

Cornwall Local Plan Strategic Policies – Proposed Submission Document 2010-2030

The changes within this document are expressed in the conventional form of strikethrough for deletions and underling for additions of text.

How to comment on this document

The Cornwall Local Plan – Strategic Policies (formerly known as the Core Strategy) has been subject of three rounds of consultation since 2011. Unless we make significant further changes this document will be the final consultation before it is submitted to the Secretary of State and the Examination in Public.

You now have the chance to tell us if the changes made to the Plan are the right approach. If you don't think so, you need to support the reasons why it is not on the following grounds

- are the changes to the Local Plan justified, effective and consistent with national policy?

The document must be based on a robust and credible evidence base and contain the most appropriate strategy for managing land use when considered against the reasonable alternatives. The Plan needs to be;

- deliverable
- flexible;
- able to be monitored; and
- consistent with the National Planning Policy Framework.

Further guidance on the requirements for submitting comments at this stage can be found on the Council's website at www.cornwall.gov.uk, local libraries and council offices.

Comments can be submitted by e-mail, using the form available at www.cornwall.gov.uk/localplancornwall

to the Strategic Policy Team on localplan@cornwall.gov.uk

Comment forms are also available from council offices and libraries.

Completed response forms should be sent to:

**Cornwall Council
Strategic Policy Team
Carrick House
St Clement Street
Truro TR1 1EB**

Next steps

The representations received during this formal round of consultation will be reported to and considered by the Council. Any significant changes will be considered by the planning inspectorate, who will appoint an inspector to conduct an examination in public.

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Foreword

We all know Cornwall is a special place. We all have a responsibility for its future and proper planning is a key part of this.

To achieve our economic ambitions we must provide a set of policies that supports the creation of jobs and wealth.

This draft submission document is our proposed approach to development and sets out the policies we think should guide future planning decisions. We've heard views from extensive consultation with and the involvement of the community.

We also need to tackle issues such as the impact of climate change, the provision of affordable homes and renewable energy and the management of waste as well as infrastructure while safeguarding the environment. We've made some tough decisions and made a plan for Cornwall that positively and pro-actively deals with change in the

most sustainable way over the next 20 years.

We are positive about our future but, at its heart, this plan is for you and future generations, so it is important that you give us your thoughts. Please let us know by 22nd April 2013; are we doing the right thing, if not, what should we do?

Raglavar

Ni oll a wor bos Kernow tyller arbennek. Yma charj dhyn ni oll rag an devedhek anedhi ha towlennans gwiw yw rann a vri a hemma.

Rag kowlwul agan uhelhwansow erbysiethek y tal dhyn provia fardel a bolicis a skoodh an gwrians a sodhow hag a rychys ha puptra a'n keveyl.

An profyans kys-skrif ma yw agan fordh gynigys dhe dhisplegyans hag y tiskwedh an policis a goodh kevarwodha, del dybyn, erviransow towlenansel y'n termyn a dheu. Ni re glewas gwelvaow wosa kussulyans efan gans an gemeneth hag omvyskans gensi.

Yma edhom dhyn ynwedh a attamya maters kepar ha chanj hinek, trevow resnadow, nerth nowedhadow hag atal keff rys hag isframweythow, hag yn kettermyn difres an kerhynnedh.

Ni re wrug erviransow kales ha gul towlen rag Kernow a dhyght chanj yn posedhek ha ragvewek yn fordh an moyha sostenadow dres an 20 bledhen a dheu.

Posedhek on a-dro dhe'n termyn a dheu mes an dowlen ma, orth hy holon, yw ragowgh hwi ha rag henedhow a dheu, ytho yth yw bysi hwi dhe ri dhyn agas tybyansow. Leverewgh dhyn, mar pleg, erbyn dy'Lun an 22ves a vis Hwevrer, 2013; a wren ni an dra ewn, mar ny wren, pandr'a dal dhyn y wul?

Planning Future Cornwall

1.1 This part of the Local Plan (the Plan) sets out our main planning approach and policies for Cornwall. Further details including allocations are provided by additional Local Plan and Supplementary Planning Documents.

Neighbourhood Plans, prepared by city, town and parish councils will be part of the statutory whole Plan too. The Plan also sets out how we will manage development to 2030.

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

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

How to use this plan

The policies avoid repetition so it is important they are all read as a whole. The policies are the strategic policies for the purpose of providing context for Neighbourhood Plans².

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

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

1.5 The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. It provides the framework within which local communities and councils can produce their own distinctive local and neighbourhood plans.

~~The policies are in four groups;~~

~~National – developed from the National Planning Policy Framework;~~

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

~~Spatial - setting the overall strategy;~~

~~Topic based - which will be applicable to most proposals; and~~

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

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

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

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

As well as:

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

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

Figure 1: Hierarchy of Planning Documents – no change to pre-submission document

New diagram – How it all fits together

Cornwall in context

1.7 Cornwall is the most south westerly tip of the United Kingdom, covering an area of 3,559 sq km. It is the second largest local authority area in the South West. Cornwall is distinctive with a coastline 697km long. The sea forms the northern, southern and western boundaries,

with the River Tamar forming the eastern border with Devon and Plymouth, giving it its strong maritime character.

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

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

1.10 Cornwall is characterised by a dispersed settlement pattern. Our communities are equally diverse having developed strong local identities and traditions - many of which continue today. Nine towns have a population of over 10,000 (five over 20,000) while a further seventeen small towns have around 5,000 residents. These sit among many other sizable villages and hamlets.

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

Cornwall's distinctiveness and cultural identity.

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

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

Vision and objectives

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

“achieve a leading position in sustainable living”

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

1.16 We have a responsibility to ensure that change and the new

places we create meet our current and future needs and can be designed, in a way that is equally as rich, inclusive and distinctive as the best of what has come before.

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

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

Future Cornwall themes; the plan's objectives

Theme 1: To support the economy

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

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

Objective 3: Provide and enhance retail provision with a regional and sub-regional status that adds to economic growth and provide

opportunities to improve existing facilities for better economic performance.

Theme 2: To enable self sufficient and resilient communities.

Objective 4: Meet housing need by providing for new homes over the plan period that provide everyone in the community with the opportunity of living in an appropriate home, supported by local community facilities.

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

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

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

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

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

Theme 4: To make the most of our environment.

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

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

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

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

Policy 1 – Presumption in favour of sustainable development

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

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

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

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

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

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

Spatial strategy

1.19 Our overall aim is to support economic growth in Cornwall by providing a planning policy framework that is positive towards Cornwall and the *Local Enterprise Partnership's* economic strategy and supported by an investment strategy to channel public funds that optimise opportunity and private investment. This will happen at different scales and in different types of jobs depending on the local situation. New business will be crucial to our future but ~~old~~ established business will too. The ability for farming and fishing to adapt to the future demands of more local food supplies will be an important element in this.

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

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

1.22 Underpinning all this is the need to protect the quality of our environment, for its own sake but also as an economic driver.

1.23 The strategy reflects the distinctive nature of Cornwall and

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

Additionally, Cornwall's geography creates a significant economic and social relationship with the cities and towns of neighbouring authorities. The intensity of the relationship is greatest the nearer to these cities communities are. Most notable are the relationships of Plymouth and Exeter to Cornwall. This needs positive and pro-active planning to manage change in a way that ensures Cornwall's economy can best serve its local community and, particularly in the case of Plymouth, can benefit as part of a wider economic influence.

Our strategy for the economy of the wider area of south east Cornwall and Plymouth recognises the scale of economic significance of Plymouth and opportunity of south east Cornwall to strengthen its local economic performance.

1.24 The spatial policies establish our priorities for planning decisions.

Policy 2 – Key targets and Spatial Strategy

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

1. Improve conditions for business and investment providing for an overall increase of ~~over 50,000 jobs supporting the provision of better paid full-time employment opportunities.~~ jobs supporting the provision of better paid full-time employment opportunities to drive an increase in the Gross Domestic Product to rise above 75% of the EU's average.

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

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

4. Provide for ~~42,250~~ 47,500 homes over the plan period at an average rate of about ~~2,100~~ 2,300 per year to 2030 to help deliver sufficient new housing of appropriate types to meet future requirements in particular meeting affordable housing and Gypsy and Traveller needs.

~~5. Positively manage new development in Cornwall through high quality design demonstrating a cultural, physical and aesthetic understanding of its location and the protection, enhancement and mitigation of environmental assets, appropriate and proportional to their value and wherever possible, adaptation to climate change.~~

~~6. Maintain the natural character of the undeveloped coast, protecting and enhancing its distinctive landscapes and habitats, particularly in areas defined as Heritage Coast, Areas of Outstanding Natural Beauty~~

~~and Sites of Special Scientific Interest.~~

5. Positively manage new development in Cornwall through:

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

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

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

6. Maintain the special character of Cornwall, recognising all landscapes are important, in order to:

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

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

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

d. Protect the natural beauty of the AONB and undeveloped coast.

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

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

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

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

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

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

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

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

~~iii.~~ iv. ~~in~~ supporting the St Austell, St Blazey and China Clay Regeneration Area small scale exemplar development will be supported which positively contributes to local objectives;

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

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

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

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

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

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

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

The role and function of places

1.25 Our towns and villages are central to our strategy. It is their role and function³, not simply their size, that should determine the appropriate level of development to be planned for.

1.26 In order to maintain and enhance these places the Plan takes an approach to growth that encourages jobs and homes, where they best deliver our strategic priorities and allows for more

organic development where it supports or enables the provision of appropriate services and facilities locally.

1.27 Specific housing targets will be provided for the main towns identified in Policy 3 reflecting their strategic role and function and also in the proposed Clay Country eco-community. Sites for development in these towns will be identified in the Cornwall Site Allocations Development Plan Document and, Neighbourhood Plans. The eco-community sites are identified as allocations in this Plan.

1.28 Elsewhere, development would be expected to focus upon meeting local need and supporting the sustainability of smaller communities. Development should be of a scale and nature appropriate to the character, role and needs of the local community.

1.29 Housing for ~~settlements~~ other than for the main towns will be delivered mainly through:
i. existing commitments,
ii. infill sites within the built form of the settlement,
iii. Neighbourhood Plan allocations, and
iv. affordable housing led developments outside of the built form of existing settlements, (i.e. exceptions where market housing is required to support delivery).
~~affordable housing-led schemes and infill developments. Where required additional sites will be identified through Neighbourhood Plans.~~

1.30 There is a distinction between (i) 'infill sites in the built-up area of towns and large villages, and (ii) 'infill' sites of one-two housing units in smaller villages and hamlets.

1.31 For the purposes of this policy, the 'infilling' of one-two housing units in smaller villages and hamlets is defined as (i) the filling of a small gap in an otherwise continuously built up frontage that does not physically extend the village, hamlet or smaller settlement into the open countryside (ii) the redevelopment of an existing previously developed site within or adjoining the settlement or (iii) the rounding off of a settlement where its edge is defined by a physical feature such as a road.

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

1.33 In smaller villages and hamlets in which 'infill' sites of one-two housing units are allowed, the settlement should have a form and shape and clearly definable boundaries, not just a low density straggle of dwellings. It is anticipated that the settlement will be part of a network of settlements and/or be in reasonable proximity to a larger village or town with more significant community facilities, such as a primary school.

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

1.34 We recognise that sustainability is based on many factors and, we will welcome a wide range of development that helps existing centres to provide a mix of

uses and continue to be hubs for communities, by providing employment, services, retail and social facilities.

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

1.36 To ensure an appropriate supply of housing land in the right place and at the right time, we will seek to ensure there is at least a 5 year supply of deliverable sites in Cornwall. ~~This includes meeting the average annual housing targets set out in the following table for each of the key towns and Community Network Areas (adjusted to take into account past completions). An over supply in one Community Network Area will not be used to compensate for the lack of supply in another.~~

The adequacy of the 5 year supply will be assessed on a local authority, Cornwall wide, basis. It will not be appropriate to assess 5 year supply below the local authority level for the purposes of determining whether paragraph 49 of the NPPF applies. However, the adequacy of supply in meeting the needs of a particular CNA or town over the whole plan period will be a material consideration when making planning decisions. Any deficiency in supply should be accommodated within the CNA with a shortfall and not be compensated for by increasing supply in other CNA's where existing supply is sufficient to meet its local plan target.

1.37 In Bodmin, Falmouth/Penryn, Hayle and Truro, in particular, some towns key infrastructure may need to be in place before the anticipated building rates can be achieved. It is therefore expected that annual

building rates in these towns could be lower in the early years of the plan period This will in turn impact on the expected building rates across Cornwall as a whole.

~~**1.38** Each 5 year requirement for Cornwall will include a 5% uplift except where there has been a historic under delivery, for more than 5 years, in which case a 20% uplift will be applied.~~

Policy 3 – Role and Function of Places

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

1. Delivery of the overall housing provision as set out in Policy 2 alongside /larger scale community, cultural, leisure, retail, utility, employment will be managed through a site allocations DPD or Neighbourhood Plans for the following towns and residential development will be accommodated in:
Camborne with Pool, Illogan and Redruth;
Falmouth with Penryn;
Penzance with Newlyn;
St Austell;
Truro with Threemilestone;
Newquay;
Bodmin;
Launceston;
Bude with Stratton and Poughill; Helston;
St Ives with Carbis Bay;
Saltash;
Hayle;
Liskeard and Wadebridge.

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

3. Outside of the main towns identified in this policy housing growth will be delivered through identification of sites where required through Neighbourhood Plans, affordable housing led schemes (i.e. exception schemes where market housing is required to provide cross subsidy) under Policy 9 and infill development defined below.

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

Shopping, services and community facilities

1.39 Shopping is a key component and function of many places and forms a major part of successful towns. Town centres remain our focus for retail and community facilities in line with national policy.

1.40 Limits to A sequential test will be required to assess potential edge of centre and out of town retail developments. A threshold for impact testing will be identified for Cornwall's main towns in the Allocations Development Plan Document and

until this is produced, the National Planning Policy Framework shall provide the measure.

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

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

As part of its supplementary planning guidance the Council will be producing a Design Standards SPD which will include provisions for open space, sports and recreation and when published should be used in conjunction with Sport England's forthcoming Technical Guide for Assessing Needs & Opportunities regarding sport.

Consultation on the Cornwall Local Plan - Strategic Policies
Proposed Submission Document –March 2014

Table 1: Broad distribution of new dwellings will be a minimum of:

Location	Target Housing Provision 2010-2030	Completions since 2010 and commitments	Remaining requirement
Penzance / Newlyn	<u>1,400</u> <u>2,150</u>	<u>481</u> <u>561</u>	<u>919</u> <u>1,589</u>
<i>West Penwith CNA residual</i>	<u>1,100</u> <u>1,000</u>	<u>469</u> <u>611</u>	<u>631</u> <u>389</u>
Hayle	<u>1,300</u> <u>1,400</u>	<u>997</u> <u>1,067</u>	<u>303</u> <u>333</u>
St Ives-Carbis Bay	<u>750</u> <u>1,000</u>	<u>555</u> <u>627</u>	<u>195</u> <u>373</u>
<i>Hayle and St Ives CNA residual</i>	<u>350</u>	<u>192</u> <u>239</u>	<u>158</u> <u>111</u>
Helston	<u>900</u>	<u>456</u> <u>459</u>	<u>444</u> <u>441</u>
<i>Helston and the Lizard CNA residual</i>	<u>900</u> <u>1,100</u>	<u>518</u> <u>623</u>	<u>382</u> <u>477</u>
CPIR	<u>4,000</u> <u>4,500</u>	<u>2,723</u> <u>3,418</u>	<u>1,277</u> <u>1,082</u>
<i>CPR CNA residual</i>	<u>500</u> <u>800</u>	<u>366</u> <u>402</u>	<u>134</u> <u>398</u>
Falmouth-Penryn	<u>3,200</u> <u>2,600</u>	<u>809</u> <u>1,477</u>	<u>2,391</u> <u>1,123</u>
<i>Falmouth and Penryn CNA residual</i>	<u>800</u> <u>500</u>	<u>302</u> <u>161</u>	<u>498</u> <u>339</u>
Truro-Threemilestone-Shortlanesend	<u>2,200</u> <u>3,000</u>	<u>626</u> <u>2,789</u>	<u>1,574</u> <u>211</u>
<i>Truro and Roseland CNA residual</i>	<u>800</u> <u>900</u>	<u>403</u> <u>564</u>	<u>397</u> <u>336</u>
St Agnes and Perranporth CNA	<u>1,100</u>	<u>290</u> <u>490</u>	<u>810</u> <u>610</u>
Newquay	<u>3,000</u> <u>3,550</u>	<u>2,008</u> <u>2,017</u>	<u>992</u> <u>1,533</u>
<i>Newquay and St Columb CNA residual</i>	<u>600</u>	<u>198</u> <u>213</u>	<u>402</u> <u>387</u>
Eco-Community	<u>2,300</u>	<u>0</u>	<u>2,300</u>
St Austell	<u>1,700</u> <u>2,000</u>	<u>1,554</u> <u>1,760</u>	<u>146</u> <u>240</u>
<i>St Austell CNA residual</i>	<u>300</u>	<u>134</u> <u>129</u>	<u>166</u> <u>171</u>
St Blazey, Fowey and Lostwithiel CNA	<u>800</u>	<u>394</u> <u>441</u>	<u>406</u> <u>359</u>
China Clay CNA	<u>1,400</u> <u>1,500</u>	<u>910</u> <u>1,044</u>	<u>490</u> <u>456</u>
Wadebridge	<u>800</u> <u>1,000</u>	<u>253</u> <u>291</u>	<u>547</u> <u>709</u>
<i>Wadebridge and Padstow CNA residual</i>	<u>900</u> <u>1,000</u>	<u>522</u> <u>495</u>	<u>378</u> <u>505</u>
Bodmin	<u>3,000</u>	<u>536</u> <u>865</u>	<u>2,464</u> <u>2,135</u>
<i>Bodmin CNA residual</i>	<u>200</u>	<u>43</u> <u>50</u>	<u>157</u> <u>150</u>
Camelford CNA	<u>900</u> <u>1,200</u>	<u>386</u>	<u>514</u> <u>814</u>
Bude-Stratton-Poughill	<u>800</u> <u>900</u>	<u>567</u> <u>554</u>	<u>233</u> <u>346</u>
<i>Bude CNA residual</i>	<u>450</u> <u>600</u>	<u>151</u> <u>186</u>	<u>299</u> <u>414</u>
Launceston	<u>1,100</u> <u>1,500</u>	<u>744</u> <u>988</u>	<u>356</u> <u>512</u>
<i>Launceston CNA residual</i>	<u>400</u>	<u>238</u> <u>257</u>	<u>162</u> <u>143</u>
Liskeard	<u>1,000</u> <u>1,250</u>	<u>320</u> <u>813</u>	<u>680</u> <u>437</u>
<i>Liskeard and Looe CNA residual</i>	<u>1,000</u> <u>1,400</u>	<u>649</u> <u>668</u>	<u>351</u> <u>732</u>
Caradon CNA	<u>1,000</u>	<u>466</u> <u>496</u>	<u>534</u> <u>504</u>
Saltash	<u>750</u> <u>1,000</u>	<u>163</u> <u>165</u>	<u>587</u> <u>835</u>
Torpoint	<u>300</u> <u>350</u>	<u>13</u> <u>10</u>	<u>287</u> <u>340</u>
<i>Cornwall Gateway CNA residual</i>	<u>250</u> <u>350</u>	<u>98</u> <u>95</u>	<u>152</u> <u>255</u>
TOTAL:	<u>42,250</u> <u>47,500</u>	<u>19,534</u> <u>25,411</u>	<u>22,716</u> <u>22,089</u>

Policy 4 – Shopping, services and community facilities

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

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

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

framework, which supports jobs, business and investment with a focus on sustaining a range of local businesses. It sets a framework to encourage both large and small scale opportunities throughout Cornwall in appropriate locations. Proposals should support and protect the sustainability and expansion of existing businesses and the growth of new sectors to strengthen the economy particularly where this provides full time jobs and, wherever possible, leads to a rise in the average wage in Cornwall.

2.2 To do this we need a flexible approach that ensures sufficient sites and premises of the right type are available in the right places at the right time.

2.3 In particular this plan provides policies to support the Cornwall and IOS LEP, of which the council is a key member, as it delivers its strategies for economic growth in Cornwall. It also underwrites Plymouth's significant role in relation to Cornwall, particularly in terms of employment and retail provision. Our emphasis will be on supporting;

- Knowledge based industries, to exploit super fast broadband;
- Infrastructure delivery including improvements, to the rail and road network (particularly the trunk road network), capacity of the electricity grid, access to schools; and continued improvement to higher education and industries developing from these improvements;
- Indigenous business including agriculture, fishing and mining;
- Creative industries to utilise the graduate output from the Combined Universities in Cornwall along with other higher education facilities;

General policies

Jobs and skills

2.1 In order to make the economy competitive it is important to remove unnecessary barriers. The Plan seeks to provide a positive policy

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

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

2.5 To support the delivery of ~~over 50,000~~ jobs over the plan period the target of 422,400 sq m of employment floorspace has been provided to help support a mix of industrial and office provision capable of providing over 16,000 jobs. A further 7,000 jobs are expected from non-industrial sectors including retail, tourism, leisure, health, construction and transport.

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

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

2.8 With stakeholders, Cornwall Council has produced a Maritime Strategy. This covers the period 2011-2030 and provides a unifying policy framework for the planning of Cornwall's land, sea and coast⁴.

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

will be wide ranging - providing benefits for the economy of Newquay, Cornwall and the Isles of Scilly and beyond. This will support the economic growth of Newquay and create a stronger connection with the Clay Country eco-communities and St Austell⁵.

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

Employment Floorspace Requirements – Table same as pre-submission document

Policy 5 - Jobs and Skills

To stimulate new jobs and economic growth development proposals will be supported where they contribute to any of the following:

1. The enhancement of the quality and range of tourism facilities through the provision of high quality sustainable tourism facilities, attractions, accommodation and the upgrading of existing facilities in sustainable locations.

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

3. Support the Enterprise Zone Aerohub at Newquay Airport through improved linkages as an economic catalyst for the wider Newquay area.

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

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

Employment proposals should be located either:

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

Exceptional proposals with significant economic benefit will be supported.

Housing

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

2.12 There is no precise measure to predict what level of housing we need to plan for. Our target is a judgement based on ~~a range of indicators:~~
~~• Supporting economic growth;~~
~~• Delivering affordable housing;~~
~~• Meeting housing need and demographic change; and~~
~~• Ability to build the homes.~~
the best available demographic projections to identify the level of growth. We accept however that this is an issue that needs close monitoring and will be reviewed within 5 years.

