



Planning for  
Cornwall's future

# Cornwall **Site Allocations Development Plan Document**

March 2017

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# **1. Introduction**

## **Background**

1.1 Creating healthy, sustainable and attractive communities for our residents represents a core component of Cornwall Council's strategy to make a positive difference for the quality of local residents' lives.

1.2 Enabling a planned approach to the future growth and regeneration of our communities will ensure economic and housing growth is achieved, whilst protecting the assets that make Cornwall so special. Furthermore, by taking a planned approach it will help to facilitate the delivery of infrastructure that our residents rely upon to make our communities desirable locations to live and work.

1.3 Cornwall Council's Local Plan represents a suite of documents that collectively provide the context within which development proposals should be developed and assessed. The Cornwall Local Plan: Strategic Policies document (Cornwall LP:SP) was adopted in 2016 and represents the overarching planning policy context for Cornwall.

1.4 This document, the Cornwall Site Allocations Development Plan Document (Allocations DPD), sets out the strategy for the future growth of 10 towns / conurbations throughout Cornwall, plus sets out policies for the delivery of two Eco-community sites. The housing and economic targets for these locations were set by the Cornwall LP:SP, so the Allocations DPD addresses how and where these targets will be delivered, whilst setting them within a wider strategy for the area. These strategies address issues such as economic growth and other aspirations for the town, whilst also setting out principles for the future delivery of infrastructure that will support both the existing and future residents. The purpose of this Allocations DPD is to allocate land for a range of uses to support the spatial vision and objectives of Cornwall and the communities they sit within. Sites included for development relate to housing growth, commercial growth and enabling infrastructure. In addition, this Allocations DPD identifies strategically important employment sites<sup>1</sup> that should be safeguarded in line with Policy 5 of the Cornwall LP:SP document.

1.5 Cornwall Council has committed to creating, or supporting the creation, of community based strategies for its larger settlements, whether this is through the Allocations DPD and/or through Neighbourhood Plans. At the forefront are the 17 towns / conurbations / sites that are listed within the Cornwall LP:SP with their own housing and economic targets. Table 1 sets out these communities, together with the method(s) being utilised to deliver the strategy for each location, plus where strategic sites are being allocated.

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<sup>1</sup> When the terms 'employment use' or 'employment site' are used within this document it will relate to the use classes B1, B2 and B8, unless otherwise stated.

**Table 1:** Town based strategies

Settlement	Town Based Strategy (Correct as at February 2017)	Document that will set out the strategic sites / policies to deliver the Cornwall LP: SP housing & employment targets
Penzance with Newlyn, Heamoor, Gulval & Longrock	Neighbourhood Development Plan focusing on the town centre and waterfront (A Neighbourhood Plan is also being prepared by Ludgvan Parish that will cover Long Rock)	<b>Allocations DPD</b>
St Ives & Carbis Bay	Neighbourhood Development Plan	Neighbourhood Development Plan
Hayle	Town Framework; plus a Neighbourhood Plan (focusing on environmental, heritage and design related issues)	<b>Allocations DPD</b>
Camborne Pool Illogan Redruth (CPIR)	Town Framework (Neighbourhood Development Plans are also in preparation for Redruth, Illogan Parish, and Carn Brea Parish)	<b>Allocations DPD</b>
Helston	Town Framework	<b>Allocations DPD</b>
Falmouth & Penryn	Town Framework; plus a Neighbourhood Development Plan for Falmouth which has a focus on student accommodation; and a Penryn Neighbourhood Plan	<b>Allocations DPD</b>
Truro with Threemilestone & Shortlanesend	Neighbourhood Plan	Neighbourhood Development Plan
Newquay	Town Framework; plus a Neighbourhood Plan	<b>Allocations DPD</b>
St Austell	Town Framework	<b>Allocations DPD</b>
Eco-communities	-	<b>Allocations DPD</b>
Bodmin	Town Framework	<b>Allocations DPD</b>
Wadebridge	Neighbourhood Development Plan	Neighbourhood Development Plan

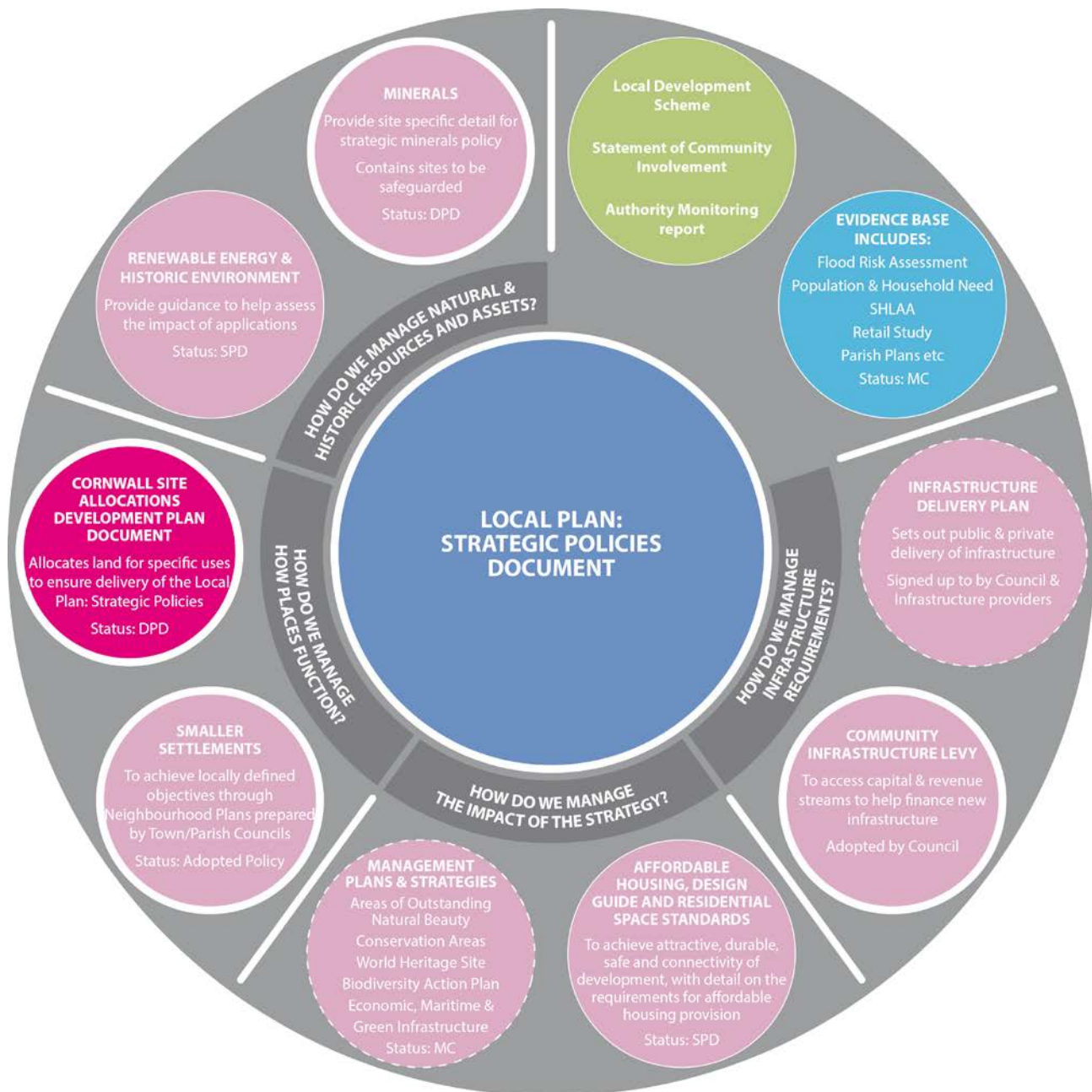
Liskeard	Neighbourhood Development Plan	Neighbourhood Development Plan
Launceston	Town Framework	<b>Allocations DPD</b>
Bude with Stratton, Flexbury & Poughill	Neighbourhood Development Plan	A Bude Allocations DPD (i.e. separate to this document)
Torpoint	Neighbourhood Development Plan	Neighbourhood Development Plan
Saltash	Neighbourhood Development Plan	<b>Allocations DPD</b>

1.6 Six of these towns identified within Table 1 do not have specific sections within this document: St Ives & Carbis Bay; Truro & Threemilestone; Wadebridge; Liskeard; Bude-Stratton; and Torpoint. Five of these towns informed Cornwall Council that they which to produce their own Neighbourhood Development Plans that will include allocations and / or policies to address how the Cornwall LP:SP targets will be delivered. The remaining area, Bude-Stratton, will be the subject of a separate Site Allocations DPD.

1.7 For each of the 10 towns discussed within this document, a Town Framework and / or Neighbourhood Development Plan has been prepared, which articulates the strategy, or elements of the strategy, for the town in more detail. Town Frameworks are documents that have been prepared by Cornwall Council and form part of the evidence base for the Allocations DPD.

1.8 As well as the named towns, there are many other Neighbourhood Development Plans that are at various stages of development that will support the delivery of the Community Network Area targets within the rural parishes of Cornwall.

1.9 The Allocations DPD will be one of a suite of planning documents that make up the Cornwall Local Plan. When developing proposals for any of these communities, it is important to consider the range of policy documents, including the Cornwall LP:SP, NPPF and any relevant Neighbourhood Plans, to ensure you receive a full picture of the requirements and aspirations for the area in question.



**Key:**



Local Plan: Longer term vision, strategic objectives, spatial strategy and core policies. Includes Development Plan Documents (DPD): Policies and proposals for specific areas of land and for allocating sites for different uses.



Supplementary Planning Documents (SPD): Providing further detail on existing policies and proposals.



Material Consideration (MC): In considering a planning application the council has a statutory duty to have regard to the provisions of the development plan and any other 'material considerations'.

## **2. Preparation of the Allocations DPD**

2.1 The preparation of the Allocations DPD brings together a large base of evidence, together with a significant level of engagement.

### **Engagement Activity**

2.2 Extensive engagement was undertaken in preparing the Allocations DPD. The engagement process covered various different elements:

- Local Representatives
- Technical
- Public
- Duty to Cooperate

**2.3 Local Engagement** – The development of the place based strategies and allocations were undertaken in close liaison with local representatives. For each town / conurbation a steering group was developed, which included a core group of: the town's Cornwall Council members, representatives from the Town Council and surrounding Parish Council's. In addition, representatives from other local interest groups were invited on to the group, where appropriate, at the request of the core group. These groups met on a regular basis throughout the development of the strategy for their town.

**2.4 Technical Engagement** – There has been engagement throughout the development of the Allocations DPD with various internal and external bodies to Cornwall Council. There has been close working with many different teams within Cornwall Council, such as Transportation, Environment, Economic Development (including the Local Enterprise Partnership), Historic Environment and Education. There has also been consultation with various external bodies, such as the Historic England, Highways England, Environment Agency, Natural England, NHS Kernow, NHS England, etc. Despite the Allocations DPD being finalised, Cornwall Council will continue to work closely with these organisations to support the implementation of the strategies.

**2.5 Public Engagement** – A series of public consultations were undertaken during the development of the Allocations DPD:

- In January 2012 there was consultation on options for the location of allocations, as part of the Planning Future Cornwall: Core Strategy Area Based Discussion Papers.
- There were also four additional public consultation exercises for three towns that were not covered by the 2012 consultation:
  - Bodmin Public Consultation – March 2013
  - Bodmin Public Consultation – October 2013
  - Helston Public Consultation – March 2013
  - St Austell Public Consultation – April 2014

- The CPIR Strategy and sites was also subject to previous public consultations in 2011, which was used to help formulate the development of its strategy.
- A 'preferred options' public consultation was also undertaken for six weeks, starting in October 2016.

**2.6 Duty to Cooperate**– As well as the consultation set out above, neighbouring Local Authorities and statutory consultees have been engaged throughout the development of the Allocations DPD, as part of the Duty to Cooperate.

## **Background Evidence**

2.7 The preparation of the Allocations DPD has been underpinned by the development of a significant evidence base. This evidence, together with the proposals maps, is available to view on Cornwall Council's website: [www.cornwall.gov.uk/allocationsplan](http://www.cornwall.gov.uk/allocationsplan)

### **Sustainability Appraisal**

2.8 Sustainable development represents a key principle that underpins national planning policy and in turn the Cornwall LP:SP. These principles have been used throughout the preparation of the evidence base for the Allocations DPD. The Allocations DPD has also been subject to a Sustainability Appraisal and Strategic Environmental Assessment which informed the Plan's preparation. These documents also form part of the background evidence base that is available on Cornwall Council's website.

2.9 There have been various other studies that have been undertaken, which have both supported the identification of sites and / or the detailing of site specific policy:

- **Habitat Regulations Assessment (HRA):** The principle of seeking to protect Cornwall's most sensitive environmental assets was imbedded within the search for sites to allocate, discussed further later in this section. However, a HRA has also been undertaken to support the preparation of the Allocations DPD. This helped to formally screen the proposed site allocations and help refine the policies to include mitigation, where sites are within a zone of influence, and are likely to have significant impacts upon designated areas of nature conservation importance. The HRA was prepared in consultation with Natural England and is available on Cornwall Council's website.
- **Heritage Assessments:** The search for appropriate sites to allocate recognised from the outset the importance of protecting Cornwall's heritage assets. This work included regular engagement with the Council's historic environment team and Historic England. This helped refine the site options for consideration. Furthermore, more detailed desk-based heritage assessments were prepared,

which refined the understanding of any potential impacts and whether the site should continue to be considered. These assessments also highlighted where further on-site Heritage Impact Assessments should be undertaken. This combination of assessment work, in consultation with Historic England, helped refine the sites to allocate; the specific policy wording to be included; and in some instances the scale and nature of the allocation. The Heritage Assessments are available on Cornwall Council's website.

- **Strategic Flood Risk Assessments:** The identification of sites included recognition of hydrological issues from the outset. However, a Strategic Flood Risk Assessment was also undertaken, in consultation with the Environment Agency, which has helped to refine the sites to include; the nature of the proposals for the site; and where appropriate the policy wording.

## **Site Assessments**

### **Housing**

2.10 An assessment of sites within the existing urban area was initially undertaken to evaluate how much of a town's growth could be appropriately delivered in the urban area within the Plan period. This assessment included:

- a) Completions between 2010 to 2016 (which are subtracted from the overall target)
- b) Review extant permissions (again subtracted from the overall target, if there is no clear reason why it is felt the permission won't come forward)
- c) Review the appropriateness of the Strategic Housing Land Availability Assessment (SHLAA) sites that sit within the existing urban area, to assess the quantum of development that could come forward on appropriate sites
- d) Review whether there are any other sites within the urban area that could appropriately accommodate housing growth
- e) Estimate a level of Windfall that will come forward within the second half of the Plan period (based upon historic levels)

2.11 Based upon this assessment it demonstrated how much development could be delivered within the urban area, which in turn highlights the level of growth that would need to be delivered on sites located on the edge of the settlement. If the urban capacity could not accommodate all of the targeted growth for the town / conurbation, an Urban Extension Assessment was undertaken to evaluate the most appropriate locations to grow the town. The evaluation of potential urban extensions covered many different facets, including: location of formal designations (e.g. SSSI, AONB; listed buildings); landscape sensitivity;

urban design; access to services and facilities; etc. In undertaking this activity, the aim was to balance the pro's and con's of the various locations to identify the most appropriate and sustainable sites. This process was subject to sustainability appraisal throughout all key stages of its development.

2.12 A Housing Evidence Report has been prepared for each of the 10 towns / conurbations within the Allocations DPD, which includes both the urban capacity assessment and, where appropriate, the Urban Extension Assessment. These documents are available on Cornwall Council's website: [www.cornwall.gov.uk/allocationsplan](http://www.cornwall.gov.uk/allocationsplan).

2.13 It should be noted that strategic housing sites that have an extant planning permission, at the time of writing, have not been allocated within this document, as the principle of development has already been set. However, in the event that one or more of these strategic sites were to expire (and are relied upon to deliver the Local Plan targets), Cornwall Council would consider allocating the site in a later version of the Allocations DPD. Such assessments will be undertaken at regular intervals throughout the Plan period.

## **Employment**

2.14 Employment Evidence Reports have been prepared for each of the 10 towns / conurbations covered by the Allocations DPD. This assesses:

- Completions within the CNA
- Permissions within the CNA and the likelihood of them coming forward
- Sites identified through the Employment Land Review
- Any other site opportunities

2.15 Part of this assessment includes sites' appropriateness to support the delivery of the economic strategy set out within the Allocations DPD and the Cornwall LP:SP document for the area.

2.16 The Employment Evidence Reports can be found on Cornwall Council's website.

## **2.17 Transportation Strategies**

2.17.1 A key component of being able to appropriately deliver the growth targeted within the Cornwall LP:SP will be ensuring the highway network functions efficiently, which includes the promotion of more sustainable transport measures.

2.17.2 Within each of the town based chapters there is a Transportation Strategy. Each strategy has been prepared to support the delivery of the commercial and housing aspirations.



2.17.3 Each Transportation Strategy has been developed within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall: 2030*. *Connecting Cornwall: 2030* is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision, which supports economic prosperity and a move towards more sustainable travel, with less reliance on the private car: the intention being to encourage vibrant, accessible and safe town environments, providing strong links between communities, both in Cornwall and beyond.

2.17.4 The Connecting Cornwall Strategy is supported by Implementation Plans which cover four year periods. Priority schemes that are currently being or have been delivered include: Cornwall Rail Improvement Package, the One Public Transport project, Bodmin Cycle Town, Truro Eastern Park and Ride and A30 junction improvements.

2.17.5 The focus for transport investment, to support the growth, is targeted in four key strands:

- Minimising congestion on the strategic road network;
- Encouraging inter-urban and long distance trips by rail;
- Managing car travel demand in the town centres; and
- Supporting the switch to bus, walking and cycling for more local trips

2.17.6 The aim is to increase the use of sustainable modes of travel across all towns (e.g. walking, cycling and public transport) and to encourage higher use of sustainable modes of transport by occupants of new development (where the opportunities to encourage take up of sustainable travel from the outset of occupation are considered to be greater than encouraging a change in travel behaviour amongst existing residents).

2.17.7 As part of the sustainable transport measures, potential enhancements to the rail network will also include examining opportunities to improve connections for freight, to improve Cornwall's resilience and support economic growth. Opportunities relating to freight consolidation and/or transshipment facilities and provision of access to waterways and railways for freight movement will all be considered. This will include identifying potential enhancements to the rail network, including track upgrades and the reopening of freight facilities where appropriate to enable more freight to be transported by rail.

2.17.8 Sustainable transport options should be promoted through a travel plan, which is agreed with the developer at the planning application stage, when the new development meets the threshold set within the Travel Plan Guidance for Developers in Cornwall. Sustainable transport measures proposed by developers will be expected to demonstrate how it connects to the transport strategy for the town and existing sustainable transport infrastructure, such as walking and cycling routes.

2.17.9 Cornwall Council will seek to support the delivery of the critical elements of the transport strategy, but collection of proportional

contributions from developers towards their delivery will be critical, to ensure appropriate mitigation is put in place to overcome the cumulative impact of new developments across the towns. This will ensure that the developer will be paying a fair and proportional contribution to strategic transport measures, alongside any public funding that may be available.

## **2.18 Green Infrastructure**

2.18.1 Green Infrastructure forms an important part of the overall spatial strategy of a place. Green Infrastructure (GI) Strategies are being developed for many of Cornwall's larger towns; some of the key elements prepared to date are summarised within this document.

2.18.2 The GI Strategies take a lead from the Cornwall-wide GI strategy, which seeks to provide a positive and proactive approach to the management and enhancement of the network of green assets; in doing so delivering to three main principles of quality, quantity and accessibility. Green infrastructure can cover many different aspects, but this strategy focuses on four key elements:

- a) Public open space
- b) Green links
- c) Sustainable Urban Drainage Systems (SUDS)
- d) Biodiversity

2.18.3 The overriding principle of the Green Infrastructure (GI) strategy is multi-functionality. Delivering multiple functions from GI assets will ensure: better usage; become more financially viable to deliver; are easier and cheaper to maintain, which in turn means they can be maintained to a higher standard. Plus it represents a better use of our valuable land assets. As a result, whilst the strategy is articulated within each of the 4 elements, their successful delivery will be through their integration.

2.18.4 In addition, some GI strategies also highlight GI corridors that can provide green links, offering biodiversity value and opportunities to adhere to necessary principles for surface water management; but in doing all of this, providing a mechanism to maintain the separate identities of the various communities that make up an area, where appropriate. The GI strategies help to identify major green routes, but they do not remove the requirement to retain and enhance smaller green corridors within development sites; which when combined helps to maintain and enhance the network of spaces and corridors within our towns.

2.18.5 To support the aspiration to improve the quality and maintenance of Cornwall's public open spaces, a minimum threshold for the development of new open spaces has been set. As a result, on-site open space should only be provided where it will meet or exceed the thresholds within Table 2. If the open space required falls under these thresholds, early engagement is recommended with Cornwall Council's Public Space

Officer to determine whether an open space would still be sought on site, or an equivalent off-site contribution would be preferred.

Table 2: Open Space Minimum Size Thresholds	
	Minimum space threshold for a new public open space
Parks, amenity	1,000sqm
Natural Space	1,000sqm
Public Sports	10,000sqm
Children's equipped play	500sqm
Teen provision	500sqm
Allotments	2,500sqm

2.18.6 The GI strategies generally only seek to highlight strategic infrastructure and as a result does not remove the requirement to maintain and enhance other important natural features and green corridors within development sites, which should link to major green assets wherever possible.

## **2.19 Design Quality**

2.19.1 Cornwall Council is committed to achieving high quality, safe, sustainable and inclusive design in all developments.

2.19.2 The majority of the site allocations are of a significant scale, which means it is important that they are planned in a comprehensive way, to avoid piecemeal development and ensure they represent a high quality addition to the area.

2.19.3 The preparation of a detailed masterplan for the entirety of each of the larger site allocations is desired. However, it is recognised that many of these larger sites will come forward in a phased manner, due to being in multiple ownerships; in such circumstances the Council would still require a concept plan for the entire site to be produced, before welcoming applications.

2.19.4 These concept plans should set out some key principles for the entire site, such as: movement corridors and access points; the location of key infrastructure; the broad location of uses; etc. This concept plan will then enable the Council to understand how applications for parts of an allocation can be delivered, whilst supporting the wider vision for the entire site.

2.19.5 When undertaking this masterplanning / concept planning work, engagement with the local community, including local members and the relevant Town / Parish Council, throughout the development of the project is strongly encouraged. Furthermore, early engagement with Cornwall Council and other statutory agencies is also encouraged, to support the development of the plans. As part of this assessment and engagement,

consideration must be given to the Cornwall Green Infrastructure Strategy, to understand the nature and function of the green infrastructure that should be provided on the site. In addition, where a site impacts upon heritage assets, the development of the concept plan / masterplan must be informed by a Heritage Impact Assessment.

2.19.6 Finally, Cornwall Council runs a Design Review Panel and it is recommended that during the development of a masterplan / concept plan, the project engages with the panel, so that the project can benefit from its expert independent advice.

### **3. Penzance & Newlyn**

3.1 Set within Mount's Bay on the south coast of West Cornwall, Penzance and Newlyn act as the service centre for a significant hinterland. Penzance and Newlyn are located on the A30, Cornwall's main trunk road and Penzance also has the advantage of being the terminus for the mainline railway link with London and the rest of the UK.

3.2 The peninsula is an area of outstanding landscape quality and heritage and has a thriving and well developed tourist sector. As the main town on the south of the peninsula, Penzance (with Newlyn) does benefit from the tourist economy by providing key facilities not available elsewhere on the peninsula. Penzance, together with Newlyn, Heamoor, Gulval and Long Rock, collectively represent Cornwall's 5th largest conurbation.

**3.3 Key Facts:**

Population (2011 Census):	21,045
Dwellings (2011 Census):	11,236
Average house building rate (2005-2015):	68 per annum
Homechoice Register: Bands A-E (Feb-17):	922
Average Wage (ONS Annual Survey 2013):	£383 per week

3.4 The area covered by this chapter encapsulates the communities of Penzance, Newlyn, Heamoor, Gulval and Long Rock; however for brevity the rest of this chapter will refer to this collection of communities as 'Penzance & Newlyn'.

3.5 The overall vision and strategy for Penzance & Newlyn is set out within this section; however there is also a Neighbourhood Development Plan, which was in preparation at the time of writing covering Penzance & Newlyn, which focuses on the town centre and waterfront. Furthermore, Ludgvan Parish are preparing a Neighbourhood Plan, which incorporates the community of Long Rock. As a result, both the Allocations DPD and Neighbourhood Development Plans should be referred to when developing proposals within these areas.

### **Vision Objectives & Targets**

3.6 The vision:

*To celebrate the setting of Mount's Bay, maximising its economic potential and in doing so becoming West Cornwall's premiere tourism destination, whilst a thriving economy in the marine, creative and leisure industries.*

3.7 The strategic objectives for the West Penwith Community Network Area, which Penzance & Newlyn sits within, are set out in the Cornwall

LP:SP document; these relate to: Housing; Economy; Travel; Infrastructure; and the Environment.

3.8 A series of specific strategic aims for the Penzance & Newlyn conurbation have also been established, which are set out below:

1. To broaden and diversify the local economy by stimulating and promoting ICT and artisan industries, and an entrepreneurial culture.
2. To promote and expand Penzance and Newlyn's cultural and arts based creative industries and support the existing high number of "self-employed" workers
3. To strengthen Penzance Town Centre as a thriving retail, leisure and economic hub
4. To enhance Penzance and Newlyn as a the key service centre and economic hub for the Penwith peninsula
5. To support the harbours of Penzance and Newlyn, protecting their role for traditional industries, whilst offering opportunities for other marine related businesses
6. To utilise the setting of Mount's Bay to promote and develop the leisure, recreation and business opportunities, to stimulate the economy
7. To maintain and improve the area's strategic transport connections with the Isles of Scilly, develop high end tourism and promote Penzance as West Cornwall's Tourism Hub and destination in its own right.
8. To respect the natural and historic environment, whilst promoting, developing and maintaining the town's natural and man-made green and blue infrastructure.
9. To ensure the settlements of Penzance, Newlyn, Heamoor, Gulval and Long Rock maintain their individual and distinctive characters
10. To develop, enhance and promote the existing public transport, cycle route and footpath network within the town and develop the coastal cycle route around Mounts Bay and its links into the wider heritage and garden landscapes as a tourism attraction
11. To improve the entrance to the conurbation, through improvements to infrastructure, public realm and the quality of the architecture

3.9 The Cornwall LP:SP has set the following targets for Penzance and Newlyn:

- To develop 2,150 dwellings between 2010 and 2030
- To support the provision of around 16,083sqm of B1a office accommodation and 16,083sqm of B1c / B2 / B8 Industrial space

## **The Strategy**

3.10 Strengthening the town centre and reconnecting the towns to the waterfront represent the two primary aims when reinvigorating Penzance and Newlyn. To successfully deliver against these key aspirations, focus should be placed upon Penzance and Newlyn's existing economic and natural assets and to maximise the opportunities arising from them, such as:

- the presence of the harbours;
- the outstanding natural and marine environment that surrounds the towns, providing associated opportunities for both leisure and tourism;
- the retail draw that Penzance offers for its local residents and significant hinterland;
- its role as a strategic transport hub; and
- the town's function as a major service centre for education, employment and healthcare within the Penwith Peninsula.

3.11 The harbours at Penzance and Newlyn are of strategic importance, with the former providing the only freight and passenger ferry link to the Isles of Scilly; whilst Newlyn represents the primary fishing port in Cornwall. However, both need to rationalise and upgrade their facilities in order to maintain and expand on these functions.

3.12 Whilst directly adjacent to the sea, Penzance and Newlyn fail to fully exploit the opportunities offered by the location and setting of Mount's Bay. Improving links and views to the sea, together with the development of waterside sites, will help to reconnect the towns to the waterfront, such sites include: the Harbour Carpark (PZ-M1); Coinagehall St (PZ-M2); and Wherrytown (PZ-M3). The development of these sites, together with Penzance and Newlyn harbours, will provide a set of linked destinations that will not only reconnect the town to the waterfront, but also offer the opportunity to connect the sites to the town centre.

3.13 Penzance town centre acts as a shopping centre for its local residents as well as for West Cornwall; however it is in need of further investment to ensure it represents an attractive destination. Due to the growth of internet shopping, it is recognised that if the centre is to flourish it needs to develop a complementary mix of uses – providing a destination where the shops form part, albeit the most important part, of a wider leisure experience. Plus there is an aspiration to deliver high quality workspace within the town centre, so that it creates additional footfall, which will in turn support its retail offer. This mixed use approach could be extended from the existing town centre to the waterfront, offering another opportunity to reconnect the town with its major asset, Mount's Bay.

3.14 Penzance and Newlyn represents an important economic hub for west Cornwall, with key employment sites including the harbours, the existing industrial estates at Long Rock, Eastern Green and Stable Hobba, plus Penzance town centre. These locations, together with new

employment sites, are identified to help drive the towns' economic growth; in doing so supporting the requirements of the harbours and their associated industries; provide grow on space to support the development and evolution of the micro-business sector which flourishes in West Penwith; and to deliver the regeneration of prominent sites within the community. Focus should also be given to the reuse of empty or underused property and other sites that could support and strengthen the town centre.

3.15 Tourism represents an important sector for the area, but one which could be further enhanced; in doing so ensuring the conurbation maintains and enhances its role as the 'Gateway to Penwith'. One strand of this offer relates to the aspiration to develop a waterside cycle route, linking Marazion, Penzance and Newlyn. As well as offering an attractive route for residents and visitors, it will also link the waterfront regeneration sites, which will represent nodes from which people can make use of cafes and facilities, whilst also representing points from which they can gain access back into the town centre.

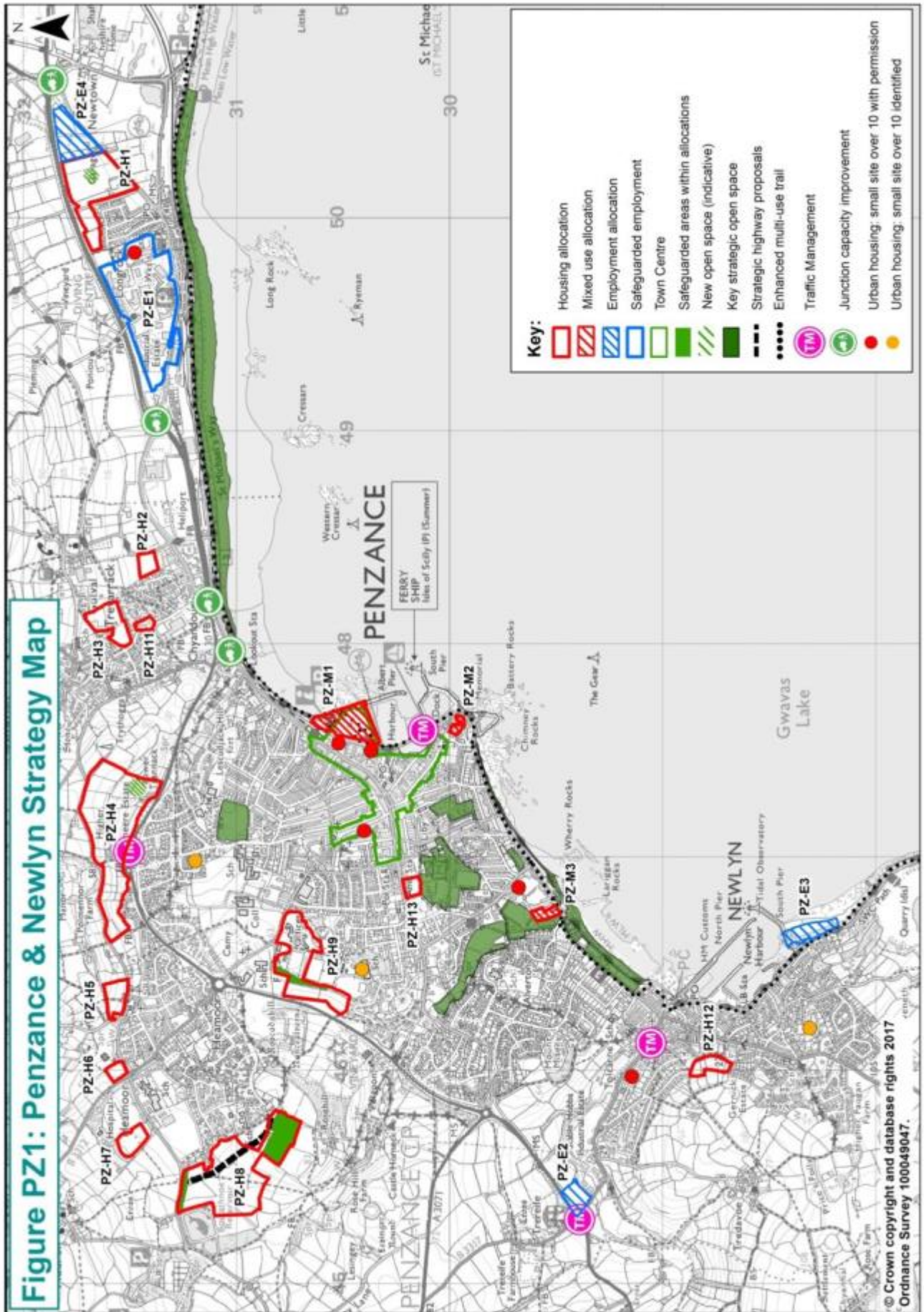
3.16 Housing also represents a key strand to the overall strategy; supporting the economic aspirations and providing much needed affordable housing. When delivering the targeted housing growth for Penzance and Newlyn, priority has been given to the utilisation of brownfield and urban sites; however only approximately half of the growth can be provided within the existing urban area. Consequently, the remaining growth will need to be provided on a selection of Greenfield sites that have been identified. In most instances these greenfield sites should represent extensions to existing communities. Any such extensions must be delivered sensitively, ensuring their design and location support the principle of maintaining the separate identities of the communities of Penzance, Newlyn, Heamoor, Gulval and Long Rock.

3.17 Fundamental to the delivery of the strategy will be the enhancement of Penzance and Newlyn's infrastructure, including improved healthcare and academic facilities; enhancing the highway and sustainable transport network; and providing new and improved public open space.

3.18 The enhancement of Newlyn and particularly Penzance's transportation network will be necessary to enable the regeneration and growth ambitions. Improving public transport, the area's pedestrian and cycle network and junction capacities all represent important components of the strategy. Furthermore, with a significant proportion of the housing growth located to the north of the A30, measures to make the road more permeable for pedestrians will help to reconnect these communities to the town centre.

3.19 Penzance railway station acts as the mainline terminus in Cornwall; furthermore located between Eastern Green and Long Rock is a strategic rail servicing facility that ensures Cornwall benefits from mainline services direct to London and other major cities in the UK. Maintaining and enhancing this Train Care Centre will support both the town's and Cornwall's economy.





## **Economic Growth**

3.20 Penzance and Newlyn's employment opportunities have traditionally focused on the fishing, farming, tourism, retail and service industries, which have contributed to either highly seasonal or lower paid employment within the area.

3.21 There are various strands to reinvigorating Penzance and Newlyn's economy, this includes:

- Develop an enhanced tourism offer
- The promotion of Mount's Bay as a centre of marine related leisure
- Maintain and enhance the area's creative and artisan sectors
- Maximise the opportunities arising from Penzance and Newlyn harbours
- Enhance the retail offer
- Continue to support the micro business sector

3.22 Strategic employment growth opportunities revolve primarily around the waterfront (including the harbours) and the town centre, which offer the opportunity to support existing industries and trigger growth in the marine and marine leisure industries. Penzance harbour provides a vital strategic economic and transport link with the Isles of Scilly; while Newlyn is the predominant harbour for the fishing industry in the south west. Both harbours must continue to prioritise the delivery of these important economic functions. 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.

3.23 Penzance and Newlyn's urban centres are visually and physically disconnected from their greatest asset, the sea. As a consequence, the opportunity to capitalise on the economic potential of the unique setting that Mount's Bay offers has not been realised. Using the Bay as the backdrop to developing new employment space and leisure opportunities, it will support the town's economic ambitions, in doing so establishing Penzance as the key, quality destination and tourist hub in West Cornwall.

3.24 Penzance and Newlyn are well renowned for their creative industries, particularly relating to areas such as painting and photography. However the sector as a whole could be developed and promoted further, through the provision of suitable studio/workshop/meeting and display space's, clustered at key locations where they would benefit from and add to the vibrancy of the area's tourism offer, e.g. Newlyn, Penzance harbour carpark, Coinagehall St, etc. The development of such space in and around the town centre, also offers the opportunity to strengthen the vibrancy of the town and in turn the retail offer.

3.25 West Penwith is known for its entrepreneurialism, with its high proportion of small and particularly micro businesses. The delivery of appropriate start up units and flexible offices and workshops in the towns, will help to maintain and enhance the area's micro business sector, as well as offer the opportunity for them to grow. This will support new start-ups,

encourage economic diversity and add to the economic well-being of the towns.

3.26 Long Rock will continue to represent one of the area's main locations for industrial related employment, due to its relatively good transport links. Further development at Long Rock also offers the opportunity improve the entrance to the conurbation.

3.27 In supporting the delivery of these economic aspirations, various actions are required, including the development of improved employment space. To continue the growth of Penzance and Newlyn's industrial and office based employment, the Cornwall LP:SP has targeted the delivery of at least 16,083sqm of industrial space and 16,083sqm of office space within the plan period<sup>2</sup>; delivery against these targets are set out in Table PZ1.

<b>Table PZ1: West Penwith CNA's Employment targets (B use classes)</b>		
	B1a Office (sqm)	Industrial (sqm)
Local Plan CNA Target	16,083	16,083
Net Completions Apr-10 to Mar-16	1,072	-1,406
Net extant planning permission / under construction (at Mar-16)	3,127	5,202
Residual Local Plan Target	11,884	12,287

3.28 To deliver these targets a range of sites have been identified, which will also offer the opportunity to support the towns' economic ambitions.

**PZ-E1: Long Rock Industrial Estate - Former Cattlemarket site:** Currently benefits from an outline planning consent for around 850sqm of office space and 5,400sqm of industrial space.

**PZ-E2: Stable Hobba Extension:** The site offers the opportunity to provide a location for industrial related employment on the edge of Newlyn; but this must be accompanied by local road improvements, principally at Trereife junction

**PZ-E3: Sandy Cove:** Located adjacent to Newlyn harbour, the site offers an opportunity to develop further marine related employment uses, although local transport improvements will be required, such as at Trereife junction

**PZ-M1: Harbour Car Park:** Provision of office space as part of a mixed use redevelopment of the car park; in doing so ensuring an appropriate parking provision and public transport hub is retained. This site should work in combination with other waterfront development opportunities to create an improved waterfront route, as well as act as a node to and from the town centre

<sup>2</sup> Cornwall Employment Land Review 2010

**PZ-M2: Coinagehall Street:** Offers the opportunity to create a mixed use development and improved public realm that can act as a new waterfront destination. This site should work in combination with other waterfront development opportunities to create an improved waterfront route, as well as act as a node to and from the town centre

**PZ-M3: Wherry Town:** The site represents another waterfront site, which is strategically located midway between Penzance and Newlyn Harbours. The site represents an opportunity to deliver a mixed use scheme, combining a combination of residential, employment and/or leisure uses. The site has the potential to also act as a further waterfront destination, which in turn can increase the attractiveness and activity of the promenade

**PZ-E4: Long Rock (East):** The site offers the opportunity to deliver high quality office or light industrial units in a prominent, highly accessible location; in doing so providing a positive contribution to the approach to the conurbation

3.29 Penzance Town Centre also offers a good opportunity to deliver smaller scale office accommodation, which would have the added benefit of supporting the vitality of the centre. Office uses are encouraged on sites outside of the primary shopping area; as well as within the primary shopping area, as long as it does not harm the quality of the retail offer.

3.30 Other locations that have not been allocated, which will continue to offer the opportunity for economic growth includes Penzance and Newlyn harbours. Further commercial development within these sites is possible, with marine related employment encouraged; but further development must ensure it does not impinge on the continued efficient operation of the sites as working harbours; plus, in the case of Penzance, maintain the efficient operation of the Penzance to Isles of Scilly ferry link.

3.31 Finally, a further site has been allocated within the West Penwith Community Network Area for B1, B2, B8 Employment uses (St Erth: H-E2), which is located adjacent to the A30, within close proximity to St Erth Railway station. However, the site is presented within the Hayle section of this document, due to its functional relationship with Hayle.

## **Retail Growth**

3.32 Penzance's retail centre is of strategic importance within West Cornwall, attracting a wide catchment from the surrounding rural towns and villages. Whilst the town's vitality has suffered in recent years, its importance within Cornwall's retail hierarchy remains.

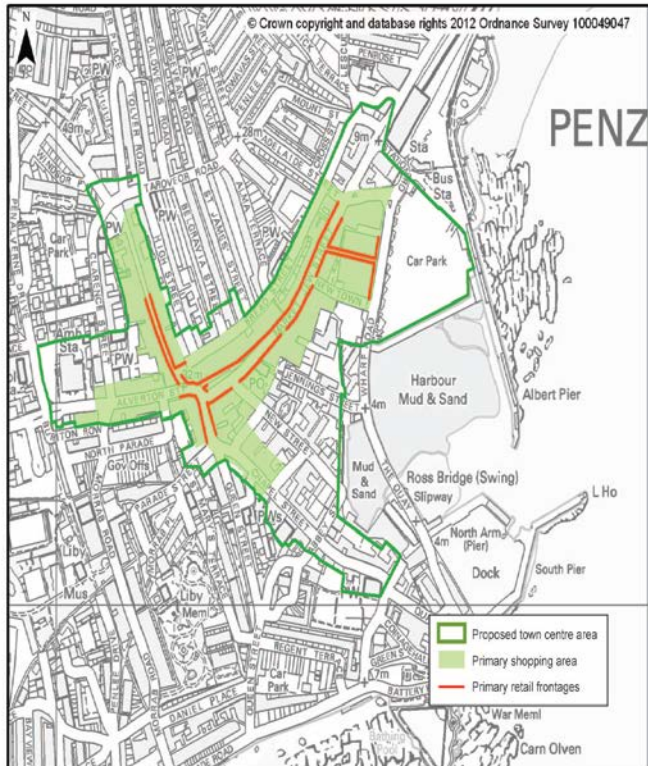
3.33 It is important to maintain and enhance its strategic function, but it is recognised that it needs to revise the nature of its retail offer to maintain this role. Improving the vitality of the town can take various forms, including:

- improving the street scene and public realm;
- delivering high quality workspace within the town centre; ensuring that it does not detract from the quality of the retail offer;
- creating complimentary leisure uses;
- Improved marketing and events;
- Creating new retail space within or adjacent to the town centre

3.34 A key aspiration is to create a town centre that is more vibrant; offering a high quality location for residents and visitors. Whilst the retail offer should always represent the key focus for the town centre, there is an aspiration to introduce a range of other uses that creates a location that helps to make it a high quality place to live, work, socialise, and obviously shop. The delivering of high quality workspace represents one component of this mix, which if delivered in the appropriate locations, will help to bring more people into the town centre, which will in turn support the enhancement of the retail offer.

3.35 Due to its topography, constrained nature and diverse range of land ownerships, there are limited opportunities within the existing primary Shopping Area to accommodate new development that meets modern retail requirements. Consequently, it will be necessary to consider redevelopment on adjacent land, with the main opportunity being the Harbour Car Park (PZ-M1), as part of a mixed use scheme that retains the parking provision.





**Figure PZ2: Penzance Town Centre**

3.36 The Cornwall Retail Study Update (2015) indicates a capacity for approximately 820sqm of new convenience floorspace and 580sqm of comparison floorspace, up to 2030. However, the study also goes on to indicate the delivery of further space on town centre sites could help to recoup some of the comparison retail expenditure lost to other towns.

3.37 In line with national policy, the delivery of new retail space should be prioritised to the town centre. The Harbour Car Park (PZ-M1) represents an opportunity to create a mixed use development, incorporating retail uses that link back to Market Jew Street. However, the development of A1 retail uses on the site should be of a scale and form that compliments the existing town centre offer, rather than compete with it. Development of the site also offers the opportunity to improve pedestrian connections between the bus and railway stations and create an appropriate high quality arrival point to the town that is in keeping with the general form of the townscape. However, any redevelopment of the site will need to demonstrate adequate town centre car parking is retained, possibly in the form of a high quality multi-storey unit. Furthermore, the site offers the opportunity to deliver part of a waterside cycle route; with the Harbour Car Park acting as one of a series of destinations along this route.

3.38 For more information on the strategy for the town centre, please refer to the Penzance & Newlyn Neighbourhood Development Plan, which was in preparation at the time of writing.

## Housing

3.39 Delivery of housing represents an important component of the overall strategy for Penzance and Newlyn. Housing development will provide much needed affordable housing, help satisfy demand for market housing and support the towns' economic aspirations. Furthermore, there is a desire to support the increasing demand for accommodation to support older and disabled people.

3.40 In delivering the housing growth targeted for the towns within the Cornwall LP:SP document, it is important that any impact upon the area's most sensitive landscape, including historic landscape, is minimised; as well as maintaining the distinct identities of the various communities.

3.41 The Cornwall LP:SP document has set a growth target of 2,150 dwellings for Penzance & Newlyn (with Gulval, Heamoor and Long Rock), to be delivered between 2010 and 2030. Table PZ2 sets out current and anticipated delivery against this target:

<b>Table PZ2: Penzance &amp; Newlyn – Housing Delivery<sup>3</sup></b>	
<b>Target</b>	<b>2,150</b>
Net Completions (Apr-10 to Mar-16)	255
Net Extant permissions (at Mar-16)	254
Major Planning Permissions granted since Mar-16	10
Net Urban SHLAA	9
Net windfall projection	306
Net additional urban capacity	114
<b>Residual Target</b>	<b>1,202</b>

3.42 When identifying sites for future development, priority was given to identifying appropriate sites within the existing urban area. Table PZ2 shows that just under half of Penzance and Newlyn's housing target can be delivered on sites within the existing urban area. To ensure delivery of the Residual Target, sites have been identified on the edge of the existing communities, which are set out at the end of this chapter.

3.43 Due to the constrained nature of the towns, these sites consist of two larger allocations (Trannack – PZ-H4 and Heamoor – PZ-H8), together with a selection of smaller scale sites. In almost all cases the sites represent extensions to existing neighbourhoods, with the larger sites offering the opportunity to provide new / improved facilities that both the new and existing residents will be able to utilise.

3.44 With a significant proportion of the growth being located on sites to the north of the A30, it increases the importance of making these neighbourhoods sustainable; but also seeking to improve permeability of the A30, so the communities can make use of the services and facilities within the town centre. Aspirations relating to the A30 can be seen in the Transportation section.

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<sup>3</sup> Figures correct at 31/3/16

## **Infrastructure**

3.45 Delivery of Penzance and Newlyn's commercial and housing growth will only be successfully achieved if it is accompanied by improvements to the area's infrastructure.

### **Education**

3.46 **Primary** – Penzance and Newlyn has 7 primary schools, which have the capacity to accommodate just under 1600 pupils and collectively they are estimated to have spare capacity to accommodate approximately 170 additional students by 2017. It is estimated that the proposed housing growth will generate demand for an additional 370 places and in turn create a deficit of approximately 200 places by the end of the Plan period. To address this shortfall in school places, the intention is to expand existing schools, with Heamoor and Gulval Schools being earmarked, due to their proximity to a number of the allocated housing sites. It is anticipated that the expansion of these schools can be accommodated within the confines of their existing sites. Furthermore, the expansion of the Heamoor School could also facilitate the delivery of a new access via the Heamoor Urban Extension (PZ-H8), which would help to alleviate traffic congestion within the existing community.

3.47 **Secondary** – Humphry Davy and Mounts Bay schools provide the secondary education provision for Penzance and Newlyn, as well as the surrounding villages. The two schools currently have a combined capacity of nearly 1800 pupils, with a surplus of approximately 120 places. By 2030 it is estimated that there will be a deficit of approximately 300 places as a result of the proposed growth. It would be expected that some additional facilities will be required at one of the two schools, with Mounts Bay Academy earmarked due to it already operating at capacity and being adjacent to a number of the proposed allocations; the Academy would have the ability to deliver this growth within the confines of its existing site.

### **Healthcare**

3.48 Improving the healthcare provision for the existing and growing resident population represents an important component of the overall strategy for the towns. There are currently six GP surgeries within Penzance and Newlyn, together with West Cornwall Hospital, a secondary care facility run by Royal Cornwall Hospitals NHS Trust. The six surgeries accommodate almost 30,000 residents from within the two towns and its surrounding villages. However, all of the facilities are deemed to be undersized, when compared with the Premises Size Guidance<sup>4</sup>. When factoring in the proposed housing growth, it is estimated that approximately 1600sqm of additional space will be required to meet the Guidance, although only 300sqm of this is generated by the housing growth, with the remainder rectifying existing deficiencies. Furthermore, it is estimated that the proposed housing growth will generate the need for

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<sup>4</sup> Premises Size Guidance is the guidance utilised by NHS England to determine the appropriate size of a healthcare facility



approximately 2 additional GPs, assuming the existing GPs are operating at capacity.

3.49 Three practices (Rosemellyn, Alverton and Sunnyside) have joined together to provide a branch surgery at Sainsbury's, which opened in February 2015. The site provides extended hour GP clinics and a range of community services such as podiatry and ultrasound clinics. Plans are also in place to bring together the same 3 surgeries into a single Health Centre facility at St Clare. The development will provide a small net increase in floorspace, but their co-location should also deliver other efficiencies. The site would also allow for some further expansion in the future. Furthermore, at the time of writing Penalverne and Morrab Surgeries are merging, developing a new pharmacy building, which frees up space in the existing Morrab surgery.

3.50 The Health and Care system is also looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. Penzance and Newlyn are located within the Penwith Locality, along with St Ives, Hayle and St Just. The Locality is running a Penwith Living Well prototype project, where voluntary sector co-ordinators are working alongside health and social care providers to support vulnerable people in the community. The Locality is also developing greater integration of primary care and community nursing by grouping teams of nurses around practices and agreeing shared processes to aid partnership working.

3.51 Cornwall Council will continue to work with NHS England and NHS Kernow Clinical Commissioning Group to ensure appropriate healthcare provision is delivered.

## **Utilities**

3.52 Water – South West Water confirmed that there were no strategic issues with regard to supplying the proposed growth, although localised reinforcement work might be required, which would be payable by the developer.

3.53 Electricity – Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the West Penwith area. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substations within the town, although some general upgrades with the Newlyn area might be required

in the medium to long term. Cornwall Council will continue to work with WPD to review impacts of growth.

3.54 Drainage – There is a requirement for developers to utilise sustainable drainage systems (SuDS), to ensure development does not exacerbate flooding issues, whilst in some instances reducing the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system. Penzance and Newlyn utilise the sewage treatment works at St Erth, plans are in place to upgrade this facility to increase its capacity.

## **Transportation Strategy**

3.55 Penzance & Newlyn's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall*, as set out in more detail in section 2.17.

3.56 There are four key strands to the strategy for Penzance & Newlyn:

- Improve walking and cycle connectivity, particularly to the town centre and along the waterfront
- Improve public transport facilities and services
- Provide highway improvements to accommodate the proposed growth
- Seek to deliver a more residential friendly A30 through Penzance that promotes permeability, whilst maintaining necessary capacity

3.57 Penzance has a working population of approximately 7,750 with approximately a third travelling out of the town to work, with the majority destined for Camborne-Pool-Redruth, Truro and St Ives.

3.58 There is an opportunity to increase the proportion of trips made by sustainable modes given the good level of bus service provision and mainline rail links. Penzance is on the mainline and currently receives an hourly rail service. With investment secured to upgrade mainline signalling there will be half hour service frequency from December 2018.

3.59 With two-thirds of the working population employed within the town and about 38% of households with no access to a car, there is an opportunity to encourage more trips by walking and cycling, if routes are improved.

3.60 The aim is to increase the use of sustainable modes of travel by 15% for cycling/walking, 50% by bus and 50% by rail, while seeking higher levels of switch from new development where the opportunities to encourage sustainable travel from the outset are greater. The St Erth Multi Modal Hub (Park and Ride) will provide a rail/bus interchange, which seeks to provide an additional 10% switch to rail from within Penzance and Newlyn's centres.

3.61 The enhancement of the pedestrian and cycle network includes the delivery of a Mount's Bay cycleway, creating a waterfront route from

Mousehole to Marazion and beyond. The route will connect various waterfront sites, including the bus and rail interchange and will act as a spine from which the wider pedestrian and cycle network will feed off of. As well as supporting the town's sustainable travel proposals, the new route will act as a leisure route for local residents and act as a tourism attraction. Furthermore, delivery of the route will also enable the implementation of measures to improve the towns' flood resilience.

3.62 Whilst there is a focus on the delivery of sustainable measures, it is also recognised that improvements to the existing highway network will represent an important component of the package of measures that need to be implemented. The A30 spine route through the conurbation will be subject to upgrades, plus there are various other locations that will need support, including areas in and around Newlyn and Heamoor. Newlyn's road network is constrained, so further enhancements to the network are necessary to address existing issues, as well as help facilitate the growth proposed.

3.63 Table PZ3 summarises the package of transport measures proposed for Penzance to 2030.

<b>Table PZ3: Penzance &amp; Newlyn's Strategic Transport Measures</b>		
<b>Scheme type</b>	<b>Scheme</b>	<b>Comment</b>
<b>Junction improvements / Traffic management</b>	Branwell (Tesco's) Roundabout	Four key strategic junctions of the trunk road and local network that are critical to unlocking growth and require improvements to increase their capacity.
	Eastern Green Priority Junction	
	Newtown Roundabout	
	Chy-an-Mor Roundabout	
	Jelbert Way	Roundabout access off Jelbert Way required to access development.
	Trereife Cross	A junction improvement is required to address a safety concern.
	Joseph's Lane speed restriction and traffic calming	Speed restriction to discourage rat running through local routes.
	Improved signage for the A30	Improved signed on the A30 approaching the town is needed to better manage traffic in the area.
	Newlyn Bridge improvements and Traffic Management	Newlyn Bridge improvements and associated traffic management overcoming confusion and pedestrian/vehicle conflict.
<b>Bus improvements</b>	Bus Services	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly
	Bus Infrastructure/RTPI	
	New Bus Stops	

		<p>improving the offering to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus and rail integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.</p> <p>Also a proposal for a bus gate from the Heamoor Allocation (PZ-H8) on to Boscathnoe Way, if a bus route through the site is secured</p>
<b>Rail</b>	Rail Station/Bus Interchange Hub	Scheme to provide an integrated bus/rail hub for Penzance is included as a longer term Connecting Cornwall aspiration.
<b>Walking / cycling improvements</b>	<p>Town wide network, including improved access to and with the town centre, plus waterfront route connecting various development sites</p> <p>A30 improvements to ensure greater permeability, including crossing(s) to link Trannack (PZ-H4) to existing urban area</p> <p>Mounts Bay Cycle Route from Marazion to Newlyn, incorporating public bike hire scheme</p>	<p>A number of routes have been identified for improvements such as designated cycle lanes and pedestrian crossings, linking residential areas with key destinations, such as the town centres, schools and some of the main employment centres.</p>

3.64 The measures above will be supported by initiatives that promote the use and benefits of sustainable travel particularly within new developments. This could include public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

3.65 The measures set out above represent the strategic transport interventions needed to support growth; however Transport Assessments for individual applications could still identify the need for further localised measures to address impacts of individual schemes.

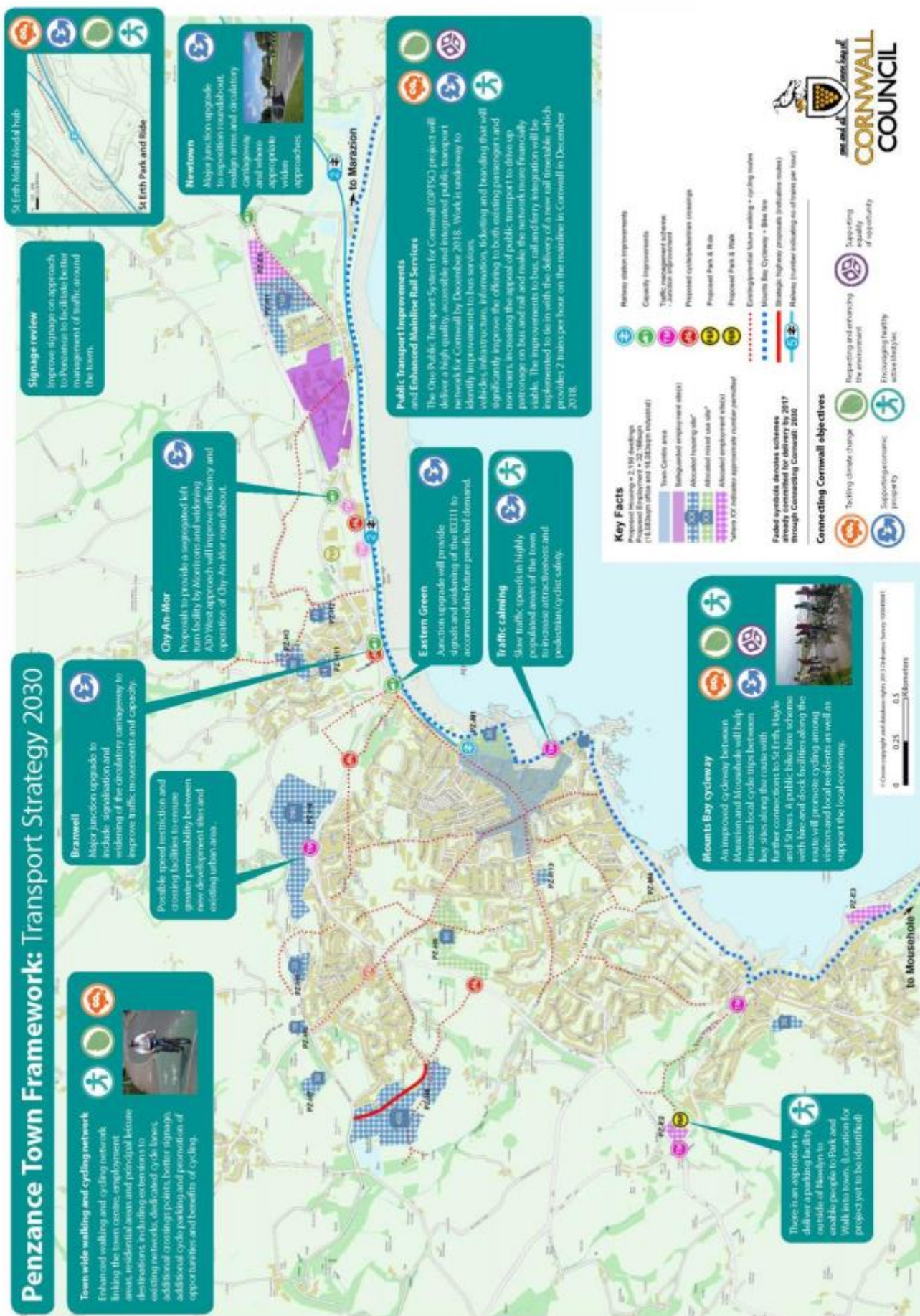


Figure PZ3: Penzance & Newlyn Transport Strategy Map

## **Green Infrastructure Strategy**

3.65 Penzance & Newlyn's Green Infrastructure (GI) Strategy takes a lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.18. Whilst GI should be considered holistically, some key aspects have been set out within four themes. These are brought back together in the GI Strategy Map set out at the end of this section.

### **Biodiversity**

3.66 The protection and enhancement, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as Ponsandane Brook, Chyandour Stream, Larrigan River and Newlyn Coombe all provide important, primarily wooded, stream valleys that run through the town, linking the countryside with the sea-front and all of these should be protected, enhanced and managed positively.

3.67 New developments should look to join to the existing green infrastructure, as well as establishing new green links that connect to these strategic routes and introduce new habitats to support wildlife wherever possible. This is especially important with edge of town developments which should seek to provide the opportunity to create green links to sites outside the town, such as Drift Reservoir, Tremethick Moor, Trevaylor Woods, Trengwainton Woods, Rosemorran Stream Valley, Boscreege Moor and Tolver Wood.

3.68 The Penzance & Newlyn area includes Marazion Marsh, which is a Special Protection Area (SPA and Site of Special Scientific Interest (SSSI). Development proposals must ensure there are no significant adverse impacts on the area's ecological value

### **Green Links**

3.69 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reducing congestion, an improved network will provide an important recreational resource that links the town with the existing coastal route, which supports wider objectives relating to the promotion of tourism, leisure and economic opportunities. Creating a waterfront route will also help to utilise the setting of Mount's Bay, as well as connect a number of the proposed development sites.

### **Flood Attenuation - Sustainable Drainage**

3.70 Due to the existing risk of fluvial flooding in the Penzance and Newlyn area, developments need to collect storm water run-off, retain it and return it to the water courses in a controlled manner.

### **Public Open Space**

3.71 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Penzance and Newlyn has a lower than average provision of some of these types of open space, but this is compensated, in part, by the accessible beaches and countryside around it. To cater appropriately for the growing

population it is expected that new development supports the delivery of new open space, either as on-site provision and/or through off-site contributions. Furthermore, the creation of fewer, but larger better quality, open spaces performing various roles will be sought. The principles of multi-functionality will be expected, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role.

3.72 Table PZ4 sets out the level of open space that is required from new development:

<b>Table PZ4: Penzance &amp; Newlyn's Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	19.64sqm	0.00sqm
Natural & Semi-natural spaces	5.26sqm	27.52sqm
Formal Sports Pitches	41.12sqm	0.00sqm
Children's Play Spaces	1.50sqm	0.06sqm
Teenagers' equipped spaces	0.51sqm	0.04sqm
Allotments	1.34sqm	0.00sqm
<b>TOTAL</b>	<b>69.37sqm</b>	<b>27.62sqm</b>

3.73 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the Open Space Strategy for Larger Towns in Cornwall.

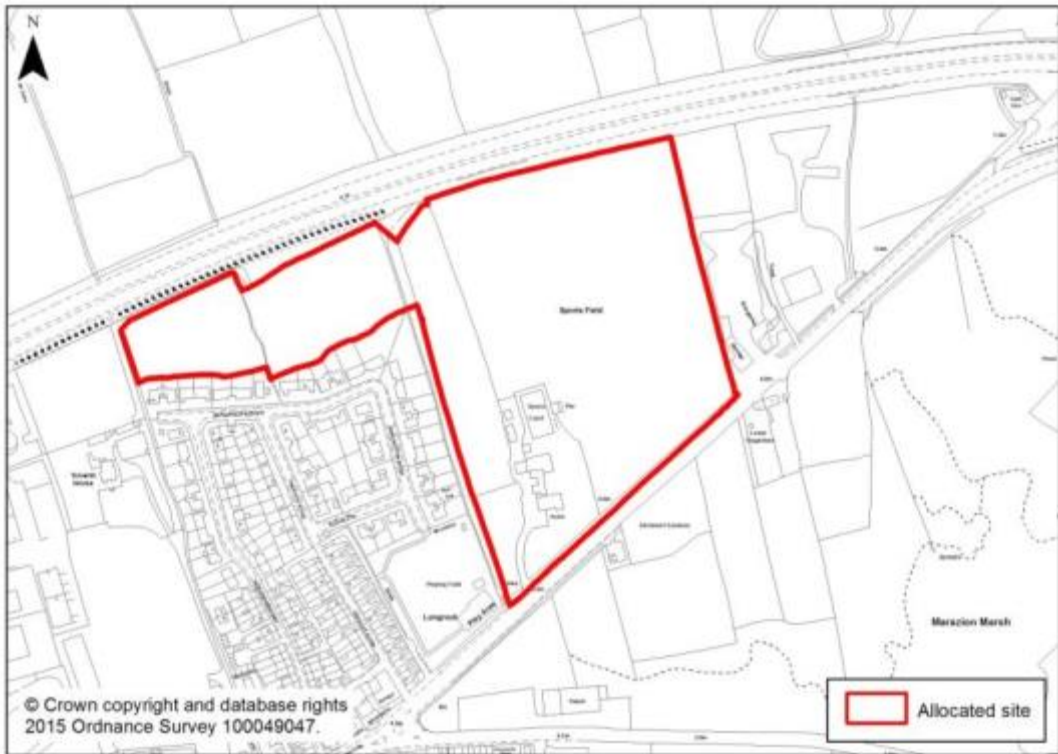
3.74 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.







