its occupancy as Principal Residence.
2. Sufficient guarantee must be provided of such occupancy restriction through the imposition of a planning condition or legal agreement. New unrestricted second homes will not be supported at any time.
3. Principal Residences are defined as those occupied as the residents' sole or main residence, where the residents spend the majority of their time when not working away from home.
4. The condition or obligation on all new homes will require that they are occupied only as the primary (principal) residence of those persons entitled to occupy them. Occupiers of homes with a Principal Residence condition will be required to keep proof that they are meeting the obligation or condition and be obliged to provide this proof if/when CC requests this information. Proof of Principal Residence is via verifiable evidence which could include, for example (but not limited to) residents being registered on the local electoral register and being registered for and attending local services (such as healthcare, schools etc.)

4.7.2 The following plans, documents and strategies support Policies 1A to 1E . These documents, or links to these, can be found/accessed at **http://www.camelford-tc.gov.uk/ndp-supporting-documents/**

- Consultation Statement
- CC's SHLAA
- CSUS Historic Characterisation Report
- Local Insight Profile for Camelford (October 2016)
- Strategic Housing Market Needs Assessment (2013)
- Population and Household Change in Cornwall
- Site Allocations Evidence Base Report

[28] See the *CLP Housing Evidence Base Briefing Note 11* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

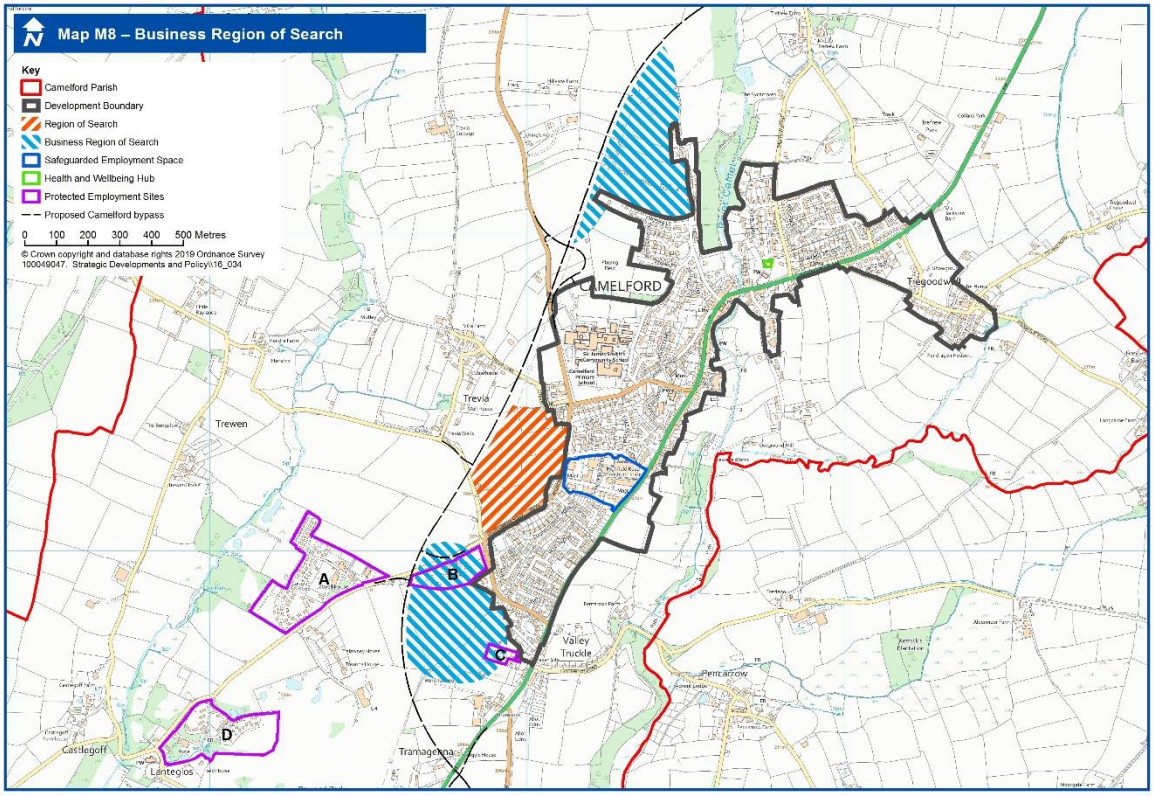
[29] See Primary Residence Survey August 2018 at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

- Building Regulations 2010 Access to and Use of Buildings Category 2 and 3
- Cornwall Design Guide
- Building for Life 12
- National Planning Policy Framework
- CLP (Policies 2, 6, 8, 9, 10, 13, 24)
- Camelford Design Statement
- CC Demographic Evidence Base – Populations Over 65
- Camelford Parish Economic Profile 2015
- Camelford Conservation Area Management Appraisal and Plan
- PFA Community Survey
- CC Planning Future Cornwall – Population and Household Change in Cornwall
- Rationale for the Formation of the Development Boundary
- NDP Survey August 2017
- CC Biodiversity SPD
- CC Affordable Housing SPD
- CLP Housing Evidence Briefing Note 11
- Primary Residence survey (Camelford Show 2018)

4.8 POLICY 2 - ECONOMY AND EMPLOYMENT - (POLICIES 2A- 2B)

4.8.1 Heritage Impact – Potential Employment Use

4.8.2 In line with Objective 3 ("to preserve and enhance the heritage assets of Camelford") of our NDP and following investigation into the potential impact that employment use may have on areas identified outside the Development Boundary (see blue lined areas in Map M8 below) may have on heritage assets within the Parish (see Appendix 3 – Listed Buildings/Scheduled Monuments map), CTC conclude that, development within these areas will have no or little impact on heritage assets as there are no heritage assets in the direct vicinity of these areas. It is acknowledged that development proposals will not be constrained to within these regions of search but will also progress as more ad-hoc development proposals, which could impact on heritage assets. The NDP does not act in isolation though and works alongside higher-level policies (e.g. CLP Policy 24: Historic Environment) which will help mitigate against negative impacts.



Map M8 – Business Region of Search

4.8.3 **Justification and Evidence**

4.8.4 The following justification an evidence supports **all** of the Economy and Employment Policies 2A to 2C.

4.8.5 CTC recognises that the provision of local employment opportunities is crucial to support a thriving community and to minimise the number of people who have to undertake long journeys to work. The need for local jobs is a key concern of the community; the Camelford Questionnaire Summary of Findings 2010[30] "very clearly wanted to see support for smaller business units that could offer local apprenticeships, employment and bring revenue to the town". 76% of respondents to the PFA Research survey[31] 2015 supported giving help to existing employers and, in the same survey, 54% of respondents indicated that they consider it important to consider larger retail for Camelford. Reflecting this and CLP Policy 5, the policies of the NDP encourage business and employment opportunities by providing and identifying adequate land for current and future employment needs.

4.8.6 In identifying possible areas of search for employment uses, CTC considered possible negative impacts (lack of public transport, protected views, landscape) as well as the positive impacts (increase in employment opportunities, accessibility to the proposed new by-pass, maximising/safeguarding existing business sites).

4.8.7 There were 525 businesses identified in the Camelford area in 2015[32]. The main category was 'Agriculture, forestry and fishing' (43%), which was over-represented compared to the Cornish average. Most other sectors were under-represented, particularly 'Wholesale, retail and motors' 10% compared to 19% (Cornish average).

However those residents that stated they were 'employed' give a different picture: the three main sectors in which residents work are 'Education' (14.0%), 'Health' (13.4%), 'Wholesale, retail and motors' (12.8%) and 'Construction' (10.2%). This suggests that people with the right skills set are commuting to jobs in education and health, retail and construction. Over 60% of this work force commutes to work by car or van. This has an impact on the requirements for road improvements and highlights the lack of opportunities for residents to find suitable work within the parish. The NDP, therefore, attempts to encourage more employers into the area, by identifying areas of employment land, so that less people have to commute.

4.8.8 The Town Centre (see Fig 10) is limited to a linear row of shops including a butchers, 2 public houses, 2 members clubs, 3 hairdressers/beauty salons, 4 estate agents, a funeral directors, The Town Hall, Cornwall Hospice Charity shop, Needle and Thread, Accountants, Solicitors, Second hand clothes shop, Camels Garden, and 4 fast food retailers. Towards High Street, there are quite a few empty shops, and our aspiration is to attract new businesses that complement the current offer.

[30] See the *Camelford Questionnaire Summary of Findings* document at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[31] See the *PFA Research Analysis of Findings Report* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[32] See the *Camelford Parish Economic Profile Nov 2015* document at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

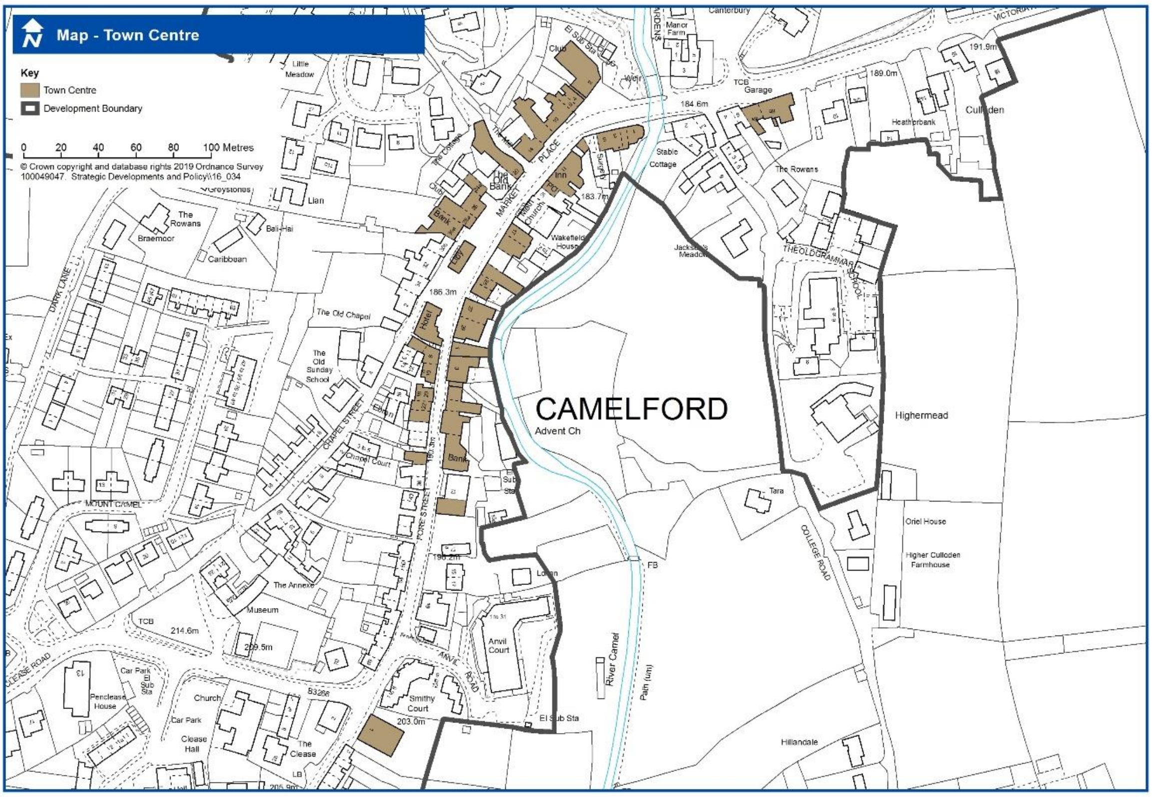


Fig 10: The Town Centre is a single road, the A39, and starts at Culloden Farm House (Market Place) through to “Bike Bits” (High Street) at the other end of Town.