2.13 From this the Plan sets out a framework to identify the likely need and demand for a 20 year target of about ~~42,250~~ 47,500 homes. This includes sites already committed which at April ~~2012~~ 2013 totalled around ~~15,500~~ 15,520 with planning permission or under construction and around ~~4,500~~ 6,714 completions.

2.14 The pace that homes are built will vary depending on the economy and viability. Migration rates, a major component in housing need, are closely linked to levels of economic growth and influence demand for housing in the wider housing market. During the

current economic downturn a slower rate of ~~economic~~ housing growth is anticipated in the earlier period of the plan with recovery in later years. However this is not an exact science. Therefore it will be necessary to have a clear understanding of the rates of delivery and monitor progress closely and amend our plan when necessary over the plan period to respond to changes in the economy. This will involve a 'plan, monitor and manage' approach to the future growth of Cornwall.

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

2.16 Meeting high levels of housing needs, evidenced through the Strategic Housing Market Assessment and the Cornwall Housing Register, particularly needs for affordable housing, is a key objective for the Council. Delivery of the new housing development of the right quantity and type is fundamental to achieving sustainable communities. This will involve ensuring a range of tenures and dwelling types in new developments.

Policy 6 – Housing Mix

New housing developments will be required to include a mix of house size, type, price and tenure to address identified needs and market demand and to support mixed communities, based on the following principles:

1. Proposals of 10 or more dwellings should seek to provide a range of housing type and tenure.

2. ~~Where there is evidence of significant identified unmet need in the local area, major new residential developments should seek to incorporate an element of housing provision to meet special care or shelter needs or contribute towards an appropriate alternative site. To achieve this mix~~ development should aim to:

- Address affordable housing need and housing demand;
- Contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists;
- Respond to the requirements of a changing population; and
- Employ imaginative design solutions.

2.17 Housing in the Countryside:

The plan seeks to address the needs of rural areas, looking in particular at shared solutions to the provision of services and facilities locally as well as options for improving access to larger centres. It is important that these rural areas can continue to thrive both economically and socially. The Plan will not be defining settlement boundaries around towns and villages but development should however be limited to infill within the built area, not physically extending these settlements or through affordable housing led schemes (i.e.

exceptions where an element of market housing is allowed to support their delivery). The focus is upon local needs and reflecting and respecting the character of Cornwall's settlements. Neighbourhood Plans may if they feel it appropriate look to identify specific settlement boundaries consistent with this approach.

2.18 ~~We~~ The Plan seeks to protect the open countryside from inappropriate development. However it is recognised that there will be a need for some housing in existing settlements not listed. We seek to provide a focus on efficient use of existing properties and buildings to meet needs and set out other exceptions to development in the countryside.

2.19 Development particularly providing homes and employment that meets needs arising from these rural communities are encouraged.

Policy 7 – Housing in the Countryside

Additional accommodation to meet needs in the open countryside will be focused on the use of existing buildings through:

1. Replacement dwellings (excluding caravans and chalets) of an appropriate scale and character or subdivision of existing residential dwellings.

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

In addition:

3. Accommodation, of a construction suitable for its purpose and duration, for workers (including seasonal migrant workers) and where no other suitable accommodation is available, to support established and viable rural businesses; and
4. Dwellings for full time agricultural and forestry and other rural occupation workers will be allowed where appropriate for these needs and supported by an up-to-date evidence of need.

Affordable housing

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

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

2.22 Our assessment of the purchasing power of a typical household based on local incomes will be used to define the affordability of intermediate housing products for sale. These prices will be based upon a discount from market values which will vary in the different house price areas. The value zone areas are the basis for

the discount that would be required. It is anticipated that this would be between 45% and 80% of market value for any area. More detail on affordability and the detailed operation of the discounting will be provided and updated through the production of a supplementary planning document.

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

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

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

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

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

2.27 The need for affordable housing occurs throughout Cornwall. It is recognised that delivery of this is dependent upon the viability of developments coming forward. The Plan's policies therefore have ~~three~~ two broad targets, one for the higher house price areas, which have a particular focus in coastal locations, and a second ~~broader target for other strong market areas and a third for less strong areas for the remainder of Cornwall~~. This target includes a range of places with different markets and the policy will therefore require a degree of flexibility in its operation. This is also directly related to the levels of Community Infrastructure Levy to be applied in the different value zones and ensure that the policy can adjust often to very local prevailing market conditions.

2.28 Within the more viable areas identified in our strategic viability assessment it is anticipated that a target provision is typically based on the tenure split of 70% affordable rent and 30% intermediate housing should normally be viable. Elsewhere it is anticipated that the mix of housing may need to vary to achieve this level of affordable housing or that the level will be less than the target of ~~30~~ 40% depending upon the viability of each site. In the towns identified as having the most challenges in terms of viability, it is

likely that public subsidy will be required if these targets are to become a reality.

2.29 Given the relatively small size and characteristics of most housing proposals in Cornwall and the high level of housing need, we will seek an element of affordable housing from most housing proposals. However we recognise that there are specific challenges and constraints on smaller sites. For this reason, the Council will apply affordable housing requirements more flexibly on these.

Policy 8 – Affordable Housing

All new housing schemes within the plan, including mixed use schemes, on sites where there is a net increase of two units or more or ~~0.1~~ 0.2 of a hectare developments (not including replacement dwellings) must contribute towards meeting affordable housing need. ~~The site should~~ Developments will aim to provide the target levels of affordable housing as set out below. ~~This will be based~~ Contributions will be in accordance with the requirements set out in the Affordable Housing SPD. The SPD provides guidance on viability and defined in supplementary guidance which will also set out the circumstances under which contributions may ~~they will~~ be varied or reviewed.

The following provision on site will be sought:

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

40% in Zones 3, 4 and 5 including the towns of Falmouth/Penryn; Truro; Bodmin; Bude; Saltash;

Hayle; Launceston; St Austell; Wadebridge; Penzance; Camborne/ Pool/ /Redruth; Helston and Liskeard.

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

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

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

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

There may be some circumstances, particularly on sites of 5 dwellings or less, where it is more economic or sustainable to seek a financial contribution towards the provision of affordable housing on an alternative site.

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

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

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

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

2.31 The justification for this is local need for homes which cannot realistically be met in other ways. Proposals satisfy a number of criteria, including their relationship with the rest of the village or hamlet and in terms of character, appearance and landscape setting, and to facilities and amenities.

2.32 Normally we would expect proposals that come forward as

affordable housing led schemes (commonly described as exception schemes where market housing is required to support delivery) all restricted for occupation as local needs housing in perpetuity. However we accept that limited public subsidy and the need to provide a wider range of homes in some communities can provide justification for an element of normal market housing to be included in proposals to deliver the required mix of housing for local needs.

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

2.34 Inclusion of market housing may also remove the need for all or significant levels of public subsidy and ensuring affordable homes for sale are delivered at the lowest possible price.

2.35 However, the Council would also need to be satisfied that the development had community support and reflected local need in terms of scale, dwelling type and tenure mix.

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

Policy 9 – Affordable Housing led schemes

Schemes; Development proposals on sites outside of existing built up areas in smaller towns, villages and hamlets, whose primary purpose is to provide affordable housing to meet local needs will be supported where well related to the settlement and appropriate in scale, character and appearance.

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

While the purpose of such developments should be to provide affordable local needs housing, the inclusion of market housing in such proposals will be supported where;

- i) It can demonstrate it meets a local need for housing; and
- ii) The Council is satisfied it is essential for the successful delivery of the development. (For example to fund abnormal development costs or to deliver a balanced, sustainable community); and
- iii) It has the support of the local community measured by the level of support received from the local parish council, a positive outcome from a local referendum or where there is evidence that it is a community led proposal; and

iv) Market housing does not represent more than 50% of the homes or 60% of the land take, excluding infrastructure and services.

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

2.37 National housing policy seeks to make far greater use of publicly owned land to meet social and community objectives, including the delivery of affordable housing. In addition, many public land owners have either a direct or indirect interest in ensuring their communities and workers are well housed. Finally, land assets of public sector organisations were acquired for public purpose and there is also scope for public land owners to dispose of land assets at less than best consideration in the realisation of wider community objectives. Where land is being released for development from public sector ownership, the Council will expect a higher proportion of affordable housing provision than would otherwise be required, subject to the characteristics of the individual site, viability considerations and local housing need.

Policy 10 - Publicly Owned Sites

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

housing to a target of 50% of the development.

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

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

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

Policy 11 – Managing Viability

Where the Council is satisfied through the submission of appropriate evidence that the proposal cannot deliver the full quota

of affordable housing without affecting the viability of the scheme to such an extent that it cannot proceed, it will adopt the following sequential approach with the aim of securing the maximum contribution to affordable housing achievable;

1. The alteration of the housing mix and design of the scheme to reduce scheme costs.
2. Securing public subsidy or other commuted sums, recognising that this may result in further changes to scheme mix and the delivery timescales
3. The alteration of the affordable housing tenure mix within the development
4. Consideration of an off -site contribution for improved number or range of affordable housing.

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

2.41 Gypsies, Travellers and Travelling Showpeople: Cornwall has a shortage of approved and authorised sites and a high number of sites without planning permission. This is a housing issue that we must address. We are proactively seeking to deliver improved provision to meet the accommodation needs of

travelling communities. This should be done in a way that preserves their traditional lifestyle, improves access to health, employment and education facilities and maintains good community relations.⁶

2.42 Gypsies, Travellers and Travelling Showpeople have similar site requirements, so the locational requirements are addressed in the same policy.

2.43 We aim to accommodate two types of provision;

- 'residential', i.e. where there is no limit on the length of stay typically for at least three caravans to accommodate households within a single extended family; and
- 'transit' sites designed for temporary use while travelling.

~~2.44 Our pitch requirements are based on best available information, but recognise the urgent need to update this evidence through our emerging Strategic Housing Market Assessment. We will update and where necessary review the target figures as new evidence becomes available. This target includes sites already with planning permission which at April 2012 totalled 91 residential, 2 transit Gypsy and Traveller and 2 Travelling Showpeople pitches. The residential pitch requirements are based on the 2014 needs assessment (part of the Strategic Housing Market Needs Assessment (SHMNA). Transit and showpeople requirements are based on the best available data which is provided by the Draft Revised Regional Spatial Strategy (RSS) 2008 (Incorporating The Secretary Of State's Changes).~~

2.45 We support government advice

on the design of sites as set out in DCLG Guidance “Designing Gypsy and Traveller sites.”

Policy 12 – Gypsies, Travellers and Travelling Showpeople

The Council will protect existing authorised Gypsy and Traveller sites.

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

~~Provision 2006-2020 (pitches)~~

~~Residential pitches~~ **237**

~~Transit pitches (with good access to the trunk road network)~~ **52**

~~Travelling showpeople~~ **9**

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

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

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

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

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

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

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

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

2.47 Good quality design is about more than just how an individual building may look, it helps shape the way places work. It can; improve social wellbeing and quality of life by increasing opportunities for exercise; reduce crime; help in finding solutions to public health and transport issues, respond to climate change and assist in its mitigation and adaptation and can improve local environments.

2.48 Cornwall’s distinctiveness and character must be carefully treated through the planning process. We expect proposals to demonstrate how local distinctiveness and the

landscape character assessment process has been utilised in the design. Buildings and places should be well built, aesthetically pleasing and meet local needs and requirements.

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

2.50 The Commission for Architecture and Built Environment (now part of the Design Council) in association with the Home Builders Federation produced building for life principles that promote design excellence and celebrate best practice in the house building industry by providing nationally recognised standards are applicable to all development. These will be used to help provide a more objective assessment of the design process and quality of development.

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

Policy 13 - Design

The Council is committed to achieving high quality safe, sustainable and inclusive design in all developments ~~buildings and places~~ across Cornwall and ensuring its distinctive character is maintained and enhanced ~~retained~~. Development proposals must show high quality

design and layout of buildings and places demonstrating a process that has clearly considered the existing context, and contributes to social, economic and environmental sustainability.

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

a. character – creating places with their own identity and promoting local distinctiveness through use of materials while not preventing or discouraging appropriate innovation.

Being of an appropriate scale, density, layout, height and mass with a clear understanding and response to its landscape, seascape and townscape setting.

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

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

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

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

2. In addition development proposals

should protect individuals and property from:

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

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

2.52 Development Standards: It is essential that new schemes are built to appropriate design and layout standards. This will protect and enhance the quality and value of the built environment. Suitable treatment of natural assets and amenity on and around the development site will also support our health and wellbeing agenda through better access to open space and opportunity for exercise.

2.53 The Cornwall housing standards supplementary planning document linked to the Design Guide will address issues of accessibility, health, space standards, energy efficiency including other specific issues, for example, the provision of fire sprinklers to mitigate the higher than average distance from emergency services for much of Cornwall's housing.

2.54 Zero Carbon is the term used by the Government to describe the

2016 building regulations. The definition of zero carbon has been agreed, but some of the detail will evolve as we get closer to 2016/2019. We support this objective and recognise the need to implement it.

Policy 14 – Development Standards

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

1. Provide open space on-site and in proportion to the scale of the development. Where there is access to alternative facilities contributions to the ongoing maintenance and management of these alternative facilities may be required.
2. Provide an appropriate level of off street parking and cycle parking taking into account the accessibility of the location in terms of public transport and proximity to facilities and services.
3. Demonstrate sufficient and convenient space for storage for domestic activities and recreation as well as collection of waste, recycling and compostables.
4. Avoid adverse impacts, either individually or cumulatively, resulting from noise, dust, odour, vibration, waste, pollution and visual effects. Such adverse impacts should be avoided during the construction, operation or restoration stage of development.
5. Include measures to reduce pollution within Air Quality Management Areas and meet air quality objectives, that are proposed by the Local Transport Plan and any Air Quality Action Plans.

6. Take advantage of any opportunities to minimise energy consumption, with an emphasis on the fabric of buildings, for example achieving high levels of insulation, use of natural lighting, ventilation, heating and orientation. This should achieve at least Zero Carbon new builds from 2016 for domestic buildings and from 2019 for non-domestic buildings. Additionally, the development of decentralised low carbon heat networks is particularly encouraged to connect or be designed to facilitate future connection to an existing or planned heat network.

Renewable and low carbon energy

2.55 We are committed⁹ to achieving at least 20% of our energy consumption from renewable and low carbon sources by 2020. The UK is committed to an 80% cut in greenhouse gas emissions by 2050 (Climate Change Act 2008).

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

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

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

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

2.60 In the case of wind and solar photovoltaic development, landscape character is seen as a key driver in determining the appropriate scale and density of development. A broad landscape strategy informs the decision process. The strategy seeks to;

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

2.61 In this context guidance has been prepared on the level of

development likely to be appropriate within each of Cornwall's 40 Landscape Character Areas ('An assessment of the landscape sensitivity to on-shore wind energy & large scale photovoltaic development in Cornwall' 2011). The guidance indicates that a pattern of occasional wind or solar development is likely to be acceptable for many of Cornwall's Landscape Character Areas although some areas should remain free of such development (such as un-enclosed moorland and areas of rugged un-developed coastline). In Areas of Outstanding Natural Beauty (AONBs) wind and solar development should generally be very small scale in order that the natural beauty of these areas may be conserved.

2.62 In addition, it is also clear that there are other significant constraints, such as grid capacity and the need to ensure compliance with the requirements around air traffic control and radar. In reality the opportunities for renewables in the form of wind and solar are not unlimited.

Policy 15 - Renewable and Low Carbon Energy

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

a. maximise the use of the available resource by deploying installations with the greatest energy output practicable taking into account the provisions of this Plan;

b. make use, or offer genuine potential for use, of any waste heat produced; and

c. in the case of wind turbines they avoid, or adequately mitigate, unacceptable shadow flicker and adverse impact on air traffic operations, radar and air navigational installations,

d. do not have an overshadowing or overbearing effect on nearby habitations.

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

a. are lead by, or meet the needs of local communities; ~~and~~

b. create opportunities for co-location of energy producers with energy users, in particular heat, and facilitate renewable and low carbon energy innovation.

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

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

5. When assessing proposals for wind turbines on the outskirts of Areas of Outstanding Natural Beauty, the status of the Area of Outstanding Natural Beauty shall be taken into account when assessing landscape impact.

2.63 Renewable and low carbon electricity and heat generation is

reliant on continued access to, and the availability of, natural resources in order to help meet our energy needs. In the case of renewable energy, such as wind, solar, hydro and geothermal performance relies on an uninterrupted flow of energy to the energy generating installation. Careful management is necessary to ensure that new developments do not harm the operation of existing renewable energy installations by, for example, significantly interrupting access to the wind resource, or harming the integrity of deep geothermal reservoirs.

Policy 16 – Safeguarding Renewable Energy

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

Health and wellbeing

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

2.65 This can have a positive influence on the health and wellbeing not only of individuals but also of the communities in which we all live and provide greater opportunities for us to have active and healthy lifestyles¹⁰.

Policy 17 – Health and wellbeing

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

1. Protect, and alleviate risk to, people and the environment from unsafe, unhealthy and polluted environments ~~through~~ by avoiding or mitigating against harmful impacts and health risks such as air and noise pollution and water and land contamination and potential hazards afforded from future climate change impacts.
2. Maximise the opportunity for physical activity through the use of open space indoor and outdoor sports and leisure facilities and travel networks supporting walking, riding and cycling.
3. Provide, where possible, dwellings which have easy, safe and secure storage for cycles and other recreational equipment.
4. Encourage provision for growing local food such as allotments or private gardens which are large enough to accommodate vegetable growing or greenhouses.
5. Provide flexible community spaces that can be adapted to the health needs of the community and encourage social interaction.
6. Maximise positive health impacts and ensure the mitigation of negative health impacts through the use of Health Impact Assessment for significant major development proposals.

	confidentiality
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Minerals

2.66 Cornwall's wealth of mineral resources has the potential to continue to contribute significantly to its economy over the plan period and beyond. There is great potential for adding value to the raw products, and for generating employment within the industry and the companies and organisations which serve it, including the education and skills sector. There is a need to maintain a sufficient supply of minerals needed for a variety of uses.

Specific Minerals

2.67 Cornwall has a wealth of mineral resources Table 2 illustrates production of the main mineral types during ~~2011~~ 2012 (~~2010~~ 2011 for china clay)

Table 2: Mineral Production in Cornwall

Mineral Group	Year	Production
Primary aggregate	2011 <u>2012</u>	1.3 million tonnes
Secondary aggregate	2011 <u>2012</u>	1.23 <u>1.2</u> million tonnes
China clay ¹	2010 <u>2011</u>	1.00 <u>1.29</u> million tonnes
Building stone	2011 <u>2012</u>	10,900 <u>15,563</u> tonnes
Metal	Unable to report due to commercial	

¹ China clay production figure is for the UK as a whole due to commercial confidentiality and is a BGS estimate for 2011 (BGS Minerals Yearbook).

2.68 China clay (also known as kaolin) resources are mainly confined to the western and central part of the Hensbarrow (St Austell) granite. The china clay industry currently employs about 1,000 people directly and contributes significantly to the economy of mid Cornwall. The British Geological Survey estimates reserves exceeding 60 million tonnes which will provide supply for almost 60 years.

2.69 Aggregates are used by industry in the construction of buildings and transport infrastructure. The Local Aggregates Assessment estimates that permitted reserves of primary crushed rock aggregate amounts to over 130 million tonnes. These reserves are spread throughout the County. Reserves of primary hard rock aggregates in Cornwall are plentiful and capable of meeting demand well beyond the plan period. Therefore there is no need to allocate further sites or areas for mainstream primary aggregate extraction. There is a shortage of High Specification Aggregates (HSA) used for skid resistant road surfaces, resulting in much material being imported from outside Cornwall. The allocation safeguarding of land for HSA extraction will be considered in the Cornwall Minerals Safeguarding Development Plan Document.

2.70 There are no major natural non-marine deposits of primary sand and gravel aggregates in Cornwall. In addition, given the commercially competitive and plentiful secondary¹³ sand and gravel reserves arising from china clay extraction, it is not necessary to allocate land for further planning permissions for primary sand and gravel extraction in Cornwall.

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

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

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

Policy 18 – Minerals – General Principles

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

2. A sufficient supply of indigenous

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

3. New mineral development, of a scale sensitive to ~~any~~ its landscape designations, will be supported in the following areas:

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

b. throughout Cornwall for:

i. Building, roofing, heritage and ornamental stone,

ii. Metal and industrial minerals,

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

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

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

6. All mineral development should enable progressive and effective reclamation at the earliest opportunity for appropriate and beneficial after-uses that:

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

ii. Conserve and enhance heritage assets and protect and enhance valued landscapes, geological conservation interests and soils, and

iii. Have the potential for wider community benefits.

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

~~2.74~~ There is need to an economic and resource need to maintain a sufficient supply of minerals and prevent the sterilisation of resources. National Policy requires Mineral Safeguarding Areas to be defined for minerals resources of local and national importance. However, in identifying these there is no presumption in favour of mineral working within those areas.

~~2.75~~ The Cornwall Minerals Plan will develop detailed policy and identify sites for safeguarding minerals: mineral resources and associated facilities for transport, storage, handling and processing for onward transport by rail or sea. Key sites used for the batching/manufacture of concrete products and coated materials will also be identified for safeguarding as well sites for processing and distribution of substitute recycled and secondary aggregate materials. Policy will also be developed to encourage prior extraction where appropriate.

Policy 19 – Minerals Safeguarding

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

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

a. aggregates (both primary and secondary),

b. china clay,

c. building and ornamental stone (including roofing and heritage materials) and

d. metals.

3. Mineral Safeguarding Areas will be identified for the following mineral infrastructure;

a. key concrete batching and other products and roadstone coating,

b. for handling, processing and distribution of substitute, recycled and secondary aggregate,

c. for the bulk transport of minerals by rail, sea (ports) or haul roads.

The Cornwall Minerals Safeguarding Development Plan will develop detailed policy and identify sites for safeguarding minerals, mineral resources and associated facilities for transport, storage, handling and processing for onward transport by rail or sea. Key sites used for the batching/manufacture of concrete products and coated materials will also be identified for safeguarding as well as sites for processing and the distribution of substitute recycled and secondary aggregate materials. Policy will also be developed to

encourage prior extraction where appropriate.

Waste

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

2.77 National Policy (NPPF) does not currently contain specific waste policies and is clear that Planning Policy Statement 10 (Sustainable Waste Management) will remain in place until the National Waste Management Plan is published in 2013; although draft planning policy on waste has been published for consultation (July 2013) . Planning Policy Statement 10 (Sustainable Waste Management) will remain in place until draft national waste planning policy is adopted.

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

Waste management requirements

Local Authority Collected Waste (LACW).

2.79 Projected waste arisings¹⁴ indicate that Council collected waste will increase annually by approximately 30,000 tonnes to a total of 335,000 tonnes per year by 2030. There will be no additional requirement for new strategic recycling or recovery provision, because planning permission has been granted for the Cornwall Energy Recovery Centre (CERC) with sufficient capacity to meet the recovery needs of the municipal waste stream.