## Penzance & Newlyn Site Allocations Policies

Policy PZ-H1	Long Rock
Site area: 7 hectares	Allocation: Approx 150 dwellings
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) A residential development that will deliver approximately 150 dwellings, representing an extension to the existing community</li> <li>b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document</li> <li>c) Development of the site will require consideration of any likely significant effects upon Marazion Marshes SPA by way of a project-level Habitats Regulations Assessment. It will be necessary to ensure that: <ul style="list-style-type: none"> <li>• A Construction Environment Management Plan is prepared, which ensures impacts upon the SPA are appropriately mitigated; this will need to be agreed with the Council prior to commencement on site.</li> <li>• a noise/visual screen is provided to avoid disturbance within the SPA, should the existing scrub adjacent to Trescoe Road be removed.</li> <li>• Environment Agency critical drainage standards are incorporated into the scheme to avoid impacts due to run off, which ensures no detrimental impact upon the SPA</li> <li>• An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the</li> </ul> </li> </ul>	

Marazion Marsh SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document

- d) At least 69.4sqm of public open space per dwelling should be provided on site, in line with the Penzance & Newlyn Green Infrastructure Strategy and the minimum size thresholds within Table 2. The open space should provide a high quality recreational resource for the existing and expanded Long Rock community.
- e) Vehicular access to the site should be from the south of the site and the development layout should ensure there is a clear street hierarchy and safe pedestrian and cycle paths providing continuous links to the existing settlement, local shops and open spaces. Furthermore, the design and layout of the site should enable good integration with the adjacent employment allocation (Long Rock East: PZ-E4) and the existing community of Long Rock
- f) Attention should be given to providing appropriate noise attenuation to the north of the site, to mitigate against the noise generated by the A30
- g) The development should provide, on-site, a community hall, which is easily accessible for both the new and existing Long Rock residents
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

*(At the time of writing a Neighbourhood Development Plan was being prepared for Ludgvan Parish; please also refer to this document when bringing forward proposals for this site)*

<b>Policy PZ-H2</b>	<b>Posses Lane</b>
<b>Site area:</b> 0.8 hectares	<b>Allocation:</b> Approx 30 dwellings

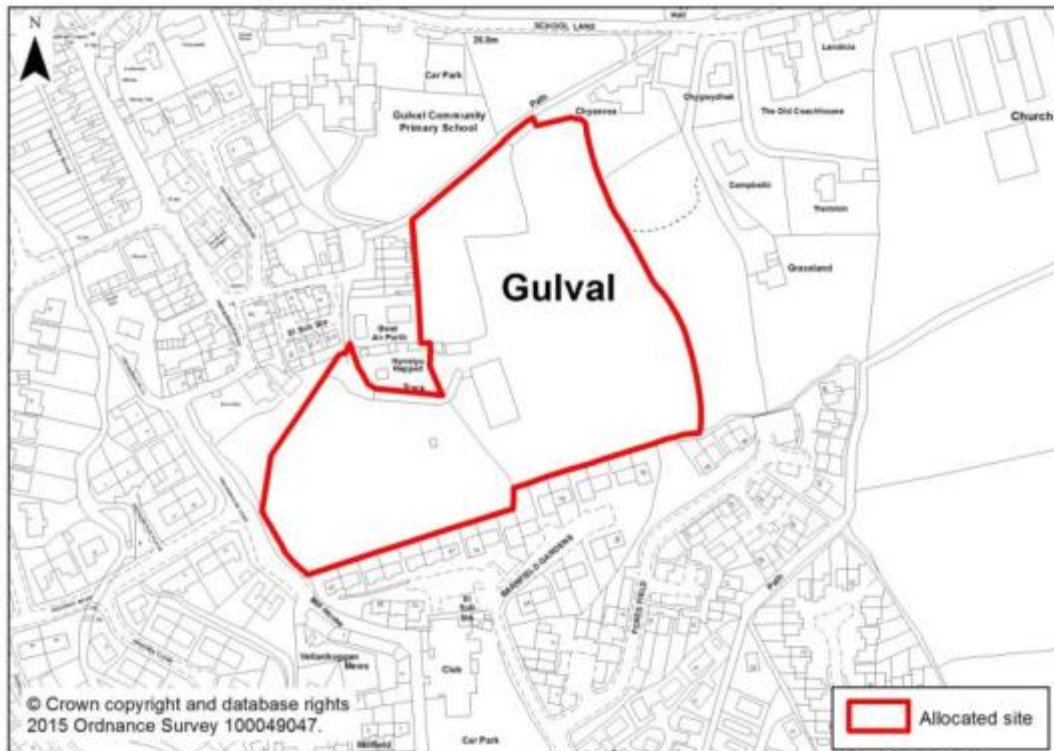


**Additional Policy Requirements:**

- A residential site that should deliver approximately 30 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document
- At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy. This should be delivered as an off-site contribution, through the delivery of an open space within Gulval. Engagement with the local community on the type and design of the open space would be expected.
- The vehicular access should be created from the centre of the site on to Posses Lane, maximising the visibility splay . Traffic calming measures should also be considered between the access to the site and the junction to Jelbert Way, to create a safer environment for pedestrians. A pedestrian connection should be created at the north-western edge of the site, which links to the existing footway that leads to Foxes Field
- Any proposal should assess and describe the significance of the Churchtown Conservation Area and the contribution of the site to its setting. The design should respond to this evidence and conserve and where appropriate enhance the character and appearance. Plus, the development should look to conserve the existing field boundaries

- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

<b>Policy PZ-H3</b>	<b>Gulval Central</b>
<b>Site area:</b> 2.3 hectares	<b>Allocation:</b> Approx 68 dwellings



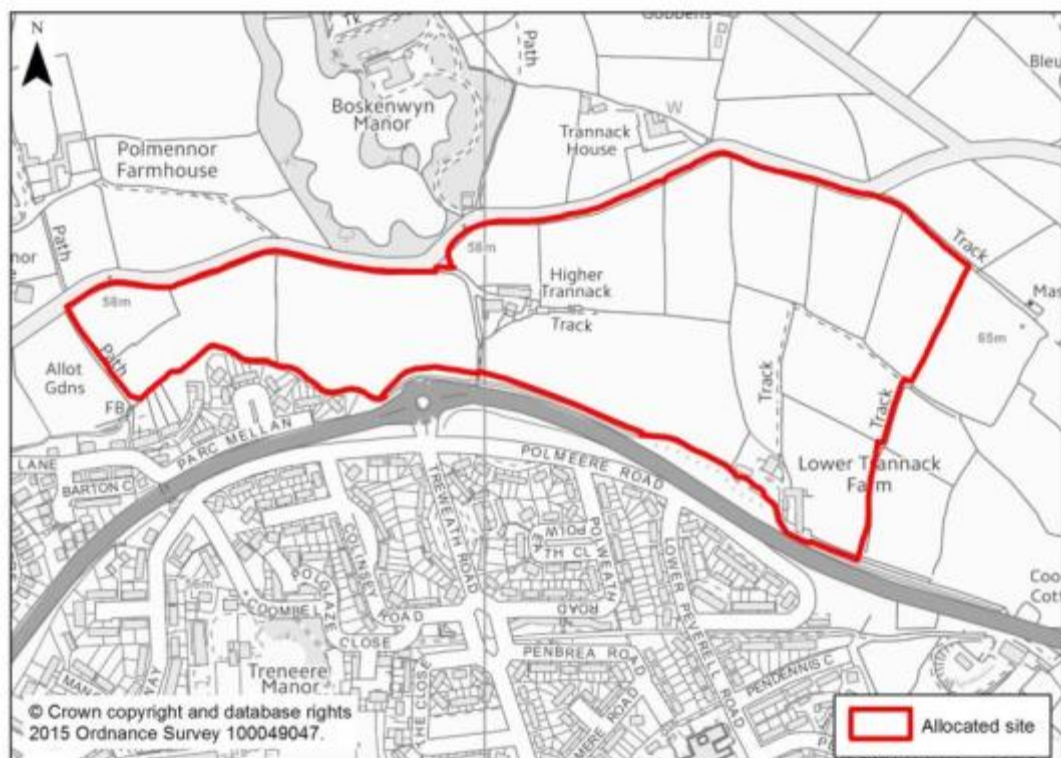
**Additional Policy Requirements:**

- Development of approximately 68 dwellings, representing an extension to the existing community. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- Pedestrian connectivity represents an important component of the site and it should offer the opportunity to connect various parts of Gulval, in doing so creating safer pedestrian routes, particularly to the school. As a result, pedestrian connections should be created on to Foxes Fields, Pendrea Road, Chynoweth Gardens, and to the lane to the north of the site which connects to Gulval School
- At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy. The preference is to provide land to deliver an open space on site, unless an appropriate alternative site can be identified and delivered within Gulval, in which case an equivalent off-site contribution should be provided.
- The site is located within the wider setting of the Churchtown

Conservation Area and the Grade II\* listed Church of St Gulval. The design solution for the site must conserve, and where appropriate enhance, the setting of these heritage assets

- e) The primary vehicular connection should be from Foxes Fields
- f) Surface water on the site should be managed either by on site infiltration or if this is not possible by on-site attenuation prior to discharging into Ponsandane Brook. Consideration should be given to placing the surface water management features on the far south-west of the site, which sits within Flood Zone 3b; in doing so ensuring built development is away from this sensitive area.
- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy PZ-H4			Trannack
<b>Site</b>	<b>area:</b>	14.5	<b>Allocation:</b> Approximately 290 dwellings
	hectares		



**Additional Policy Requirements:**

- a) A residential development consisting of approximately 290 dwellings
- b) At least 25% of the dwellings should be provided as 'accessible homes', as set out in Policy 13 of the Cornwall Local Plan Strategic Policies document

- c) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy and the minimum size thresholds within Table 2. Some of this open space can be provided on adjacent land to the east of the allocation.
- d) Dwellings should be drawn away from the southern extremity of the site, along the A30, ensuring the properties sit outside the flood zone
- e) Vehicular access to the site should be via the A30, with only pedestrian connections on to Polmennor Road.
- f) It is expected that appropriate east-west pedestrian links are created through the site, connecting to the existing public right of way on the western boundary of the site; the development should upgrade this existing right of way, to create a good quality pedestrian link through to Treneere Lane. Furthermore, pedestrian crossing point(s) should be delivered on the A30, as well as other design / landscape measures to promote traffic calming; in doing so ensuring an appropriate capacity for the road is maintained
- g) The scheme should ensure an appropriate on-site Sustainable Drainage Scheme is put in place, which should reduce water run-off from the site
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. The masterplan / concept plan should seek to protect as many of the tree within and on the edge of the site as possible



<b>Policy PZ-H5</b>	<b>Polmennor Road</b>
<b>Site area:</b> 1.4 hectares	<b>Allocation:</b> Approx 33 dwellings



**Additional Policy Requirements:**

- a) A residential development delivering approximately 33 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document
- b) An off-site contribution to the delivery of open space should be provided, equivalent to 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy
- c) A Sustainable Drainage Scheme must be provided on site, which seeks to reduce water run-off from the site
- d) It is expected that the main vehicular link should be from the south-west of the site, off of Polmennor Road; the access should discourage traffic from going further east along Polmennor Road. The layout should also provide frontage, where possible, on to this road.
- e) Boundary hedges and trees should be protected
- f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site


Policy PZ-H6		Joseph's Lane
Site area:	0.58 hectares	Allocation: Approx 16 dwellings



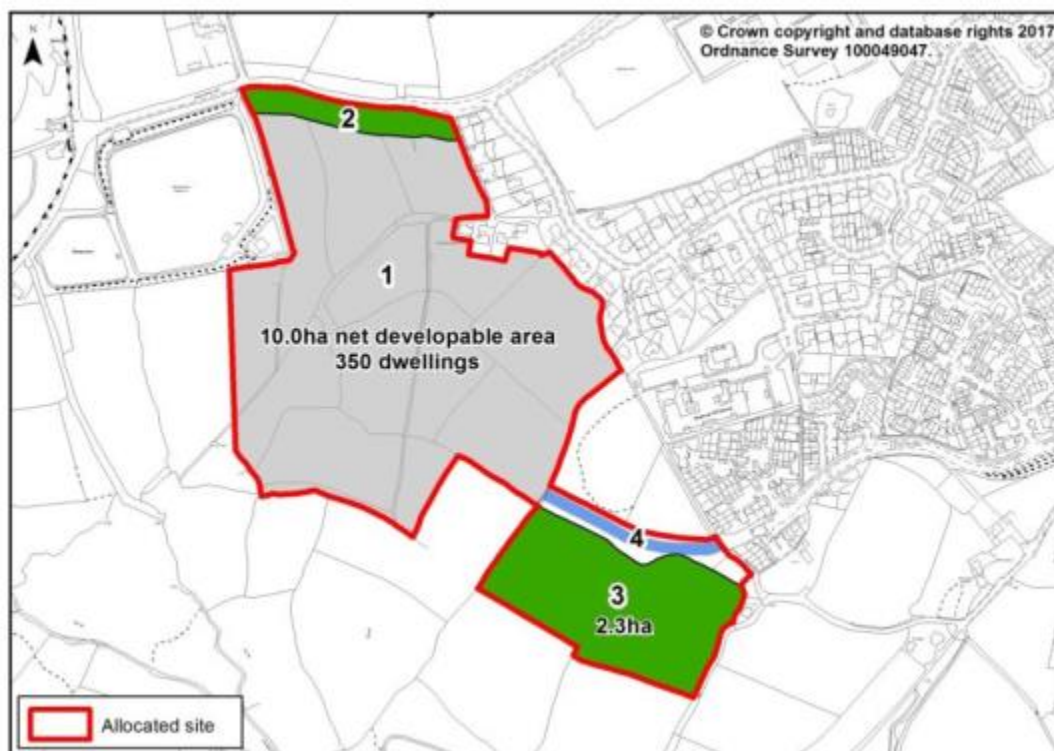
**Additional Policy Requirements:**

- a) A residential development delivering approximately 16 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- b) An off-site contribution to the delivery of open space should be provided, equivalent to 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy
- c) The development of the site should protect the existing boundary hedges and trees, where possible
- d) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site



Policy PZ-H7	Poltair
<b>Site area:</b> 1.3 hectares	<b>Allocation:</b> Approx 30 dwellings
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) A residential development delivering approximately 30 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>b) The site is within the setting of the Grade II Poltair House. The design solution for the site must ensure the setting is conserved, and where appropriate enhanced</li> <li>c) A contribution equivalent to the delivery of 69.4sqm of public open space per dwelling should be provided, in line with the Penzance &amp; Newlyn Green Infrastructure Strategy. This money should be used to upgrade the lawned area to the east of the site, in front of the listed Poltair House. The open space should be enhanced to provide a formal park area, which will act as an enhancement to the setting of the historic asset.</li> <li>d) Vehicular access should be provided from the south-west of the site, on to Boscathnoe Lane</li> <li>e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site</li> </ul>	

Policy PZ-H8		Heamoor
Site area:	13.0 hectares	Allocation: Approx 350 dwellings



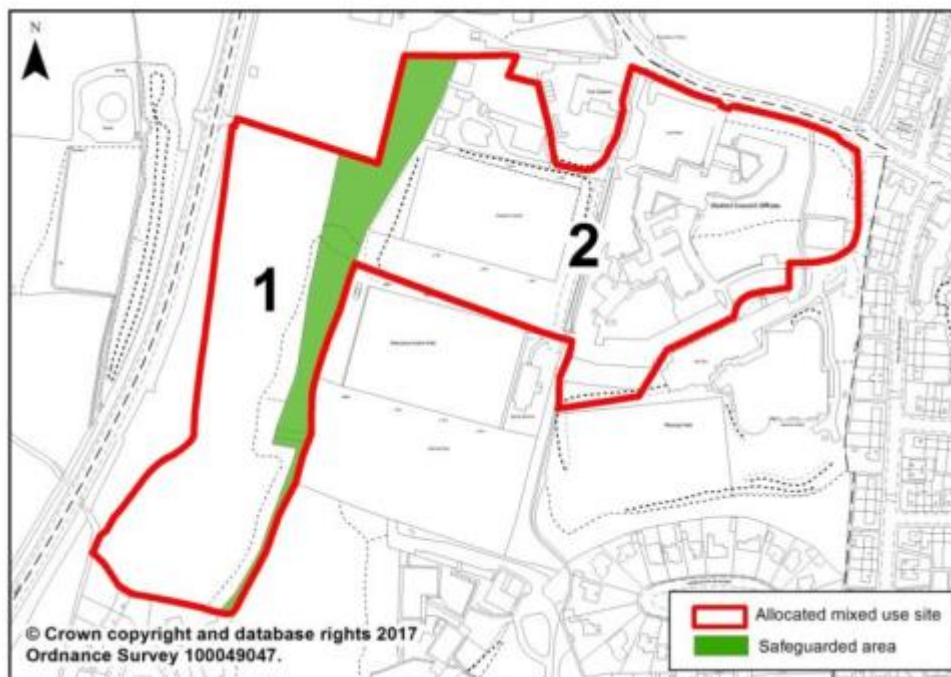
#### Additional Policy Requirements:

- A residential development, delivering approximately 350 dwellings, incorporating public open space and ancillary community facilities. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- The vehicular accesses should be via Roscadghill Road (ref 4 on the plan above). Opportunities to create a bus route through the site should also be considered, accessed on to Boscathnoe Lane using a bus gate.
- The development should seek to provide a pedestrian link to Heamoor School and Mounts Bay Academy; whilst consideration should be given to providing the primary vehicular access for the schools from the site, which will alleviate traffic congestion within the existing community
- The development should create a community 'hub' which represents a focus for the new and existing residents. The hub should contain community facilities appropriate for a residential area (e.g. community hall, small shop, etc). The hub should be located in a position that the existing Heamoor community would also be able to easily access
- At least 69.4sqm of public open space per dwelling should be

provided on site, delivered primarily in area 3 on the plan above.

- f) The site is within the vicinity of various heritage assets, which need to form a key consideration in the sensitive development of the site. In particular the site is located relatively close to Trengwainton, which comprises the Grade II listed Trengwainton Housing and the Grade II\* listed Park and Garden. Parts of the site are visible from the garden, so great attention needs to be given to minimising intrusion into the pastoral setting of this historic asset. As a result, open space should be provided within area 3 on the plan above. This open space should be set out as parkland, in doing so minimising any built structure or lighting, so that intrusions into the landscape are minimised.
- g) Tree planting also represents a key component in minimising any impact on the setting of Trengwainton. Firstly, tree planting is required on the northern edge of the open space, to help screen the access road; plus an appropriate lighting scheme is required to minimise the road's visual impact on the setting of Trengwainton. Furthermore, tree planting is required on the northern edge of the site, of at least 35 metres in depth (area 2 on the map above), to screen the development from the road, in doing so maintaining a green setting as the approach to Trengwainton.
- h) Masterplanning of the site must also be undertaken guided by the other mitigation measure set out in Stages 4 and 5 of the Historic Assessment for Site Allocations – Heamoor (Jan 2016), available on Cornwall Council's website. It is also recommended that the Trengwainton Setting Study January 2015 (prepared by Nicholas Pearson Partnership on behalf of the National Trust) is also used to support the preparation of the masterplan and applications for the site.
- i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy PZ-H9		St Clare
<b>Site area:</b>	6.75 hectares	<b>Allocation:</b> Mixed use site, incorporating approx. 130 dwellings; D1 Health



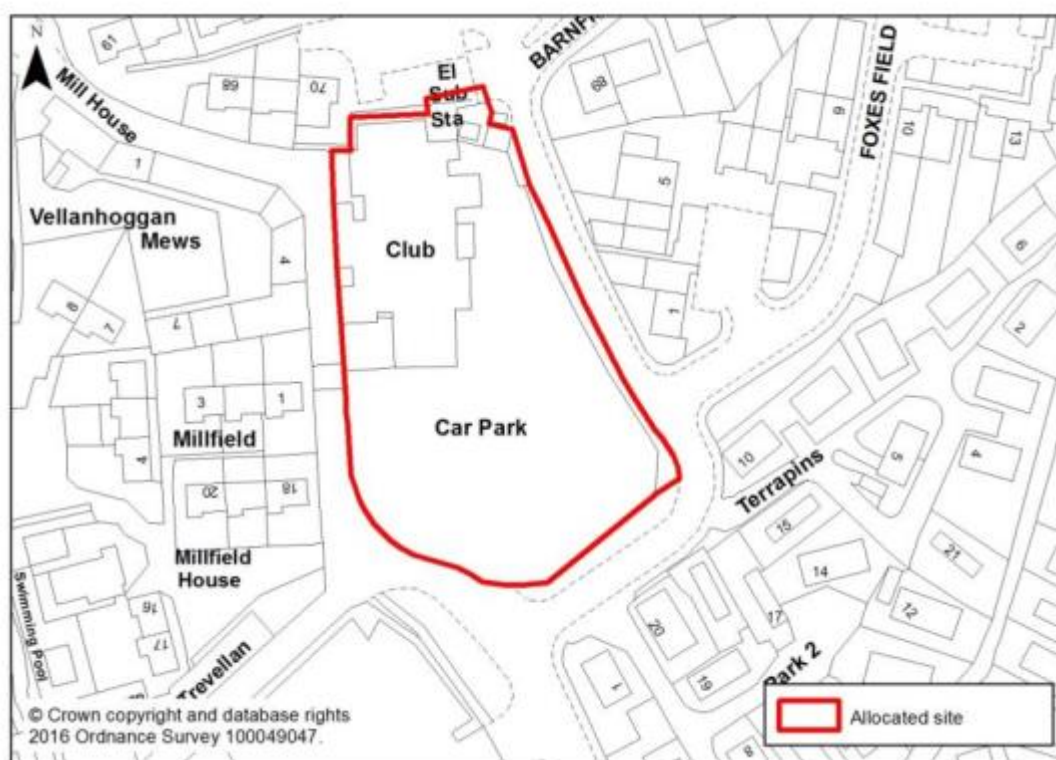
**Additional Policy Requirements:**

- A mixed use development delivering approximately 130 dwellings and a health centre.
- At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy and the minimum size thresholds within Table 2. It is anticipated that this would be delivered as an equivalent off-site contribution to the upgrade of adjacent open space to the south-east of the site
- The site is split into two parcels as a result of a belt of trees and shrubs within the western third of the site. Development of the site should seek to retain these trees as much as possible, but in doing so creating a vehicular and pedestrian link between site area 1 and 2. The primary vehicular access should be via Nancealverne, to the north of the site
- The site contains a listed office complex, although the designation originates from the importance of the original York House and the structures that immediately adjoins it, in particular the stable block to the rear. The Grade II listed York House must be retained and incorporated into the development, ensuring it is safeguarded. Opportunities should be taken to conserve, and where appropriate,

enhance the setting of the heritage asset.

- f) The new built development must respect the immediate setting of, and be subservient to, the Grade II listed York House
- g) A D1 health facility should be provided on site and appropriately integrated into the wider development proposal for the site
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site

<b>Policy PZ-H11</b>	<b>Barn Site, Gulval</b>
<b>Site area:</b> 0.4 hectares	<b>Allocation:</b> Approx 13 dwellings



**Additional Policy Requirements:**

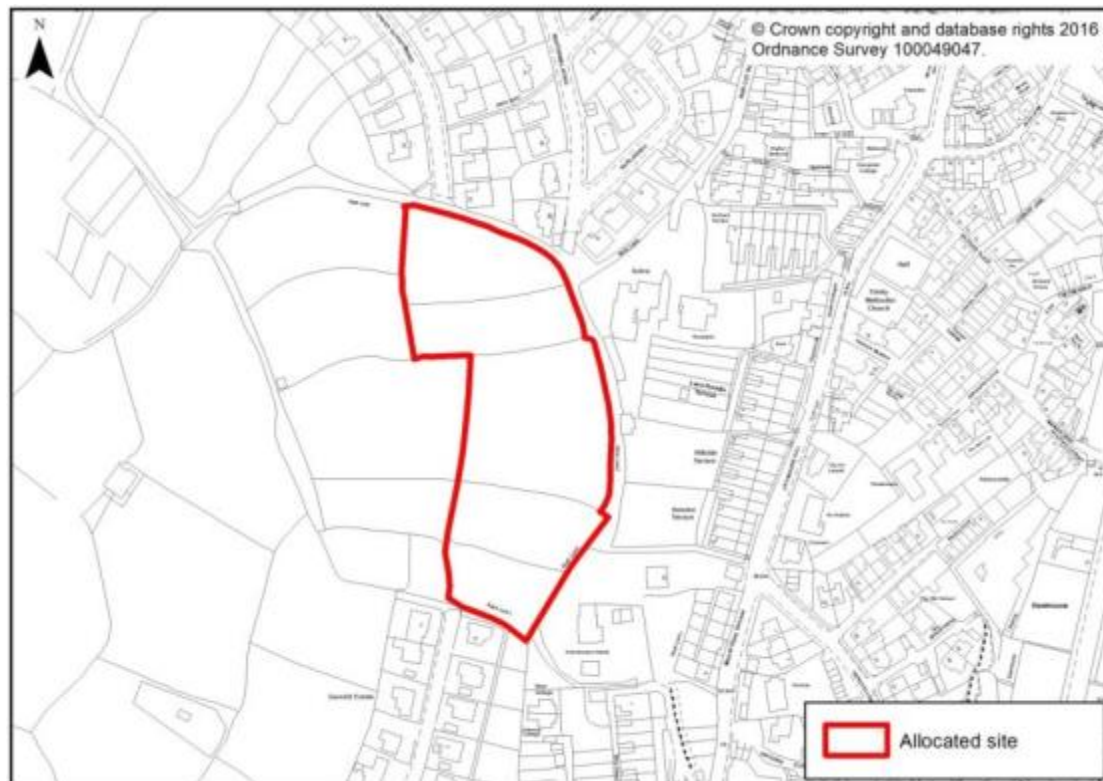
- a) A residential development delivering approximately 13 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- b) When developing the site, a footway should be created on the south, east and western edges of the site, to improve the pedestrian permeability within the village
- c) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy. This should be delivered as an equivalent off-site contribution, to support the delivery of an open space within Gulval.



Delivery of this space will also act as the mitigation necessary to address recreational impacts upon the Marazion Marsh Special Protection Area (SPA)

- d) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

<b>Policy PZ-H12</b>	<b>Gurnick</b>
<b>Site area: 1.2 hectares</b>	<b>Allocation: Approx 30 dwellings</b>



**Additional Policy Requirements:**

- a) A residential development delivering approximately 30 dwellings.
- b) It is anticipated that the site would be able to achieve a level of affordable housing above the policy position within the Cornwall Local Plan: Strategic Policies document; as a result a higher percentage would be expected (set through an agreed viability assessment at the time of an application). This should be delivered on site, or as an off-site contribution towards the delivery of affordable housing within Newlyn
- c) Vehicular access must be from the north of the site; plus there should only be pedestrian access on to Gurnick Estate to the south of the site
- d) The site must deliver a level of parking appropriate for the scale of development and recognising it is away from public transport option; the level of provision should ensure it does not create

parking issues for surrounding streets

- e) An off-site contribution will be sought to the delivery of highway projects within the Newlyn area
- f) The design solution should ensure the built development is of a similar scale and massing as surrounding development and does not dominate the landscape when viewed from a distance
- g) The site must provide an appropriate sustainable urban drainage system which does not create flooding issues off-site
- h) An off-site contribution for the creation or upgrade of public open space within Newlyn should be provided, which is equivalent to providing 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy
- i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

<b>Policy PZ-M1</b>	<b>Harbour Carpark</b>
<b>Site area:</b> 3.4 hectares	<b>Allocation:</b> Uses permitted include a combination of: A1, A2, A3, A4, A5 Retail; B1 Office; C1, C3, C4 Uses; D1 and D2 Uses



**Additional Policy Requirements:**

- a) A mixed use site comprising a combination of retail, office and residential uses; plus D1 and D2 uses will be considered, when

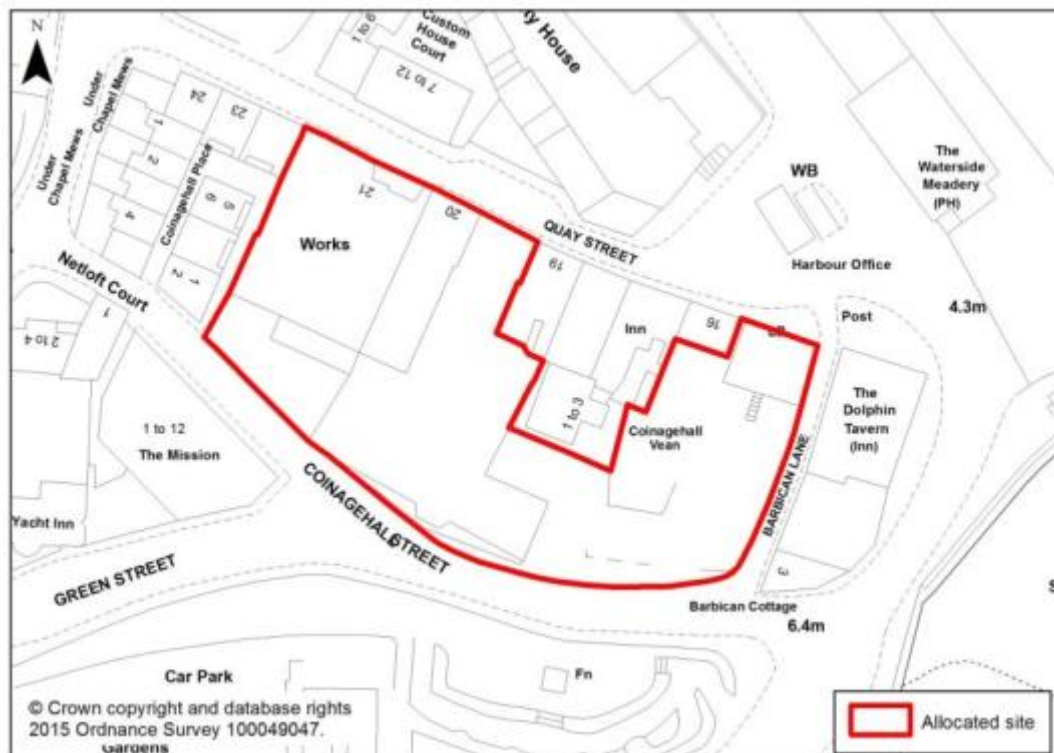
ancillary to the overall development

- b) Any A1 units should be of a type and scale that does not detract from the existing retail offer within the town centre. Residential uses should be contained on upper storeys, with safe means of access and egress.
- c) The site should be developed as a high quality gateway to the town, whether coming by car, rail, bus or foot. The development should represent an extension to the town centre, in doing so ensuring good permeability is created between the site and Market Jew Street. Furthermore, development of the site should create better pedestrian access to the waterfront
- d) The site is recognised as a future hub / stopping point in the development of a cycle route from Marazion to Newlyn (see Transportation Strategy); as a result the site should provide its element of the route, plus consideration should also be given to the delivery of cycle storage and associated facilities
- e) Development of the site must ensure a similar scale of parking provision is maintained within the site; enabled through the delivery of a decked car park. The decked car park must have a high quality façade that complements the wider scheme; this could include development wrapping around it. For any reduction of parking spaces on site to be deemed acceptable, it must be demonstrated that an appropriate parking provision for the town (both in terms of scale and location) is retained on-site and/or off-site
- f) The site currently provides boat storage; a similar provision should either be maintained / reprovided on site, or reprovided on an appropriate off-site location prior to occupation of any development on site. If retained on site, the space should be appropriately integrated with the remainder of the site; consideration should be given to using this area as an events space during the months not used for storage
- g) The site is in the Penzance Conservation Area and within the setting of the Grade II listed Albert Pier and warehouse buildings which should be conserved in a manner appropriate to their significance. The design, layout and quantum of development should be informed by an appropriate assessment of the historic assets character and significance. The existing evidence base that should inform the design includes the Penzance Conservation Area Appraisal;; Cornwall & Isles of Scilly Urban Survey; Penzance THI Final Report; and the Penzance South Pier Assessment
- h) Redevelopment of the site will also need to ensure a high quality transport interchange is maintained, in particular the site needs to maintain or reprovide an appropriate bus facility that links to the railway station



- i) Flood protection represents an important part of the overall project. A Flood Risk Assessment would be expected as part of any application; this should include: measures to be implemented to ensure flood resilience, taking into consideration the Cornwall and the Isles of Scilly Shoreline Management Plan. The Assessment should also include a flood warning and evacuation plan; as well as demonstrate safe access and egress to Wharf Road.
- j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy PZ-M2	Coinagehall St
<b>Site area:</b> 0.3 hectares	<b>Allocation:</b> A3-A4 Retail Uses; B1a office uses; C1 hotel use; C3 Dwelling Houses; D1 Leisure uses



**Additional Policy Requirements:**

- a) A mixed use site that should deliver a commercially focused mixed use development, which includes B1a office space
- b) The site's prominent location means a high quality design solution is expected. The design should also ensure the development interacts with St Anthony Gardens and Jubilee Pool
- c) The site, together with St Anthony Garden and Jubilee Pool, is recognised as a key node on the proposed cycle route (see transportation strategy), to create a hub / stopping point. As a

result the design and mix of uses on site should support these aspirations

- d) The site is within the Penzance Conservation Area and within the setting of the Grade II\* listed Church of St Mary. The design, layout and quantum of development should be informed by an appropriate assessment of the historic assets, character and significance. The existing evidence base that should inform the design includes the Penzance Conservation Area Appraisal and the Cornwall & Isles of Scilly Urban Survey. Proposals must conserve, and where appropriate enhance, the setting of the heritage assets.
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy PZ-M3		Wherry Town
<b>Site area:</b>	0.74 hectares	<b>Allocation:</b> A3 / A4 / A5 Retail Uses; B1 Employment uses; ; D1 / D2 uses



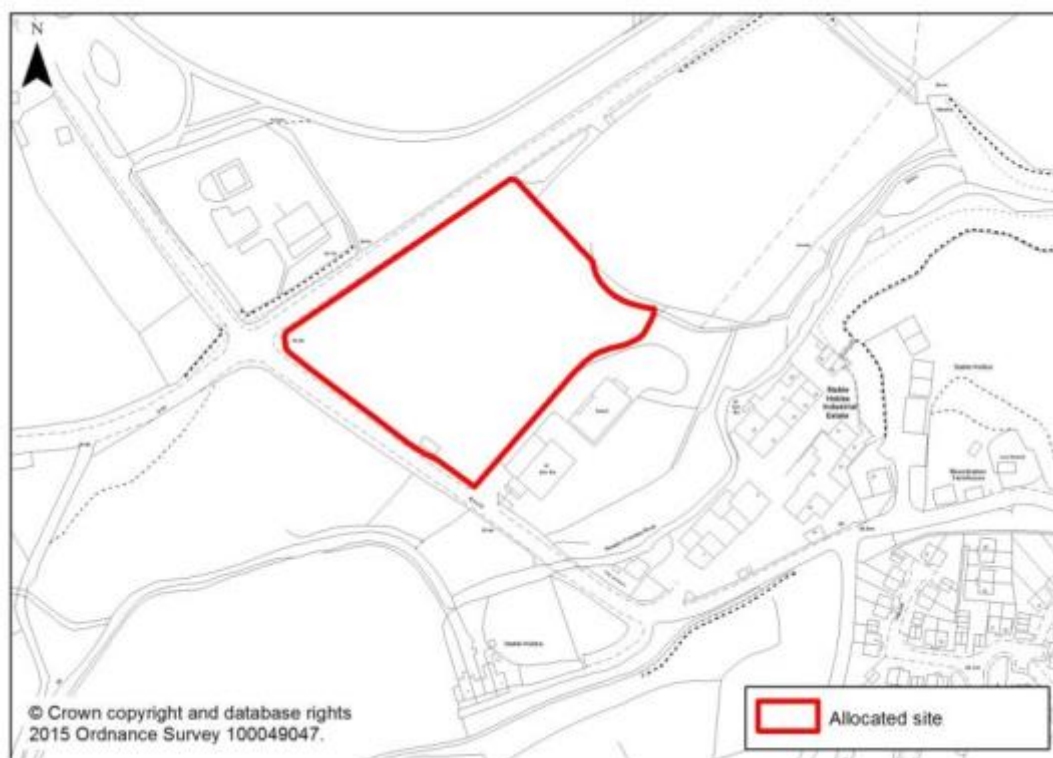
**Additional Policy Requirements:**

- a) A mixed use site that comprises one or more of the following uses: B1 / B2a Employment; A3 / A4 / A5 Retail D1 / D2
- b) The Wherry Town area is recognised as a location for a hub / stopping point in the development of a waterfront cycle route (see transportation strategy). As a result, development of the site should deliver a design and mix of uses that would support the development of a hub / stopping point
- c) The site is located within a flood zone 3 area, so it is critical that safe access and egress is provided as part of the design solution

for the site

- d) Development of the site should deliver a good quality façade on to Western Promenade Road
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy PZ-E2		Stable Hobba Extension
Site area:	1.26 hectares	Allocation: B1, B2, B8 Employment Uses



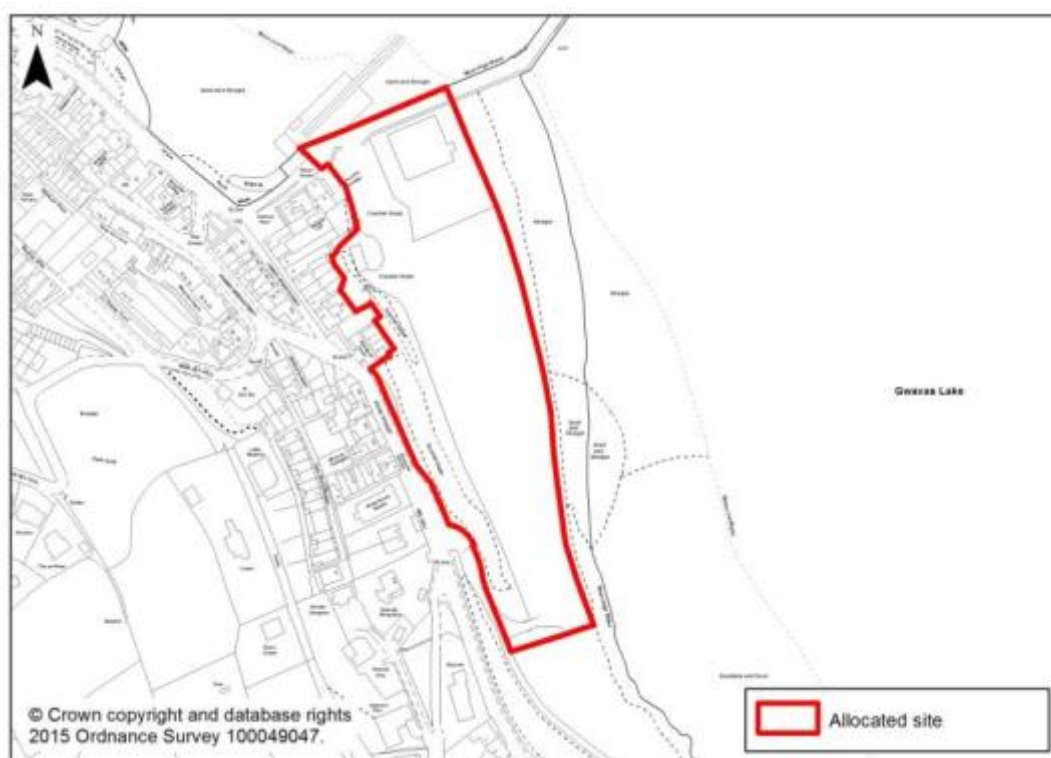
#### Additional Policy Requirements:

- a) An employment site that should deliver approximately 5,000sqm of B1 / B2 / B8 employment space
- b) Development of the site will only be permitted:
  - once a junction improvement is implemented at Trereife crossroads, which is considered a safety concern, which this development will be expected to support by providing an off-site contribution; or
  - if an appropriate route through the site is provided that delivers appropriate alternative accesses on to the A30 and B3315, that is of a capacity to accommodate other Newlyn traffic.
- c) The site is located within the wider setting of the Grade II\* listed Trereife Manor. The existing trees on the northern edge of the site

must be retained, to ensure the potential for visual impact is minimised

- d) The far eastern corner of the site sits within Flood Zone 3b; development of the site must ensure any built development and any access and egress do not go into this area
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy PZ-E3	Sandy Cove
<b>Site area:</b> 1.6 hectares	<b>Allocation:</b> B1, B2, B8 Employment Uses



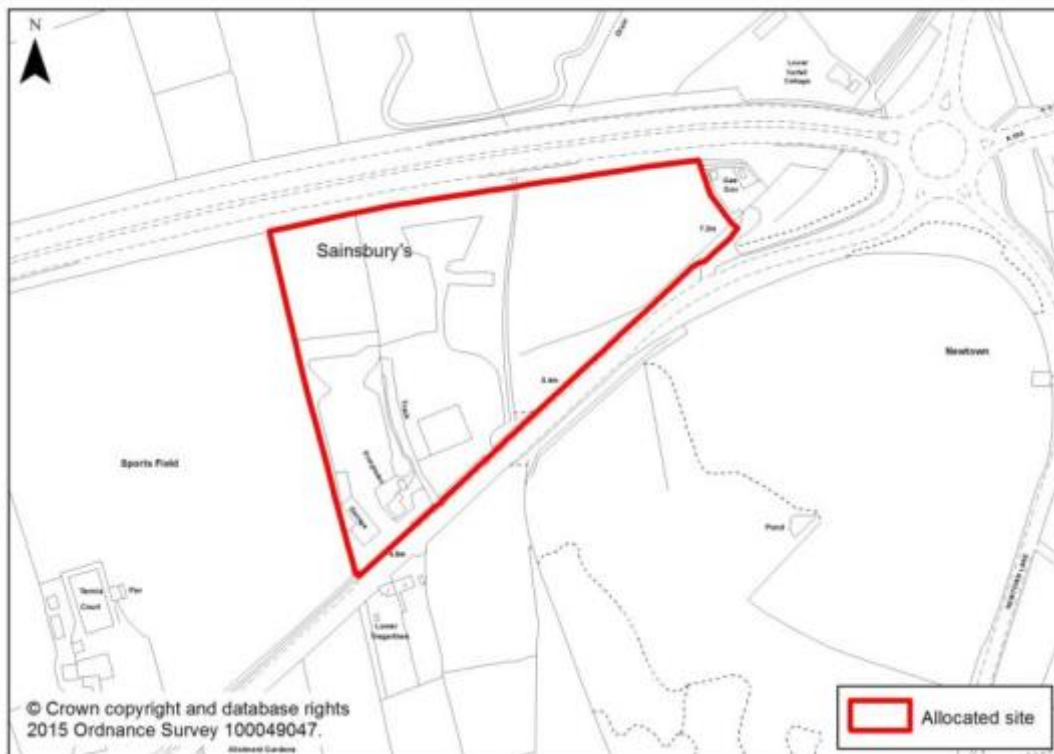
**Additional Policy Requirements:**

- a) A site that should deliver approximately 6,000sqm of marine related B1 / B2 / B2 employment space.
- b) Subject to the satisfactory resolution of highway access both into the site and through Newlyn, proposals for the development of Sandy Cove to provide new maintenance facilities for the fishing fleet is welcomed. Any land not required for this purpose should be safeguarded for future harbour or marine related uses. An off-site contribution will be sought to the delivery of highway projects within the Newlyn area
- c) Flood protection represents a key component of the overall project. A Flood Risk Assessment would be expected as part of any application; this should include: measures to be implemented to

ensure flood resilience, taking into consideration the Cornwall and the Isles of Scilly Shoreline Management Plan. The Assessment should also include a flood warning and evacuation plan; as well as demonstrate safe access and egress to Fore St

- d) The site is within the Newlyn Conservation Area; development proposals for the site should conserve, and where appropriate enhance, the Conservation Area
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site

Policy PZ-E4	Long Rock East
<b>Site area:</b> 3.2 hectares	<b>Allocation:</b> B1 / B2 / B8 Employment Uses



**Additional Policy Requirements:**

- a) An employment site that should deliver approximately 9,400sqm of employment space (B1, B2, B8)
- b) A high quality design would be expected, in recognition of its location as a key gateway location into the conurbation. Furthermore, the design and layout of the site should enable good integration with the adjacent residential allocation (Long Rock: PZ-H1)
- c) Vehicular access should be from the south of the site
- d) Development of the site will require consideration of any likely

significant effects upon Marazion Marshes SPA by way of a project-level Habitats Regulations Assessment. Notwithstanding the need for any specific project-level mitigation requirements, it will be necessary to ensure that:

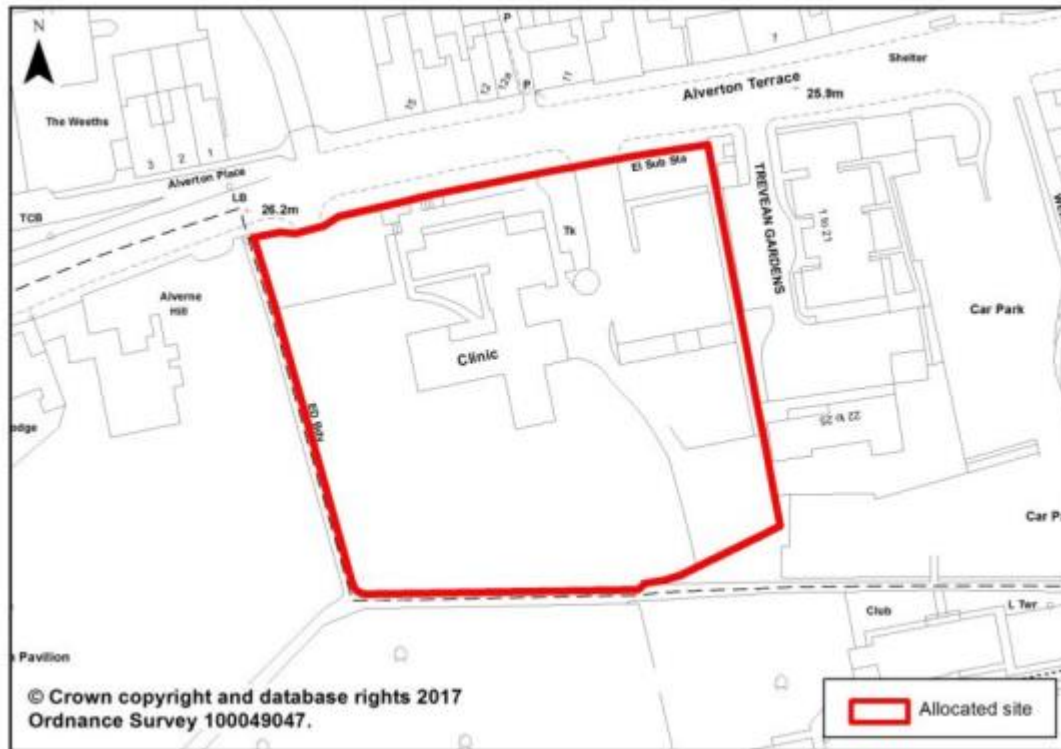
- A Construction Environment Management Plan, which ensures impacts upon Marazion Marsh SPA are appropriately mitigated; this will need to be agreed with the Council prior to commencement on site. This should include use of timing to avoid key sensitive periods
- A noise/visual screen is provided to avoid disturbance within the SPA, should the existing scrub adjacent to Trescoe Road be removed.
- Environment Agency critical drainage standards are incorporated into the scheme to avoid impacts due to run off, ensuring there is no detrimental impact upon the SPA
- Existing hedgerows on the southern boundary of the site should be retained, so that it acts as a buffer between the built development and the SPA

- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

*(At the time of writing a Neighbourhood Development Plan was being prepared for Ludgvan Parish; please also refer to this document when bringing forward proposals for this site)*



<b>Policy PZ-H3</b>	<b>Bellair</b>
<b>Site area:</b> 0.6 hectares	<b>Allocation:</b> Approximately 40 dwellings;



**Additional Policy Requirements:**

- A site that should deliver approximately 40 dwellings in a flatted development.
- The site must reprovide the health facilities on-site on lower storey(s) of any scheme, unless it can be demonstrated that they will be reprovided elsewhere within Penzance
- The scheme must deliver a high quality built development fronting on to Alverton Road, whilst seeking to protect as many of the trees on site as possible
- The site sits within the Penzance Conservation Area and adjacent to a row of Grade II listed buildings on Alverton Terrace. The development proposals for the site should conserve, and where appropriate enhance, the Conservation Area and setting of the listed buildings
- An off-site contribution to the creation or upgrade of public open space within Penzance should be provided, which is equivalent to providing 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy
- Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

**Policy PZ-E1: Long Rock Industrial Estate**

**Allocation:**

Safeguarded for employment uses (B1, B2, B8)

**Additional Policy Requirements:**

The site represents an existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

Any new built development would need to be located at least 7 metres away from the river that runs north to south on the eastern edge of the site

(See Figure PZ1 for site boundaries)



## **4. Hayle**

4.1 Hayle is located on the north coast, 6 miles west of Camborne and 9 miles east of Penzance. Located on the A30, Cornwall's main trunk road, Hayle has a mainline railway stations, plus a further station on its outskirts at St Erth. The town has a distinctive setting and townscape due to its coastal and estuary locations. The historic harbour area; the large Towans area and 3 miles of beaches directly to the north (shared with neighbouring Gwinear/Gwithian Parish) all contribute to forming the unique character and setting of the town.

4.2 Hayle's high quality environment is recognised internationally, with parts of the urban area designated within the Cornwall & West Devon World Heritage Site. Much of the historic urban area is a Conservation Area and includes many listed buildings and structures. The coastal Towans and the estuary are a designated Site of Special Scientific Interest (SSSI).

### **4.3 Key Facts:**

Population (2011 Census):	8,939
Dwellings (2011 Census):	4,056
Average house building rate (2005-2015):	40 per annum
Homechoice Register: Bands A-E (Feb-17):	436
Average Wage (ONS Annual Survey 2013):	£415 per week

4.4 The strategy for Hayle should be read in conjunction with the Hayle Town Framework and the Hayle Neighbourhood Plan, which was being prepared at the time of writing.

## **Vision Objectives & Targets**

4.5 **Hayle's Vision** is to be:

*A highly connected community:*

- *connected by road, rail, cycle-way, sea port and high speed broadband*
- *serving as a centre for renewable energy technology, business and tourism, and as a gateway to West Cornwall;*
- *celebrating a unique heritage of industry and innovation, whilst embracing the outstanding coastal and inland waterways of our cherished natural environment, in a favoured location providing for high-quality living, working and recreation;*
- *supporting individuals to develop and families to have the opportunities to stay together for their whole lives*

4.6 For Hayle to achieve this vision there are four strategic objectives which are articulated in the Cornwall LP:SP covering 'Employment', 'Housing', 'Community Infrastructure' and 'Environment'. To complement these strategic objectives, 8 key aims have been established, which are summarised below, but can be read in full in the Hayle Town Framework.

1. To continue to deliver the coordinated regeneration of Hayle, including the harbour area
2. To be a highly connected community by road, rail, sea, cycle and high speed broadband
3. To serve as a centre for renewable energy technology, business and tourism, and as an economic gateway to West Cornwall;
4. To significantly improve and enhance community and leisure facilities to enable residents to live, work and spend more leisure time within the town.
5. To be renowned as a visitor destination for tourism and leisure including heritage related tourism;
6. To ensure Hayle has a vibrant retail offer
7. To deliver housing growth that will provide much needed affordable housing and help facilitate the area's economic aspirations,
8. To ensure change and new development is delivered sensitively, celebrating the unique heritage of industry and innovation as recognized by the World Heritage Site inscription, whilst embracing the outstanding coastal and inland waterways and high quality natural environment

### **Targets**

4.7 The Cornwall LP:SP document has set the following targets for Hayle:

- To develop 1600 dwellings between 2010 and 2030
- To deliver 19,083sqm of additional office space and 19,083sqm of industrial space

## **The Strategy**

4.8 Continuing the regeneration of Hayle represents the key theme throughout this strategy, with the most significant project representing the sensitive regeneration of Hayle Harbour, reflecting the international importance of the World Heritage Site designation.

4.9 Hayle harbour, an important site within the World Heritage Site, will deliver high quality heritage-led regeneration and development that will re-establish it as a key focal point for the town; in doing so enhancing the Foundry as a key retail and leisure destination. The Harbour also represents the hub for the emerging marine renewables sector, which represents a key strand in supporting the aspiration to deliver more, better quality employment opportunities for the town.

4.10 To support the delivery of future general industrial space, a site adjacent to the A30 at St Erth has been identified, with good connectivity to Hayle, St Ives and the St Erth station and park and ride facility.

Employment opportunities are also identified within the urban extension area to the south of the town, supporting a new junction on the A30 in the long term.

4.11 Hayle has a split town centre and there is the aspiration to improve both; by enhancing the existing offer at Copperhouse, whilst delivering new retail floorspace within the Foundry area, linked to the development at South Quay.

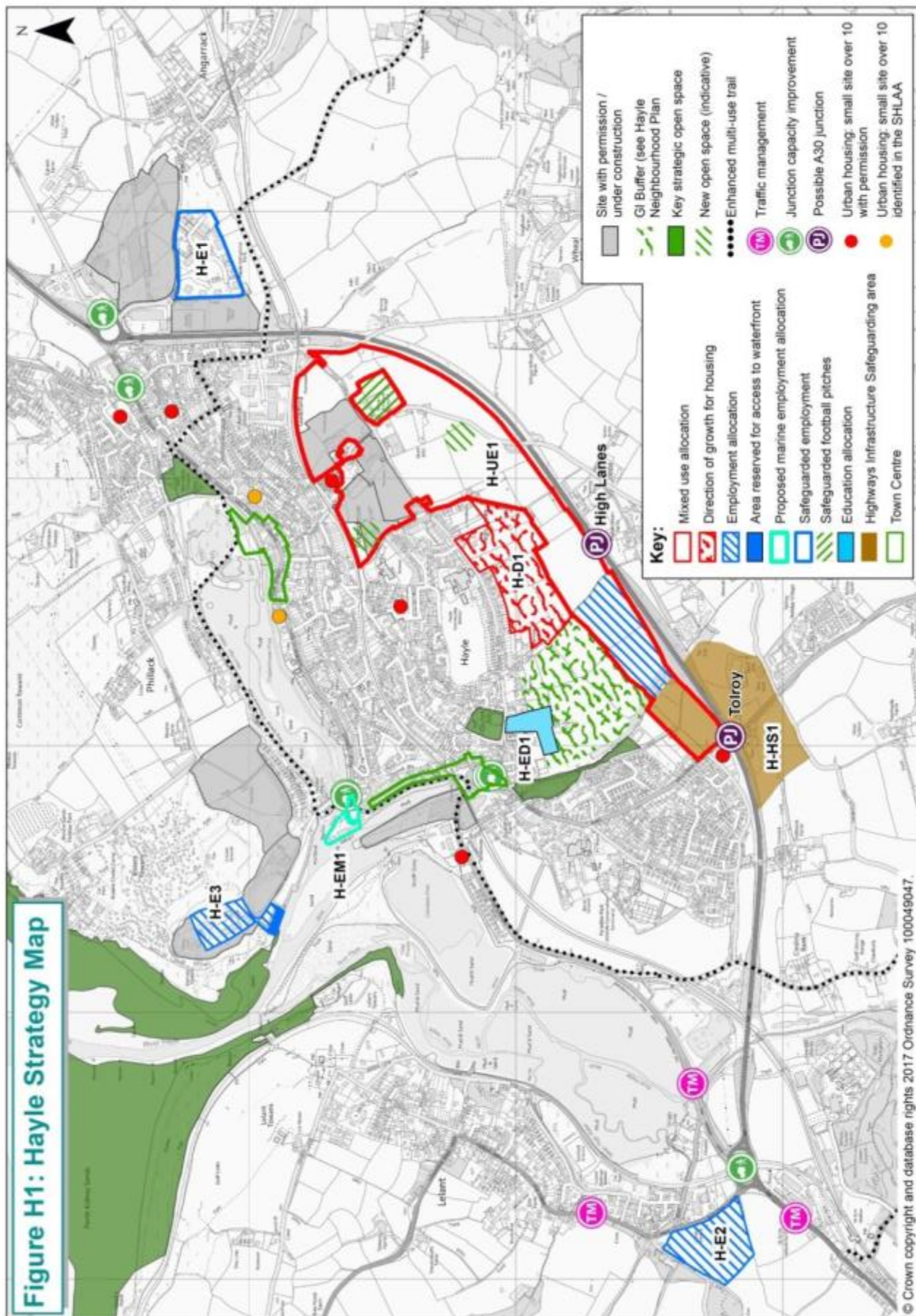
4.12 Residential development will be focused primarily within two areas: Hayle Harbour and Trevassack; with the former already permitted. Trevassack (H-UE1) is to the south and south-east of the town. A direction of growth beyond the current plan period is also indicated.

4.13 Improving the primary education facilities, open space provision, sustainable transport opportunities and the highway network all represent key priorities to support the town's aspirations. A new primary school will also be required within the Plan period. Amongst the highway measures being investigated, a new A30 junction to the south of the town will service later phases of the Trevassack site, plus act as an alternative to the St Erth junction in the long term, due to sea level rise.

4.14 Finally, this regeneration and development will need to be delivered sensitively, respecting the environmental and historic assets of the town and its hinterland.

4.15 **Figure H1** sets out the spatial strategy for Hayle.

Figure H1: Hayle Strategy Map



## **Economic Growth**

4.16 Hayle's economic aspirations are to broaden and strengthen its economic base to create higher skilled and better paid job opportunities for its local residents, in doing so acting as a hub for Cornwall relating to the marine renewables sector.

4.17 Hayle's employment opportunities traditionally focused on engineering and more recently tourism, as well as wholesale and retail, predominately in the lower paying sectors. Whilst recognising the continued importance of these industries in providing important employment opportunities, there is an aspiration to broaden the economic base; in doing so supporting under represented and emerging sectors such as the marine renewables industries. Hayle is also in a good position to be able to develop its tourism offer relating to its coastal location and setting, including mining heritage and the World Heritage Site.

4.18 A key strand to Cornwall's economic ambition relates to renewable technology and Hayle is targeted to support the advancement of the Marine Renewables sector, with 'Wave Hub' already located there. Wave Hub is the world's largest and most technologically advanced grid connected site for the testing and development of offshore renewable energy technology. A Marine Renewables Business Park has been developed within Hayle, providing space for businesses seeking to make use of the testing facilities. The ambition is to continue to grow this sector within the town.

4.19 Hayle's location adjacent to the A30, superfast broadband connectivity and serviced land also offers a good location for industry to locate to the town, particularly those looking to serve West Cornwall.

4.20 In supporting the delivery of these economic aspirations, the Cornwall LP:SP document has targeted the delivery of 19,083sqm of industrial space and 19,083sqm of office space within the community network area between 2010 and 2030. It is anticipated that the majority of this space will be delivered within or on the edge of Hayle, as a result of its favourable infrastructure compared to other communities within the Community Network Area. Table H1 highlights delivery against these targets.

<b>Table H1: Hayle – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
<b>Local Plan CNA Target</b>	<b>19,083</b>	<b>19,083</b>
Net Completions Apr-10 to Mar-16	1,391	-622
Net extant planning permission / under construction (at Mar-16)	8,748	6,476
<b>Residual Local Plan Target</b>	<b>8,944</b>	<b>13,230</b>

4.21 Delivery of the employment targets includes the extant planning permission for office and industrial space at Hayle Harbour, which will be

the focus for the marine renewable sector and where the first phase of the Marine renewables business park has recently been constructed. To ensure the delivery of a key component of the economic strategy for the town, a core employment zone has been allocated: Hayle Harbour employment (H-E3). The allocated area accords within the employment area highlighted within the original masterplan that was submitted within the permitted outline application for the site.

4.22 A site has also been allocated on the edge of the town, St Erth (H-E2). The site provides good access to the strategic road network and is adjacent to the St Erth railway station and the park and ride facility. The location of the site at the St Erth A30 junction means it offers the opportunity to be a strategic employment location for the surrounding areas. It is recognised that H-E2 is within the West Penwith Community Network Area, however due to its location its functional relationship is to Hayle and St Ives.

4.23 HE-2 is anticipated to focus primarily on industrial (B1c, B2, B8) space, but also provides scope for some B1 office uses.

4.24 The Trevassack urban extension (H-UE1) is expected to deliver employment space in the long term, as part of a residential focused mixed use site. It is expected that this location would be prioritised for B1 office employment space as well as higher quality and lower density industrial uses, and storage and distribution. The delivery of a new A30 junction to the south of the town, will help to make the location more attractive to business.

4.25 Finally, when seeking to grow Hayle's economy, it is also important to retain its existing economic base. As a result, Marsh Lane Industrial Park (H-E1) has been identified as a strategically important employment site, which should be safeguarded for employment uses, in line with Policy 5 of the Cornwall LP: SP document.

## **Retail Growth**

4.26 Hayle is unusual in that it has two town centre areas, Copperhouse and Foundry, which both provide a valuable local retail offer for residents, with banks, a post office, cafes and local shops. In addition, Hayle also has the West Cornwall Retail Park, which has proved a popular retail destination for Hayle and the wider area; plus permission has recently been granted to increase retail provision in this location.

4.27 Hayle has a relatively healthy retail centre<sup>5</sup>, well used by residents and there is a low rate of shop vacancy. Despite this, the 2010 retail study still identified a qualitative need to increase floorspace for both convenience (food) and comparison goods (non food/bulky goods etc) to retain more shopping trips within the town. Since the 2010 study a

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<sup>5</sup> Cornwall Retail Study 2010

foodstore on South Quay has been opened, which provides the qualitative convenience need identified.

4.28 The Cornwall Retail Study Update (2015) indicates Hayle would have the capacity to accommodate a modest 680sqm of new convenience floorspace and approximately 1,800sqm of comparison floorspace, up to 2030. However, since the study permission has been granted for over 24,000sqm of retail development on the edge of the town, adjacent to the West Cornwall Retail Park.

4.29 As a result, there is no capacity for further retail development within the Plan period, so there are no retail based allocations. Despite this, in line with national policy, support will still be given in principle to proposals that deliver new retail space within the town centres.

## **Housing Growth**

4.30 The delivery of good quality housing that meets existing and future demand is an important element of the overall strategy for Hayle. Relatively high property values compound the need for good quality affordable homes for local need.