4.8.9 Increased population, as a result of new house builds, will also require employment opportunities in order to encourage sustainable development; this approach is also in line with Connecting Cornwall 2030[33], which encourages people to work near their place of residence.

4.8.10 The PFA Research community consultation survey clearly shows that the majority of people think that Camelford is a good place to run a business. However, it also shows that most people do their main shopping elsewhere. This lack of footfall through the town has a significant effect on local businesses and the provision of facilities. Proposals to protect the retail and business nature of commercial premises within the Town Centre by restricting the ability of premises to obtain change of use to non-commercial uses will be supported.

4.8.11 Tourism is one of the main drivers of Cornwall's economy, providing £770m contribution to the Gross Value Added (GVA), 11% of total GVA[34]. This places Cornwall as the top region in terms of importance of tourism to the economy. Camelford is marketed as the "Gateway to the Moor" and has "Walkers are Welcome" status. Bodmin Moor has also been awarded "Dark Skies Designation". It would be prudent to provide better facilities to encourage tourists to the area to spend more money and boost the local economy. For more information see the Camelford Parish Economic Profile November 2015[35].

4.8.12 **Community Feedback**

- 44% of households are working full time with 26% working part time.
- 7% are unable to find work
- 94% would like to see improvements in the range of shops within Camelford
- 79% would like more premises for small business
- 80% think CTC should be encouraging larger businesses to relocate to Camelford
- Top 5 comments from residents who completed the Neighbourhood Development Plan Survey clearly demonstrate what would be welcome to encourage the economy to grow:

    - Camelford needs a large supermarket
    - Need bypass to encourage business to the town
    - More shops and facilities needed (including health facilities)
    - Encourage small businesses in the town
    - Improved maintenance of the town

[33] See *Connecting Cornwall 2030* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[34] See the *CC Economy and Culture Strategy* document at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[35] See the *Camelford Parish Economic Profile* document at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

POLICY AREA – ECONOMY AND EMPLOYMENT

POLICY 2A – Design of Potential Land for Employment Use

Policy Intentions:

1. To ensuring that development does not negatively impact on the landscape and existing built form of Camelford.
2. To ensure that development is in line with the criteria set out in Camelford Design Guide.
3. Protect current employment sites (A, B, C and D on Business Region of Search Map M8) and Highfield Estate (area outlined in blue within the Development Boundary).

POLICY

1. All development should be:
   a) visually attractive and compatible with the character of the surrounding area;
   b) include necessary screening; and,
   c) be of a scale, design and finish appropriate to the locality, particularly where the development can be viewed from main roads or residential areas.
2. All development proposals must set out how they comply with the Camelford Design Guide set out in (Section 3 Appendix 2).
3. Development outside of the Development Boundary will only be supported in those regions of search identified in Map M8.

POLICY AREA – ECONOMY AND EMPLOYMENT

POLICY 2B – Town Centre & Tourism

Policy Intentions:

1. To support the vitality and viability of Camelford's Town Centre and maintain and enhance good and appropriate range of shops, services and community facilities in line with CLP Policy 4.
2. To protect and enhance heritage assets within the Town Centre.
3. To enhance the commercial diversity.
4. To maximise the tourism opportunities, including those afforded by Bodmin Moor's Dark Skies Designation and Walkers are Welcome status.

POLICY

1. Ensure that new employment uses within the Town Centre increase opportunities for local people, thus reducing the need to commute elsewhere.
2. The loss of business premises used for A1 (shops, retail warehouses, hairdressers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes), A2 (professional services), A3 (food and drink), A4 (drinking establishments) and A5 (hot food and takeaway) uses[36] in the core shopping area of Camelford Town centre (Fig 10) to other uses will not be supported unless:
3. It can be demonstrated that the use of the premises for these purposes is no longer viable;
4. Adequate facilities or services exist or are being re- provided that are similarly accessible by walking, cycling or public transport; and
5. The proposed alternative use would provide equal or greater benefits for the local community and economy than the current use.
6. Proposals for high quality new hotels in Camelford will be supported where there are no significant detrimental effects on nearby residents amenity, and where sufficient off-street parking for hotel guests (i.e. 1 parking space per bedroom) and staff is provided.
7. Proposals which support the vitality and attractiveness of the Town Centre as a community hub, shopping centre or visitor destination will be supported.
8. The Town Centre is within a Conservation Area and therefore only high quality and appropriate design will be supported.
9. Proposals that maximise tourism opportunities (in particular A1 (shops) and A3 (restaurants)) will be supported.
10. Outside the Town Centre, where Business Regions of Search are highlighted in Map M8, B1 (light industrial, research, STEM) B2 and D2 classes would be encouraged.

The following plans, documents and strategies support Policies 2A-2B

- Camelford Questionnaire Summary of Findings 2010
- Camelford Survey 2011 & August 2017
- PFA Community Survey
- Camelford Design Statement – Section 3 Business Development
- CLP Policies 2, 4, 5 and 24
- Survey "Supplementary Questions" August 2017
- Camelford Parish Economic Profile November 2015
- Connecting Cornwall 2030

[36] Where A1 is shops, A2 is financial and professional services, A3 is restaurants and cafes, A4 is drinking establishments and A5 is hot food takeaways.

- CC Economy and Culture Strategy

4.9 POLICY 3 - TRANSPORT AND INFRASTRUCTURE POLICIES (POLICIES 3A – 3E)

4.10 POLICY 3A - Support for a Bypass

4.10.1 Justification and Evidence

4.10.1.1 The A39 runs through the centre of the town. The town was not designed with the current traffic levels in mind. According to the Cornwall Council A39 Higher Level Needs Assessment[37] traffic flows are set to rise to a daily average of 6,981 in 2030. This is a 28.8% increase from traffic flows in 2014. In August 2016, a record 11,000 cars passed through Camelford in one day.

4.10.1.2 The A39 is now designated the "Atlantic Highway" and is now designated as part of Cornwall's Strategic Freight Network.

4.10.1.3 The town centre layout is restricted by a priority shuttle layout and traffic signals. This is causing queuing and traffic congestion.

4.10.1.4 Idling vehicles, combined with narrow roads fronted by tall (3-4 storey) buildings impacts significantly on air quality. Camelford was declared an Air Quality Management Area in January 2017.

4.10.1.5 HGV traffic makes up only 7% of the total traffic flow but contributes nearly 40% to the NOx pollution.

4.10.1.6 Camelford is unfortunately well known as a "bottle-neck" to visitors and locals alike, and this has a detrimental affect on the reputation of the town.

4.10.1.7 High levels of traffic and subsequent pollution have contributed to the negative appearance of buildings along the main street through Camelford. Some of the major pollutants that effect stonework is carbon dioxide, sulphur dioxide, nitrogen oxides and particulates such as smoke. Residents are concerned that this damages the look of Camelford and deters people from visiting or buying property. Fig 11 below shows idling traffic during the busiest times of year.

Fig 11 - Congestion in Camelford from West and East of Camelford

[37] See the *Cornwall Council Higher Level Needs Assessment* document at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

4.10.1.8 **Community Feedback**

4.10.1.9 The most repeated comments from previous surveys, including the Camelford Town Enhancement Survey June 1998, the Camelford Questionnaire 2010 and the Neighbourhood Development Plan Survey 2017 was a request for a bypass followed by urges to improve infrastructure.

POLICY AREA – TRANSPORT AND INFRASTRUCTRE

POLICY 3A – Support for a bypass

Policy Intentions:

1. To improve the safety in the town and on its approaches for all those using the highways.
2. To provide easy access by all modes, to employment opportunities that help reduce local unemployment level.
3. To improve accessibility in and around the town centre and enhance the urban environment so that Camelford can fulfil its role as a local centre thereby reducing the need for people to travel further afield for services and facilities and providing a wider range of options for those who find travel difficult and too expensive.
4. To reduce congestion and the damage it does to health and the built environment.
5. To address the problems encountered in the town and on its approaches without causing significant adverse impact on the natural environment.
6. To reduce delays for traffic using the A39 as a strategic access route linking towns and villages along the north coast of Devon and Cornwall.

POLICY

1. Support will be given for proposals for an A39 Camelford bypass to relieve congestion and subsequent air pollution in the town.
2. Development near to the proposed A39 Camelford bypass, which could affect the future viability of the bypass will not be supported.
3. In the absence of a full A39 bypass road, proposals for an alternative HGV route at Camelford, must incorporate traffic calming measures or weight limiting restrictions through the town centre.

4.11 POLICY 3B - Air Quality

4.11.1 Justification and Evidence

4.11.2 Air quality monitoring has been undertaken in Camelford since 2010.

4.11.3 In October 2016, an air quality assessment for Camelford was published by CC[38]. This report highlighted that between 2010 and 2015, two locations within Fore Street and High Street had recorded levels of Nitrogen Dioxide (NO2) in exceedance of the annual mean Air Quality Standards (AQS) objective of 40µg/m3. A further location within Fore Street recorded levels of NO2 with an annual mean in excess of 60µg/m3, indicating a potential exceedance of the NO2 hourly mean AQS objective.

4.11.4 Camelford was declared as an Air Quality Management Area (AQMA) in January 2017 (see Fig 12).

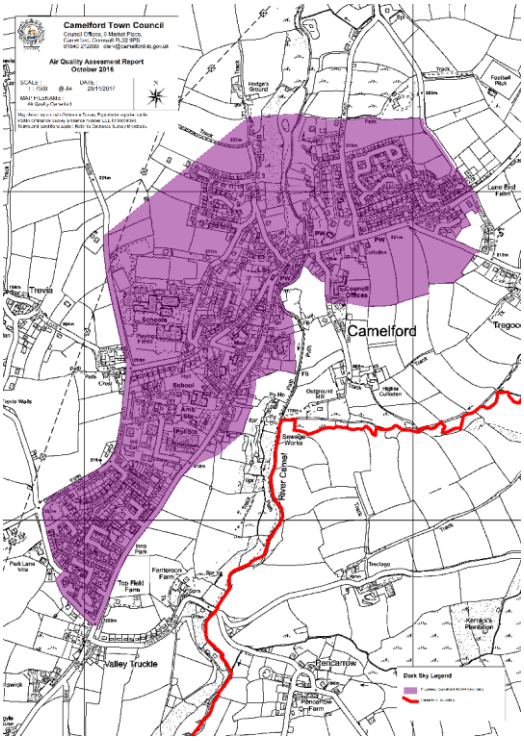


Fig 12 – Camelford's AQMA Area

4.11.5 Current 2016 data has identified a further two locations within Fore Street and High Street in exceedance of the annual mean AQS objective of 40µg/m3. It is thought that this data has been impacted upon by the construction of the A30 Temple to Higher Carblake scheme, with additional traffic either diverted during times of road closure or shifting onto the A39 as a result of delays to the A30. It is hoped that any future works to the A30 and subsequent diversions through the A39 Camelford, will be carefully considered in future to avoid detrimental affects to Camelford's air quality and health of its residents.