~~**2.80** There will be an additional requirement for around 340,000m³ of landfill void space (once planning permission at the existing Connon Bridge landfill site expires at the end of 2018). This includes space to dispose of the residual bottom ash that cannot be recovered from the CERC. Provision to meet this additional need will be addressed through a separate Cornwall Waste Plan. The locations of the existing municipal waste management facilities are shown in Figure 2.~~

Figure 2: Main facilities receiving Cornwall's municipal waste – no change to pre-submission document

Commercial and Industrial (C&I)

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

2.82 Cornwall has sufficient permitted recycling/re-use and energy recovery capacity to meet the additional requirements. ~~No additional landfill capacity will be needed up to 2030. The locations of the existing facilities for the management of Commercial and Industrial waste are shown in Figure 3.~~

Landfill for Local Authority Collected Waste and Commercial and Industrial Waste

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

Construction & Demolition Waste.

2.83 The Construction, Demolition and Excavation industries in Cornwall are expected to increase waste production by approximately 230,000 tonnes up to a total of just below 1.18 million tonnes per annum in 2030. Provision is needed for an additional 377,000 tonnes of recycling/re-use capacity annually and approximately 659,000 m³ of landfill provision (in total). The Local Plan seeks to support recycling and provide a policy framework for landfill to meet this need. The location of the existing facilities for the management of Construction, Demolition and Excavation Waste are shown in the map above Figure 3.

Figure 3: Main facilities receiving Cornwall's commercial, construction and demolition waste – no change to pre-submission document

Hazardous Waste

2.84 It is expected that approximately 73,000 tonnes of hazardous waste will be produced annually by 2030. This includes provision for fly ash that

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

2.85 Table 3 summarises the requirement for strategic waste management infrastructure over the plan period.

Table 3: Future waste management infrastructure requirements.

Waste Stream	Recycling /re-use (including composting)	Energy recovery	Landfill
Local Authority Collected Waste and Commercial & Industrial Waste	None	None	Approx 340,000 <u>200,000</u> m ³
Construction Excavation and Demolition Waste	Approx 377,000 tonnes/year	None	Approx 659,000 m ³

The 'waste hierarchy'.

Waste prevention which offers the best outcome for the environment, is

at the top of the priority order, followed by preparation for re-use, recycling, other recovery and disposal, in descending order of preference.

their discarded waste materials, will be supported where they comply with other policies within this plan.

Policy 20 – Strategic Waste Management Principles

1. Proposals must show best solution having regard to the 'waste hierarchy'. The Council will support energy recovery facilities where options higher up the waste hierarchy cannot reasonably be realised.

2. New or extensions to existing landfill facilities (with the exception of Connon Bridge landfill site which will close on 31 December 2018) will only be supported where:

a. In the case of Local Authority Collected Waste proposals contribute towards meeting a shortfall in capacity;

b. In the case of Construction, Demolition and Excavation waste, they contribute to meeting a shortfall in capacity and, wherever possible, make use of the material for restoration of former mineral workings where restoration is needed and appropriate; or

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

3. Proposals for development that facilitates markets for recycled/recovered materials, in particular initiatives to assist businesses and communities in Cornwall to re-use/recycle/compost

Policy 21 - Managing the Provision of Waste Management Facilities

1. New or changes to existing energy recovery facilities should make use of a significant proportion of any heat produced by the recovery process to meet locally identifiable needs.

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

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

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

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

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

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

f. incorporate alternatives to the transport of waste by road; ~~and/or~~

g. incorporate added value services that benefit the community, such as apprenticeships and opportunities for volunteering and community involvement; ~~and/or~~

h. maximise use of local supply chains in the sourcing/reuse/recycling of waste.

3. Landfill development shall enable effective site reclamation at the earliest opportunity for appropriate end uses.

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

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

Policy 22 - Best use of land and existing buildings

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

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

b. despoiled, degraded, derelict and

contaminated land provided that it is not of high environmental value;

c. the subdivision of properties, the reuse or conversion of existing vacant properties and building density that will ensure an efficient use of land; and

d. the safeguarding of Grade 1, 2 and 3a agricultural land for food production and where reasonable alternatives for development can be identified, the safeguarding of grade 3b agricultural land.

e. the safeguarding of land to make space for water at times of flood.

2.88 Cornwall's natural and historic environment is at the heart of our culture and past, it must be at the heart of our future distinctiveness. It is the quality and character of the environment as a whole which is a key contributor to the economy and quality of life. It can be a competitive advantage for Cornwall in terms of attracting and retaining investment.

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

2.90 The policies in this plan set out

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

2.91 The quality of Cornwall's environment is reflected in the many statutory responsibilities and duties to safeguard the environment through legislation.

2.92 These include Areas of Outstanding Natural Beauty which covers 26% of Cornwall including Bodmin Moor, the Camel Estuary and the Tamar Valley, -17 Special Areas of Conservation, 2 Special Protection Area, 144 Sites of Special Scientific Interest, Listed Buildings, Conservation Areas, Scheduled Ancient Monuments, Special Protection Areas, Protected Species, Conservation Areas and international agreements such as listed or proposed RAMSAR sites or the World Heritage Site² which has been designated in recognition of Cornwall's Mining Heritage and the European Landscape Convention³.

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

2.94 There are also about 400 Cornwall Wildlife Sites of significant value covering approximately 10% of Cornwall's land area, all of which contribute to environmental quality and sense of place.

2.95 However, all landscapes matter¹⁵, not just those with national designations which is why attention to distinctiveness and character of the whole of Cornwall is so important. This is reflected by the Council's Landscape Character Assessment. A range of evidence will inform decisions about the impact on landscape including our well documented Areas of Great Landscape Value and through the saved policies ~~for these~~ from previous Local and Structure Plans. We will undertake reassessment of the descriptions and extent of each Area of Great Landscape Value to inform and produce strong revised statements of these local designations of landscape value.

2.96 Considerable guidance and evidence is set out in the Landscape Character Assessment, the Area of Outstanding Natural Beauty and World Heritage Site management plans and the Historic Environment record in particular. All of these provide important information and should be used alongside this document in making planning decisions.

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

2.98 Planning applications which have the potential to impact on biodiversity will need to be accompanied by ecological surveys which incorporate a biodiversity impact assessment, describing the

biodiversity interest of the site, and the nature and extent of any impact of the proposed development. They should outline any mitigation measures and the steps to be taken to retain, incorporate, protect, enhance and where appropriate manage the biodiversity interest, as part of the proposals. Proposals near or affecting a SAC also require a Habitats Regulations Assessment.

Figure 4: Environmental designations map – no change to pre-submission document

Policy 23 - Natural Environment

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

1. Cornish Landscapes

Development should be of an appropriate scale, mass and design which recognises and respects ~~the distinctive and diverse,~~ landscape character. Development must take into account and respect and coastline as being vital to Cornwall's economy. Development should have regard for the sensitivity and capacity of the landscape asset, considering ~~the potential for~~ cumulative impact and the wish to maintain dark skies and tranquillity in areas that are relatively undisturbed, using guidance from as set out in the Cornwall Landscape Character Assessment and supported by the descriptions of Areas of Great Landscape Value.

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

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

Ensuring that any proposals within the AONB or affecting its setting, conserves and enhances the natural beauty and special qualities of the AONB; is appropriately located to address the AONB's sensitivity and capacity and delivers the objectives of the Cornwall and Tamar Valley AONB Management Plans including the interests of those who live and/or work in them.

3. Terrestrial and Marine Biodiversity and Geodiversity

Specifically ensuring that with direct and cumulative impact;

a. international, national and locally designated sites for nature conservation are safeguarded from inappropriate development including appropriate buffer areas and provision made for their management based on up-to-date evidence and management plans.

b. features of biological or geological interest (including Biodiversity Action Plan habitats and species, and soils), are conserved, protected and enhanced and there is provision for their appropriate management.

c. there is no net loss of existing biodiversity and enable a net gain in biodiversity by designing in biodiversity, and ensuring any unavoidable impacts are appropriately mitigated and/or compensated for.

d. the importance of habitats identified in the South West Regional Nature Map and the creation of a local and regional biodiversity network of wildlife corridors and local wildlife sites, helping to deliver the actions set out in the Cornwall Biodiversity Action Plan are recognised.

Mitigation

Where development will result in ~~Loss~~ adverse impact, the council will seek require appropriate and proportionate mitigation and/or compensation such as replacement habitats.

Figure 5: South West nature map – no change to pre-submission document

2.99 We recognise the historic environment as a non-renewable, outstanding and distinctive resource that contributes to Cornwall's economy, tourism, education, and culture and community identity.

2.100 Listed Buildings and Scheduled Ancient Monuments are protected by legislation and English Heritage keep an up to date register of all listed buildings and scheduled ancient monuments and those at risk. Alongside these exist a number of designated heritage assets including Registered Parks and Gardens, Conservation Areas and other areas of historic interest that are protected through the planning process.

2.101 Proposals for development should be informed by and respond to the historic environment. Applications which have the potential to impact on archaeological remains will need to be accompanied by

assessment which should outline any mitigation measures and the steps to be taken to record, retain, incorporate, protect, enhance and where appropriate manage the archaeological interest, as part of the proposals.

2.102 The designation of the Devon and Cornwall Mining World Heritage Site is a strong reflection of the importance of our mining past. The National Planning Policy Framework (NPPF, 2012) states that loss of Outstanding Universal Value in a World Heritage Site is to be '...wholly exceptional...', however where development will result in loss, the council will seek appropriate and proportionate mitigation and/or compensation based on appropriate archaeological assessment."

Policy 24 - Historic Environment

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

- a. Protect, conserve and enhance the historic environment of designated and undesignated heritage assets and their settings, including historic landscapes, settlements, Conservation Areas, marine environments, archaeological sites, parks and gardens and historic buildings.
- b. Protect, enhance and promote the outstanding universal value of the World Heritage Site and its setting; supporting the adopted management plan.

Assessment and mitigation

Development and management proposals should be informed by proportionate historic environment assessments and evaluations. Where the balance of a decision in favour of development results in the loss or significant damage of a heritage asset, the council will seek require appropriate and proportionate mitigation by using planning conditions, management agreements and obligations.

2.103 Green infrastructure is an integrated network of multi-functional spaces within and linking urban and rural environments which collectively have significant environmental, social and economic benefits. It is a vital element of sustainable communities. Networks of green spaces and corridors provide opportunities for recreation, walking and cycling and also benefit wildlife by conserving and enhancing habitats, and providing buffers from development to important wildlife sites and watercourses.

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

2.105 Green infrastructure can enhance the townscape and visual amenity, promote a sense of place and community identity, and improve the health and sense of well-being of people. Parks, sports

fields and play space are clearly beneficial to health.

2.106 The Council has produced a strategic framework which provides a clear plan to guide the future planning and delivery of Green Infrastructure⁶ for Cornwall.

Policy 25 - Green Infrastructure

To protect and enhance a diverse, connected and functional network of open spaces and waterscapes development proposals should:

1. Demonstrate that all the functional environmental infrastructure and connections have been taken into account including; ecosystem services; biodiversity; coastal processes; and recreation within and near to the application site and show how this understanding has positively influenced the proposal.
2. Retain and enhance the most important environmental infrastructure assets and connections which contribute to our Strategic Environmental Infrastructure network in their existing location.
3. Provide appropriate buffers to high value natural spaces.
4. Restore or enhance connectivity for nature and people through the site and linking to adjacent sites.
5. Provide good quality and accessible open and coastal space.
6. In exceptional circumstances where the need for the retention of the most important environmental infrastructure assets and connections is outweighed by the benefits arising from the development proposals, ~~mitigation against the loss of such~~

green infrastructure should be equal to or above its current value and quality resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location.

7. Provide clear arrangements for the long-term maintenance and management that supports the green infrastructure and for transport routes.

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

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

2.109 Flood and Coastal Management Strategies identify local opportunities to reduce flooding and its impact on local communities, zone land to enable flood and coastal change management and identify opportunities for relocation of development in response to vulnerability to flooding and coastal change.

2.110 Policies will seek to ensure development does not add to the flooding of existing communities and new development is located to minimise its risk of flooding.

Policy 26 - Flood risk management and coastal change

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

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

a. increases flood resilience of the area taking account of the area's vulnerability to the impacts of climate change and coastal change;

b. minimises or reduces flood risk on site and in the area;

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

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

f. supports community-led local

solutions to managing flood risk and coastal change; and

g. does not create avoidable future liability for maintenance for public bodies and communities.

3. Development proposals of 10 dwellings or more or over ~~0.4~~ 0.5 ha should provide a long term water management plan, which includes maintenance of surface water drainage systems, measures to improve the network of surface water drainage systems on and around the site (e.g. culverts etc) and identifies opportunities for future enhancement.

Transport and Accessibility:

2.111 Access to what we need each day is crucial to our future sustainability. Reducing our need to travel is central to our longer term strategy. But, infrastructure and services to enable movement will still be required, especially to improve the economic prospects for Cornwall. We will maintain our key transport network and associated infrastructure for; walking; train; bus; car, cycle, air and sea transport as well as safeguarding future opportunity for improvements and to maintain links with the Isles of Scilly and other parts of the UK.

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

2.113 The plan reflects our existing communities and their potential to be more sustainable as the ability to travel is restricted due to cost and other factors. By having the opportunity to live more locally with

less need to travel our communities will be more resilient and healthier.

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

Policy 27 – Transport and Accessibility

To ensure a resilient and reliable transport system for people, goods and services development proposals should :

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

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

5. Be accompanied with effective travel plans to mitigate the impact of development;

6. Not significantly adversely impact on the local or strategic road network that cannot be managed or mitigated;

7. Safeguard strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly; and

8. Provide public transport solutions including park and ride where there is evidence that it will remove traffic from the highway network, is economically viable and that which accord with the appropriate transport strategy for the area.

this impact involves protecting existing infrastructure and securing the timely investment of new infrastructure.

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

2.117 It is proposed that a charge will be made, subject to viability (established through the strategic viability assessment), on new development ¹⁹ to provide gap funding to deliver specified priorities. This is crucial for our social and economic success and should support major projects that benefit all of Cornwall as well as local ones.

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

Infrastructure

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

Policy 28 Infrastructure

1. New development must be supported by appropriate infrastructure provided in a timely

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

2. Developer contributions, as a Community Infrastructure Levy and based on the strategic viability assessment, will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to ~~mitigate the adverse impacts of development (including any cumulative impact)~~. provide or enhance local infrastructure that is adversely affected by the development of a site but which will not be delivered on that site.

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

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

Local objectives implementation and monitoring

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

3.1 For the main towns, town frameworks were developed providing advice on objectives and opportunities for growth. The targets set out in this plan use these as a basis for policy where appropriate, but have been moderated to ensure the delivery of the wider strategy. These frameworks will form much of the basis of a Cornwall allocations document which will, where required, identify major sites. Town frameworks have been prepared for; Bodmin; Bude; Camborne-Pool-Redruth; Falmouth & Penryn; Hayle; Launceston; Liskeard; Newquay; Penzance & Newlyn; Saltash; St Austell and Clay Country (regeneration plan); St Ives & Carbis Bay; Truro & Threemilestone; and Wadebridge.

3.2 The exception to the proposed policy framework is the China Clay, St Austell and St Blazey, Fowey & Lostwithiel CNAs. These have been grouped to enable the better management of the growth needs of

St Austell and the regeneration priority for the area with the transformational projects initiative. This requires a broader approach unconstrained by artificial boundaries and is the subject of a Regeneration Plan (rather than a town framework).

3.3 Framework for Localism

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

3.5 Under the government's Localism Act, parish and town councils are able to prepare Neighbourhood Plans that can be adopted as part of the statutory planning framework. These plans will have to be assessed by an independent examiner and must have regard to national policy and other national legislation and also be in general conformity with these Local Plan – Strategic Policies.

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

3.7 Under the same legislation, *neighbourhood development orders* can extend development rights to permit a specific type of development within a designated

area – whether a change of use or type of built development. They can also be used to masterplan and give consent for the development of a designated site.

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

3.9 The aim of this plan is to focus on those issues that need to have strategic guidance, allowing communities the ability to shape their local areas in more detail. Where higher levels of growth are sought by local communities to deliver additional local objectives, we would seek to work with them to understand how the development will be managed to reflect an organic and appropriate growth.

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

Figure 5: Community Network Areas Map – no change to pre-submission document

Community Network Areas

P1 West Penwith Community Network Area

Introduction

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

Key facts:

Population 2007: **39,300**

Dwellings 2010: **20,663** (8.1% Cornwall)

Past house build rates 1991-2010: **2,867**

Housing need (preferred area) 2012: **906** (Bands A-D) plus **1,228** (Band E) equates to 7.9% and 8.4% of Cornwall total respectively

Existing housing commitments 2010-2012: **950**

Penzance employees estimate (2011): Full time: 4,916 Part-time: 4,706

Objectives

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

Objective 1 – Housing

To meet the local housing needs of the area.

Objective 2 – Economy

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

Objective 3 – Travel

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

Objective 4 – Infrastructure

To ensure that the appropriate levels of strategic and social infrastructure requirements are delivered and maintained. This includes maintaining the current level of hospital provision; minimising the vulnerability of key infrastructure to flooding and consideration of the needs of the rural communities in

respect of health care and community services.

Objective 5 – Environment

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

Figure 6: West Penwith Community Network Areas Map – no change to pre-submission document

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

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

4.4 The Strategy for Penzance and Newlyn is to focus on their existing economic and natural assets and maximise the opportunities that they generate. The harbours at Penzance and Newlyn are of strategic importance - one being the primary fishing port in Cornwall the other

providing the only freight and passenger ferry link to the Isles of Scilly. However both have significant opportunities to diversify their marine related activities to maximise the unique opportunities of the wider Mount's Bay.

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

Employment

4.6 The towns of Penzance and Newlyn are committed to ensuring that they are well placed to meet the economic demands for the forthcoming years. In particular the communities are keen to promote and secure investment in key elements that will ensure economic success, such as: diversification in maritime assets to promote marine leisure related activities and capitalise on their unique location; a more diverse range of business properties and new technologies to support the number of micro businesses and other traditional small businesses that exist within the communities; artisan and creative based industries; expanding

local further and higher education opportunities, young people graduating from apprenticeships; high end tourism; and the infrastructure required to support these activities.

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

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

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

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

improved skills and labour generation facilitating employment and business creation.

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

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

Retail

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

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

4.15 The town is keen to maintain its strategic function but recognises that it needs to revise the nature of its retail space offer to maintain this function. Unfortunately, due to its topography, constrained nature and diverse range of land ownerships, there are limited opportunities within the existing centre to accommodate

new development. Consequently, it will be necessary to consider redevelopment on land immediately adjacent to the town centre.

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

- Harbour Car Park;
- Clarence Street Car Park;

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

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

Figure 7: Penzance Town Centre Boundary Map – no change to pre-submission document

Housing

4.18 In delivering the housing target for the Penzance and Newlyn Framework area priority should be given to the utilisation of brownfield and urban sites. However, it is

acknowledged that the urban capacity within the towns and settlements covered by the framework is limited due to the constrained nature of the towns.

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

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

Infrastructure

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

- **Healthcare** - Improved healthcare services to provide for the larger, and aging, population.

- **Education** - Improved school and academic facilities to provide for increasing demand, as well as maximise the opportunities arising from the Penwith College campus.

- **Utilities and Drainage** - Strategic and localised investment in the area's utilities and drainage infrastructure to cater for the demand from the additional housing and economic growth.

- **Green Infrastructure** – Maintain / enhance existing strategic green corridors to help preserve the identities of the communities that they separate; whilst also providing

walking and cycling routes, ecological corridors, etc. Deliver new and improved public open space and green links as part of new developments to provide an enhance range of recreational facilities, linking the town with the Coast and the countryside and also help to deliver some of the sustainable transport objectives.

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

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

Housing requirements

4.22 The Community Network Area should plan for around ~~2,500~~ 3,150 dwellings (about ~~125~~ 158 dwellings per year) over the period between 2010 and 2030.

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

Policy PP1 – West Penwith CNA

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

- a. The protection of the vitality and viability of Penzance town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. Supporting the provision of new town centre retail capacity to strengthen the role of the town centre;
- c. Supporting the provision of around 12,650 sqm of B1a office accommodation and 12,650 sqm of Industrial space has been

identified. This has the potential of accommodating 1,000 jobs in the CNA over the plan period and provides a guide for potential scale of growth;

d. Supporting the diversification and growth of the local economy, particularly the creative, marine, leisure, tourism and agricultural sectors plus support for the diversification of the rural economy;

e. Supporting the provision of around ~~1,400~~ 2,150 dwellings in the period up to 2030 with a focus upon meeting housing for local needs;

f. Supporting the provision and maintenance of air and sea routes to the Isles of Scilly and public transport provision in/to the local area;

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

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

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

a. The provision of around ~~1,100~~ 1,000 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

b. Development should help rebalance the communities by providing facilities, economic development or housing for local

needs of a scale that is appropriate to the settlement and reduces the need to travel;

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

PP2 Hayle and St Ives Community Network Area

Introduction

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

Key facts:

Population 2007: **25,700**

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

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

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

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

Hayle employees estimate (2011):

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

St Ives employees estimate (2011):

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

Objectives

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

Objective 1 – Employment

Support new employment schemes both in the towns and in the rural areas. Emphasis should be given to quality, permanent work opportunities which break the cycle of seasonal labour. High speed broadband should be encouraged in all areas to meet modern working requirements. This should ensure prosperous town centres in Hayle and St Ives particularly supporting flexible workspace, arts and tourism in St Ives and providing a continued delivery of the regeneration of Hayle through waterfront development associated with Marine Renewables and development of employment land to the south of Hayle.

Objective 2 – Housing

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

Objective 3 – Community Infrastructure

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

Objective 4 – Environment

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

Figure 6: Hayle and St Ives CNA Map – no change to pre-submission document

Development Strategy

Hayle

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

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

5.4 The large area to the south of the town up to the A30 provides the opportunity for future expansion of the town, delivering a significant

number of new homes in a high quality masterplanned and expanded community; ensuring that access, movement, quality open spaces and other community infrastructure is delivered in a comprehensive and coordinated manner.

Retail

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

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

- Copperhouse – there are limited opportunities for any expansion of the existing town centre area so the focus is on enhancing, marketing and strengthening the existing offer.
- Foundry – the proximity to South Quay retail proposals will strengthen the town centre and there may be future opportunities for new retail uses on edge of the Foundry centre if sites become available.
- West Cornwall Retail Park – any future provision of further larger format stores would only be considered once town centre or edge of centre opportunities are delivered and if proposals do not impact on other town centre retail and regeneration objectives in west Cornwall.