4.31 The Cornwall LP:SP has set a growth target of 1,600 dwellings for Hayle, to be delivered between 2010 and 2030. Table H2 sets out current and anticipated delivery against this target:

<b>Table H2: Hayle – Housing Delivery</b>	
<b>Target</b>	<b>1,600</b>
Net Completions (Apr-10 to Mar-16)	119
Net Extant permissions (at Mar-16) <sup>6</sup>	826
Net windfall projection	99
Net additional urban capacity	43
<b>Residual Target</b>	<b>513</b>

4.32 Table H2 shows that completions, permissions and other small schemes within the urban area could cater for two-thirds of the proposed growth; this includes the Hayle harbour development, which is both an economic and housing priority for the regeneration of the town. A site to the south of the town has been identified to accommodate the remaining housing growth – Trevassack (H-UE1).

4.33 Trevassack represents the natural next location for development within Hayle, with it being located on land bounded by the A30 on the south and the existing built area on the north. The site is also conveniently located close to primary and secondary schools; plus the site will support the delivery of a new primary school and (in the long term) a

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<sup>6</sup> The consultants working on behalf of the Hayle Harbour developers have indicated that they are unlikely to deliver the scale of development at North Quay, Hill Top and Riviere Fields that is within their outline planning permission



new A30 access to address long-term infrastructure requirements resulting from sea level rise, in doing so supporting the future resilience of the town.

## **Infrastructure**

4.34 When planning for the long-term development and regeneration of Hayle, it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all key components in ensuring people can enjoy living, working and visiting the area.

### **Education**

4.35 Primary - There are two primary schools in Hayle, which together have the capacity to accommodate approximately 600 pupils; however by September 2017 they are estimated to be operating approximately 50 places over capacity. When factoring in the proposed housing growth it is estimated that there could be a deficit of approximately 350 places by 2030. To provide the necessary additional capacity for the Plan period, expansions are necessary at both Penpol and Bodriggy Primary Schools. Plus a new 1 form entry Primary School will also be required. Whilst expansion of Bodriggy School can be accommodated within their existing site, further land will be required to expand Penpol School. As a result, Penpol School Expansion (H-ED1) has been allocated on adjacent land to enable this expansion. Proposals at Penpol will need to ensure that the setting of the WHS is conserved or enhanced. An area of approx. 2ha will also be required to be safeguarded within the Trevassack urban extension area (H-UE1) to provide land for a new single form entry Primary School within the plan period, with potential for longer term expansion.

4.36 Secondary - Hayle Community School has the capacity to accommodate approximately 750 students and it currently operates with a significant surplus of places. With the housing growth proposed within Hayle and its hinterland, it is anticipated that the additional demand will be able to be accommodated without further expansion in the short to medium term. However, in the latter stages of the Plan period, an expansion of approximately 150 places will be required, which could be accommodated within the confines of their existing site.

### **Utilities**

4.37 Water – South West Water confirmed that there were no strategic issues with regard to supplying the proposed growth, although localised reinforcement work is required to upgrade the treatment works; these works are within South West Water's 5 year business plan.

4.38 Drainage – There is a requirement for developers to utilise Sustainable Drainage Systems (SuDS) when bringing forward schemes. This will help ensure development does not exacerbate flooding issues, whilst in some instances reducing the risk of flooding further downstream.



The delivery of these systems will also help create capacity in the foul system. Historic watercourse management is a consideration in Hayle.

4.39 Electricity – Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the town. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substation within the town. Cornwall Council will continue to work with WPD to review impacts of growth.

### **Healthcare**

4.40 Hayle currently has one GP surgery and a specialist facility hospital. Bodriggy Surgery caters for over 10,000 residents from within the town (approx. 80%) and surrounding villages. The facility is considered to be undersized for its patient list, when compared to the Premises Size Guidance. When factoring in the proposed housing growth, it is estimated that there will be a need for approximately 400sqm of additional healthcare space, of which just over half is generated by the proposed housing growth. Furthermore, the housing growth is estimated to generate the need for approximately 1.5 additional FTE GPs, assuming the existing GPs are operating at capacity.

4.41 The Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities and it is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. Hayle is located within the Penwith Locality, along with St Ives, Penzance, Newlyn and St Just. The Locality is running a Penwith Living Well prototype project, where voluntary sector co-ordinators are working alongside health and social care providers to support vulnerable people in the community. The Locality is also developing greater integration of primary care and community nursing by grouping teams of nurses around practices and agreeing shared processes to aid partnership working.

4.42 When reviewing how the town will cater for the additional demand, it is important to recognise that a new surgery is being put in place within Carbis Bay, which is likely to reduce the number of people coming from this community to access facilities in Hayle. Furthermore, the Locality initiatives should also help to mitigate current and future impacts. Cornwall Council will continue to work with NHS England and NHS Kernow Clinical Commissioning Group to ensure appropriate healthcare provision is delivered.

## Transportation

4.43 Hayle's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

4.44 Significant transport investment in Hayle has already been delivered by restoring part of the Hayle Harbour. The transport investment delivered a new road access and a bridge, but more importantly it unlocked the work space on the Marine Renewables Business Park.

4.45 To support this investment and the wider growth proposals for the town, there are a number other critical infrastructure measures required to improve the connectivity, accessibility and manage congestion, if Hayle is to realise its full potential.

4.46 The relatively low number of people living and working in the town (41%) contributes to the car being the predominant travel mode accounting for two-thirds of journeys. Sustainable transport modes represent 12% by foot, 2% by cycle, 1% by train and 3% by bus<sup>7</sup>. It is important to ensure that sufficient levels of investment is targeted to walking, cycling and public transport improvements, in order to encourage increased use of these more sustainable modes of travel, which can provide associated environmental, social and health benefits.

4.47 To make sustainable forms of transport more attractive, a range of measures will need to be implemented. Firstly, enhancements to the town's pedestrian and cycle network are planned, linking development sites with key destinations such as employment and service centres and connections to the existing National Cycle Network (NCN3). Such measures will also have benefits in relation to improving the tourism offer.

4.48 There will also be improvements to bus services, stops and passenger information which will help encourage more trips within Hayle, as well as trips to key towns such as Camborne, Pool and Redruth and Penzance; providing residents and visitors with access to cheaper forms of travel to the private car.

4.49 The aim is to increase the use of sustainable modes of travel in the town by 15% on existing levels recorded in the 2001 census for cycle and walking and 35% by rail and 35/50% for bus (internal trips/external trips), while seeking higher levels of switch from new development where the opportunities to encourage sustainable travel from the outset are greater.

4.50 These sustainable transport proposals need to be coupled with the promotion of softer measures, aimed to encourage and increase the use of sustainable travel modes.

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<sup>7</sup> 2011 Census

4.51 Whilst seeking to provide a focus on delivering sustainable measures, it is still recognised that improvements to Hayle's highway infrastructure will be required to accommodate the proposed growth. The main highway priorities for Hayle are the delivery of improvements to the A30 Loggans Moor and St Erth roundabouts and the double mini roundabout at Carwin Rise on the local network.

4.52 In the long term, likely to be beyond the Plan period, new access arrangements to the town are likely to be required from the A30. The new access arrangements would act as a replacement to the route from St Erth along the Causeway (B3301) to the town, because the Causeway is under threat from sea level rise in the long term<sup>8</sup>. As a result, Cornwall Council is investigating options to provide replacement access facilities which would enable growth, protect economic resilience and deliver flood resilience to the town. Feasibility work has identified two potential options, both of which would require the construction of a new junction onto the A30, at Tolroy or High Lanes (highlighted on Figure H2). A junction at either of these locations would need to link into the wider highway network. Discussions have been held with Highways England regarding the principle, need, suitability, location and type of any new junction onto the A30 and further evidence is being prepared as part of an ongoing project. In the interim, any new development must be planned in such a way that the ability to deliver a new junction in either of these locations is protected.

4.53 The strategic transport improvements are summarised within Table H3.

<b>Table H3: Hayle Transport Strategy Measures</b>	
Junction improvements	Loggans Moor roundabout improvement
	St Erth roundabout improvement
	Carwin Rise junction improvement
	A30 Station approach junction (part of the West Cornwall Transport Interchange project)
	A new A30 junction (subject to ongoing investigation) – likely to be beyond the Plan period, but will support the direction of growth and to address long-term sea level rise issues relating to the Causeway
Bus Improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The

<sup>8</sup> Cornwall Shoreline Management Plan

	improvements to bus and rail integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
Walking & Cycling improvements	Town wide walking & cycling improvements including pedestrian crossings
Rail Improvements	Improvements to Hayle station (which have now been carried out)
Publicity and Promotion (Smarter Choices Initiatives)	Public transport timetables, information on car clubs and car share schemes and personalised travel plans

4.54 As part of a consented development, improvements to Foundry Square and Carnsew Road/South Quay junction have been delivered, which support the wider transport strategy.

4.55 The measures included are as a consequence of the cumulative impact of all development. Therefore, all measures will need to be implemented to ensure future resilience of the town's transport network. Furthermore, development proposals will still have to undertake the appropriate transport impact assessments, where required to identify when the measures in Table H3 need to be delivered in relation to the development and to mitigate any additional site specific requirements resulting from their schemes.

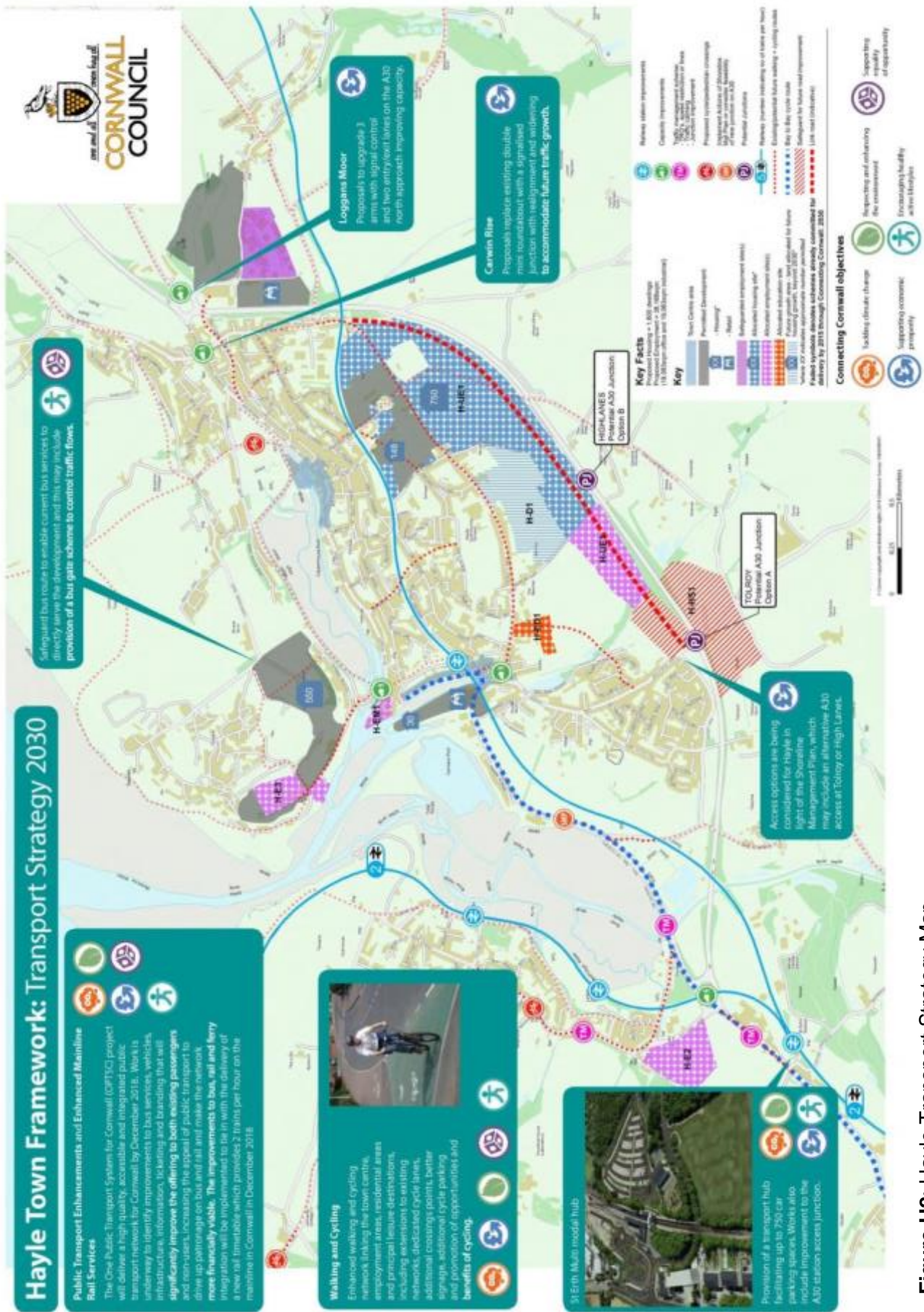


Figure H2: Hayle Transport Strategy Map

## **Green Infrastructure**

4.56 Hayle's Green Infrastructure (GI) Strategy takes a lead for the Cornwall-wide GI strategy, as set out in more detail in section 2.18.

4.57 Hayle's green infrastructure should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation, where applicable. The highlighting of potential green networks provides an indication of green infrastructure, but does not remove the requirement to retain and enhance smaller important natural features & green corridors within development sites, which should link to major green infrastructure routes areas wherever possible.

4.58 *Mellaneer Green Buffer Area*: An area adjacent to the Mellaneer stream is shown as a green buffer area. This valley is an important landscape feature within the west of Hayle. It also provides the immediate setting to the World Heritage Site Designation in the Foundry area. There may be opportunities within this area to enhance green infrastructure features utilising the stream and existing footpaths which could be enhanced. The Hayle Neighbourhood Plan should also be referred to regarding this area.

### **Biodiversity**

4.59 The protection and enhancement, where possible, of green links that provide biodiversity habitats and corridors is a key principle of good green infrastructure.

4.60 Assets such as the Mellaneer Stream and its valley, the Loggans area, the estuary and coast all provide important links which need to be protected and enhanced. These sites should be given careful and appropriate consideration in order to maintain and enhance the opportunities for biodiversity within the town and its immediate surroundings.

4.61 Hayle has a unique opportunity in having a large number of designated sites within and surrounding the urban area. Green links to join new green corridors to and between these sites should be explored. The sites where these opportunities exist include: Marsh Lane Meadows, Gwinear Tips and Trungle Valley, the Hayle Estuary and the Hayle Dune System (all County Wildlife Sites) and Hayle Estuary & Carrack Gladden and Gwithian to Mexico Towans (all sites of special Scientific Interest).

4.62 The key habitat corridors identified on the accompanying map have been designed to link and enhance green links through the town, plus link the estuarine and dune habitats to valuable inland habitats. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### **Green Links**

4.63 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links)

forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion, the improved network will provide an important recreational resource, whilst also supporting the use of more sustainable transport measures. Better links between the town and the beach are also a key objective of the GI strategy. More information can be seen in the Hayle Town Framework.

### **Sustainable Drainage**

4.64 The principle of managing fluvial water and retaining it on surface to return into the water course in a controlled manner is a principle for new development to adhere to, where possible. Historic watercourses and their management is a consideration in Hayle.

### **Public Open Space**

4.65 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Hayle is well provided for some of these types, in particular formal open space and natural open space, although this includes the highly sensitive coastal ecosystem of national importance, which cannot sustain the level of access of other types of natural space. Youth provision is relatively good, although there are access deficiencies to the west of the town, while the provision of public sports and equipped children's play areas are quite low.

4.66 Table H4 sets out the level of open space that is required from new development:

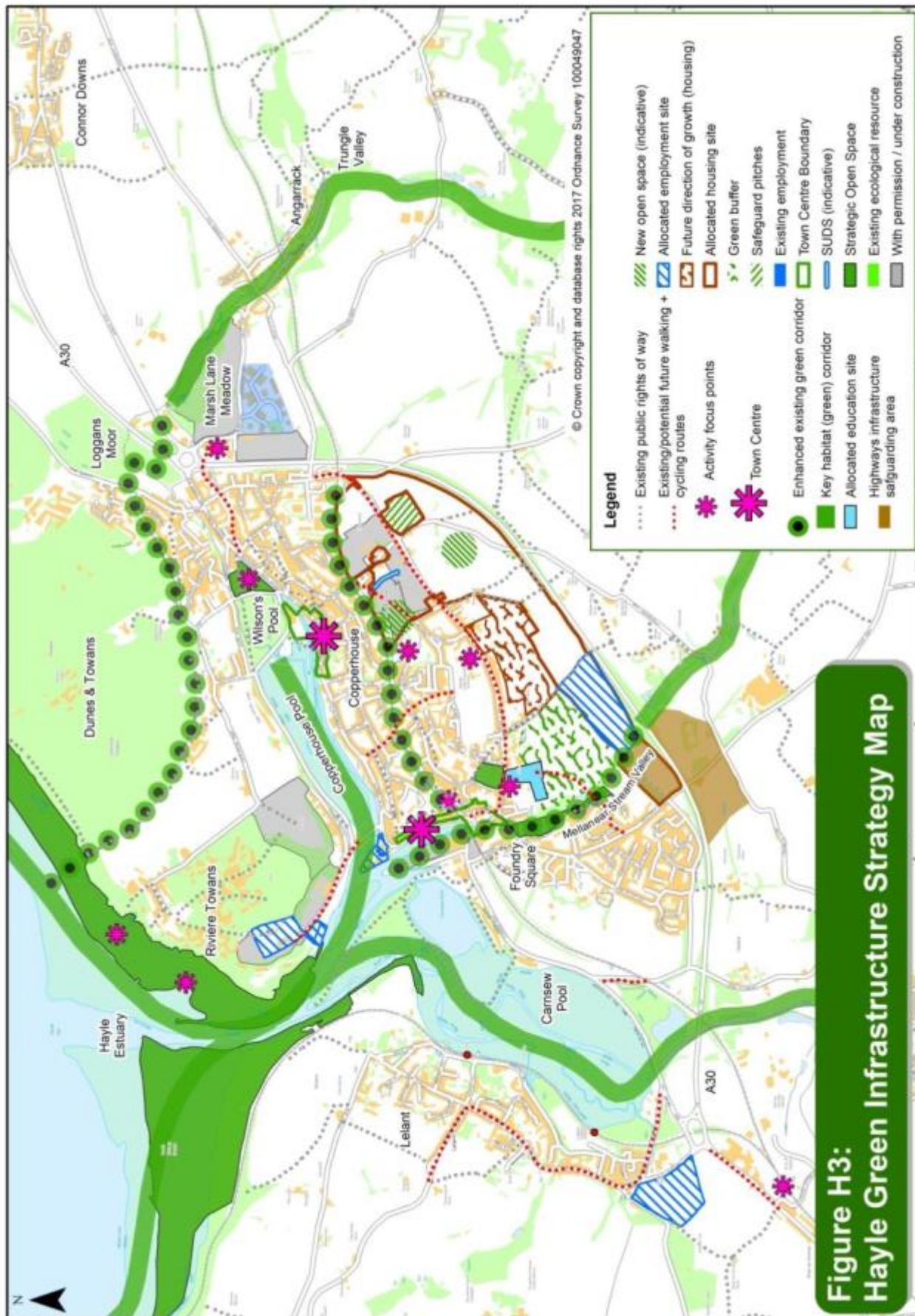
<b>Table H4: Hayle Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	5.4sqm	14.2sqm
Natural & Semi-natural spaces	5.3sqm	27.5sqm
Formal Sports Pitches	19.0sqm	0sqm
Children's Play Spaces	1.6sqm	0sqm
Teenagers' equipped spaces	0.6sqm	0sqm
Allotments	2.4sqm	0sqm
<b>TOTAL</b>	<b>34.3sqm</b>	<b>41.7sqm</b>

6.67 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the *Open Space Strategy for Larger Towns in Cornwall*.

6.68 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

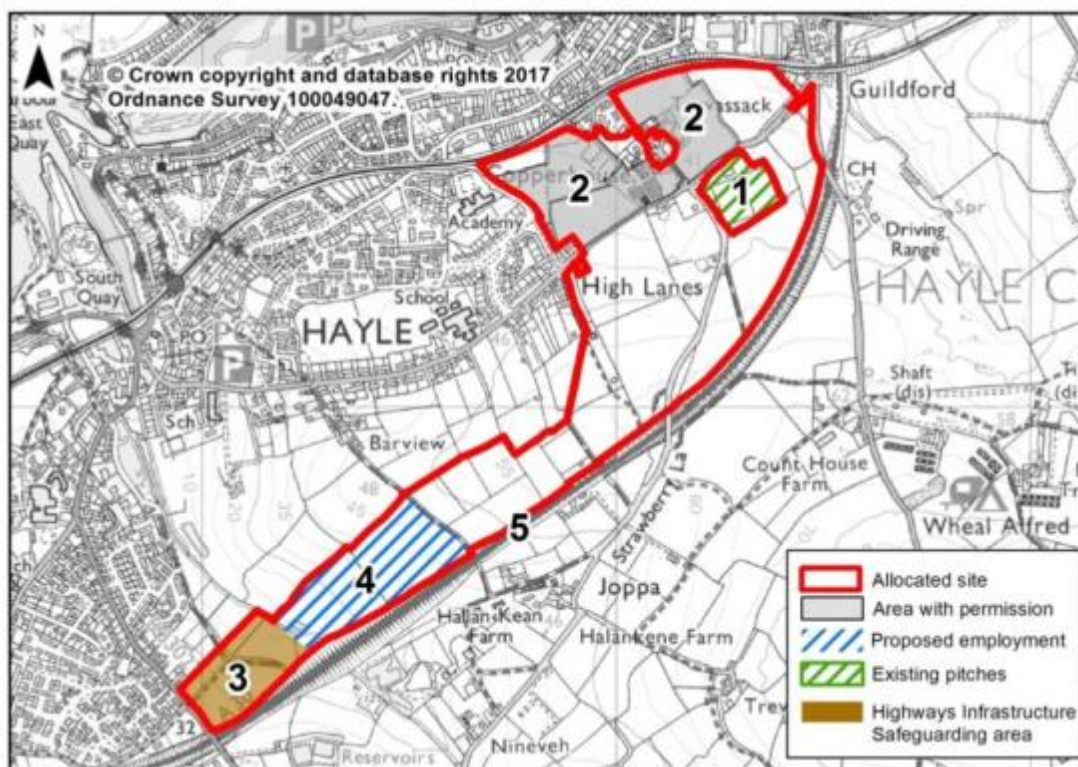
6.69 More information on the Hayle's Green Infrastructure Strategy can be reviewed in the Hayle Town Framework.





## Hayle's Site Allocations Policies

Policy H-UE1	Trevassack
<b>Site area:</b> 57 hectares	<b>Allocation:</b> Approximately 1,000 dwellings; B1 / B2 employment space; a new 1FE School; a new link road; area safeguarded for a new A30 junction and related infrastructure; open space



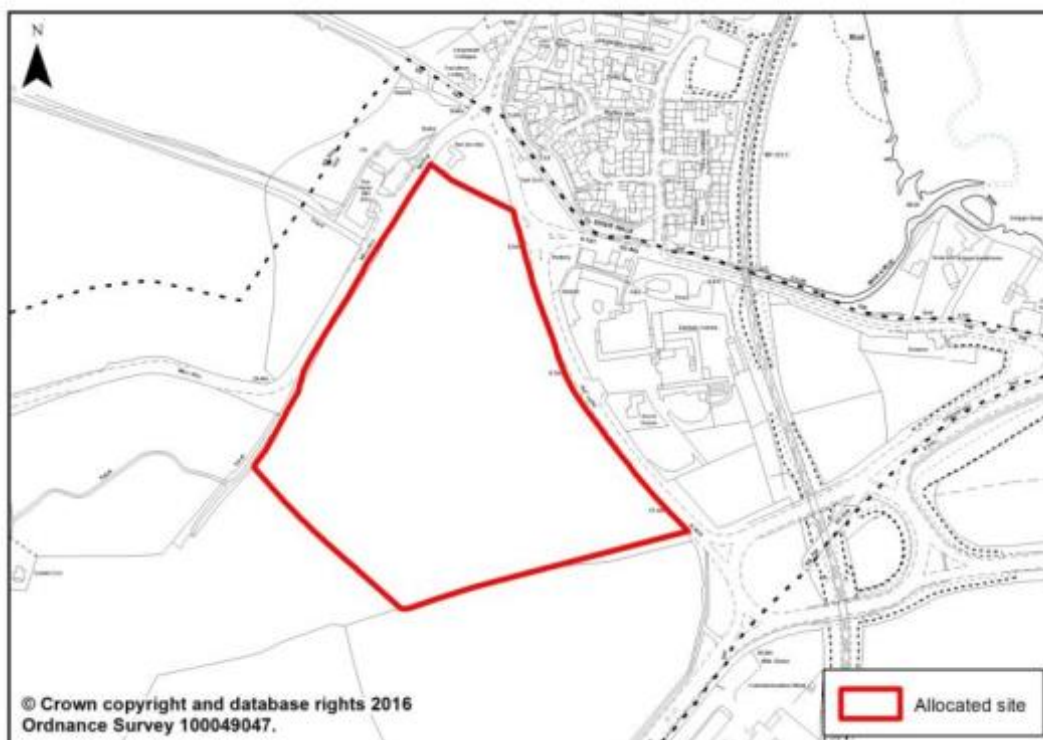
### Additional Policy Requirements:

- A residential focused mixed use site, delivering approximately 1000 dwellings and employment space
- At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document
- Delivery of later phases of this site (H-UE1) will need to provide improvements on Guilford Road. Furthermore, the development must not stifle the ability to deliver a new junction on to the A30 at either Tolroy (area 3) or High Lanes (area 5).
- A new link road through the development will be required from the Trevassack area in the east, through to Mellanear Road on the west of the site. Plus the road will need to be of a capacity that can accommodate the level of traffic that will be generated, once the new A30 junction is in place. The exact alignment of this route will be determined through the required masterplan process

- e) When assessing the off-site transportation impacts, particular consideration will need to be given to the capacity and safety of existing routes, such as Guilford Road, Trevassack Hill and Humphry Davy Lane
- f) The site must provide approx. 2ha of land for a new Primary School within the plan period. The exact location will be determined through the masterplan process. If land is available and deliverable the direction of growth area opposite the existing Secondary School could provide land for part or all of a new school.
- g) The site must provide employment space between the two A30 junction options (highlighted at location 4 on the above plan), to enable good vehicular access to the wider network in the long term. Employment uses should be higher quality focusing on office and lower density/ scale light industrial uses, plus storage and distribution.
- h) At least 34.2sqm of net additional public open space per dwelling should be provided on site, in line with the Hayle Green Infrastructure Strategy and the minimum size thresholds within Table 2. The development will need to retain or reprovide the onsite sports pitch (point 1 on the accompanying plan).
- i) The site should contribute to the delivery of an improved pedestrian and cycle network for the town, in line with the Hayle Transportation Strategy, creating routes within the site that link into the wider network
- j) The site is within the setting of both the Conservation Area and the World Heritage Site (WHS). Any proposed development will need to comply with the WHS Management Plan and a heritage impact assessment must be produced to inform the design solution. This should be based on an understanding of the OUVs of the WHS and the significance of Hayle Conservation Area, and the contribution made by their settings, which should be conserved and where appropriate enhanced. In doing this the development needs to come forward sensitively, ensuring the setting and the longer views from Phillack and Lelant are all appropriately addressed.
- k) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. As well as preparing a masterplan that fits with the surrounding built form, it also needs to be integrated with the permitted development within the site (PA15/03787), marked as area 2 on the accompanying plan; as well as the direction of growth beyond the current plan period (i.e. after 2030)



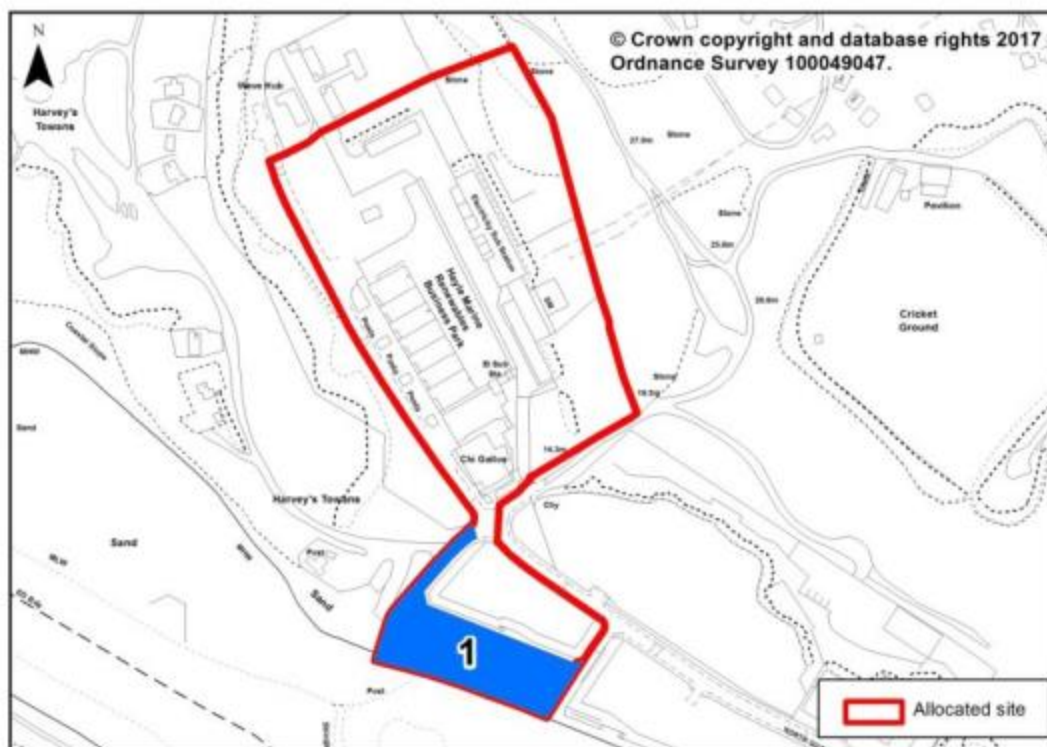
<b>Policy H-E2</b>	<b>St Erth</b>
<b>Site area:</b> 5.9 hectares	<b>Allocation:</b> B1, B2, B8 Employment Uses



#### **Additional Policy Requirements:**

- An employment site that should deliver B1 / B2 / B8 employment space, with a focus on B2 and B8 space
- The vehicular access should be provided from Mill Hill, outside of the flood zone. Delivery of the site should also consider the creation of pedestrian connectivity to the St Erth railway station and park & ride facility
- Facades facing on to Nut Lane and the A30 should be of a high quality, reflecting their prominent location, as a gateway location to West Penwith
- Built development should be located outside of the floodzone
- Ludgvan Parish are preparing a Neighbourhood Plan which should also be referred to when developing proposals for the site

<b>Policy H-E3</b>	<b>Hayle Harbour Employment</b>
<b>Site area:</b> 3 hectares	<b>Allocation:</b> B1 and B2 Employment Space

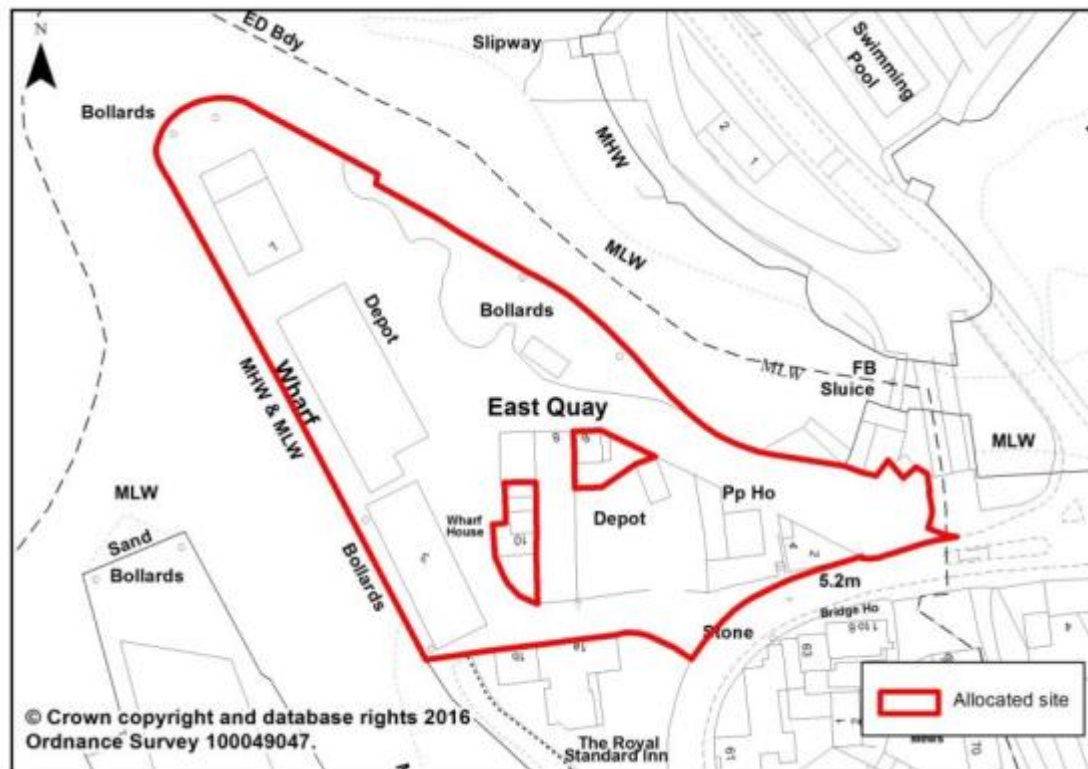


**Additional Policy Requirements:**

- An employment site to deliver 5360sqm of additional B1 and B2 employment space, as part of the wider outline planning permission for a mixed use site at Hayle Harbour (W1/08-0613). This requirement is in addition to the 2,395sqm of employment space permitted within the site (PA13/00636)
- Development of the site must ensure appropriate water access is maintained to service the marine renewables business park. Area 1 at the southern extent of the site should be retained for water access and left open, ensuring that access to slips are not constrained
- The site is adjacent and within the setting of both the conservation area and the World Heritage (WHS). Any proposed development will need to comply with the WHS Management Plan and a heritage impact assessment must be produced to inform the design solution. This should be based on an understanding of the OUVs of the WHS and the significance of Hayle Conservation Area, and the contribution made by their settings, which should be conserved and where appropriate enhanced.
- The height, massing, location and type of employment space must ensure it does not stifle the ability to deliver residential development on the surrounding land that is contained within the outline planning permission for Hayle Harbour (W1/08-0613)

- e) Additional uses will be considered on upper storeys on the parcel of land fronting onto the quayside, (adjacent to the area marked '1' on the above plan), so long as it does not stifle the future harbour operation and the operation of the Marine Renewables Business Park

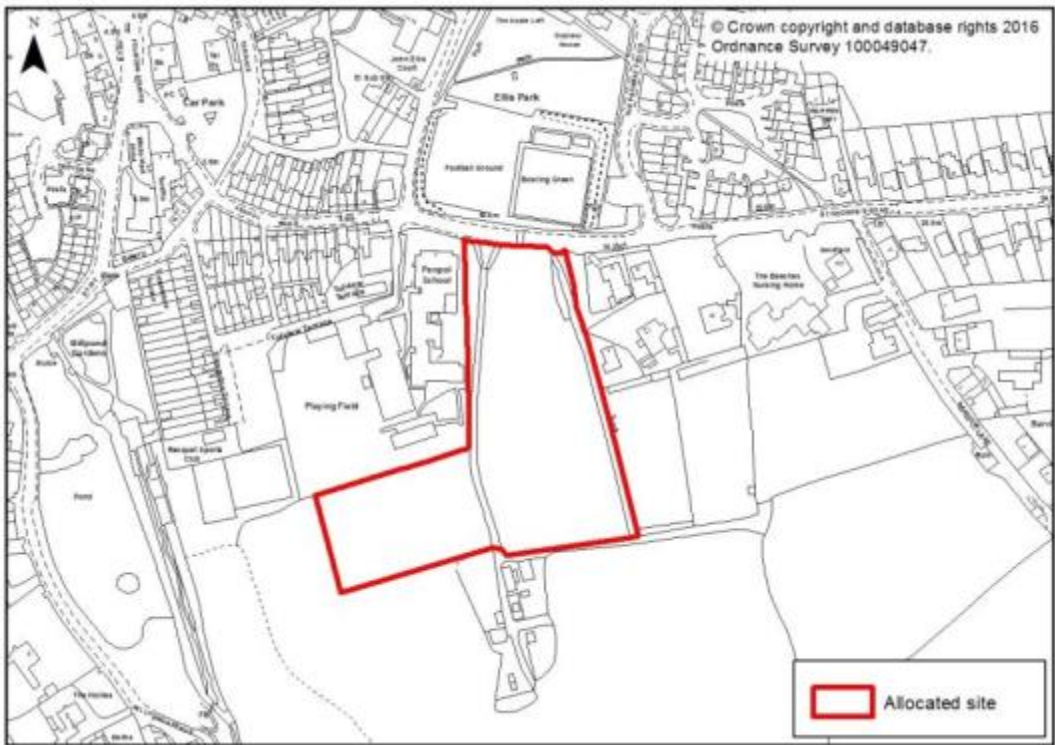
Policy H-EM1	East Quay
Site area: 1 hectare	Allocation: B1 / B2 / B8 Employment Uses



**Additional Policy Requirements:**

- An employment site that should deliver B1 / B2 / B8 marine related employment space
- The site is within both the Conservation Area and the World Heritage Site (WHS). Any proposed development will need to comply with the WHS Management Plan and a heritage impact assessment must be produced to inform the design solution. This should be based on an understanding of the OUVs of the World Heritage Site and the significance of the Hayle Conservation Area, and the contribution made by their settings, which should be conserved and where appropriate enhanced.
- There are three residential properties within the site, highlighted on the above plan, which are not within the employment allocation.
- Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site

<b>Policy H-E1: Marsh Lane Industrial Estate</b>	<p><b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The site represents an existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p> <p>(See Figure H1 for site boundaries)</p>
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<b>Policy H-ED1</b>	<b>Penpol School</b>
<b>Site area:</b> 1.7 hectares	<b>Allocation:</b> D1 Education Use
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) 1.7ha of land adjacent to the existing Penpol Primary School is allocated to enable an expansion of the school and deliver a new vehicular access</li> <li>b) Built development should be directed to the area to the east of the current school buildings, plus building heights should be no more than 2 storey. This will ensure the setting of the Mill Complex</li> </ul>	



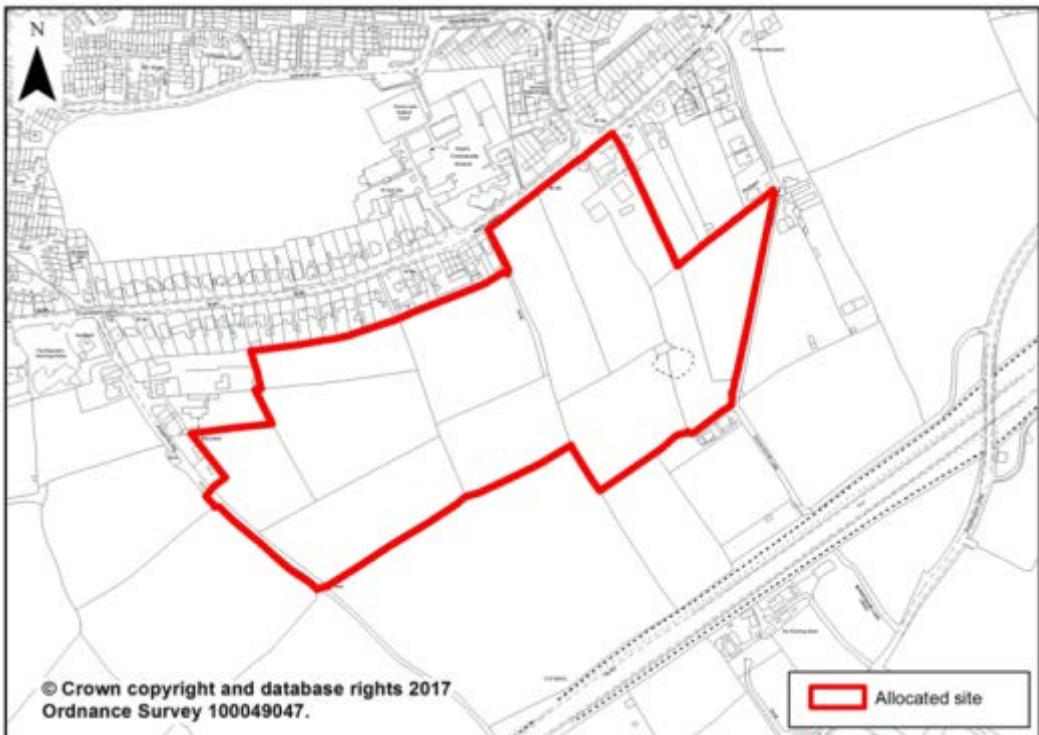
Scheduled Monument to the west of the site, which forms part of the World Heritage Site, is not inappropriately impacted upon. When developing design proposals, reference should be made to the World Heritage Site Management Plan. A Heritage Impact Assessment will be required

c) Delivery of a new access to the school should be delivered on the eastern edge of the site, in doing so the road and junction should be delivered to a design standard that would allow it to accommodate traffic from further built development to the south of the site, beyond the Plan period

Policy H-HS1	Tolroy Safeguarding Area
Site area: Approx 12.9 hectares	Allocation: Safeguarded for Highways Infrastructure

### **Additional Policy Requirements**

- a) An area of land to be safeguarded to ensure that a new junction and related infrastructure, e.g.A30 slips, can be delivered to support later phases of the Trevassack site; and in response to longer term issues of sea level rise at the Causeway.
- b) If the Council concludes that the new A30 junction for Hayle is at High Lanes, this safeguarding policy will no longer apply
- c) Delivery of an A30 junction and related east / west slips and local highways junctions will need to integrate in this area with Mellanear Road and with the proposed link road through the Trevassack H-UE1 urban extension
- d) The site is within St Erth Parish. St Erth Parish Council are preparing a Neighbourhood Plan which should also be referred to, when developing any proposals for this site

<b>Policy:</b> H-D1	<b>Barview: Future Direction of Growth</b>
<b>Site area:</b> 11.3 hectares	<b>Allocation:</b> C3 Housing and ancillary services and facilities
 <p>© Crown copyright and database rights 2017 Ordnance Survey 100049047.</p>	

### **Additional Policy Requirements**

- a) A housing focused, future direction of growth. The site should not be delivered until after the Plan period, 2030
- b) 11.3ha of land adjoining the Trevassack Urban Extension area to the south. The site should link with the Trevassack Urban Extension (H-UE1), to create a well integrated neighbourhood(s) to the south of the town
- c) As well as linking into the highway network created within the Trevassack Urban Extension, an access should also be created on to St Georges Road, opposite the Secondary School. Furthermore, the site should not be brought forward until the new A30 junction, to the south of the site, has been delivered
- d) An area to the west of the site, towards the Mellanear Stream, will act as a green buffer. This is an important valley and ridge feature, which will help to preserve the setting of the WHS designation at Penpol. Built development will not be appropriate in the buffer area. The Hayle Neighbourhood Plan should also be referred to regarding this area.
- e) At least 34.2sqm of net additional public open space per dwelling should be provided on site, in line with the Hayle Green Infrastructure Strategy and the minimum size thresholds within Table 2.
- f) When developing design proposals, reference should be made to the World Heritage Site Management Plan. A Heritage Impact Assessment will be required



## **5. Camborne-Pool-Illogan-Redruth**

5.1 Camborne-Pool-Illogan-Redruth (CPIR) is located in West Cornwall, sitting adjacent to the A30. Whilst CPIR have distinct and separate identities amongst their residents, these communities form a continuous corridor of urban development, which collectively represents Cornwall's largest conurbation. CPIR's prominence developed as a result of its mining activity; the legacy of which is ingrained throughout the area.

### **5.2 Key Facts:**

Population (2011 Census):	48,280
Dwellings (2011 Census):	21,792
Homechoice Register: Bands A-E (Feb-17):	1,962
Average Wage (ONS Annual Survey 2013):	£415 per week

5.3 The overall vision and strategy for CPIR is summarized within this section, but can be reviewed in more detail in the CPIR Framework, available on Cornwall Council's website. It should also be noted that, at the time of writing, Neighbourhood Development Plans were being prepared for Redruth, Carn Brea Parish and Illogan Parish, so these documents should also be referred to when bring forward development proposals in these areas.

## **Vision, Objectives & Targets**

5.4 CPIR, a regeneration priority within Cornwall, seeks to maintain and enhance its economic role. CPIR's vision is:

***For Camborne Pool Illogan & Redruth to come together to re-establish itself as Cornwall's economic powerhouse***

5.5 For CPIR to achieve this vision there are various strategic aims:

1. To continue the regeneration of CPIR, prioritising the reuse of the area's derelict and underutilised brownfield land assets
2. To raise the quantity and quality of employment opportunities within CPIR, by providing the land, workspace and infrastructure necessary to enable new and existing businesses to grow; as well as offer an attractive location for businesses to relocate
3. 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
4. To maintain and enhance CPIR's higher education offer for Cornwall's residents
5. To deliver an improved and complementary retail / leisure offer within Camborne, Pool and Redruth
6. To provide good quality affordable housing for CPIR's local residents

7. To maintain the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength

5.6 To complement these strategic aims, there are a series of localised objectives, which can be seen in the CPIR Town Framework.

### **Targets**

- 5.7 The Cornwall LP:SP document has set the following targets for CPIR:
- o To develop 5,200 dwellings between 2010 and 2030
  - o To deliver 80,833sqm of B1a office accommodation and 41,417sqm of new industrial space

## **The Strategy**

5.8 Key to the future success of CPIR is to 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 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 improved employment opportunities to a reinvigorated retail offer.

5.9 CPIR have many important historic assets, primarily as a result of its mining history and the area represents one of Cornwall's most significant locations for its World Heritage Site. As a result, the aim is to ensure this history is used as an opportunity to attract more visitors to the area; whilst new development needs to respect these important assets and their setting, whilst making a positive contribution, wherever possible.

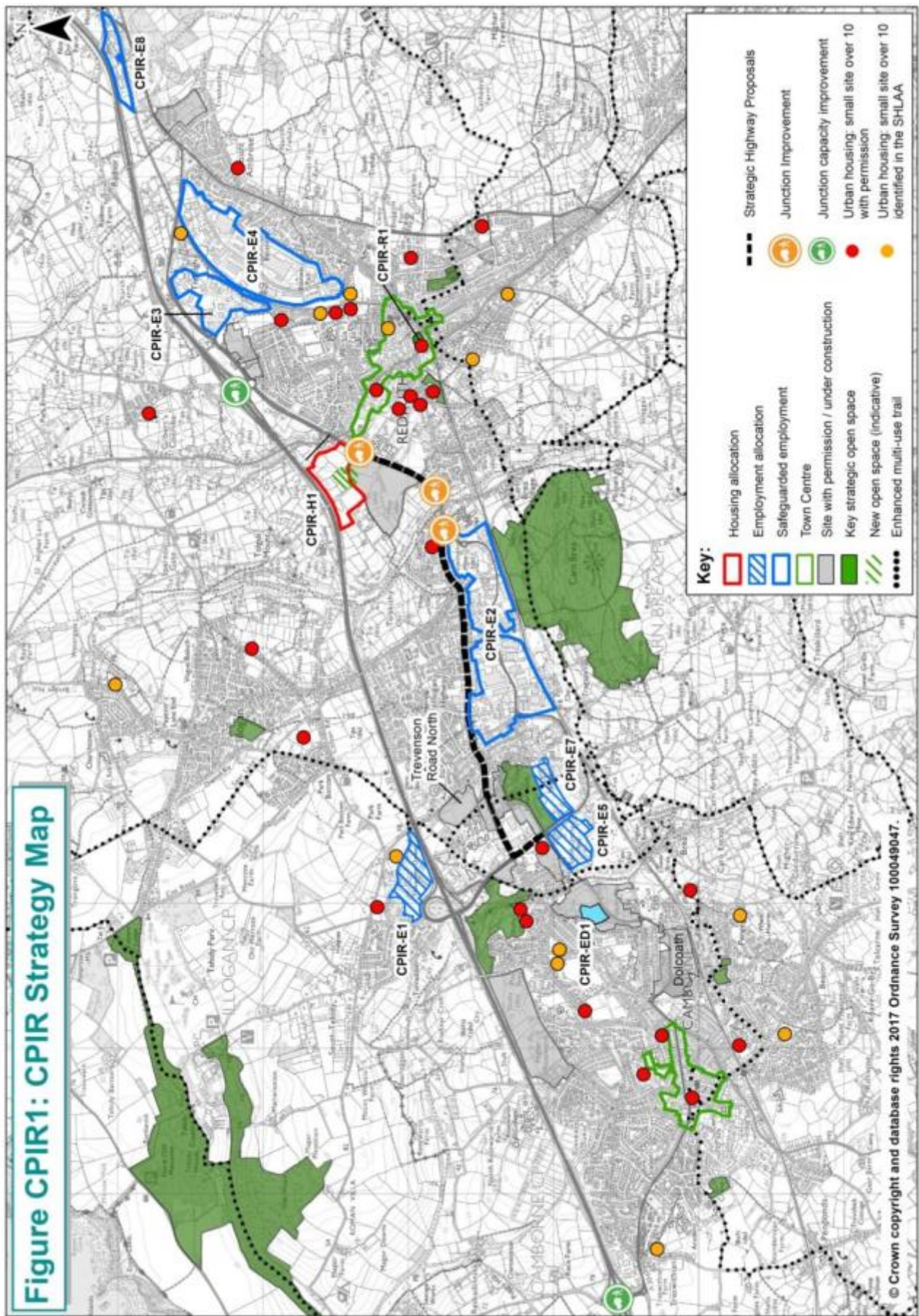
5.10 With Pool sitting at the heart of the CPIR conurbation, together with the fact that it contains a significant amount of underused and derelict brownfield land, it represents both a regeneration priority and an opportunity to create a natural strategic hub for CPIR. As a result, Pool should deliver employment space and strategic services and facilities that the whole of the CPIR area would seek to benefit from. Continuing to build upon the success of the Pool Innovation Centre represents a key priority, which could include developing space for the digital economy. Cornwall College also represents a key asset for Cornwall, which will support Cornwall's economic ambitions.

5.11 Illogan Parish is made up of various rural communities and the intention is to maintain their separate identities. However, Illogan Parish also contains CPIR's most significant long-term opportunity for industrial development, in the form of Tolvaddon Industrial Estate (CPIR-E1), which has good connections to the A30 and back into the main urban area.

5.12 Camborne offers the opportunity to deliver a significant element of CPIR's housing target on sites within the urban area, in doing so regenerating underused or disused brownfield sites. The enhancement of the town centre is also a key priority, with it recently being designated a Business Improvement District. Camborne also offers the opportunity to build a stronger foothold in the office related industries in the medium to long term.

5.13 Redruth provides a significant amount of CPIR's existing employment, particularly industrial employment and it is important that this resource is safeguarded and enhanced, where appropriate. Furthermore, the renewal of the town centre is a high priority, which includes the regeneration of underused sites, as well as improving the entrance into the town.





## Economic Growth

5.14 CPIR was renowned as the centre of copper and particularly tin mining in the 18<sup>th</sup> and 19<sup>th</sup> centuries, resulting in it becoming one of the wealthiest areas in the world. The decline of the area's mining industry had profound effects on the area's economy, but the industry has left a lasting legacy which can be witnessed through its architecture, culture and landscape.

5.15 Now seen as a regeneration priority, significant work and investment has and continues to be directed to the CPIR area. CPIR now has a relatively diverse industrial base and an unemployment rate that is generally below national levels. However, various economic challenges still remain for CPIR, including tackling worklessness and low wage levels, as well as providing more employment opportunities to support housing growth. In seeking to address wage levels there is an aspiration to provide more skilled employment opportunities.

5.16 CPIR is recognised as a key economic hub for Cornwall, with continued promotion as a location for both office and industrial employment. Supporting the growth of an office sector will continue to expand upon the success of the Pool Innovation Centre, which should include the delivery of 'grow-on' space; as well as other incubator space / managed workspace for micro businesses. In addition, there are opportunities relating to the growth of the digital economy within CPIR, particularly supporting businesses that rely upon ultra-fast broadband connectivity.

5.17 CPIR is also recognised as a location to develop Cornwall's cultural industries and advanced manufacturing. CPIR has been renowned historically for its industrial advances and CPIR, in particular Pool and Redruth, has significant levels of industrial employment. This offers the opportunity expand upon this economic base into industrial employment within higher skilled / paid sectors.

5.18 The current economic base, good transport links and regeneration activity have all contributed to CPIR being highlighted, along with Truro, as having the greatest opportunities for economic growth of any area in Cornwall<sup>9</sup>. The Cornwall LP:SP document seeks the provision of around **81,000sqm of B1a office space** and **41,000sqm of new industrial space** over the Plan period.

5.19 At the time of writing, there are completions and extant permissions in place that exceed the industrial target, whilst there are existing permissions and completions that will deliver approximately half of the office target.

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<sup>9</sup> Cornwall Employment Land Review 2011

<b>Table CPIR1: CPIR – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	80,833	41,417
Net Completions Apr-10 to Mar-16	16,297	21,736
Net extant planning permission / under construction (at Mar-16)	5,827	9,277
Residual Local Plan Target	58,709	10,404

5.20 Future development of industrial employment should be directed primarily to CPIR's existing industrial estates, such as Barncoose (CPIR-E2), Treleigh (CPIR-E3), and Cardrew (CPIR-E4). These existing employment sites, along with Radnor Road, Scorrier (CPIR-E8), represent a key component of CPIR's economy and play an important role for Cornwall as a whole, as a result these sites should be safeguarded, as Strategically Important, in line with Policy 5 of the Cornwall LP:SP document. Furthermore, the development of Tolvaddon Industrial Estate (CPIR-E1) represents CPIR's main opportunity for new larger footprint industrial development, both for the Plan period and beyond, as a result it is allocated for B1, B2 and B8 uses. Delivery of employment space on the site has started, but the continued delivery of employment space on the site represents a priority.

5.21 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. This will build upon the success of the Pool Innovation Centre and contribute to the regeneration of the Pool area. Station Road (CPIR-E7) and Dudnance Lane (CPIR-E5) represent the main opportunities to deliver office space within Pool; in doing so creating a cluster closely linked to the Innovation Centre, Cornwall College and the A30.

5.22 Whilst Pool represents the priority in the short to medium term, a further site adjacent to the A30 at Treswithian has been earmarked that could deliver future employment space; however the site will only be allocated in a future version of the allocations DPD, if it is demonstrated that demand extends beyond the capacity of the sites already identified within this document.

5.23 Finally, support would also be given to the delivery of some office and light industrial (B1c) uses dispersed amongst the larger residential developments.

5.24 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.

## **Retail Growth**

5.25 Camborne and Redruth Town Centres provide a valuable, but currently limited retail offer. The quality of the local provision, together with the growth



of retail within the surrounding areas has resulted in a low proportion of residents' spending on 'comparison' (non-food) shopping being retained within CPIR. In contrast most food shopping expenditure is retained within the area, although this is still dominated by the edge of town and out of town supermarkets.

5.26 The Cornwall Retail Study Update 2015 indicates that there is the capacity to deliver approximately 650sqm of convenience floorspace and 3,348sqm of comparison floorspace up to 2030. Furthermore, the Retail Study indicates that capacity would not come to fruition until near the end of the Plan period (2025-30).<sup>10</sup>

5.27 Delivery of retail development will always be encouraged to go to town centre or edge of centre sites, furthermore it is recognised that Redruth is in greatest need of further support. As a result, Fair Meadow (CPIR-R1) has been identified as a retail development opportunity. The site offers the chance to deliver in the region of 1,000sqm of retail floorspace that could link well to Redruth's existing Primary Shopping Area.

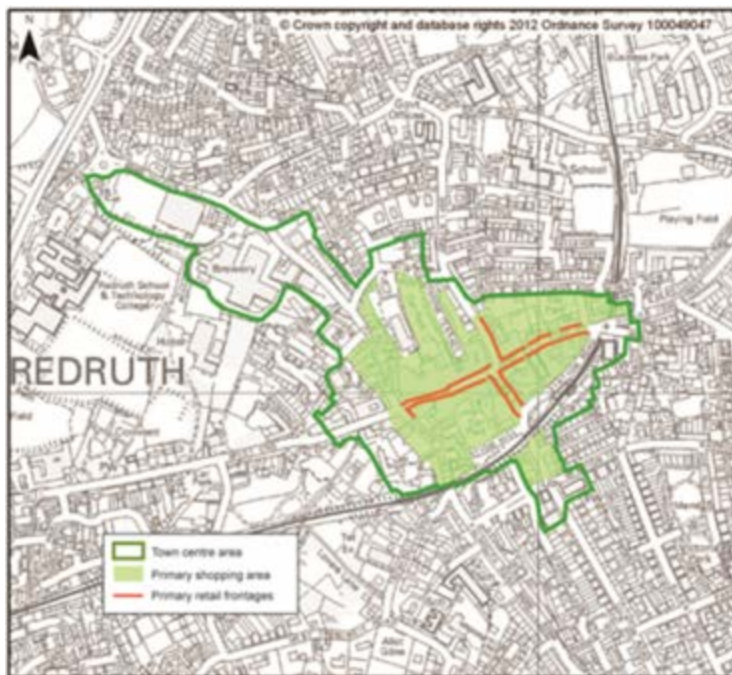


Figure CPIR2: Redruth Town Boundary & primary retail area

5.28 A medium to long term opportunity to strengthen Camborne's retail offer could come in the form of the bus depot and engineering works site, situated on Gas Street which is within the primary shopping area. Subject to the retention of a bus depot facility on site, a retail focused scheme could be delivered. The site has not been identified as an allocation at the current time, due to the low retail capacity, but will be considered further in subsequent reviews of this document.

<sup>10</sup> Cornwall Retail Study Update 2015. Figures represent net sales area



Figure CPIR3: Camborne Town Boundary & primary retail area

## Housing Growth

5.29 The delivery of good quality housing that meets future demand forms a key strand of the overall strategy for CPIR. Historically housing growth in CPIR has been stimulated by the area's economic prosperity and whilst there are other pressure that are driving the need to plan for housing growth, there is still the desire for economic growth and housing growth to come forward in a complementary manner.

5.30 The Cornwall LP:SP document has targeted the delivery of **5,200 dwellings** in CPIR between 2010 and 2030.

5.31 Priority for the delivery of this housing target is focused on the urban area, in doing so minimising use of greenfield land, plus supporting the regeneration aspirations through the reuse of underutilised and derelict sites. As a result, whilst Illogan Village, Park Bottom and Tolvaddon sit with the CPIR strategy area, no allocations relating to these areas are required to meet the CPIR target. This means further growth on the edges of these three communities will either relate to rounding off or sites identified through the Illogan Neighbourhood Development Plan. Table CPIR2 sets out the way in which the housing target can be delivered.

<b>Table CPIR2: CPIR– Delivery against Housing Target</b>	
<b>Target</b>	<b>5,200</b>
Net Completions (Apr-10 to Apr-16)	1,412
Net Extant permissions (at Apr-16)	2,862
Net windfall projection	594
Net additional urban capacity	273
<b>Residual target to be delivered by allocations</b>	<b>59</b>

5.32 Table CPIR2 demonstrates that the majority of the CPIR target is already permitted or completed, and when combined with estimated delivery from SHLAA and windfall means there is only a small residual.

5.33 A site has been identified on the edge of Redruth, Tolgus Urban Extension – Phase 2 (CPIR-UE1), which will deliver the residual requirement. The site represents the second phase of a single masterplanned site, which is felt to be appropriate for development; the first phase of the masterplan is already a permitted development. The allocation of the site will help to ensure a sustainable neighbourhood can be created, which will also support the delivery of an improved entrance to the town.

## **Infrastructure**

5.34 When planning for the long-term growth and regeneration of CPIR, it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all vital factors in ensuring people can enjoy living, working and visiting the area.

### **Education**

5.35 Primary – There are currently 15 primary schools within the CPIR area, which cater for over 4100 pupils and are anticipated to be collectively coming close to capacity by 2017, with some schools going over capacity. When factoring in the proposed housing growth, it is estimated that by 2030 there will be a deficit of approximately 640 places. To provide the necessary additional capacity, land for an additional school has been allocated within Tuckingmill (CPIR-ED1); which will provide capacity for the east of Camborne, as well as parts of Pool. In addition, expansions are proposed to Rosemellin School, Treloweth School and Pennoweth School, which collectively will cater for the planned housing growth to 2030.

5.36 Secondary – There are three secondary schools within CPIR; one in each of Camborne, Pool and Redruth. Collectively these schools have the capacity to accommodate approximately 3,900 students and they are predicted to accommodate 3400 students by 2017<sup>11</sup>. This spare capacity is at Pool and Redruth Schools, whilst Camborne School is operating at capacity. As a result of the proposed housing growth within the Community Network Area over the Plan period, it is anticipated that it will generate demand for approximately 900 places, leaving a deficit of approximately 400 places. Camborne School has been prioritised for expansion to cater for this deficit of places, which reflect the position that they are already at capacity, plus a significant proportion of the permitted and anticipated housing growth is directed to the western half of the conurbation.

### **Healthcare**

5.37 CPIR includes 8 GP surgeries providing for almost 57,000 residents. CPIR also has a large community hospital, which provides in-patient beds managed

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<sup>11</sup> Planning Future Cornwall: Pupil Place Planning 2010-30

by consultants, catering for rehabilitation and stroke; plus a Minor Injuries Unit with X-ray facilities. Furthermore, at the time of writing, a walk-in surgery based at Cardrew was to be related to the community hospital.

5.38 The majority of the surgeries are considered to be undersized when compared to the Premises Size Guidance. When factoring in the proposed growth for the towns it is estimated that there will be a need for approximately 1800sqm of new healthcare space, of which half is generated by the proposed growth. Furthermore, the housing growth will generate the need for approximately 5-6 additional FTE GPs.

5.39 The Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. CPIR sits within the North Kerrier Locality, which includes proportionally high levels of deprived communities, limiting long term illness and ageing population. The Locality’s main focus has been on unplanned care provision and the role the Community Hospital can play as a hub for local healthcare provision. A pilot has been developed for an improved nurse led Minor Injury Service and a GP led Urgent Care Centre at the Community Hospital. The pilot has been used to increase primary care capacity and reduce the demand on the A&E unit in Truro. The future priority is to further develop the Community Hospital into a ‘hub’ where a range of community services are co-located. It is intended that this will include the retention of an ‘urgent care centre’ that provides minor injury, minor illness, extended GP service and an ambulatory care unit for frail patients.

5.40 As well as delivering measures to limit the need for acute and GP access, it is anticipated that the scale of growth will require either the expansion of one or more of the existing surgeries, or the delivery of a new practice or outreach facility. The Station Road site in Pool (CPIR-E7) has been identified as a central location that could deliver a new health facility. There is also a need to review the provision within Camborne and particularly Redruth, with the relocation of its Walk-in surgery, to ensure the practices can cope with the localised pressures within their communities.

## **Utilities**

5.41 Water – South West Water confirmed that there were no strategic issues with regard to supplying the proposed growth, although localised reinforcement work might be required, which would be payable by the developer.