[38] See the *Air Quality Assessment Camelford 2016 report* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

POLICY AREA – TRANSPORT AND INFRASTRUCTRE

POLICY 3B – Air quality

Policy Intention:

1. To improve the air quality in Camelford

POLICY

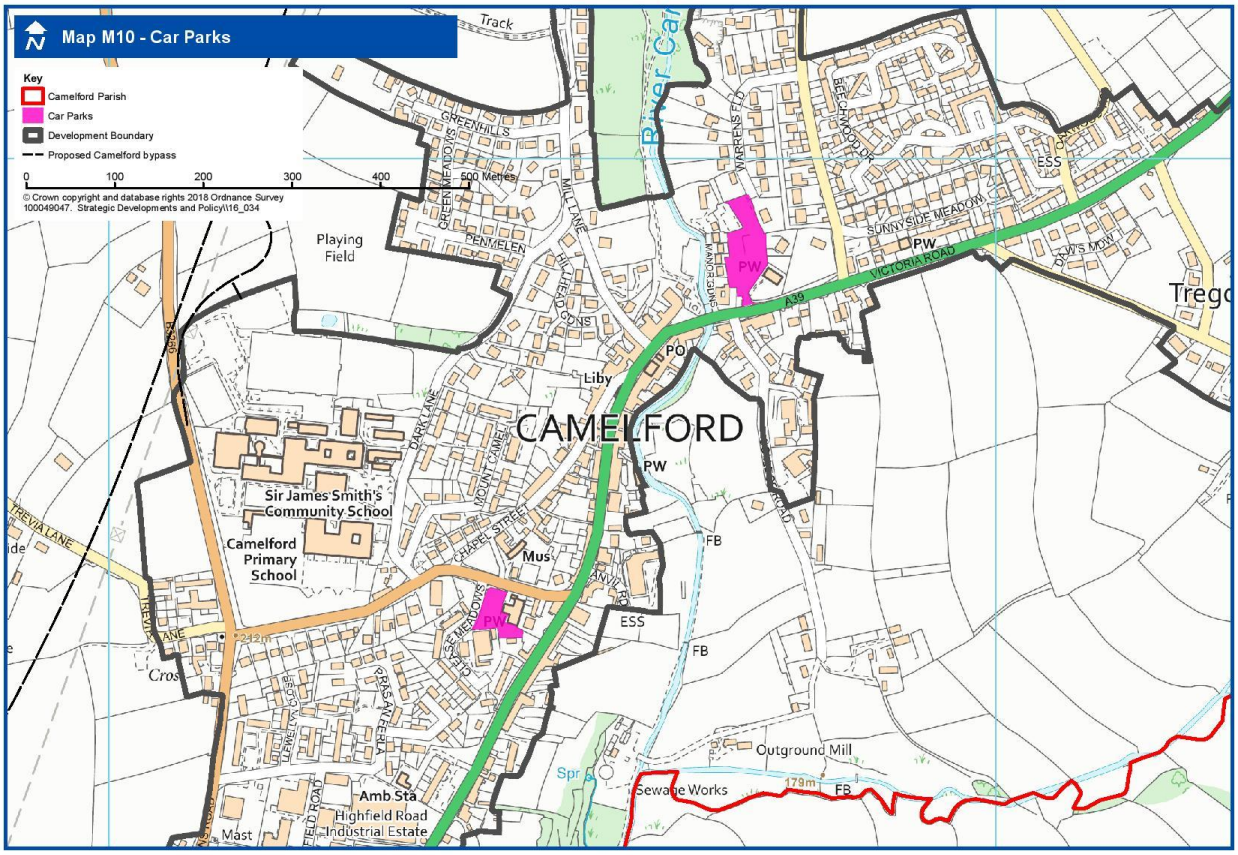
1. New developments individually or cumulatively, should not lead to unacceptable poor air quality.
2. Proposals that would require direct access onto the A39 and that would have a negative impact on air quality will not be supported.
3. Proposals to enhance and improve footpath and cycle path connections around Camelford will be encouraged.

4.12 POLICY 3C – Car Parking

4.12.1 Justification and Evidence

4.12.2 Camelford's only public transport is the bus service. It is limited, and variable – at the mercy of CC funding cuts which effect the rural subsidy offered to providers. What is available in one budget year may change dramatically the next.

4.12.3 Camelford has two public car parks, Churchfield car park, owned by CTC and Clease Road owned by CC. These car parks, whilst intended for those that come into the town for shopping or business, have become an overflow for residents who are unable to park outside their homes. Churchfield Car Park is now enforced[39] in order to curb this mis-use of the car park and therefore enable visitors to park easily in order to use the town centre shops and facilities. A map of public car parks is shown below (Map M10).



Map M10 – Car parks in Camelford

[39] See Survey August 2017 (Car Parking) Report at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

4.12.4 Parking for residents living above shops along the A39 and nearby streets such as Mill Lane and Chapel Street, are very limited due to parking restrictions. Many of the older built homes within the Conservation Area do not have off-street parking spaces and rely on very limited on-road parking or the two public car parks for their vehicles.

4.12.5 The NDP seeks to help these issues by ensuring that any new housing must be built with sufficient off-street parking (see Camelford Design Statement Appendix 2).

4.12.5.1 **Community Feedback**

4.12.5.2 72% of residents use the car parks and feel this facility is important to protect.

POLICY AREA – TRANSPORT AND INFRASTRUCTRE
POLICY 3C – Car Parking
Policy Intentions: 1 To protect the three public car parks (Churchfield Car Park, Clease Car Park and Market Place Car Park) in Camelford (Map M10). 2. To ensure that any new developments do not exacerbate current strains on car parking within Camelford.
POLICY
1. All future development must ensure that there is adequate car parking spaces for residents and visitors to ensure that the Town Centre and nearby roads are not affected by an increase in car parking (See Appendix 2 – Design Statement for further details). 2. Development proposals will not be supported where they propose building on the town centre car parks unless acceptable replacement parking is provided nearby and on the same terms as the existing car parking.

4.13 POLICY 3D - Accessibility & Connectivity

4.13.1 **Justification and Evidence**

4.13.2 Camelford's roads are narrow and busy and there are very limited dedicated cycle paths; this is something that needs consideration as the town grows and as CTC need to encourage a more active population.

4.13.3 There is an existing network of footpaths, which helps locals and visitors explore the locality. It is essential that all new housing or business developments link into the existing footpath network.

4.13.4 The B3266, which leads from the main A39 around to Station Road where the primary school and secondary school are located, does not have a footpath (see Fig 13 below) until you reach Sportsmans Road, Highfield Estate). Children are forced to walk on the road as the grass verges on the side of the B3266 are not maintained or lit.

Fig 13 – Dangerous for children walking from Weeks Rise development to school - no footpath/unmaintained verges on B3266

4.13.5 Enhancement of the transport links to wider transport networks is beyond the resources of the Parish but improvement in local transport infrastructure including a new bypass, and cycle paths and footpaths to reduce the need for vehicle traffic will be encouraged and actively supported.

4.13.6 Mobile phone coverage across the Parish is patchy. Internet access has also been poor but with the roll out of fibre-optic broadband should now be improving. The intention is to establish and maintain communications across the Parish at the forefront of technology to attract high tech business to the area and enable more people to work from home.

4.13.7 **Community Feedback**

- 68% of residents would like to see a secure cycle rack/parking within the Parish[40].
- 62% of residents agreed or strongly agreed that broadband connectivity is important and needs to be improved.

POLICY AREA – TRANSPORT AND INFRASTRUCTRE
POLICY 3D – Accessibility & Connectivity
Policy Intentions: 1. To ensure that developments provide convenient, accessible and appropriate cycle and pedestrian routes, in part to improve the health of residents 2. To improve pedestrian safety (particularly in vicinity of Camelford's schools). 3. To improve the overall connectivity of Camelford Parish by way of enhancing existing footpaths, cycle routes and secure cycle rack/parking on any new developments and provision in the Town Centre. 4. To improve digital connectivity.
POLICY
1. All new development proposals must provide: a) safe pedestrian and cyclist routes, both through the site and between the site and the town centre; and b) avoid a cul-de-sac site layout by ensuring multiple points of entry/exit which will encourage bus services to operate through the site.

[40] See the NDP *Survey August 2017* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

2. All new residential developments should be designed to integrate well into the existing community and must provide good pedestrian routes, preferably from more than one access. Consideration must be given to connectivity both to existing facilities and those set out in this NDP and existing development proposals.
3. Site layouts must be designed to provide safe routes to schools and other local amenities, including the town centre and with pedestrian and cyclist infrastructure where appropriate.
4. Proposals to improve access for the less able-bodied to amenities will be encouraged and actively supported.
5. A safe pedestrian route must be established alongside the B3266 as part of s106 Agreements for sites adjoining this.
6. Development proposals that remove walking and cycling routes will not be supported unless acceptable alternative routes are provided.
7. Proposals to extend, improve or develop new or existing footpaths and cycle paths through the town will be supported.
8. Proposals to include secure cycle racks/parking within new developments and within the Town Centre will be encouraged.
9. Support will be given to proposals to provide access to super-fast broadband services, or any subsequent replacement technology, and improvements to the mobile telecommunications network to serve the Parish. Where above ground network installations are required, these must be sympathetically located and designed to integrate into the landscape.

4.14 POLICY 3E - Education and Health

4.14.1 Justification and Evidence

4.14.2 CC data indicates that the surgery is at capacity with Dr Nash in October 2016 having 3,116 registered patients. Compared to the population of Camelford, this is a high number of registered patients. There are 2 other doctors at the surgery. Our nearest hospital is Treliske in Truro (1 hour by private car) or Derriford in Plymouth (1.5 hrs by private car). The site of the current surgery and the land between the surgery and the church is reserved for a new Health and Wellbeing Hub. Plans have been drawn up and a formal business case but its future looks uncertain due to funding. CTC acknowledge that the NDP cannot protect health services but wanted to include this in the NDP as it is an important issue to residents and should be highlighted.

4.14.3 Education provision is via Camelford Community Primary School and Sir James Smiths Community School. The Camelford Rural Planning Area forecasts show Camelford Primary School at 128% capacity by September 2020. There is no provision for Years 12&13 (6th form) – our young people must leave the parish and travel to Bodmin, Wadebridge or Truro. All require a considerable amount of travel by bus. Students can spend 3 hours a day travelling.

POLICY AREA – TRANSPORT AND INFRASTRUCTRE
POLICY 3E – Education and Health
Policy Intention: 1. To ensure that Camelford's educational offer is protected and enhanced. 2. To support any proposals for a Camelford Health and Wellbeing Hub.
POLICY
1. Proposals to enhance educational facilities will be supported. 2. Proposals to develop new Health and Wellbeing facilities would be supported.

4.14.4 **The following plans, documents and strategies support Policies 3A – 3E**

- Air Quality Assessment 2016 Camelford – CC
- PFA – Community Survey October 2015
- CLP Policies 13, 14, 16, 26, 27
- Cornwall's Local Transport Plan
- Connecting Cornwall 2030
- Email Development Coordinator South West Water[41]
- Camelford Rural Planning Area Forecasts
- Educational Needs Infrastructure Assessment
- NDP Survey August 2017
- Camelford Town Enhancement Survey June 1999
- Camelford Questionnaire 2010
- Camelford Survey 2011

[41] See South West Water email regarding capacity at http://camelford-tc.gov.uk/ndp-supporting-documents/

4.15 **POLICY 4 - Community Facilities and Amenities**

4.15.1 **Justification and Evidence**

4.15.2 Camelford has a growing sense of community. CTC have recognised the need to host regular events throughout the year, for example Wassailing, Fun Week, Music in the Park to aid community cohesion and to encourage people to come into town. Alongside this there is a very active group of local residents that organise the annual Camelford Carnival and the Christmas Lights & Fireworks.

4.15.3 The addition of a skate park as Phase 1 of a 2 phase regeneration development project on the Old Cattle Market site in September 2018 has seen a steady influx of young visitors to the Town, and it is hoped Phase 2 (planned for Summer 2019-2020), which includes a café, basketball court, parkour area and table tennis area, will further attract people into the Town as well as providing much needed facilities for our residents. Fig 15 illustrates the support given at the official opening in September 2018.

Fig 14 – A new skate park for Camelford

4.15.4 Considerable investment by CTC has been made to Market Place, including roof for the bandstand and resurfacing (see Fig 16 below). The bandstand is now a lovely feature for those who live in Camelford with the addition of lighting.

Fig 15 – Bandstand and resurfacing in Market Place

4.15.5 Despite these efforts to aid community cohesion, Camelford has seen a steady decline in the facilities available to its residents. This decline seems strangely bizarre considering the rise in population over the last 10 years. The most recent example has been the loss of all three banks in the town – a process over which the town had no control. At the same time the towns educational and health facilities are struggling to cope with the increase in population.