Hayle Town Centre Boundary Map –
no change to pre-submission
document

Employment

5.6 New employment opportunities may arise for reuse of historic buildings in Hayle. On the edges of the town the Marsh Lane area may provide further employment or commercial opportunities over the longer term as Hayle grows. The St Erth industrial area may also offer opportunities for employment uses related to its A30 location or the west Cornwall public transport interchange.

Infrastructure

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

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

- **Transportation** - The enhancement and promotion of sustainable transport options forms the heart of Hayle's transportation strategy. It is also recognised that highway improvements will also be required e.g. at Loggans Moor, St Erth, Carwin Rise, Foundry Square, Tolroy and the Causeway.

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

St Ives and Carbis Bay

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

5.9 St Ives has a vibrant and healthy town centre based on its retail offer and many restaurants. The lack of physical opportunities to expand the Town Centre along with its success means the strategy for retail is to maintain, support and enhance retail uses within the existing Town Centre area. There are some limited neighbourhood facilities at Carbis Bay; these should be enhanced and strengthened where possible to enable better access for the community.

St Ives Town Centre Boundary Map –
no change to pre-submission
document

Employment

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

Infrastructure

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

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

- **Healthcare** - Improved healthcare services to provide for a larger, and aging, population, including better provision and access at Carbis Bay;
- **Education** – enhance primary school facilities. Secondary school facilities are under review;
- **Utilities** - Localised investment in the area's utilities to cater for the demand from the additional housing.
- **Green Infrastructure** – Maintain /enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open spaces and green links; and

- **Transportation** - The enhancement and promotion of sustainable transport options including promotion of the West Cornwall Transport Interchange at St Erth. Better signage and an improved parking strategy. It is also recognised that some minor highway improvements will also be required at certain key junctions.

Housing requirements

5.13 The Community Network Area should plan for around ~~2,400~~ 2,750 dwellings (about ~~120~~ 138 dwellings per year) over the period between 2010 and 2030.

5.14 As the main settlements with good employment and transport provision, Hayle and St Ives will be required to accommodate the majority of those dwellings. The overall level of housing proposed for Hayle will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 60 per annum rising to ~~75~~ 87 per annum for the remaining 12 years to 2030 is an appropriate target.

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

Policy PP2 – Hayle and St Ives CNA

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

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

b. The provision of around 8,450sqm of B1a office accommodation and 8.450sqm of Industrial space has been identified. This has the potential of accommodating 650 jobs in the CNA over the plan period;

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

d. The provision of around ~~4,300~~ 1,400 dwellings in Hayle in the period up to 2030 to be phased in relation to infrastructure requirements;

e. The provision of around ~~750~~ 1,000 dwellings in St Ives in the period up to 2030;

f. The regeneration of Hayle focusing

mainly on the Hayle Harbour area and the development of the wavehub and associated employment development;

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

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

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

a. The provision of around 350 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

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

c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP3 Helston and the Lizard

Community Network Area

Introduction

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

Key Facts:

Population 2007: **32,500**

Dwellings 2010: **15,242** (6.0% Cornwall)

Past housing build rates 1991-2010: **2,156** (16% CNA increase, 5% Cornwall)

Housing need (preferred area) 2012: **490** (Bands A-D) plus **676** (Band E) equates to 4.3% and 4.6% of Cornwall total respectively

Existing housing commitments 2010-2012: **974**

Helston employees estimate (2011):

Full time: **2,379** Part-time: **2,091**

Porthleven employees estimate (2011): Full time: **291** Part-time: **323**

Objectives

6.1 Specific objectives to be addressed in planning for the Helston

and the Lizard Community Network Area include:

Objective 1 – Housing

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

Objective 2 – Rural Travel

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

Objective 3 – Community Services

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

Objective 4 – Businesses

To maintain and enhance Helston as a high quality service and retail centre for its local residents and its surrounding parishes. To provide more employment opportunities within Helston, in doing so reducing the reliance on Culdrose as the primary employer, whilst still continuing to support its continued operation. Enable the provision of rural workspace and encourage business mentoring and support.

Objective 5 – Environment

Ensure development is sensitive to the outstanding natural, built, historic and maritime environment of the area. To deliver growth

sensitively, in doing so ensuring surrounding settlements/ hamlets do not lose their separate identities.

Objective 6 – Recreation

To protect Helston's most important 'green assets' whilst improving / increasing the provision of open space and green links for the existing and expanding population. Boost access to recreational opportunities for young people.

Objective 7 – Shops and Services

Maintain Helston's role as the main retail and service centre in the area and enhance the attractiveness and viability of the town centre.

Figure 7: Helston and Lizard CNA Map – no change to pre-submission document

Development Strategy

6.2 As a result of its relatively peripheral location, Helston represents an important service and employment centre for its local residents, as well as a wider catchment of other communities.

Retail

6.3 The retail sector is another important employer for Helston and one that it is important to support further, primarily comparison retail. Whilst Helston is well provided with convenience shopping, partly through edge of centre and out of centre supermarkets, a significant proportion of Helston residents' comparison retail spending leaks to other towns.

6.4 As a result, the aim is to maintain and strengthen Helston's town centre retail offer, in doing so supporting town centre and edge of

centre opportunities to expand its comparison retail offer. Whilst site options are limited, opportunities should be explored.

It is estimated that there is capacity for the provision of an additional 100sqm of convenience and 2,450sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Helston Town Centre Boundary Map – no change to pre-submission document

Employment

6.5 Helston's economic well-being is dominated by Cornwall's largest single site employer, Culdrose. Whilst seeking to support the continued operation of this important employer, the aim is to also diversify the economic base, by developing further employment opportunities in other industries, such as office and retail. In turn further industrial development should be focused on the existing industrial estates of Tresprison Industrial Park and St John's Business Park, with a small amount of space available at Water-Ma-Trout; whilst also supporting the build out of Helston Business Park with higher quality industrial and office uses. Furthermore, the development of office space within the town centres would be supported, where it does not detract from the retail offer. In addition, some light industrial and office space would be sought as part of certain greenfield residential development options – these options will be set out in more detail in the Helston

Town Framework which will then form part of the Cornwall Towns and Strategic Allocations document.

Housing

6.6 In delivering Helston's housing target, priority should be given to existing brownfield sites; although it is recognised that there are limited suitable options beyond those that are already permitted. As a result, approximately half of the housing target will need to be delivered on Greenfield sites beyond the existing edge of the town; the identification of appropriate greenfield development options will be established in the Cornwall Towns and Strategic Allocations document. Furthermore, along with office space, residential development would also be encouraged on upper storeys within the town centre, where it does not detract from the retail offer or its general economic vitality.

Infrastructure

6.7 Of great importance in the delivery of the strategy, will be delivery of enhanced infrastructure. The growth in population will require improvements in;

- **Healthcare** – Improved healthcare services to provide for the larger aging population.
- **Education** – Work is ongoing to understand what additional education facilities would be required to cater for the increased population including the number of extra schools required. Some existing schools may have the physical capacity to provide additional facilities.

- **Utilities** - Strategic and localised investment in the area's utilities to cater for the demand from the additional housing and economic growth.
- **Green Infrastructure** – Maintain / enhance strategic green corridors to help preserve the identities of the communities that they separate; whilst also providing walking and cycling routes, ecological corridors, etc. Furthermore, delivery of new and improved public open space and green links will help provide much needed recreational facilities, whilst also helping to deliver some of the sustainable transport objectives.
- **Transportation** - The enhancement and promotion of sustainable transport options forms the heart of Helston's transportation strategy, although it is recognised that highway improvements will also be required.

Housing requirements

6.8 The Community Network Area should plan for around ~~1,800~~ 2,000 dwellings (about ~~90~~ 100 dwellings per year) over the period between 2010 and 2030.

6.9 As the main settlement with good employment and transport provision, Helston will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of these areas.

Policy PP3 –

Helston and Lizard CNA

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

- a. The protection of the vitality and viability of Helston town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. The need for the provision of around 7,450sqm of B1a office accommodation and 10,200sqm of Industrial space has been identified. This has the potential of accommodating 650 jobs in the CNA over the plan period;
- c. Improvement of rural service provision and prioritisation of sustainable transport measures;
- d. The provision of around 900 dwellings in the period up to 2030.

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

- a. The provision of around ~~900~~ 1,100 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;
- b. Development should help rebalance the communities by

providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP4 Camborne, Pool and Redruth Community Network Area

Introduction

7.0 The Camborne, Pool and Redruth Community Network Area covers the parishes of Camborne, Carharrack, Carn Brea, Gwennap, Illogan, Lanner, Portreath, Redruth, St Day and Stithians.

Key Facts:

Population 2007: **59,100**
Dwellings 2010: **26,680** (10.5% Cornwall)
Past housing build rates 1991-2010: **4,084**
CPR completions 2001-2010 – 1624 (180pa)
Housing need (preferred area) 2012: **1,307** (Bands A-D) plus **1,397** (Band E) equates to 11.4% and 9.5% of Cornwall total respectively

Existing housing commitments 2010-2012: **3,089**
Camborne/Pool/Redruth employees estimate (2011):
Full time: **12,071** Part-time: **7,231**

Objectives

7.1 Specific objectives to be addressed in planning for the Camborne Pool Redruth Community Network Area include:

Objective 1 – Employment

Enable higher quality employment opportunities by sustaining and enhancing the area's role as one of Cornwall's primary employment hubs.

Objective 2 – Housing

Deliver housing growth that will help facilitate the area's economic aspirations, whilst also delivering much needed affordable housing for local residents.

Objective 3 – Retail

Enhance the community network area's retail offer, providing different but complementary roles for Camborne, Pool and Redruth, strengthening comparison shopping in particular.

Objective 4 - Education

Consolidate and enhance the community network area's education opportunities, including Cornwall College.

Objective 5 – Regeneration

Reduce deprivation and support regeneration and growth through allocation of land for services, provision of infrastructure (including open space and enhanced sports and leisure facilities) and through high quality design.

Objective 6 – Transport

Infrastructure

Deliver the highway and sustainable transport infrastructure needed to support the delivery of the area's regeneration – including the east-west link road and improved access into Redruth town centre.

Objective 7 – Contaminated Land

Continue remediation of the area's contaminated land, in doing so regenerating underused or derelict sites for housing, leisure and employment uses.

Objective 8 – Environment

For CPIR to be renowned as a destination for cultural and heritage related tourism; in doing so acting as the hub for experiencing the World Heritage Site. Maintain the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength.

Figure 8: Camborne, Pool and Redruth CNA Map – no change to pre-submission document

Development Strategy

7.2 A fundamental principle of the strategy is to break down historic administrative boundaries and create an integrated spatial strategy that makes the most of CPIR's collective assets, in doing so maximising the opportunity to continue the regeneration of CPIR. The strategy seeks to replace unsustainable past competition between the towns, with a strategy that promotes a coordinated response for the whole of CPIR; with each community supporting a collective effort, whilst still delivering a distinct set of objectives within their own area.

7.3 The successful regeneration of CPIR will require a holistic approach,

but future built development will play a critical role; from delivering higher design standards to new / enhanced services and facilities; and from more / better quality employment opportunities to a reinvigorated retail offer.

7.4 With Pool sitting at the heart of the CPIR conurbation, together with the fact that it contains a significant amount of underused and derelict brownfield land, it represents both a regeneration priority and an opportunity to create a natural strategic hub for CPIR. As a result, Pool should deliver employment space and strategic services and facilities that the whole of the CPIR area would seek to benefit from. In addition, in delivering these strategic resources for the whole of CPIR, a further aim is to ensure Pool is recognised as a community and destination in its own right.

7.5 Gravitating out from this central location, the use of other underused or derelict brownfield resources are being prioritised for development, such as Tuckingmill, Boilerworks and Dolcoath, which will deliver residential focused development, to respect their predominately residential setting; but also introducing some employment uses and other facilities that will add vibrancy to the development and help support the surrounding areas.

Housing

7.6 In delivering CPIR's housing target, priority should be given to the existing brownfield assets; however greenfield development may be required to support delivery of housing and economic growth particularly in the later stages of the plan period; the identification of

appropriate greenfield development options will be established in the Cornwall Allocations Development Plan Document.

Camborne Town Centre Boundary Map – no change to pre-submission document

Redruth Town Centre Boundary Map – no change to pre-submission document

Employment

7.7 Future development of industrial employment should be directed primarily to CPIR's existing industrial estates (e.g. Cardrew, Treleigh, Tolvaddon, Barncoose). Opportunities to deliver office development should be prioritised to the town centres; where this is not possible, Pool represents CPIR's primary opportunity to create a hub for high quality office accommodation. In addition, it would be expected that some light industrial and office uses will be dispersed amongst the larger residential developments, to offer a mix of uses. This strategy enables a natural prioritisation of economic roles between the communities, with Redruth and East Pool having a greater focus on industrial development; whilst West Pool and Camborne focusing more on office development.

7.8 CPIR's retail offer does not reflect that of Cornwall's largest conurbation, as a result a significant proportion of local residents' comparison retail expenditure is lost to other areas. In moving forward the strategy seeks to provide for the additional demand arising from the growing population, plus seek to recover some of the local residents' lost comparison retail expenditure

from other areas. The strategy seeks to maintain Camborne and Redruth Town Centres as their communities' primary retail and service centres; however it is also recognised that the towns alone would not be able to deliver the scale of retail growth that is required. As a result:

- Camborne and Redruth Town Centres
 - Improve the quality of the offer, in doing so focusing predominately on smaller multiples and independent stores. In delivering future retail growth the Bus Depot represents the main opportunity within Camborne; whilst in Redruth an opportunity exists to expand on to one of Redruth's existing town centre car parks.
- Pool – Provide a complementary offer to the two towns, in doing so continuing to offer a location within CPIR for larger footprint stores, which the two towns find hard to accommodate. However, in moving forward the offer should move from being an uncoordinated collection of operators, to a well planned high quality retail offer that fits well within its setting. (More detail on the scale and location of development will be available within the CPIR Town Framework).

7.9 Finally, due to the growth of internet shopping, it is recognised that if any of these centres are to flourish they need to develop complementary leisure/tourism roles – providing a destination where the shops form part, albeit the most important part, of a wider experience.

It is estimated that there is capacity for the provision of an additional 1,050sqm of convenience and 14,500sqm of comparison A1 net sales floorspace

in the centre, edge-of-centre and out-of-centre locations of the towns up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

7.10 Fundamental to the delivery of the strategy will be the enhancement of CPIR's infrastructure, including:

- **Healthcare** - Improved healthcare services to provide for the larger, and aging, population.
- **Education** - Improved academic facilities to provide for increasing demand, as well as maximise the opportunities arising from the Cornwall College campus.
- **Utilities** - Strategic and localised investment in the area's utilities to cater for the demand from the additional housing and economic growth.
- **Green Infrastructure** – Maintaining / enhance strategic green corridors to help preserve the identities of the communities that they separate; whilst also providing walking and cycling routes, ecological corridors, etc. Furthermore, deliver new and improved public open space and green links will help provide much needed recreational facilities, whilst also helping to deliver some of the sustainable transport objectives.
- **Transportation** - The enhancement and promotion of sustainable transport options forms the heart of CPIR's transportation strategy, although it is recognised that highway improvements will also be required – such as the development of the East-West Link Road.

Flooding – Reduce risk of surface water flooding through the implementation of an area wide Surface Water Management Plan. New development should comply with its principles to help divert surface water out of the combined drainage system, prevent local sewers being overloaded and improve local water quality.

Housing requirements

7.12 The Community Network Area should plan for around of ~~4,500~~ 5,300 dwellings (about ~~225~~ 265 dwellings per year) over the period between 2010 and 2030.

7.13 As the main settlements with good employment and transport provision, Camborne, Pool and Redruth will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP4 – Camborne, Pool and Redruth CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Camborne, pool and Redruth can be satisfied:

a. The protection of the vitality and viability of Camborne and Redruth town centres through the promotion of retail, office and leisure uses. Proposals for change

of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b. The provision of around 42,500sqm of B1a office accommodation and 24,850sqm of new industrial space has been identified. This has the potential of accommodating 2,850 jobs over the plan period;

c. The provision of around ~~4,000~~ 4,500 dwellings in the period up to 2030;

d. The delivery of highway and sustainable transport infrastructure needed to support regeneration – including the east-west link road and improved access into Redruth town centre; and includes measures to address air quality issues in the town;

e. The delivery of higher quality employment opportunities by sustaining and enhancing CPIR's role as one of Cornwall's primary employment hubs;

f. The regeneration of underused or derelict sites for housing, leisure and employment uses;

g. Consolidate and enhance the community network area's education opportunities, including Cornwall College;

h. Remediation of the area's contaminated land, in doing so regenerating underused or derelict sites for housing, leisure and employment uses, whilst ensuring that important features of the World Heritage Site are protected and Enhanced;

i. Implementation of the area wide Surface Water Management Plan, to reduce the risk of surface water flooding and improve water quality.

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

a. The provision of around ~~500~~ 800 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

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

c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP5 Falmouth and Penryn Community Network Area

Introduction

8.0 The Falmouth and Penryn Community Network Area covers the parishes of Budock, Constantine, Falmouth, Mabe, Mawnan, Mylor, Penryn, Perranarworthal and St Gluvias.

Key facts:

Population 2007: **40,800**

Dwellings 2010: **19,167** (7.5% Cornwall)

Past housing build rates 1991-2010: **2,401**

Falmouth/Penryn completions 2001-2010 – **1,154** (128pa)

Housing need (preferred area) 2012: **907** (Bands A-D) plus **1,049** (Band E)

equates to 7.9% and 7.1% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,111**

Falmouth/Penryn employees estimate

Objectives

8.1 Specific objectives to be addressed in planning for the Falmouth and Penryn Community Network Area include:

Objective 1 – Housing Growth

Manage the location and distribution of housing growth and the delivery of an appropriate mix of housing – includes addressing issues associated with affordable housing and student accommodation. Development in the villages should focus on meeting affordable housing needs.

Objective 2 – Employment

Encourage employment opportunities, particularly in relation to the universities, Falmouth Docks / Port of Falmouth and tourism.

Objective 3 – Falmouth Town Centre

Maintain Falmouth as a strategic shopping centre and provide opportunities for new retail development to secure the centre's vitality and viability and to strengthen the retail provision in the town centre. The town centre environment should be enhanced by considering pedestrian prioritisation and supporting public realm improvements.

Objective 4 – Community Services and Facilities

Improve community services and facilities to overcome current shortfalls within the existing community and to meet further demand resulting from growth.

Objective 5 – Sport, Leisure and Tourism

Consider the location of sports and leisure facilities, harnessing the full potential of the waterfront and its opportunities for employment, leisure and tourism.

Objective 6 – Transport Infrastructure

Ensure that transport infrastructure, including essential car parking and sustainable transport modes, is adequate to support growth. This includes tackling issues of congestion such as at key junctions on the approach to the towns at Treluswell, Treliever and Kernick Roundabouts, as well as improving accessibility to local services and facilities (e.g. better links to the waterfront and addressing Church Street car parking).

Objective 7 – Economic Development, Environment and Coast

Provide a strategic framework to balance economic development, maritime industries, access to the coast and protection of the

environment, including respecting the natural environment within the towns and the rest of the community network area. Address the relationship between Falmouth and Penryn, and around the villages within the community network area, to preserve their separate identities.

In addition the Falmouth Town Framework has identified the following vision and aims which specifically relate to the Falmouth and Penryn.

Figure 9: Falmouth and Penryn CNA Map – no change to pre-submission document

Development Strategy

8.2 The strategy for Falmouth and Penryn is to focus upon their assets, and maximise the opportunities that they generate. The wider Port of Falmouth, including Penryn and the Falmouth Docks, are of strategic importance and play an important role in the employment, leisure and tourism functions of the towns. Falmouth also provides a strategic shopping centre for the County, supporting destinations such as Truro, Penzance and St Austell.

Housing

8.3 In delivering the housing target for Falmouth and Penryn, priority should be given to the utilisation of brownfield and urban sites; although it is acknowledged that the urban capacity is limited due to the constrained nature of the towns. Consequently, remaining growth will need to be provided on greenfield sites; the identification of appropriate greenfield options will be established in the Cornwall Towns

and Strategic Allocations document. In delivering the housing growth for the towns, focus should be given to delivering an appropriate mix of housing to address local housing need, and the need for student accommodation. Whilst there are limited opportunities, every effort should be made to deliver good quality, managed accommodation within the towns that provides an element of the required accommodation, and an appropriate mix of housing types. Such provision will help to reduce the reliance on existing housing stock in the community for use by students.

8.4 The overall level of housing proposed for Falmouth and Penryn will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 110 per annum rising to ~~190~~ 137 per annum for the remaining 12 years to 2030 is an appropriate target.

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

8.6 It provides a primary supporting role to the main retail centre at Truro, and is consequently part of the main retail hierarchy for the County, along with Penzance and St Austell.

8.7 It is estimated that there is capacity for the provision of an additional 1,150sqm of convenience and 9,250sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out of-centre locations of the towns up to 2030. This data

will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

8.8 Due to its constrained nature, there are limited opportunities within Falmouth, such that there should be a focus on maximising those opportunities arising from the existing offer.

8.9 The opportunities to strengthen the town and provide new retail floorspace may surround one or more of the following sites: Customs House Quay to Event Square / Maritime Museum; Quarry Car Park; Church Street Car Park.

8.10 The Council is not seeking to develop all of the car park sites to deliver growth for the town centre, and will seek an appropriate strategy to deliver and maintain appropriate car parking for the existing and future requirements for the town.

8.11 Penryn town centre provides an important role for the local residents of the town, and plays a key supporting role to the larger offer at Falmouth. It has limited opportunities for growth, and as such its main focus should be upon regenerating its high street and Commercial Road area, delivering new pedestrian access between these and its car parks to improve accessibility for the town and its retail offer.

Falmouth Town Centre Boundary Map – no change to pre-submission document
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Employment

8.12 The towns of Falmouth and Penryn are committed to ensuring that they are well placed to meet the economic demands for the

forthcoming years. In particular the communities are committed to investment in key elements that will ensure economic success in new technologies; young people graduating from apprenticeships; Further and Higher Education; in maritime assets; infrastructure; leisure and tourism; their unique location; and in micro businesses and other traditional small businesses within the communities.

8.13 Strategic growth opportunities revolve primarily around Falmouth, the wider port and the docks, which are anticipated to deliver significant employment growth surrounding employment and industry within the marine environment. This strategic growth would be supported by other employment opportunities around the urban extensions, including regeneration and expansion of existing employment areas. Economic ambitions for Falmouth and Cornwall as a whole relate to the universities at Tremough and Falmouth, as key economic drivers.

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

8.15 The delivery of grow on space in the towns to support the Tremough Innovation centre will help to secure the longer term success of new and expanding business in the area, which will add to the economic well being of the towns.