5.42 Drainage – Cornwall Council has developed a Surface Water Management Plan, which requires developers to maintain fluvial water on surface and return it to the watercourse in a controlled manner. This will help ensure development does not exacerbate flooding issues, whilst in some instances reducing the risk of flooding downstream. The delivery of these systems will also help create capacity in the foul system. South West Water has indicated that additional capacity will need to be created in the medium term at their treatment plant at Kieve Mill, but this can be accommodated within the confines of their existing facility. Cornwall Council will continue to work with South West Water to ensure the improvements are implemented at the appropriate time.

5.43 Electricity – Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the town. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substations within the town. Cornwall Council will continue to work with WPD to review impacts of growth.

## **Transportation Strategy**

5.44 CPIR's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

5.45 A programme of new transport infrastructure has been delivered to relieve the constrained road network and has enabled housing and employment growth in the area. Due to concerns about traffic queuing back onto the A30 trunk road, a project was implemented in 2010 that increased the capacity of East Hill junction, which prioritises the North-South traffic flow. Following this a new East-West link road was developed, connecting Camborne and Redruth. This road provides access to new development areas and will remove commercial and through traffic from the existing A3047, reducing community severance and improving the environment for residents adjoining the road.

5.46 Another project that is being prepared for implementation is the Tolgus Gateway improvements scheme which has been successfully awarded Growth Deal funding; this scheme will unlock the potential of the Tolgus Urban Extension, including the allocated site (CPIR-UE1). The project will provide greater permeability between the site and the rest of Redruth. Furthermore, the project will prioritise this route as the primary link into the town, which in turn will support the aspiration for greater legibility for visitors in attracting them to the town centre and its car parks. Overall the Tolgus Gateway project will help to create a much better entrance for Redruth.

5.47 The Tolgus Gateway improvements form part of a wider package of measures that make up the Redruth Strategic Employment Growth package (RSEGP). The package is comprised of the Tolgus Gateway improvements, improved walking and cycling links and improvements to the Barncoose junction (reprioritising traffic onto the East West link). The package looks to facilitate economic growth and provide sustainable transport improvements along the A3047. The package also supports a number of key regeneration sites in Redruth including the Cornwall Archive Centre, Kresen Kernow.

5.48 The focus of the CPIR transport strategy to 2030 is to build on what has already been delivered in the area and to take forward a sustainable transport vision which is focussed primarily on delivering accessibility to jobs and supporting further economic growth in the area.

5.49 Delivery of phase 1 of the East West Link Road enables public transport and environmental improvements to take place along the A3047, prioritising the road for sustainable modes and improving the environment for walkers and cyclists.

5.50 The improvement of CPIR's cycle network will contribute to the sustainable regeneration of the area by reducing the dependency on private cars as the primary mode of transport between the towns. The network will consist of convenient and direct walking and cycling routes which link the main residential areas with areas of employment and other destination points, such as schools and Cornwall College. This network will support local residents to access employment without the need for a car.

5.51 CPIR has a declared air quality management area, with traffic being the main contributor to this issue. Transport improvements are required in order to reduce the impact that traffic has on the air quality and by delivering walking and cycling and public transport improvements. This will encourage modal shift away from the car, thus reducing the impact of emissions and congestion on the air quality.

5.52 Through the delivery of infrastructure improvements coupled with softer measures aimed to encourage and increase the use of sustainable modes of transport, this will help to manage demand on the highway network and facilitate the future growth of CPR. Table CPIR3 summarises the projects that make up the CPIR Transportation Strategy.

<b>Table CPIR3: CPIR Transport strategy measures</b>	
Highway improvements	a) Phase 1 East West link road (Complete)
	Phase 2 East West link road (not required to deliver the current Local Plan targets)
	b) RSEGP (including Tolgus Gateway)
Junction improvements	c) Barncoose junction improvement to redirect traffic and re-categorise the A3047 through Wilson Way (Part of the RSEGP)
Bus improvements	d) Make the old A3047 route (i.e. East Hill, Trevenson Road, Barncoose Terrace etc) the primary bus route through the area
	e) The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services,

	infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus and rail integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
Walking & cycling improvements	CPR cycle network Cycling and Pedestrian Elements Delivered as part of the RSEGP
Publicity & promotion	Personalised travel planning

5.53 The table above sets out the strategic transport proposals; however it should be noted that individual developments might have other site specific transport requirements that it might have to deliver, which would be identified through the planning application process.

5.54 In addition to the transport strategy proposals, there is also a community aspiration to open a rail halt within Pool, linking with the wider sustainable transport aspirations for CPIR and Cornwall as a whole. The timing of such a project would need to ensure that they was a critical mass of people seeking to access the Pool area, whilst not putting at risk the stations in Camborne and Redruth.

5.55 Finally, as well as creating an improved transportation network within CPIR, the rural nature of Cornwall means that links to the wider network of towns is also very important, particularly areas such as Truro, Falmouth, Helston, Hayle etc. Improvements to the A30 will help to improve connectivity to CPIR, which will enhance its economic ambitions. Furthermore, improved links to surrounding towns, particularly public transport links, will help to support the wider sustainability of Cornwall and the inter-relationship that CPIR has with these areas, for employment, retail, services etc.

**Key Facts**  
 1,200 buildings  
 1,200 employees  
 1,200 residents  
 1,200 visitors

**Key**

- Transport Infrastructure
- Sustainable Travel Initiatives
- Connecting Cornwall Objectives

**Connecting Cornwall Objectives**

- Tackling climate change
- Supporting economic prosperity
- Supporting quality of opportunity

**Map Callouts:**

- A3042 Sustainable Transport**  
Consider - Upgrades of existing cycling and public transport infrastructure to encourage sustainable travel and an improved public environment.
- CTR Cycle network**  
A town wide cycle network that will link key services a facilitate sustainable travel throughout the CTR area.
- Redruth Gateway Scheme**  
The provision of a high quality gateway into Redruth supported by walking and cycling improvements. The scheme will unlock housing and employment land adding regeneration and connecting key services.
- Barncoose Junction Improvement**  
Facilities greater use of the East West Link road scheme to be determined following post Redruth Gateway Scheme (transiting).
- East/West road link**  
Recently completed provides access to new development areas supporting housing and employment growth.
- Public Transport Improvements and Enhanced Mainline Rail Services**  
The Cornwall Transport System for Cornwall (COTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, vehicles, infrastructure, information, ticketing and branding that will significantly improve the offering to both existing passengers and non-users, increasing the appeal of public transport to drive up patronage on bus and rail and make the network more financially viable. The improvements to bus, rail and ferry integration will be implemented to be in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.

**Scale:** 0, 0.25, 0.5 Miles

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## **Green Infrastructure Strategy**

5.56 CPIR's Green Infrastructure Strategy takes a lead for the Cornwall-wide GI strategy, as set out in more detail in section 2.18.

5.57 CPIR's green infrastructure (GI) should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation where applicable.

### **Biodiversity**

5.58 The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as Gilberts Coombe Valley, Tolskithey Valley, Red River Valley, and Tuckingmill Valley all provide important green links within or on the edge of the urban area, which need to be protected (see Figure CPIR5). As well as biodiversity assets, these green corridors also offer a mechanism to maintain the separate identities of the various communities that make up the area.

5.59 Links out into the surrounding area should be enhanced where possible. These include links to Roskear, the Red River, Tehidy, Portreath, Tolgus, Treskerby Wood, Nance Wood, Carn Brea, Penventon Wood, Newton Moor and The Rocks and Pendarves Woodland Valleys.

5.60 The key habitat corridors identified on Figure CPIR5 have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### **Green Links**

5.61 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, an improved network will provide an important recreational resource. By connecting the area's heritage assets into the network, this will also support CPIR's economic ambition of promoting a heritage related tourism offer.

### **Sustainable Drainage**

5.62 Due to the mining operations that need to be protected in the CPIR area, developments need to collect fluvial water and retain it on surface and return it to the water course in a controlled manner. A surface water management plan has been prepared which details the requirements and options available.

### **Public Open Space**

5.63 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. CPIR has a lower than average provision of some of these types of open space. To cater appropriately for the growing population it is expected that new development supports the delivery of new open space, either as on-site provision and/or through off-site contributions. Furthermore, the creation of fewer, but larger better quality, open spaces performing various roles will be sought. Whilst there are various categories of open spaces, most highlighted below, the principles of multi-

functionality will be expected, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role.

5.64 Table CPIR4 sets out the space requirements when delivering new development

<b>Table CPIR4: CPIR Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	13.3sqm	6.3sqm
Natural & Semi-natural spaces	5.3sqm	27.5sqm
Formal Sports Pitches	44.7sqm	0.0sqm
Children's Play Spaces	1.6sqm	0.0sqm
Teenagers' equipped spaces	0.6sqm	0.0sqm
Allotments	2.3sqm	0.0sqm
<b>TOTAL</b>	<b>67.8sqm</b>	<b>33.8sqm</b>

5.65 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the Open Space Strategy for Larger Towns in Cornwall.

5.66 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

5.67 More information on the CPIR GI Strategy can be seen in the CPIR Towns Framework.



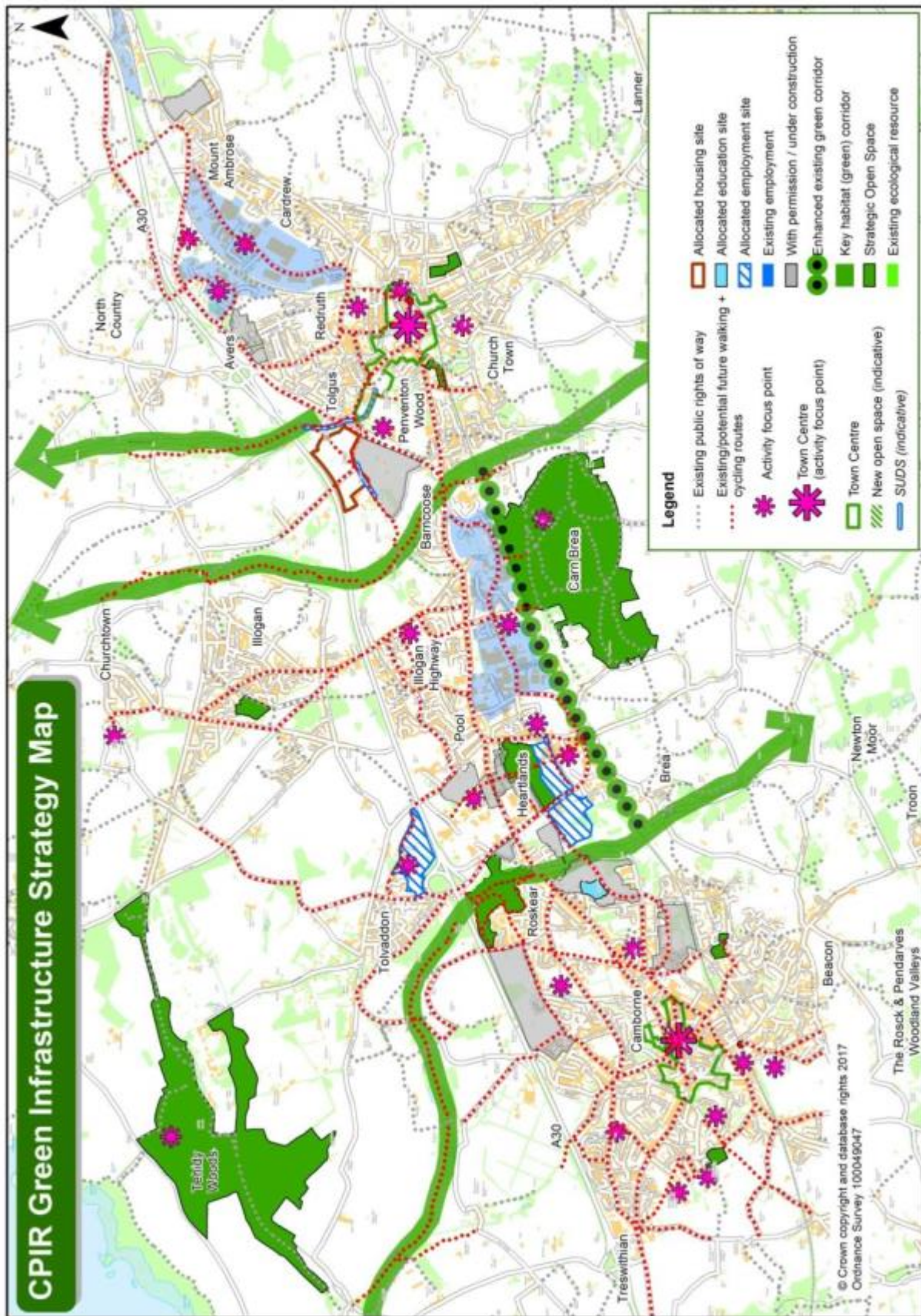
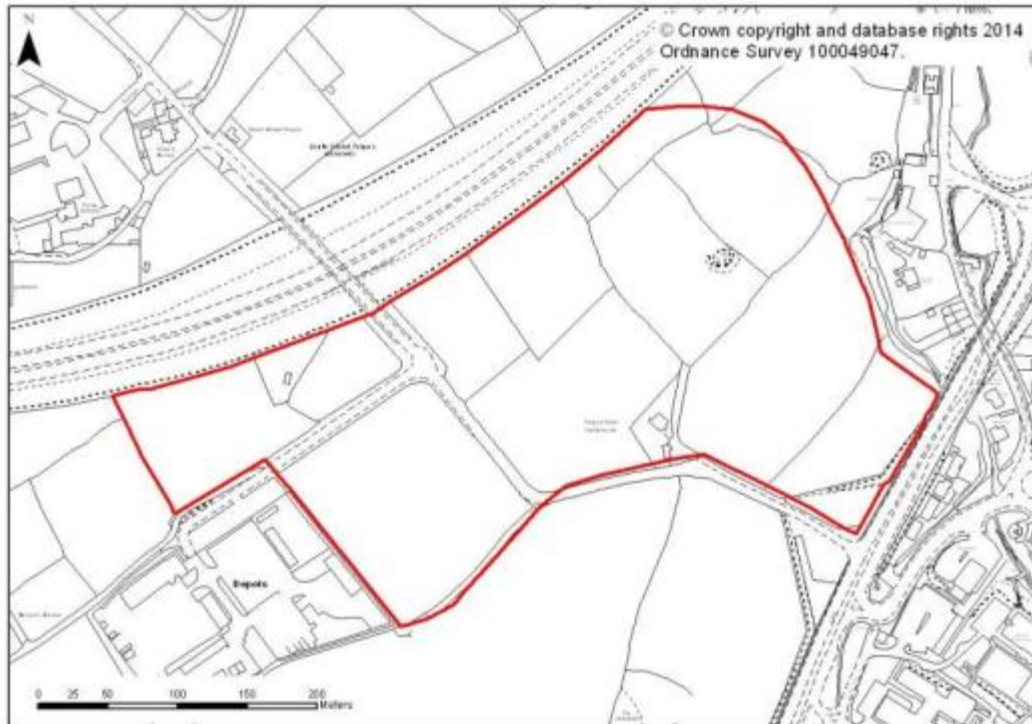


Figure CPIR5: CPIR Green Infrastructure Strategy Map



## **CPIR's Site Allocations Policies**

<b>Policy CPIR-UE1</b>	<b>Tolgus Urban Extension</b>
<b>Site area:</b> 10.6 hectares	<b>Allocation:</b> Approximately 280 dwellings and 3,000sqm of B1a and/or B1c employment space

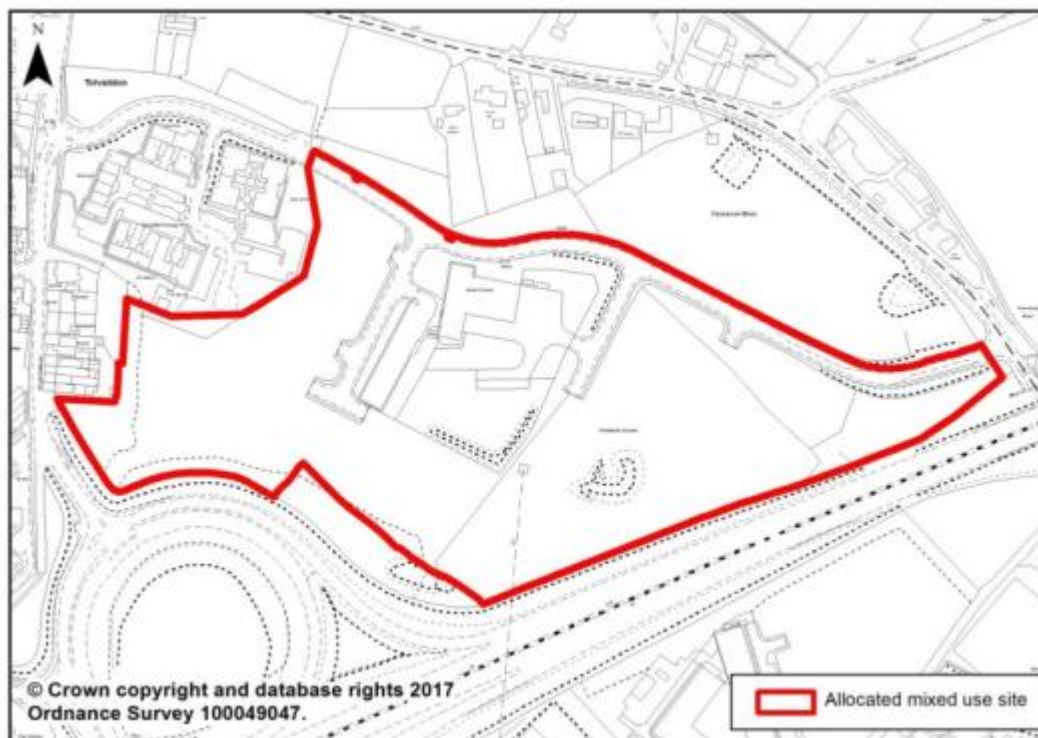


### **Additional Policy Requirements:**

- A residential focused development, that should be delivered as a second phase to the permitted development to its south-west (PA12/09717)
- Approximately 280 dwellings should be delivered on site. At least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)
- Approximately 3,000sqm of B1a / B1c employment space should be provided
- Improvements are required to the adjacent section of the A3047 to improve pedestrian permeability between the site and the existing settlement, to ensure the site is well integrated into Redruth (Plans to undertake this work was being progressed at the time of writing). Furthermore, the development should provide a clear street hierarchy and safe pedestrian and cycle paths, providing continuous links to facilities on site and to adjoining areas. The layout should avoid the use of cul-de-sacs, where possible, to encourage bus services to run through the site

- e) At least 67.8sqm of public open space per dwelling should be provided on site, in line with the CPIR Green Infrastructure Strategy and the minimum size thresholds within Table 2. A Sustainable Drainage System will need to be implemented that does not allow infiltration.
- f) The site abuts the World Heritage Site on its eastern boundary, which includes the Grade II\* Sara's Foundry Town Mill and the Grade II Foundry House. Development of the site must conserve and where possible enhance the OUVs of the World Heritage Site, Sara's Foundry and their settings. The element of the site that contributes to the OUVs, significance and setting of these historic assets on the east of the site will be delivered as open space so that they are conserved and where possible enhanced. The development should also deliver a planting / screening scheme, based upon a landscape/setting analysis.
- g) Consideration should also be given to creating appropriate high quality frontage along the A3047; plus providing noise attenuation for residential uses adjacent to the A30.
- h) Confirmation of capacity within the local sewage Treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the Godrevy Head to St. Agnes SAC
- i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. Furthermore, the plan should link with the extant permission PA12/09717, to create a single neighbourhood with good pedestrian and vehicular permeability within the site.

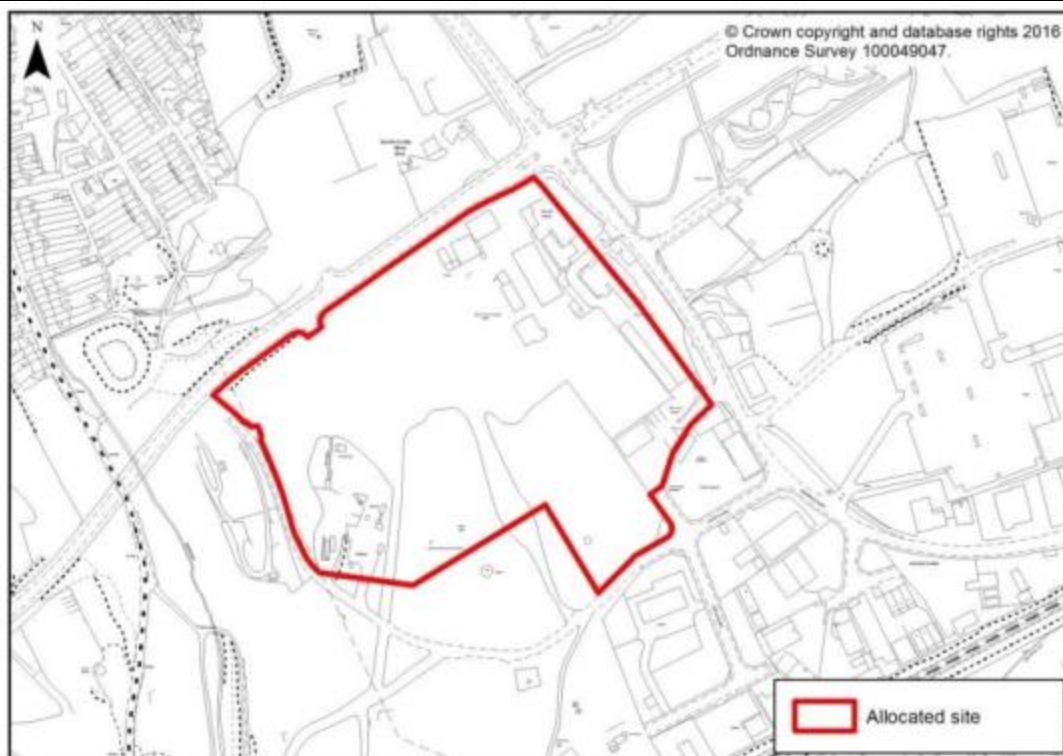
Policy CPIR-E1	Tolvaddon Energy Park
<b>Site area:</b> 8.7 hectares	<b>Allocation:</b> Employment (B1 / B2 / B8) space, delivering approximately 28,000sqm of floorspace



**Additional Policy Requirements:**

- The site should deliver approximately 17,000sqm of industrial space and 11,000sqm of office space (this excludes the permitted and constructed scheme within the site – PA13/07236)
- Future development should appropriately respect the existing residential uses on the west and north of the site, as well as ensuring the height of individual units respect the setting of the World Heritage Site
- The development should provide appropriate and sustainable movement connections throughout the site and to adjoining areas
- An appropriate Sustainable Drainage System must be implemented that does not allow infiltration
- Confirmation of capacity within the local sewage Treatment facility or provision of alternative facilities is required prior to commencement of any scheme, to ensure there is not a detrimental impact upon the Godrevy Head to St. Agnes SAC

Policy CPIR-E5	Dudnance Lane
<b>Site area:</b> 6.9 hectares	<b>Allocation:</b> Mixed use site incorporating two or more of the following uses: Employment space (B1, B2, B8); D1 and D2 uses; C1 Hotel



**Additional Policy Requirements:**

- a) A mixed use site that should focus on the delivery of a combination of: B1, B2, B8 employment uses; D1 and D2 uses; C1 uses. As part of the mix of uses at least 6,000sqm of B1 office space should be provided. Other ancillary uses, excluding C3 Housing, will be considered, where it can be demonstrated that it is directly financially contributing to the delivery of the employment uses on the site
- b) Development of the site must retain the New Cooks headgear; plus deliver a green corridor, incorporating pedestrian paths, through the site, from the New Cooks headgear to the Tuckingmill Valley
- c) The site is located within close proximity of the World Heritage Site, so development must conserve and if appropriate enhance the OUVs and the contribution made by its setting. As a result, a Heritage Impact Assessment must be produced to inform the design solution and to assess impact on the wider historic landscape. This should be based on an understanding of the OUVs of the World Heritage Site; with due regard given to the principles set out in the Cornwall World Heritage Site Management Plan.
- d) A high quality design will be expected of any buildings and public realm fronting on to Dudnance Lane and the East-West Link Road, to reflect the prominent location and proximity to the world heritage site, with particular focus on the roadside facades

- e) The site should either retain the existing household waste recycling centre, or re-provide it in an appropriate alternative location on-site or off-site
- f) Areas close to the north-west and south of the site have been recorded as having bryophytes of national conservation interest. Furthermore, the site is within approximately 300metres of the SSSI West Cornwall Bryophytes site. Development of the allocation must ensure it would not adversely impact upon these protected species. Furthermore, a survey should be undertaken to ensure bryophytes have not spread into the site.
- g) Development along the edge of Dudnance Lane should be sufficiently set back to allow for the future widening of the road, to a dual carriageway. The site area highlighted above broadly reflects this, but should be confirmed with Cornwall Council Transportation during any masterplanning / pre-application process
- h) Confirmation of capacity within the local sewage Treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the Godrevy Head to St. Agnes SAC
- i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site. The concept plan should respond to the current built development around the site, as well as surrounding development proposals, including the permitted mine processing plant to the south of the site (PA10/04564)

<b>Policy Barncoose Estate</b>	<b>CPIR-E2: Industrial</b>	<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)
<b>Policy CPIR-E3: Treleigh Industrial Estate</b>		<b>Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.
<b>Policy CPIR-E4: Cardrew Industrial Estate</b>		Any new development within the sites should be B1, B2, B8 uses; with a focus on B1c, B2 and B8 uses encouraged on Treleigh (CPIR-E3) and Cardrew (CPIR-E4)
<b>Policy CPIR-E8: Radnor Road, Scorrier</b>		(See Figure CPIR1 for site boundaries)

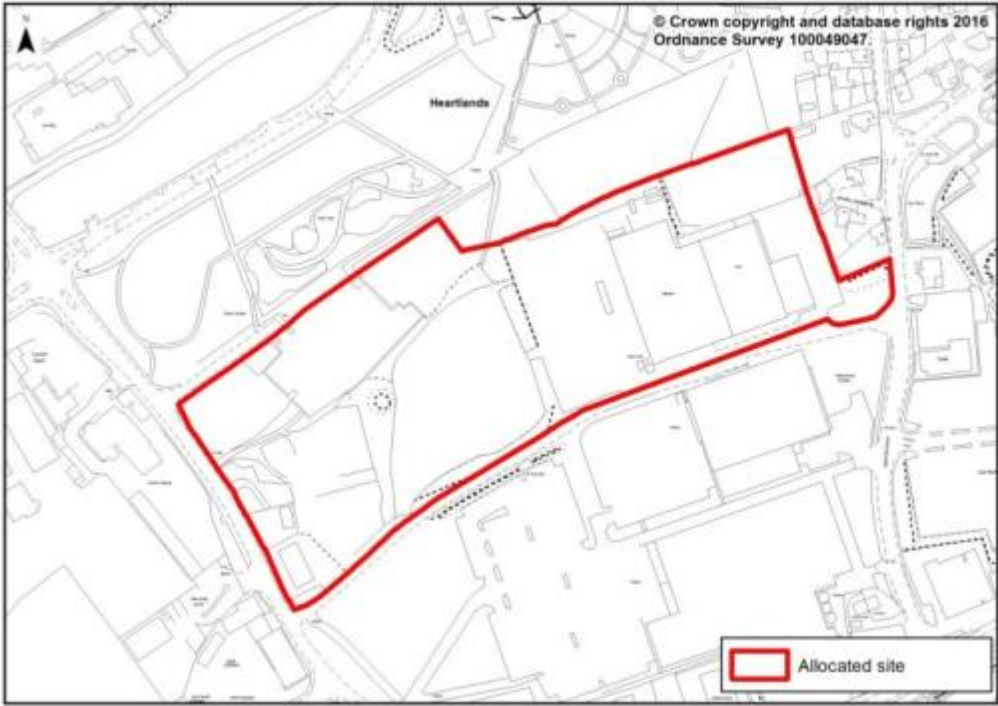
<b>Policy CPIR-ED1</b>	<b>Tuckingmill</b>
<b>Site Area:</b> 1.7 hectares	<b>Allocation:</b> D1 Non-residential Education Use



**Additional Policy Requirements:**

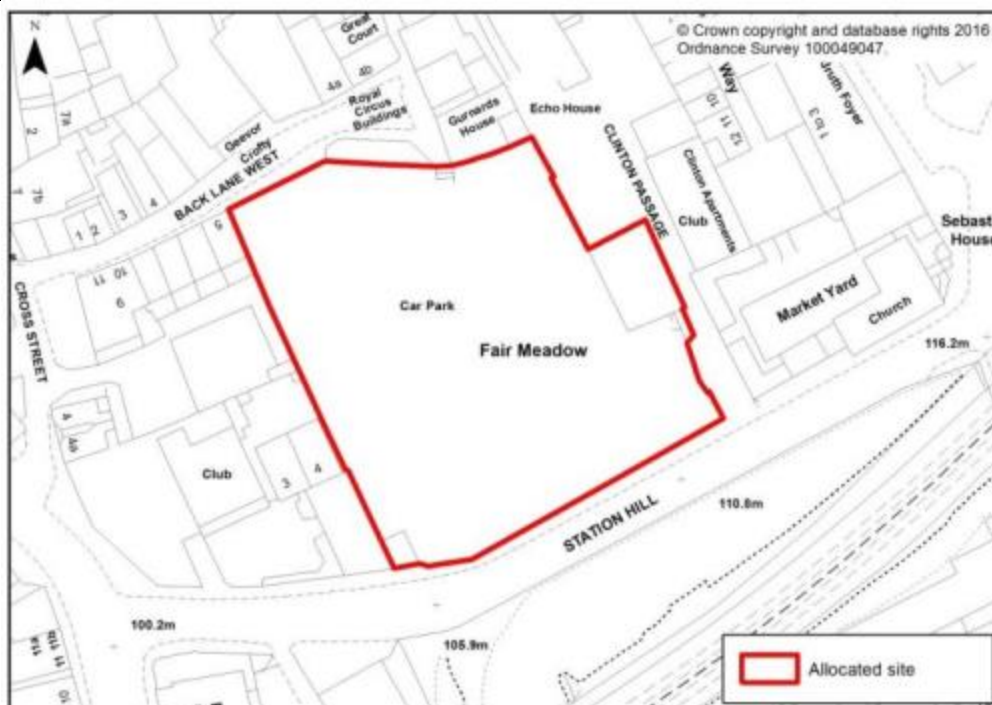
- a) The site is allocated to deliver a primary school, which should accommodate at least 10-11 classes (1.5 form entry school)
- b) The design and layout of the school should have due regard to the extant planning permissions PA10/08655 and PA10/08671
- c) Access should be via the east west link road, or any newly created road resulting from the permitted schemes highlighted above
- d) Development of the site should either retain Tuckingmill Pavillion or ensure its uses are reprovided for within the new scheme
- e) The allocation sits within the Tuckingmill Conservation Area and on the edge of the World Heritage Site (WHS). The placement of school buildings on the site, as well as the height and massing, should be based on an understanding of the OUVs of the World Heritage Site and the significance of Tuckingmill Conservation Area, including the grade II listed church of All Saints, and the contribution made by their settings, which should be conserved and where appropriate enhanced.
- f) Confirmation of capacity within the local sewage Treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the Godrevy Head to St. Agnes SAC



Policy CPIR-E7	Station Road
Site area: 5.1 hectares	Allocation: B1 Office use; D1 Health centre
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) The site should deliver approximately 15,000sqm of office space; plus a D1 health centre. Other ancillary uses will be considered, if it is demonstrated that they are required to cross subsidise the delivery of the employment space</li> <li>b) The primary vehicular access should be via Dudnace Lane; whilst the development should also make appropriate pedestrian connections to Heartlands Park to the north and the existing retail area to the south.</li> <li>c) The design quality of the facades and public realm fronting on to Dudnace Lane and Heartlands Park must be of a high quality</li> <li>d) Development of the site should either retain the existing parking area for Heartlands or reprovide the same number of parking spaces, in an appropriate location, assumed to be within the site</li> <li>e) The site is located within close proximity of the World Heritage Site, which includes the Robinsons Complex to the north of the site, at Heartlands. With particular regard to scale and massing of buildings the development must conserve and if appropriate enhance the OUVs of the World Heritage and the contribution made by its setting informed by a Heritage Impact Assessment."</li> <li>f) Confirmation of capacity within the local sewage treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the Godrevy Head to St. Agnes SAC</li> </ul>	



<b>Policy CPIR-R1</b>	<b>Fair Meadow</b>
<b>Site area:</b> 0.3 hectares	<b>Allocation:</b> A1 Retail uses



**Additional Policy Requirements:**

- a) The site should deliver an A1 retail focused development. Other ancillary uses will also be permitted, if it can be demonstrated that it will support the delivery of the retail space on site
- b) Additional uses would be permitted in principle on upper storeys, as long as they did not prejudice the delivery and operation of the ground floor retail uses
- c) Development of the site should create good pedestrian connections back into Fore Street; whilst creating a good quality façade on to Station Hill
- d) The site is within the World Heritage Site and Redruth Conservation Area and is adjacent to a number of listed buildings. As a result the height, massing and design of the proposals must be informed by a Heritage Impact Assessment. This assessment should be based on an understanding of the OUVs of the World Heritage Site; and the significance of Redruth Conservation Area and listed buildings, and the contribution made by their settings, which should be conserved and where appropriate enhanced. Due regard must also be given to the World Heritage Site Management Plan.
- e) Confirmation of capacity within the local sewage treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the Godrevy Head to St. Agnes SAC



## **6. Helston**

6.1 Helston is located within West Cornwall, 13km from Falmouth & Penryn, 13km from Camborne and 19km from Penzance. Helston sits within the Helston & South Kerrier Community Network Area and is its main town, so Helston acts as the local service centre to the numerous smaller settlements surrounding it. Helston celebrated the 800th anniversary of the granting of its Charter in 2001, making it the second oldest town in Cornwall.

### **6.2 Key Facts:**

Population (2011 Census):	11,178
Dwellings (2011 Census):	4,867
Average house building rate (2005-2015):	62 per annum
Homechoice Register: Bands A-E (Feb-17):	424
Average Wage (ONS Annual Survey 2013):	£383 per week

6.3 The Vision and Strategy for Helston is summarised within this section, but are set out in more detail in the Helston Town Framework, which can be viewed in Cornwall Council's website.

## **Vision Objectives & Targets**

6.4 Helston's vision:

**Helston is a sustainable and vibrant town, which is recognised as an important service centre for its surrounding communities, as well as being the gateway to the Lizard Peninsula**

6.5 Within the Cornwall LP:SP document a series of strategic objectives have been set for the Helston & South Kerrier Community Network Area; these cover various themes, including: Delivery of good quality housing; Maintaining and enhancing Helston as a high quality service and retail centre; Ensuring development is sensitive to the outstanding natural, built and historic environment. Please refer to the Cornwall LP:SP document for more details on these strategic objectives.

6.6 In addition, the Helston Town Framework sets out a series of town specific aims, which are:

1. Improving the town centre
2. Improving the visitor offer
3. Improving the quality of jobs
4. Improving availability of affordable housing
5. Improving access to green space
6. Improving highway infrastructure, public transport and pedestrian and cycle links

## **Targets**

6.7 The Local Plan: Strategic Policies document has set the following targets for Helston:

- To develop 1200 dwellings between 2010 and 2030
- To deliver 12,417sqm of B1a office accommodation and 17,000sqm of new industrial space

## **The Strategy**

6.8 Maintaining and enhancing Helston's role as a key service centre and gateway for the South Kerrier area sits at the heart of the town's future. There are many strands to this ambition, including the enhancement of the town centre as a retail, cultural/leisure and service centre; representing the main economic hub for the peninsula; providing key infrastructure for local residents and surrounding communities to utilise; and re-establishing its role as an important market town for the area.

6.9 The successful growth and regeneration of Helston requires a holistic approach, but future built development will play an important role; from delivering higher design standards to delivering employment space, affordable housing etc.

6.10 The town centre sits at the heart of the strategy for the town. It is recognised that due to the changing nature of retail, if the town centre is to flourish it needs to maintain and enhance complementary leisure / cultural roles, whilst providing a destination where the shops form part, albeit the most important part, of a wider experience. The enhancement of the town centre should look to include the enhancement of its cultural and heritage assets and events, which will act as a key attractor for residents and visitors alike.

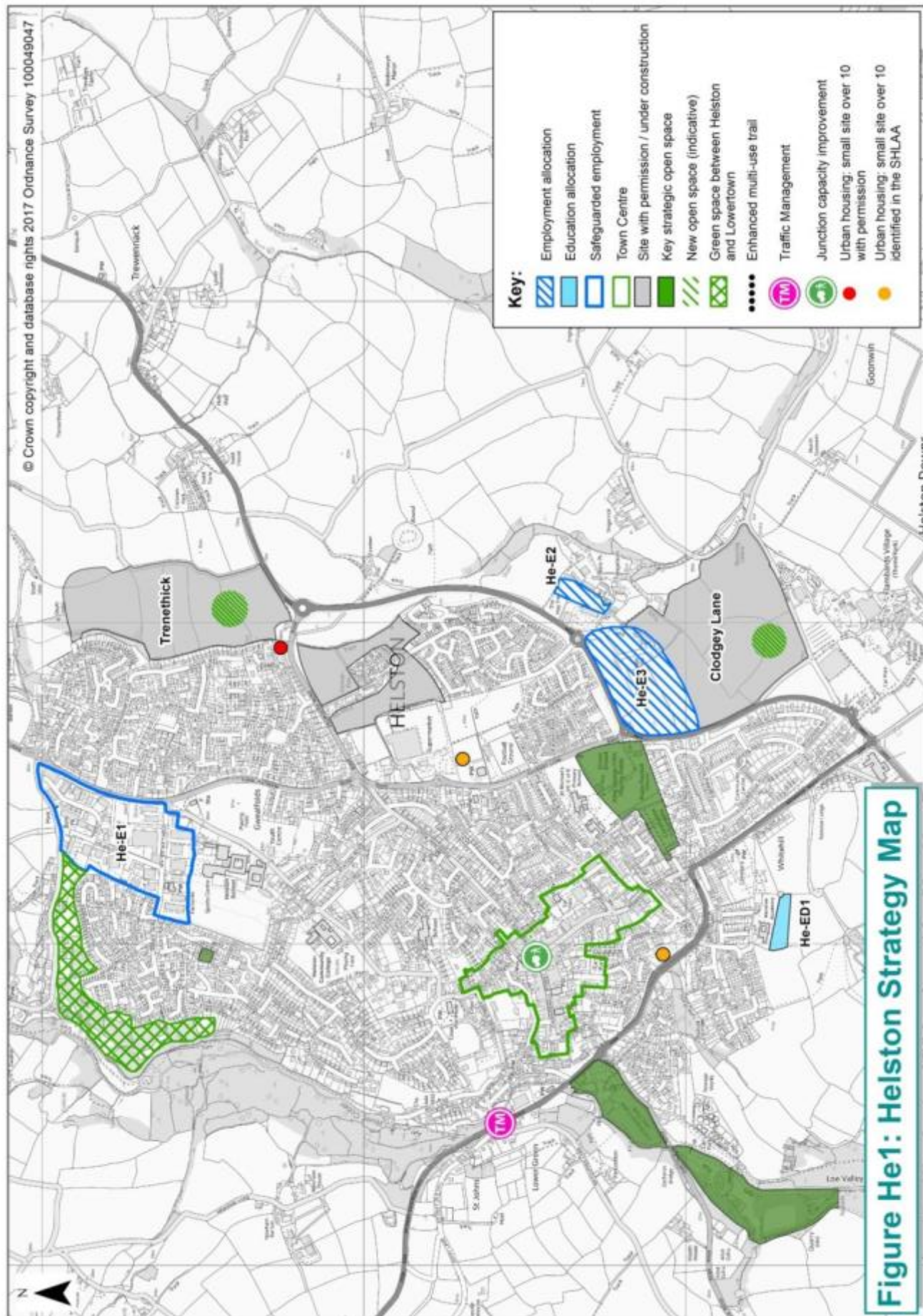
6.11 The economic growth of Helston is also one of the primary drivers, so that Helston continues to be recognised as a supplier of job opportunities for its local residents and those of surrounding communities.

6.12 Helston Business Park (He-E3) represents Helston's strategic location for further economic growth. In addition, there are other smaller scale employment developments will still be encouraged, such as Tresprison Industrial Park.

6.13 Sitting at the heart of the strategy is maintaining, enhancing and creating sustainable communities; so residential growth will also form an important component of this strategy. Focus should be placed on maximising the potential of delivering new residential development on appropriate sites within the existing urban area; however it is recognised that to deliver the required level of housing growth, development on greenfield land on the edge of the town will also be required. This will be

delivered through the recently permitted urban extensions at Clodgy Lane and Trenethick.

6.14 Fundamental to the delivery of the strategy will be enhancement of Helston's infrastructure, including academic facilities, healthcare, transportation and green infrastructure.





## Economic Growth

6.15 Helston's economic ambition is to: Maintain and enhance Helston as a significant heritage and cultural settlement and a high quality market town, for local residents, visitors and surrounding settlements. As well as provide more employment opportunities within Helston, in doing so reducing the reliance on Culdrose, whilst still supporting its continued operation.

6.16 Furthermore, the Helston Town Framework sets out a series of economic objectives, which relate to protecting strategically important employment sites; supporting the delivery of new space; enhancing Helston as a gateway for tourism; etc.

6.17 Helston offers a good location for businesses that wish to serve the South Kerrier area, whether office or industrial; building upon the current hub at Water-ma-trout.

6.18 Helston also has the opportunity to benefit further from the tourism industry, by acting as a gateway to the attractions in the South Kerrier area; in doing so seeking visitors to come into the town and use its facilities. This can be achieved, in part, through the enhancement of the heritage and cultural assets and events within the town, making the town centre a destination in its own right for visitors.

6.19 Within the wider CNA area is Goonhilly Earth Station, which benefits from internationally important satellite communication equipment; as a result Goonhilly is being transformed into a Space Science Centre. The centre is proposed to offer: space science research facilities and provide for deep-space communications; training facilities for universities; plus a visitor centre. The site has received Enterprise Zone status, linked to the Newquay Aerohub. With Helston's close proximity to Goonhilly, there is an opportunity for the town to provide employment space for spin-off industries.

6.20 The Cornwall LP:SP document targets the delivery of 12,417sqm of industrial space and 17,000sqm of office space within the Community Network Area and Table He1 sets out delivery against these targets.

<b>Table He1: Helston – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	12,417	17,000
Net Completions Apr-10 to Mar-16	705	2,316
Net extant planning permission / under construction (at Mar-16)	6,735	7,898
Residual Local Plan Target	4,978	6,785

6.21 The majority of the unimplemented planning permissions (13,300sqm) relate to Helston Business Park (H-E3). As a result of the site's relatively good transport links, edge of centre location and with it

already being serviced, it means it still represents the main priority for Helston's economic growth.

6.22 Furthermore, an extension to Tresprison Industrial Park (He-E2) has been identified as an opportunity to deliver small scale industrial space.

6.23 In supporting the economic growth of Helston, it is also important to protect existing employment sites. There are a number of employment hubs, such as Tresprison Industrial Park, St John's Business Park and Water-Ma-Trout Industrial Estate. All are important to the town, but due to the scale of Water-Ma-Trout Industrial Estate (He-E1) and in turn the employment it supports for the town and the wider area, it is being safeguarded as a Strategically Important Employment Site, in line with Policy 5 of the Cornwall LP:SP document.

## **Retail Growth**

6.24 Helston town centre provides a valuable, but currently fairly limited retail offer compared with some other towns. However, the town's proximity to Cornwall's primary retail centre, together with the wide catchment area the town supports, highlights the importance of protecting and enhancing Helston's retail offer. Helston town centre is characterised by two linear main streets Coinagehall Street and Meneage Street, with predominately smaller units that are not attractive to the majority of national multiples.

6.25 Retail assessments<sup>12</sup> indicate that over recent years the town has witnessed a fall in the amount of comparison retail floorspace and turnover. Despite this, there is still limited capacity to deliver further retail space; 869sqm of convenience floorspace and 721sqm of comparison retail floorspace within the Plan period. Furthermore, this capacity would not be generated until close to the end of the Plan period. With a lack of deliverable town centre sites at the current time, together with no capacity within the short to medium term, no retail allocations have been identified. However the retail capacity of the town and the availability of town centre or edge of centre sites will continue to be reviewed.

6.26 Finally, improving the attractiveness and vitality of the town centre will not be achieved just by providing improved / additional retail floorspace. There is also strong local support for other initiatives, such as improved signage; better pedestrian linkages, including links from the car parks; improved traffic management; public realm improvements; etc. The enhancement of the town centre's heritage and cultural assets and events also offers an opportunity to bring more people into the town centre. More information can be seen in the Helston Town Framework.

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<sup>12</sup> Cornwall Retail Study Update 2015

## Housing Growth

6.27 The delivery of good quality sustainable housing forms a key strand of the overall strategy of Helston. There is an aspiration to provide for a good mix of housing, providing for the affordable housing needs, right through to larger high quality housing, to seek to retain the well paid, skilled employees that the economic strategy is seeking to attract.

6.28 The Cornwall LP:SP document has targeted the delivery of 1,200 dwellings within the Plan period (2010-2030). Table He2 sets out delivery against this target.

<b>Table He2: Helston – Housing Delivery</b>	
<b>Target</b>	<b>1,200</b>
Net Completions (Apr-10 to Mar-16)	251
Net Extant permissions (at Mar-16)	754
Large sites (10+) permitted since Mar-16	110
Net windfall projection	126
Net additional urban capacity	24
<b>Residual Target</b>	<b>-65</b>

6.29 Table He2 shows that the permitted development and completions deliver the vast majority of the housing growth targeted for Helston. Furthermore, when adding the anticipated development from Windfall and other identified urban sites, this should more than cover the housing target for the town.

6.30 As a result of this assessment it is not considered necessary to allocate any further sites for housing development.

## Infrastructure

6.31 When planning for the long-term growth and regeneration of Helston, it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all vital factors in ensuring people can enjoy living, working and visiting the area.

### **Education<sup>13</sup>**

6.32 **Primary** - Helston has three schools: Nansloe Academy; Parc Eglos School and St Michael's VA CE School. These schools have a collective capacity to accommodate 1,050 pupils and it is estimated that existing deficiencies, together with the proposed housing growth will result in a deficit of approximately 200 places by the end of the Plan period. St Michael's School has been identified for expansion, to two-form entry (an additional 210 places), to accommodate the additional demand; feasibility studies have shown this expansion can be delivered within the confines of

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<sup>13</sup> Education Figures correct as at January 2015

their existing site. Furthermore, Nansloe Academy has also been identified for potential expansion, if demand necessitates it at the end of the Plan period. Furthermore, as Nansloe Academy is the only remaining school within the town that is not landlocked, it is felt important to allocate land to enable its future expansion to address demand within or beyond the Plan period, this is set out in Policy He-ED1.

**6.33 Secondary** - Helston Community College has the capacity to accommodate just over 1,700 pupils and is operating with spare capacity. When evaluating the growth for Helston, together with the remainder of the network area, it is anticipated that the additional demand for places can be accommodated by the College, on the basis that Mullion School and other surrounding secondary schools will attract an element of the demand from the wider CNA.

## **Healthcare**

**6.34** Helston currently includes two GP surgeries and one community hospital, which incorporates a minor injuries unit. The two surgeries provide for almost 19,000 residents from the town (57%) and its significant hinterland. The proposed housing growth will generate the need for approximately 0.8 FTE GPs, assuming the existing GPs are at capacity; whilst the additional population would generate the need for approximately 120sqm of additional healthcare space.

**6.35** The Health and Care system is looking at new ways of delivering care that seeks to support people to live well within the community and to reduce the need for A&E attendance and acute hospital admissions, therefore protecting and enhancing the facilities at the community hospital. A transformation programme is in place, with the objective to support the "bottom up" development of local care communities. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. The South Kerrier Locality, which includes Helston, Porthleven and Mullion, has focused initiatives on community nursing, due to the rural nature of its area. Furthermore, weekend clinics have been established at Helston Community Hospital, to support vulnerable patients.

**6.36** The permitted urban extension at Trenethick includes the delivery of a medical facility. This will provide for the additional needs, preferably as an outreach facility of an existing Practice, located in a part of the town that is not within each access of the existing surgeries. This new facility also offers the opportunity to explore what other outreach facilities might be brought to the town, through the Locality work. Cornwall Council will continue to work with NHS Kernow and NHS England to look at how this can be implemented.

## **Utilities**

**6.37 Drainage** – Much of Helston is a critical drainage area, which can impact on surface water flooding. New development should make use of

sustainable drainage systems. This will help ensure development does not exacerbate flooding issues, whilst in some instances reduce the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system. Furthermore, appropriate maintenance regimes need to be put in place to deal with the upkeep of the systems.

6.38 South West Water (SWW) has indicated that the Sewage Treatment Works has sufficient headroom to accommodate anticipated growth up to at least 2020. The Treatment Works' capacity will need to be increased beyond this point, which will be set within SWW's next Business Planning period from 2020 to 2025. It is expected that any necessary capacity upgrades can be accommodated within the confines of their existing facility.

6.39 **Electricity** – Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the town. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substations within the town. Cornwall Council will continue to work with WPD to review impacts of growth.

## Transportation

6.40 Helston's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

6.41 Located on the A394 Helston is remote from the strategic road network and although there are reasonably good public transport links between Helston and other urban settlements, the service frequencies are only hourly.

6.42 22% of Helston's working population travel to work by foot or bicycle compared to 16% in Cornwall; while 69% travel to work by car from Helston compared to 70% across Cornwall (2011 Census). Despite the high level of sustainable trips, Helston has a high level of car ownership (84%) compared to Penzance at 61%. Helston is also a strong employment centre with significant inward commuter flows, which has been increasing, particularly along the A390. There is also a relatively significant level of out-commuting to places such as Truro, CPIR and Falmouth/Penryn. Helston also witnesses significant increases in traffic during the summer months; plus there is strong demand to travel into town from its hinterland due to Helston acting as a service centre.

6.43 There is an opportunity to increase the level of trips by sustainable modes in Helston by enhancing and extending the existing pedestrian and cycling provision and improving bus services.

6.44 Rather than circulating on arterial routes, much traffic travelling to the east or west of Helston tends to cut through the town and this rat running causes problems for residents in various areas, such as Cross

Street and Penhellaz Hill. Therefore, a traffic management solution to address this problem is required.

6.45 Assessments have shown that, with the implementation of sustainable transport measures, the town's road network has sufficient capacity and as such will be able to accommodate traffic growth associated with the proposed development, with no strategic junction capacity improvements required, although localised improvements might be required for specific proposals and should be considered through the application process.

6.46 Therefore the focus moving forward is investment in targeted walking, cycling and public transport improvements, in order to: mitigate increased traffic; encourage increased use of these more sustainable modes of travel; provide travel options for people who do not have access to, or cannot afford to run a car; and support healthier lifestyles. The aspiration is to increase the use of sustainable modes of travel by 15% for cycling/walking and 50% by bus, while seeking higher levels of switch from new development where the opportunities to encourage sustainable travel from the outset are greater.

6.47 Table He3 summarises the package of transport measures proposed for Helston to 2030.

<b>Table He3: Helston's Transport Measures</b>		
<b>Scheme type</b>	<b>Scheme</b>	<b>Comment</b>
Junction improvements/traffic management	Re-programming of signal timings at Meneage Street/Coinagehall Street	The Meneage Street/Coinagehall Street junction is expected to experience congestion in the future. Traffic management measures should be implemented to address existing and anticipated congestion, reduce delays and increase pedestrian priority, thereby improving the town centre shopping environment and enabling, through complementary public realm enhancements, reinstatement of Market Place as a key focus for civic pride and activity. Residents have raised concerns over a number of years regarding the level of traffic rat-running through areas such as Cross Street and Penhellaz Hill. A traffic restriction will provide a solution to the problem.
	Penhellaz Hill/Penzance Road – right in/left out restriction	
Bus improvements	Bus services	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible
	Bus infrastructure/Real Time Passenger	



	Information	and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, vehicles, infrastructure, information, ticketing and branding that will significantly improve the offering to both existing passengers and non-users, increasing the appeal of public transport to drive up patronage on bus and rail and make the network more financially viable. Helston will be one of two areas where early delivery of some of these interventions will be trialled.
	Bus interchange	
Walking/cycling improvements	Town wide walking and cycling network	A number of routes have been identified for improvements such as designated cycle lanes and pedestrian crossings, linking residential areas with key destinations, such as the town centres, schools and some of the main employment centres. A full feasibility study will be carried out to identify key routes and improvements

6.48 The measures above will be supported by initiatives that promote the use and benefits of sustainable travel particularly within new developments. This could include public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

6.49 More information on the Helston Transportation Strategy can be seen in the Helston Town Framework.

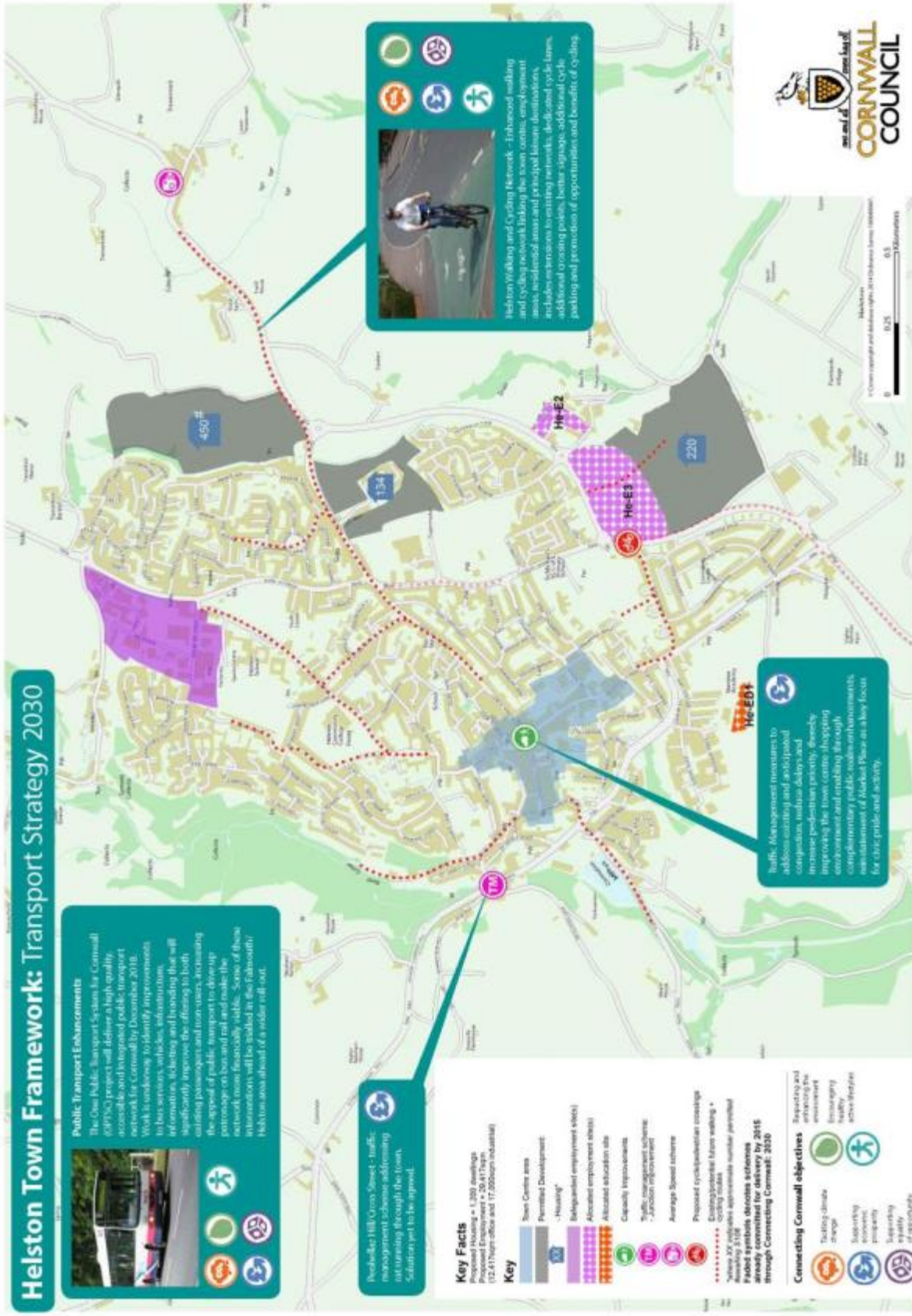


Figure He2: Helston Transport Strategy Map

## **Green Infrastructure**

6.50 Helston's Green Infrastructure (GI) Strategy takes a lead for the Cornwall-wide GI strategy, as set out in more detail in section 2.18. Helston's green infrastructure should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation where applicable. The highlighting of potential green networks provides an indication of green infrastructure, but does not remove the requirement to retain and enhance smaller important natural features & green corridors within development sites, which should link to major green infrastructure, wherever possible.

### **Biodiversity**

6.51 The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as the River Cober corridor to the west and the Helford River corridor to the east have high biodiversity value and should be enhanced where possible. The potential creation of a new footpath or cycle way from east to west across the town should also build in green infrastructure, where possible, to provide a green corridor across the town and link the two town-edge existing corridors.

6.52 Links out into the surrounding area should be enhanced where possible. These include links to Loe Pool and the Upper and Lower Cober Valley.

6.53 The key habitat corridors identified on the accompanying map have been designed to enhance green links through the town, and link to the key east and west habitat corridors. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### **Green Links**

6.54 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, an improved network will provide an important recreational resource, whilst also supporting objectives relating to the promotion of the town centre. The improvement of the town's green links include improving access from surrounding areas into the town.

### **Sustainable Drainage**

6.55 Capacity constraints within the existing fluvial drainage system within Helston, such as the Town Leat, need to be managed carefully, so that future development can be brought forward without causing any additional problems. New development will be expected to adhere to the Flood Risk Management Profile as part of the Cornwall Local Flood Risk Management Strategy. Successful implementation of the plan by new development should not only prevent additional flooding issues, but

should also help to reduce the current capacity constraints, as a result of more land being drained in a controlled manner.

### Public Open Space

6.56 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Helston has a lower than average level of some of these types of open space in comparison to the 16 larger town areas in Cornwall. Lower levels of natural space and public sports sites within the town are, to some degree, compensated by significant school land and natural space outside of the study area. To ensure that a good standard of provision is maintained, new development is expected to provide for the demands that they generate. In addition, improved access to the town's natural green space is required.

6.57 Whilst there are various categories of open spaces, highlighted below, the principles of multi-functionality will be expected, i.e. providing new open spaces or upgrading existing spaces that can perform more than one function. Table He4 sets out the space requirements when delivering new development.

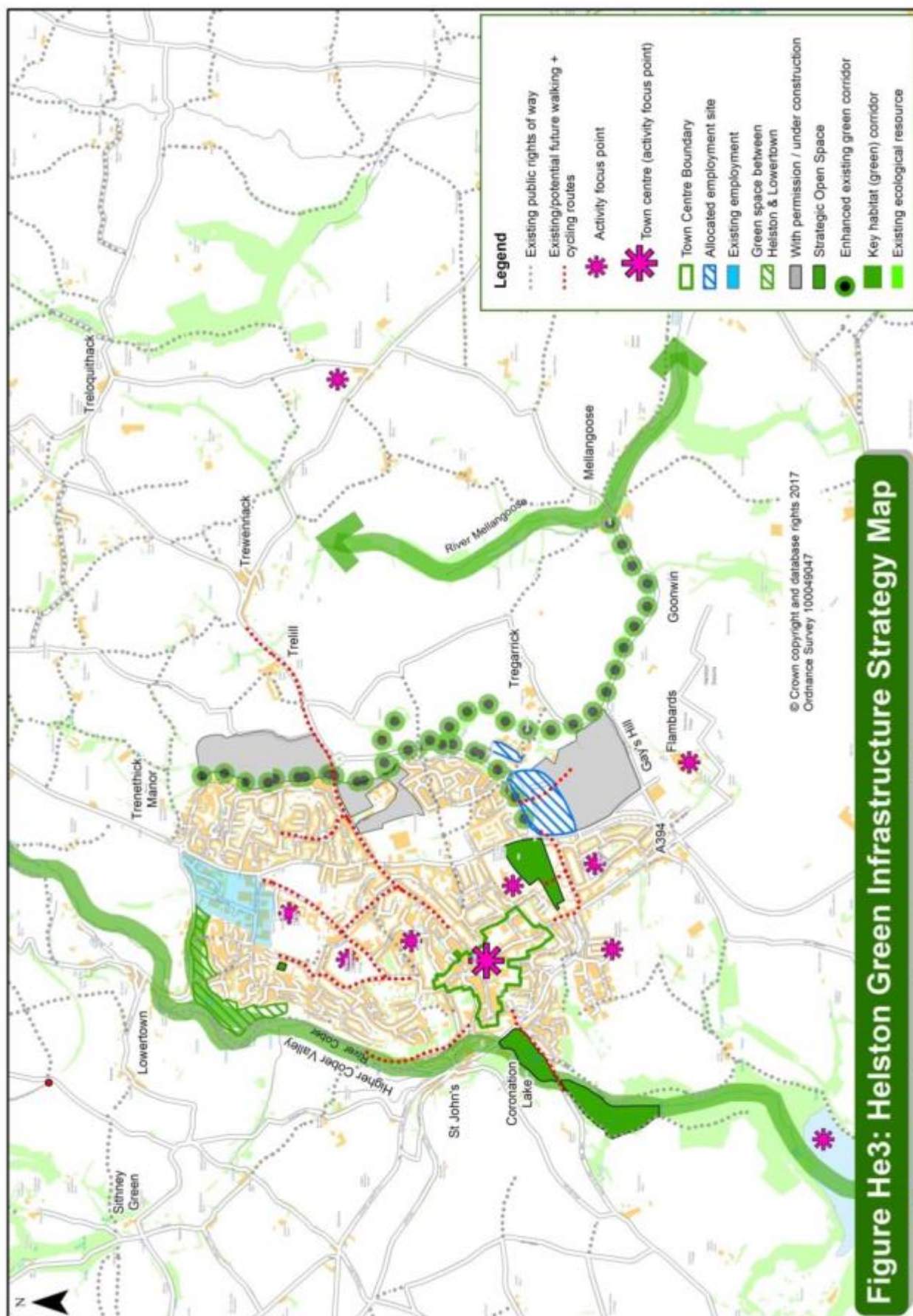
<b>Table He4: Helston Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	20.16sqm	0.00sqm
Natural & Semi-natural spaces	27.67sqm	5.11sqm
Formal Sports Pitches	28.70sqm	0.00sqm
Children's Play Spaces	1.61sqm	0.00sqm
Teenagers' equipped spaces	0.58sqm	0.00sqm
Allotments	2.53sqm	0.00sqm
<b>TOTAL</b>	<b>81.25sqm</b>	<b>5.11sqm</b>

6.58 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the *Open Space Strategy for Larger Towns in Cornwall*.