4.15.6 Therefore the aim of the NDP must be to enable the area to meet the needs of its population, both permanent and seasonal visitors, by avoiding the loss of existing facilities whilst encouraging the provision of new or enhanced facilities.

4.15.7 Camelford is fortunate to still have a Post Office, but unfortunately our nearest bank is in Wadebridge (30 minutes travel time by private car) as our banks closed in 2014.

4.15.8 CTC have just taken over the Library from CC to save this much needed facility for the town and are enhancing the offer with events and kids clubs.

4.15.9 The centre of Camelford has a selection of shops, food outlets and pubs. The Old Bank (the old Natwest Building) has been converted into a Community Building running various clubs such as Zumba, model making, youth club, you and me café. Camelford Hall provides complimentary facilities within walking distance of the centre. The "Pop in Centre" is located within the existing library and provides invaluable space for the elderly community to meet and socialise.

4.15.10 Camelford Leisure Centre (a key asset for the town) offers many different activities and most importantly is where local children learn to swim. There are other, privately run gyms, which supplement the Leisure Centre offer.

4.15.11 The Community Allotments are well-used and currently have a waiting list. Allotments contribute to aspirations to improve community nutrition, emotional resilience and healthy activity.

4.15.12 **Community Feedback**

- The top three most important facilities/amenities were – Town Centre/shops and services (97%), Health centre (96%) and Enfield Park/playgrounds (94%)
- Over 90% of people would like to see more evening entertainment opportunities in Camelford. This highlights a need for D2 development outside of the Town Centre.

POLICY AREA – COMMUNITY FACILITY AND AMENITIES POLICY

POLICY 4 – Community and Amenities

Policy Intentions:

1. To enable the Parish to meet the needs of its population by avoiding the loss of existing facilities, including education, health and community facilities.
2. To encourage the provision of new or enhanced facilities.
3. To continue to provide community allotments, either private or statutory.
4. To protect and enhance community facilities such as Camelford Hall and the Leisure Centre.

POLICY

1. Change of use of the following community facilities will be resisted where possible:

a) The Library/Town Hall
b) Camelford Hall
c) The Masons Arms
d) The Darlington Public House
e) The Conservative Club

POLICY AREA – COMMUNITY FACILITY AND AMENITIES POLICY

POLICY 4 – Community and Amenities

f) The Liberal Democrat Club
g) Peckish Fish and Chips
h) Places of worship
i) Stephens Home Hardware/Post Office
j) Sleeps Ltd
k) Spar shop
l) The Cooperative

2. The following development proposals will be encouraged and supported:
a) Development of new or improvements to existing community assets ;
b) Developments which allow for educational, health and wellbeing provision to grow in line with projected demographic data (plus a buffer);
c) Proposals to develop community facilities for local groups such as (but not exclusively) cubs, scouts, Brownies and Guides;
d) Development which enhances existing facilities, local services and infrastructure ; and,
e) Development which encourages a greater variety of leisure facilities and evening entertainment opportunities for all age groups.

3. Any new community facility must be designed to encourage use by both future and existing residents of all ages

4.15.13 The following plans, documents and strategies support Policy 4

- PFA – Community Survey October 2015
- CLP Policy 16
- NDP Survey August 2017

4.16 POLICY 5 - Landscape and Green Spaces

4.16.1 Justification and Evidence

4.16.2 Camelford Parish sits to the west of Bodmin Moor and is within the Bodmin Moor, Camel and Allen Valleys and Delabole Plateau Landscape Character Areas (LCAs), as defined in the Cornwall and Isles of Scilly Landscape Character Study.[42] This study includes assessments and subsequent aspirations to protect the ecological, cultural and visual sensitivity of each of these areas. It is important that developers read the Management Guidelines for each LCA.

4.16.3 Important green spaces are to be protected, as are strategic public views within the Parish and out to Bodmin Moor and Rough Tor (designated as an Area of Outstanding Natural Beauty). The NDP seeks to retain and protect existing trees and hedgerows which are important for their historic, visual or biodiversity value. Where this is the case, significant landscape mitigation will be sought. The Open Space Study for Camelford[43] sets out standards for green spaces and existing provision.

4.16.4 Enfield Park (see Fig 16 below) provides the main play facilities for children under 12 within the town. Enfield Park is widely considered the jewel in the crown and is much loved by all. Refurbishment is due to take place in Spring 2019.

Fig 16 – Enfield Park Play Area

4.16.5 The old dilapidated skate park located at the old Cattle Market site, at the top of town, was replaced by a sustainable concrete skate park in September 2018. This has provided a much-needed recreational facility for all ages, but in particular teenagers.

4.16.6 There are community allotments available for rent within the Parish. CTC rents the land, from a local landowner. The current lease runs out 2023.

4.16.7 **Community Feedback**

- 52% would like to see improvements to existing play areas.
- 51% of residents use the park either fairly often or all the time.
- 94% of those surveyed in 2015 think Enfield Park and other playgrounds are very important to Camelford.

[42] See the *Cornwall and Isles of Scilly Landscape Character Study* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

[43] See the *Open Space Study for Camelford* at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

POLICY AREA – LANDSCAPE AND GREEN SPACES POLICY

POLICY 5A – Landscape and Green Spaces

Policy Intentions:

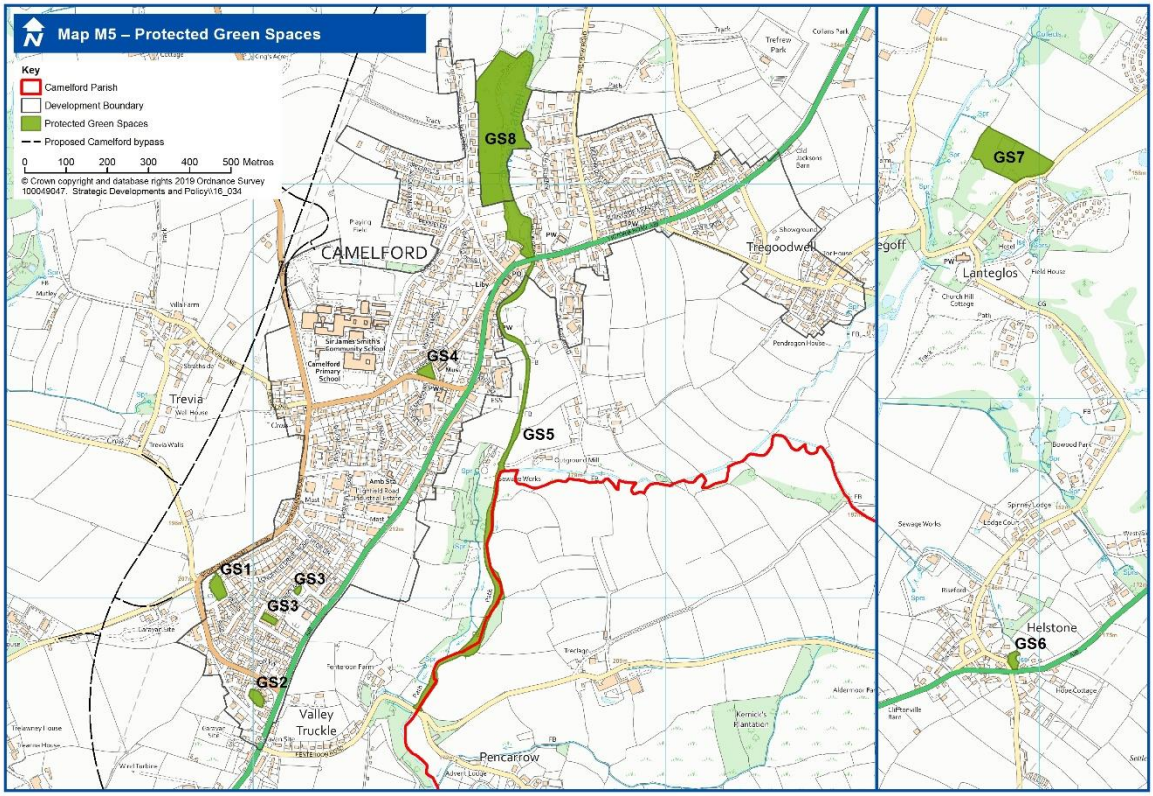
1. To protect the rural character of Camelford and its public views towards the countryside and towards Roughtor (an Area of Outstanding Natural Beauty).
2. To protect and retain existing trees and hedgerows within the Parish and increase biodiversity within the Parish.
3. To provide Camelford residents and visitors to Camelford with high quality play areas and recreation areas.
4. To continue to provide Camelford residents with allotment gardens in order to encourage growing own food.

POLICY

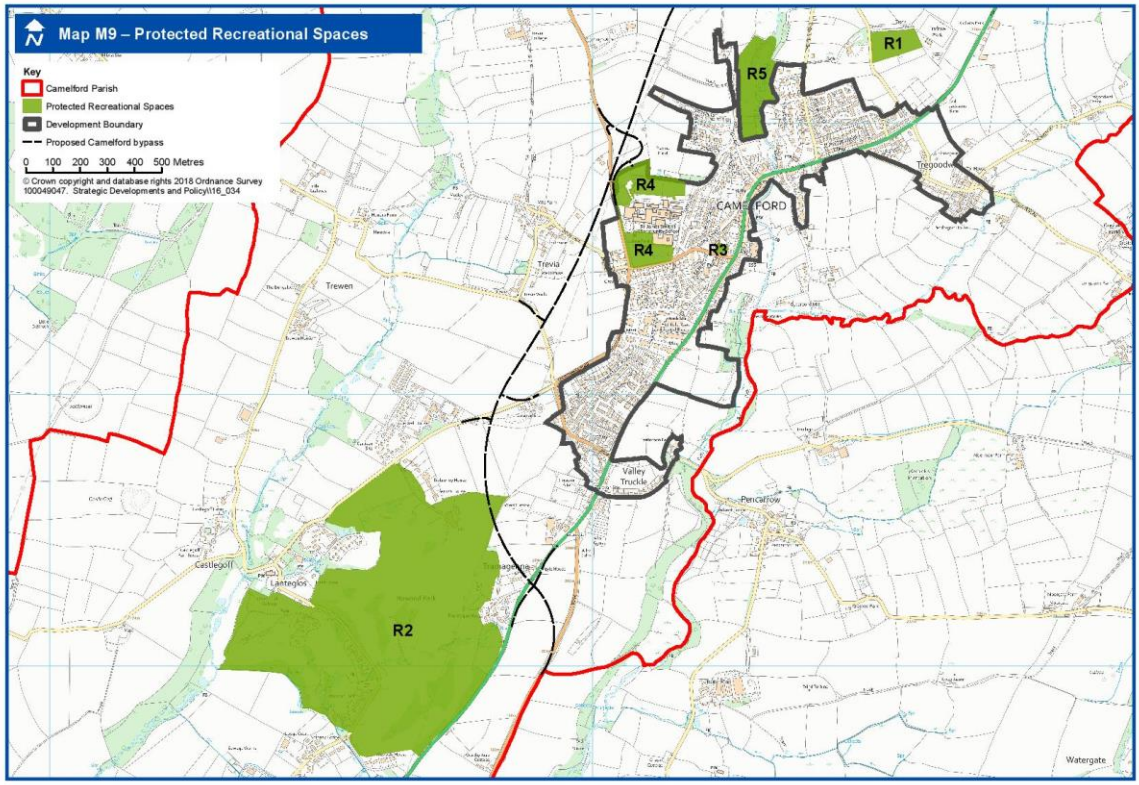
1. Development proposals should seek to protect, conserve and enhance the setting and public views (see Map M7). An assessment of views to Roughtor (AONB) and from the development location should accompany planning applications wherever relevant.
2. Open views from Camelford Parish out towards the countryside or across open spaces will be maintained if possible.
3. All proposals should seek to retain existing trees and hedgerows. Where this is not possible;
   a) development will only be supported where proposals clearly identify where replacement trees or hedgerows of an equivalent or better standard will be provided (and where these are among those listed as being Native to Cornwall, as set out on Pg. 52 of Cornwall's Biodiversity SPD[44]); and,
   b) only where these are in an appropriate location on the site, being planned appropriately to accommodate the species at full maturity and avoiding future problems of excessive shading. nuisance.
4. Developments that both protect the existing tree cover and encourage the planting of additional native trees (see Page 52 of Cornwall's Biodiversity SPD) will be welcomed.