Opportunities to maintain enhance and expand the provisions of the universities at Falmouth and Penryn should consequently be supported and maximised.

Infrastructure

8.16 In delivering the strategy Falmouth and Penryn's infrastructure will need to be enhanced, including improvements to:

- **Healthcare** - improved services to provide for a larger and aging population;
- **Education** - consolidation of the Falmouth School campus onto one site, through the use of the adjacent and vacant former hospital site;
- **Utilities** - localised investment in the towns utilities to cater for the demand from the additional housing and employment growth;
- **Green Infrastructure** – Maintain /enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open space and green links will help provide much needed recreational facilities in the south of the town
- **Transportation** - The enhancement and promotion of sustainable transport options forms the heart of Falmouth and Penryn's transportation strategy. It is also recognised that highway improvements will also be required at several key junctions to address traffic congestion, capacity and safety concerns, and which are identified within the transport strategy.
- **Flooding** - Develop a flood risk management strategy for the area.

Policy PP5 – Falmouth and Penryn CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Falmouth and Penryn can be satisfied:

- a. The protection of the vitality and viability of Falmouth and Penryn town centres through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. The provision of around 9,450sqm of B1a office accommodation and 13,000sqm of Industrial space has been identified. This has the potential of accommodating 850 jobs in the CNA over the plan period;
- c. The provision of around ~~3,200~~ 2,600 dwellings in Falmouth and Penryn in the period up to 2030 to be phased in relation to infrastructure requirements;
- d. The provision of, or safeguarding for, employment sites related to the maritime uses in waterside locations and the docks and the knowledge economy at the University College;
- e. The retention of a green buffer between Falmouth and Penryn to ensure that the separate identities of the town are celebrated and enhanced.

2. In the remainder of the

Community Network Area development will be permitted where it supports the following priorities:

- a. The provision of around ~~800~~ 500 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available in the settlement.
- b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;
- c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP6 Truro and Roseland Community Network Area

Introduction

9.0 The Truro and Roseland Community Network Area covers the parishes of Chacewater, Cuby, Feock, Gerrans, Grampound with Creed, Kea, Kenwyn, Ladock, Philleigh, Probus, Ruanlanihorne, St Clement, St Erme, St Just-in-

Roseland, St Michael Caerhays, St Michael Penkevil, Tregony, Truro and Veryan.

Key Facts

Population 2007: **43,900**
Dwellings 2010: **20,636** (8.1% Cornwall)
Past housing build rates 1991-2010: **3,430**
Truro completions 2001-2010 – **1353** (150pa)
Housing need (preferred area) 2012: **1,108** (Bands A-D) plus **1,271** (Band E)
equates to 9.6% and 8.7% of Cornwall total respectively
Jobs (2009): **31,400** (16.4% Cornwall)
Existing housing commitments 2010-2012: **1,029**
Truro/Threemilestone employees estimate (2011):
Full time: **14,487** Part-time: **11,755**

Objectives

9.1 Specific objectives to be addressed in planning for the Truro and Roseland Community Network Area include:

Objective 1 – Housing Needs

Plan for the appropriate location and distribution of housing growth, taking into consideration the evidence gathering work undertaken for the Truro and Threemilestone Area Action Plan. Ensure that the housing needs of the community are met, with a particular emphasis on affordable housing.

Objective 2 – Housing and Jobs

Balance the provision of employment and housing to reduce commuting.

Objective 3 – Employment

Provide high quality, well paid

employment in locations that reduce the need to travel.

Objective 4 – Sustainable Transport

Enable the use of more sustainable transport modes (for goods and people) and reduce congestion through the provision of additional transport infrastructure and ensuring sustainable transport is designed into new development.

Objective 5 – Shops and Services

Support the retail function of Truro in relation to other main towns in Cornwall and within the South West. Protect shops and access to services and facilities in rural areas.

Objective 6 – Community Facilities

Ensure that facilities, including health, leisure, education and sports facilities, are provided to support new development and address existing deficiencies.

Objective 7 – Design

Ensure that development is adaptable, sustainable and of a high quality design and layout.

Objective 8 – Landscape

Ensure that development respects the distinctive landscape settings of both Truro and the Highertown / Threemilestone area.

Objective 9 – Sustainable Development

Provide a strategic framework to balance economic development, maritime industries, protection of the environment and access to the coast.

Objective 10 – Reduce the risk of flooding

Ensure future development utilises sustainable drainage technology to ensure that additional flood risks are

avoided. The sequential approach to flooding will inform site choices in Truro city centre taking into account significant flood risk on some sites.

In addition the Truro and Kenwyn Neighbourhood Plan has identified the following vision and aims which specifically relate to the area:

The Truro and Kenwyn Vision

9.2 Our vision is for Truro to be a successful and vibrant city, where everyone has the opportunity to thrive economically, culturally and socially; a safe city, aware of its history and confident of its future; that promotes and achieves learning, innovation, activity, health and sustainable development. Truro will be a diverse community that provides for and values all of its people, ensuring that developments benefit communities.

Aim 1 – Create, strengthen and maintain sustainable communities

Manage the location and distribution of growth to create sustainable communities and help to maintain and enhance existing communities. This will include the provision of local needs housing and local centres ensuring that appropriate facilities are provided across the city to reduce the need to travel as well as encouraging and respecting locally distinctive forms of development.

Aim 2 – Meet infrastructure needs sustainably

Infrastructure should provide for the effective social, environmental and economic functioning of the area.

In particular development should maximise the opportunities for local sustainable power generation, increase the energy efficiency of the city and sustainable water management and provide for sustainable travel.

Aim 3 – Provide for sustainable movement

Development should reduce the need to travel, provide for more accessible public transport, maximise use of the rail network as well as encouraging active travel.

Aim 4 – Strengthen the city centre

The city centre should be the primary location for retail and commercial uses. A diversity of uses will be encouraged in the city centre.

Aim 5 – Maximise opportunities for brownfield redevelopment

Previously developed land will be prioritised for redevelopment.

Aim 6 – Be shaped by our green infrastructure

The plan will enhance and provide the green infrastructure needed to support Truro and Kenwyn, including open spaces, access to the countryside and food and fuel production.

Aim 7 – Empower the community

The community should be meaningfully engaged to create, champion and maintain a long term vision for Truro and Kenwyn.

Aim 8 – Take a holistic approach to land use

A balance should be achieved between the reasonable needs of

development with the needs of agriculture to provide for our community.

Figure 10: Truro and Roseland CNA Map – no change to pre-submission document

Development Strategy

9.3 A comprehensive and coordinated approach will be pursued to the planning and development of Truro. The approach, encapsulated by the emerging Neighbourhood Plan, integrates elements of housing, economic, transport, community and environmental policy, and will enable Truro to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting and enhancing the role of the city and its hinterland, its unique qualities and character and historic built and natural environment. Development will need to ensure that the essential character and landscape setting of the city is respected.

Housing

9.4 In delivering the housing target for Truro and Kenwyn, priority should be given to utilisation of brownfield and urban sites; although it is acknowledged that the urban capacity is limited (around 500 dwellings over the twenty year period) due to the constrained nature of the city centre. Consequently, remaining growth will need to be provided on Greenfield sites; the identification of appropriate Greenfield options will be *established within* work undertaken for the Neighbourhood Plan and the Cornwall Allocations document.

Retail

9.5 Truro is an important retail centre of strategic importance attracting a wide catchment from the surrounding rural towns and villages. Suitable land for larger retail development is in limited supply in the city centre; however opportunities include the Council's office campus at Pydar Street, the Moorfield car park and Garras Wharf.

9.6 The Council is not seeking to develop all of the car park sites to deliver growth for the city centre, and will seek an appropriate Strategy for car parking to deliver and maintain appropriate car parking for the existing and future requirements for the town.

The Cornwall Retail Study estimates that there is capacity for the provision of an additional 2,800sqm of convenience and 61,200sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

9.7 Threemilestone village centre provides an important role for local residents, and provides local services and shopping. There is considerable potential for the regeneration of the centre to provide additional facilities and services for residents and workers at local employment areas.

Truro Town Centre Boundary Map – no change to pre-submission document

Employment

9.8 Truro and Kenwyn are committed to ensuring that they are well placed to meet the economic demands for the forthcoming years. Strategic growth opportunities include the regeneration of existing employment areas, the development of the knowledge economy and creating better physical and technological connectivity between businesses and the city. Maritime industry and new business start ups will be supported in the area. This strategic growth would be supported by other employment opportunities in the new communities.

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

9.10 The delivery of grow on space to support the Treliske Health and Well Being Centre will help to secure the longer term success of new and expanding business in the area, which will add to the economic well being of Truro and Kenwyn. Opportunities to maintain enhance and expand the knowledge economy of Truro and Penwith College and the Peninsular Medical School will be supported and maximised.

Infrastructure

9.11 To help deliver the strategy for Truro and Kenwyn infrastructure will need to be enhanced, including improvements to:

- **Healthcare** - improved services to provide for a larger and aging population.
- **Education** - support for Truro and Penwith College, expansion of the secondary schools and the provision of new primary school places as appropriate.

- **Utilities** - localised investment in utilities to cater for the demand from the additional housing and employment growth. A particular focus will be foul and surface water drainage with key investment from South West Water in increasing city centre network capacity.

- **Green Infrastructure** – Maintain /enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open space and green links will help provide much needed recreational facilities in the south of the town.

- **Transportation** - The enhancement and promotion of sustainable transport options forms the heart of Truro and Kenwyn's transportation strategy. It is also recognised that highway improvements will also be required in key areas to address traffic congestion, capacity and safety concerns, and which are identified within the transport strategy.

Flood risk –The implementation of a surface water management plan for the Truro area to reduce the level of surface water flooding in the Community Network Area.

Housing Requirements

9.12 The Community Network Area should plan for around ~~3,000~~ 3,900 dwellings (about ~~450~~ 195 dwellings

per year) over the period between 2010 and 2030.

9.13 As the main settlement with good employment and transport provision, Truro (including the Kenwyn area) will be required to accommodate the majority of these dwellings. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met.

9.14 The overall level of housing proposed for Truro will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 100 per annum rising to 182 ~~300~~ per annum for the remaining 12 years to 2030 is an appropriate target.

9.15 A Neighbourhood Plan is being prepared for Truro and Kenwyn area, which provides additional evidence and policies for development proposals in that area. To allow for proper planning of infrastructure the policy allows for a slower rate of development early in the plan period.

Policy PP6 – Truro and Roseland CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Truro and Kenwyn can be satisfied:

a. The protection of the vitality and viability of Truro city centre through the promotion of retail, office and leisure uses. Proposals for change

of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b. The provision of around 32,000sqm of B1a office accommodation and 18,750sqm of Industrial space has been identified. This has the potential of accommodating 2,150 jobs in the CNA over the plan period;

c. The provision of around ~~2,200~~ 3,000 dwellings in Truro in the period up to 2030 to be phased in relation to infrastructure requirements;

d. The provision of, or safeguarding for, employment sites related to the knowledge economy focussed on the Peninsula Medical School and Truro College and maritime industry at the Port of Truro;

e. Reduction in the need to travel through the creation of balanced communities and prioritisation of sustainable transport measures to reduce congestion;

f. Protection and enhancement of the landscape setting and green infrastructure of Truro and Kenwyn.

g. Improve flow routes for surface water towards the natural flood plain, to reduce the risk of surface water flooding.

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

a. The provision of around ~~800~~ 900 dwellings in the period up to 2030. Additional housing and employment

growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

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

c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP7 St Agnes and Perranporth Community Network Area

Introduction

10.0 The St Agnes and Perranporth Community Network Area covers the 6 parishes of Crantock, Cubert, Perranzabuloe, St Agnes, St Allen and St Newlyn East. The main settlements in the area are St Agnes and Perranporth and other villages and smaller settlements include Goonhavern, St. Newlyn East, Porthtowan and Mount Hawke.

Key Facts:

Population 2007: **17,500**

Dwellings 2010: **8,443** (3.3% Cornwall)

Past housing build rates 1991-2010: **1,410**

Housing need (preferred area) 2012: **291** (Bands A-D) plus **530** (Band E) equates to 2.5% and 3.6% of Cornwall total respectively

Existing housing commitments 2010-2012: **290**

St Agnes employees estimate (2011): Full time: **416** Part-time: **348**

Perranporth employees estimate (2011): Full time: **651** Part-time: **583**

Objectives

10.1 Specific objectives to be addressed in planning for the St Agnes and Perranporth Community Network Area include:

Objective 1 – Affordable Housing

Enable the provision and appropriate distribution of affordable housing.

Objective 2 – Tourism and Employment

Support the tourist industry and enable other employment opportunities.

Objective 3 – Rural Businesses

Protect and ensure the sustainability of rural shops and businesses.

Objective 4 – Services and Public Transport

Co-ordinate a strategic approach to provision of services and public transport to encourage self containment and sustainable transport.

Objective 5 – Community Facilities

Consider the need for a north coast secondary school and the provision of leisure facilities.

Objective 6 – Needs of the Elderly

Provide for the needs of an elderly population.

Objective 7 – Coast

Encourage effective coastal management.

Objective 8 – Natural and Historic Environment

Maintain and enhance the area's heritage and environmental assets for the benefit of the local community and to enhance the area's tourism offer.

Development Strategy

10.2 The CNA contains several thriving communities with opportunity for better self containment. The main objective is to meet local need and build on strong relationships with nearby urban areas based on good public transport links.

10.3 The focus for growth should be on St Agnes and Perranporth to support balanced communities with good public transport access to Truro.

10.4 The coastal parts of this community network area are comprised of exposed cliffs with deep valleys running inland and broad sand dunes running north of Perranporth. The impact of industrial remains, and reshaping by mining activity, is apparent. There has also been some impact from tourism, especially around Perranporth, a popular tourist town. Military sites remain an important element along the coastal zone. The area is an important constituent of the Mining World Heritage Site.

10.5 Key community aspirations for the network area include improving community services and facilities to overcome current shortfalls, harnessing the full potential of the waterfront for employment and leisure and ensuring that infrastructure (particularly transport) is adequate to support growth.

Figure 11: St Agnes and Perranporth CNA Map – no change to pre-submission document

Employment

10.6 The provision of around 12,100sqm of B1a office accommodation and 7,100sqm of new industrial space has been identified. This has the potential of accommodating 800 jobs in the CAN over the plan period.

Housing Requirements

10.7 The area should plan for around 1,100 dwellings (about 55 dwellings per year) between 2010 and 2030.

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

Policy PP7 – St Agnes and Perranporth CNA

In the Community Network Area development will be permitted where it supports the following priorities:

a. The provision of around 12,100sqm of B1a office accommodation and 7,100sqm of Industrial space has been identified. This has the potential of accommodating 800 jobs in the CNA over the plan period;

b. The provision of around 1,100 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

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

d. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally;

e. Support the tourist industry and enable other employment opportunities;

f. Protect and ensure the sustainability of rural shops and businesses and co-ordinate a strategic approach to provision of services and public transport.

PP8 Newquay and St Columb Community Network Area

Introduction

11.0 The Newquay and St Columb Community Network Area covers the parishes of Colan, Mawgan-in-Pydar, Newquay, St Columb Major and St Wenn. The area is dominated by the presence of Newquay, one of Cornwall largest towns and a major holiday resort. St Columb Major is an ancient market town, and villages include Mawgan Porth, Quintrell Downs, St Mawgan, St Wenn, and Talskiddy.

Key Facts:

Population 2007: **26,900**

Dwellings 2010: **13,677** (5.4% Cornwall)

Past housing build rates 1991-2010: **3,303**

Newquay completions 2001-2010 – **1,488** (165pa)

Housing need (preferred area): **952** (Bands A-D) plus **1,162** (Band E) equates to

8.3% and 7.9% of Cornwall total respectively

Existing housing commitments 2010-2012: **2,206**

Newquay employees estimate (2011): Full time: **3,737** Part-time: 3,581

St Columb Major employees estimate (2011): Full time: **1,078** Part-time: **307**

Objectives

11.1 Specific objectives to be addressed in planning for the Newquay Community Network Area include:

Objective 1 – Town Centre Regeneration

Promote town centre regeneration in Newquay and St. Columb Major to, in particular, enhance the shopping offer and restore heritage assets.

Objective 2 – Housing

Enable new housing to meet need, particularly affordable housing, and accompanying key infrastructure.

Objective 3 – Economy

Support the diversification of the economy, with more indigenous business both in Newquay and the rural areas, including delivery of new employment space, up-skilling the workforce and extending the tourist season.

Objective 4 – Tourism

Maintain and enhance the stock of tourist accommodation and facilities in Newquay to meet the needs of the industry. Extend the tourist season and improve the quality and image of the town.

Objective 5 – Night Time Economy

Manage the night-time economy of Newquay.

Objective 6 – Transport

Resolve congestion through traffic management / parking initiatives and enhanced public transport provision. Deliver the Growth Area Strategic Link Road, enhance Newquay train station and improve connectivity between Newquay

Cornwall Airport and the town. Integrate plans for a seasonal park and ride with town centre regeneration, improving the quality of the visitor experience. Introduce measures to relieve traffic flows through Quintrell Downs and improve connections to trunk roads.

Objective 7 – Newquay Cornwall Airport

Development of Newquay Cornwall Airport to enhance the local economy, including employment related development at the airport.

Objective 8 – Rural Services

Support the improvement of rural services/facilities.

Figure 12: Newquay and St Columb CNA Map – no change to pre-submission document

Development Strategy

11.2 The regeneration approach, encapsulated by the Newquay Town Framework Plan, integrates elements of housing, economic, transport, community and environmental policy, and will enable Newquay to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting, regenerating and enhancing the residential and tourism role of Newquay and its hinterland, its unique qualities and character and historic built and natural environment.

11.3 Newquay has a population of 20,600 and has grown from a very small fishing village to one of the UK's premier holiday resorts. Newquay is renowned as an international surfing location, but is still a major tourist destination for family holidays and needs to

maintain and enhance its tourist accommodation and improve both the image of the town and extending the tourist season. Other key challenges for Newquay include restoring heritage assets and enhancing the shopping and employment offer through regeneration, reducing traffic congestion and improving connectivity between Newquay and the airport.

11.4 Improvement of rural services and protection of the undeveloped coast and countryside are a challenge for the CNA.

Retail

It is estimated that there is capacity for the provision of an additional 750sqm of convenience and 3,700sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Newquay Town Centre Boundary Map – no change to pre-submission document

Employment

11.5 Employment proposals should aim to support diversification of the economy of Newquay and upskill the work force. Proposals should aim to provide linkages to the Enterprise Zone Aerohub at Newquay Cornwall Airport. The provision of around 10,650sqm of B1a office accommodation and 12,150sqm of new industrial space has been identified. This has the potential

of accommodating 900 jobs in the CNA over the plan period.

Newquay Cornwall Airport

11.6 This community network area is the home of Newquay Cornwall Airport (NCA) which provides vital connectivity to national and international business centres allowing businesses to thrive when distances from key markets can be a real business constraint, affecting growth, productivity and competitiveness. *As a strategic transport facility* it plays a critical role in changing the perceptions of Cornwall as a place to invest, visit, locate to or live.

11.7 The airport's infrastructure is nationally significant; it is the UK's newest airport offering a unique aviation environment, which includes one of the longest runways in the UK and capacity. It now also offers major development potential and job creation through the Enterprise Zone "Aerohub".

Housing requirements

11.8 The Community Network Area should plan for around ~~3,600~~ 4,150 dwellings (about ~~180~~ 208 dwellings per year) over the period between 2010 and 2030.

11.9 As the main settlement with good employment and transport provision, Newquay will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of

planning for the needs of those areas.

11.10 Newquay is the subject of a Town Framework Plan which provides additional evidence and policies for development proposals in that area.

Policy PP8: Newquay and St Columb CNA

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

- a) The protection of the vitality and viability of Newquay town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b) The provision of around 10,650sqm of B1a office accommodation and 12,150sqm of Industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period;
- c) Employment proposals should aim to support diversification of the economy of Newquay and upskill the work force. Proposals should aim to provide linkages to the Enterprise Zone Aerohub at Newquay Cornwall Airport;
- d) The provision of around ~~3,000~~ 3,550 dwellings in the period up to 2030. To be identified in the Cornwall Towns Allocations DPD;

e) Restoration of heritage assets in the town;

f) The prioritisation of sustainable transport measures to reduce congestion;

g) Maintain and enhance the stock of tourist accommodation and facilities in Newquay with an aim to provide improvements and conditions that support extension to the tourist season.

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

- a) The provision of around ~~600~~ 900 dwellings in the period up to 2030. Additional housing and employment growth with a focus on St Columb Major;
- b) Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;
- c) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP9 St Austell; China Clay; St Blazey, Fowey and Lostwithiel Community Network Areas

Introduction

12.1 The St Austell, St Blazey and China Clay Area is split between three community network areas (CNAs) which together comprise an extremely large area spanning Lostwithiel, Fowey, St Austell, Fraddon and Mevagissey.

12.2 Addressing these three community network areas collectively enables the better management and delivery of strategic development. It also allows for the growth needs of St Austell to be accommodated and coordinated in areas adjacent to the town boundary, reflecting the limited options for housing growth within the town itself. This approach reflects the Council's corporate priority for the regeneration of the area.

12.3 This geographic area is recognised in the Council's Economic White Paper as one of the Council's two priority areas for strategic regeneration and investment, which

makes it a priority for European Structural Grant Funding through the current Convergence Programme. A boundary for the delivery of this and other funding was drawn in 2008 as part of the St Austell, St Blazey and China Clay Area Strategic Investment Framework (SIF).

This boundary continues to be used as a focus for further investment and is the geographic area covered by the 2012 St Austell, St Blazey and China Clay Area Regeneration Plan, as seen in figure 13. Further funding has been secured through the Clay Country Local Action Group European funding, Big Lottery funding and the Department of Communities and Local Government as part of their Eco-Town programme, which will combine to achieve wider regeneration aims.

12.4 The St Austell, St Blazey and China Clay Area Regeneration Plan aims to promote investment and innovation in renewable energy, the built and natural environment, public spaces, community facilities and health and well-being, this could collectively bring about a sustained improvement in prosperity and quality of life. Relevant parts of this plan are included in this document.

Figure 13: China Clay, St Austell and St Blazey CNA Map – no change to pre-submission document

St Austell and Mevagissey Community Network Area

Introduction

12.5 The St Austell Community Network Area covers the 8 parishes of Carlyon, Mevagissey, Pentewan, St Austell Bay, St Austell Town, St Ewe, St Goran and St Mewan.