6.59 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

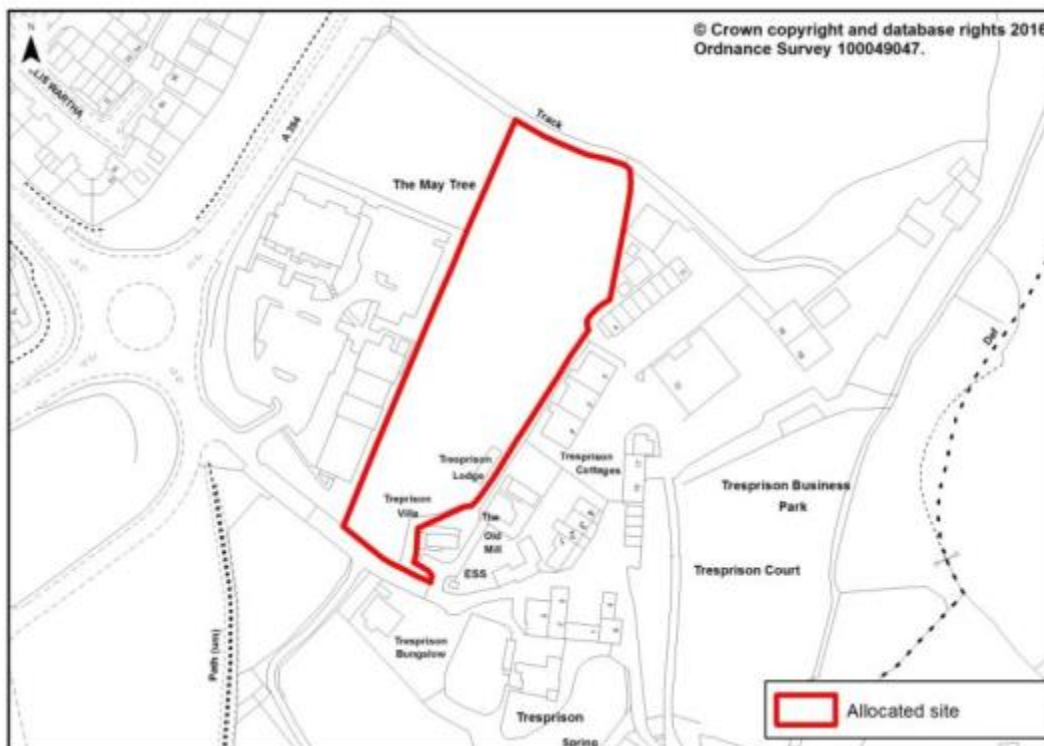
6.60 Please refer to the Helston Town Framework to obtain more information on the Green Infrastructure Strategy for the town.





## Helston's Site Allocations Policies

<b>Policy He-E2</b>	<b>Tresprison Industrial Park expansion</b>
<b>Site area:</b> 0.8 hectares	<b>Allocation:</b> Delivery of employment space, predominately B1 uses



### Additional Policy Requirements:

- The site offers the opportunity to deliver smaller scale employment uses, connected to the existing Tresprison Industrial Park
- Access should be provide via the roundabout on the A394
- Permission will only be grated for uses that can demonstrate that they will not inhibit the continued operation of the C1 hotel use adjacent to the site
- Confirmation of capacity within the local sewage Treatment facility or provision of alternative facilties is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the Fal and Helford SAC. Furthermore, when designing the sustainable urban drainage scheme for the site, it must ensure there is no detrimental impact upon the Fal and Helford SAC



<b>Policy He-E3</b>	<b>Helston Business Park</b>
<b>Site area:</b> 7.4 hectares	<b>Allocation:</b> At least 13,000sqm B1a office and industrial space (B1c / B2 / B8)

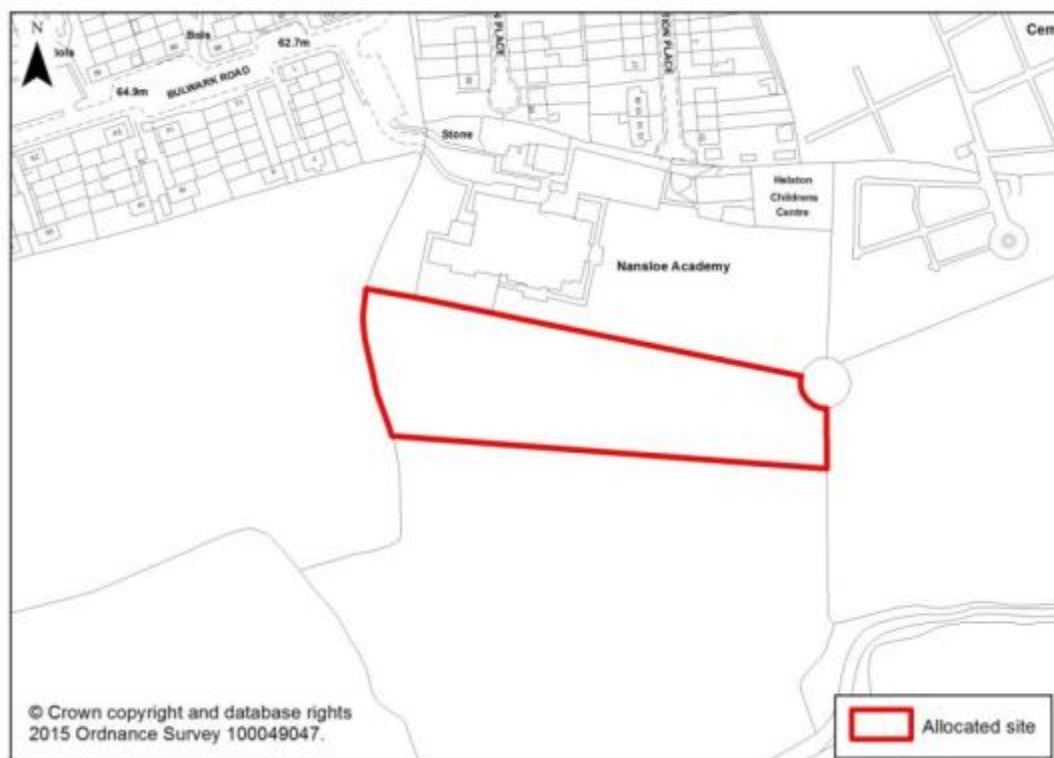


**Additional Policy Requirements:**

- a) The site should deliver at least 13,000sqm of B1 B2 B8 employment space
- b) Buildings fronting on to the A394 should be of a good design quality, particularly the roadside facade
- c) Delivery of employment space should give due regard to the scale and massing of buildings on the southern edge of site, to ensure they are not overbearing on the permitted Clodgy Lane residential development (PA15/01314)
- d) Improvements are required to the adjacent section of the A394 to improve pedestrian permeability between the site and the existing settlement, to ensure the site is well integrated into Helston. A solution that forms part of a wider proposal for improved permeability for both this site and the permitted Clodgy Lane Urban Extension (PA15/01314) is strongly encouraged
- e) Consideration should be given to how appropriate pedestrian linkages could be created between the site and the adjacent permitted Clodgy Lane Urban Extension (PA15/01314)

<b>Policy He-E1: Water-Ma-Trout</b>	<p><b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The site represents an existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p> <p>(See Figure He1 for site boundary)</p>
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Policy He-ED1	Nansloe Academy Expansion
Site area: 0.7 hectares	<b>Allocation: D1 Non-residential Education Use</b>



**Additional Policy Requirements:**

- a) The site will deliver an expansion of Nansloe Academy
- b) The design and layout of the scheme should enable the school to expand up to a 2 form entry school
- c) Access should be provided from the north, linking into the existing

access arrangements for the school

- d) Confirmation of capacity within the local sewage Treatment facility or provision of alternative facilities is required prior to commencement of any school expansion, to ensure there is not a detrimental impact upon the Fal and Helford SAC. Furthermore, when designing the Sustainable Drainage System for the site, it must ensure there is no detrimental impact upon the Fal and Helford SAC



## **7. Falmouth & Penryn**

7.1 Falmouth and Penryn are located within West Cornwall, approximately 13 Kilometres south of Truro. Falmouth and Penryn are situated on the coast at the entrance to the Fal Estuary. The Fal Estuary is the world's third largest deep water harbour, providing important deep water moorings and facilities to the marine industry, including the strategic marine operations of the Falmouth docks. Penryn is situated at the head of the Penryn River and is the home of the Universities of Falmouth and Exeter in Cornwall at the Penryn Campus.

### **7.2 Key Facts:**

Population (2011 Census):	28,890
Dwellings (2011 Census):	13,780
Average house building rate (2005-2015):	136 per annum
Homechoice Register: Bands A-E (Feb-17):	993
Number of jobs (2011):	11,000
Average Wage (ONS Annual Survey 2013):	£448 per week

7.3 The overall vision and strategy for Falmouth and Penryn is summarised within this section, but is set out in more detail in the Falmouth & Penryn Town Framework; the Town Framework can be viewed on Cornwall Council's website. It should also be noted that a Neighbourhood Development Plan was in preparation at the time of writing for Falmouth, that focuses on matters related to student accommodation; this should also be referred to if bringing forward development proposals within the town.

## **Vision, Objectives & Targets**

7.4 Falmouth and Penryn's vision is:

***The twin towns of Falmouth and Penryn will be distinctive in character and yet united in playing a key role in Cornwall with vibrant, socially-diverse, positive and welcoming communities, supported by leisure facilities and services; employment based primarily on the marine, learning and tourism industries; set in attractive, well-maintained, sustainable and accessible historic, natural and urban environments.***

7.5 The Cornwall LP:SP document sets out seven strategic aims for the Falmouth & Penryn Community Network Area, which covers issues relating to Housing and delivering an appropriate mix; Employment, including marine and university related growth; Vitality of the town centres; and Improved transport infrastructure.

7.6 In addition, there are a set of objectives for the towns of Falmouth & Penryn, which are summarised below and set out in full in the Falmouth & Penryn Town Framework:

1. **Manage Housing Growth:** Manage the location, distribution and integration of housing growth and the delivery of an appropriate mix of housing for the towns, including affordable housing and provision of quality student accommodation.
2. **Design Quality:** Development should deliver high quality design that shows how its mix of uses, scale, massing and architecture contributes to the distinctiveness of Falmouth and Penryn.
3. **The Natural Environment:** Respect and enhance the natural environment, including maintaining and enhancing areas of Green Infrastructure, which contribute towards and protect the local identity of the towns and surrounding rural settlements
4. **Invest in Technologies:** Embrace new technologies, opportunities surrounding Renewables, modern working and Information Technology, including:
  - a) **Support and retain young people:** Supporting opportunities surrounding the Universities in Falmouth and Penryn, in particular the Tremough Innovation Centre and the Academy for Innovation & Research (AIR); plus the provision of incubator units and grow-on space
  - b) **Support industries / business and maximise assets:** Maximise opportunities from the presence of the Universities at Falmouth and Penryn, and the Port / docks
  - c) **Achieve a vibrant future for the Port / Docks as part of healthy business infrastructure:** Promote the Port masterplan and enable the delivery of port related projects alongside the diversification of the marine sector
  - d) **Develop infrastructure initiatives to help secure a prosperous economy**

## Targets

7.7 The Cornwall LP:SP document has set the following targets for Falmouth & Penryn:

- To develop 2800 dwellings between 2010 and 2030 within the two towns (excluding student accommodation)<sup>14</sup>
- The provision of bed spaces within purpose-built student accommodation commensurate with the scale of expansion of the university in Falmouth with Penryn
- To deliver around 25,750sqm of B1a office space and 21,667sqm of Industrial space within the Community Network Area

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<sup>14</sup> In addition to the 2800 dwellings for Falmouth & Penryn, the wider Community Network Area has been targeted within the delivery of 600 dwellings



## **The Strategy**

7.8 The core principal of the Strategy for Falmouth and Penryn is to focus on their assets and maximise the opportunities arising from: the presence of the docks; the Port; the Universities; the retail offer; and the leisure and tourism opportunities arising from the outstanding natural and marine environment that surrounds the towns.

7.9 Furthermore, a key aim is to maintain the distinct identities of the towns, and neighbouring villages, whilst maintaining and strengthening the supporting and complimentary roles that the towns provide to each other.

7.10 The strong potential for growth surrounding the presence of the docks and wider Port; the Universities; and Innovation Centre, place Falmouth and Penryn in a good position to maintain and enhance their role as a key economic centre for Cornwall.

7.11 New employment space will be provided to support the growth requirements of the docks and its associated industries; support will also be given to providing new business space to support the presence of the universities and the Innovation Centre at the Penryn campus, Tremough. An important aspiration of the Universities is to grow their academic support for business, particularly around research and development and technology. To support this key aspiration, a site at FP-M2 has been identified to deliver new business, technology and research and development space in close proximity to the Penryn campus, to provide maximum academic support for new and growing businesses, as a part of a mixed use development. This mixed use opportunity would also provide for the Universities future student accommodation needs, which is discussed later.

7.12 Furthermore, the safeguarding and reprovision of employment space on existing employment sites represents a key strand in maintaining a foundation to the towns' economic health, from which their future economic growth can be built upon.

7.13 Falmouth town centre and Penryn neighbourhood centre should be maintained as their community's primary retail and service centres, with Falmouth also providing for a wider catchment. Due to its constrained nature, there are limited opportunities within Falmouth town centre to grow the retail offer; although consolidation of the town's parking provision could open up opportunities for redevelopment of one or more of these sites, on the basis that it can be demonstrated that an appropriate scale and location of parking provision can be maintained for the town.

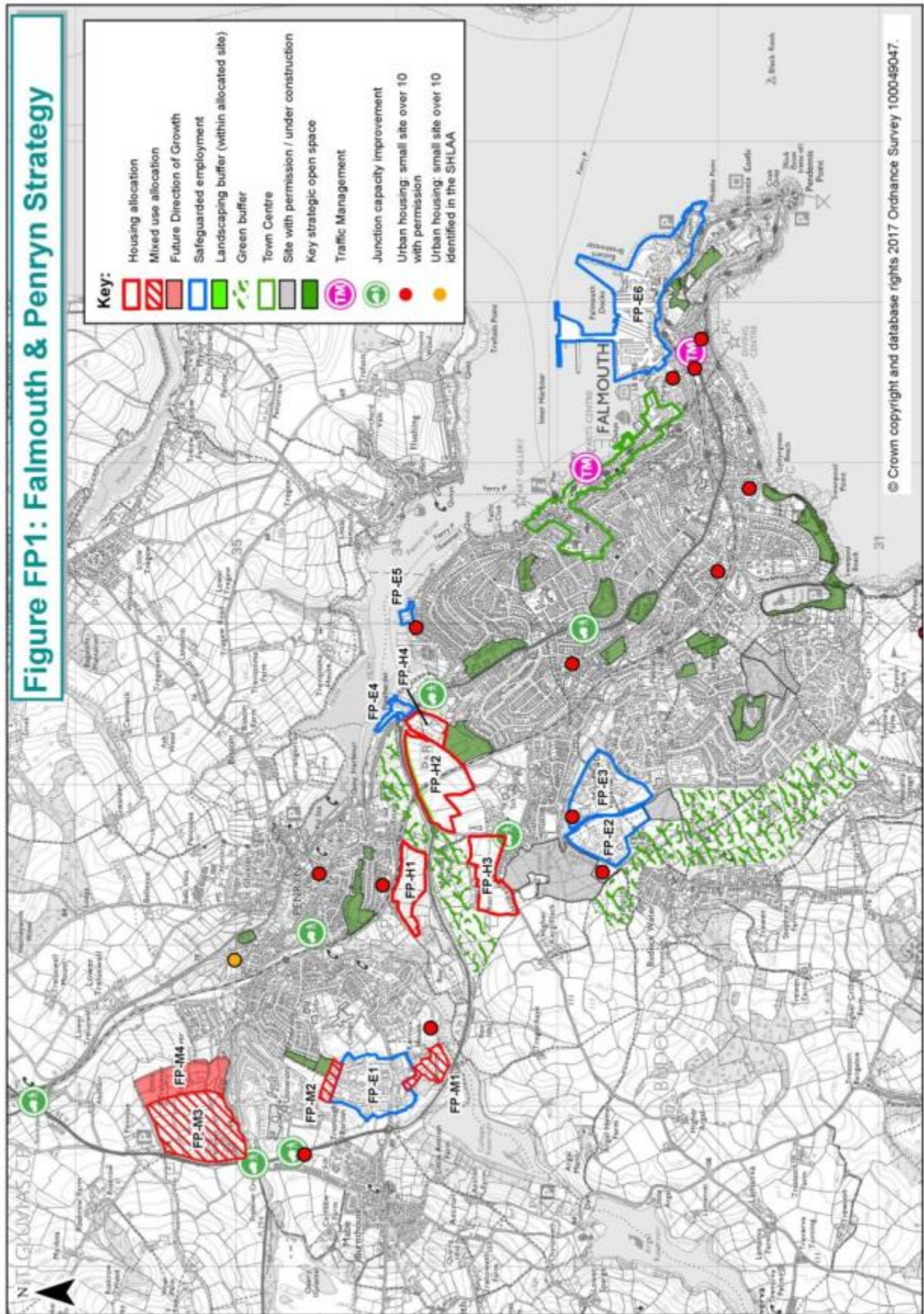
7.14 Commercial Road and High Street in Penryn provide an important role for its local residents and plays a supporting role to the larger offer at Falmouth. It has limited opportunities for growth and as such its main focus should be upon regenerating the High Street and delivering a range of improvements to the public realm and road infrastructure along the

Commercial Road area, to enable better opportunities for people to visit the business there; plus delivering new pedestrian access between these areas and its car parks, will improve accessibility for the town and its retail offer.

7.15 In delivering the housing growth for Falmouth and Penryn, priority will be given to brownfield and urban sites; however the urban capacity is very limited due to the constrained nature of the towns. Consequently, remaining growth will need to be provided on Greenfield sites, through a series of urban extensions. In delivering the housing growth for the towns, focus should be given to delivering an appropriate mix of housing to address local housing need. An element of this future need relates to student accommodation, driven by the anticipated growth of the Universities at the Penryn and Falmouth campuses; plus it is important that any such accommodation is properly managed through a 24 hour on-site management presence.

7.16 To support the future expansion of the University, student accommodation needs to be provided strategically to ensure it does not adversely affect the existing housing stock. A range of purpose built accommodation should be delivered to cater for varying requirements. This should be focused on the delivery of further managed accommodation on site and adjacent to the existing Penryn campus, to provide for the Universities identified need for accommodation. Having this dedicated provision will help to reduce the reliance on the existing housing stock and other smaller urban sites within the community, which can instead be released for much needed housing, particularly affordable housing.

7.17 Fundamental to the delivery of the strategy will be the enhancement of Falmouth and Penryn's infrastructure, including improved healthcare and academic facilities; strategic and localised investment in the area's utilities; plus the delivery of Transportation and Green Infrastructure Strategies, which are discussed later in this section.



## Economic Growth

7.18 Falmouth and Penryn's economic aspirations are to broaden and strengthen its economic base and create better paid and skilled job opportunities for its residents.

7.19 The aim is for Falmouth and Penryn to be one of Cornwall's most important economic centres, delivering more, higher quality employment opportunities for its local residents and surrounding communities. Falmouth and Penryn have various assets that are and can continue to be significant economic drivers for the area, such as the port, docks and universities (including its innovation and research functions), as well as the town's natural environment.

7.20 Falmouth's deep water access represents a significant asset; as a result the town has been highlighted as a location to support the growth of Cornwall's Marine Renewable and Marine technology sectors.

7.21 The presence of the Universities within Falmouth & Penryn represents a key asset and economic driver for Cornwall. Some of the Universities key specialisms focus on the creative industries, design, media and digital sectors; as well as the research and development opportunities related to them. So there is an opportunity to grow the economic opportunities arising in these areas.

7.22 Building upon the success of the Tremough Innovation Centre and the Academy of Innovation & Research (AIR) at the Penryn campus also represents a key priority. There is a significant focus and aspiration for growth around research & development and technology & innovation, linking academic support to assist the growth of these sectors. The delivery of new business, technology and research space in close proximity to the Penryn campus will facilitate opportunities to grow these sectors with academic support and close links being enabled. Supporting such aspirations and opportunities will help to maximise the success of the Innovation Centre and AIR facilities, as well as helping to secure the longer term success of new and growing business in the area, to the economic benefit of Falmouth and Penryn and Cornwall as a whole.

7.23 Falmouth and Penryn's economic success will also be supported by a very strong and resilient tourism sector that maximises the distinct benefits arising from the unique assets of the towns and their waterside location, emphasising the importance of the surrounding natural environment. The Cornwall Local Plan Strategic Policies document identifies the retention of policy 11C of the Carrick Local Plan, which provided specific support for the tourism sector. Its aim is to provide appropriate protection to key tourism areas and facilities that remain important for the town, and as such is retained as a key policy. It will however be supported and informed by the Falmouth Neighbourhood Plan.

7.24 The Cornwall LP:SP document seeks the provision of around **25,750sqm of B1a office accommodation** and **21,667sqm of new**

**industrial space** over the Plan period. Table FP1 highlights progress towards meeting the targets.

<b>Table FP1: Falmouth &amp; Penryn – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	25,750	21,667
Net Completions Apr-10 to Mar-16	14,036	2,838
Net extant planning permission / under construction (at Mar-16)	5,290	4,894
Residual Local Plan Target	6,424	13,935

7.25 Falmouth's port and docks (FP-E6), together with the deep water access, represent key assets to safeguard and exploit for marine related economic opportunities. There is a close link between the marine sectors operating at Falmouth and Penryn, particularly surrounding renewables and the wider marine renewables sector opportunities at Hayle. The expansion and intensification of marine related uses on the docks represents a key opportunity, which will support existing operators, as well as help attract new business to the town. The safeguarding and enhancement of other waterside sites in Falmouth and Penryn to support the Docks operation and other marine related industry is also recognised; in particular the importance of Falmouth Wharf (FP-E5) and Ponsharden (FP-E4), as sites with deep water access, are important assets, so future development should be restricted to marine related employment uses. Other sites that should be protected along Penryn River will be reviewed as part of the emerging Penryn Neighbourhood Plan.

7.26 In seeking to grow Falmouth and Penryn's economy, it is important to protect its current economic base, as a result the safeguarding of other important employment sites represents a key strand of the strategy. Sites safeguarded as Strategically Important, in line with Policy 5 of the Cornwall LP:SP, are: Kernick Road Industrial Estate (FP-E1); Bickland Business Park (FP-E2); and Tregonigge Industrial Estate (FP-E3). Falmouth Business Park, whilst being an important site providing employment space, is not of a size that warrants a specific safeguarding policy within this document, but does retain a level of protection from Policy 5 of the Cornwall LP:SP.

7.27 As well as opportunities to deliver additional space on these existing sites, there is an opportunity for new employment space to be delivered at Kernick, Penryn (FP-M1). The site is situated close to the A39 and is well related to the existing Kernick Industrial Estate. This site offers the opportunity for employment generating uses as part of a mixed use development, providing a continued focus on Industrial employment alongside a regenerated and more efficient Kernick Industrial Estate.

7.28 With the importance of 'grow-on' employment space to support the continued success of the Tremough Innovation Centre, as well as other office related development that will, in part, be related to the aspirations of the University, a further mixed use site at Treliever (FP-M3) is identified.

This will provide significant opportunities associated with business growth in growing sectors such as technology and digital media, which represent specialisms of the Universities. The growth of these sectors on what will represent an extended Penryn Campus, will offer the opportunity for businesses to benefit from the academic support of the Universities, as well as the linkages to the Universities' research programmes, that they plan to grow.

## Retail Growth

7.29 Although the most important role of a town centre is to provide a quality retail offer, a good town centre should also provide a complementary offer. Lively, welcoming town centres can provide a leisure offer; a focal point for the community; and act as an important employment base.

7.30 Falmouth is an important retail centre attracting visitors from a wide catchment area. Penryn offers a more local shopping experience for its immediate community within its high street. At Commercial Road, the offer is more varied, with a mix of larger premises operating, including marine related and 'comparison' businesses, which trade at a more strategic level.

7.31 The Cornwall Retail Study Update 2015 indicated that there is no capacity to deliver further convenience floorspace within the Plan period; whilst there is only capacity for approximately 300sqm of Comparison floorspace, generated at the end of the Plan period<sup>15</sup>.

7.32 As a result, there is not a requirement to allocate sites for retail development; so the enhancement of the retail offer should come from other measures.

7.33 **Falmouth Town Centre:** The main focus for Falmouth relates to the consolidation and enhancement of the existing town centre offer. The priority is to maximise the re-use and improvement of vacant and underused premises, in doing so strengthening the existing town centre offer. There is also an opportunity to deliver complementary uses on upper storeys and on vacant sites, which will increase footfall within the town; such as office space, leisure uses, etc. If the town centre is to flourish it is important to maintain a good quality, accessible, parking provision. There is an opportunity to review the parking provision amongst the various car parks within the town, but maintaining and strengthening Quarry and Maritime car parks as the primary provision at either end of the town centre corridor. This might then lend itself to looking at some of the other car parks, to determine whether they could be better utilised in another form, for example Church Street Car Park. There is also an aspiration to maximise opportunities for improving public realm and stop-off points / destinations along this town centre corridor.

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<sup>15</sup> The Cornwall Retail Study Update 2015 evaluated capacity between 2015 and 2030. Capacity figures are 'net sales area'



7.34 **Penryn Neighbourhood Centre:** The main focus should be the regeneration of the Lower Market Street / Broad Street and Commercial Road areas; delivering an improved public realm and transport improvements at Commercial Road, Broad St and Quay Hill; as well as new pedestrian access between the retail areas and its car parks, to improve accessibility and its current and future retail offer. Such public realm and transport improvements would provide new and better opportunities for the public to stop along Commercial Road and visit business premises and shops, within an enhanced surrounding environment. These improvements will also promote a focus towards maximising the re-use of and improvement to vacant and underused premises, with greater opportunities arising along Commercial Road.

7.35 Further information on proposals to enhance the retail offer can be seen in the Falmouth & Penryn Town Framework.

## **Housing Growth**

7.36 The delivery of good quality housing through holistic, integrated, developments forms a key strand of the overall strategy for Falmouth and Penryn. The need to create, maintain and enhance sustainable communities sits at the heart of this, with new development providing a positive contribution to the neighbourhood that it will sit within. Historically housing growth within Falmouth and Penryn has been stimulated by the area's economic prosperity and whilst there are other pressure that are driving the need to plan for housing in the future, it is important that economic and housing growth still comes forward in a complementary manner.

7.37 The Cornwall LP:SP document has targeted the delivery of **2,800 dwellings** in Falmouth & Penryn between 2010 and 2030. The importance of delivering bespoke student accommodation is also recognised as a key component of the overall housing provision for the town; but the delivery of student accommodation will be in addition to the 2,800 dwelling target.

7.38 The identification of sites to deliver the housing target was prioritised to the urban area; however Table FP2 below shows that urban sites, together with permissions and completions, will not achieve the target. As a result, sites on the edge of Falmouth and Penryn are also needed to provide at least 686 dwellings.

<b>Table FP2: Falmouth &amp; Penryn – Housing Delivery</b>	
<b>Target</b>	<b>2,800</b>
Net Completions (Apr-10 to Mar-16)	796
Net Extant permissions (at Mar-16)	791
Significant permissions granted since Mar-16	156
Net windfall projection	243
Net additional urban capacity	128
<b>Residual Target</b>	<b>686</b>

7.39 As a result of an assessment of all land immediately adjacent to the existing built area of Falmouth and Penryn, five urban extension sites have been identified to deliver the remainder of the housing target:

- College / Hillhead (FP-H1) – delivering 150 dwellings
- Falmouth North (FP-H2) – delivering 300 dwellings
- Kergilliack - Phase 2 (FP-H3) – delivering 200 dwellings
- Falmouth Road (FP-H4) – delivering 210 dwellings
- Kernick (FP-M1) – delivering 100 dwellings

7.40 These sites offer an opportunity to create expansions to existing neighbourhoods of the towns; in doing so supporting or enhancing the services and facilities available to the new and existing residents, making them more sustainable and desirable locations to live. The appropriateness of the allocations has been assessed, in part, in their ability to integrate into the existing urban form, creating good vehicular and/or pedestrian links.

### **Student Accommodation**

7.41 The current housing stock within Falmouth and Penryn is being used in a range of different ways and the towns have witnessed increasing numbers of properties that are in multiple occupancy. This has occurred as a result of a wide range of social and economic factors, but the most significant contributor to this trend in recent years is the growth of the Universities and its student population.

7.42 Falmouth and Exeter Universities have ambitions to expand, with an aspiration to increase the number of under-graduate and post-graduate students at the Penryn Campus, to accommodate a further 2,500 students within the next 6-8 years.

7.43 The expansion of the Universities offers many benefits to Cornwall and particularly the Falmouth and Penryn area. As well as the obvious benefits relating to Cornwall's skills agenda, there is the additional employment that would come from the Universities' expansion; the economic benefit to local suppliers and the facilities and services within the towns that the additional students would utilise; plus the significant economic opportunities arising from the business growth that is being generated by the Universities, through their various academic support programmes, undergraduate activity, and expanding research programmes.

7.44 Whilst there are many benefits to their expansion, it is recognised that as a result of the relatively small nature of the two towns, additional unmanaged growth would continue to have significant detrimental impacts upon the local housing market, with the loss of further housing and vacant sites within Falmouth and Penryn to student accommodation, displacing local residents.

7.45 To enable the benefits to come forward, whilst addressing the potential negative impacts, a three pronged approach is required:

1. The introduction of an Article 4 Direction and Neighbourhood Plan, which will prevent further loss of existing housing stock to student accommodation;
2. Any increase in the student cap at the Penryn Campus should only be lifted in a phased manner, directly linked to the delivery of bespoke, managed, student accommodation (i.e. when a student accommodation scheme has been built, an equivalent increase in the Penryn Campus student cap is allowed). An appropriate mechanism must also be implemented to monitor any future growth and its impacts

It is recognised that a relatively small proportion of students are Cornish and choose to live at home whilst studying; although the Universities aspire to greatly increase the percentage of Cornish students to 25%. As a result, the phased lifting of the cap must relate to a minimum ratio of 0.85:1 (i.e. the student cap is lifted by 1 place for every 0.85 bed spaces delivered in purpose built accommodation); with an aspiration to deliver a 1:1 ratio for every student attending above the 5000 cap, which would help take the pressure off of the HMO market within the towns

3. The identification of a small number of sites that could appropriately deliver managed student accommodation; with sites identified on or adjacent to the existing campus to satisfy future needs.

7.46 To facilitate the delivery of student accommodation, three sites have been identified that can cater for growth both within and beyond the Plan period. The sites are centred in and around the existing campus to maximise their sustainability and in turn address impacts within the two towns. Furthermore, the strategy allows for growth within the short, medium and long term to support the Universities' growth ambitions; plus will offer the opportunity for some rebalancing of the market, by providing an alternative for students to come out of poor quality HMO properties within the towns.

7.47 The on-site and adjacent to campus sites identified are:

- Parkengue (FP-M2): A mixed use site that adjoins the east of the existing campus. The site will deliver purpose built student accommodation, together with employment space to address losses that would be associated with the redevelopment of this site.
- Treliever (FP-M3): A mixed use site that adjoins the north of the campus. This site is identified to deliver purpose built student accommodation, together with associated support facilities, including academic support; shop(s), café / bar / restaurants; health facilities; and associated car parking provision. The site also represents one of Falmouth & Penryn's, and Cornwall's, primary

locations for economic growth. The site should deliver B1(a/b) office space, Research and Development, Technology and Innovation Space; and supporting D1 higher education facilities and / or academic support facilities.

- The provision of 1049 units on the existing Penryn campus, which has outline planning permission, approved under PA08/01579/OM; plus at the time of writing the reserved matters application is being considered by the Council (PA16/10518). This site is capable of delivering accommodation for the September 2019 academic year.

7.48 The combination of these three sites on and adjacent to the campus, together with the permitted scheme at Packsaddle (PA16/03030), will deliver the Universities growth requirements to the end of the Plan period. However, a fourth site, Treliever Future Direction of Growth (FP-M4) has also been identified, which will allow for growth at the end or beyond the Plan period; although this site should not be brought forward until Treliever (FP-M3) has been delivered.

7.49 It will be important to ensure that all student related accommodation whether on or off site incorporates an appropriate 24 hr / day, on-site management regime to ensure there is a mechanism to deal with any support issues from the students and/or the neighbouring residents in a timely manner.

7.50 Any proposed development relating to student accommodation, including change of use, should also have due regard to the Falmouth Neighbourhood Development Plan, which when adopted will form part of Cornwall's Local Plan and will provide policies to manage student accommodation proposals within the town.

**7.51 The combination of sites identified above, delivers sufficient capacity for the growth requirements of the Universities within the Plan period; it is not expected that any additional sites or accommodation schemes to those identified within the strategy would be required.**

## **Infrastructure**

7.52 When planning for the long-term growth of Falmouth and Penryn, it is vital that new development is supported by appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all critical factors in ensuring that people can enjoy living, working and visiting the towns.

### **Education**

7.53 **Primary** – There are currently 6 primary schools within the Falmouth & Penryn urban area, which cater for approximately 1600 pupils. It is anticipated that they will have a collective capacity to accommodate a further 120 students at 2017, although this is as a result of a surplus at Falmouth Primary, with most other schools operating over capacity. It is

estimated that the proposed growth will generate the demand for approximately 420 additional primary school age children, which will generate a deficit of approximately 300 places. It is expected that this additional demand will be catered for through the expansion of the towns' existing schools, with Penryn Academy and Falmouth School targeted. Any school expansions will need to address the movement of pupils, staff and parents around the schools sites to avoid any potential conflicts with vehicles using the adjoining public highways, particularly at drop of and pick up times during school term times.

**7.54 Secondary** – There are two secondary schools within the area, one in each of the towns. Collectively these schools have the capacity to accommodate just under 2,400 students, and by 2017 they are anticipated to accommodate approximately 2,040 students, but with Penryn operating over capacity. As a result of the area's growth over the Plan period, it is anticipated that the schools will have to cater for approximately 500 additional students, creating a deficit of approximately 150 places. It is estimated that growth within Falmouth can be accommodated by Falmouth School, particularly with the consolidation of their campus onto one larger site, by incorporating the former Budock Hospital. However, with Penryn School already operating at capacity, a small expansion in the medium term will be required to cater for its growth, if it can not be accommodated at Falmouth School.

**7.55 Universities** – the presence of Falmouth University and the University of Exeter at the Woodlane and Penryn campuses provide significant further education facilities for the two towns, as well as Cornwall as a whole. The existing campus at Penryn is undergoing significant expansion and it is anticipated that not all growth within the Plan period will be able to be accommodated within the confines of its current site. As a result, research and development and other business related opportunities associated with the Universities will be delivered as part of a mixed use development to the north of its existing campus at Tremough (FP-M2). The development of this site will ensure the growth of the Universities are not inappropriately constrained, whilst taking advantage of the facilities and linkages to the existing campus.

## **Utilities**

**7.56 Water / Drainage** – South West Water confirmed that there were no strategic issues with regard to supplying the proposed growth. Any localised reinforcement work that might be required would be payable by the developer. Capacity of the foul water system will need to be improved to deliver the proposed growth. There have been instances of foul water back up and overflow within Falmouth in particular; these issues will need to be resolved moving forward. Ensuring that the foul system has appropriate capacity and is fit for purpose is essential in order to secure an appropriate provision for the local community and its growth within the Plan period. Cornwall Council will continue to engage with South West Water to ensure that the issue is addressed.

7.57 Falmouth and Penryn both have areas that are identified as drainage catchment areas, which can impact on surface water flooding. New development should make use of Sustainable Drainage Systems (SuDS), so that fluvial water is returned to the watercourse in a controlled manner. This will help ensure development does not exacerbate flooding issues, whilst in some instances reduce the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system.

7.58 Electricity – Western Power Distribution (WPD) has indicated that an upgrade is likely to be required to the area's primary substation to support the proposed growth, but is unlikely to be required in the next 3 – 5 years. Cornwall Council will continue to work with WPD to ensure any necessary upgrade is implemented at the appropriate time.

## **Healthcare**

7.59 Falmouth and Penryn currently have five GP surgeries, as well as a community hospital at Falmouth. These five surgeries provide for over 43,000 residents from within the towns and surrounding villages, including the student population. However, the facilities are considered to be undersized when compared to the Premises Size Guidance. When factoring in the proposed housing growth it is estimated that there will be a need for approximately 2,000sqm of new healthcare space, of which 630sqm is generated by the proposed growth, if facilities continue to be utilised in their current form. Furthermore, the proposed growth will generate the need for approximately 4.2 additional FTE GPs.

7.60 The Health and Care system is looking at new ways of delivering care, with an aim to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the "bottom up" development of local care communities. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. The Falmouth and Penryn Locality is looking at a number of initiatives for the future, including: Securing GP involvement in the planning of nursing teams and addressing resilience issues; Working with Royal Cornwall Hospital Truro to pursue opportunities for the provision of 'infusions' from Falmouth Community Hospital; and Supporting work to develop a more integrated model for adult social care provision.

7.61 As well as the Locality initiatives, at the time of writing Westover Surgery was developing plans to significantly increase the size of its surgery, whilst Penryn Surgery was seeking grants to improve their facilities. Additionally the allocations of land at Kernick (FP-M1) and at Treliever (FP-M2) provide opportunities to deliver additional health facilities to serve both existing communities and newly formed communities, including the expansion of the Universities. Cornwall Council will continue to work with NHS Kernow and NHS England to ensure sufficient healthcare provision is in place to accommodate the proposed growth.



## Transportation

7.62 Falmouth & Penryn's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

7.63 Despite a high number of people living and working within the town (66%) a significant proportion still undertake their journey to work by car (61%). Due to the high number of internal trips (i.e. journeys starting and ending within the town) and the future growth of the University, it is recognised that there are good opportunities to promote walking and cycling. The town also benefits from having a half hourly branch line rail service between Falmouth and Truro. This has seen significant increase in usage following the delivery of the passing loop at Penryn which has enabled a doubling of the service frequency. Future capacity and frequency improvements could see passenger numbers rise further.

7.64 Falmouth and Penryn are peripheral to the trunk road network in Cornwall and are further constrained by their peninsula location. The key access point to the towns is Treluswell roundabout, which is located at the crossroads of the A39 and A393 routes from Falmouth/Penryn to Truro and CPR respectively (two major economic centres for Cornwall). It also lies on the A394 corridor to Helston and the Lizard Peninsula. Treluswell is already operating over capacity and as a result of its strategic location within the network, together with the proposed residential and commercial growth; additional pressure will be created on the junction that could restrict growth unless improvements are implemented. As a result, this represents the main highway improvement project.

7.65 The project has secured the necessary funding and should be implemented by 2017. It will facilitate freer flowing traffic movement along the A39 towards the University, Falmouth Docks and key future housing and employment sites. The other key network constraint was at Union Corner, but an improvement project has already been completed, using Department for Transport's Local Pinch Point fund, which supports the growth proposals.

7.66 Falmouth and Penryn has a number of other junctions (see Figure FP2) that will be over capacity and suffer congestion if the proposed development comes forward without highway improvements, so it will be necessary to increase capacity at these junctions in order to limit congestion in the future. Junction improvements could include replacement of mini roundabouts, lane re-allocation, signaling improvements or widening.

7.67 In addition to the highway infrastructure improvements, the delivery of complementary sustainable measures also plays a vital role in managing the network. These improvements include creating a comprehensive cycle and pedestrian network in line with national best practice from the Cycling Demonstration Towns pilots. During 2014/15 significant improvements were carried out to the towns walking and

cycling network, with the aim of developing a 'cycling culture' within the towns. These improvements link the development sites with key destinations such as employment and service centres. A second phase of enhancements is proposed, which will deliver additional links when funding is secured.

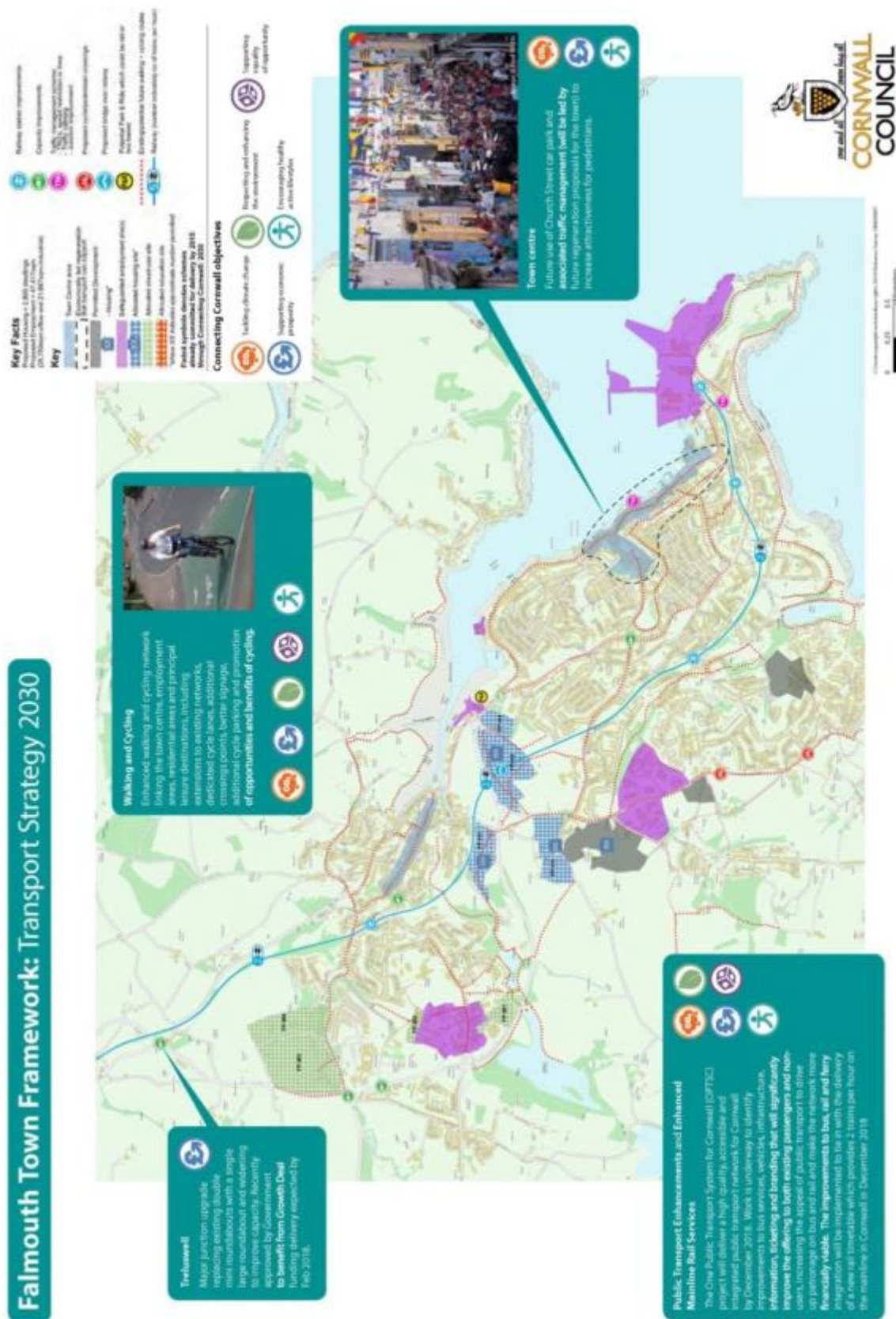
7.68 Improvements to bus services, stops and passenger information will help facilitate both internal trips and external trips to key towns such as Truro and CPIR and allow residents and visitors to access cheaper forms of travel to the private car.

7.69 The key transport improvements are summarised in Figure FP2 and listed below in Table FP3.

<b>Table FP3: Falmouth &amp; Penryn Transport Strategy Measures</b>	
Junction Improvements	Kernick roundabout (Project implemented)
	Union Corner double mini roundabout (Project completed)
	A39 North Parade Roundabout
	Treluswell roundabout (project in delivery)
	Kimberley Park Road/Dracaena Avenue
	Quay Hill/Commercial Road Signaled Junction
Bus Improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, vehicles, infrastructure, information, ticketing and branding that will significantly improve the offer to both existing passengers and non-users, increasing the appeal of public transport to drive up patronage on bus and rail and make the network more financially viable. Falmouth & Penryn will be one of two areas where early delivery of some of these interventions will be trialed.
Rail Improvements	Provision of improved station facilities, better information and a platform extension at Falmouth Town, enabling the introduction of a 3 carriage service Longer term aspiration to increase frequency of service from 2 to 3 trains per hour
Publicity and Promotion (Smarter Choices Initiatives)	Public transport timetables, information on car clubs and car share schemes and personalised travel plans

7.70 Whilst the measures set out above represent strategic infrastructure to accommodate the targeted growth, developers of significant schemes will still be expected to assess the impacts of their proposal on the network as part of their planning application. As part of these more detailed assessments, it might identify additional site specific improvements that may be required in addition to the schemes highlighted.

## Falmouth Town Framework: Transport Strategy 2030



## **Green Infrastructure**

7.71 Falmouth & Penryn's Green Infrastructure Strategy takes a lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.18.

7.72 Falmouth & Penryn's Green Infrastructure (GI) should be multi-functional; delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation, where applicable.

7.73 Falmouth & Penryn sit within the zone of influence of the Fal & Helford Special Area of Conservation (SAC). As a result, development proposals within the town will be required to provide off-site contributes to a range of measures to mitigate against water based recreational impact upon the SAC. Further detail on the nature of the mitigation measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.

### **Biodiversity**

7.74 The protection and enhancements, where possible, of biodiversity assets is a key principle of good green infrastructure. Assets such as the Fal and Helford SAC and the wooded valleys of Swanvale / Swanpool (SSSI), Penryn / Treluswell and Budock provide high ecological value and provide key green infrastructure space and important pedestrian movement corridors linking the College Valley with Kernick, and the site allocation at Hillhead with the wider countryside to the west. In addition to these, the Glasney Valley (College Valley) links the three reservoirs of Glasney, College and Argal, which are sites of high ecological value. All of these should be given careful and appropriate consideration in order to maintain and enhance the opportunities for biodiversity for the towns and their immediate surroundings.

7.75 Links out into the surrounding area should be enhanced where possible. These include links to Falmouth Reservoirs, Budock Water, Swanpool Beach and Swanpool, Maenporth Valley, Roskcrow Wood, Treliever Quarry screening woodland, Horneywink Wood and Bagatelle Plantation. The key habitat corridors identified on the accompanying map have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### **Green Links**

7.76 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, the improved network will provide an important recreational resource, whilst also supporting the Framework's objective of promoting the historic character of the area, through the linking a number of Falmouth and Penryn's historic assets.

## Sustainable Urban Drainage

7.77 Due to local topography and drainage catchment areas surrounding the towns, and the potential for wider impacts of surface water runoff and flooding, developments need to address the drainage of land and developments in a sustainable manner that will not adversely impact adjacent areas. Sustainable Urban Drainage Systems (SUDS) should be used to address on site issues and reduce the potential of flooding off-site.

## Public Open Space

7.78 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Falmouth and Penryn has a lower than average provision of some of these types of open space. There was also issues in terms of cemetery capacity, but this has now been addressed through the identification of land at Bickland Water Road adjoining the existing cemetery, and adjacent to the approved residential scheme. Whilst there are various categories of open spaces, most highlighted below, the principles of multi-functionality will be sought, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role; this in turn could help to reduce the minimum space requirements set out below. Furthermore, the creation of fewer, but larger, better quality open spaces will generally be sought. To deal with the demand generated by the proposed growth, Table FP4 sets out the space requirements when delivering new development.

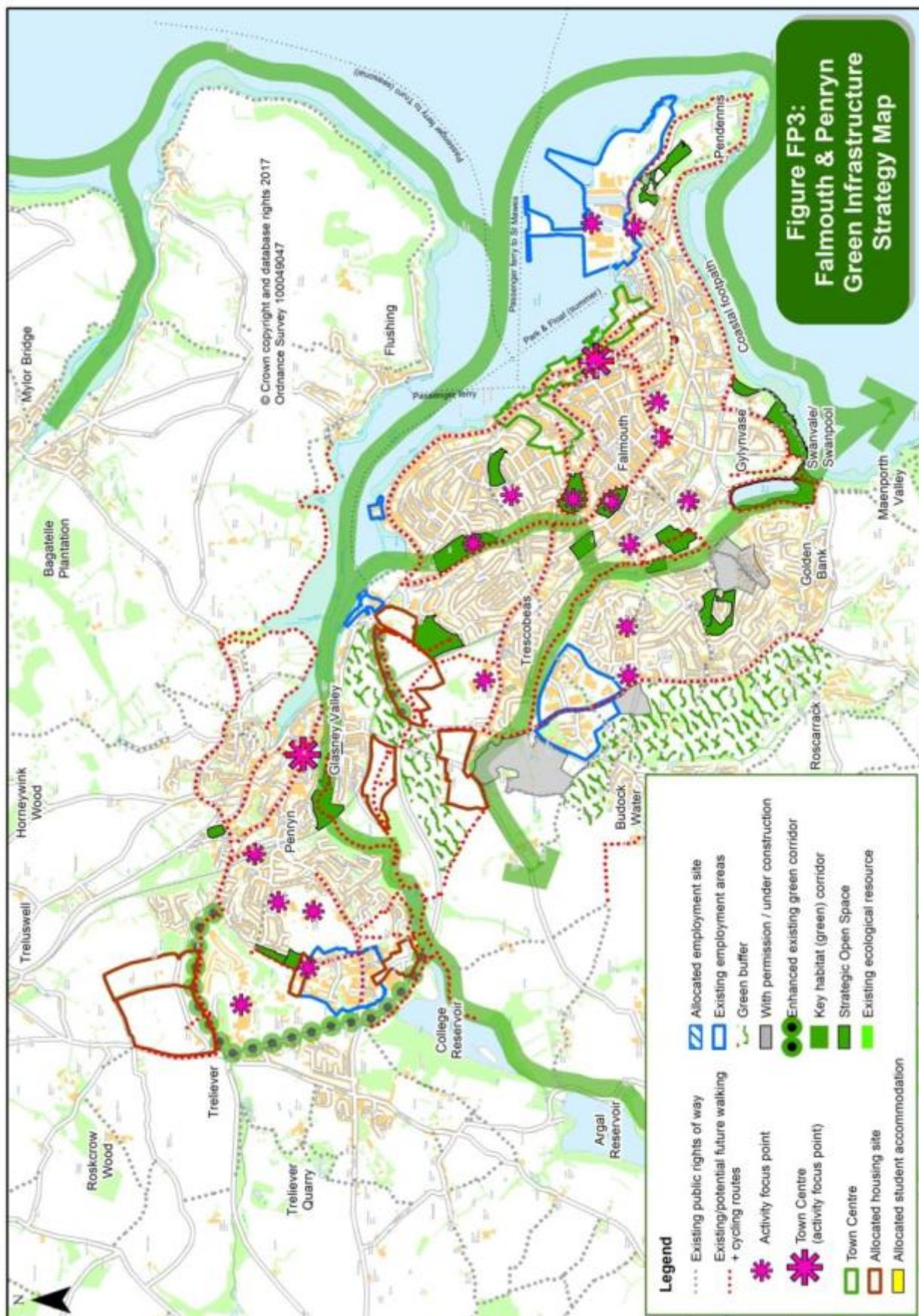
<b>Table FP4: Falmouth &amp; Penryn Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	11.03sqm	8.52sqm
Natural & Semi-natural spaces	10.51sqm	22.27sqm
Formal Sports Pitches	24.56sqm	0.00sqm
Children's Play Spaces	1.54sqm	0.02sqm
Teenagers' equipped spaces	0.30sqm	0.25sqm
Allotments	2.90sqm	0.00sqm
Cemetery	7.12sqm	0.00sqm
<b>TOTAL</b>	<b>57.96sqm</b>	<b>31.06sqm</b>

7.79 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the *Open Space Strategy for Larger Towns in Cornwall*.

7.80 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

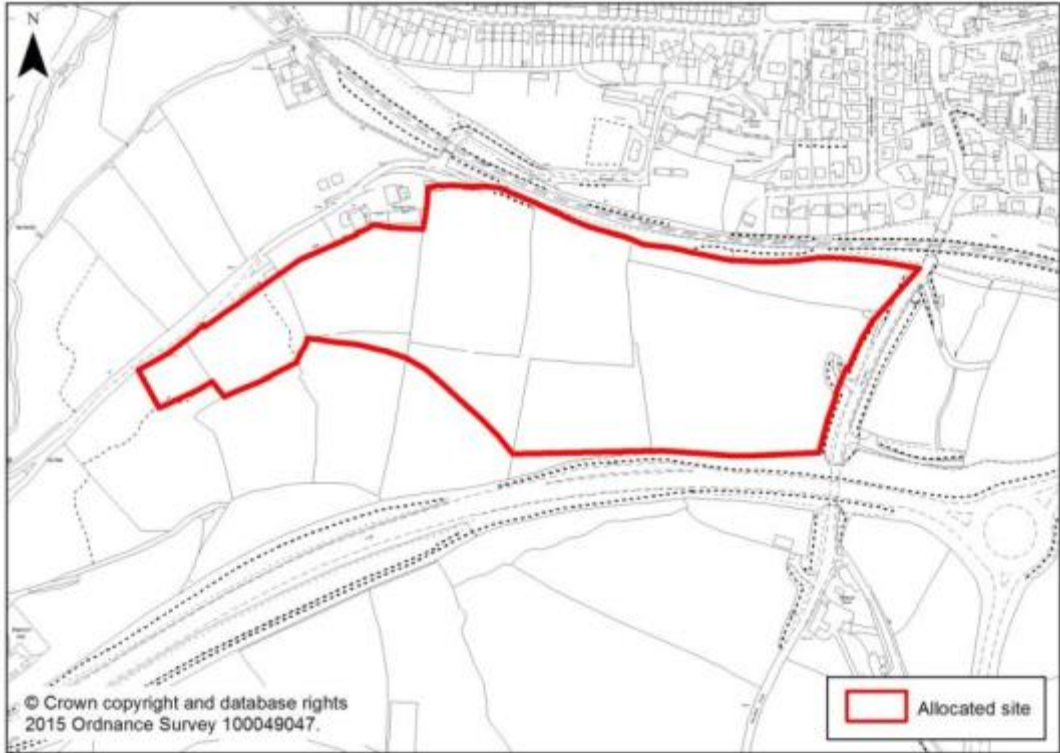
7.81 Please refer to the Falmouth and Penryn Town Framework to obtain more information on the Green Infrastructure Strategy for the two towns.







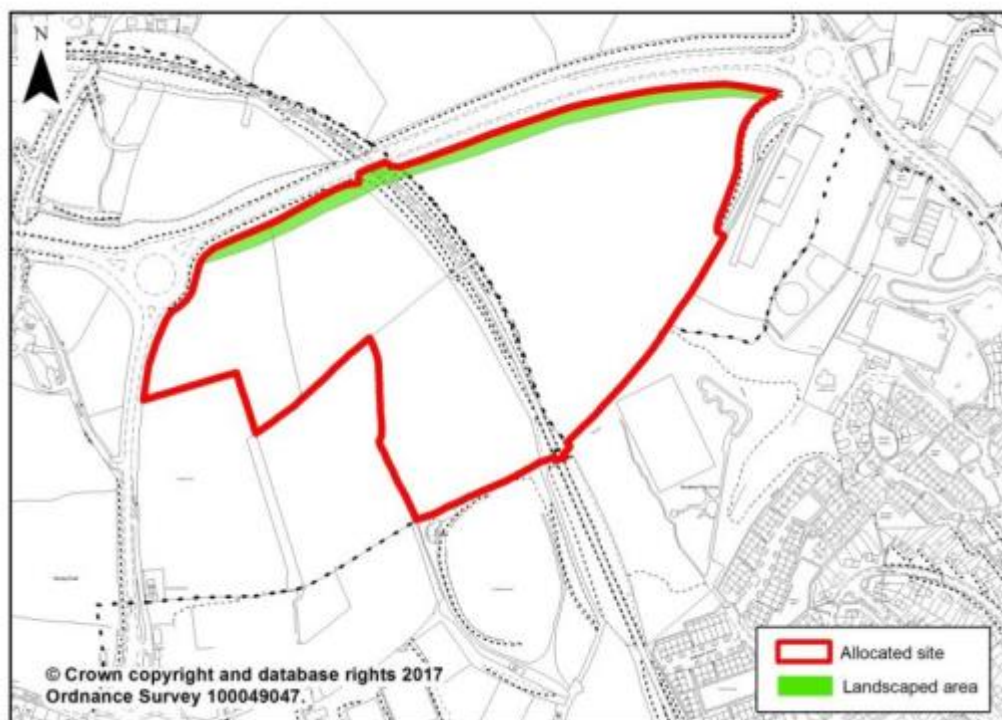
## **Falmouth & Penryn Site Allocations Policies**

<b>Policy FP-H1</b>	<b>College/Hillhead</b>
<b>Site area:</b> 6.7 hectares	<b>Allocation:</b> Approximately 150 dwellings
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) A residential development that should deliver approximately 150 dwellings</li> <li>b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>c) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site.</li> <li>d) The scale and massing of development should not dominate the landscape, plus the masterplan must ensure an appropriate separation of Falmouth and Penryn is maintained, when also taking into consideration the other site allocations in proximity to this site</li> <li>e) Development on the southern edge of the site should sit beneath the ridge line and/or a strong green buffer is created on the southern boundary, which will extend above the height of the buildings. This will also help to retain a green buffer, which can act as a habitat corridor, linking green spaces to the east and west of the site.</li> <li>f) It would be expected that the main vehicular access would be off</li> </ul>	

of Hill Head, with good pedestrian linkages back into the town centre and adjacent communities being enabled. Furthermore, the creation of improved pedestrian links with the town are strongly encouraged

- f) Development should maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents
- g) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 2. However, consideration would be given to providing some or all of the open space on fields adjoining the site, on the basis that they are well integrated with the built development.
- h) A Sustainable Drainage Scheme (SuDS) will need to be provided as appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality
- i) An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Fal & Helford SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document

<b>Policy FP-H2</b>	<b>Falmouth North</b>
<b>Site area:</b> 14 hectares	<b>Allocation:</b> Approximately 300 dwellings

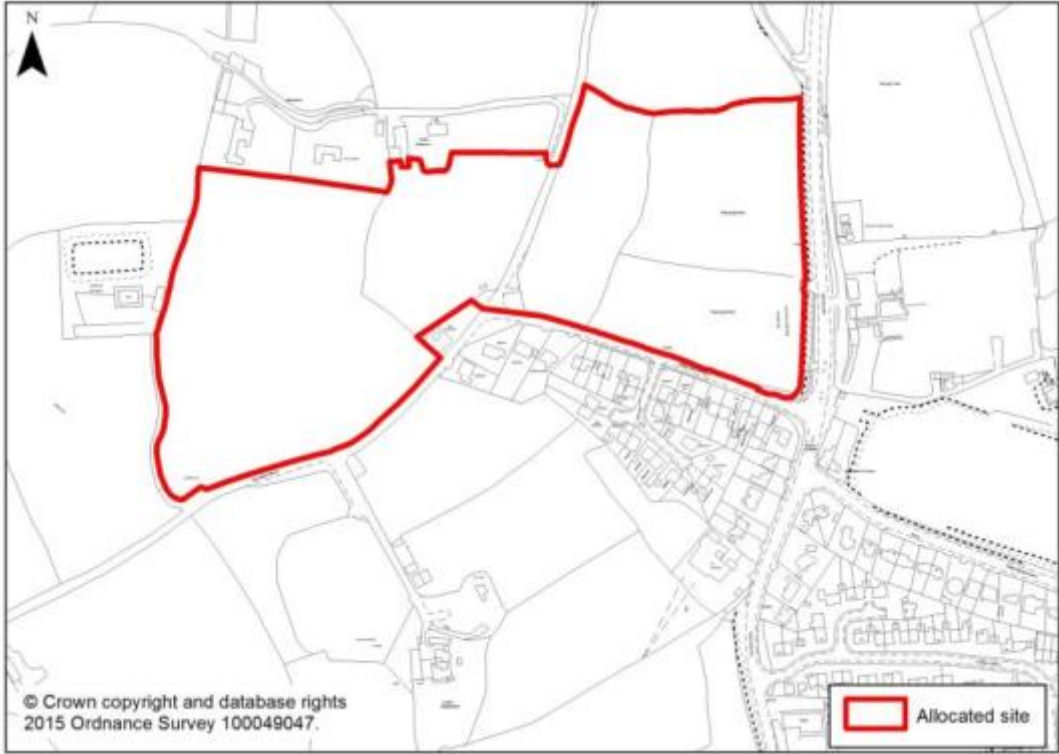


**Additional Policy Requirements:**

- A residential development site, accommodating approximately 300 dwellings
- At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- The vehicular access should be off of the A39 roundabout on the western edge of the site. The development will need to secure an appropriate vehicular link over the railway line. In addition, it is expected that the stone bridge is retained and utilised within any development proposal if appropriate.
- A pedestrian link should be created to the east of the site, so that it connects with Falmouth Road (FP-H4), as well as maximising opportunities to provide connections to existing and new neighbourhoods adjoining this site.
- Development should look to positively relate to the Trescobeas open space, with buildings fronting on to it as appropriate. It should also maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents. This should include the delivery of a community facility within the site that links to the Trescobeas open space
- A Sustainable Drainage Scheme (SuDS) will need to be provided as

appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality. Particular consideration should be given to addressing the risk of flooding and pollution to the Falmouth Branch line (Railway), the public highway and road junction at Ponshardon and to the Fal and Helford SAC

- g) The site sits prominently within the landscape from wider viewpoints, including the AONB and as a result development should deliver a layout, landscape scheme and design quality that appropriately manages and minimises the visual impact created
- h) An appropriate green screen / buffer should be created on the northern boundary of the site, to retain visual separation between Falmouth and Penryn, when also taking into consideration the other site allocations.
- i) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 2. However, this should be provide as an equivalent off-site contribution, to the regeneration and improvement of the adjoining Trescobeas open space. The intention is that the Trescobeas open space will become a central focus for the new neighbourhood being created through this site allocation; the adjacent allocation at Falmouth Road (FP-H4); and the existing communities at and around Lambs Lane, Oakfield Road and Ashfield Road
- j) An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Fal & Helford SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document
- k) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.

Policy FP-H3	Kergilliack (Phase 2)
Site area: 8.8 hectares	Allocation: Approximately 200 dwellings
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) A residential development, delivering approximately 200 dwellings, that should act as a second phase to the permitted development to its south (PA12/10394)</li> <li>b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>c) It is anticipated that the main vehicular access to the site would be off of Kergilliack Rd. Furthermore, the scheme will need to positively address the Kergilliack Rd / Hill Head Rd junction, through the layout and/or landscaping within any scheme</li> <li>d) Development of the site should support the delivery of pedestrian linkages back into Falmouth, ensuring routes within the site and highway crossings link into the wider prioritised pedestrian routes</li> <li>e) At least 50.8sqm of net additional public open space per dwelling should be provided on site, in line with the Falmouth &amp; Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 2. Furthermore, it should be demonstrated that the appropriate relocation of the existing school pitches have been delivered.</li> <li>f) Sustainable Urban Drainage (SUDS) solutions will need to be provided as appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to</li> </ul>	

the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality.

- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. Furthermore, the masterplan should link with the development proposed under PA12/10394, to ensure good pedestrian and vehicular permeability within the site and the accessibility to both Falmouth and Penryn.
- h) An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Fal & Helford SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document

<b>Policy: FP-H4</b>	<b>Falmouth Road</b>
<b>Site area:</b> 3.2 hectares	<b>Allocation:</b> Approximately 210 C3 residential dwellings



**Additional Policy Requirements:**

- a) A high density residential development that should deliver approximately 210 dwellings, comprised of residential apartments and town houses
- b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies



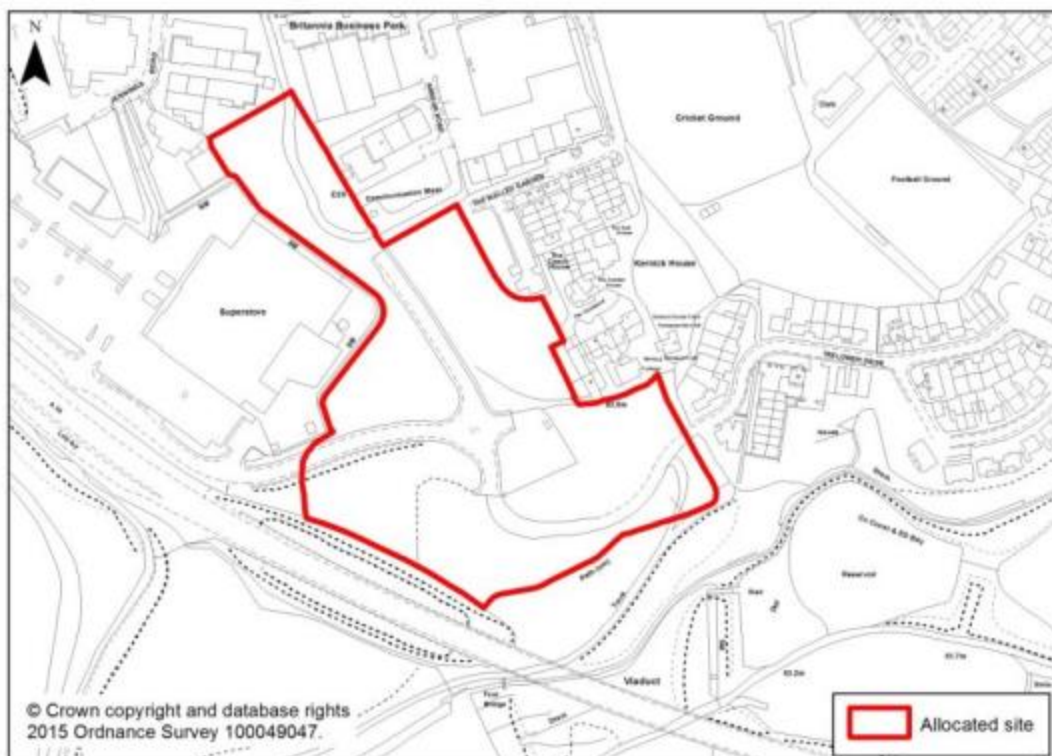
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- c) The development of this site will represent part of an expanded neighbourhood, which will also comprises of the adjacent allocation at Falmouth North (FP-H2); and the existing communities at and around Lambs Lane, Oakfield Road and Ashfield Road. The site should provide a financial contribution to the delivery of a community facility, which will be located within Falmouth North (FP-H2). Furthermore, this site should provide space within the scheme to deliver one or more of the following A1 / A3 / A4 uses, which are of an appropriate scale for neighbourhood.
- d) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 2. However, this should be provide as an equivalent off-site contribution, to the regeneration and improvement of the adjoining Trescobeas open space; and the conservation and repair of the Scheduled Jewish and Congregationalist Cemeteries at Ponshardon. The intention is that the Trescobeas open space will become a central focus for the new neighbourhood being created through this site allocation; the adjacent allocation at Falmouth North (FP-H2); and the existing communities at and around Lambs Lane, Oakfield Road and Ashfield Road
- e) The main pedestrian and vehicular access to the site would be from the existing access point at the Ponshardon roundabout. Pedestrian connections should also be provided that links the site with the surrounding parts of the extended neighbourhood, including the proposed development at Falmouth North (FP-H2), and the existing communities around the Trescobeas open space (Lambs Lane, Oakfield Road and Ashfield Road), thereby ensuring that development of these sites and the new communities that are created complement and support one another.
- f) A high quality design is expected that positively responds to the area's wider built, natural and historic environment. The scheme should positively address Falmouth Road, with particular focus on the design quality in this location of the site, as it represents a gateway to both Falmouth and Penryn.
- g) Planning permission for the development of the site will not be granted until a heritage impact assessment has been produced to inform the layout, scale and massing of development and in particular the Scheduled Jewish and Congregationalist Cemeteries at Ponshardon, demonstrating that any potential impacts do not harm the heritage assets and that the design responds accordingly
- h) Planning permission for the development of the site (or part of the site) will not be granted unless it is in accordance with a masterplan that has been agreed in writing with the Council. This masterplan should be informed by a Historic Impact Assessment, as set out in

part (g) above.

- i) Any development will be required to demonstrate that there would be appropriate levels of parking provided to serve the development.
- j) A Sustainable Drainage System (SuDS) will need to be provided as appropriate or necessary, which minimises the risk of flooding both on and off-site. Any scheme should have particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality.
- k) Any development of the site will have appropriate regard to the potential for below ground contamination and demonstrate that this can be appropriately addressed through the proposed development.
- l) Any development will need to be supported by appropriate assessments that demonstrate how any ecological assets or natural habitat at the site can be appropriately provided for within any development. Any loss of trees or habitat from the site should be avoided; appropriately protected and retained; replaced; or mitigated
- m) Any development of the land will be required to provide an Habitat Regulations Assessment that sets out the potential for any impacts on the Fal and Helford SAC, and if necessary be expected to provide an appropriate contribution that mitigates against any potential water based recreational impacts at the SAC generated by the development.

<b>Policy FP-M1</b>	<b>Kernick</b>
<b>Site area:</b> 3.3 hectares	<b>Allocation:</b> Approximately 100 dwellings; B1a Office space



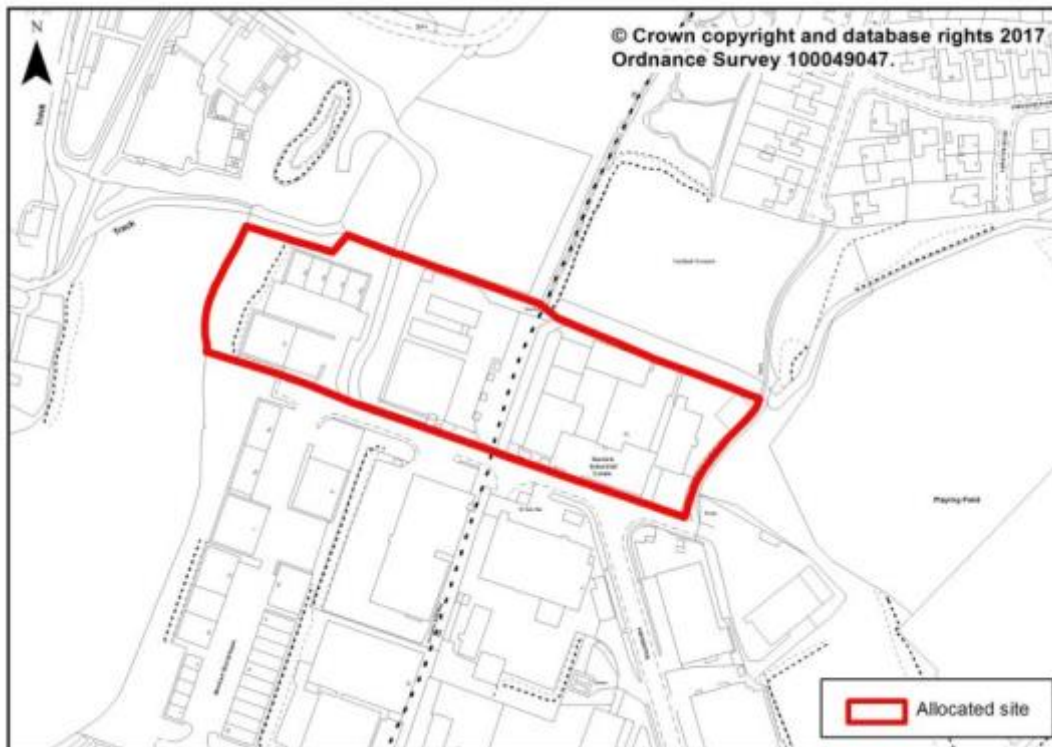
**Additional Policy Requirements:**

- a) A residential development that should deliver approximately 100 dwellings, as part of a mixed use development that also provides a range of employment generating uses.
- b) At least 2,000sqm of B1a office space should be delivered as part of the development
- c) It is anticipated that the additional employment uses would be situated on the boundary of the site with the ASDA food store, to provide an adequate buffer between its service yard and the residential development to the eastern side of the site, which would adjoin existing residential development.
- d) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- e) Development of the site should give due consideration to the setting of various historic assets within the wider setting of the site, such as the Grade II listed Kernick House and Kernick Lodge, and be supported by a Historic Impact Assessment. It should also consider the importance of the valley system to the South of the site and its ecological value and importance.
- f) Vehicular access to the site would be from the existing Asda service

road and roundabout that is already provided. Good pedestrian linkages back onto Kernick Road, providing routes into the town centre should be enabled. Furthermore, the creation of improved pedestrian links into the wider valley area is strongly encouraged.

- g) Development should maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities as appropriate or necessary to meet the needs of both existing and new residents, such as health centres or local medical facilities.
- h) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 2.
- i) A Sustainable Drainage Scheme (SuDS) will need to be implemented that minimises risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the valley system and watercourses to the south of the site, and further downstream into the College and Glasney Valleys
- j) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site.
- k) An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Fal & Helford SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document

<b>Policy FP-M2</b>	<b>Parkengue</b>
<b>Site area:</b> 1.7 hectares	<b>Allocation:</b> Mixed use development comprising: B1 / B2 Employment Space and Student accommodation



**Additional Policy Requirements:**

- A mixed use scheme that will provide employment space (typically at Ground floor level and / or with frontage onto Parkengue); with student accommodation on either upper levels or to the rear of the site.
- Approximately 2,000sqm of B1 / B2 space should be delivered as part of the development.
- Up to approximately 550 units of accommodation should be provided within the site.
- Any development would need to be supported by an appropriate and comprehensive assessment that demonstrates the measures to be included within the construction of the student accommodation buildings is sufficient to address any noise that is generated by the existing and proposed employment uses on and adjacent to the site; so that it does not give rise to any harmful levels of noise that could adversely affect the living conditions of students or compromise the ability of the existing and new businesses to operate reasonably.
- An appropriate on-site management presence 24 hours / day will be required to ensure both adequate on-site security for students and

to provide an appropriate level of supervision to minimise the potential for any un-neighbourly impacts arising

- f) Development of the site should give due consideration to the scale and form of surrounding development and respond appropriately in terms of both scale, design, materials and colours to ensure that any new development is appropriate in its form and appearance with the surrounding built and natural environment.
- g) Vehicular access to the site would be from the existing Parkengue / Kernick estate road
- h) An appropriate level of parking should be provided either on or off site, as a part of any development of this land, providing for both student and business uses on this land, and secured for use by the occupiers of the development.
- i) Development should maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents
- j) Development should provide an appropriate contribution toward the provision of off-site public open space
- k) Any development of the land will be required to provide an HRA assessment that sets out the potential for any impacts on the Fal and Helford SAC, and if necessary be expected to provide an appropriate contribution that mitigates against any potential water based recreational impacts generated by the development at the SAC.
- l) Sustainable Urban Drainage solutions will need to be provided as appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality.
- m) Any development would also be expected to provide an appropriate Travel Plan that addresses the following key issues including:
  - Measures to encourage for students to utilise non car modes of transport;
  - Communication with students regarding no parking provision either within the site or in the vicinity of the site;
  - management strategy for the drop off and pick up;
  - A monitoring and review mechanism to assess the success of the Plan;
  - a liaison strategy with local communities; and
  - a Travel Plan Coordinator role to be situated at the site to manage the implementation and operation of the Plan.



<b>Policy FP-E1: Kernick Road Industrial Estate</b>	<p><b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p> <p>Any development / redevelopment within FP-E2 and FP-E3 will need to ensure the height and massing of buildings have due regard to historic structures (Bickland) and the Barrage Balloon site</p> <p>(See Figure FP1 for site boundaries)</p>
<b>Policy FP-E2: Bickland Industrial Estate</b>	
<b>Policy FP-E3: Tregonigge Industrial Estate</b>	

<b>Policy FP-E4: Ponshardon</b>	<p><b>Allocation:</b> Safeguarded for marine related employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be marine related B1, B2, B8 uses</p> <p>Development of FP-E2 and FP-E3 will also need to ensure the site is capable of being used as a key access point to and from the water for operators on site, as well as Falmouth Docks (FP-E1)</p> <p>(See Figure FP1 for site boundaries)</p>
<b>Policy FP-E5: Falmouth Wharf</b>	
<b>Policy FP-E6: Falmouth Docks</b>	

Policy FP-M3	Treliever
Site area: 19.8 hectares	<b>Allocation: Mixed use development comprising:</b> B1(a) and (b) office, technology and R&D space; D1 Education and supporting facilities; C1 Student Accommodation, car parking and supporting services and facilities, and key access and movement infrastructure



#### Additional Policy Requirements:

a) A mixed use site that should deliver:

- B1(a) office space and B1(b) Research and Development Space
- D1 higher education facilities and / or academic support facilities. Supplementary development will also be permitted where it is demonstrated that it supports the University's activity
- C1 Student Accommodation and associated support facilities

including academic support, shop, café and health provisions, and associated car parking provision

- b) Any development of the land must demonstrate that it is in accordance with and follow the key guidance and requirements set out within the Treliever Development Framework
- c) Any development of this land must deliver the amount and range of uses set out within the Treliever Development Framework. Developing the site in a phased manner will be permitted, provided it is in accordance with a master plan that has been agreed with the Council. Each phase of any development should consider the viability of the whole development in accordance with the Treliever Development Framework, and not solely on the viability of any single phase.
- d) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan that has been agreed in writing with the Council. Any masterplan shall be informed by the Treliever Framework and by the historic environment on and around this land, including appropriate consideration for the potential for buried archaeology. The masterplan must promote good design principles that appropriately respond to the skyline and scale of development; and promote an appropriate palette of materials and colours. The masterplan must provide appropriate provision for a central hub area, within the zone identified at point 7 on the policy plan, which shall provide a central focus to the whole site. This central hub should provide services and facilities to support the business, employment and accommodation uses to be provided on the land. Such key facilities should include social space, bars, cafes, restaurants and other facilities including health facilities to support the wider occupiers and users of the whole site allocation

**e) Employment and innovation:**

Employment and innovation space will be provided within zone 8 and predominantly at zone 6 on the policy plan above, and shall:

- Provide an appropriate mix of B1(a) and (b) office, technology, innovation and research and development employment space;
- Within zone 8 employment space will be provided, as set out above, as part of a mixed use zone with student accommodation.
- Make provision for an appropriate amount of parking space to support the mix of employment uses delivered;
- The design quality, massing, and appearance of buildings shall respond appropriately to the landscape setting, prominence and topography of the landscape of the site and

surrounding area.

- The development must respond appropriately to the surrounding topography and landscape, with particular regard to the skyline in terms of, scale, use of materials and colours. Any development that projects into or above the skyline shall be limited in number and shall be required to demonstrate that the quality of design and materials, used along with the function and role of such a building within the use of the land, justifies any such intrusion above the skyline.

**f) Student Accommodation:**

Student accommodation shall be focused within the zones indicated within zones 3 and 8 of the policy plan above.

**Zone 3** shall provide in the region of 1100 units of student accommodation within a high density scheme, with building heights of predominantly three and four storey (maximum). This zone will also:

- deliver the key vehicular access to the southern half of the site (indicated at point 5 on the policy plan above) and wider movement infrastructure for the southern half of the land, which includes the delivery of a high quality and safe, north south pedestrian / cycle bridge between this land and the existing Penryn campus (indicated at point 1 on the policy plan above). The bridge must be delivered prior to occupation of any accommodation within this zone;
- Include the delivery of a core space that provides a central social and supporting hub area of services and facilities to support the employment and student uses on all of the land within the allocation, which should be located at point 7 on the policy plan above. Such key facilities should include social and leisure space, small shops and other facilities to support the uses on the land and should include health facilities to support the wider occupiers and users of the whole site allocation
- support the delivery of employment space (as referred to in paragraph (e) above) on the southern half of the site within zone 6 on the policy plan; and,
- The design quality, massing, and appearance of buildings shall respond appropriately to the landscape setting, prominence and topography of the landscape of the site and surrounding area.

**Zone 8** offers the opportunity to deliver some additional student accommodation, as part of an employment focused mixed use area within the site. Student accommodation within this zone shall:

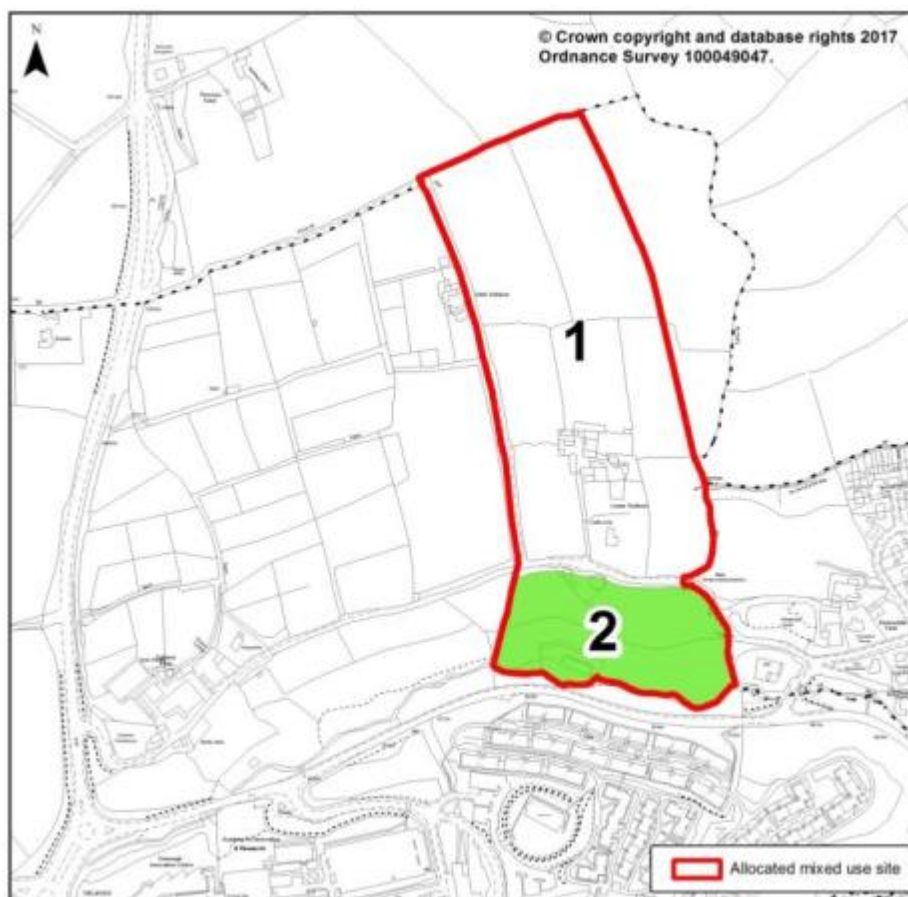
- be of a scale that responds appropriately to its location,

being predominantly two and three story development;

- support the delivery of employment space within zone 8 (as referred to in paragraph 'e');
  - The design quality, massing, and appearance of buildings shall respond appropriately to the landscape setting, prominence and topography of the landscape of the site and surrounding area
- g) Any built development of the southern half of the land should be drawn away from the immediate southern boundary of the site, which is a combination of Flood Zones 3 and 3b; plus the steep valley and the trees along the boundary, which represent an important ecological asset, must be retained within any development (as indicated at point 2 and shaded green on the policy plan above)
- h) It is anticipated that the main vehicular access for development of the southern half of the land would be from the Treliiever Roundabout (indicated at point 5 on the policy plan), and for phases of development on the northern half of the site from the A39 (as indicated at point 4 on the policy plan above), and in accordance with the approaches set out within the Treliiever development Framework, whilst ensuring ecological and environmental impacts are appropriately managed
- i) A north-south spine route should be created through the site, linking with the hub (7) and pedestrian / cycle bridge (1). The route should have high quality built frontage on either side, connecting the employment and accommodation uses. The route should perform as a key pedestrian / cycle route, as well as offer vehicular access to various parts of the site
- j) Sustainable Urban Drainage solutions will need to be provided as appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality.
- k) Any development would also be expected to provide an appropriate Travel Plan that addresses the following key issues:
- Measures to encourage students to utilise non car modes of transport;
  - Communication with students regarding parking provision either within the site or in the vicinity of the site;
  - A management strategy for the drop off and pick up;
  - A monitoring and review mechanism to assess the success of the Plan;
  - a liaison strategy with local communities; and,
  - A Travel Plan Coordinator role to be situated at the site to manage the implementation and operation of the Plan.

- l) Any development will need to be supported by appropriate assessments that demonstrate how any ecological assets or natural habitat at the site can be appropriately provided for within any development, and that any loss of trees or habitat from the site can be avoided, appropriately protected and retained, replaced or mitigated, and that there should be no net loss of trees and hedgerows across the land
- m) Any development of the land will be required to provide an HRA assessment that sets out the scale and nature of the impacts on the Fal and Helford SAC, which will help to determine what will represent an appropriate off-site contribution to mitigate against any potential water based recreational impacts generated.

Policy FP-M4	Treliever Future Direction of Growth
<b>Site area:</b> 10.6 hectares	<b>Allocation:</b> <b>Mixed use development</b> which should include supporting uses to those within the allocation at Treliever (FP-M3)



**Additional Policy Requirements:**

- a) A mixed use site that should deliver development that is required in support of the uses allocated within the adjoining site allocation at Treliever (FP-M2)
- b) It is expected that the development of this land would only be



necessary beyond the current plan period (2010-2030), once FP-M2 has been fully developed. Development on FP-M3 prior to this time will only be permitted, if it is demonstrated that this land is required to support the delivery of the mix of uses allocated within Treliever (FP-M2)

- c) Any development of the land must demonstrate that it is in accordance with and follows the key guidance and requirements set out within the Treliever Development Framework, which sets out the key development parameters for Treliever (FP-M2).
- d) Any built development of the southern half of the land should be drawn away from the immediate southern boundary of the site, which is a combination of Flood Zones 3 and 3b; plus the steep valley and the trees along the boundary which represent an important ecological asset to be retained within any development (as indicated at point 2 and shaded green on the policy plan above)
- e) The main vehicular access for development of the direction of growth area should be through the allocation at Treliever (FP-M2), and any development of this land shall also deliver pedestrian and cycle links to the surrounding and wider area.
- f) Sustainable Urban Drainage (SUDS) solutions will need to be provided as appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality.
- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan that has been agreed with the Council. Any masterplan shall be informed by the historic environment on and around this land, shall provide appropriate consideration for the potential for buried archaeology on the land, and shall promote good design principles that appropriately respond to the skyline and scale of development, promote an appropriate palette of material and colours, and have proper regard to any potential historic assets on the land. The masterplan should demonstrate how the development of this direction of growth area can be accessed from, and provide appropriate vehicular, pedestrian and cycle links to and with the allocated land at Treliever (FP-M2), as well as delivering connectivity to the wider surrounding area.
- h) Any development would be expected to provide an appropriate Travel Plan that addresses the following key issues including:
  - Measures to encourage students to utilise non car modes of transport;
  - Communication with students regarding parking provision either within the site or in the vicinity of the site;
  - A management strategy for the drop off and pick up;
  - A monitoring and review mechanism to assess the success of the

Plan;

- A liaison strategy with local communities; and, a Travel Plan Coordinator role to be situated at the site to manage the implementation and operation of the Plan.
- i) Any development will need to be supported by appropriate assessments that demonstrate how any ecological assets or natural habitat at the site can be appropriately provided for within any development, and that any loss of trees or habitat from the site can be avoided, appropriately protected and retained, replaced or mitigated, and that there should be no net loss of trees and hedgerows across the land
- j) Any development of the land will be required to provide an HRA assessment that sets out the scale and nature of the impacts on the Fal and Helford SAC, which will help to determine what will represent an appropriate off-site contribution to mitigate against any potential water based recreational impacts generated.

## **8. Newquay**

8.1 Newquay sits on the north coast of Cornwall and is a large resort destination, which expanded massively in the Victorian period. Newquay has grown from a small fishing village to a major tourism centre with a resident population of 19,900, which can swell to over 100,000 people in the summer season with some 750,000 visitors over the whole year.

8.2 The area has traditionally been dominated by tourism, although as this market has changed, the offer of the area has had to change. This has resulted in a greater concentration on Newquay's position as 'surf capital' and also the demolition of many of the older hotels in the area and replacement with 'surf pods' and other holiday accommodation as well as apartment buildings.

8.3 The predominant feature of Newquay is the dramatic coast and beaches but also the Gannel and generally undeveloped coast to the north and south of the town provides a high quality landscape setting.

8.4 **Key Facts:**

Population (2011 Census):	19,900
Dwellings (2011 Census):	10,412
Average house building rate (2005-2015):	170 per annum
Homechoice Register: Bands A-E (Feb-17):	786
Average Wage (ONS Annual Survey 2013):	£433 per week

8.5 The overall vision and strategy for Newquay is summarised within this section, but is set out in more detail in the Newquay Town Framework, which can be accessed via Cornwall Council's website. It should also be noted that a Neighbourhood Development Plan was in preparation at the time of writing, which focuses on various matters; this should also be referred to if bringing forward development proposals within the town.

## **Vision, Objectives & Targets**

8.6 Newquay's vision:

*To be a high quality place to live, work and visit, building upon its role as the surf capital of the UK, whilst diversifying the economy, improving employment quality including the development of the aerospace industry*

8.7 There are also various strategic objectives that are been articulated within the Cornwall LP:SP document, which relate to: Town centre regeneration; Delivery of new housing; Support diversification of the economy; Resolve traffic congestion issues; etc.

## **Targets**

8.8 The Cornwall LP:SP document has set the following targets for Newquay with Quintrell Downs:

- To develop 4400 dwellings between 2010 and 2030
- To deliver around 27,750sqm of B1a office accommodation and 30,250sqm of new industrial space

## **The Strategy**

8.9 A key driver for Newquay moving forward is the strengthening and diversification of the town's economy. Tourism represents a key sector that should be maintained and enhanced, but in parallel seeking to reduce the town's reliance on it, through the growth of other, higher paying employment opportunities.

8.10 Whilst there is a focus on providing employment opportunities within Newquay, the emerging Newquay Aerohub, which is situated approximately 2 miles from the edge of the town, will also act as a significant draw. The Aerohub, which has Enterprise Zone status represents a strategic priority for Cornwall, with the opportunities it presents to attract new aerospace related investment and jobs to the county.

8.11 The regeneration of the town centre also represents a key priority for Newquay. As a result of the downturn in the property market from 2008, the town centre was left with a legacy of unimplemented permissions for the redevelopment of former hotel sites, resulting in a significant blight of empty sites or derelict buildings, which detracted from the quality of the townscape. These have now largely been redeveloped or are in the process of being redeveloped, resolving much of the issue. Regeneration of the town centre through the redevelopment of remaining underused or derelict sites and improvements to street furniture and fixtures will continue to enhance the appearance and feel of the town, whilst adding vibrancy to the town, particularly outside of the tourism season.

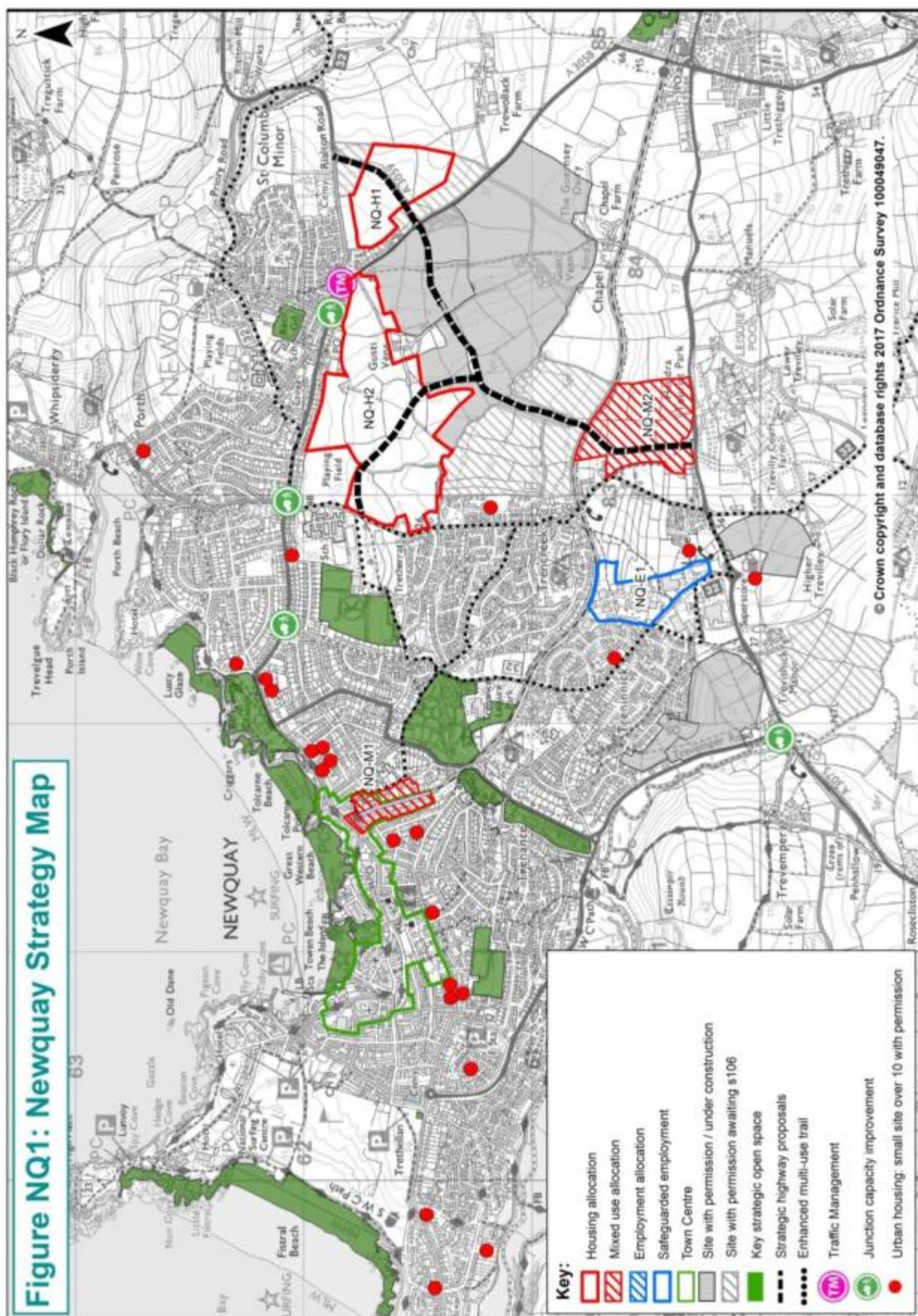
8.12 Housing growth represents another component of delivering sustainable economic growth and regeneration of the town. Whilst there are some opportunities for the development of sites within the existing urban area, the strategic growth opportunities fall to the outskirts of the town. Principally, Newquay's growth will be delivered through a significant urban extension to the south-east of the town, often referred to as the 'Newquay growth area' but now known as 'Nansledan'. This area is made up of allocations and permitted development, delivering a well-integrated addition to the town containing housing, employment space and infrastructure that will alleviate some of the congestion issues, as well as provide a key route towards the Aerohub.

8.13 The growth and regeneration of Newquay needs to be delivered sensitively, ensuring the special environment surrounding the town is

protected and enhanced where possible. Furthermore, new development is also expected to make a positive contribution to the wider regeneration aspirations, through the delivery of higher design standards; new services and facilities that the new and existing residents can utilise; as well as creating the necessary connection to fully integrate it within the existing community.

8.14 Critical to the successful implementation of the proposed growth will be the enhancement of Newquay's infrastructure; this relates to transportation, green infrastructure, education etc. One critical piece of infrastructure is the delivery of the 'Newquay Strategic Route', which runs through Nansledan, including the site allocations; this will alleviate highway impacts from the proposed growth (now and beyond the plan period), as well as delivery transport links for the Aerohub.

**Figure NQ1: Newquay Strategy Map**





## Economic Growth

8.15 A diversified economy, providing more, higher quality employment opportunities is the aspiration for Newquay.

8.16 Newquay is one of Cornwall's primary tourism destinations, catering for beach based tourism. It also has an international recognition as a surf location. Newquay's reliance on the tourism industry has been a factor in the prevalence for low paid, seasonal employment. Despite this, tourism continues to be an important industry for Newquay, but there is an ambition to extend the tourist season and improving the quality and image of the town, to broaden its appeal. Furthermore there is an ambition to regenerate the town centre and to continue to manage the night time economy.

8.17 Newquay is also seeking to further diversify its economy, so that it is less reliant on the tourism industry. One of the primary opportunities relate to Cornwall Airport Newquay, which is a national UK Enterprise Zone project called Aerohub. This aims to support the airport in attracting aerospace and related business that will grow and secure long term investment and good quality, well-paid jobs. Aerohub has a unique offer to the Aerospace industry and companies looking for a well-connected site with room for expansion. The Aerohub, which is located approximately 2 miles from Newquay, offers 236 hectares of land in three development zones and a major business park, which could accommodate over 185,800 sqm (two million square feet) of hanger space, offices and manufacturing and 5000 jobs. It is primarily for aerospace related businesses; but it can also accommodate other ITC and advanced engineering companies. The Cornwall Airport Masterplan 2015-30 sets out further detail of the proposals.

8.18 The presence of the airport, also offers the opportunity for companies looking for a foothold in the UK to operate and train in aircraft of all types to locate within the Newquay area.

8.19 The Cornwall LP:SP document indicates the Newquay Community Network Area should deliver at least 27,750sqm of B1a Office Space and 30,250sqm of B1c / B2 / B8 industrial space. Table NQ1 below sets out delivery against these targets (note: that this does not include space that may be developed at the Aerohub).

<b>Table NQ1: Newquay with Quintrell – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	27,750	30,250
Net Completions Apr-10 to Mar-16	1,861	1,705
Net extant planning permission / under construction (at Mar-16)	18,304	19,707
Residual Local Plan Target	7,585	8,839

8.20 Extant planning permissions provide for some of the office target, together with the majority of the industrial target. Most of these extant but unimplemented, permissions are located within Nansledan, which means they are well located to the town's strategic housing growth and to new residents. The masterplan for Nansledan provides additional detail of the location and proposed nature of these employment provisions.

8.21 It is expected that the remainder of the targeted office and industrial space and larger footprints that are needed for particular industries will be brought forward within the Newquay Aerohub Enterprise Zone, which already has a Local Development Order, so it is not necessary to allocate the land through this document. Land subject to the LDO has not been included in Table NQ1 as the exact nature of the uses that will be provided are not yet known. Additional land is also proposed at the western end of the Enterprise Zone, which could provide additional capacity over the plan period.

8.22 Finally, in delivering the economic growth aspirations of the town, it is also important to support the town's existing economic base. Newquay's main industrial estate, Treloggan (NQ-E1), provides a significant number of employment opportunities for the town and surrounding area, in a sustainable location, as a result it is safeguarded as a Strategically Important Employment Site in line with Policy 5 of the Cornwall LP:SP document. Other smaller sites may be safeguarded by the emerging Neighbourhood Plan.

## **Retail**

8.23 A key aspiration is the regeneration of the town centre. Whilst the downturn in the property market from 2008 had left a legacy of unimplemented permissions for redevelopment of former hotel sites, the 2010 Cornwall Retail Study still concluded that Newquay town centre was performing relatively well; however the proportion of non-food outlets was below average, with an under representation of national multiple retailers.

8.24 The historic and constrained nature of the town centre is considered to contribute to the lack of national/multiple retailers, with a lack of large premises suitable to accommodate larger format stores. Larger footprint stores (including a Morrisons food store) are generally located away from the town centre. This reflects both retailer preference and also the relative distance of much of the town's housing stock away from the town centre.

8.25 The Cornwall Retail Study Update 2014 indicated that as a result of various unimplemented permissions<sup>16</sup> there was no further capacity for retail floorspace within the Plan period. As a result, there are no retail focused allocations for Newquay, although implementation of these permissions will continue to be monitored. The delivery of new retail development on disused or underused sites within the town centre would also be encouraged, to support regeneration aspirations.

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<sup>16</sup> Unimplemented retail permissions at the time of writing including: 4830 at Treloggan; 1000 at Quintrell; 1858 adjacent to Morrisons (all gross)

8.26 A long term ambition for the town has been for the regeneration of the area around the Newquay Station. The focus of redevelopment in the 1960's, the area around the station is low density and undistinguished, resulting in a disappointing arrival point in the town and loss of townscape and enclosure. The poor form of development provides considerable potential for the development of a new high quality quarter for the town and an enhanced sense of arrival for visitors by rail. Due to the position of the site within the town centre boundary and the larger part within the Primary Shopping Area there is potential for retail provision as part of a mixed use redevelopment of the whole site. Options for the redevelopment were set out previously in a development brief (linked to the Restormel Borough Local Plan) for a slightly larger site that included a mixture of retail, residential employment, car parking and a hotel use. It is proposed that a similar mix of uses could be accommodated on the site, although since the brief was published new hotel uses have been built in close proximity to the site. Key objectives should include the creation of good quality public space and transport interchange facilities between train, bus and cycling. Further parameters are set out in the allocation text (NQ-M1).

## Housing Growth

8.27 Housing growth represents a key strand of the overall strategy for Newquay, as it will support the economic growth aspirations for the town and the Enterprise Zone; furthermore it will support the delivery of affordable housing.

8.28 The Cornwall LP:SP has set a growth target of 4,400 dwellings for Newquay, which would be delivered over a 20 year period (2010-2030). Table NQ2 sets out current and anticipated delivery against this target:

<b>Table NQ2: Newquay with Quintrell Downs – Housing Delivery</b>	
<b>Target</b>	<b>4,400</b>
Net Completions (Apr-10 to Mar-16)	1000
Net Extant permissions (at Mar-16)	2,984
Significant permissions granted since Mar-16	980
Net windfall projection	540
Net additional urban capacity	127
<b>Residual Target</b>	<b>-1231</b>

8.29 Table NQ2 indicates that permitted development, together with projected development of other small sites within the urban area, will deliver the targeted growth. Despite this, three sites have been allocated that form part of the wider 'Newquay Growth Area' now known as 'Nansledan'; Riel (NQ-H1) and Trevenson (NQ-H2) are predominantly residential sites, while Hendra (NQ-M2) is a mixed use sites, where industrial uses have previously been approved in outline, although that permission has since lapsed. These sites represent logical future

development sites based on the established masterplan for the area. Importantly, they will also deliver key infrastructure such as the Newquay Strategic Route, to enable the proposed housing and economic growth within the Plan period to be delivered.

8.30 Riel (NQ-H1) forms part of a masterplanned area and there are already permission to the east, west and south of the site, so represents a natural location to deliver further housing. More importantly the site provides an element of the Newquay Strategic Route, a new road that is critical to alleviating traffic impacts associated to the proposed and permitted growth; plus is critical to delivering the aspirations of the Aerohub at Cornwall Airport, Newquay.

8.31 Trevenson (NQ-H2) also represents a natural expansion area for Newquay, with it having permitted housing development to its east and existing build development to the west. Furthermore, the site will provide the western route of the Newquay Strategic Route, which is critical to overcoming capacity issues at Trencreek.

8.32. Hendra (NQ-M2) forms the southern edge of Nansledan and already has the first section of the Newquay Strategic Route (NSR) and will act as the gateway to the area from the south. It also has the potential for a future rail halt. Outline planning permission has previously been granted for the development of 8,685 of B1, B2 and B8 uses and this should continue to form part of the allocation of the site. The addition of land to the east of the NSR will help to create a greater presence for Nansledan on the A3075 south approach.

8.33. There is further opportunity for housing provision in the town centre as part of the regeneration of the Railway Station area (NQ-M1). This would lend itself to flatted development, providing for good access to the range of facilities and transport in the town centre.

8.34 Whilst the three Nansledan allocations, together with the completions and permissions set out in Table NQ2 and the likely housing yield from NQ-M1, would deliver growth well beyond the housing target, it is recognised that not all of this will be delivered within the Plan period. Newquay has a number of large sites, some of which are in the same ownership, this means that the nature of the market and phasing of delivery will mean some of these sites will not be delivered in their entirety in the Plan period. Finally, the additional sites also offer some added flexibility for the Cornwall Local Plan, to ensure Cornwall meets its housing targets.

## **Infrastructure**

8.35 The delivery of new and improved infrastructure will be critical to the successful delivery of Newquay's growth; as a result the following sections set out some of the key requirements.

### **Education**

8.36 **Primary** - Newquay is served by 4 primary schools with a combined capacity to accommodate 1900 pupils. It is estimated that with the current capacity constraints, together with the targeted growth within the Plan period, it will generate the need for an approximately 770 primary school places. To accommodate the additional demand, an extension has been constructed to The Bishops Church of England School; as well as a new school within the already permitted Nansledan growth area, which has the ability to grow to two form entry. Furthermore at the time of writing, Tretherras School are proposing to deliver a primary school on their site. Collectively this will accommodate the planned growth, although this will continue to be monitored within the plan period.

8.37 **Secondary** - Tretherras and Treviglas schools are located on the outskirts of the town and have the capacity to accommodate 2860 pupils, but are anticipated to have a surplus of approximately 320 places by 2017. It is anticipated that the proposed housing growth, within their catchment, will create demand for at least 520 additional secondary school places over the 20 year Plan period. Provision of this additional demand will be delivered through an expansion of one or both of the secondary schools; although Treviglas has been earmarked for the majority of this growth, due to their ability to expand within the confines of their existing site.

### **Utilities**

8.38 Electricity – Western Power Distribution has indicated that the strategic infrastructure is sufficient to deal with the growth proposed within the area; however there is likely to be a requirement to upgrade Newquay's primary substation. Cornwall Council will continue to work with WPD to ensure the necessary upgrades are put in at the appropriate time.

8.39 Work will continue with the other service providers to ensure that the impacts of proposed growth on water supply and drainage are addressed. As the majority of growth in Newquay is already subject to planning permission the remainder of development is not considered to require significant works to be undertaken by utility providers.

### **Healthcare**

8.40 Newquay has two GP surgeries, Newquay Health Centre and Narrowcliff Surgery, which provide for almost 28,000 residents within the town (approx. 80%) and its hinterland. There is also a community hospital in Newquay, providing in-patient beds, a minor injuries unit, x-ray facilities and out-patient appointments. Both GP surgeries are classified as

being too small for their patient lists, when compared with the Premises Size Guidance<sup>17</sup>. When factoring in the proposed growth within Newquay it is estimated that approximately 1100sqm of new health facilities would be required to meet the Guidance, of which half is generated by the proposed growth. Furthermore, it is estimated that the growth will generate the need for an additional 5-6 FTE GPs, assuming the current GPs are operating at capacity.

8.41 The existing practices are working together to improve the facilities within the town; at the time of writing, bids were being submitted to the Primary Care Infrastructure Fund to support their expansion plans. If further facilities are required, Trevenson (NQ-H2) has been identified as the location, whether as a new surgery, 'health hub' or an outreach facility.

8.42 In addition, the Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. The Newquay Locality is currently focused on improving community service provision, including supporting care provision in care and residential homes. The Locality has also sought to enhance the service provision at the community hospital, which could include the expansion of services, such as IVs, Blood Transfusions, dressings, etc. This work will help to improve the services available within the town and in turn reduce the pressure on Royal Cornwall Hospital Truro.

## Transportation

8.43 Newquay's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

8.44 Newquay exports a significant number of working age residents each day, but also has a high level of residents who both live and work in the town which creates an opportunity to maximise the use of sustainable transport for local trips. Localised congestion can be a problem, particularly in Trencreek where high volumes of traffic use the route as a rat run between the north and south of the town. The road is unsuitable for this level of traffic and the high number of vehicles crossing the Trencreek level crossing is also of concern.

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<sup>17</sup> Space standards prepared by NHS England



8.45 Newquay's regeneration could be constrained by highway infrastructure and congestion issues unless a comprehensive package of transport measures is delivered. To enable the commercial and housing growth it will require improvements to the local transport network, consisting of junction improvements, implementation of improvements to the walking and cycling network as part of the Cycling Demonstration Town, construction of the Newquay Strategic Route and public transport improvements.

8.46 The core priority for the Newquay transport strategy is the delivery of the Newquay Strategic Route (NSR). This is a major piece of infrastructure which will not only allow the allocated and permitted development within Nansledan to come forward, but also perform an important strategic function in facilitating movement from the north and east of the town and providing greater opportunities for sustainable travel. The full strategic route will help alleviate the traffic impact of growth, particularly through Trencreek, and enable the closure of two level crossings achieving significant safety benefits. The NSR is also important in connecting the town with the Aerohub Enterprise Zone and Cornwall Airport Newquay.

8.47 During the summer, widespread congestion can be a problem at several key junctions including Porth Four Turnings, Trevenper roundabout and Rialton junction. It is anticipated that localised congestion could become a common occurrence during the rest of the year in the future if the town continues to grow without implementing any transport mitigation measures. The Porth Four Turnings junction in particular will require capacity improvements as well as complementary improvements to sustainable transport provision, along the Henver Road corridor, in order to avoid heavy congestion in the area. If left unchecked it is anticipated that traffic levels could increase considerably over the next 20 years.

8.48 Delivery of the transport proposals will enable a more even distribution of trips along the main strategic routes into the town. Improved signing to zones/areas of Newquay and the wider area will also help manage traffic and utilise the existing network to best effect.

8.49 There is an opportunity to increase the level of trips by sustainable modes in Newquay as the town already has urban and interurban bus services which will see further improvements to 2030. It is proposed to increase the frequency of some local town bus service to run half hourly, improving links between residential areas and the town centre and key employment sites.

8.50 Newquay's status as a Cycling Demonstration Town will see opportunities for improved cycle and pedestrian links and crossing points which will help connect new and existing housing developments to the town, schools and employment sites.

8.51 These infrastructure improvements should also be supported by softer measures, such as public transport timetables, information on car

clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers. A zonal signage review is proposed to better utilise both the A392 and A3059 from the A30 for trips into Newquay to reduce congestion at Quintrell Downs.

8.52 The aim is to increase the use of sustainable modes of travel by 15-20% for walking and cycling and 65% by local bus, seeking higher levels of switch from new development, where the opportunities to encourage sustainable travel from the outset are greater.

8.53 Table NQ3 summarises the package of transport measures proposed for Newquay to 2030.

<b>Table NQ3: Newquay's Transport Measures</b>		
<b>Scheme type</b>	<b>Scheme</b>	<b>Comment</b>
Junction improvements/ traffic management	Newquay Strategic Route	The Newquay Strategic route is the priority transport scheme for the town. It will unlock development and provide a strategic function in managing traffic across the town. Junction capacity improvements will also be required along the Henver Road corridor and at Trevemper to accommodate increased traffic movements. Signage review to better utilise both the A392 and A3059 for trips from the A30 into Newquay
	Porth Four Turnings junction upgrade	
	Trevemper roundabout upgrade	
	Henver/Chester Road junction upgrade	
	Zonal re-signing on the strategic road network into Newquay	
Bus improvements	Bus service frequency improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus and rail integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
	Bus infrastructure/Real Time Passenger Information	

Rail Improvements	Station upgrade & additional platform	Longer term strategy to improve station facilities, encouraging trips by rail linked to sites NQ-M1 and M2, this could include the potential for a park and ride
	Future rail halt at Nansledan	
Walking/cycling improvements	Town wide walking and cycling network	Comprehensive improvements to create a more integrated cycle network, with the aim of being a Cycling Demonstration Town. Pedestrian improvements in Quintrell Downs to improve access and address severance presented by the A392
	Footway and crossing improvements at Quintrell Downs	

8.54 Whilst the measures set out above represent strategic infrastructure to accommodate the targeted growth, developers of significant schemes will still be expected to assess the impacts of their proposal on the network as part of their planning application. As part of these more detailed assessments, it might identify additional site specific improvements that may be required in addition to the schemes highlighted.



## **Green Infrastructure (GI)**

8.55 Newquay's Green Infrastructure (GI) Strategy takes a lead for the Cornwall-wide GI strategy, as set out in more detail in section 2.18.

8.56 The green networks should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation where applicable. The highlighting of potential green networks provides an indication of strategic green infrastructure, but does not remove the requirement to retain and enhance smaller important natural features & green corridors within development sites, which should link to major green infrastructure wherever possible. Masterplans for sites should seek to provide new and enhance existing green infrastructure in line with the Cornwall Green Infrastructure strategy.

8.57 Newquay sits within the zone of influence of the Penhale Dunes Special Area of Conservation (SAC). As a result, development proposals within the town will be required to provide off-site contributes to a range of measures to mitigate against recreational impact upon the SAC. Further detail on the nature of the mitigation measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.

## **Biodiversity**

8.58 The protection and enhancement, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Key biodiversity corridors for the town include:

- The Chapel Valley and its tributaries;
- The Gannel; and,
- Trenance to Tretherras.

8.59 All of these should be given careful and appropriate consideration in order to maintain and enhance the opportunities for biodiversity for the towns and their immediate surroundings.

8.60 Links out into the surrounding area should be enhanced where possible. These include links to The Gannel, Trerew Wood, Mawgan Porth to Newquay and St Columb Minor Marsh.

8.61 The existing network provides predominantly east to west connections and opportunities to enhance north to south linkages between these need to be sought. These would be best targeted by enhancing the existing green corridor which runs from Trenance Boating lake and gardens through Newquay Zoo and on to Tretherras School and Quintrell Downs.

8.62 The key habitat corridor identified on the accompanying map has been designed to connect and enhance green links through the town, plus connect to the key north south and east west habitat corridors. The public open space and public right of way networks should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

## Green Links

8.63 In line with the Transport Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the town. In addition to the benefits relating to reduced congestion, the improved network will provide an important recreational resource. Key routes are proposed to link the Gannel and residential areas, particularly new links between the town and the growth area at Nansledan.

## Flood Attenuation

8.64 A surface water management plan has been prepared for Newquay which details the requirements and options available.

## Public Open Space

8.65 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. In comparison to the other main towns in Cornwall, Newquay has a higher than average supply of some of these types of open space, although this is primarily realised by access to public beaches (natural space). However, this provision is shared with a considerable number of visitors and is located too far from many of the communities to substitute for local provision; therefore it is important to continue to provide open space through new development.

8.66 Whilst there are various categories of open spaces, most highlighted below, integration and multi-functionality will be sought (i.e. providing new open spaces or upgrading existing spaces that can perform more than one role). Table NQ4 sets out the space requirements when delivering new development.

<b>Table NQ4: Newquay's Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	9.46	10.09
Natural & Semi-natural spaces	5.26	27.52
Formal Sports Pitches	22.63	0.00
Children's Play Spaces	1.39	0.17
Teenagers' equipped spaces	0.45	0.10
Allotments	3.46	0.00
<b>TOTAL</b>	<b>42.65</b>	<b>37.88</b>

8.67 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the *Open Space Strategy for Larger Towns in Cornwall*.

8.68 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.



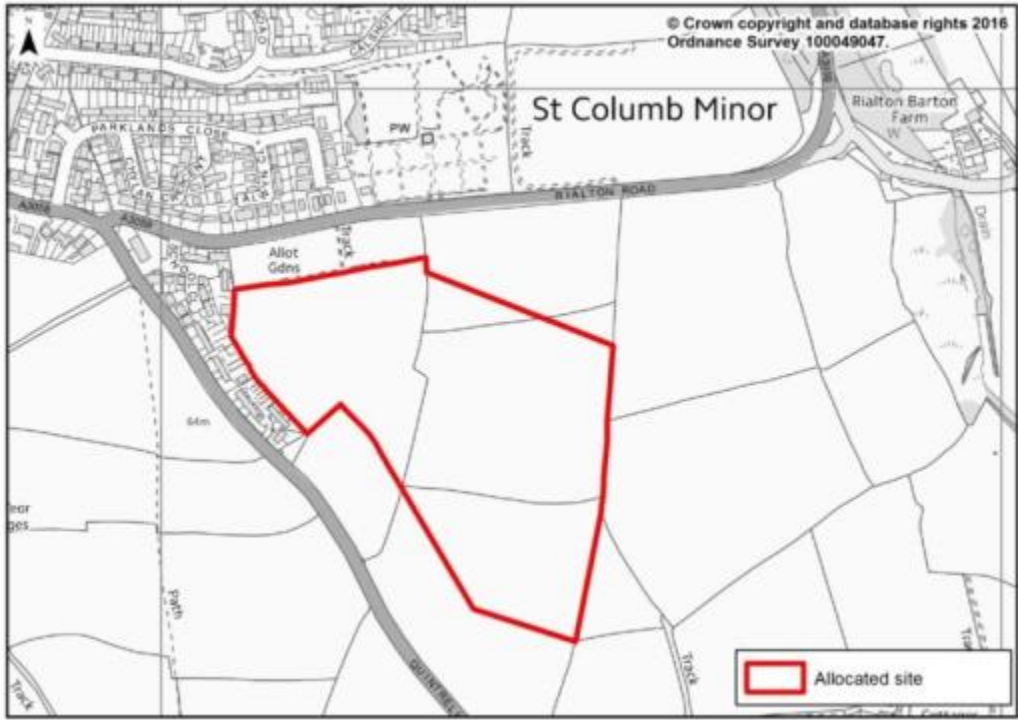
**Figure NQ3: Newquay Infrastructure Strategy Map**

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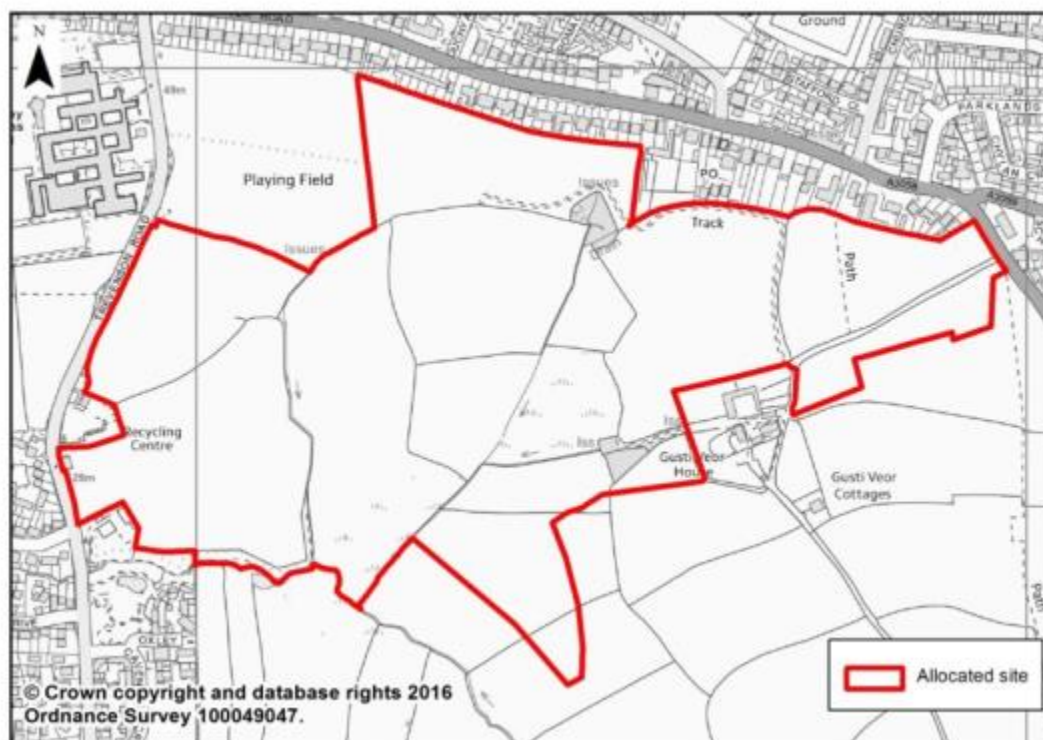




## Newquay's Allocations

Policy NQ-H1	Riel: Nansleden
<b>Site area:</b> 13.26 hectares	<b>Allocation:</b> Mixed use site comprising approx. 420 dwellings and part of the Newquay Strategic Route
	
<b>Additional Policy Requirements:</b> <ul style="list-style-type: none"> <li>a) A residential development delivering approximately 420 dwellings.</li> <li>b) At least 25% of the dwellings should be provided as 'accessible homes'; in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>c) 42.7sqm of public open space per dwelling should be provided on site, in line with the Green Infrastructure strategy and the minimum size thresholds within Table 2; unless it can be demonstrated that higher than average levels of open space is being provided on adjacent sites within Nansleden, as defined in Figure NQ1; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted.</li> <li>d) An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Penhale Dunes SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document</li> <li>e) The layout of the site should ensure it is appropriately integrated with the surrounding permitted development</li> </ul>	

Policy NQ-H2		Trevenson and Kosti Veur: Nansledan
Site area:	47.8 hectares	<b>Allocation:</b> Housing site comprising approx. 1170 dwellings and part of the Newquay Strategic Route

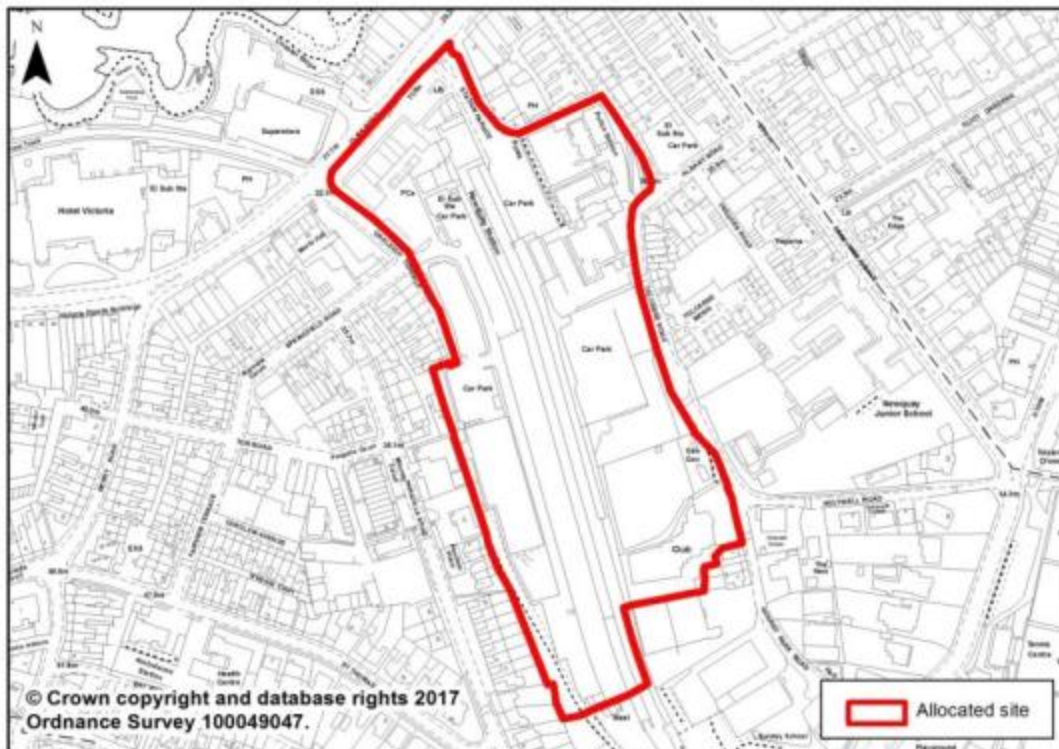


**Additional Policy Requirements:**

- a) A residential site delivering approximately 1170 dwellings
- b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- c) The site must deliver part of the Newquay Strategic Route in line with the permitted scheme that runs through the site
- d) 42.7sqm of public open space per dwelling should be provided on site, in line with the Green Infrastructure strategy and the minimum size thresholds within Table 2; unless it can be demonstrated that higher than average levels of open space are being provided on adjacent sites within the Newquay Growth area, as defined in Figure NQ1; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted.
- e) An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Penhale Dunes SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document

- f) The layout of the site should ensure it is appropriately integrated with the surrounding permitted development. The southern tip of the site is within a Flood Zone 3b area; no built development should be placed within that section of the site
- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy: NQ-M1		Station Quarter
<b>Site area:</b>	3.54 hectares	<b>Allocation:</b> Mixed use site comprising approx. 150 Dwellings, retail, commercial space and new gateway to Newquay by rail

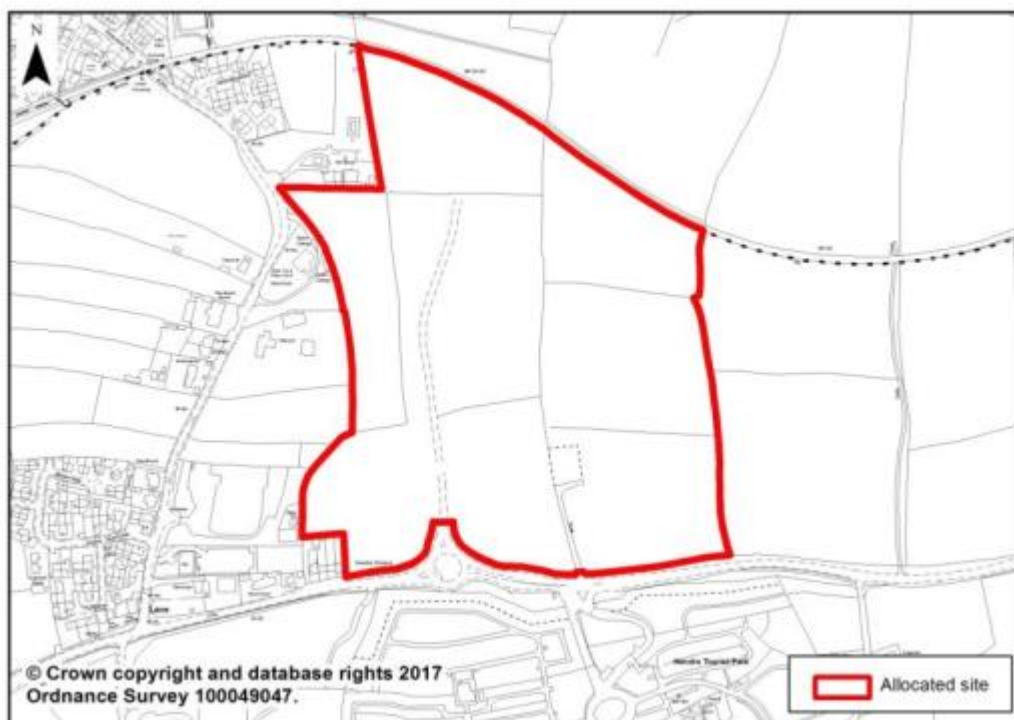


#### Additional Policy Requirements:

- a) Redevelopment of the site to create a mixed use development delivering an integrated transport change with improved rail station facilities and integrated bus facilities alongside approximately 150 dwellings, retail, commercial space and associated parking. This to be masterplanned together setting out parameters for heights, massing, materials and mixture of uses.
- b) Development facing on to Cliff Road, Oakleigh terrace and Station Parade and Station Approach should be civic in scale with active frontage and enhanced public space should be provided facing onto Cliff Road as part of the interchange facility.