- Developments that provide for private or statutory allotment space will be supported.
- The following spaces are designated as Local Green Spaces in line with Paragraphs 76-77 of the NPPF. Development will not be supported on these sites (see Maps M5 and M9):
  a) Weeks Rise development – GS1
  b) Farriers Green development – GS2
  c) Treclago View development – GS3
  d) Clease Green -GS4
  e) Riverbank walk – GS5
  f) Helstone Green – GS6
  g) Cemetery/Orchard – GS7
  h) Enfield Park – GS8/R5
  i) Camelford Football/Rugby pitch R1
  j) Bowood Park Golf Course – R2
  k) Skate Park at the Cattle Market – R3
  l) School playing fields – R4

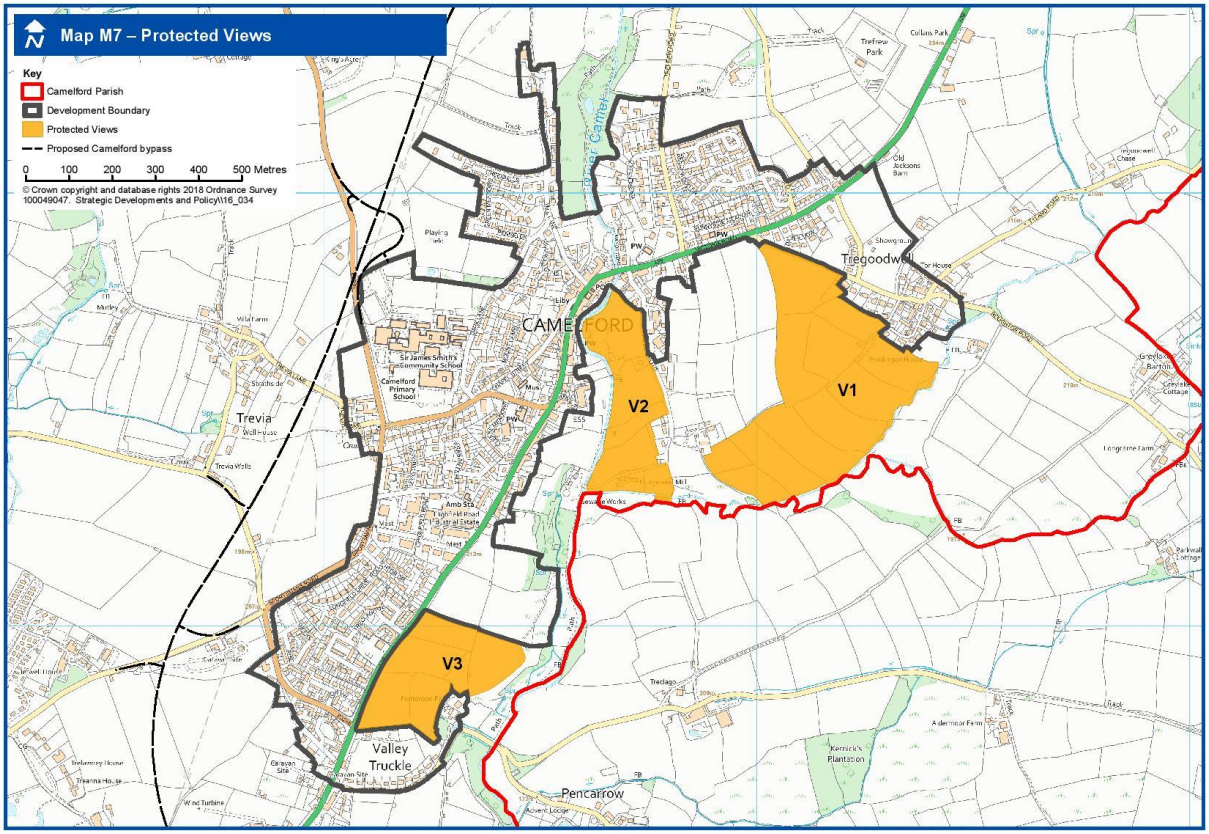
[44] See *CCs Biodiversity SPD* available from http://www.camelford-tc.gov.uk/ndp-supporting-documents/



Map M5 – Protected Green Spaces



Map M9 – Protected Recreational Spaces



Map M7 – Protected Views

The following plans, documents and strategies support Policy 4A and 4B.

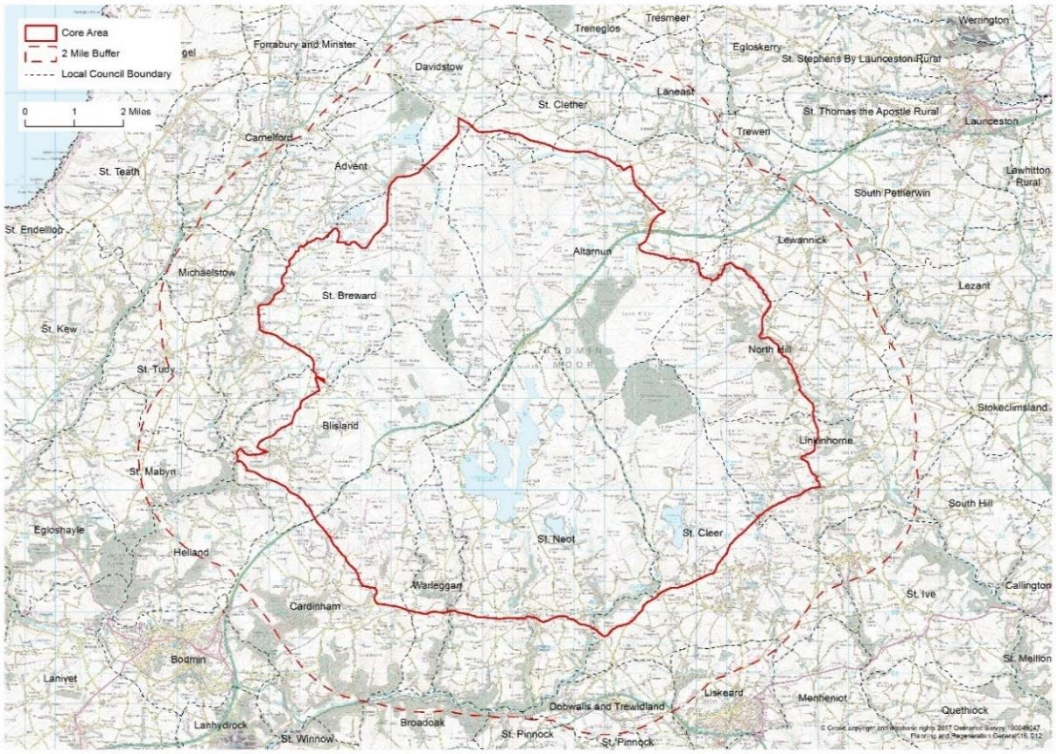
- PFA – Community Survey October 2015
- Cornwall and Isles of Scilly Landscape Character Study
- CC Biodiversity SPD
- CLP, Policy 16
- NDP Survey August 2017

4.17 POLICY 5B - External Lighting

4.17.1 Justification and Evidence

4.17.2 Camelford is within the buffer zone of the Dark Skies Designation of Bodmin Moor. Fig 17 shows the buffer zone which is represented by a red-dashed line.

Fig 17 – Dark Skies Buffer Zone



POLICY AREA – LANDSCAPE AND GREEN SPACES
POLICY 5B – External Lighting
Policy Intention: 1. To ensure that all new developments do not adversely affect the Dark Skies Designation for Bodmin Moor.
POLICY
1. Proposals for development will be supported where it is demonstrated that if external lighting is required it protects the night sky in terms of: b. Number, design specification and position of lamps; c. Full shielding (at the horizontal and above) of any fixture exceeding 500 lumens and evidence of limited impact of unshielded lighting through use of adaptive controls; and d. Correlated colour temperature limit of 3000 Kelvins or less.

4.17.3 The following plans, documents and strategies support Policies 5A and 5B

- Open Space Study for Camelford
- CLP Policy 2 (b, c and d)
- CLP Policy 16(5 and 6)
- PFA Community Survey October 2015
- Camelford Conservation Area Management Plan

4.18 POLICY 6 - Renewable Energy

4.18.1 Justification and Evidence

4.18.2 Camelford is a relatively deprived town. Half of those that responded to the PFA survey have a household income of £25k or less. This factor, together with high energy costs and energy efficiency of the property (a high proportion of properties within the Parish were built c1800) mean fuel poverty is an issue. Later developments either side of the town have not maximised renewable energy opportunities. Given Cornwall's aim to be a green peninsula, resilient to rising energy costs with a low carbon economy, this plan seeks to support initiatives to increase use and production of renewable and low carbon energy generation development proposals.

4.18.3 **Community Feedback**

- 76% of those surveyed would like to see a community owned organisation generate renewable energy to provide power for the Parish.
- Over 85% of people surveyed would like to see new developments/houses built to incorporate renewable energy.

POLICY AREA – RENEWABLE ENERGY

POLICY 6 – Renewable energy

Policy Intention:

1. To ensure that all new developments are as energy efficient as possible.

POLICY

1. Residential/business energy efficiency measures will be encouraged.
2. Provision of electric car charging points (including TESLA) will be encouraged.
3. Proposals within the Parish for small/domestic scale renewable energy facilities will be supported, provided that it can be shown that the activity:
   a. Would not adversely affect areas which are of nature conservation importance.
   b. Would not adversely affect the quality and character of the landscape;
   c. Would not result in irreversible loss of the best and most versatile agricultural land.
   d. Would not adversely affect the amenities or safety of local residents or other users of the countryside.
   e. Could be satisfactorily accommodated on or close to the existing rural road network without the need for significant changes which would affect the character of the surrounding area.
4. Proposals for use of land for community owned organisations to generate renewable energy to provide power for the Parish will be supported.