Key facts:

Population 2007: **31,829**

Dwellings 2010: **15,519** (6.1% Cornwall)

Past housing build rates 1991-2010: **3,557**

St Austell completions 2001-2010 – **1915** (213pa)

Housing need (preferred area) 2012: **932** (Bands A-D) plus **1,039** (Band E)

equates to 8.1% and 7.1% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,569**

St Austell employees estimate (2011): Full time: **7,950** Part-time: **5,634**

Figure 14: St Austell and Mevagissey CNA Map – no change to pre-submission document

Objectives

12.6 Specific objectives to be addressed in planning for the St Austell Community Network Area, include:

Objective AU1 – New Development

Identify the locations for new growth to provide a range of housing, employment and other facilities.

Objective AU2 – Affordable Housing

Promote the delivery of affordable housing.

Objective AU3 – Economy

Support the regeneration of the local economy and the town centre.

Objective AU4 – Infrastructure

Enable the delivery of community infrastructure including new community facilities and in particular addressing transport congestion issues and links to the A30.

Objective AU5 – Environment

Conserve the south coast Area of Outstanding Natural Beauty, the World Heritage Site at Charlestown and other heritage assets, and maintain green corridors between settlements to preserve community identity and biodiversity.

Objective AU6 – Flooding

Consider flooding issues, particularly at Mevagissey, Pentewan and in the Sandy Hill and Holmbush areas of St Austell.

12.7 St Austell is the key settlement within this area, and acts as the local service centre to the smaller settlements surrounding it. Almost absorbed into St Austell are adjacent distinctive settlements such as Charlestown and Carlyon Bay.

12.8 This is also an important maritime zone as the coast has a number of significant ports and coastal settlements, including Mevagissey, dependant upon fishing, to the industrial ports like Pentewan and Charlestown.

12.9 Key community aspirations for the network area include providing a range of housing, employment and facilities; the delivery of affordable housing; regeneration of the local economy; delivery of community infrastructure including community facilities, addressing transport congestion and links to the A30, the consideration of flooding issues and the conservation of the Area of Outstanding Natural Beauty, World Heritage Site and other heritage assets.

St Blazey, Fowey and Lostwithiel Community Network Area

Introduction

12.10 The St Blazey, Fowey and Lostwithiel Community Network Area covers the parishes of Boconnoc, Broadoak, Fowey, Lanlivery, Lostwithiel, Luxulyan, St Blaise, St Sampson, St Veep, St Winnow, Tywardreath and Par.

Key facts:

Population 2007: **11,649**

Dwellings 2010: **8,810** (3.5% Cornwall)

Past housing build rates 1991-2010: **1,393**

Housing need (preferred area) 2012: **241** (Bands A-D) plus **270** (Band E) equates to 2.1% and 1.8% of Cornwall total respectively

Existing housing commitments 2010-2012: **394**

Fowey employees estimate (2011):

Full time: **624** Part-time: **568**

Lostwithiel employees estimate (2011): Full time: **426** Part-time: **360**

Figure 15: St Blazey, Fowey and Lostwithiel CNA Map – no change to pre-submission document

Objectives

12.11 Specific objectives to be addressed in planning for the St Blazey, Fowey and Lostwithiel Community Network Area include:

Objective BFL1 – Affordable Housing

Enable the delivery of affordable housing.

Objective BFL2 – Economy

Support the regeneration of St Blazey town centre and the local economy, to create new jobs and a better balance between housing and employment.

Objective BFL3 – Infrastructure

Enable the delivery of community infrastructure, including new facilities and transport.

Objective BFL4 – Environment

Conserve the south coast Area of Outstanding Natural Beauty, World Heritage Site at Luxulyan Valley and other heritage assets.

Objective BFL5 – Flooding

Consider flooding issues, particularly in St Blazey Par, Lostwithiel and Fowey.

12.12 There has been an increase in dwellings over the period 1991 to 2010 in the order of 19%, with the

number of dwellings at around 8,800.

12.13 St Blazey, like St Austell, has grown with the development of the china clay industry, and prior to that with metal mining – most noticeably in the nearby Luxulyan Valley which is part of the Mining World Heritage Site. The population of St Blazey and Par is now about 9,900. Lostwithiel, the site of a Norman castle, was an important stannary town while Fowey is the key port for the export of china clay but is also an important tourism area.

12.14 Key community aspirations for the network area include:

- the delivery of affordable housing;
- regeneration of St Blazey town centre and the local economy;
- delivery of community infrastructure including new facilities and transport;
- the consideration of flooding issues; and
- the conservation of the Area of Outstanding Natural Beauty, World Heritage Site and other heritage assets.

China Clay Community Network Area

Introduction

12.15 The China Clay Community Network Area is made up of the five parishes of Roche, St Dennis, St Enoder, St Stephen-in-Brannel and Treverbyn, which contain a range of settlements. There is no main urban settlement in the area. Larger villages include St Stephen and St

Dennis whereas smaller settlements include Foxhole and Summercourt.

Key Facts:

Population 2007: **25,400**

Dwellings 2010: **11,066** (4.3% Cornwall)

Past housing build rates 1991-2010: **3,525**

Housing need (preferred area) 2012: **290** (Bands A-D) plus **390** (Band E) equates

to 2.5% and 2.7% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,029**

China Clay villages employee estimate (2011): Full time: **2,722**

Part-time: **1,071**

Figure 14: China Clay CNA Map – no change to pre-submission document

Objectives

12.16 Specific objectives to be addressed in planning for the China Clay Community Network Area include:

Objective CC1 – Regeneration

Support the regeneration of villages and the local economy.

Objective CC2 – Affordable Housing

Enable the delivery of affordable housing.

Objective CC3 – Community Infrastructure

Enable the delivery of community infrastructure including new facilities, green space and key transport links. Reduce the impact of traffic on communities.

Objective CC4 – The Environment

Conserve heritage assets, including

mining heritage and nature conservation sites and enhancement of the local environment (in particular emerging opportunities as a result of restoring china clay workings).

12.17 The total population of the community network area is currently 25,400 and population growth here has been double the Cornish average over the past 20 years. This has been due to some villages in the area receiving significant housing growth, with an increase of 47% in the dwelling stock over the period 1991 to 2010, which is much higher than all other areas of Cornwall. This has prompted a call from some parish councils for a 'breathing space' from development, where they have experienced very high levels of growth and where there exists a large number of schemes awaiting commencement or pending determination.

12.18 The total number of dwellings in the community network area is around 11,100. The high proportion of housing provision coincided with a significant loss of local employment, creating a need for economic investment and job creation.

12.19 The core of the area is dominated by the china clay industry on and around the Hensbarrow granite uplands, and there are smaller areas within this broad zone of markedly different character, particularly in the deep valleys, on the fringing slopes and on some of the remnant moorland and fragmented farmlands.

12.20 There is a broad distinction between the old settlement patterns on the northern slopes set within old field systems, and the more enclosed, valley-bottom settlements in the south, stretching up into the

higher ground. The villages, especially St Stephen's, St Dennis and Roche contain very high quality buildings and streetscapes, as do some of the industrial villages such as Nanpean.

12.21 Key community aspirations for the network area include:

- the delivery of affordable housing;
- regeneration of villages and the local economy;
- delivery of community infrastructure including new facilities;
- green space and key transport links; and
- the conservation of heritage assets and the enhancement of the local environment.

Development Strategy

12.22 For the purposes of establishing a development strategy the area is broken down into four elements,

St Austell and Mevagissey CNA

12.23 The approach helps to deliver high affordable housing need in the St Austell area, the level of growth sits well with the existing high level of commitments and allows for a reasonable level of growth over the plan period.

12.24 Due to the nature of existing administrative boundaries the growth of St Austell is likely to occur on the edge of the current built up area of the town but outside of the St Austell CNA. This approach helps to support and maintain the level of facilities and services available in St Austell and the wider area.

It is estimated that there is capacity for the provision of an additional 4,900sqm of convenience and 16,650sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030;

12.25 In the 'rest of the CNA', the settlements of Mevagissey, Gorran Haven and Trewoon are identified as being able to accommodate an appropriate level of growth which will help maintain their sustainability.

St Blazey, Fowey and Lostwithiel CNA

12.26 The strategy continues to help deliver a balance of market and affordable housing in the area and is aimed to meet community aspirations in the small towns such as Lostwithiel.

12.27 The level of growth is proportionate with the existing level of commitments and allows for a reasonable level of growth over the plan period and supporting and maintaining the level of facilities and services available in the three small towns and the wider area.

China Clay CNA

12.28 Past rates of housing growth have been high in this area compared to the rest of Cornwall and the area still has a high element of commitments that have yet to be built out.

12.29 The strategy seeks to acknowledge these past high rates of growth and sets an approach that helps deliver a sustainable balance of market and affordable housing in the area.

St Austell Town Centre Boundary
Map – no change to pre-submission
document

St Austell, St Blazey and China Clay Area Regeneration Area

12.30 There is a shared vision to establish the St Austell, St Blazey and China Clay Area as the 'Green Capital' of Cornwall, bringing investment in sustainable employment and communities by encouraging quality and innovation.

12.31 The Regeneration area has a strong focus on sustainable development and this opportunity should be exploited so that the area becomes a focus for sustainable living and supports the development of environmental technologies and industries that offer regeneration and environmental benefits.

12.32 Emphasis is also placed on making the best productive and positive use of previously developed, despoiled, degraded, derelict, contaminated and unstable land including land in rural areas, particularly where the likelihood of early restoration of the land is remote and unlikely to be of high environmental value.

12.33 A key component of the Council's growth and regeneration aspirations within the CNA's is the policy approach that seeks to promote sustainable and environmentally responsible development in the area. The eco-communities sites are considered to be at the heart of the area wide ambition to become a 'Green Capital'. Cornwall Council will be keen to see many of the standards

and innovations associated with such projects to feature in other schemes that come forward throughout the area. The key aspects of achieving these aims will be to create economic growth and jobs; maximise green credentials; improve the natural and built environment and promote community resilience, similar in ethos and ambition to the Garden City movement. Proposals may also be considered transformational depending on their scale, location and context relative to existing conditions and identified need.

Housing requirements

12.34 The Community Network Areas combined should plan for around ~~6,500~~ 6,900 dwellings (about ~~325~~ 345 dwellings per year) over the period between 2010 and 2030.

12.35 As the main settlement with good employment and transport provision, St Austell will be required to accommodate a higher proportion of those dwellings. Much of this development will be on land adjoining the extent of the built up area of St Austell which lies within a number of parishes. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Flooding

Develop a flood management strategy for the area taking into account surface, river and tidal flooding and coastal erosion.

West Carclaze/Baal and Par Docks
Eco-communities Map – no change to pre-submission document

Policy PP9 St Austell and Mevagissey; China Clay; St Blazey, Fowey and Lostwithiel CNA's

Development will be permitted where it can be demonstrated that the following priorities for St Austell; China Clay; St Blazey, Fowey and Lostwithiel can be satisfied:

1. St Austell

- a. The protection of the vitality and viability of St Austell town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. The need for the provision of around 11,850sqm of B1a office accommodation and 13,500sqm of Industrial space has been identified. This has the potential of accommodating 1,000 jobs in the CNA over the plan period;
- c. The provision of around ~~1,700~~ 2,000 dwellings to support the growth of St Austell town in the period up to 2030;
- d. Support the regeneration of St Austell town centre, and the local economy to create a better balance

between housing and employment;

e. **In the remainder of the Community Network Area development will be permitted where it supports the following priorities:**
the provision of around 300 dwellings in the period up to 2030.

2. In the St Blazey, Fowey and Lostwithiel CNA

a. The need for the provision of around 7,100sqm of B1a office accommodation and 8,100sqm of new industrial space has been identified. This has the potential of accommodating 600 jobs in the CNA over the plan period;

b. The provision of around 800 dwellings in the period up to 2030. Additional housing and employment growth is focussed on the settlements of Fowey, Lostwithiel, and St Blazey-Par;

c. Support the sustainable regeneration of Fowey, Lostwithiel, and St Blazey-Par town centres incorporating measures to reduce the occurrence and impact of flooding.

3. China Clay Community Network Area

a. The provision of around 9,450sqm of B1a office accommodation and 10,800sqm of Industrial space has been identified. This has the potential of accommodating 800 jobs in the CNA over the plan period;

b. The provision of around ~~1,400~~ 1,500 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement.

4. In all three Community Network Areas

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

b. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

5. In the St Austell and Mevagissey, St Blazey and China Clay Area Regeneration Area development will be supported which is sustainable, positively contributes to the vision of becoming the Green Capital of Cornwall of a nature and scale that would bring about significant change for the better and which has been the subject of robust community consultation. It should

a. Achieve high environmental standards. Developers will be required to demonstrate the range of carbon reduction and energy efficiency measures that were considered as part of the proposal, and provide a rationale that explains which measures will be applied; and

b. Deliver mixed use development in order to deliver new jobs, skills and economic growth to existing or new businesses, and strengthen local supply chains. A successful mixed-use development will be required to demonstrate how it makes a positive contribution to infrastructure and

greenspace within the local area.

This may include the productive and positive remediation and reuse of previously developed land **and** despoiled, degraded, derelict, contaminated and unstable land including land in rural areas, particularly where the likelihood of early restoration of the land is remote, and where it is not of high environmental value. Development should avoid sterilisation of important mineral resources for extraction and safeguard sites for important related infrastructure.

In order to ensure that this vision can be delivered the following sites are allocated for this purpose;

West Carclaze/Baal Eco-community
1,700 dwellings

Par Docks Eco-community 500
dwellings

Other sites for significant development will normally only be accepted where the site can deliver clear regeneration benefits and accord with the above. Small scale exemplar developments will be assessed on a site by site basis.

Community Network Area

Introduction

13.0 The Wadebridge and Padstow Community Network Area covers the parishes of Egloshayle, Padstow, St Breock, St Endellion, St Ervan, St Eval, St Issey, St Kew, St Mabyn, St Merryn, St Minver Highlands, St Minver Lowlands, St Tudy and Wadebridge.

Key facts:

Population 2007: **20,500**

Dwellings 2010: **11,659** (4.6% Cornwall)

Past housing build rates 1991-2010: **1,743**

Housing need (preferred area) 2012: **392** (Bands A-D) plus **645** (Band E) equates to 3.4% and 4.4% of Cornwall total respectively

Existing housing commitments 2010-2012: **775**

Wadebridge employees estimate (2011): Full time: **1,983** Part-time: **1,563**

Padstow employees estimate (2011): Full time: **985** Part-time: **722**

Figure 16: Wadebridge and Padstow CNA Map – to be inserted

PP10 Wadebridge and Padstow

Objectives

13.1 Specific objectives to be addressed in planning for the Wadebridge and Padstow Community Network Area, include:

Objective 1 – Housing

Identify the level and location of new growth. Provide suitable types of housing to meet a variety of needs enable the delivery of affordable

housing particularly when considering the impact of a high percentage of second homes.

Objective 2 – Employment

Promote better quality jobs to create a more balanced economy.

Objective 3 – Shops and Services

Protect and support enhancements to local shops, facilities and services.

Objective 4 – Environment

Protect the various national and international designations; ensuring development does not have a negative impact on these areas. Consider coastal, tidal and fluvial flooding issues.

Objective 5 – Infrastructure

Improve access to healthcare provision particularly in the rural areas and promote public transport links to rural villages. Support and develop ICT infrastructure.

Development Strategy

13.2 A regeneration approach will enable Wadebridge to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting, regenerating and enhancing its local service role, its unique qualities, character and the historic built and natural environment. Regeneration of the town centre should take into account its liability to flooding.

13.3 The network area contains the two key settlements of Wadebridge and Padstow, and these act as the local service centres to the many smaller settlements surrounding them. Larger villages in the area include St Merryn, Rock and Port Isaac whereas smaller villages include St Minver and St Tudy.

13.4 This is an area with an important maritime heritage. Padstow was historically north Cornwall's main port and this remains both a working port and a tourist attraction. Estuarine quays and landing places along the Camel estuary contrast with the porths and beaches of the western area, and the fishing and industrial porths of the Port Isaac area.

13.5 In recent years Wadebridge has developed into a pioneer of sustainable tourism, being a popular location for access to the Camel trail cycle route. The town has a population of 6,600.

13.6 Padstow is a popular second home location, but retains a strong community identity. Particular challenges for these towns and for the CNA in general include ensuring that a supply of affordable housing is available, reducing the impact of second home ownership and increasing access to local services and facilities.

Retail

It is estimated that there is capacity for the provision of an additional 2,250sqm of convenience and 4,450sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Employment

13.7 The provision of around 4,000qm of B1a office accommodation and 4,000sqm of

new industrial space has been identified. This has the potential of accommodating 300 jobs in the CNA over the plan period.

Wadebridge Town Centre Boundary Map – no change to pre-submission document

Housing Requirements

13.8 The Community Network Area should plan for around ~~1,700~~ 2,000 dwellings (about ~~85~~ 100 dwellings per year) over the period between 2010 and 2030.

13.9 As the main settlement with good employment and transport provision, Wadebridge will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

13.10 A Neighbourhood Development Order is being developed for St Eval to lead change in that area.

Flooding

13.11 Wadebridge town centre is susceptible to tidal and river flooding and the existing flood defences are of limited life expectancy. The regeneration of the town centre should help reduce the occurrence of flooding and increase resilience to flooding.

Policy PP10: Wadebridge

and Padstow CNA

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

- a) The protection of the vitality and viability of Wadebridge town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b) The provision of around 4,000qm of B1a office accommodation and 4,000sqm of Industrial space has been identified. This has the potential of accommodating 300 jobs in the CNA over the plan period;
- c) The provision of around ~~800~~ 1,000 dwellings in the period up to 2030;
- d) Reduction of the need to travel through the creation of balanced communities and prioritisation of sustainable transport measures to reduce congestion;
- e) Support the sustainable regeneration of the town centre, incorporating measures to improve existing flood defences and other measures to reduce the impact and occurrence of flooding;

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

- a) The provision of around ~~900~~ 1,000 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs,

character, role and services available of the settlement;

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

c) Development should deliver community benefits in the form of affordable housing for local people to balance the high number of holiday homes in the area and contributions to requirements for facilities, services and infrastructure identified locally.

PP11 Bodmin Community Network Area

Introduction

14.0 The Bodmin Community Network Area covers the seven parishes of Blisland, Bodmin, Cardinham, Helland, Lanhydrock, Lanivet and Withiel. Bodmin is the key settlement within this area, and acts as the local service centre to the smaller settlements surrounding it.

Key facts:

Population 2007: **19,100**

Dwellings 2010: **8,201** (3.2% Cornwall)

Past housing build rates 1991-2010: **1,631**

Bodmin completions 2006-2009 – **262** (87pa)

Housing need (preferred area): **555** (Band A-D) plus **628** (Band E) equates to 4.8% and 4.3% of Cornwall total respectively

Existing housing commitments 2010-2012: **580**

Bodmin employees estimate (2011): Full time: **6,068** Part-time: **2,635**

Objectives

14.1 Specific objectives to be addressed in planning for the Bodmin Community Network Area include:

Objective 1 – Housing

Identify the level and location of new growth. Create a better balance between the amount of housing and jobs and enable the delivery of affordable housing.

Objective 2 – Travel

Address the traffic congestion that leads to the air quality issues in the town centre at Bodmin. Promote walking and cycling links to Lanhydrock.

Objective 3 – Employment

Promote better quality jobs to create a more balanced economy.

Objective 4 – Services and Facilities

To expand Bodmin town centre to help to retain a greater level of comparison shopping trips. Maintain and enhance local shops, facilities and services with the aim of providing for local communities.

Objective 5 – Environment

Ensure development is sensitive to the natural, built and historic environment of the area.

Objective 6 – Infrastructure

Investigate the need for new road infrastructure to address congestion and air quality issues and to allow continued growth of Bodmin, support drainage infrastructure and promote ICT infrastructure.

Objective 7 – Inequalities

Address deprivation in education, training, skills, and health as well as issues relating to disability.

Figure 17: Bodmin CNA Map – no change to pre-submission document

Development strategy

14.2 The preferred option stage of this plan included two options for growth. The first for 1,000 homes over the plan period and the second for 5,000 homes based upon proposals in the Bodmin masterplan which included the concept of a northern distributor road. The consultation response highlighted a number of views and issues. These included support for growth in Bodmin to achieve a number of key objectives as well as different views reflecting concerns about the scale and speed of possible growth and the impact of any proposed northern distributor road and its deliverability.

14.3 In responding to these issues an alternative approach is proposed. This will no longer include a northern distributor road in the plan for this period due to the difficulties in likely delivery. Transport solutions can however be developed to resolve specific issues of pinch points and further work is currently being developed to identify an alternative town centre traffic management solution to both mitigate air quality issues and provide greater opportunities for development of the town centre.

14.4 These proposals will be developed and brought forward as part of the Cornwall Allocations Development Plan Document.

Retail

It is estimated that there is capacity for the provision of an additional 500sqm of convenience and 5,750sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Employment

14.5 Bodmin supports a number of successful employers with a surplus of jobs over resident working population. The position of Bodmin on the junction of the main trunk roads brings with it opportunities to continue to strengthen the employment role through development of new sites and the redevelopment of exiting employment sites.

Bodmin Town Centre Boundary Map – no change to pre-submission document

Housing Requirements

14.6 The area should plan for around 3,200 dwellings (about 160 dwellings per year) between 2010 and 2030.

14.7 As the main settlement with good employment and transport provision, Bodmin will be required to accommodate the majority of those

dwellings. The overall level of housing proposed for Bodmin will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 70 per annum rising to 200 per annum for the remaining 12 years to 2030 is an appropriate target.

14.8 Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas with a focus on meeting local needs and affordable housing.

Infrastructure

Flooding – The capacity of Bodmin’s ageing underground Town Leat is limited and redevelopment of the centre should contribute to improving flood flow routes for surface water and, where possible, uncover the culvert.

Policy PP11 – Bodmin CNA

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

a. The protection of the vitality and viability of Bodmin town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary

Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b. The need for the provision of around 7,700sqm of B1a office accommodation and 8,800sqm of Industrial space has been identified. This has the potential of accommodating 650 jobs in the CNA over the plan period;

c. The provision of around 3,000 dwellings in Bodmin in the period up to 2030 to be phased in relation to infrastructure requirements;

d. Prioritisation of sustainable transport solutions and include measures to address air quality issues in the town;

e. Promote better quality jobs to create a more balanced local economy;

f. Address deprivation in education, training and skills;

g. Improve overland flow routes for flood water and support the de-culverting of the Town Leat where possible.

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

a. The provision of around 200 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

b. Development should help rebalance the communities by providing facilities, economic

development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;

c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP12 Camelford Community Network Area

Introduction

15.0 The Camelford Community Network Area covers the parishes of Advent, Camelford, Davidstow, Forrabury and Minster, Lesnewth, Michaelstow, Otterham, St Breward, St Clether, St Juliot, St Teath, Tintagel, Tremaine, Treneglos, Tresmeer, Trevalga and Warbstow.