- c) At least 25% of the dwellings should be provided as 'accessible homes'; in line with Policy 13 of the Local Plan Strategic Policies document.
- d) Land should be safeguarded within the development to allow for the reprovision of rail services to a second platform
- e) Contributions should be provided towards the cost of off-site provision of open space in line with the Green Infrastructure strategy and the minimum size thresholds within Table 2, or towards the upgrade of local facilities.
- f) The site will also be expected to provide an appropriate off-site contribution to mitigate against recreational impacts on the Penhale Dunes Special Area of Conservation (SAC). Details of the specific measures and level of contribution to be sought is set out in the European Sites Mitigation Strategy Supplementary Planning Document
- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire

Policy: NQ-M2		Hendra - Nansledan
<b>Site area:</b>	12.5 hectares	<b>Allocation:</b> Mixed use site comprising approx. 375 dwellings; B1, B2 and B8 employment; Potential rail halt; Park & Ride; Household waste recycling facility; and part of the Newquay Strategic Route



**Additional Policy Requirements:**

- a) A mixed use development delivering approximately 420 dwellings; a household waste recycling centre; and collectively 8,000 square metres of B1, B2 and B8 space;
- b) At least 25% of the dwellings should be provided as 'accessible homes'; in line with Policy 13 of the Local Plan Strategic Policies document.
- c) 42.7sqm of public open space per dwelling should be provided on site, in line with the Green Infrastructure strategy and the minimum size thresholds within Table 2; unless it can be demonstrated that higher than average levels of open space is being provided on adjacent sites within Nansledan, as defined in Figure NQ1; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted.
- d) The site will also be expected to provide an appropriate off-site contribution to mitigate against recreational impacts on the Penhale Dunes Special Area of Conservation (SAC). Details of the specific measures and level of contribution to be sought is set out in the European Sites Mitigation Strategy Supplementary Planning Document
- e) The layout of the site should ensure it is appropriately integrated with the surrounding permitted development and the Nansledan Masterplan
- f) Sufficient land should be safeguarded for the future construction of a rail halt and associated parking facilities, including the potential for a park and ride facility.

**Policy NQ-E1: Treloggan Industrial Estate****Allocation:**

Safeguarded for employment uses (B1, B2, B8)

**Additional Requirements & Considerations:**

The site represents an existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

(See Figure NQ1 for site boundaries)



## **9. St Austell**

9.1 St Austell sits in the centre of Cornwall and is the county's largest town. The area has traditionally benefited from China Clay mining and has a rich industrial heritage. China clay workings, both current and historic are spread in an arc to the north, north-east and north-west fringes of the town.

9.2 The landscape is characterised by the granite upland of Hensbarrow to the North, with its disturbed industrial landscape and to the south is an undulating plateau with deep, wooded river valleys in places. The town has also been shaped by two rivers; the Gover Stream rising to the north-west of the town and White River rising to the east.

9.3 St Austell supports a number of smaller settlements at the outer edges of the town boundary, most notably Trewoon to the west, along with Duporth, Charlestown, Carlyon Bay and Tregorrick to the south.

### **9.4 Key Facts:**

Population (2011 Census):	21,389
Dwellings (2011 Census):	9,675
Average house building rate (2005-2015):	160 per annum
Homechoice Register: Bands A-E (Feb-17):	841
Average Wage (ONS Annual Survey 2013):	£433 per week

9.5 The Vision and Strategy for St Austell is summarised within this section, but for more information please refer to the St Austell Town Framework, which can be viewed on Cornwall Council's website.

## **Vision Objectives & Targets**

### **9.6 St Austell's vision:**

*In 2030 St Austell aims to be an inspiring town that reflects its historic past but has adapted and embraced the future. It will have a diverse thriving economy based upon a wide range of industries, services and tourism*

*St Austell will be a balanced and inclusive community, proud of its social and industrial heritage, yet keen to further realise its potential. It will have excellent leisure and cultural facilities and make the most of its resources, both human and natural. The different character and identity of the neighbourhoods that make up the town will have been protected and enhanced, along with the natural and physical environment. Smaller settlements around St Austell whose boundaries overlap with the town will have benefitted from and contributed to a more prosperous town while protecting and enhancing their own identities and community infrastructure.*



*St Austell will have a lively, vibrant town centre with a range of facilities making it a welcoming, engaging destination for both visitors and local residents. Housing, transport and other infrastructure will have adapted to the changing character of the town and be robust enough to support a more prosperous population.*

9.7 The strategic objectives for the St Austell Community Network Area are set out in the Cornwall LP:SP document; these include: Promotion of affordable housing; Support the regeneration of the economy and town centre; and Delivery of infrastructure.

9.8 A series of specific strategic aims for St Austell have also been established, which are summarised below, but can be seen in full in the St Austell Town Framework:

- To improve & strengthen the town centre
- To manage and improve air quality
- To provide high quality green space
- To promote the town and wider St Austell bay area as a destination for visitors
- To promote job creation in low carbon industries
- To protect the identity of settlements within the town's hinterland

9.9 The Cornwall LP: SP has set the following targets for St Austell:

- To develop 2900 dwellings between 2010 and 2030<sup>18</sup>
- To support the provision of around 9,750sqm of B1a office accommodation and 12,500sqm of B1c / B2 / B8 Industrial space

## **The Strategy**

9.10 St Austell and its hinterland aspires to drive economic development, and deliver transformational change; which will be delivered in many ways. This includes the continued support to the Eden Project; the promotion of the Eco-communities project on the town's hinterland, and the Carlyon Bay development proposals at the coast; promotion and support of projects identified by the St Austell Bay Economic Forum (SABEF); development of renewable technology and sustainable construction projects; and the protection and enhancement of the area's natural environment.

9.11 Set within this context, any further growth needs to be undertaken sensitively, to both protect St Austell's most sensitive landscapes, as well as ensuring the separate identities of the communities within St Austell's hinterland are maintained. The landscape within the wider St Austell Bay area rises from the coast in the south towards the towns' hinterland in the north; important ridge lines and skylines should be protected. The A391

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<sup>18</sup> In addition to the 2900 target for St Austell, there are separate targets for the two Eco-community sites (1200 dwellings in the Plan period, and 2000 when fully delivered beyond the plan period), plus 300 dwellings in the remainder of the St Austell Community Network Area

at the eastern edge of the town is a clear physical barrier which creates a logical edge to the town.

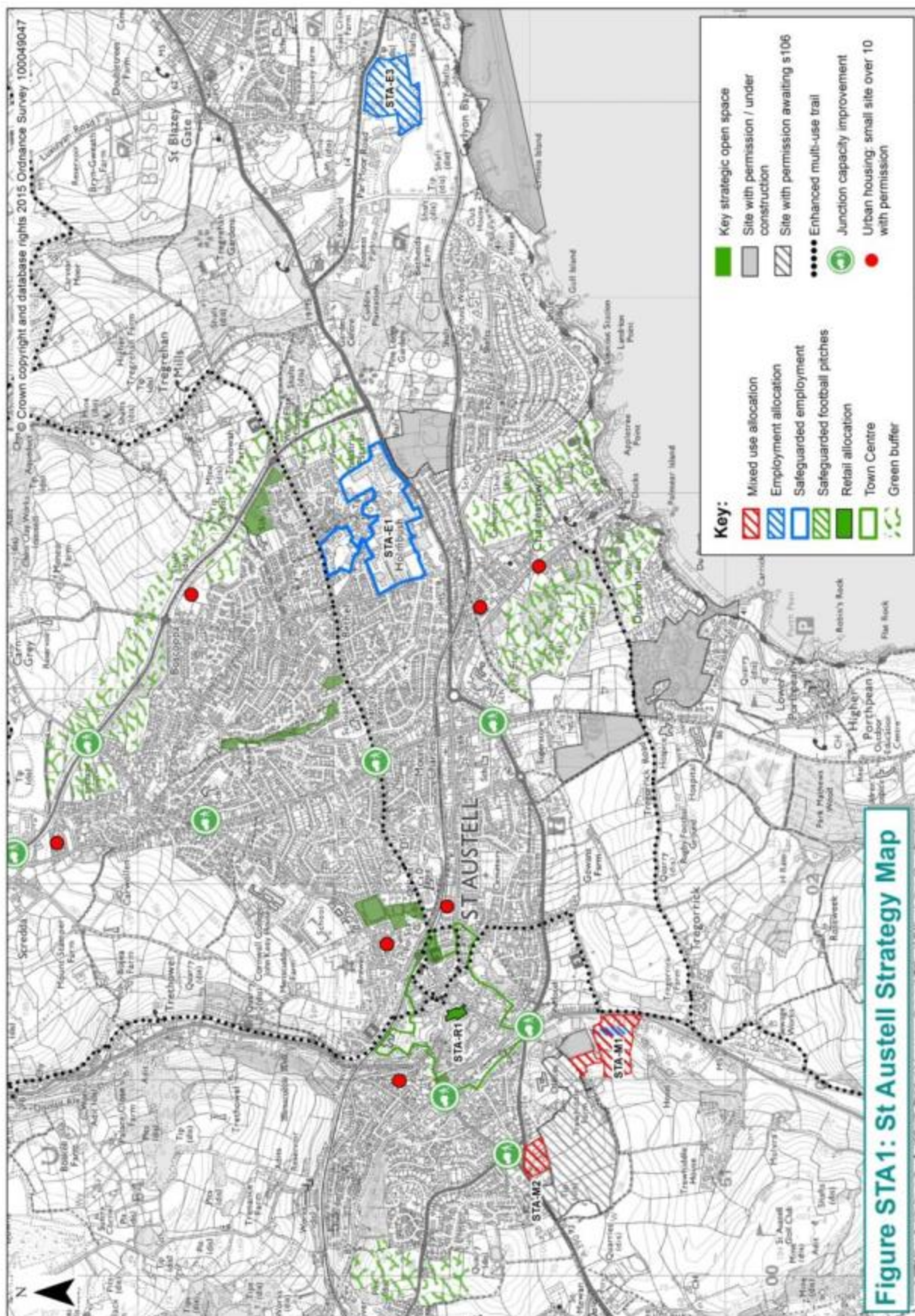
9.12 Linked to its environmental ambitions, there is an aspiration to enhance St Austell's role as a tourism destination. The wider St Austell Bay area is an attractive destination which the town can capitalise on to attract both visitors and investors. The permitted Carlyon Bay development will offer high quality accommodation to bring further people into the local area, as well as offer facilities and services for day visitors and local residents. This project will be further enhanced in the future when Par Docks is transformed into a marina. The aspiration to strengthen the town centre offer will also help to attract more visitors to spend more time and money within the town.

9.13 The promotion and enhancement of the town centre is a key regeneration aspiration, with the development of Old Vicarage Place seen as an opportunity to add further retail space within the town centre, linking with the recently developed White River Place. The proposed re-development of the historic Market house is also an important project.

9.14 Further economic growth within the town will have a greater focus on the development of office related uses, with opportunity for industrial development focused to the east of the town at Par Moor and also within the town's hinterland, such as the delivery of the St Austell Technology Park, the West Carclaze Eco-community, etc, to the north of the town. This will link with plans to develop a link road to the A30, which is an important transformational project for the area, creating a high quality vehicular access to Cornwall's Strategic Highway Network, in doing so making St Austell a much more attractive commercial centre.

9.15 As well as supporting the delivery of appropriate sites within the town's existing urban area, St Austell's main direction of growth will be to its south-west, creating a mix of uses that is within easy reach of the town centre. This will help to provide highway infrastructure, serving both existing and new retail, commercial and employment uses, as well as an expanded community.

9.16 Beyond the creation of a new A30 link road, the improvement of the town's infrastructure also represents an important component of delivering growth for the town in a sustainable manner. Improved education and health facilities, open space, highway and sustainable transport measures are all necessary to support the planned growth, and deliver transformational change.



## **Economic Growth**

9.17 St Austell's economy has benefited from china clay mining. However, with the changing nature and reduction of mining within the area, the town has had to look to other industries for its employment, in the form of industrial employment, the public sector, retail, tourism and other service sectors. Maintaining and enhancing opportunities arising from these sectors represents an important component of the overall strategy for the town.

9.18 There is an aspiration to grow St Austell Bay's economy, encompassing and with a focus on green industries; this can relate to environmental technology, sustainable construction; renewable energy; as well as sustainable tourism opportunities. The St Austell Bay Economic Forum (SABEF) have highlighted a number of projects. Support and promotion of these will be important, as key economic drivers for the wider Bay area, incorporating the town of St Austell.

9.19 The development of St Austell's economy needs to look beyond the confines of the town, recognising the importance of the West Carclaze Eco-community as a new economic hub; as well as creating better links to the A30 and the safeguarded employment sites of Victoria and Indian Queens. Improved links will also strengthen the connection between St Austell and Newquay, helping to create a mid-Cornwall economic corridor.

9.20 Furthermore, the post industrial mining landscape represents an opportunity to deliver economic growth that will support the town and surrounding villages, whilst regenerating these redundant mining sites.

9.21 A key contributor to St Austell's green agenda is the iconic Eden Project, which represents one of Cornwall's most significant visitor attractions. As well as maintaining and enhancing Eden as one of Cornwall's premier visitor attractions, it is also seeking to develop a deep geo-thermal power plant, which would be the first of its kind in the UK. The presence of such a facility would offer the opportunity to attract other environmental technology businesses to the area.

9.22 The wider St Austell Bay area represents a key asset that could be exploited further for its tourism opportunities. One such project that can help to exploit this asset is the permitted Carlyon Bay development proposals (PA11/01331). This will bring more long stay visitors to the area, as well as day visitors to take advantage of the facilities it will have to offer. There is also an aspiration to bring disused clay pits back into use, which could include outdoor extreme sports facilities, such as mountain biking, which could act as a Cornwall-wide / regional draw for the area.

9.23 With more people visiting the area, there is a related aspiration to attract more of these people to visit the town centre, which is discussed in more detail in the following Retail section.

9.24 Creating improved transport links from the A30 will help to make St Austell and the Clay Country a much more commercially attractive location, particularly to the north of the town, where there is a greater focus on industrial development.

9.25 Holmbush Industrial Estate represents St Austell's largest employment site, whilst the recently developed St Austell Enterprise Park also provides an important contribution to the town's economy; beyond this there is the opportunity for further industrial development at Par Moor in the medium term, as well as various smaller employment sites scattered across the town.

9.26 In supporting the delivery of St Austell's economic aspirations, the Cornwall LP:SP has targeted the delivery of at least 12,500sqm of industrial space and 9,750sqm of office space within the Plan period. Delivery against the targets are set out in Table St1.

<b>Table St1: St Austell's Employment targets (B use classes)</b>		
	B1a Office (sqm)	Industrial (sqm)
Local Plan CNA Target	9,750	12,500
Net Completions Apr-10 to Mar-16	-1,025	4,566
Net extant planning permission / under construction (at Mar-16)	1,045	213
Residual Local Plan Target	9,730	7,721

### **Office**

9.27 In line with national policy, office development will be encouraged to locate to town centre or edge of centre sites. However, despite the clear advantages that this would have for the town, it is recognised that the challenging nature of the town centre and edge of centre site opportunities mean that alternative locations should also be highlighted; this will ensure delivery is not constrained in the short-term, plus offer opportunities for businesses not seeking a town centre location.

9.28 Pentewan Road (STA-M1) and Edgcumbe (STA-M2) have been identified as mixed use proposals , which would form part of the wider Trehiddle Urban Extension (PA14/12161). Delivery of office space in these locations will link to the strategic direction for housing growth; complement the offices already within this location; and will sit close to the main vehicular route through the town.

9.29 A site to the east of the town at Par Moor offers the opportunity for provision of office space in the medium to long term, i.e. from 2023 onwards.

9.30 Furthermore, there are opportunities for new office accommodation to be located within the West Carclaze Eco-community, which sits within the adjacent Community Network Area, is within easy commuting distance of the town and on the proposed A30 link road.

## **Industrial**

9.31 There are a number of proposed schemes within St Austell's hinterland for industrial space, including the Carluddon Technology Park, as well as other employment sites located within the West Carclaze Eco-community. These sites are within easy commuting distance of the town and located on the proposed new A30 link road, so they represent appropriate locations to focus future industrial growth for the town and wider Community Network Areas.

9.32 A relatively large site has also been identified to the east of the town at Par Moor (STA-E3), which provides the opportunity for industrial space in the medium to long term i.e. 2023 onwards. The site currently has temporary permission to be used as a depot for the consented Carlyon Bay beachfront development, after which it represents a good location for employment uses that are not able to be located within the town itself.

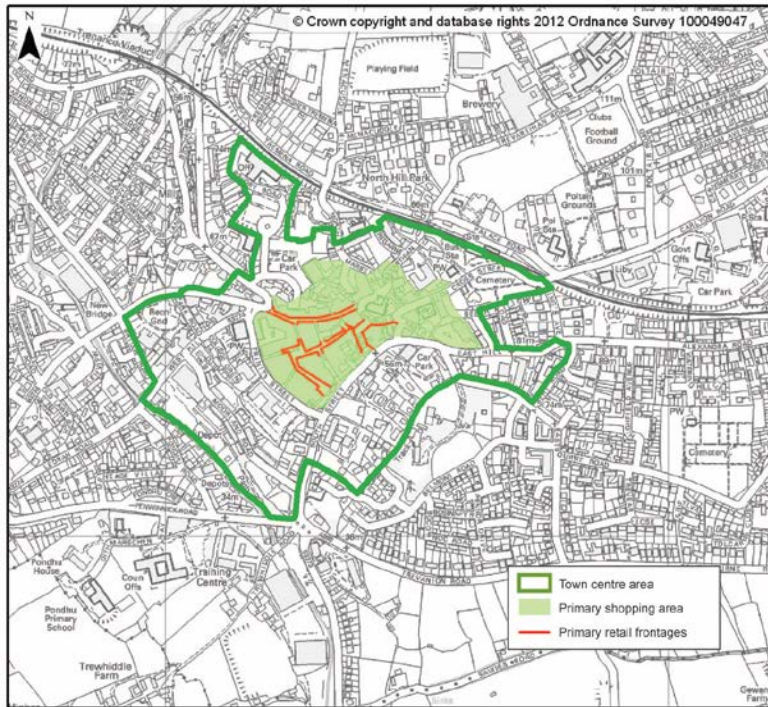
9.33 Protecting St Austell's existing industrial base also remains a key priority. Holmbush Industrial Estate represents St Austell's largest employment site and is well located on the A391 and at the end of the proposed A30 link road. As a result Holmbush Industrial Estate (STA-E1) is protected as a strategically important employment site in line with Policy 5 of the Cornwall LP:SP document.

## **Retail Growth**

9.34 St Austell is an important retail centre providing for a wide catchment from the surrounding towns and villages. The town centre is focused around Fore Street and White River Place and is a Business Improvement District. There has been substantial physical regeneration of the town centre over the past few years and there is a variety of retail unit sizes and a mix of chain and independent retailers. St Austell also has various areas of out of town retailing, predominately located around Holmbush and Pentewan Road.

9.35 Improving the retail offer for the residents of St Austell remains a key priority, with the continued regeneration of the town centre sitting at the heart of these ambitions. The development of White River Place started this process, providing a range of modern small to medium sized retail units, together with other services and facilities.





**Figure STA2:** St Austell Town Centre

9.36 There are various actions that can be undertaken to continue to improve the attractiveness of the town centre, including: Improved marketing and events; public realm improvements; reusing vacant or underused upper storeys of buildings; as well as developing new retail space. Important projects include the St Austell Townscape Heritage Scheme and the Heritage Lottery Fund bid for the refurbishment of the Market House. Embracing the area's china clay history there is also a project for pottery and craft workshops with ceramic displays embedded into the town centre; creating business and educational opportunities.

9.37 The Retail Study Update (2015) indicated a capacity within the Plan period for approximately 6,500sqm of comparison floorspace and approximately 2,800sqm<sup>19</sup> of new convenience floorspace, assuming the permitted foodstore at Pentewan Road (PA12/06049) is delivered. Since this study, an application at Higher Trehiddle Farm (PA14/12161) has been permitted, which will deliver 10,133sqm of A1 retail space. As a result, there is not anticipated to be capacity to deliver further retail growth within the Plan period.

9.38 Despite the lack of capacity, to deliver on the aspiration for an improved retail offer, together with the aim of continuing the regeneration of the town centre, Old Vicarage Place (STA-R1) has been allocated for retail development. This site could provide a net increase in retail floorspace, as well as offer larger footprint units not currently prevalent within the town centre. The site is also adjacent to both Fore Street and

<sup>19</sup> The convenience and comparison retail floorspace figures assume non-delivery of the permitted retail scheme at Holmbush Bush / Daniels Lane (C2/09/01680). Since this time Lidl are constructing a replacement store in this location, which will provide a net additional 705sqm of net sales area. As a result, the floorspace targets will be reduced accordingly

White River Place, which offers the opportunity to further strengthen the town centre offer.

## Housing Growth

9.39 St Austell has witnessed significant housing growth in the recent past, in doing so St Austell now represents Cornwall's largest town. Despite this there still remains a significant need for housing, particularly affordable housing, within the area.

9.40 The Cornwall LP:SP has set a growth target of 2,900 dwellings for St Austell (incorporating Charlestown, Duporth and Carlyon Bay), to be delivered between 2010 and 2030. Furthermore, within St Austell's hinterland the Cornwall LP:SP document targets the delivery of two 'Eco-community' sites, which together will deliver a further 1,200 dwellings within the Plan period. (These sites are discussed in more detail in Section 10)

9.41 Table St2 sets out current and anticipated delivery against the St Austell housing target:

<b>Table St2: St Austell – Housing Delivery within the Plan Period</b>	
<b>Target</b>	<b>2,900</b>
Net Completions (Apr-10 to Mar-16)	1,069
Net Extant permissions (at Mar-16)	1,268
Significant permission subject to s106	373
Net windfall projection	171
Net additional urban capacity	70
<b>Residual Target</b>	<b>-51</b>

9.42 Table St2 indicates that completions, permissions and anticipated windfall will deliver the housing target. Despite this, sites at Pentewan Road (STA-M1) and Edgcumbe (STA-M2) have been allocated, which will provide some housing as part of mixed use proposals, in doing so enabling new road infrastructure. The sites form part of a wider proposal within the Trehiddle area, which has permission (PA14/12161); the combination of the sites will support the delivery of a new link road from Pentewan Road to Penwinnick Road, which will help to alleviate congestion on the A390.

## **Infrastructure**

9.43 When planning for the long-term development and regeneration of St Austell, it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all key components in ensuring people can enjoy living, working and visiting the area. When reviewing the demand for new / improved infrastructure, consideration has been given to both the demand generated from within the town, as well as from the Eco-communities proposals.

### **Education**

9.44 **Primary** - St Austell is served by 7 primary schools which have the combined capacity to accommodate 2,500 pupils. Most of the schools are at or over capacity. It is anticipated that by 2030, when factoring in the proposed housing growth, there will be a deficit of approximately 500 places. To accommodate the future growth Sandy Hill School will be expanded; plus a new school will be developed at the West Carclaze Eco-Community site (ECO-M1), which would be within easy access of families in the north of the town. If further capacity is still required, Pondhu School will be expanded.

9.45 **Secondary** – There are three schools within or on the edge of St Austell, with the capacity to accommodate 3000 students. By 2017 it is anticipated that the three schools will have spare capacity for a further 175 places; although this includes Penrice which is over capacity. When factoring in the impact of development from both the urban area and its hinterland, including the Eco-communities proposals, it is estimated that there will be a combined deficit of approximately 670 places by the end of the Plan period. The additional capacity will be provided through the expansion of Poltair and Penrice Schools with a greater focus on Poltair, with it being better located to some of the larger development proposals. These expansions can be undertaken within the confines of their current sites.

### **Healthcare**

9.46 St Austell Healthcare which is owned and run by its partners has four health care sites in the town; Carlyon Road Health Hub; Woodland Road; Park Medical Centre; and Wheal Northey.

9.47 The GP surgeries cater for just over 32,000 residents within the town (approx. 80%) and its hinterland; however three of the five surgeries are considered undersized for their patient lists, based upon the Premises Size Guidance<sup>20</sup>. When incorporating the proposed growth for St Austell, together with the Eco-communities allocations (set within the Cornwall LP:SP document), it is estimated that there is a need for approximately 1,100sqm of additional space, of which the proposed housing growth accounts for approximately 700sqm of this additional

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<sup>20</sup> Premises Size Guidance prepared by NHS England

requirement. Furthermore, the proposed growth is estimated to generate demand for up to 5 additional FTE GPs, assuming the current GPs are operating at capacity.

9.48 A new health centre is proposed at the West Carclaze Eco-community (ECO-M1), which will address the deficiencies; in doing so providing easy access to this new community, as well as residents in the north of St Austell. At the time of writing discussions were also ongoing towards provision of a new surgery at Polkyth within the town.

9.49 In addition, the Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. The aim is to support people living well within the community and to reduce the need for A&E attendance and hospital admissions. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. St Austell sits within the Mid Cornwall Locality, together with Fowey, Mevagissey and Padstow. To date the Locality has focused on unplanned care services; which has included providing an urgent care service at St Austell Community Hospital (commenced in December 2014).

## **Utilities**

9.50 Water - The St Austell, Par Docks and West Carclaze development proposals will be serviced by the Par and Menagwins Sewage Treatment Works. It is recognised that both treatment works will need to be upgraded in the medium term to deal with the proposed growth from the town and eco-community sites. South West Water has indicated that they would seek to upgrade the works at Menagwins from 2017 onwards; whilst an upgrade at Luxulyan works will be included within their next capital programme for delivery from 2020 onward. South West Water also anticipate that some reinforcement work to the sewers will be required to support the Eco-community sites.

9.51 Electricity – Western Power Distribution (WPD) has indicated that the level of growth proposed for St Austell and its hinterland, including the Eco-community sites, is likely to require an upgrade to the area's primary substation. Cornwall Council will continue to work with WPD to ensure these upgrades are implemented at the appropriate time.

9.52 Drainage – There is a requirement for developers to implement sustainable urban drainage systems (SUDs), to ensure development does not exacerbate flooding issues, whilst in some instances reducing the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system. At the time of writing a project called St Austell Regeneration and Resilience Project (STARR) was assessing strategic flood attenuation schemes predominantly focussing on Par but also on the Sandy River within St Austell. Development proposals

within this area should consider the opportunities relating to the implementation of this project.

## Transportation

9.53 St Austell's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall*, as set out in more detail in section 2.17.

9.54 St Austell has key commuter links with Bodmin, Truro and St Blazey/Par and in line with the Cornwall wide trend a high proportion of trips into and out of St Austell is undertaken by car. Inbound traffic has increased by 11% between 2001 and 2011 and outbound traffic 27% illustrating there is a high level of out-commuting.

9.55 St Austell benefits from a mainline rail station located in the centre of the town and will benefit from half hourly rail service frequency improvements in late 2018 as a result of investment in mainline signalling. St Austell is also fairly well served by bus with frequent services to Truro and Bodmin. However, the town has a constrained local road network which already experiences congestion during peak hours, particularly at major junctions along the A390 and this is exacerbated during the holidays. This congestion is responsible for concerns over air quality in the town and as a result the town has been declared an Air Quality Management Area (AQMA).

9.56 Proposed development in both St Austell and at West Carclaze will add traffic on the local highway network and as a result a number of junction and highway upgrades will be required in order to manage congestion; however opportunities within the town are limited by physical constraints e.g. lack of available land to deliver schemes, particularly relating to the A390. Therefore, a traffic management scheme for the heavily congested A390 Holmbush corridor is programmed for delivery in the next couple of years. This will link signalling, helping to manage the route in the most efficient way and will help to address the air quality issue.

9.57 There are also two new roads proposed within and on the outskirts of the town:

- Trewiddle Link Road; and
- A30 Link Road

9.58 The **Trewiddle Link Road** is a scheme that will deliver a new route between Pentewan Road and the A390; creating an alternative route that avoids the constrained Pentewan Road/Penwinnick Road junction. The route will be delivered through the development of the permitted Higher Trewiddle Farm scheme (PA14/12161) and the Pentewan site (STA-M1). The access on to the A390 could be through the permitted Higher Trewiddle Farm site; or preferably through the Edgcumbe allocation (STA-M2), which would then link with proposals to upgrade the existing 'Edgcumbe Triangle' junction.

9.59 The **A30 Link Road** will deliver a new vehicular route from St Austell to the A30, providing a new corridor to the strategic road network, which will unlock the ability to deliver the proposed growth, particularly the West Carclaze Eco-community. Furthermore, the scheme will increase the commercial attractiveness of the town, as well as address congestion issues within the surrounding villages, particularly Roche and Bugle.

9.60 The proposed West Carclaze development will need to mitigate the impacts of its traffic by providing upgrades to 3 junctions on the A391 adjacent to the site. These junctions are identified in the West Carclaze section of this document. The development will also need to support necessary improvements to highway infrastructure within the town on which it will have impact. This includes the A390 Holmbush corridor, Tregonissey Road and Polkyth Road signals.

9.61 Whilst there are various highway projects proposed, in order to get the most out of the existing transport network, measures to promote greater use of sustainable transport are vital to reduce congestion. Therefore a key aim is to build on and enhance the existing public transport services, provide improved infrastructure such as Real Time Passenger Information (RTPI) at bus stops, develop a comprehensive walking and cycling network and ensure greater integration of all transport modes so that a more efficient and convenient network is provided within the town.

9.62 The strategic transport measures proposed for the town are summarised within Table St3 below:

<b>Table St3: St Austell Transport Projects</b>		
<b>Scheme type</b>	<b>Scheme</b>	<b>Comment</b>
Highway improvements	Trewhiddle Farm Link road	A link road leading from the A390 to a new junction on the B3273 Pentewan Road, providing relief for the A390 Pentewan Road junction
	A30 to St Austell Link Road	Creating a new route from the north of St Austell to the A30, which will enable growth, particularly economic growth and address congestion in surrounding villages
	Holmbush Bridge	Height of bridge restricts use for largest HGVs, which has re-routing implications around the town. Investigate opportunities to address issue
Junction improvements/traffic management	A3058 Edgcumbe road/Truro road triangle	Consists of 3 junctions, where traffic from the A3058, A390 and B3274 converges. A realignment of this junction will provide some



		relief from congestion
	A390/B3273 Pentewan road/South Street roundabout junction	A wider improvement to the A390 Penwinnick Road / B3273 Pentewan Road junction to maximise operational capacity and safety at this location with conversion of existing double mini-roundabouts to a larger single roundabout.
	Slades road / Polkyth Rd / Sandy Hill double mini roundabout junction	Review options for junction improvement which could include a possible conversion from signals to mini roundabout junction to the Slades Road / Sandy Hill junction to maximise capacity and safety at this location.
	A390 Holmbush corridor Urban Traffic Control scheme	A traffic control system along the A390 corridor between the A391 junction and Porthpean Road junctions comprising signal upgrades and system improvements which will encompass new junctions as they come on stream. This should include a revised layout to Porthpean junction. This scheme will facilitate an improvement in traffic flow along the strategic A390 route and improve air quality due to reduced queuing times. Furthermore, the Britainnia Junction should be investigated to determine whether further capacity needs to be created at this location, to support the wider project for the A390 corridor.
	Tregonissey Road/ Slades Road signals	To deliver junction and network improvements in the northern area of St Austell – to include Tregonissey signals, Scredda Roundabout and surrounding residential roads
	Truro Road/Bridge Road/Gover Road	Possible modifications to existing signals to improve provision for right turners and throughput of junction
Rail improvements	Service improvements	Planned signalling improvements on the mainline will enable a half hourly service from St Austell to Exeter in 2018. This will be
	Rail station	

	improvements	<p>complemented by improved rolling stock.</p> <p>St Austell rail station has recently seen completion of access improvements comprising a lift bridge funded through the Department for Transport's Access for All funding pot. These improvements will be supported through better signage to the station with enhanced walking and cycling links.</p>
Bus improvements	<p>Bus infrastructure</p> <p>Bus service improvements</p>	<p>The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improve the offer to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus and rail integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.</p>
Walking/cycling network	Town wide cycle network	<p>A town wide pedestrian and cycle network has been drawn up. This consists of new cycle way and footpath provision and improvements to the existing routes with crossing points and parking facilities which will link new housing developments to key attractors including employment retail and education. The network will be delivered in phases, prioritised by opportunities to connect residential and employment sites; demand; and safety.</p>

9.63 The sustainable transport measures set out in the preceding table will not only help address highway impacts and offer alternatives to the car, but it will also positively contribute to the future management of air quality within the town.

9.64 The improvements set out above set out the strategic measures to address the proposed growth; however developers will still be expected to prepare the appropriate transport assessments to accompany their applications, which might identify further localised measures to address impacts resulting from their development.

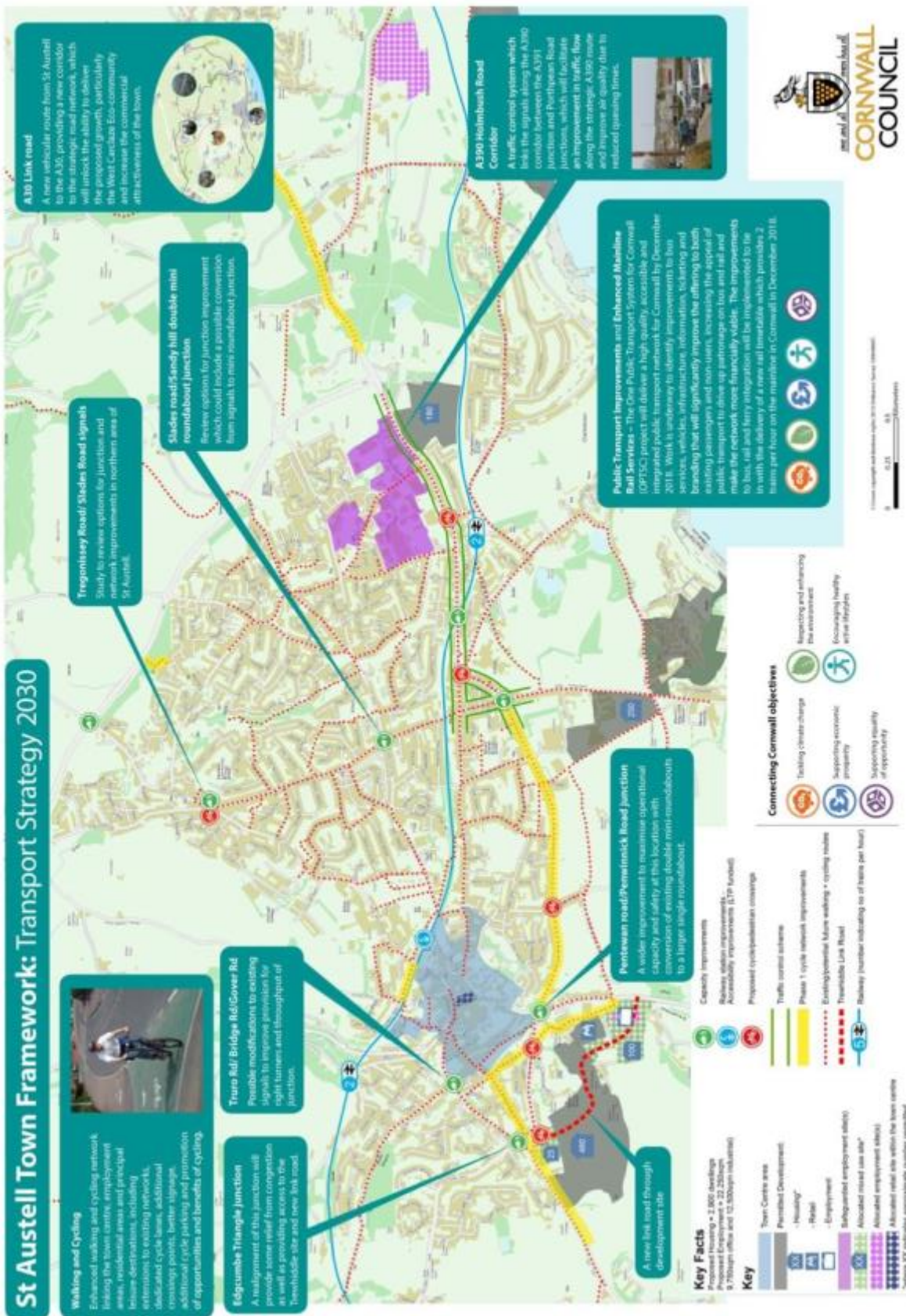


Figure STA3: St Austell Transport Strategy Map

## **Green Infrastructure**

9.65 St Austell's Green Infrastructure (GI) Strategy takes a lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.18.

9.66 St Austell's GI Strategy seeks to provide a positive approach to the management and enhancement of the town's network of green assets. The green networks should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation, where appropriate.

9.67 The overriding principle of the strategy is to deliver a range of integrated green infrastructure functions. This will ensure increased usage, easier and cheaper maintenance, and better use of valuable land assets.

9.68 The highlighting of potential green networks provides an indication of strategic green infrastructure, but does not remove the requirement to retain and enhance smaller important natural features and green corridors within development sites, which should link to major green infrastructure routes and areas wherever possible.

9.69 Maintaining the separate identities of surrounding communities represents an important component of the GI strategy. A green buffer is identified on the western edge of St Austell, to protect the setting of Trewoon. A buffer is also shown surrounding Charlestown, to protect the setting of the settlement and its World Heritage Site designation. A further linear buffer is identified on the eastern edge of St Austell, along the A391 corridor, as this represents a logical boundary to the town; an important biodiversity corridor; plus parts offers amenity value to residents.

### **Biodiversity**

9.70 The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as the Tregrehan Woods, Trethurgy and Garker Valley, Burngullow Common and Gover Moor provide high ecological value. In addition to these, the Sandy Valley and railway line provide valuable green linkages through the town itself. Any development should give careful and appropriate consideration of these assets in order to maintain and enhance the opportunities for biodiversity for the towns and their immediate surroundings.

9.71 Links out into the surrounding area should be enhanced where possible. These include links to Burngullow Common and Gover Valley, Carbis Moor, Trethurgy & Garker Valley, Tregrehan Woods and Cuddra Plantation.

9.72 The key habitat corridor identified on the accompanying map has been designed to connect and enhance green links through the town, plus link to the key north south and east west key habitat corridors. The public open space and public right of way networks on the map should also be

utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### Green Links

9.73 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reducing congestion, an improved network will provide an important recreational resource, plus will support the wider objectives relating to enhancing tourism opportunities. Some principles of an improved network are depicted on the GI Strategy map (Figure STA4).

### Flood Attenuation - Sustainable Urban Drainage

9.74 Developments are expected to utilise Sustainable Drainage Systems (SuDS), to ensure there are no adverse impacts on or off-site. Where measures are being implemented it would be desirable to link them with wider biodiversity and open space measures, where appropriate. This will support the principle of delivering fewer, larger open spaces, which perform multiple roles.

### Public Open Space

9.75 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. St Austell has a much lower quantity of some of these types of public open space when compared with other towns in Cornwall, especially north and west of the town. St Austell has one of the lowest levels of formal open space amongst Cornwall's main towns; as well as lower than average levels of public sports provision and teenagers' equipped spaces. In contrast, there is a relatively good level of natural open space within the hinterland, predominately beach / coastal (however this is not easily accessible by foot); plus there is a higher than average level of children's play areas.

9.76 Table St4 sets out the minimum level of open space that is required from new development. (The numbers reflect the fact that the beach and coastal assets are not easily accessible for most residents of the town)

<b>Table St4: St Austell's Open Space Requirement</b>		
	Minimum new space (sqm per dwelling)	Equivalent additional off-site contribution (sqm per dwelling)
Parks & Gardens	20.21	0
Natural & Semi-natural spaces	35.66	0
Formal Sports Pitches	26.77	0
Children's Play Spaces	1.60	0
Teenagers' equipped spaces	0.56	0
Allotments	2.22	0
<b>TOTAL</b>	<b>87.02</b>	<b>0</b>

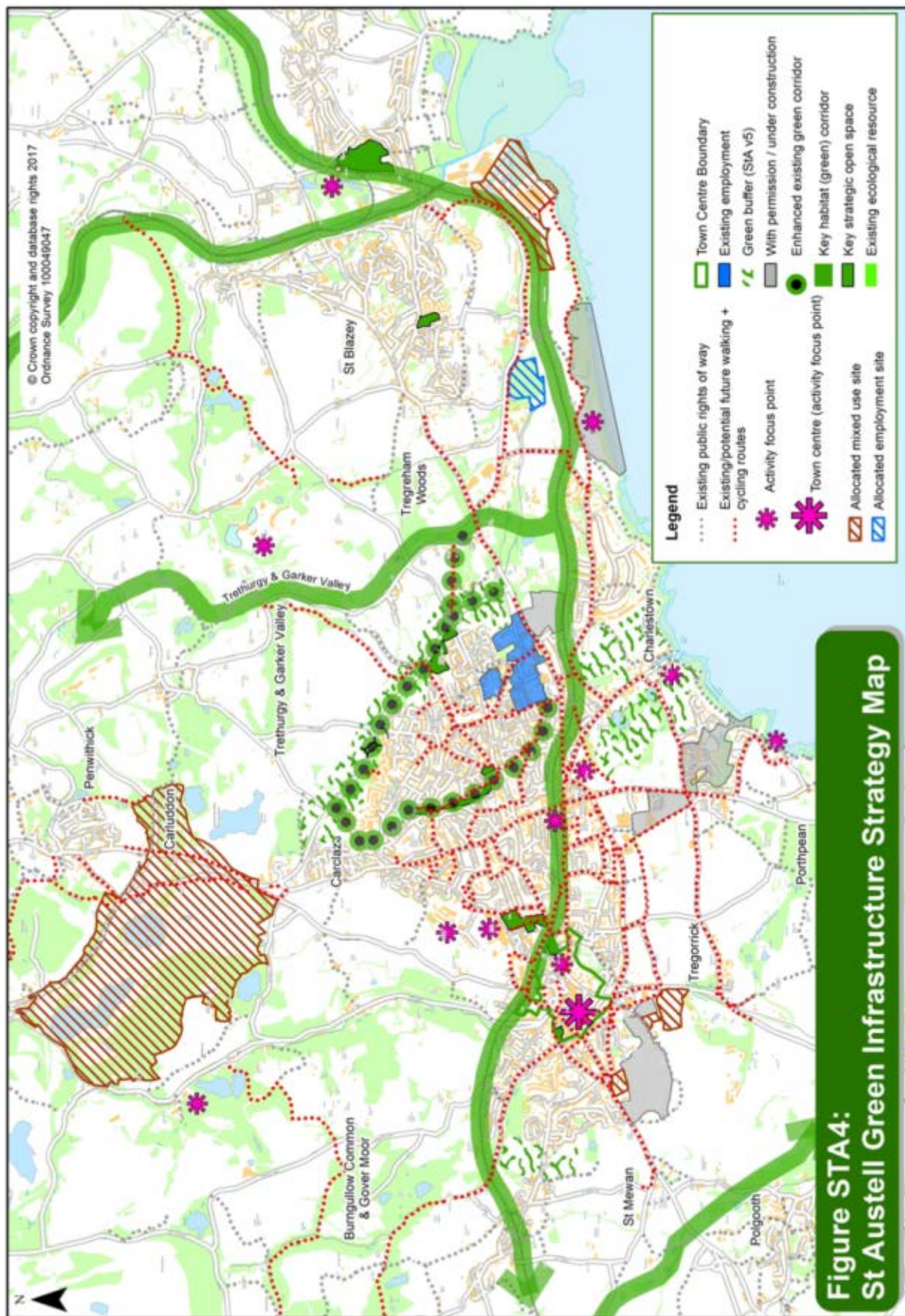
9.77 For more information on the open space standards, including design requirements, the minimum size of new open spaces sought and the cost



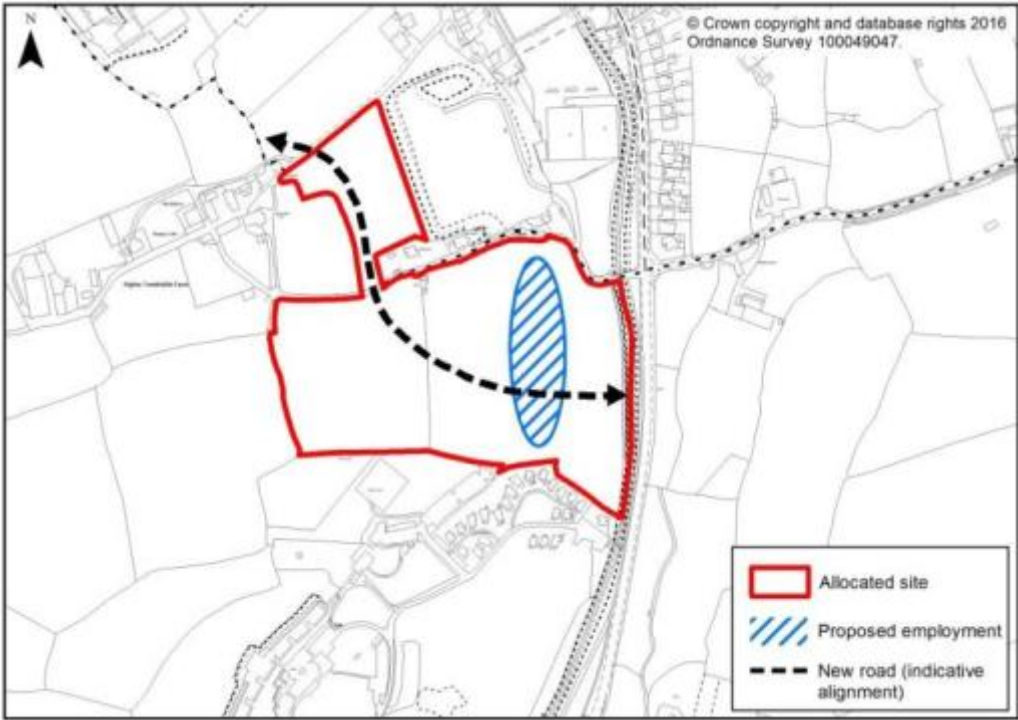
of delivering the open space, refer to the Open Space Strategy for Larger Towns In Cornwall – July 2014.

9.78 It would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

9.79 Please refer to the St Austell Town Framework for more information on St Austell's Green Infrastructure Strategy.



## **St Austell Site Allocations Policies**

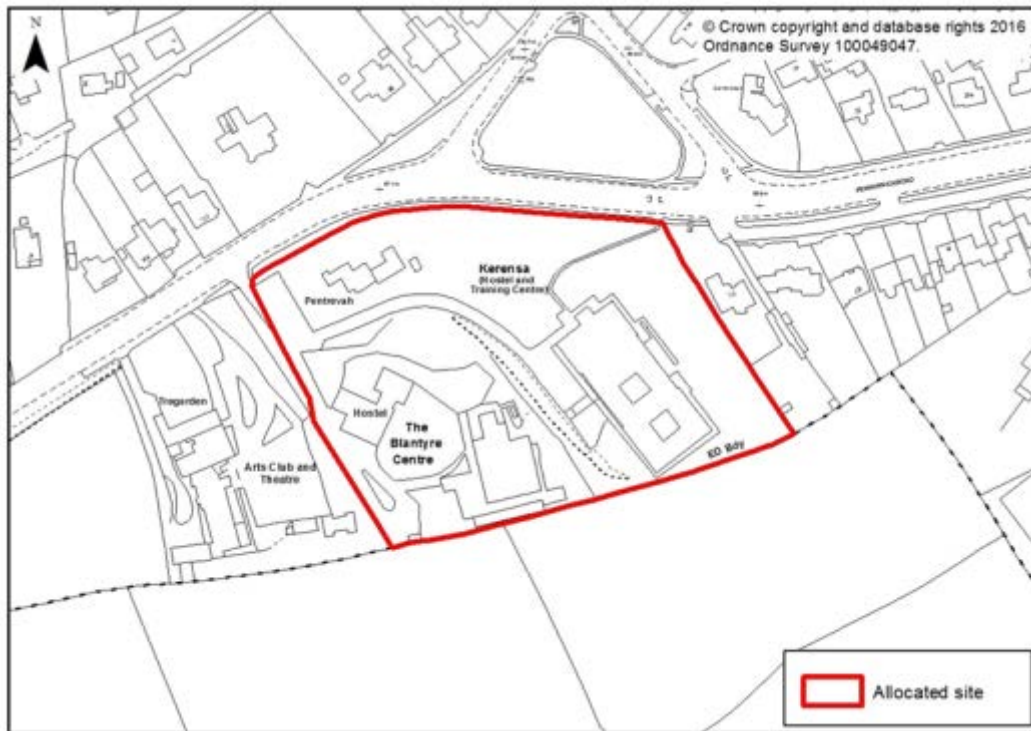
<b>Policy STA-M1</b>	<b>Pentewan Road</b>
<b>Site area:</b> 5.9 hectares	<b>Allocation:</b> Approximately 100 dwellings; At least 2,000sqm B1a employment space
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) A mixed use site delivering approximately 100 dwellings and at least 2,000sqm of B1 office space.</li> <li>b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>c) As a less vulnerable use, it is anticipated that the office space will be provided to the east of the site, near to Pentewan Road, but outside of the 3b flood plain</li> <li>d) The site must deliver an element of a link road, which will provide a continuous route from Pentewan Road through to the A390, when delivered in conjunction with the adjacent permitted development at Higher Trewhiddle Farm (PA14/12161). The road should be constructed to a sufficient capacity so that it can act as a local distributor road for traffic seeking to bypass the double mini roundabout at Pentewan Rd / Trevanion Rd</li> <li>e) At least 87.02sqm of net additional public open space per dwelling should be provided on site, in line with the St Austell Green Infrastructure Strategy and the minimum size thresholds within Table 2.</li> <li>f) The eastern edge of the site, running adjacent to Pentewan Road is</li> </ul>	



a Flood Zone 3b area, no residential development should be placed within this area; instead it should be used as green infrastructure and/or an element of the parking for the proposed employment space

- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site; which provides appropriate links to the permitted Higher Trehiddle Farm scheme (PA14/12161)

Policy STA-M2	Edgcumbe
<b>Site area:</b> 1.9 hectares	<b>Allocation:</b> Approximately 25 dwellings; 1,000sqm B1a office space; plus highways improvements

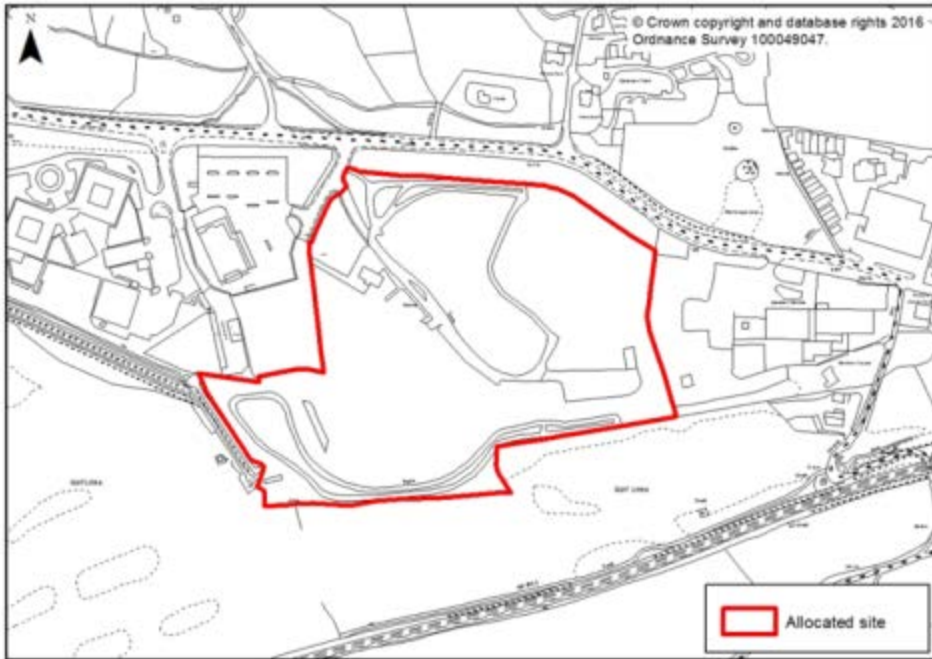


**Additional Policy Requirements:**

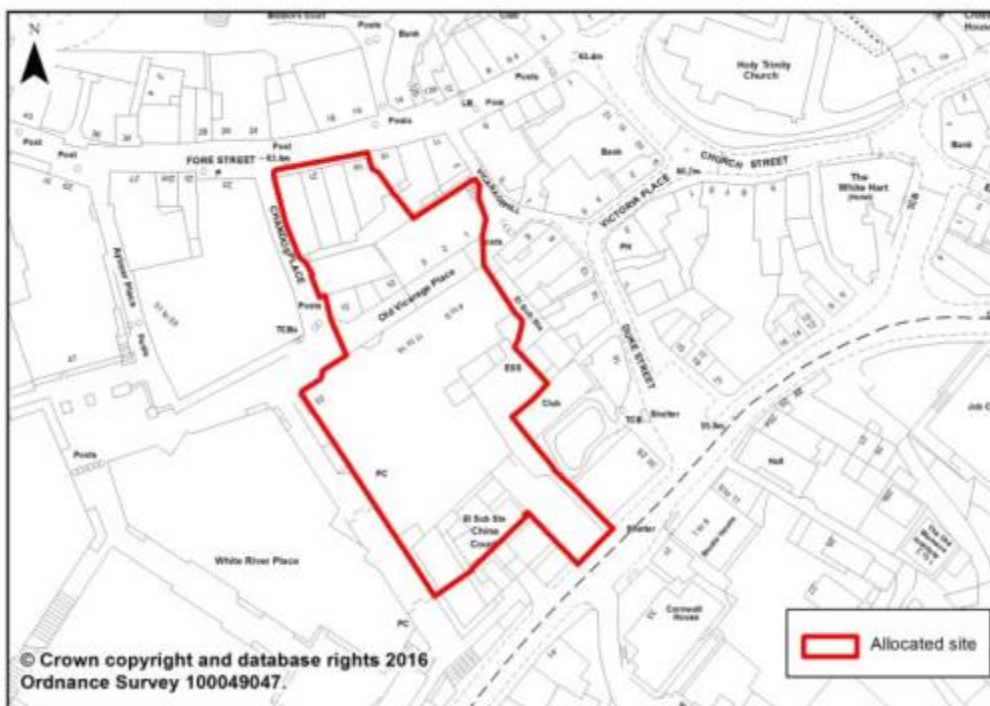
- A mixed use site delivering approximately 25 dwellings and 1,000sqm of B1 office space and highways infrastructure.
- The built development should provide a high quality frontage onto the A390
- The site is the preferred location for the access on to the A390 for the 'Trehiddle Link Road', unless already delivered through the permitted Higher Trehiddle Farm scheme (PA14/12161). The road should be constructed to a sufficient capacity so that it can act as a local distributor road for traffic seeking to bypass the double mini roundabout at Pentewan Rd / Trevanion Rd
- Furthermore, the site must support the delivery of the Edgcumbe

Triangle junction improvements.

- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which also accords with the adjacent permitted Higher Trehiddle Farm scheme (PA14/12161)

<b>Policy: STA-E3</b>	<b>Par Moor</b>
<b>Site area: 7.7 hectares</b>	<b>Allocation: B1, B2, B8 employment space</b>
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) An employment site delivering B1, B2, B8 employment space, including at least 4,000sqm of B1a office space</li> <li>b) The site has a 7 year temporary permission for use as a construction depot so development may commence from the year 2023.</li> <li>c) There is a narrow corridor of 3b functional flood plain running through the south of the site which must be incorporated as blue/green infrastructure. Floodrisk will need to be reviewed at the time proposals emerge.</li> <li>d) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.</li> </ul>	

Policy STA-R1		Old Vicarage Place
Site area:	0.38 hectares	Allocation: A1, A3, A4, A5 Retail Uses



**Additional Policy Requirements:**

- A retail development site delivering A1, A3, A4, A5 uses; other uses would be permitted on upper storeys
- Development of the site should create good pedestrian links to both Fore Street and White River Place
- The development should create a good quality façade onto Fore Street; Plus proposals must seek to conserve and where appropriate enhance the setting of the Conservation Area which covers a small part of the site and the setting of nearby Listed Buildings
- Consideration should be given to creating larger footprint retail units, that offer an alternative to the relatively small scale premises currently found within the town centre



<p><b>Policy STA-E1: Holmbush Industrial Estate</b></p>	<p><b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The site represents an existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p> <p>(See Figure STA1 for site boundaries)</p>
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## **10. Eco-communities**

10.1 The Cornwall Local Plan: Strategic Policies document highlighted two areas for development as Eco-community sites, West Carclaze and Par Docks.

10.2 Over many years Imerys, the primary industrial minerals extraction company and major landowner in the China Clay, St Austell and Par areas, has managed a gradual reduction in its operation within the area. This resulted in the cessation of mining in some pits and the closure of some refinery and drying units.

10.3 The exploitation of China Clay has left its mark on the area's landscape; whilst it has created some iconic and unique features, it has also left areas that are in need of regeneration; two of these areas are West Carclaze and Par Docks.

10.4 The development of the Eco-community sites represents an opportunity to bring forward the high quality restoration of these post-industrial landscapes, whilst supporting other priorities for the area, such as the delivery of economic and housing growth, including the delivery of affordable housing. It also offers the opportunity to provide infrastructure that the new and existing communities will be able to benefit from, such as new roads, schools, health facilities and public open space.

10.5 The West Carclaze site is located within the China Clay Community Network Area, which sits at the centre of Cornwall, with the A30 to its north and St Austell to its southeast. The area is characterised by a dispersed collection of villages and hamlets, set within a rural and industrial landscape.

10.6 The Par Docks site is located within the St Blazey, Fowey & Lostwithiel Community Network Area, on Cornwall's south coast, approximately 400 metres from Par.

### **Vision Objectives & Targets**

10.7 The vision for the eco-communities is:

*To regenerate redundant China Clay land to create high quality, environmentally friendly, neighbourhoods which positively contribute to the existing communities within the China Clay, St Austell and Par areas*

10.8 Each eco-community should be developed based on its own character and strengths, to ensure it embeds itself within its surroundings and compliments surrounding communities.

10.9 The Cornwall LP:SP has set the following targets for the Eco-communities:

- To develop 1500 dwellings at West Carclaze; of which 900 dwellings should be delivered within the Plan period (2010 to 2030)
- To develop 500 dwellings at Par Docks; of which 300 dwellings should be delivered within the Plan period (2010 to 2030)

10.10 Furthermore, the Cornwall LP:SP has identified general locations within which these targets should be delivered.

## **Strategy**

10.11 The Eco-community developments provide the opportunity to regenerate post-industrial land that is of low agricultural quality; fast track their regeneration; plus attract investment into the area over and above what is possible by restoration alone. The regeneration activity also offers an opportunity to deliver against other corporate priorities regarding the delivery of housing, including much needed affordable housing; employment opportunities; as well as deliver new infrastructure that will be of benefit to both the new and surrounding communities.

10.12 Due to its central location and proximity to the strategic road network, the China Clay CNA has been identified as a location that offers opportunities to support economic growth for its local communities, as well as St Austell. Together with the industrial estates located on the A30, the West Carclaze site represents a significant opportunity to deliver further employment space within the CNA.

10.13 Furthermore, the development of the West Carclaze and Par Docks sites will also offer the opportunity to deliver infrastructure that will benefit both the new and existing communities, including education, healthcare and open space.

10.14 As well as housing development, a key component of the regeneration of the West Carclaze site will be the delivery of publicly available green infrastructure that the new residents and surrounding communities will all be able to enjoy. The scale of the land available presents a unique opportunity to create a network of publicly accessible new green spaces, nature reserves, etc. This new infrastructure, alongside much needed housing and employment opportunities, are key drivers within the vision of new mixed use communities.

10.15 Whilst seeking to regenerate these sites, another key component is the promotion of its eco / sustainability credentials, which link well with the wider Bay area's aspirations. The Eco-community sites, particularly West Carclaze, will support this aspiration in a number of ways, include:

- Deliver high levels of energy efficiency in the fabric of buildings on the site
- Provision of low carbon heat via a heat network with consideration given to sourcing that heat from geothermal resources within the vicinity of the site
- The delivery of green infrastructure, as set out above

- To provide commercial uses within the sites, to offer the opportunity for residents to both live and work within their new community. This will also ensure that these previous working sites remains an economic driver for the area
- Meeting all of the regulated energy requirements of the development from renewable and low carbon sources on or near to the site. This will also offer the opportunity to use the money generated to help secure the long-term future of the green infrastructure created
- Sustainable transport measures will also help to reduce the reliance on the private car; which can be in the form of improved public transport measures for the new and existing communities, as well as the creation of pedestrian and cycle routes; plus the promotion of other smarter choices measures
- Delivery of community infrastructure within the site, which will also reduce the need to travel, such as a primary school, health facilities, community space etc.

10.16 St Austell is the key retail centre for the area, as a result the Eco-communities proposals should not seek to undermine this. Any retail within the Eco-community sites should be proportionate to the scale of the development being provided, in doing so delivering facilities and services that are only seeking to provide for the residents of the eco-community sites and complement the town centre offer.

10.17 The West Carclaze site must be delivered sensitivity within the landscape, recognising the important historical context that the site sits within. The landscape, outside land that has been worked for mining to the north of the site, has been shaped predominantly by medieval open field systems. The site has been subject to mining activity from as early as the 15<sup>th</sup> century, but it was the introduction of the china clay industry, from the mid-18th century which has had the most profound impact on the landscape of the site. Features created from this mining activity include the Great Treverbyn Sky Tip and three smaller sky tips and other features within the southern part of the site, associated with Ruddle Pit and an additional sky tip, outside of the site. The sky tips have particular local value as landscape features and is reflective of the historic mining landscape character of the area generally. Development of the site must take into consideration all of the important heritage features within the site, in particular, the sky tips must be retained.

## **Infrastructure**

10.18 The close proximity of the Eco-community sites to the St Austell and Par urban area means that there will be an important relationship between them when delivering infrastructure. The eco-community sites, particularly West Carclaze, will provide facilities that the surrounding communities will also be able to make use of, whilst the sites will look to St Austell for some of the other services and facilities that their residents will require.

## **Education**

10.19 The delivery of up to 1500 dwellings at West Carclaze will generate demand for approximately 290 primary school places and a similar number of secondary school places. As a result, the development at West Carclaze should deliver a new primary school, expandable to two form entry, so that it can also support demand coming from the site and surrounding communities. It is expected that the school will be delivered and operational early within the first phase of the housing development. Furthermore, the West Carclaze development should provide off-site contributions towards the upgrading of the area's secondary schools.

10.20 The development of 500 dwellings at Par Docks could generate demand for up to 100 primary school places and 100 secondary school places; although it is recognised that if a scheme with a high proportion of flatted development comes forward, demand might be less. The development should provide an appropriate off-site contributions towards the upgrade of existing primary and secondary provision within the local area.

## **Healthcare**

10.21 The growth from the Eco-community sites and surrounding area, including St Austell, will increase pressure on healthcare facilities. To support the growth proposed within the Eco-community sites and in the wider area, a healthcare facility is sought within the West Carclaze site. Consideration should also be given to the potential for an outreach facility to also be located within the Par Docks site. When combined with the other healthcare proposals set out in the St Austell Infrastructure section, this should be sufficient to deal with the proposed growth.