4.18.4 The following plans, documents and strategies support Policy 6

- CLP Policy 14 and 15
- NPPF support for renewables
- NDP Survey August 2017
- Camelford Design Statement

5 APPENDIX 1 – Evidence Base

The following documents are presented within the Evidence Base at http://www.camelford-tc.gov.uk/ndp-supporting-documents/

1. National Planning Policy Framework
2. Cornwall Local Plan (CLP)
3. Camelford Economic Profile
4. Local Insight Report for Camelford October 2016
5. Camelford Questionnaire Summary of Findings 2010
6. Email South West Water regarding capacity
7. 2011 Census Information (direct website link) http://www.ukcensusdata.com/camelford-e05008212#sthash.w4ie86mX.dpbs
8. Open Spaces Assessment
9. Camelford Conservation Area Appraisal
10. Camelford Conservation Area Management Plan
11. Camelford Town Council Development Plan 1999 (2003-2006)
12. PFA Community Survey
13. Visions Document
14. Camelford Town Enhancement Survey 1998
15. CSUS Historic Characterisation for Regeneration
16. SHMNA 2013 Overview Report
17. PFA Research Analysis of Findings Report
18. Accessible and Adaptable Standards (Category 2 and 3) Buildings Regulations 2010
19. Air Quality Assessment Report 2016
20. Survey August 2017 Report (NDP supplementary questions)
21. Survey August 2017 Report (Car parking)
22. Cornwall Council A39 Higher Level Needs Assessment
23. Minor Village Development Boundaries (NCDC) November 2001
24. Biodiversity Supplementary Planning Document
25. Cornwall and Isles of Scilly Landscape Character Study
26. Basic Conditions Statement
27. Consultation Statement
28. Rationale for the Formation of the Development Boundary
29. CC Affordable Housing Supplementary Document
30. CC Economy and Culture Strategy Evidence
31. CLP Housing Evidence Base Briefing Note 11
32. Connecting Cornwall 2030
33. CC Population and Household Change
34. CC SHLAA (Strategic Housing Land Availability Assessment)
35. Primary residence survey August 2018

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6 APPENDIX 2 – CAMELFORD DESIGN STATEMENT

Camelford Design Statement

Introduction and Overview

This document exists as an appendix to the Camelford Neighbourhood Development Plan (NDP); it has been compiled in response to concerns raised by residents of the town about the quality and type of development being built (See appendix No - PFA Community Survey) and is in accordance with 4.1 of the Cornwall Design Guide (Creating Sustainable Neighbourhoods – Community consultation, involvement and engagement).

The intention is to provide potential developers and owners with a clear understanding of the development that will be welcomed by the residents of the town and that will have a positive impact on the built environment.

The document is divided into 2 sections. Section 1 deals with general requirements for developers which are applicable to new development throughout all of Camelford Parish.

In Section 2, the character assessments for the Parish of Camelford draws heavily on the expertise used to compile the CSUS report (http://www.historic-cornwall.org.uk/csus/towns/camelford/csus_camelford_report_2005R074.pdf) together with recommendations from the Camelford Conservation Area Management Appraisal https://www.cornwall.gov.uk/media/3638376/Camelford-CAA-Endorsed-2008.pdf. The purpose of these assessments is to ensure that development within each of these character areas respects and enhances local heritage assets and maintains and enhances the town's important relationship with the Moors and other natural features. As development is not anticipated in the core of the Town, this guidance will be particularly useful for house owners.

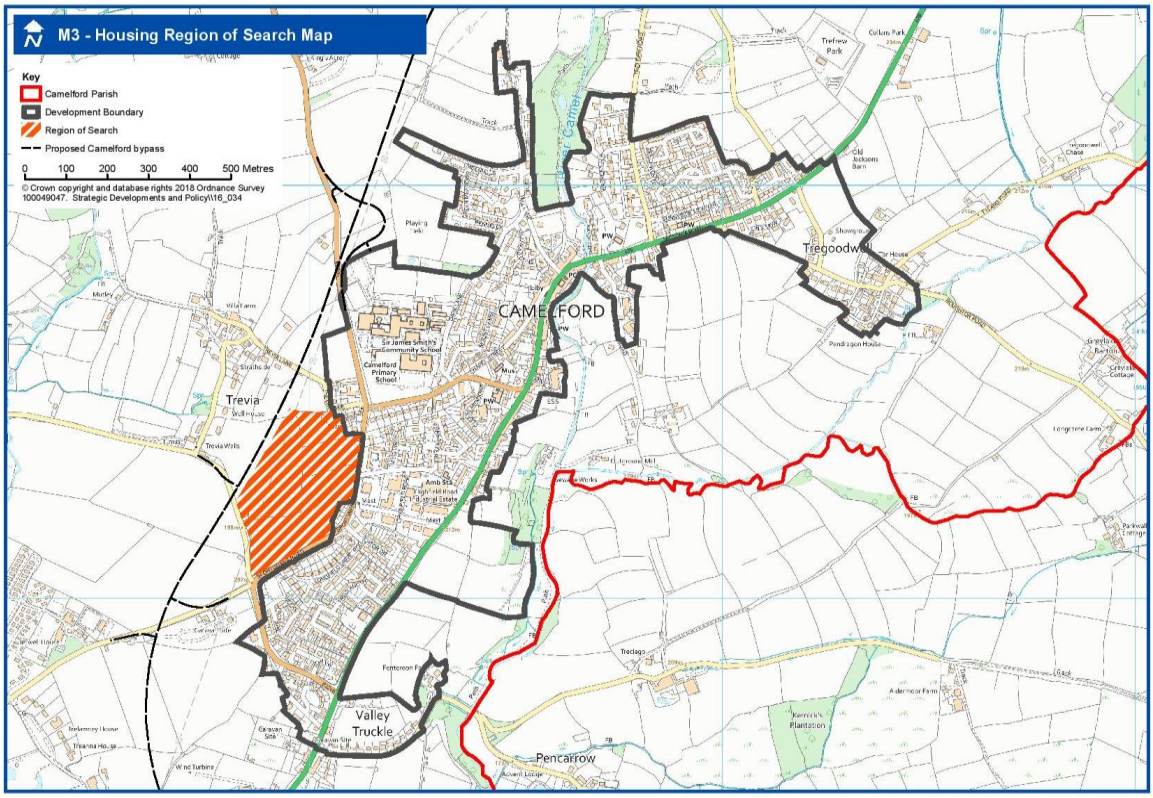
The CSUS report separated the town into 4 key character areas, and this breakdown is also used here in addition to the inclusion of hamlets within the Parish. This section includes summaries of the findings of the CSUS report and sets out the type of development that will be supported in each of the 4 character areas. It is expected that where development does neither sympathetically respond to the key features nor help to enhance the character of the relevant area, it will not be supported.

This document is backed up by Policy 1D in the NDP which require developers to ensure that their plans have due regard to the advice in this document.

How to use this document

You should identify which key character area hamlet your proposed development belongs to and then refer to the relevant sub-section of Section 2 of this document. You should then ensure and set out, in your Design Access Statement (see below), how your proposal responds to the key features and adheres to the design principles set out within this document.

1 SECTION 1 - NEW RESIDENTIAL DEVELOPMENTS (APPLICABLE TO AREAS OF REGION OF SEARCH (MAP M3)



1. Making a Positive Contribution towards Character

a) Developers must demonstrate through a Design and Access Statement (hereafter referred to as "The Statement") and accompanying documents (e.g. drawings) how any proposed development complements and enhances the character, form and qualities of the community.

b) The Statement and accompanying drawings must provide sufficient detail for proposals to be properly understood. The Design and Access Statement must include an appraisal of the site in its immediate surroundings, identifying the opportunities and constraints for development and design. Applications must explain clearly and concisely how the proposals have been informed and influenced by this appraisal.

c) In accordance with the Cornwall Local Plan (Policy 13) the avoidance of adverse impacts (such as vermin, noise, dust etc) should be mitigated during construction. This is also in response to complaints and concerns raised by residents about the College Road Development.

d) The layout of buildings and access needs to reflect local patterns in order to "fit in" effectively and to be responsive to the characteristics of the site and its setting.

e) Development must make a positive contribution towards the distinctive character and form of the Parish as a whole, and relate well to its site and its surroundings. Design of any new development must be complementary to its surroundings, drawing upon, and inspired by, its unique assets – but importantly neighbouring poor quality development should not be an excuse for further extending poor quality and unsympathetic development methods.

f) Development must contribute to the character of Camelford Parish as a whole, incorporating design principles that reflect the historic qualities of the area and community.

g) Development proposals must respond to the unique character of each character area or hamlet (as set out in Section 2 below) and its surroundings, maintaining or enhancing its strengths, and seeking to address its weaknesses.

h) Any development must limit the impact of light pollution from artificial externally visible light sources. Any proposals to install street lighting in areas of the Parish that are currently dark at night, will be resisted. Dark at night is defined as more than 50m from an existing street light.

2. Connectivity and Infrastructure

a) CTC support walkable neighbourhoods, characterised by having a range of facilities within 5 to 10 minutes walking distance. In accordance with the Cornwall Design Guide 4.4 (Accessibility and Ease of Movement) new developments should consider the following:

- Pedestrian routes and facilities
- Public transport infrastructure
- Cycle routes and bicycle parking
- Traffic speeds
- Seating, to accommodate all users
- Publicly accessible toilets
- Accessible parking

b) Planning policy and guidance recognises the principle of appropriate community facilities and infrastructure provision, and encourages growth in a sustainable manner. This requires comparative growth in community facilities, infrastructure and local employment opportunity.

3. Appropriate Building Style

a) The type and design of housing must comply with the Cornwall design and Government guidelines.

b) Building styles must be appropriate to the context of Camelford, but not use recent poorer development (see Fig. 1) as an excuse not to achieve excellent design quality.

c) Use of red brick is not acceptable.

Fig 1 – Example of poor quality finish

d) Contemporary, innovative design solutions that offer a fresh interpretation of local distinctiveness are also encouraged. The use of modern materials and finishes can be acceptable alternatives to traditional ones if they achieve the same degree of sensitivity and responsiveness to their setting and are suited to the Cornish climate.

Fig 2 – Helstone

Fig 3 – Newhall Green

Good examples of fresh interpretation of local distinctiveness

e) All new builds including affordable houses should have larger windows to all living areas, more than just bare minimum; this will create more light to the building making them less claustrophobic and give a better feeling of wellbeing.

f) All new builds should be hard wired (1st fix) to accept electricity generated on-site from renewables, as and when they become available and cost effective. This will enable easier retrofit for any renewables in the future.

g) Where appropriate, new houses should be wired to enable easy installation of an electric car charging point in a discrete location.

4. Complementary Materials

a) Materials within new developments must complement the best architectural character and quality of the historic development styles of the Parish of Camelford. (Information relating to these characteristics is presented for each character area and hamlet of the parish in Section 2 of this document).

b) There is a preference for the design of new buildings to use natural and indigenous materials which have a natural harmony with the best buildings in the Parish. Examples of what is considered best buildings in the Parish are identified in Figs 4 and 5). Use of materials should be selected with care to ensure they improve and/or do not significantly deteriorate with age and weathering (example of bad weathering in Fig 6).

Fig 4 – Culloden House (example of restoration)

Fig 5 – New build in Helstone sympathetic to character of area

Fig 6 – Example of poor choice of materials resulting in bad weathering

c) All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles (examples of these in Fig. 7 below).

Fig 7 – Good examples of local stone, and slate roof tiles

5. Design of Boundaries

a) The type of boundary should fit in with the character of the location and local traditions. Some recent developments (Victoria Gardens), have successfully made attempts to complement traditional stone wall hedging techniques. Great care should be taken to choose stone that fits in with the local area.

Fig 8 - Example of original Cornish walling and new walling at Victoria Gardens development.

b) All new developments should be environmentally friendly i.e. suitable natural hedges and tree planting (to screen the development) and to be maintained by the developer until trees are well established "open community spaces" in and around proposed scheme (CC Design Guide 5.1-5 Build Design and CC Design Guide 7.1)

6. Storage of Waste, Recycling

a) Bin stores and recycling facilities must be considered early in the design process and integrated into the overall scheme (CLP Policy 13). Bin stores and recycling facilities should be designed to screen bins from public view, whilst being easily accessible for residents and collection vehicles.

7. Density

a) The residential density of new developments must be informed by and sensitive to local character, form and quality of the historic core of the community as well as its site-specific characteristics (examples of high density developments in Fig 9).

b) Scale of development is contextually relevant to sustainable growth.

Fig 9: High density developments have been built either end of Camelford Town.

8. Enhancing Biodiversity

a) Opportunities to incorporate biodiversity in and around developments will be supported. For example:

- New boundaries should take their lead from the original hedgerow boundaries found in neighbouring landscape and should include the retention of existing hedges in compliance with the guidelines contained in CC's emerging "Biodiversity Supplementary Planning Document" (SPD), unless there are exceptional reasons to the contrary. Hedgerows should be retained within areas of public management and retention. In instances where

hedgerow loss is unavoidable, hedgerow replacement will be required to achieve a net gain in Cornish hedge length. Consideration of reinstatement of previously removed hedgerows (as documented through historic mapping) would be welcomed.