Key Facts:

Population 2007: **12,000**

Dwellings 2010: **6,079** (2.4% Cornwall)

Past housing build rates 1991-2010: **1,312**

Housing need (preferred area) 2012: **178** (Bands A-D) plus **250** (Band E) equates to 1.5% and 1.7% of Cornwall total respectively

Existing housing commitments 2010-2012: **390**

Camelford employees estimate (2011): Full time: **421** Part-time: **355**

Objectives

15.1 Specific objectives to be addressed in planning for the Camelford Community Network Area include:

Objective 1 – Housing

Enable the provision of affordable housing, without major development being directed to the area.

Objective 2 – Congestion

Address congestion within Camelford town centre.

Objective 3 – Travel

Reduce private car use and improve and encourage the use of public and community transport within the area and with adjoining areas.

Objective 4 – Community Facilities and Services

Strengthen Camelford's role as a local centre by supporting and enhancing the town's community facilities and services, and sustain the community infrastructure of surrounding villages, including through co-location of facilities.

Objective 5 – Jobs and Housing

Enable new employment opportunities and ICT improvements in the area to align housing and employment provision.

Objective 6 – Renewable Energy

Promote renewable energy generation that is sensitive to the landscape character of the area.

Objective 7 – Environment

Protect the unspoilt character of the undeveloped coast and the area's special historic significance.

Figure 18: Camelford CNA Map – no change to pre-submission document

Development Strategy

15.2 The approach, promoted through local consultation and parish plans identify a need for development to support Camelford, promote more sustainable transport choices, increase employment prospects, capture tourism benefits and provide a high proportion of affordable housing.

15.3 The settlement pattern in this community network area is characterised by a relatively large number of small settlements and a small market town. Camelford is the principal settlement within this area, and acts as the local service centre to the many smaller settlements in the area. Larger villages in the area include Boscastle, Delabole, St Breward, St Teath, Tintagel and Warbstow Cross.

15.4 There are a number of different landscape types that make up this large area. The area stretches from Rough Tor and Brown Willy – Cornwall's highest points on Bodmin Moor – to a low coastal strip in the west. In between there are a number of settlements – some like Delabole on an exposed ridge, others such as Camelford in more sheltered locations.

15.5 The town of Camelford is a typical small attractive market town with a population of about 2,250. The A39 which runs through the town is extremely narrow in parts and causes traffic problems particularly during the summer months.

15.6 The coastal village of Tintagel is situated about 8 km (five miles) to the north west of Camelford and is a

popular destination for tourists who are drawn by the Arthurian legend and ancient castle with its spectacular setting.

15.7 Since the 15th century Delabole, situated three kilometres (two miles) to the west of Camelford, has been inextricably linked with the quarrying of high quality slate.

Employment

15.8 The provision of around 2,350sqm of B1a office accommodation and 2,350sqm of new industrial space has been identified. This has the potential of accommodating 200 jobs over the plan period.

Housing Requirements

15.9 The Community Network Area should plan for around ~~900~~ 1,200 dwellings (about ~~45~~ 60 dwellings per year) over the period between 2010 and 2030.

15.10 As the main settlement with reasonable employment and transport provision, Camelford should accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP12: Camelford CNA

Development will be permitted where it supports the following priorities for the network area:

a) The provision of around 2,350sqm of B1a office accommodation and 2,350sqm of Industrial space has been identified. This has the potential of accommodating 200 jobs in the CNA over the plan period;

b) The provision of around ~~900~~ 1,200 dwellings in the period up to 2030.

The focus should be on Camelford however other housing and employment growth should be of a size, nature and scale appropriate to the needs, character and services available of the other settlements in the area;

c) The promotion, protection and enhancement of the retail area of Camelford;

d) Reduction of congestion within Camelford town centre;

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

f) Development that delivers community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP13 Bude Community Network Area

Introduction

16.0 The Bude Community Network Area covers the 11 parishes of Bude-Stratton, Jacobstow, Kilkhampton, Launcells, Marhamchurch, Morwenstow, North Tamerton, Poundstock, St Gennys, Week St Mary and Whitstone.

Key Facts:

Population 2007: **16,600**

Dwellings 2010: **8,335** (3.3% Cornwall)

Past housing build rates 1991-2010: **1,563**

Housing need (preferred area) 2012: **346** (Bands A-D) plus **475** (Band E) equates to 3% and 3.2% of Cornwall total respectively

Existing housing commitments 2010-2012: **719**

Bude employees estimate (2011):

Full time: **1,880** Part-time: **1,751**

Figure 19: Bude CNA Map – no change to pre-submission document

Objectives

16.1 Specific objectives to be addressed in planning for the Bude Community Network Area include:

Objective 1 – Employment

Maintain Bude's role as a local service centre meeting the needs of the town and the rural hinterland and sustain and enhance Bude's role as one of the primary employment hubs in the northeast of the county – in doing so raising the quality and quantity of employment opportunities.

Objective 2 – Housing

To alleviate the demand for local affordable housing and improve the

overall balance of housing in the area in terms of tenure, type and affordability.

Objective 3 – Community Services

Support the needs of communities in the rural hinterland through appropriate local needs development and the maintenance of community facilities.

Objective 4 – Heritage and Environment

To maintain and enhance the area's heritage and environmental assets for the benefit of the local community and to use them to enhance the area's tourism offer.

Objective 5 – Character

To maintain and enhance the distinct character of Bude, Stratton, Flexbury and Poughill and in doing so protect these from physical and/or perceived coalescence.

Objective 6 – Infrastructure

To deliver the highway and sustainable transport infrastructure needed to support the delivery of future housing and economic growth and deliver other infrastructure required for the growth of the area. Enhance the quantity and quality of Bude, Stratton, Flexbury and Poughill's publicly accessible green infrastructure to improve health and wellbeing.

Development Strategy

16.2 The long term vision for Bude, Stratton, Flexbury and Poughill is to increase the prosperity of the Bude area, improving the quality of life while maintaining and enhancing and area's natural heritage and Cornish culture.

16.3 Bude, along with the satellite

settlements of Stratton, Flexbury and Poughill, is the principal settlement in north east Cornwall. It is situated in a predominantly rural area with relatively poor transport links to the rest of Cornwall and Devon.

Retail

It is estimated that there is capacity for the provision of an additional 850sqm of convenience and 3,300sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Employment

16.4 The local economy is largely based on retail and service sectors (in particular tourism activities). There is also a concentration of more specialist biotechnology research and development activities, due in part to the legacy of the Tripos Receptor Research Centre. Local employment is low and there has been modest employment growth in recent years.

16.5 The town is heavily dependant on its seasonal tourism industry and wants to reduce seasonality by extending the tourism season. In addition to tourism, the town wants to focus on investment from the knowledge industry (design rather than manufacture) to encourage more highly paid jobs.

Housing

16.6 The provision of affordable housing for local people is of

paramount importance to the residents of Bude, Stratton, Flexbury and Poughill and the aim is to provide housing that will support the existing and future affordable housing needs of the local community. However it is imperative that any housing growth is balanced with growth in employment and is supported by the required level of infrastructure. The natural and historic environment is one of the areas greatest assets and this needs to be carefully managed in order to protect and enhance its tourism offer.

~~16.7 The Town Framework Plan (TFP) steering group A Neighbourhood Plan for Bude, Stratton, Flexbury and Poughill is being progressed which will look at facilitating these aims by promoting an integrated approach where suitable land is identified for future employment and residential uses.~~

~~16.8 The largest area for future growth is already determined, having an existing planning permission in place. This area is referred to as Binhamy Farm. An additional area to accommodate for future growth, over the 20 year period, is identified to the south of the town – this area being considered best placed to accommodate employment, residential and community uses, presenting opportunities to develop potential new sustainable transport linkages to the town centre.~~

16.9 Fundamental to the delivery of the strategy will be the enhancement of Bude, Stratton, Flexbury and Poughill's infrastructure, including transportation; primary and secondary education; utilities; green space; healthcare; leisure facilities and burial capacity.

Bude Town Centre Boundary Map – no change to pre-submission document

Housing Requirements

16.10 The Community Network Area should plan for around ~~4,250~~ 1,500 dwellings (about 75 dwellings per year) over the period between 2010 and 2030.

16.11 As the main settlement with good employment and transport provision, Bude will be required to accommodate the majority of those dwellings. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP13: Bude CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Bude-Stratton can be satisfied:

- a. The protection of the vitality and viability of Bude town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. The need for the provision of around 6,350sqm of B1a office accommodation and 6,350sqm of Industrial space has been identified. This has the potential of

accommodating 200 jobs in the CNA over the plan period.

c. The provision of around ~~800~~ 900 dwellings in the period up to 2030.

d. Development proposals should maintain and enhance the distinct characters of Bude, Stratton, Flexbury and Poughill and in doing so protect these from physical and/or perceived coalescence.

e. The retention and enhancement of heritage assets with a particular focus on enhancing the tourism offer of Bude-Stratton.

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

a. The provision of around ~~450~~ 600 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

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

c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP14 Launceston Community Network Area

Introduction

17.0 The Launceston Community Network Area is a predominantly rural area that covers the parishes of: Altarnun, Boyton, Egloskerry, Laneast, Launceston, Lawhitton Rural, Lewannick, Lezant, North Hill, North Petherwin, South Petherwin, Stoke Climsland, St Stephens By Launceston Rural, St Thomas the Apostle Rural, Trewen and Werrington.

Key Facts:

Population 2007: **18,000**

Dwellings 2010: **8,491** (3.3% Cornwall)

Past housing build rates 1991-2010: **1,903**

Housing need (preferred area) 2012: **295** (Bands A-D) plus **444** (Band E) equates

to 2.6% and 3% of Cornwall total respectively

Existing housing commitments 2010-2012: **982**

Launceston employees estimate (2011): Full time: **4,113** Part-time: **2,125**

Figure 20: Launceston CNA Map – no change to pre-submission document

Objectives

17.1 Specific objectives to be addressed in planning for the

Launceston Community Network
Area include:

Objective 1 – Affordable Housing

Enable the provision of affordable housing.

Objective 2 – Employment in Launceston

Sustain and enhance Launceston town's employment role, through the provision of employment sites and necessary infrastructure.

Objective 3 – Employment Opportunities

Raise the quality and quantity of employment opportunities, including prioritising the use of brownfield sites for employment.

Objective 4 – Community Services

Improve the provision of and access to community services and facilities, especially sustainable transport, health services, further and higher education and training opportunities and public open space.

Objective 5 – Infrastructure

To deliver the highway and sustainable transport infrastructure needed to support the delivery of future housing and economic growth and to deliver other infrastructure required for the growth of the area.

Objective 6 – Congestion

Tackle congestion in Launceston.

Objective 7 – Drainage

Improve surface water drainage in Launceston.

Objective 8 – Heritage Assets

Maintain and enhance the area's heritage assets for the community's benefit and to enhance the area's tourism offer.

Development Strategy

17.2 Launceston's vision is for the people of the historic capital of Cornwall and its surrounding area to enjoy an improving quality of life based on a thriving economy that respects the natural and built environments, with Launceston enhancing its role as one of Cornwall's economic hubs.

17.3 The town wants to build on its strengths, strongly promoting itself as a strategic centre for the east of Cornwall and the west of Devon, as well as addressing the identified educational and training shortfall. It wants to take better advantage of its gateway location *on the A30 to* enhancing itself as one of Cornwall's economic hubs. The town wants to deliver a range of housing stock and mixed communities that will provide for existing and future needs of the local community (including affordable housing).

17.4 The Town Framework Plan for Launceston seeks to facilitate Launceston's aims by presenting an integrated spatial strategy where suitable land is identified for future employment and residential uses. This work will be further developed as part of the Cornwall Site Allocations Development Plan Document to identify specific sites and proposals.

17.5 Fundamental to the delivery of the strategy will be the enhancement of Launceston's infrastructure, including transportation; primary, secondary and post 16 education; utilities; green space; healthcare; leisure facilities and burial capacity.

Retail

It is estimated that there is capacity for the provision of an additional 2,900sqm of convenience and 5,900sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Employment

17.6 The need for the provision of around 8,450sqm of B1a office accommodation and 16,900sqm of new industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period.

Housing Requirements

17.7 The Community Network Area should plan for around ~~1500~~ 1,900 dwellings (about ~~75~~ 95 dwellings per year) over the period between 2010 and 2030.

17.8 As the main settlement with good employment and transport provision, Launceston will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Launceston Town Centre Boundary Map – no change to pre-submission document

Policy PP14: Launceston CNA

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

- a) The protection of the vitality and viability of Launceston town centre through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b) The need for the provision of around 8,450sqm of B1a office accommodation and 16,900sqm of Industrial space has been identified. This has the potential of accommodating 900 jobs in the CNA over the plan period;
- c) The provision of around ~~1,100~~ 1,500 dwellings in the period up to 2030. To be identified in the Cornwall ~~Towns~~ Allocations DPD;
- d) Provision of further and higher education facilities in the CNA;
- e) The retention and enhancement of heritage assets with a particular focus on enhancing the tourism offer of the CNA and of Launceston.

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

- a) The provision of around 400 dwellings in the period up to 2030;

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

c) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP15 Liskeard and Looe Community Network Area

Introduction

18.0 The Liskeard and Looe Community Network Area covers the parishes of Deviock, Duloe, Dobwalls and Trewidland, Lanreath, Lansallos, Lanteglos, Liskeard, Looe, Menheniot, Morval, Pelynt, Quethiock, St Cleer, St Keyne, St Neot, St Martin-by-Looe, St Pinnock and Warleggan.

Key Facts:

Population 2007: **33,000**
Dwellings 2010: **15,547** (6.1% Cornwall)
Past housing build rates 1991-2010: **1,869**
Housing need (preferred area) 2012: **706** (Bands A-D) plus **1,073** (Band E) equates to 6.1% and 7.3% of Cornwall total respectively
Existing housing commitments 2010-2012: **969**

Liskeard employees estimate (2011):
Full time: **2,349** Part-time: **1,949**
Looe employees estimate (2011):
Full time: **746** Part-time: **763**

Figure 21: Liskeard and Looe CNA Map – no change to pre-submission document

Objectives

18.1 Specific objectives to be addressed in planning for the Liskeard and Looe Community Network Area include:

Objective 1 – Economy and Jobs

Deliver economic growth / employment, providing much needed jobs to counterbalance current and future housing development in and on the edge of Liskeard.

Objective 2 – Sustainable Development

Improve connectivity within and on the edge of Liskeard to ensure the town functions effectively as a major hub and service centre for the network area; including enhanced public transport provision.

Objective 3 – Liskeard as a Service Centre

Strengthen Liskeard's role as a service centre and improve town centre viability through regeneration schemes including the redevelopment of the cattle market and relocation of the post sorting office to provide a pannier market and improved traffic flow in the town and access from the A38 Moorswater junction.

Objective 4 – Housing

Balance the housing stock to provide a range of accommodation, particularly for open market family homes and intermediate affordable housing in Liskeard.

Objective 5 - Leisure Facilities

Improve and maintain the provision of recreational, cultural and leisure services and facilities in Liskeard with particular focus on delivering sports pitches.

Development Strategy

18.2 A comprehensive and coordinated approach will be pursued to the planning and development of Liskeard. The approach set out in the Liskeard Town Framework Plan, integrates elements of housing, economic, transport, community and environmental policy, and will enable Liskeard to achieve balanced housing and economic growth linked with infrastructure improvements, whilst protecting, regenerating and enhancing its local service role, its unique qualities and character and historic built and natural environment.

18.3 The Town Framework Plan (TFP) for Liskeard which will be developed as part of the Cornwall allocations development plan document seeks to facilitate Liskeard's aims by presenting an integrated spatial strategy where suitable land is identified for future employment and residential uses. The TFP not only includes land immediately adjoining Liskeard, but also identifies town centre sites at the Cattle market and post sorting office, which are recognised as potential regeneration opportunities.

18.4 Liskeard and Looe are the main settlements within this area, and act as the local service centres to the many smaller settlements surrounding them. Larger villages in the area include Dobwalls, Menheniot, St.Cleer, Pelynt, Polperro and Polruan. There is also a

large network of small villages and hamlets throughout the area.

18.5 Liskeard, with a population of 9,100, is one of Cornwall's oldest urban and market centres; it has significant historic buildings and townscape, and its setting on its hilltop overlooking wide tranches of landscape is an important characteristic. A classic market town, Liskeard now needs to improve its viability and make the most of redeveloping key town centre sites to strengthen its role as a service centre.

18.6 There is a local aspiration to support higher value business uses in Liskeard. A range of accommodation including open market family housing and intermediate affordable housing is required to balance the housing market in the town. Other challenges include increasing access to cultural and leisure services (including sports pitches).

Retail

It is estimated that there is capacity for the provision of an additional 3,250sqm of convenience and 6,350sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

18.7 Liskeard was successful in a bid for the Home Office Portas Pilot scheme for town centre regeneration, winning grant funding to carry out town centre regeneration projects.

Liskeard Town Centre Boundary Map
– no change to pre-submission
document

Housing Requirements

18.8 The Community Network Area should plan for around ~~2,000~~ 2,650 dwellings (about ~~400~~ 133 dwellings per year) over the period between 2010 and 2030.

18.9 As the main settlement with good employment and transport provision, Liskeard will be required to accommodate the majority of those dwellings. Looe has a good range of facilities and services and has a rail connection to Liskeard and could support more growth than other smaller settlements in the remainder of the CNA. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP15: Liskeard and Looe CNA

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

a) The protection of the vitality and viability of Liskeard town centre

through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;

b) the provision of around 12,400sqm of B1a office accommodation and 14,200sqm of Industrial space has been identified. This has the potential of accommodating 1,000 jobs in the CNA over the plan period;

c) The provision of around ~~1,000~~ 1,250 dwellings in the period up to 2030;

d) The retention and enhancement of Heritage assets with physical linkages between Liskeard and the Cornwall and Devon Mining Landscape World Heritage Site.

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

a) The provision of around ~~1,000~~ 1,400 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character and services available of the settlement;

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

c) Development should deliver community benefits in the form of affordable housing for local people

and contributions to requirements for facilities, services and infrastructure identified locally;

d) Development proposals in and related to Looe must ensure that the sustainable tourism offer of Looe is supported and enhanced;

e) Support coastal defence improvements to safeguard Looe's community and economy through the implementation of a flood risk management strategy.

Key Facts:

Population 2007: **17,900**

Dwellings 2010: **8,152** (3.2% Cornwall)

Past housing build rates 1991-2010: **1,119**

Housing need (preferred area) 2012: **226** (Bands A-D) plus **264** (Band E) equates to 2% and 1.8% of Cornwall total respectively

Existing housing commitments 2010-2012: **466**

Callington employees estimate (2011): Full time: **2,022** Part-time: **894**

Figure 22: Caradon CNA Map – no change to pre-submission document

PP16 Caradon Community Network Area

Introduction

19.0 The Caradon Community Network Area covers the 8 parishes of Callington, Calstock, Linkinhorne, Pillaton, South Hill, St Dominick, St Ive and St Mellion.

Objectives

19.1 Specific objectives to be addressed in planning for the Caradon Community Network Area include:

Objective 1 – Regeneration

Enable the regeneration of Callington town centre.

Objective 2 – Affordable Housing

Enable the provision of affordable housing (low overall housing requirement).

Objective 3 – Jobs and Services

Enhance employment opportunities and services (including public services), considering the influence of Plymouth.

Objective 4 – Tourism

Promote the Cornwall and West Devon Mining World Heritage Site as a tourist destination.

Objective 5 - Infrastructure

Deliver the infrastructure needed for the growth of the area.

Development Strategy

19.2 A comprehensive and coordinated approach will be pursued to the planning and development of the network area. The approach, promoted through local consultation and parish plans identify a need for development to regenerate Callington, promote more sustainable transport choices, increase employment prospects, capture tourism benefits and provide a high proportion of affordable housing.

19.3 Callington, with a population of 5,600 is the key settlement within this area, and acts as the local service centre to the smaller settlements surrounding it. Larger villages in the area include Calstock, Gunnislake, Pensilva and St Ann's Chapel and a network of smaller villages and hamlets. There is a need identified for regeneration of the town centre of Callington and enhancement of employment opportunities and service provision.

19.4 Settlements in the community network area such as Callington, Pensilva, Gunnislake and Calstock were strongly influenced by mining during the industrial revolution. This has produced a characteristic landscape, buildings and some areas form part of the Cornwall and West Devon Mining World Heritage Site. There are also issues of contamination and instability in some areas.

19.5 The Tamar valley forms a distinct sub-area, marked both by its intense industrial exploitation, and also by extensive market gardening; it was historically a rich landscape and forms part of the Tamar Valley Area of Outstanding Natural Beauty. Tourism levels remain low and

aspirations have been raised locally to capitalise on the draw of the natural beauty and mining heritage of the area.

19.6 The area sits adjacent to the Tamar Estuaries and is influenced by the impact of the port of Plymouth. This is a complex and dynamic area which encompasses Plymouth Sound, extending up the rivers of the Tamar, Tavy, Lynher and Plym. It is the largest estuarine system in south west England, supporting over a quarter of a million people, a diversity and richness of wildlife, as well as a landscape and heritage recognised through national and international designations such as the European Marine Site (Special Area of Conservation and Special Protection Area).

19.7 The management of the Plymouth Sound and Tamar Estuaries is currently co-ordinated through the Tamar Estuaries Consultative Forum (TECF), chaired by the Queen's Harbour Master. This body works to a six year management plan which provides a framework for the sustainable management of the Tamar Estuaries and a context to ensure statutory compliance in delivering conservation objectives for the European Marine Site

19.8 The area requires an integrated management approach to its sustainable development which:

- Protects the value and integrity of the Port of Plymouth ¹, recognising its position as a unique asset to the area.
- Delivers the conservation objectives of the Plymouth Sound and Estuaries European Marine Site.
- Delivers opportunities for improved water transport linkages along the

waterfront.

- Acknowledges the port's fundamental importance to the economy of the area, and the need to accommodate a wide range of uses / activities, including its role as a primary naval port and dockyard, its uses by commercial shipping, commercial fishing, tourism, recreation and leisure.

Housing Requirements

19.9 The Community Network Area should plan for around 1,000 dwellings (about 50 dwellings per year) over the period between 2010 and 2030.

19.10 As the main settlement with reasonable employment and transport provision, Callington will be required to accommodate the majority of those dwellings. Coordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

Policy PP16: Caradon CNA

Development will be permitted where it supports the following priorities for the network area:

a) The provision of around 2,200sqm of B1a office accommodation and 6,650sqm of Industrial space has been identified. This has the potential of accommodating 300 jobs in the CNA over the plan period;

b) The provision of around 1,000 dwellings in the period up to 2030.