- Standing trees should be retained as part of new developments and buffered where possible.
- Open space provided as part of developments can be designed to maximise opportunities for wildlife including long grass areas, shrub planting and pond creation. These should be designed with neighbouring habitats in mind to try to connect sites to allow use as wildlife corridors.
- Planting and maintaining of avenues of trees (e.g. lime trees) alongside highways will be encouraged.

b) The Wildlife and Countryside Act 1981 (as amended) fully protects all species of bat and all wild birds during their breeding season. Bats are also fully protected at EU level by the Habitats Directive 1992, which in the UK, is The Conservation of Habitats and Species Regulations 2010. It is both the householder and their developer's responsibility to ensure they are not affecting either during their work.

9. Appropriate Car Parking Design

c) The way in which car parking is designed into new residential developments will have a major effect on the quality of the development. The following are guiding principles to designing parking:

- Proposals for all new homes to be built in Camelford should provide for one off-street parking space for each bedroom, unless otherwise justified having regard to site-specific circumstances.
- Proposals should include high quality street layout which incorporates the car without detracting from the sense of place.
- Proposals should include visitor car parking which is convenient and safe to use.
- Proposals should provide a well-balanced and practical design approach to the road scene without cars being a dominating feature.
- Proposals which include garages should be designed to be consistent in architectural style and character of the house they serve and be large enough for a family sized vehicle (14ft x 22ft minimum).
- Where the parking is within the private curtilage of the dwelling (but not within a car port or garage) at least one space is a standard bay that can be widened to 3.3m.
- Parking spaces to be level or where unavoidable, gently sloping.
- Scheme design should locate parking discreetly between houses (rather than in front) so that it does not dominate the street scene.
- Where parking is located in front of houses, the road and landscaping should be designed to minimise its visual impact, e.g. incorporate borders between front gardens (use of hedges, fences and walls) (see Fig. 10 for examples of parking integration).

Fig 10: Good examples of car parking provision on newer housing estates which provide integral and front parking spaces for larger properties, and on road and private parking spaces located nearby the property.

2 SECTION 2 - CHARACTER AREAS AND HAMLETS

2.1 Character Area 1 - Medieval Camelford and the Valley

CSUS Summary

Character Area 1 – Medieval Camelford and the Valley is Camelford's most complex and most extensive Character Area, incorporating the whole of the 13th-century planted market town, plus the bridge and the area immediately to its east where the spinal road attracted development. Sub areas include Market Place, Fore Street, Chapel Street (formerly Back Street), Mill Lane, College Road and the Camel. It is still the heart of modern Camelford.

Key Features

- Historic core of the town, densely packed commercial buildings, residential above.
- Houses on Chapel Street open directly onto the street or small front gardens. On street parking only which is an issue for residents due to parking restrictions.
- Stonework – Local slate stone or shillet in construction.
- There are no historic buildings in Camelford constructed from brick (apart from the applied façade to No 29 Market Place).

Design Principles

In accordance with the recommendations of The Conservation Area Management Plan (Appendix 7 of the NDP), development in this area will be supported where the proposal can demonstrate that:

- The design of new buildings should reflect the richness of character and form of the historic sub character areas.
- Any redevelopment of shopfronts enhance the historic fabric of the town. The survival of historic shopfronts around the town is paramount and any attempt to alter shopfronts would not be supported.
- Development which delivers residential and/or office accommodation on the floors above shops will be supported.
- Street lighting and signage should be designed to complement the historic environment and comply with Policy 6.3 (Infrastructure).
- Proposals to uncover, protect and enhance historic features will be supported.
- Maintain the pattern of buildings rising up Mill Lane and College Road. This tiering should be maintained at current roof heights.
- Reinstatement of more appropriate paving and kerbing in Market Place and Fore Street would be supported.
- There should be no infilling behind the buildings along the street front; the rear of the street is visible from across the valley, from College Road, and this important view is dominated by the relationship between these houses and the medieval derived field patterns with their tree lined hedges that run down the steep slope to the Camel.
- Retain open areas of significance along the river, the meadows south of the bridge and Enfield Park above it.
- Back/Chapel Street should retain the character of a service street; removal of "barns", garages etc will not be supported. Likewise retention of outhouses and stores along the opeways will be supported.
- Windows – Detailed advice on windows can be found in the NCDC guidance notes Camelford Heritage Guidance No 2: Windows

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.
- Conversions of empty traditional buildings which are no longer used for their original purpose but which make an important contribution to the landscape or settlement, will be supported. Their adaptation and re-use is an important principle of sustainable development, but this must be done with great care to ensure that the essential character of the original building is not lost.

Photographic Evidence

Fig 11: Entrance to Enfield Park, Market Place and Enfield Park

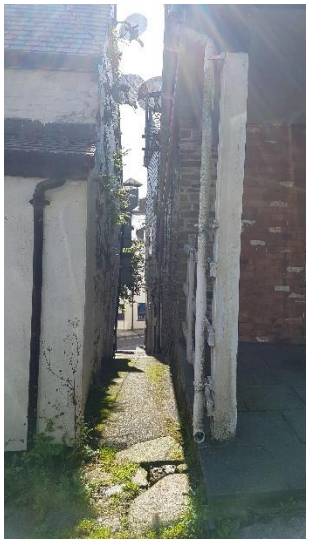


Fig 12: Historical features in Fore Street, the Library and example of historic opeways

Fig 13: Parking an issue on Chapel Street Cars parked on double-yellow lines due to lack of garages with residences

Fig 14: Example of listed building on Chapel Street with residences

2.2 Character Area 2 - Fairground Area

CSUS Summary

At the top of the medieval town's two southern streets, where the slope levels out, is the site of Camelford's fairground known as the Clease. It was probably an integral part of the original medieval planted town complex, especially given the 1260 charter provided for an annual three-day fair in the middle of July. The Clease has become a transition area between Camelford's historic core and its modern extensions on the higher land to the North West and South West. One of the town's two main car parks is situated in the Clease, servicing Camelford Hall and the town. There are a few local organisations including Souls Harbour Church, Little Acorns Nursery/Pre-School and a Care Home business.

Key Features

- Old Wagon and Carriage Building (which is currently being redeveloped into housing)
- Green space and skate park owned by the Town Trust
- Mainly residential.

Design Principles

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 15: The Green (site of the Old Fairground)

Fig 16: Clease House by the Green

Fig 17: Example 60s/70s development Clease Meadow

Fig 18: Public car parking and Camelford Hall

2.3 Character Area 3 - High Street

CSUS Summary

Most buildings are shown on a 1753 map of the town (see CSUS Historic Characterisation for Regeneration document page 19) and many, while fairly plain, have distinctively early features such as massive chimney stacks (some perhaps 17th century) and uneven patterns of fenestration. Although predominantly dwellings there are several stores, semi-industrial buildings and carriage arches

through to rear yards and shops. Due to the narrowing of the road by the Cooperative, air quality is an issue. Standing cars and HGV fumes have an adverse effect on the render of the buildings along that stretch of High Street. There is some limited parking to the left before the narrowing of the road into Camelford.

Key Features

- Linear development along the main road out of town to the South.
- Line of beeches on the hedge to the south.

Design Principles

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.
- There should be no infilling behind the buildings along the street front. An important view from across the valley is dominated by the relationship between these houses and the medieval field patterns blow.

Photographic Evidence

Fig 19: High Street houses

Fig 20: Views down High Street down to Fore Street and Market Street beyond

Fig 21: Beech trees lining A39

2.4 Character Area 4 – Victoria and Trefrew Road

CSUS Summary

An area of mainly 19th century residential development along the road leading of Camelford to the east, Victoria Road. Dominated by a row of early 19th century cottages set back from the north side of the road above terraced and sloping gardens.

Key Features

- Substantial Victorian villas along Trefrew Road
- 17th Century Culloden (formerly a small farmstead)
- Former Bible Christian Chapel and Sunday School buildings.

Design Principles

- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 22: New development Victoria Gardens

Fig 23: Villas on Victoria Road

Fig 24: Older style cottages Victoria Road

2.5 **Hamlet 1 – Tregoodwell**

Key Features

Tregoodwell is a small hamlet half a mile East of Camelford. The "centre" village comprises of 34 houses/cottages and bungalows, a mix of detached, terraced and semi-detached dating back to 1850. There is one converted property, which used to be the local pub. Later properties were built in the 1990s. There is a high percentage of holiday homes (23%) and parking is an issue due to holiday makers bringing multiple cars. Whilst 18 homes have their own parking (areas in front of the house), only 12 have garages which are mainly used for storage. It is on the road to Rough Tor and Bodmin Moor which is a designated International Dark Sky Landscape. There is no direct public transport into Camelford Town, and roads are unpaved and narrow. Many properties have average sized gardens often including walled front gardens. The section of road leading to Roughtor Road has a number of trees with TPOs (https://map.cornwall.gov.uk/website/ccmap/?zoomlevel=9&xcoord=211407&ycoord=83799&wsName=ccmap&layerName=Tree%20preservation%20order%20points:Tree%20preservation%20order%20areas:Areas%20of%20Outstanding%20Natural%20Beauty:Conservation%20Areas)

There are no facilities (post office, shops, pub or public transport).

Design Principles

Except for Pre-Approved Application Sites (PA17/04617) (see Map M11 within Appendix "Rationale for Formation of the Development Boundary) housing development will not be supported. Any new housing within this site must:

- Respect the rural character of Tregoodwell and is not out of keeping by way of scale, design or layout.
- The benefits of developing the site outweigh the disbenefits;
- It accords with the full suite of policies elsewhere within the development plan.
- The contextual analysis of the site should consider how development positively contributes to local character, including the landscape setting where appropriate. There is a need to sensitively manage new development within Camelford Parish in recognition of its special character as a historic market town in North Cornwall. The specific features of the landscape and settlement pattern of the area are described in the relevant landscape character assessments prepared by CC.
- Street lighting should comply with Dark Sky Landscape policies (more efficient down lighting, reduced power over night, or even turn off lights after midnight on streets not on the main roads). See Policy 5b (External Lighting)
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.
- Parking is an issue due to a high percentage of holiday homes and narrow roads/lanes within this hamlet. It is vital that any new development provides sufficient parking spaces – see 1.9 above in Introduction and Overview Appropriate Car Parking Design).

Photographic Evidence

Fig 26: Terraced cottages in heart of hamlet

Fig 27: 23% are holiday homes

2.6 **Hamlet 2 – Valley Truckle**

Key Features

Valley Truckle consists mainly of new developments at Treclago View and Weeks Rise. Buildings are of poor quality with many suffering from fungus/bad weathering on the render. Houses mainly have allocated parking spaces and on-street parking, no front garden and small back gardens. There is a high density of houses on the Weeks Rise Estate and Treclago View. Open spaces on these developments are poorly maintained. On the main A39 road into Camelford, there are some older cottages (c 1900) including an Old Smithy and a few larger detached properties. Behind Camelot Garage, there are a row of terraced late 1950s housing. Towards Advent there are a number of large detached bungalows with gardens to the front and rear.

Photographic Evidence

Fig 28: Poorly maintained open spaces.

Fig 29: Typical design of new housing

Fig 30: Example of late 1950s housing

Fig 31: Old Smithy on main A39

Fig 32: Older cottages on main A39

Fig 33: Larger properties on A39

2.7 **Hamlet 3 – Trevia**

Key Features

A small close-knit hamlet to the West of Camelford. Dwellings comprise mainly large detached properties, dating back to 16th Century, farm-house design with large gardens in excess of 1 acre. There are a few terraced cottages with walled front gardens. The roads are very narrow and without footpaths. There are Grade II Listed Buildings within this hamlet. There are no facilities (post office, shops, pub or public transport).

Design Principles

Trevia is outside the development boundary. As CTC will not support any new housing developments within Trevia due to the key features noted above, design principles apply only to extensions to properties or conversions (e.g. barn conversions to residential).

- Any extensions/conversions should be sensitively designed in keeping with the main dwelling and not to the detriment of this characterful hamlet.
- Attempts to restore and preserve the character of buildings will be supported.
- The views from this hamlet out to the surrounding countryside to the West and North of the hamlet are unspoilt.

Photographic Evidence

Fig 34: Example of style of terraced housing

2.8 **Hamlet 4 – Helstone**

Key Features

A small Hamlet on the outskirts of Camelford Town. Properties date back to 16th Century and dwellings comprise mainly large detached properties with garages and sizeable gardens front and back. Properties facing the road have Cornish wall boundaries. At one end of the hamlet there are a wide range of bungalows dating from the 60s/70s. The main issue with this hamlet is pockets of overdeveloped land. There are no facilities within this hamlet (eg post office, shops).

Design Principles

- Helstone is outside the development boundary. Due to increasing overdevelopment of this hamlet, and the lack of facilities, CTC would not support housing developments but rather seek to preserve the character of this hamlet.
- Where extensions to existing buildings are sought, CTC would encourage design to be sensitive to the original dwelling and built using like for like materials.
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 35: Properties c18th century

Fig 36: the Old Chapel built 1862

Fig 37: The Green (protected green space)

Fig 38: Example of older properties

2.9 Hamlet 5 – Trewalder

Key Features

A small hamlet on the outskirts of Camelford. The heart of the hamlet comprises mainly C17th century terraced cottages fronting directly onto the road, with newer (70s) properties at one end. The main road through the hamlet is narrow and there are no pavements. There are no facilities within this hamlet (e.g. post office, shops).

Design Principles

- Where extensions to existing buildings are sought, CTC would encourage design to be sensitive to the original dwelling and built using like for like materials.
- All road fronting properties should contain local stone/slate quoins to reveals, returns, slate cills, and roof tiles.

Photographic Evidence

Fig 39: Older cottages fronting the road

Fig 40 – Example of roofing and natural materials

Fig 41: Old Chapel, example of hung slate and narrow roads with Cornish walls

2.10 Hamlet 7– Newhall Green

Key Features

A small hamlet with an old bridge to one end with c18th century cottages fronting the road. Modern properties (from 1970 onwards have been built at the top of the hamlet) with older properties to the

bridge. Houses have been sensitively maintained incorporating more modern materials such as aluminium down pipes and guttering. Water surface runs into the river Camel. There are no facilities within this hamlet (eg post office, shops).

Design Principles

Newhall Green is outside the development boundary and it is not anticipated to see any new development. Rather, CTC would hope to see any extensions to property to be sensitively designed in keeping with the main dwelling and not to the detriment of this characterful hamlet. Attempts to restore and preserve the character of buildings will be supported.

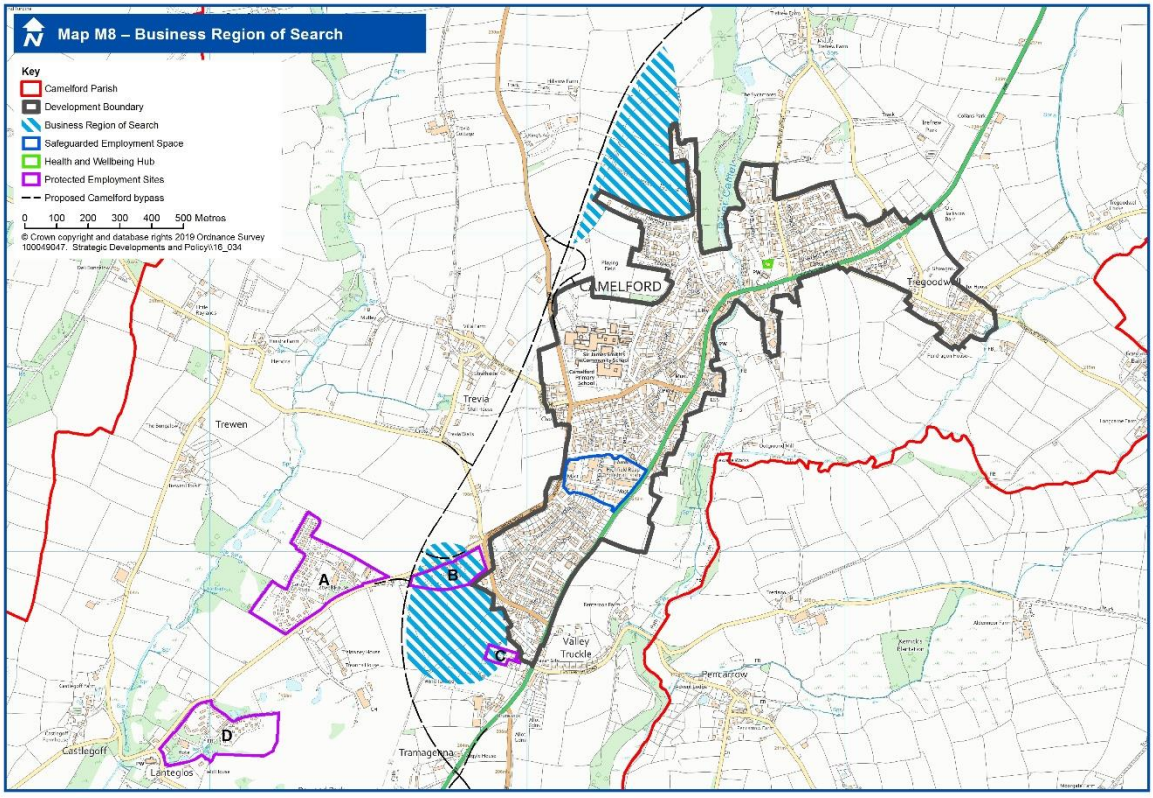
Photographic Evidence

Fig 42: Old Bridge entering the hamlet. Cottages fronting the road.

Fig 43: Examples of materials used. Aluminium downpipe a good alternative to traditional materials but still sensitive to the setting.

3 SECTION 3 - BUSINESS DEVELOPMENT

Landowners have been consulted regarding development of their land, and any development will require the support of said land owners. It is anticipated that CC, and the LEP will be involved in the development of business in the Parish. Map M8 (blue lines) below shows region of search where businesses would be favoured.



Map M8 – Business Region of Search

3.1 **Business Development – Region of Search**

a) Support for development will be given provided that:
   i. All new business developments to include appropriate vehicle access directly from the proposed by-pass.
   ii. There must be sufficient car parking spaces to avoid the necessity for on road parking.
   iii. The development is in scale and harmony with the surrounding area and will not have an adverse affect on nature conservation, heritage and landscape assets.

b) The development provides effective cycle routes from the development sites to/from the town.
   i. The development provides sufficient traffic management and calming measures to avoid congestion or harm to highway safety, including traffic lights and pedestrian crossings.
   ii. Unit/building design includes the use of sustainable building technology and efficiency measures (e.g. solar panels, heat source, low carbon technologies)

c) Scheme design demonstrates innovative design and layout and use of landscaping and tree planting in accord with the Design Guide at Appendix 1 of the NDP.

d) Provision of electric car charging points as part of any proposed development.

e) Businesses support the vitality and viability of the town centre.

f) Bin stores and recycling facilities must be considered early in the design process and integrated into the overall scheme. Bin stores and recycling facilities should be easily accessible for businesses and collection vehicles.

g) Outside storage areas should be adequately screened from public view, including from neighbouring residential properties (where applicable).

h) Development must provide sufficient car parking spaces to avoid on road parking.

i) The Wildlife and Countryside Act 1981 (as amended) fully protects all species of bat and all wild birds during their breeding season. Bats are also fully protected at EU level by the Habitats Directive 1992, which in the UK, is The Conservation of Habitats and Species Regulations 2010. It is the developer's responsibility to ensure they are not affecting either during their work.

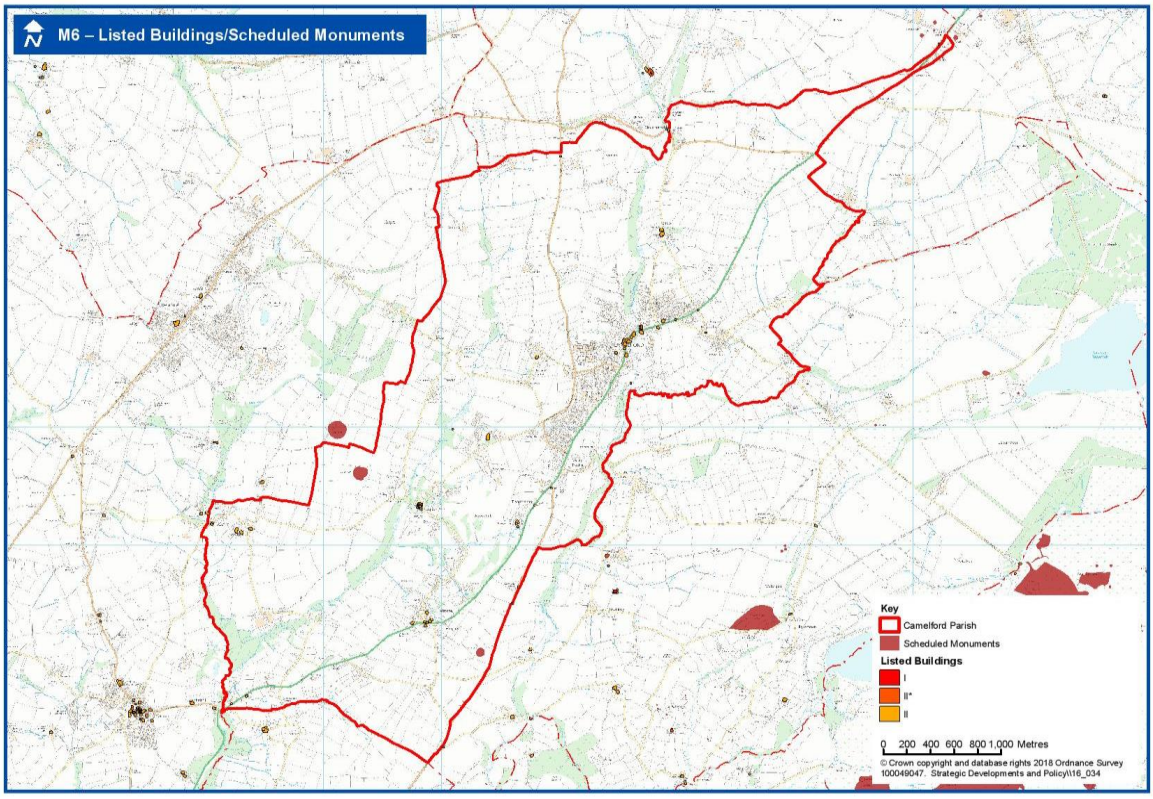
j) Opportunities to incorporate biodiversity in and around developments will be supported. For example:

- Existing trees and Cornish hedges should be retained as part of new developments and buffered where possible.
- Planting of avenues of native trees and hedges alongside highways will be encouraged.
- Proposals must include details of appropriate treatment of boundaries, and means of enclosure and surfacing within the site.

- Any new business developments to include appropriate vehicle access directly from the proposed by-pass . There must be sufficient car parking spaces to avoid the necessity for on road parking.
- Development should have no unduly adverse effect on residential amenity.

Examples of preferred design:

4 APPENDIX 3 – MAP LISTED BUILDINGS/SCHEDULED MONUMENTS



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