There should be a focus on Callington for the majority of development with additional housing and employment growth focussed on the settlements of Calstock ~~Callington~~ and Gunnislake;

c) Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

d) The promotion, protection and enhancement of the retail area of Callington;

e) Restoration of heritage assets in the town;

f) The prioritisation of permitted or allocated employment land for employment in the period up to 2030;

g) Provision of appropriate tourism facilities with an aim to provide improvements and conditions that support enjoyment, interpretation and appreciation of the mining heritage and natural beauty of the area;

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

i) Development that delivers community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.

PP17 Cornwall Gateway

Community Network Area

Introduction

20.0 The Cornwall Gateway Community Network Area covers the parishes of Antony, Botusfleming, Landrake with St Erney, Landulph, Maker-with-Rame, Millbrook, Saltash, Shevioc, St Germans, St John and Torpoint.

Key Facts:

Population 2007: **31,300**
Dwellings 2010: **14,958** (5.9% Cornwall)
Past housing build rates 1991-2010: **1,553**
Saltash completions 2001-2010: **961** (107pa)
Housing need (preferred area) 2012: **700** (Bands A-D) plus **955** (Band E) equates to 6.1% and 6.5% of Cornwall total respectively
Existing housing commitments 2010-2012: **274**
Saltash employees estimate (2011): Full time: **2,583** Part-time: **2,431**
Torpoint employees estimate (2011): Full time: **1,088** Part-time: **702**
Millbrook employees estimate (2011): Full time: **394** Part-time: **324**

Figure 23: Cornwall Gateway CNA Map – no change to pre-submission document

Objectives

20.1 Specific objectives to be addressed in planning for the Cornwall Gateway Community Network Area include:

Objective 1 – Regeneration

Support the regeneration of Saltash and Torpoint town centres.

Objective 2 – Jobs and Services

Improve the provision of and access to jobs and services (including public services), considering the influence of Plymouth.

Objective 3 – Affordable Housing

Enable the provision of affordable housing.

Objective 4 – Transport

Support the improvement of public transport between the rural and urban areas.

Objective 5 – Tourism

Improve Saltash as a tourism destination through the promotion of its heritage and regeneration of the waterfront.

Development Strategy

20.2 Saltash lies on the eastern edge of Cornwall, and is bordered for the most part by the Rivers Tamar and Lynher that act as immutable boundaries; whilst to the north and south of the town are Areas of Outstanding Natural Beauty that restrict development. Saltash's location astride the major arteries of communication between Devon and Cornwall whether by river, rail or road has always been the key to its historic prosperity.

20.3 The town wishes to unlock the potential of its geographical and communicational strengths, as well as addressing the current imbalance between the number of jobs and level of housing found within the town. In order to do this the town wants to take advantage of its natural assets but these need to be

sensitively developed and marketed in order to help Saltash promote itself as an attractive place to live and visit, with a focus on river based leisure and recreation. The regeneration of the waterfront is therefore fundamental to achieving this aim.

20.4 Saltash is unique in Cornwall since it is a town that is heavily influenced / constrained by the proximity and dominance of the large urban area of Plymouth. This has resulted in the town's retail provision not reflecting the fact that it is the largest town in South East Cornwall. This unique situation must be taken account of in decisions that affect the local economy and viability of the town centre. There remains an opportunity for Saltash to recover more of it's and south east Cornwall's retail expenditure to support its vitality. The location of the town centre to the eastern side of the town is also a constraining feature as it limits future expansion and accessibility. The regeneration of the town centre (Fore Street) aims to achieve a shopping and leisure centre that meets the needs and requirements of the populace but by complementing not competing with Plymouth. This will be achieved through the regeneration of sites such as Alexandra Square and the Railway Station area.

20.5 The identification of sites to meet the need identified will be taken forward through the Cornwall allocations development plan document to follow this plan or a neighbourhood plan. This will look to identify how these objectives can be delivered through site specific allocations and how an integrated approach can be developed to bring forward economic growth with housing using Saltash's natural advantages.

Retail

It is estimated that there is capacity for the provision of an additional 70sqm of convenience and 1,300sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the town up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

Saltash Town Centre Boundary Map – no change to pre-submission document
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Employment

20.6 It is important to the locality that any future growth of Saltash is employment driven in order to address the imbalance in the number of jobs and level of housing found in the area. The town needs to attract industries that will deliver well paid, high quality jobs (knowledge based industries) to help counter the impacts of Plymouth. Industries should be encouraged to make use of Saltash's waterfront location and gateway into Cornwall status as well as its good transport links (road and rail).

Infrastructure

20.7 Fundamental to the delivery of the strategy will be the enhancement of Saltash's infrastructure, including transportation; primary, secondary and post 16 education; utilities; green space; healthcare; leisure facilities and burial capacity.

Tamar Estuary

20.8 The area sits adjacent to the Tamar Estuaries and the impact of the port of Plymouth this is a complex and dynamic area which encompasses Plymouth Sound, extending up the rivers of the Tamar, Tavy, Lynher and Plym. It is the largest estuarine system in south west England, supporting over a quarter of a million people, a diversity and richness of wildlife, as well as a landscape and heritage recognised through national and international designations such as the European Marine Site (Special Area of Conservation and Special Protection Area).

20.9 The management of the Plymouth Sound and Tamar Estuaries is currently co-ordinated through the Tamar Estuaries Consultative Forum (TECF), chaired by the Queen's Harbour Master. This body works to a six year management plan which provides a framework for the sustainable management of the Tamar Estuaries and a context to ensure statutory compliance in delivering conservation objectives for the European Marine Site.

20.10 The area requires an integrated management approach to its sustainable development which:

- Protects the value and integrity of the Port of Plymouth², recognising its position as a unique asset to the area.

Housing Requirements

20.11 The area should plan for around ~~4,300~~ 1,700 dwellings (about ~~65~~ 85 dwellings per year) over the period between 2010 and 2030.

20.12 As the main settlement with good employment and transport

provision, Saltash will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the area to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of those areas.

20.13 Five parishes on the Rame Peninsula have joined together to create a Neighbourhood Plan to influence development in the area, with a focus on improving transport accessibility.

20.14 Development in Torpoint should support the regeneration of the waterfront and town centre. This can be used to encourage economic growth which should be delivered alongside housing and infrastructure that supports local services.

Policy PP17: Cornwall Gateway CNA

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

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

b) The provision of around 4,150sqm of B1a office accommodation and 12,350sqm of Industrial space has been identified. This has the potential of accommodating 550 jobs in the CNA over the plan period;

c) The provision of around ~~750~~ 1,000 dwellings in the period up to 2030;

d) The provision of, or safeguarding for, employment related to maritime uses in waterside locations and the creation of new public access to the waterfront.

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

a) The provision of around ~~300~~ 350 dwellings at Torpoint in the period up to 2030;

b) The provision of around ~~250~~ 350 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available of the settlement;

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

d) Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.
ie) The provision of, or safeguarding for, employment related to maritime uses in waterside locations and the creation of new

public access to the waterfront;
f) Prioritisation of sustainable transport solutions and measures to address air quality issues in Tideford.

Consultation on the Cornwall Local Plan - Strategic Policies
Proposed Submission Document –March 2014

Cornwall Local Plan 2010-2030: Proposed Monitoring Framework

Key outcome sought	Indicator	Targets
Part 1: Strategic Policies		
Policy 1: Presumption in Favour of Sustainable Development		
Planning applications determined in accordance with Local Plan	1: Number of applications approved as departures to the Local Plan	<ul style="list-style-type: none"> 0: No applications should be approved contrary to the Local Plan
Policy 2: Spatial Strategy		
Job provision	2.1: Number of jobs provided through business growth	<ul style="list-style-type: none"> Delivery of an average net increase of 2,500 jobs per annum
Employment floorspace provision	2.2: Amount of employment floorspace provided	<ul style="list-style-type: none"> Delivery of an average net increase of 21,120 sq metres of employment floorspace per annum
Increased renewable energy capacity	2.3: Amount of: (i) renewable energy capacity and low carbon energy generation installed; and (ii) useable heat generation capacity installed (14.1)	<ul style="list-style-type: none"> 1400 MW of electricity generation capacity & 190 MW of useable heat generation capacity by 2030
New home provision	2.4: Total Per Capita Energy consumed in Cornwall	<ul style="list-style-type: none"> Net reduction
	2.5 No of dwellings completed	<ul style="list-style-type: none"> To deliver a minimum of 2,400 dwellings per year (residual delivery of a minimum of 48,000 dwellings over the plan period)
	2.6 Housing Trajectory including: a) Net additional dwellings in previous years; b) Net additional dwellings for the reporting year; c) net additional dwellings in future years and; d) the managed delivery target	<ul style="list-style-type: none"> To ensure at least a 5 year supply of deliverable housing sites
Area based projects	2.7: Amount of employment floorspace delivered in Camborne, Pool and Redruth	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
	2.8: Amount of retail floorspace delivered in Pool	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
	2.9: Employment floorspace delivered in Mid Cornwall including: (i) the Bodmin employment area; the Eco Community projects at West Carclaze and Baal; and the Newquay Aerohub Enterprise Zone	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
	2.10: Amount of employment and retail floorspace delivered in and around Truro	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
	2.11: The amount of employment floorspace delivered in South East Cornwall	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
	2.12: The amount of employment floorspace delivered in the Saltash and Launceston employment areas located along the A30 and the A38	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
	2.13: Amount of maritime business floorspace and other economic floorspace provided in Falmouth and Penryn in proximity to CUC	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
Policy 3: Role and Function of Place		
Strategic distribution of major developments	3: Amount of major development provided by (i)	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery

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Key outcome sought	Indicator	Targets
(residential developments over 10 dwellings or 0.5ha and non residential developments over 1,000sqm or 1 ha)	listed settlement, (ii) other settlements, (iii) rural areas	
Policy 4: Shopping, Services and Community Facilities		
Viability and vitality of retail town centres	4.1: Amount of retail, service and community facilities provided by: (i) CNA; (ii) Town Centre Area; (iii) Edge and out of centre area; and (iv) out of town	<ul style="list-style-type: none"> To provide an appropriate amount of retail, service and community facilities as identified in the CNA targets
	4.2: Amount and mix of existing retail, service and community facilities in town centres and potential areas of growth	<ul style="list-style-type: none"> To maintain and enhance existing mix of retail, service and community facilities within town centres to support the retail hierarchy
	4.3: Amount of retail and community facilities lost in smaller settlements	<ul style="list-style-type: none"> No net loss of existing services and facilities in smaller settlements
	4.4 Vacancy rates in main town centres	<ul style="list-style-type: none"> Maintain a decreasing trend in vacancy rates
Policy 5: Jobs and Skills		
New Jobs and economic growth	5.1: Amount and type of employment development provided: (i) within settlements; (ii) on established employment sites; and (iii) in rural areas	<ul style="list-style-type: none"> Reported performance as a proportion of all delivery
Enhanced quality and range of tourist facilities	5.2: Amount and quality of new tourism facilities	<ul style="list-style-type: none"> Net increase
Provision of educational facilities	5.3: Amount of new educational facilities to support further and higher education	<ul style="list-style-type: none"> Net Increase
Safeguarding Employment Land	5.4: Losses of employment space to other uses	<ul style="list-style-type: none"> No net loss of viable employment floorspace
Policy 6: Housing Mix		
Provision of special care or shelter needs housing	6.1: Amount of special care and shelter needs housing provided	<ul style="list-style-type: none"> Net increase
Ensure the provision of an appropriate mix of housing	6.2: Amount of new housing provided by house type, tenure and size	<ul style="list-style-type: none"> All new housing developments of 10 or more dwellings provide an appropriate housing mix that reflects local housing market need
Policy 7: Housing in the Countryside		
Restrict housing development in the countryside	7: Amount of housing development in the open countryside approved contrary to policy	<ul style="list-style-type: none"> No housing approved unless it meets the policy criteria
Policy 8: Affordable Housing		
Affordable housing provision to meet needs	8.1: Number of affordable homes provided: (i) on sites with a net increase of 2 dwellings or 0.1ha in size; and (ii) on sites with a net increase of 5 dwellings or more	<ul style="list-style-type: none"> To attain a contribution towards affordable housing on all development with a net increase of over 2 dwellings
	8.2: Number of affordable homes provided by tenure	<ul style="list-style-type: none"> 70% affordable rent 30% shared equity
	8.3: Proportion of affordable and market housing provided	<ul style="list-style-type: none"> All new housing of two or more dwellings to meet the minimum percentage of affordable housing for the appropriate zone as identified in the policy
Policy 9: Affordable Housing Led Schemes		
Provision of affordable housing to meet	9: Number of dwellings provided on exception sites	<ul style="list-style-type: none"> Not more than 50% of the homes provided or 60% of the land

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Key outcome sought	Indicator	Targets
needs	by (i) Open Market, and (ii) Affordable	take to be open market
Policy 10: Managing Viability		
	10: Percentage of housing sites not able to deliver the full quota of affordable housing and therefore applying policy 10 criteria	<ul style="list-style-type: none"> • Nil
Policy 11: Gypsies and Travellers		
Gypsy and Traveller site provision	11: Net additional Gypsy Traveller pitches provided by: (i) Residential Pitches; (ii) Transit Pitches; and (iii) Showpeople	<ul style="list-style-type: none"> • 2010-30: Residential pitches 236; Transit pitches 52; Show People Pitches 9.
Policy 12: Design		
High quality design in new development	12: Proportion of sites of 10 or more homes achieving a good rating in the building for life standards	<ul style="list-style-type: none"> • 100%
Policy 13: Development Standards		
	13: Number and proportion of applications refused on grounds of not complying with the Design Standard policy	<ul style="list-style-type: none"> • 100%
Policy 14: Renewable and Low Carbon Energy		
Increase renewable energy consumption	14: Amount of: (i) renewable energy capacity and low carbon energy generation installed; and (ii) useable heat generation capacity installed	<ul style="list-style-type: none"> • 1400 MW of electricity generation capacity & 190 MW of useable heat generation capacity by 2030
Policy 15: Safeguarding Renewable Energy		
Protection of renewable energy installations	15: Number or proportion of applications refused on grounds of potentially effecting Renewable energy capacity of existing installations	<ul style="list-style-type: none"> • 100%
Policy 16: Health and Well Being		
Improvement in Health and well being	16.1: Net amount of informal open spaces provided by major developments	<ul style="list-style-type: none"> • Net increase
	16.2: Net amount of formal open spaces and travel networks provided by type including: Recreation grounds, parks and gardens, play space, sports pitches, footpaths and cycle paths	<ul style="list-style-type: none"> • Net Increase
	16.3: Provision of community spaces by type including; (i) community centres and village halls; and (ii) indoor sports and other recreational facilities	<ul style="list-style-type: none"> • Net Increase
Policy 17: Minerals – General Principles		
Development principles	17. Mineral production (tonnes) of various sectors (primary aggregates, secondary/recycled aggregates, building stone, china clay and metaliferous minerals) in the county	<ul style="list-style-type: none"> • Primary aggregate production in line with the annual Local Aggregates Assessment • Net increase in the production of secondary/recycled aggregate
Policy 18: Minerals Safeguarding		
Safeguard Minerals reserves	18.1: Number of applications granted contrary to an objection of Natural resources on grounds of	<ul style="list-style-type: none"> • Nil

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	sterilization of mineral reserves	
	18.2: Identification of minerals Safeguarding Areas	<ul style="list-style-type: none"> • Identification of Mineral Safeguarding areas in Local Plan – Minerals DPD
Policy 19: Strategic Waste Management Principles		
Development Principles	19.1: Capacity of existing and new waste management facilities for: (i) transfer stations; (ii) Composting; (iii) Recycling; (iv) energy recovery; and (v) landfill	<ul style="list-style-type: none"> • No change in capacity for all waste facility types apart from an increase in: (a) construction and demolition waste landfill provision of 659,000 tonnes; (b) construction and demolition waste recycling of 377,000 tonnes; and (c) 100,000 m3 of landfill capacity for Local Authority collected waste
	19.2: Amount of waste recycled composted or reused by (i) construction and demolition, (ii) households and (iii) commercial	<ul style="list-style-type: none"> • Annual net increase
	19.3: Amount of waste used in energy production	<ul style="list-style-type: none"> • Annual net increase
Policy 20: Managing the Provision of Waste Management Facilities		
Development principles	20: Number and proportion of applications for new waste management facilities refused on policy grounds	<ul style="list-style-type: none"> • 100%
Policy 21 The Best Use of Land		
The efficient use of Land	21.1: The amount (%) of residential development provided on PDL	<ul style="list-style-type: none"> • Look at past delivery rates to set benchmark for performance
	21.2: The amount of Grade 1, Grade 2 and Grade 3a Agricultural land lost to other uses	<ul style="list-style-type: none"> • Nil
Policy 22: Natural Environment		
Protection of the natural environment	22.1: Change in areas designated for their intrinsic environmental value (Biodiversity and geodiversity) including sites of international, national, regional, sub-regional and local significance	<ul style="list-style-type: none"> • No net loss
	22.2: Amount of biodiversity habitat gained through mitigation through 106 agreements	<ul style="list-style-type: none"> • Net increase in current levels of biodiversity habitat through the creation of: (i) new Wildlife Corridors and (ii) new Local Wildlife Sites
Policy 23: Historic Environment		
Protection and enhancement of the historic environment	23.1: Number of listed buildings on the 'At Risk' Register	<ul style="list-style-type: none"> • Decrease
	23.2: Number of major applications approved in WHS contrary to advice of English Heritage	<ul style="list-style-type: none"> • Zero
Policy 24: Green Infrastructure		
Provision of an integrated green infrastructure network	24.1: Progress in achieving the outputs of the Green Infrastructure Strategy	<ul style="list-style-type: none"> • Targets identified in the Green infrastructure Plan
	24.2: Open space managed to green flag status	<ul style="list-style-type: none"> • Maintain or improve accessibility to good quality open space
Policy 25: Flood Risk Management and Coastal Change		
	25: Number of applications approved contrary to the advice of EA on (i) flooding grounds (ii) water	<ul style="list-style-type: none"> • Nil

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	quality	
Policy 26: Transport and Accessibility		
	26.1: Working age people with access to employment by public transport (and other specified modes) NI176	<ul style="list-style-type: none"> 75.1% by 2015
	26.2: Access to services and facilities by public transport	<ul style="list-style-type: none"> Increase
Policy 27: Infrastructure		
	27.1: Achievement towards the 5 year delivery and investment plan by CNA and strategic delivery plan	<ul style="list-style-type: none"> Monitor progress in the delivery of critical and necessary projects and the amount of accumulated funding
	27.2: Amount of Section 106 contribution, financial and non financial contributions	<ul style="list-style-type: none"> Increase or reported performance
	27.3: On site mitigation measures provided by developers by type	<ul style="list-style-type: none"> Increase or reported performance
Part 2: Area Based Policies		
A. Generic indicators applied to each CNA		
Housing	PPA: Annual number of dwelling provided in the CNA compared to the residual target	<ul style="list-style-type: none"> Applied against specific target for number of dwellings by town and or CNA to 2030
Employment	PPB: Amount of B Class employment floorspace provided compared with the residual target	<ul style="list-style-type: none"> Applied against specific square metre floorspace targets by B1a/B1b office and B1c, B2 and B8 industrial uses by CNA to 2030
Retail	PPC: Amount of convenience and comparison retail floorspace provided within, on the edge of and outside town centres	<ul style="list-style-type: none"> Applied against specific square metre floorspace targets by convenience and comparison retail uses by main towns to 2030
B. Area Specific Proposals		
Policy PP1 - West Penwith	PPD: Delivery of strategic proposals relating to the harbours of Newlyn and Penzance	<ul style="list-style-type: none"> Delivery of proposal
Policy PP2 - Hayle & St Ives	PPD: Delivery of strategic proposals relating to the commercial regeneration of Hayle Harbour and St Ives Bay as a key tourism destination	<ul style="list-style-type: none"> Delivery of proposal
Policy PP3 – Helston and the Lizard	PPD: Support the build out of Helston Business Park with high quality industrial and office uses	<ul style="list-style-type: none"> Delivery of proposal
Policy PP4 – Camborne, Pool and Redruth	PPD: Delivery of strategic proposals relating to the delivery of mixed use and employment uses around CPIR especially in regards to the regeneration of under used or derelict sites	<ul style="list-style-type: none"> Delivery of proposal
Policy PP5 – Falmouth & Penryn	PPD: Delivery of strategic proposals relating to the delivery of employment uses related to the maritime uses on the waterside and dock areas and the knowledge economy at CUC Tremough	<ul style="list-style-type: none"> Delivery of proposal
Policy PP6 – Truro and the Roseland	PPD: Delivery of strategic proposals relating to the delivery of employment uses related to the	<ul style="list-style-type: none"> Delivery of proposal

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Policy PP7 – St Agnes and Perranporth	knowledge economy focused on Trelisk medical sector, Cornwall College and maritime uses in the port of Truro PPD: Delivery of waterfront related employment and leisure uses	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP8 – Newquay & St Columb	PPD: Delivery of strategic proposals relating to maintaining and enhancing the stock of tourist related accommodation and facilities in the town	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP9(i) – St Austell	PPD: Delivery of employment especially office and retail floorspace to support the regeneration of the town centre	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP9(ii) – St Blazey, Fowey & Lostwithiel	PPD: Delivery of strategic proposals – the delivery of the regeneration of St Blazey town centre	<ul style="list-style-type: none"> • Par Dock: 500 dwelling and 2.3ha of employment land
Policy PP9(iii) – China Clay	PPD: Delivery of strategic proposals – the delivery of mixed use Eco towns scheme at West Carclaze and Baal	<ul style="list-style-type: none"> • West Carclaze: Housing & 5.1ha of employment land
Policy PP10 – Wadebridge & Padstow	PPD: Delivery of waterfront employment and leisure floorspace to support Padstow and Wadebridge and tourism related to the Camel Trail	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP11 - Bodmin	PPD: Delivery of employment and retail to support the town centre especially the build out of Beacons Technology Park	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP12 - Camelford	PPD: Delivery of employment and retail to support the service function of Camelford centre	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP13 - Bude	PPD: Delivery of design and high technology employment floorspace to support the existing clusters	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP14 - Launceston	PPD: Delivery of employment and retail floorspace to support Launceston as an economic hub	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP15 – Liskeard & Looe	PPD: Delivery of higher value employment and retail floorspace to support the regeneration of the town centre on key town centre sites	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP16 - Caradon	PPD: Delivery of strategic proposals – promotion of tourist facilities to support the Cornish Mining WHS	<ul style="list-style-type: none"> • Delivery of proposal
Policy PP17 – Cornwall Gateway	PPD: Delivery of strategic proposals – provision of maritime related employment space and enhancement of waterfront leisure activities	<ul style="list-style-type: none"> • Delivery of proposal