## **Transportation**

10.22 Delivery of the eco-community proposals will need to ensure it appropriately mitigates the impacts generated on its surrounding communities. It is recognised that the West Carclaze site could have some detrimental impacts on surrounding villages such as Roche and Bugle. Proposals are already in place to deliver a new A30 link road, between St Austell, West Carclaze and the A30. This will address capacity future constraints on the surrounding villages arising from the development, as well as addressing existing issues being felt by these communities. Furthermore, by creating a new direct route from the A30, it makes West Carclaze and St Austell a much more commercially attractive location to do business.

10.23 Furthermore, it is recognised that the close proximity of both sites to St Austell will also have an impact upon the town's highway network. The St Austell Transportation section sets out the key projects within the town that the eco-community developments need to help address. In particular, the West Carclaze development will need to address the potential impact it has on congestion on routes within St Austell, such as the A391 towards Holmbush; Slades Road; and the Edgcumbe junction on to the A390.

10.24 As well as dealing with access issues within the site, the Par Docks development will need to support measures to alleviate congestion along the A390, contained within the St Austell Transportation Strategy.

10.25 In helping to address the impacts on the highway network, it would be expected that both developments promote the use of more sustainable forms of travel, both on site and supporting the sustainable transport measures within the St Austell Transportation Strategy.

### Open Space

10.26 West Carclaze - The nature of the regeneration focus for the eco-community sites mean standard formula for the creation of open space is inappropriate. As a result, all land within the allocation, that is not taken forward as built development or land for sustainable energy production, should be regenerated as open space. The open space should provide for the full range of provision needed by the community, including parks, play areas, sports pitches, allotments, etc. Furthermore, some of the space should integrate with the sustainable urban drainage measures necessary for the site; plus opportunity to enhance biodiversity within the site should be explored.

10.27 Furthermore, it is important that green buffers are maintained between West Carclaze and St Austell, as well as West Carclaze and Penwithick, to ensure that the identities of the separate communities are maintained.

10.28 As discussed previously, the 'Great Treverbyn Sky Tip' also represents an important local feature that should be retained and appropriately incorporated into the green infrastructure strategy for the site; along with three smaller sky tips and related features associated with Ruddle Pit and an additional sky tip, to the south.

10.29 Par Docks – It is recognised that the nature of the site is unlikely to support the delivery of most typologies of open space. It is anticipated that some open space is provided on site, but with the majority provided as an off-site contribution in line with the standards set for St Austell (see Table Eco1).

<b>Table Eco1: Open Space Requirements</b>	
	New space (sqm per dwelling)
Parks & Gardens	20.21
Natural & Semi-natural spaces	35.66
Formal Sports Pitches	26.77
Children's Play Spaces	1.60
Teenagers' equipped spaces	0.56
Allotments	2.22
<b>TOTAL</b>	<b>87.02</b>



10.30 Part of the St Austell Clay Pits Special Area of Conservation (SAC) is located within the adjacent Baal Pit (outside of the allocated site). The site is notified for the presence of important populations of western rustwort, an internationally rare liverwort. This SAC is located within the china clay workings and comprises three sub-sites consisting of pits, spoil tips and granitic debris with sparse vegetation cover.

### **Drainage / Flood Protection**

10.31 West Carclaze will drain to Luxulyan where there is the capacity for the majority of the development. Any expansion at Luxulyan will be included in South West Water's capital programme from 2020, when necessary. Sewers will have to be evaluated but almost certainly there will have to be some reinforcement work.

10.32 Par Docks will drain to the Par Treatment Works; South West Water indicated that there is significant headroom within the facility, which should be able to accommodate the delivery of the site.

10.33 The Eco-community sites should deliver sustainable urban drainage systems. The West Carclaze development should ensure downstream flood risks at Tregrehan, Par Moor and areas near to the St Austell River are reduced, so that it offers wider benefits to the communities downstream, in doing so supporting the wider aspirations relating to the STARR project (St Austell Resilient Regeneration Project).

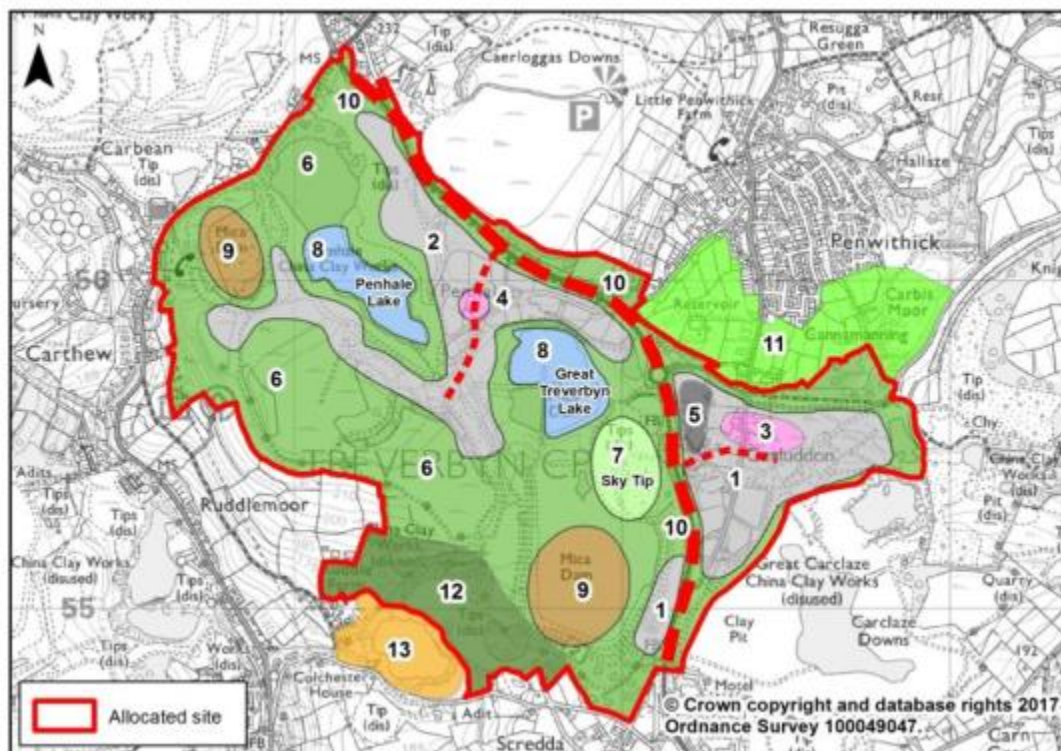
10.34 Development of the Par Docks site will also need to address fluvial and tidal issues, in doing so addressing the future impacts addressed within the Cornwall Shoreline Management Plan. It will be expected that residential uses are located outside of the Flood Zone 3 areas, in doing so ensuring safe means of access and egress.

10.35 There have been instances where the Tregrehan Stream culvert running under the A390 has not been able to cope with the quantity of water flowing to it; proposals are in place to increase the capacity of the culvert. These works will result in additional water at Par Docks, therefore it is important that a dedicated overland flow route across the site is provided in any development proposal.

10.36 Finally, at the time of writing Cornwall Council and the Environment Agency were preparing a flood management project, STARR (St Austell Resilient Regeneration); the Eco community sites, particularly the Par Docks site, should consider how they can contribute / support the delivery of this strategic project.

## Eco-Communities Site Allocation Policies

Policy ECO-M1	West Carclaze
<b>Site area:</b> 220 hectares	<b>Allocation:</b> 1500 C3 residential dwellings; B1 / B2 / B8 Employment Uses; D1 Education; D1 Health; D1 Public Hall



### **Additional Policy Requirements:**

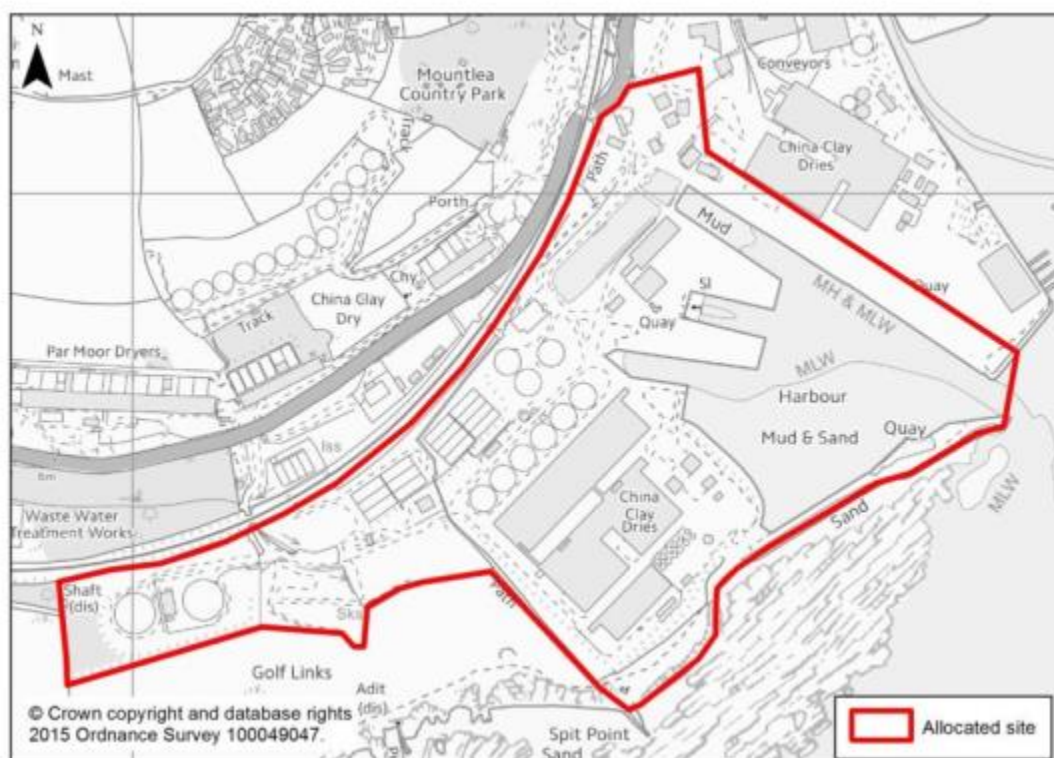
- A mixed use development comprising 1500 dwellings; together with B1 / B2 / B8 employment space; primary school; community space; health centre; small scale retail use; and public open space
- The residential development should come forward as two neighbourhoods (highlighted as the grey areas (1) and (2) on the plan above). Both neighbourhoods should provide a community hub for its local residents (indicative locations 3 and 4 on the accompanying plan); whilst the larger hub (3) should also be the location for education and healthcare facilities. The two neighbourhoods must deliver a housing mix that contains at least 25% of the dwellings as 'accessible homes' (Policy 13(8) of the Cornwall LP:SP document). The site must deliver 30% affordable housing; plus a further 5% of the dwellings must be self-build / custom build dwellings.
- The site is expected to deliver approximately 15,000sqm of employment space within the site. This includes the permitted Carludon Technology Park (PA12/11546), located at (5) on the accompanying plan.
- 2ha of land must be reserved within the site to deliver a primary school; with the development also expected to either build,

facilitate, or provide the funds to build, a one form of entry primary school, which is opened early within the first phase of the development. The school should be expandable to two form entry. The school should be located within the larger of the community hubs (3).

- e) The community hub (3) will also be expected to provide a healthcare facility of at least 1000sqm
- f) Land within the site that is not accommodating built development or the sustainable energy measures, should also be regenerated, through the development of publically available open space (6). The open space should cater for the various needs of the community, including sports pitches, parks & play areas, youth provision, allotments; plus the creation of improved natural habitat to enhance biodiversity within the site. The delivery of the open space should be complimented by a network of pedestrian and cycle routes.
- g) Part of the site's green infrastructure must incorporate the 'Great Treverbyn Sky Tip' (7), which represents a key feature within the local landscape; although this should not be accessible to the public. In addition, there are three smaller sky tips and associated features that have significant historic value within the south of the site (12), associated with Ruddle Pit (13) and a further sky tip, immediately to the south of the site. There will be no built development within these areas and all historic buildings and structures in this area of the site should be retained, and monumentalised where appropriate.
- h) The Great Treverbyn Lake and Penhale Lake (8) must also be retained and appropriately integrated into the site's green infrastructure. Appropriate measures should be put in place to enable the future management of the green infrastructure.
- i) Furthermore, maintaining the separate identities of the surrounding communities represents an important component of the successful delivery of the scheme. As a result:
  - Development must be drawn away from the south of the site (12), which will help to ensure there is a green buffer between the proposed development and St Austell; furthermore
  - On the south-eastern edge of the site, tree planting and the location of built development should ensure there is a green buffer between West Carclaze and St Austell, providing visual separation of the two communities.
  - A green buffer should also be maintained between the site and Penwithick (highlighted as the dark green area (11) on the plan). Development will not be permitted in this area, unless it is allocated through a Neighbourhood Development Plan.

- j) The site should deliver a sustainable urban drainage system, in doing so ensuring downstream flood risks at Tregrehan, Par Moor and areas near to the St Austell River are reduced, creating a wider benefit for surrounding communities.
- k) The road through the site (10) represents the primary vehicular route, plus it is identified as part of a wider route that will link St Austell with the A30. Development of the site must ensure that the junctions and roundabouts on the road are of an appropriate capacity to support the delivery of a wider proposal to create a new link road from St Austell to the A30. The development should also support the delivery of other sustainable transport measures, to reduce the reliance on the car for its residents. The site must also provide contributions to projects within the St Austell transport strategy to help alleviate impacts within the town.
- l) Through the use of sustainable energy and high levels of energy efficiency the development should meet all of the regulated energy requirements of the buildings on the site from renewable and low carbon sources on or near the site (such as in areas '9' on the plan above). This includes the provision of low carbon heat via a heat network with consideration given to sourcing that heat from geothermal resources within the vicinity of the site. (Locations referenced '9' have permitted ground mounted PV array schemes: PA15/03922 / PA15/03935)
- m) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.

Policy ECO-M2	Par Docks
<b>Site area:</b> 26.86 hectares	<b>Allocation:</b> Approximately 500 dwellings; B1 / B2 employment uses; A3 / A4 retail; C1 hotel



#### Additional Policy Requirements:

- A residential focused mixed use development of approximately 500 dwellings, together with employment uses (B1 / B2) and ancillary A3 / A4 retail space
- The residential development should be located in the areas that are not designated as Flood Zone 3
- At least 25% of the dwellings should be provided as 'accessible homes' (Policy 13(8) of the Cornwall LP: SP document)
- A small amount of A1 / A3 / A4 retail use would be supported in principle, as would C1 hotel use
- At least 87.02sqm of net additional public open space per dwelling should be provided, in line with the minimum size thresholds within Table 2. It is anticipated that this will be provided predominately as an equivalent off-site contributions, which will be spent on projects within the local area
- Flood protection represents a critical part of the overall project. A Flood Risk Assessment must accompany any application; this assessment should include: measures to be implemented to ensure flood resilience, taking into consideration the Cornwall and the Isles

of Scilly Shoreline Management Plan; a flood warning and evacuation plan; as well as demonstrate safe access and egress to the A3082.

- g) The development should also adhere to the principles of Sustainable Urban Drainage. As part of the drainage solution, the scheme should incorporate an overland flow route that connects to the Par Moor Road flood mitigation plans that are being taken forward by the Environment Agency
- h) The site is adjacent to the Falmouth Bay to St Austell Bay proposed Special Area of Protection (pSPA). To ensure no inappropriate impacts on the sSPA:
  - i. A Construction Environment Management Plan, which ensures impacts upon Falmouth Bay to St.Austell Bay pSPA are appropriately mitigated; this will need to be agreed with the Council prior to commencement on site.
  - ii. When designing the SUDs scheme attention must be given to ensuring there is no detrimental impact upon Falmouth Bay to St.Austell Bay pSPA
  - iii. an appropriate off-site contribution will be required to mitigate against these impacts. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document
- i) It is anticipated that the primary access to the site will be on to Harbour Road, with a possible secondary access on to Par Moor Road.
- j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site





## **11. Bodmin**

11.1 Bodmin sits at the heart of the Cornwall, well located on the A30 and A38 and is within a 30 minute drive of County's administrative centre, Truro, as well as within 20 minutes of Newquay airport. Bodmin has always represented one of Cornwall's larger towns, with a population close to 15,000. Bodmin is a medieval monastic centre that for a period in its history became the county town; this can be recognised with the architectural quality of many buildings in and around the town.

11.2 Bodmin represents one of Cornwall's larger employment hubs, with a number of large industrial estates located on the edge of the town.

### **11.3 Key Facts:**

Population (2011 Census):	14,736
Dwellings (2011 Census):	6,474
Average house building rate (2005-2015):	78 per annum
Homechoice Register: Bands A-E (Feb-17):	811
Average Wage (ONS Annual Survey 2013):	£418 per week

11.4 The Strategy for Bodmin is summarised on the following pages; for more detail please refer to the Bodmin Town Framework, which can be viewed on Cornwall Council's website.

## **Vision, Objectives & Targets**

11.5 The Vision for Bodmin:

***A sustainable and vibrant community, which is recognised as the food capital of Cornwall***

11.6 The Local Plan: Strategic Policies (LP:SP) document identifies 7 objectives for the Bodmin Community Network area; which cover issues such as: promoting better quality jobs; delivering housing growth; addressing traffic and air quality issues; and improving the town centre offer.

11.7 To complement these CNA objectives, 10 key aims were identified by the community, which are:

1. Improving the Town Centre
2. Improving the tourism offer
3. Improving the quality of jobs
4. Improving training and education
5. Improving air quality in the town centre
6. Improving potential for sustainable energy
7. Improving access to affordable housing
8. Improving arrival into the town
9. Improving access to green space
10. Improving public transport

11.8 Finally, the LP:SP sets the following targets for Bodmin:

- To develop 3100 dwellings between 2010 and 2030<sup>21</sup>
- To deliver at least 22,833sqm of additional office space and 24,667sqm of industrial space

## **Overarching Strategy**

11.9 The town centre sits at the heart of Bodmin, plus it sits at the heart of the strategy. It is recognised that if the town centre is to flourish it needs to maintain and enhance complementary leisure/tourism roles – providing a destination where the shops form part, albeit the most important part, of a wider experience.

11.10 The economic growth of Bodmin represents a key priority, in doing so enhancing the town as an economic hub for Cornwall. Maintaining and enhancing Bodmin's role within Cornwall as a food hub is a key strand of its economic strategy. Furthermore, exploiting the town's historic assets as a leisure and tourism opportunity also represents a priority.

11.11 A site at Callywith represents a long-term opportunity for good quality industrial premises; whilst Beacon Technology Park is being prioritised for higher quality employment, particularly office uses.

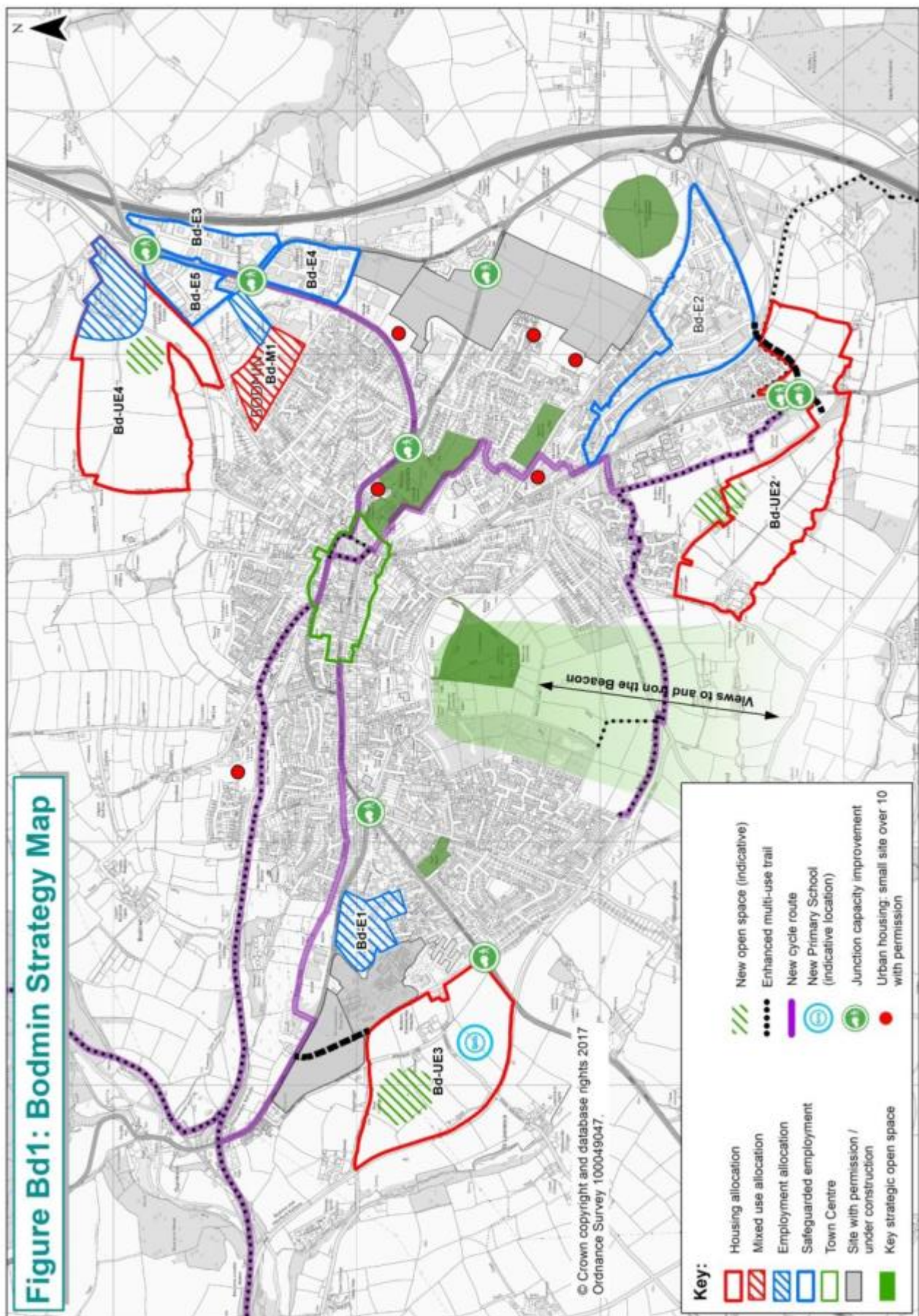
11.12 Sitting at the heart of the strategy is maintaining, enhancing and creating sustainable communities. Residential growth will form a key component of this strategy, whether in the form of helping to create new sustainable neighbourhoods or supporting existing neighbourhoods. In doing this, new development will be expected to offer necessary infrastructure, such as public open space, transport infrastructure and other facilities that will be of benefit for the new and existing community.

11.13 Focus should be placed on maximising the potential of delivering new residential development on appropriate sites within the existing urban area, to make best use of the existing facilities. This will help to support existing communities and enhance the sustainability of the town centre. However, it is recognised that to deliver the required level of housing growth, development on Greenfield land on the edge of the town will also be required. Three urban extensions have been identified, which offer the best opportunity to create sustainable neighbourhoods, whilst also protecting Bodmin's most important environmental assets.

11.14 Transport infrastructure will form a key component of the enabling infrastructure, with the improvement of existing highways, as well as prioritising sustainable transport measures. Improved cycling facilities within and surrounding the town, linked to the Camel Trail, will support growth and improve the tourism offer, in doing so helping to make Bodmin the cycling capital of Cornwall.

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<sup>21</sup> The Local Plan has also set a target of delivering a further 200 dwellings within the wider Bodmin Community Network Area; whilst this falls outside the area covered by the Bodmin Town Framework, it is recognised later in the document when considering Bodmin's role as a service centre for its wider hinterland



## Economic Growth

11.15 Bodmin has a strategic role to play in helping to stimulate economic growth across Cornwall. Bodmin's central location within Cornwall, together with its unique positioning on both the A30 and A38, as well as relatively close proximity to Newquay Airport, presents the town with a significant opportunity for industry.

11.16 An important strand of the future economic success of Bodmin will be to ensure it has a relatively diverse economic base. Retail, tourism, the public sector and manufacturing all represent important sectors that the town can continue to support and enhance.

11.17 Manufacturing has represented a significant employer for Bodmin and the town's location and transport links means it still represents one of Cornwall's most attractive locations for manufacturing and distribution companies. As a result, ensuring land is available to industry, particularly land with good access to the A30 / A38, forms a key element of this strategy. Furthermore, Bodmin already has a cluster of food related manufacturing / distribution companies and this represents a sector that it wishes to expand upon. The Cornwall 'Agri-Food' industry, which ranges from production through to processing and distribution, has almost doubled in turnover in the past 12 years. Bodmin represents a central location where the agri-food industry can rationalise Cornwall's supply chains; plus develop agri-tech research & development facilities, as well as linked innovation centre for new and growing businesses.

11.18 There is an aspiration for Bodmin to develop more office space and in doing so higher quality employment. As well as the agri-tech sector, this can be stimulated in part by Cornwall Council using the town as one of its hub locations, with their recent develop of new premises at Beacon Technology Park. This could in turn offer other opportunities to create a public sector hub in the centre of Cornwall.

11.19 Bodmin has a number of tourist attractions, such as Lanhydrock House, Bodmin & Wenford Railway, the Military Museum, St Petroc's Church, Bodmin Jail, Bodmin Town Museum; and the Courtroom Experience at Shire Hall. The historic focus of all of these attractions represents a key opportunity to further enhance their collective promotion as a day's experience and in doing so attracting more visitors; plus with the regeneration / enhancement of the town centre offer and improved cycling facilities, it can help to increase the tourism spend captured within the town.

11.20 The Cornwall LP:SP document has targeted the delivery of approximately 22,800sqm of industrial space and 24,700sqm of office space within the plan period<sup>22</sup>; delivery against these targets are set out in Table Bd1.

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<sup>22</sup> Based upon evidence collated within the Cornwall Employment Land Review 2010

<b>Table Bd1: Bodmin's Employment targets (B use classes)</b>		
	B1a Office (sqm)	Industrial (sqm)
Local Plan CNA Target	22,833	24,667
Net Completions Apr-10 to Mar-16	5,637	-6,985
Net extant planning permission / under construction (at Mar-16)	-25	6,590
Residual Local Plan Target	17,222	25,062

11.21 **Industrial / Manufacturing** – the existing industrial estates collectively offer little more than 1ha of vacant land<sup>23</sup> and whilst this should be prioritised, it will not offer sufficient space to provide for the future needs of the town. Whilst these industrial estates provide little opportunity for new space, it is recognised that they represent a key employer and an economic driver for the town and the wider area, in particular Walker Lines (Bd-E2); Bodmin Business Park (Bd-E3); Cooksland (Bd-E4); and Callywith Gate (Bd-E5). As a result they are safeguarded as Strategically Important employment sites, in line with Policy 5 of the Cornwall LP: SP document, for B1, B2 and B8 uses.

11.22 Part of the Callywith Urban Extension (Bd-UE4) is identified as a future employment site, particularly industrial uses. This will provide a prominent location for industry, within close proximity to the Strategic Road Network.

11.23 **Office** – Firstly in line with national policy, office development will be encouraged to locate to town centre or edge of centre sites. However, despite the clear advantages that this would have for the town, it is recognised that the challenging nature of the town centre and edge of centre site opportunities mean that alternative locations should also be highlighted, to ensure delivery is not constrained in the short-term. As a result, Beacon Technology Park (Bd-E1) is prioritised for office development, to build upon the offices already constructed on the site. Some office space would also be supported on the employment land identified in the Callywith Urban Extension (Bd-UE4). Furthermore, the development of some office space in the proposed urban extensions would be supported, which could offer an alternative for businesses not wishing to locate within traditional industrial estates.

## Retail Growth

11.24 As already articulated, the enhancement of the town centre offer represents a key component of the overall strategy for the town. Enhancing the desirability of the town centre can take many forms, from events and marketing to built development and the Bodmin Town Framework outlines some of these wider aspirations in more detail.

11.25 The Cornwall Retail Study Update (2015) indicates there is no capacity requirement for further convenience floorspace, whilst there is the capacity to deliver approximately 1,400sqm of comparison floorspace near to the end of

<sup>23</sup> Newquay Employment Sites Assessment (2016)



the Plan period<sup>24</sup>. Whilst the quantitative assessment suggests little retail growth is required, there is an aspiration to improve the town centre qualitative offer. The Cornwall Retail Study 2010 indicated that there is no need for further bulky goods provision as a result of the out of town retail park on Launceston Road, together with two unimplemented out of town permissions; however there is an aspiration to improve the non-bulky comparison offer within or on edge of town centre sites, up to or beyond the capacity figures, to improve the vitality of the town centre offer.

11.26 Two town centre sites have been identified that could accommodate in excess of the residual capacity, Dennison Rd car park and Fore Street Car park and adjacent land. These sites offer the opportunity to deliver retail development, as part of a wider mix of uses, which could complement and strengthen the existing town centre offer. However, it is recognised that both sites have issues to overcome to enable their delivery.

11.27 Dennison Road Car Park – the site is well located on one of the key routes through the town and offers the opportunity to create a new gateway into the town centre. However, as well as currently accommodating a popular car park, the site is limited in size and a development would need to retain access to various occupiers on the edge of the site. Furthermore, the town leat runs beneath the site

11.28 Fore Street Car Park – the site, together with adjacent land to its west, represents a larger option which could accommodate a greater level of development. However, the site's topography and the presence of burgage plots on the adjacent land represent challenges to its delivery.

11.29 The sites have not been allocated due to uncertainties over their delivery, however if it is demonstrated that the issues raised can be overcome, together with demonstrating the town maintains an appropriate parking provision, they represent a good opportunity to strengthen the town centre offer.

## Housing Growth

11.30 The delivery of good quality housing that meets future demand forms a key strand of the overall strategy for Bodmin. There is an aspiration to provide for a good mix of housing, providing affordable housing, right through to larger high quality housing, to seek to retain the well paid skilled employees that the economic strategy is seeking to attract.

11.31 The Cornwall LP:SP document has targeted the delivery of **3,100 dwellings** in Bodmin between 2010 and 2030. Table Bd2 highlights the progress on delivering the target, as well as other anticipated means of delivering the required level of growth:

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<sup>24</sup> Cornwall Retail Study Update 2015. Figures represent net sales area and are calculated on capacity within the period of 2015 to 2030

<b>Table Bd2: Bodmin - Delivery against Housing Target</b>	
	<b>Dwellings</b>
<b>Target</b>	<b>3,100</b>
Completions (Apr-10 to Mar-16)	455
Extant Permissions (at Mar-16)	557
Significant sites permitted since Mar-16 or awaiting a s106	925
Estimated Windfall (Last 9 years of plan period)	126
Urban SHLAA Sites	7
<b>Residual Target</b>	<b>1,030</b>

11.32 Table Bd2 indicates that additional sites to deliver at least 1,030 dwellings within the Plan period need to be allocated.

11.33 An additional site has been identified for housing within the urban area, Castle St (Bd-M1), which is located adjacent to a site being brought forward for a Post 16 education facility.

11.34 An assessment of land surrounding Bodmin was also undertaken<sup>25</sup>, which has identified four urban extensions: Priory Urban Extension (now permitted); Halgavor Urban Extension (Bd-UE2); St Lawrence's Urban Extension (Bd-UE3); and Callywith Urban Village (Bd-UE4).

11.35 Whilst the four allocated sites, together with the recently permitted Priory Road site (PA12/12115), can accommodate growth in excess of the residual target in Table Bd2, it is anticipated that some, if not all of the urban extensions, will not be fully developed out by the end of the Plan period. As a result, all of the urban extensions are required to ensure the housing target for Bodmin is achieved. Despite this, if build rates were to be greater than anticipated, the sites will also offer some added flexibility for the Cornwall Local Plan, to ensure Cornwall meets its housing targets. More information on each of the sites, together with what would be expected from them, can be seen within the policies at the end of this chapter.

## **Infrastructure**

11.36 Fundamental to the delivery of the strategy will be the enhancement of Bodmin's infrastructure.

### **Education**

11.37 Primary – Bodmin's primary schools currently have a combined capacity of just under 1500 places and by the end of the Plan period it is anticipated that the proposed growth will generate a need for a further 530 places. This will be delivered through a small expansion of Berrycombe School; together with a new two-form entry school located within the St Lawrence's Urban Extension (see Policy Bd-H3).

<sup>25</sup> Bodmin Urban Extension Assessment – available on Cornwall Council's website

11.38 Secondary – Bodmin College has the capacity to accommodate 1500 students and is already operating at capacity. It is estimated that the proposed growth will require an additional 560 secondary school places by the end of the Plan period. This can be accommodated through an expansion of Bodmin College.

11.39 Post 16 Education – Bodmin College provides a sixth form, which is reflected in the figures above; but Truro & Penwith College are also delivering a post 16 education facility within the town. This will increase the post 16 education offer within Bodmin, as well as support the skills agenda relating to the town's economic ambitions regarding the agri-tech sector etc. Furthermore, this additional facility might help reduce the scale of the expansion proposed for Bodmin College.

### Utilities

11.40 **Drainage** – The Town has a long history of flooding from a range of sources. Flooding has come from both of the tributaries of the River Camel that drain the urban areas as well as from surface water runoff, especially at times of high flows in the receiving watercourses. In addition, drainage from the A30, Cooksland Industrial Estate and Bodmin Business Park has led to erosion in the Callywith Stream to the east, and in the past, A30 drainage has exacerbated erosion within the Halgavor Stream. A fully integrated approach to protect Bodmin from future flooding is advocated in the Bodmin Surface Water Management Plan (Jan-11). It would be expected that future development is brought forward in line with this Management Plan.

11.41 **Water Supply** – There will be a need for reinforcement of the local distribution network for each development, to ensure that pressure and security of supply to existing households is maintained. Further enhancement of trunk mains or associated pumping stations will depend on timing of future development, interaction with other developments in the area, etc. As a result, Cornwall Council will continue to work with South West Water to evaluate future needs and the capacity of the strategic system, to ensure any necessary upgrades are implemented in a timely manner.

11.42 **Electricity** – There are now two primary substations feeding the Bodmin area, with the recently added substation at Callywith Rd. This should provide sufficient capacity for the anticipated housing and economic growth. The only exception to this would be if a new very large business located to the town, requiring 10MW of energy or more; in this unlikely scenario, it would trigger the need for another substation.

### Healthcare

11.43 Bodmin has one community hospital and 2 GP surgeries. The two GP surgeries cater for approximately 21,500 residents from within the town (approx. 70%) and the wider area. Stillmore House Surgery is deemed to be undersized for its patient list, based upon Premises Size Guidance. When factoring in the proposed growth for Bodmin, it would suggest approximately 550sqm of additional healthcare space is required to meet standards, of which 320sqm is generated by the housing growth. Furthermore, the proposed growth is estimated to generate the demand for approximately 2.1 additional FTE GPs.

11.44 The Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. It is expected that Primary Care will sit at the heart of this new way of working. 10 groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. Bodmin sits within the North Cornwall Locality, together with Bude, Camelford and Wadebridge. The Locality has been involved in the extension of the minor injury unit in Bodmin, to provide a minor illness service (8am-8pm, 7/7); as well as looking at better ways to coordinate community nursing. The Locality team is continuing to progress initiatives that will provide local people with an alternative to visiting acute services at Truro.

11.45 Work is currently progressing between Cornwall Council, NHS England and the local GP Practices to review the most appropriate course of action to deal with the proposed growth in Bodmin. Two of the urban extension allocations have been identified as potential locations for a new surgery, but the need for it should be reviewed with NHS England at the pre-application stage for each development. The Council will continue to work with these providers to ensure appropriate healthcare provision is delivered for the expanding community.

## **Transportation**

11.46 Bodmin's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

11.47 Currently high volumes of traffic and congestion in the centre of Bodmin have resulted in localised congestion and an Air Quality Management Area (AQMA) being declared, which can be a barrier to further growth, unless appropriately addressed. There is a strong desire to see housing and economic growth, including the regeneration of the town centre. The proposed transport strategy aims to address current constraints within the town centre through the delivery of strategic junction enhancements to create capacity, while underpinning the sustainable aims set out in the LTP3, through the delivery of a much improved walking and cycling network, as well as an improved public transport offering.

11.48 To support the enhancement of the town centre, plans are in place to deliver an innovative low speed environment along part of Dennison Road, through Church Square and as far as Shire House on Turf Street. The scheme will enable growth, whilst managing congestion and giving greater emphasis to the needs of pedestrians and cyclists, which in turn will help to manage air quality.

11.49 Strategic upgrades are also proposed at Launceston Road/ Priory Road junction, Fiveways, Callywith Gate and Respryn to mitigate against the impacts of growth, improve conditions for pedestrians and cyclists and open up land for development, including two urban extensions located on the north-east and south-east of the town.

11.50 Furthermore, Bodmin has identified an opportunity to promote itself as a cycle town, building on the back of the high quality cycle offerings on the periphery of the town, namely Lanhydrock, the Camel Trail and Cardinham cycle hub. The delivery of a comprehensive town wide cycle network will support the economic regeneration of the town centre as it is estimated that a further 74,000 cyclists a year would pass through the town; but equally important the cycle network will underpin the transport strategy which sets out to see the use of sustainable transport increase by 25% for walking and cycling and 65% for public transport<sup>26</sup>.

11.51 An 8.1km strategic cycle link connecting The Camel Trail with the Lanhydrock Cycle Trail, via the heart of Bodmin, has been identified and is due for delivery in 2017. The package also includes the delivery of a new roundabout junction at Priory Road / Launceston Road and the low speed environment scheme.

11.52 It is anticipated that new developments will provide the opportunity to achieve a greater modal switch, as developers are expected to deliver robust travel plans.

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<sup>26</sup> The 25% and 65% increase targets relate to current usage

<b>Table Bd3: Bodmin Transport Strategy Measures</b>	
Highway Improvements	New link and Road Bridge at Respryn to open up the Halgavor Urban Extension
	New link connecting Boundary Road and Dunmere Road
Strategic junction improvements	Church Square, Dennison Road and Turf Street (low speed environment)
	Cooksland Junction
	Fiveways
	Launceston Road/ Priory Road roundabout
	Callywith Gate
Bus Improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus, rail and ferry integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
Walking and Cycling Improvements	Deliver an east west link between The Camel Trail and Lanhydrock Cycle Hub
	Town wide walking and cycling network, delivering links to employment sites and growth areas
Rail Improvements	Investigate opportunities to re-introduce a link between Bodmin Parkway and Bodmin General Station

11.53 Table Bd3 above sets out the strategic transport proposals; it should be noted that individual developments might have other site specific transport requirements that it might have to deliver.

11.54 Figures Bd2 identifies the high level transport strategy measures that will be required both on and off site to enable the sites to come forward. However, it should be noted that due to the cumulative impact of development across the town, the whole strategy will need to be delivered to ensure future resilience of the town's transport network.

11.55 For more information on the Bodmin Transportation Strategy please refer to the Bodmin Town Framework.





## **Green Infrastructure**

11.56 Bodmin's Green Infrastructure (GI) Strategy takes a lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.18. Furthermore, for more detail on the GI Strategy, please refer to the Bodmin Town Framework.

### **Biodiversity**

11.57 The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. One such asset sitting at the heart of the town is the Beacon; other assets around the town include Cardinham Woods, Lanhydrock and Dunmere Woods. The key habitat corridors identified on the accompanying map have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### **Green Links**

11.58 In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, the improved network will provide an important recreational resource, whilst also supporting objectives relating to the promotion of the town centre and the town's tourism assets. The improvement of the town's green links include improving access from the Camel Trail into the town centre, then through to Lanhydrock.

### **Sustainable Drainage Systems (SuDS)**

11.59 Capacity constraints within the existing fluvial drainage system within Bodmin, such as the Town Leat, need to be managed carefully, so that future development can be brought forward without causing any additional problems. New development will be expected to adhere to SuDS principles, some of which are set out on the Bodmin Surface Water Management Plan. Sustainable drainage solutions should not only prevent additional flooding issues, but should also help to reduce the current capacity constraints, as a result of more land being drained in a controlled manner.

### **Public Open Space**

11.60 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Bodmin is relatively well provided for some of these open space types in comparison to many other towns within Cornwall. However, to ensure the good standard of provision is maintained, new development is still expected to provide for the demands generated by their development. It is estimated that up to 15ha of additional open space (50sqm per dwelling) will be required to cater for the planned growth in population; but this could be reduced if the aspiration for multifunctional open spaces are delivered.

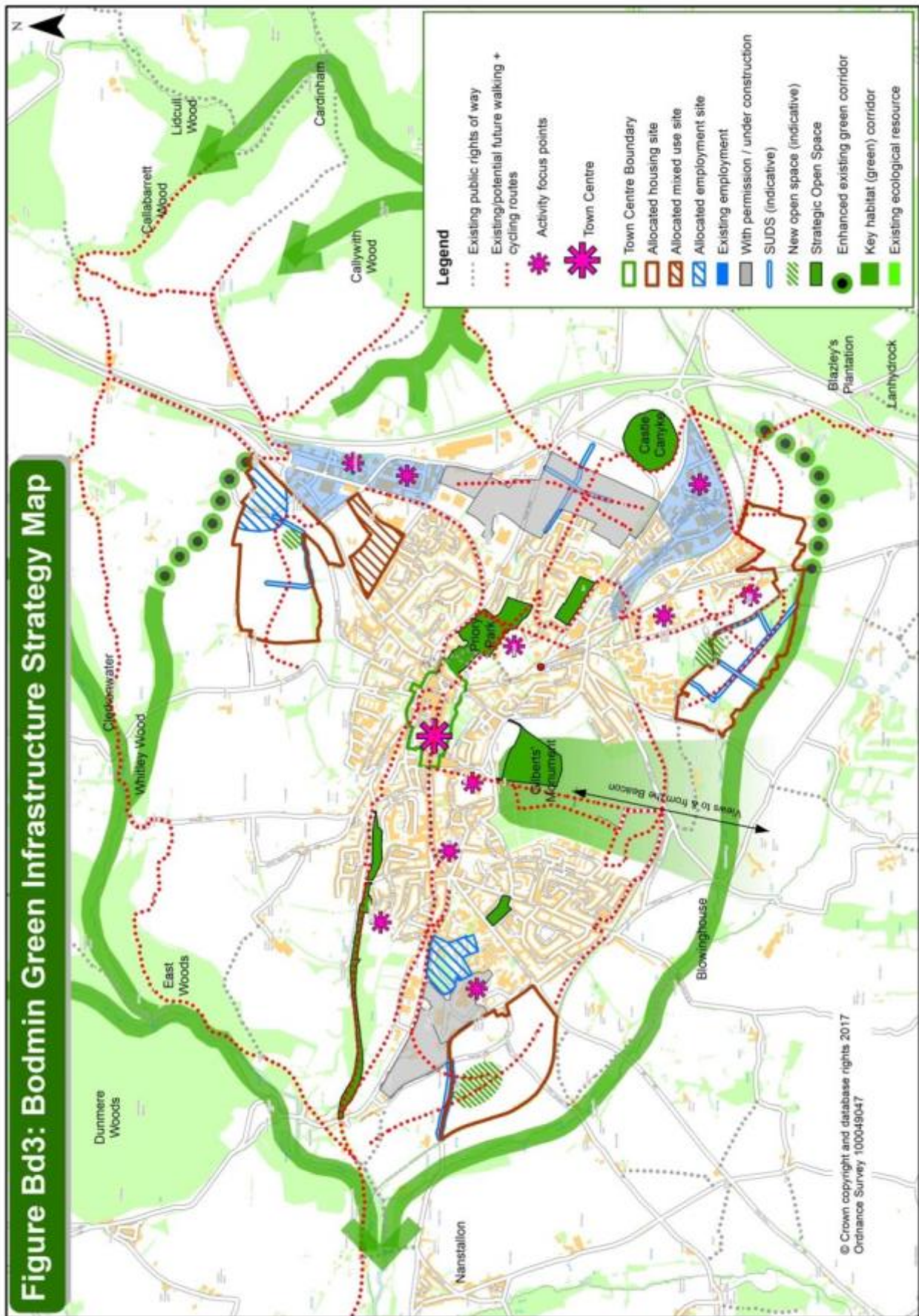
11.61 Table Bd4 sets out the space requirements when delivering new development

<b>Table Bd4: Bodmin Open Space Requirement</b>		
	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	16.3sqm	3.3sqm
Natural & Semi-natural spaces	10.5sqm	22.3sqm
Formal Sports Pitches	19.0sqm	0.0sqm
Children's Play Spaces	1.6sqm	0.0sqm
Teenagers' equipped spaces	0.6sqm	0.0sqm
Allotments	2.3sqm	0.0sqm
<b>TOTAL</b>	<b>50.3sqm</b>	<b>25.6sqm</b>

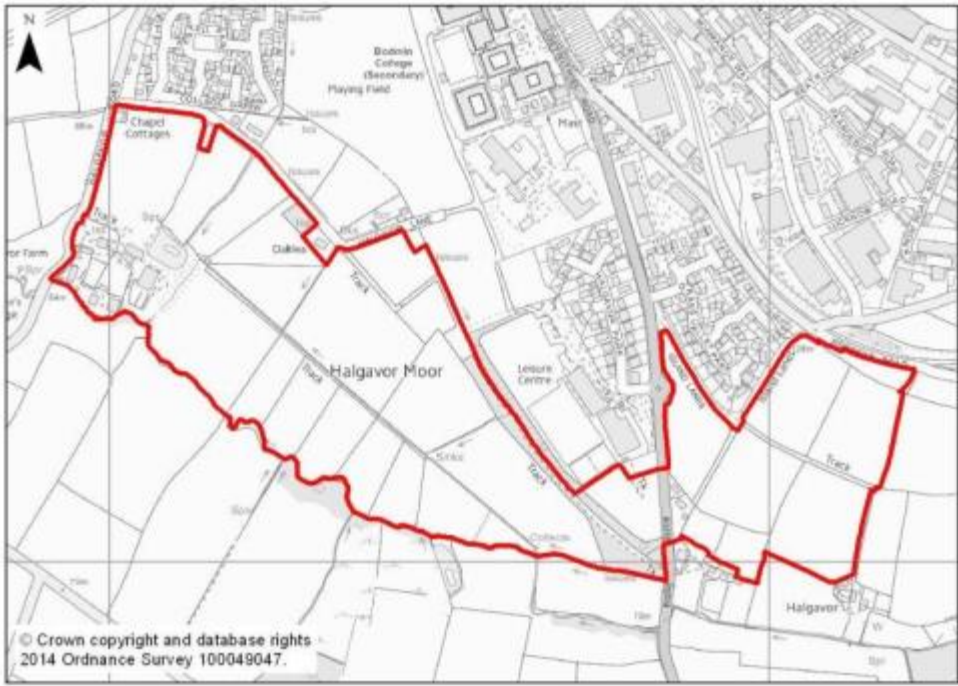
11.62 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the Open Space Strategy for Larger Towns in Cornwall, which is on Cornwall Council's website.

11.63 For more information on the Bodmin GI Strategy please refer to the Bodmin Town Framework.





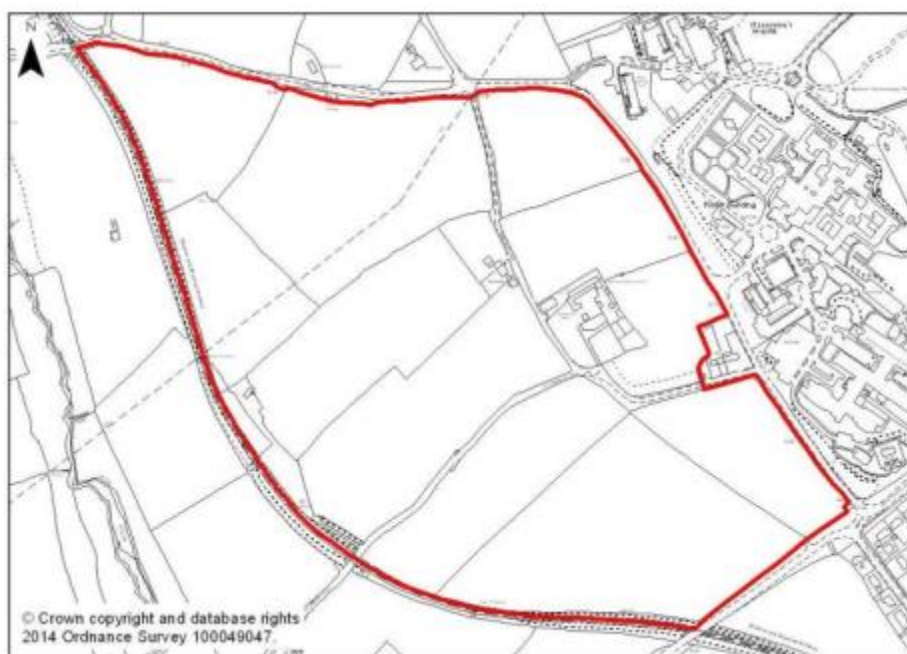
## **Bodmin's Allocations and Safeguarded Sites**

<b>Policy Bd-UE2</b>	<b>Halgavor Urban Extension</b>
<b>Site area:</b> 37 hectares	<b>Allocation:</b> Approximately 770 dwellings
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) A residential development that should accommodate approximately 770 dwellings.</li> <li>b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>c) It is anticipated that the main vehicular access to the site will come via Carminow Road; which should include an improved railway crossing and a new junction on Lostwithiel Road. The site should also provide good walking and cycling routes through the site.</li> <li>d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2. Furthermore, a sustainable urban drainage scheme needs to be implemented, which precludes infiltration</li> <li>e) An off-site education contribution will be sought to support the delivery of a new primary school.</li> <li>f) A small section of the western edge of the site is adjacent to a Flood Zone 3b area; built development must be drawn away from this area, to minimise the risk of flooding</li> <li>g) Confirmation of capacity within the local sewage Treatment</li> </ul>	

facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC

- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. The masterplan / concept plan should ensure the most important ecological features on the edges of the site are protected

<b>Policy Bd-UE3</b>	<b>St Lawrence's Urban Extension</b>
<b>Site area:</b> 32 hectares	<b>Allocation:</b> Approximately 780 dwellings



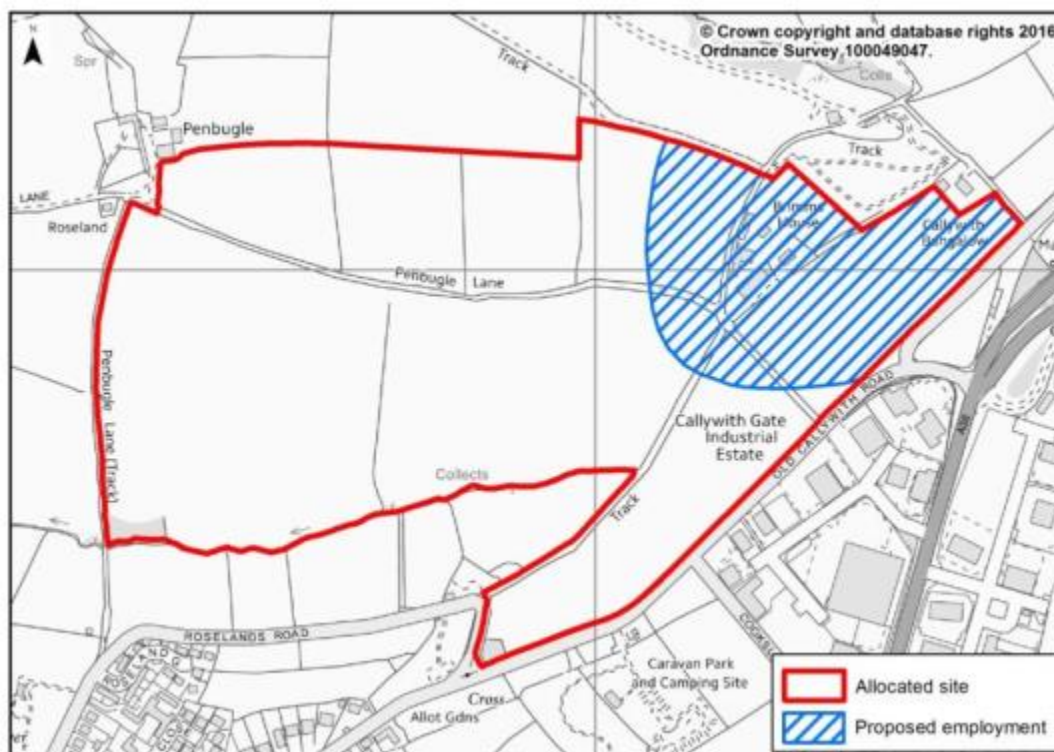
**Additional Policy Requirements:**

- a) A residential development delivering approximately 780 dwellings.
- b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- c) The site should offer multiple vehicular connections into the existing highway network, but with the primary link onto Westheath Avenue. The development should also make contributions towards the wider Bodmin Transportation Strategy
- d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2.
- e) Development of the site should accommodate 2 hectares of land to deliver a new two form entry primary school, plus an appropriate financial contribution towards its construction



- f) Delivery of employment space would be supported, if it is of an appropriate type and scale to fit within a residential setting.
- g) Consideration should be given to the impact of development on the wider landscape setting and Bodmin Railway, with consideration of lower density development and/or tree planting on the western side of the site to help address these issues
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. This should be informed by a historic landscape assessment.

<b>Policy Bd-UE4</b>	<b>Callywith Urban Village</b>
<b>Site area:</b> 38 hectares	<b>Allocation:</b> Approximately 650 dwellings; plus B1, B2, B8 Employment Space



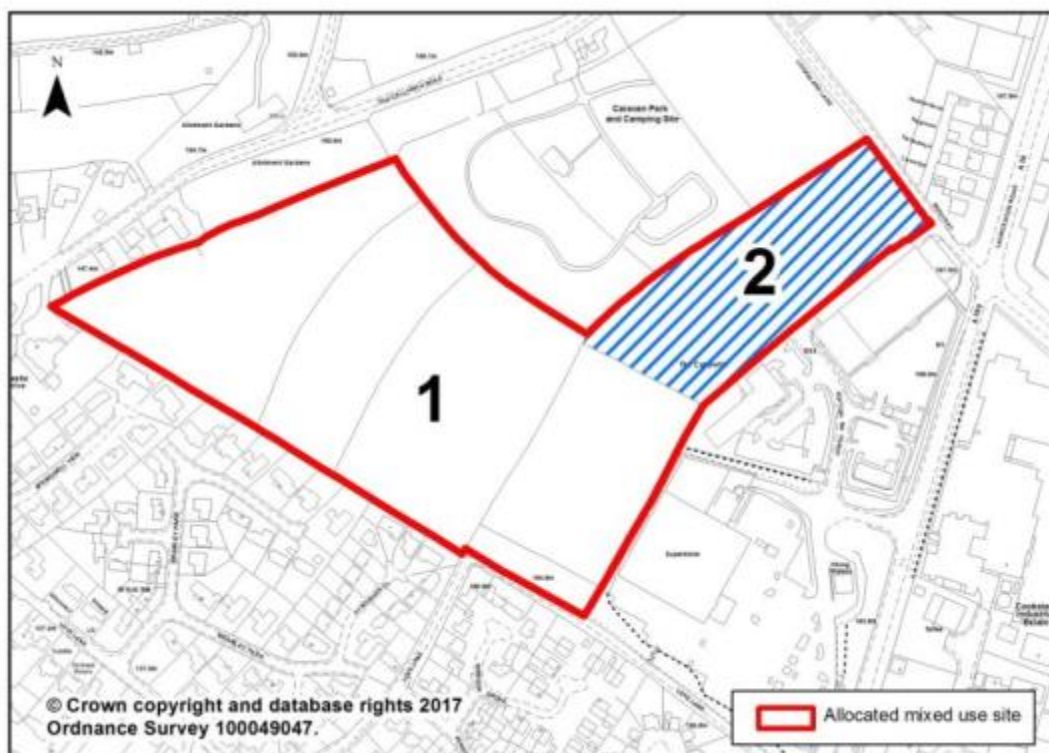
**Additional Policy Requirements:**

- a) A mixed use site comprising housing, open space and employment space.
- b) 6-7ha of land should be set aside to deliver employment space (B1, B2, B8), broadly located within the hatched area highlighted on the plan above. It is anticipated that this employment land would have a greater focus on industrial uses (B1c, B2 and B8). Care should be taken in the design and quality of buildings on the edge of the employment 'zone', so that it can sit comfortably next to the residential development.



- c) The site should deliver approximately 650 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2. A significant proportion of the open space should be placed on the north of the site, which will offer the additional benefit of drawing the residential development further away from the quarry and the permitted wind turbine (PA14/00558)
- e) Occupation of any development on site will not be permitted until the Old Callywith Rd / Launceston Rd junction has been upgraded to provide an increased capacity. The main vehicular access to the site should be via Old Callywith Road and the junction and main east to west route through the site should be of a capacity that would not prevent further growth beyond the Plan period. The development should also provide other pedestrian and cycle links, both within the site and towards the town centre.
- f) The location of the junction on to Old Callywith Road, together with the type and design quality of the employment uses adjacent to this junction, need to be carefully considered to ensure it provides an appropriate entrance; in doing so creating an attractive gateway for both the employment uses and particularly the wider residential development.
- g) It is expected that there would be no vehicular connection on to Helland Road from the development site, with the possible exception of a controlled bus route
- h) Adjacent to the southernmost tip of the site is a scheduled cross, due consideration should be given to the location of this historic asset when developing the site. Furthermore, proposals should conserve, and where appropriate enhance, the setting of the Grade II listed Berry Tower, which is located to the south of the site.
- i) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC. Furthermore, a Construction Environment Management Plan will need to be prepared and agreed with the Council prior to commencement on site, which also demonstrates that any potential impacts upon the RIVER CAMEL SAC are appropriately mitigated.
- j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

<b>Policy Bd-M1</b>	<b>Castle Street</b>
<b>Site area:</b> 7.6 hectares	<b>Allocation:</b> Approximately 150 dwellings; 6,000sqm B1 and/or B2 Employment Space

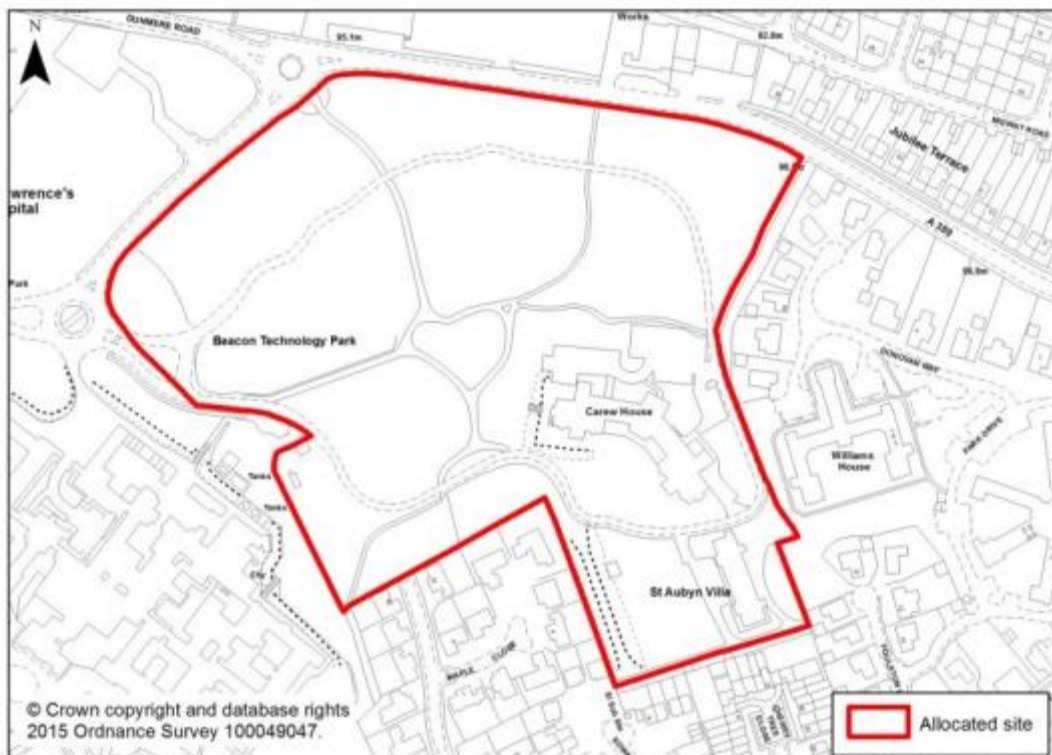


**Additional Policy Requirements:**

- a) The site should deliver approximately 150 dwellings and safeguard land for future expansion of Callywth College or other education related activity
- b) The residential development should be contained within area 1 shown on the above plan. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- c) Vehicular access should be via Old Callywth Road (this should be reviewed in connection to the permitted education development to the north-east of the site - PA15/06688)
- d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2.
- e) To provide an appropriate buffer between the foodstore's service area, located to the south-east of the site, the adjacent land should be used for the public open space that is required from the residential development
- f) The land marked 2 on the above plan should provide approximately 6,000sqm of B1 / B2 employment space

- g) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy Bd-E1	Beacon Technology Park
Site area: 6 hectares	Allocation: Employment Uses (B1, B2, B8)



**Additional Policy Requirements:**

- a) The site should deliver approximately 3,600sqm (GIA) of B1a office space, in addition to the permitted office scheme (PA12/12064)
- b) It is anticipated that the main access would be via Dunmere Road
- c) Scale, massing and location of the office accommodation should give due regard to the existing residential development surrounding the site, plus the proposed residential development set out within the permitted development - PA14/09274
- d) Any future applications, including reserve matters applications, should conserve, and where appropriate enhance, the setting of the Bodmin Conservation Area and the listed buildings to the east of the site

<b>Policy Bd-E2: Walker Lines / Carminow Rd</b>	<p><b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8 uses)</p> <p><b>Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses, with a focus on B1c, B2, B8 uses encouraged</p> <p>(See Figure Bd1 for site boundaries)</p>
<b>Policy Bd-E3: Bodmin Business Park</b>	
<b>Policy Bd-E4: Cooksland Industrial Estate</b>	
<b>Policy Bd-E5: Callywith Gate</b>	

## **12. Launceston**

12.1 Launceston lies in the east of Cornwall and is the historic gateway of the county. It is a relatively self-sufficient town and acts as a service centre for the surrounding parishes in both Cornwall and Devon. The town, with its prominent Norman Castle, sits in a strategically important location overlooking the Devon border and is centrally placed between the north and south coasts. The south of the town straddles the A30 trunk road and consequently benefits from good strategic road links to the rest of Cornwall, Exeter (the start of the M5) and other parts of Devon.

### **12.2 Key Facts:**

Population (2011 Census):	9,216
Dwellings (2011 Census):	4,164
Average house building rate (2005-2015):	97 per annum
Homechoice Register: Bands A-E (Feb-17):	388
Number of jobs (2011):	4,113 (full); 2,125 (part)
Average Wage (ONS Annual Survey 2013):	£418 per week

12.3 The following pages summarises the strategy for Launceston; more detail on the strategy can be seen in the Launceston Town Framework, which can be viewed on Cornwall Council's website.

## **Launceston: Vision, Objectives and Targets**

### **Launceston's Vision**

12.4 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 environment, with Launceston enhancing its role as one of Cornwall's economic hubs.**

### **Launceston's Strategic Objectives and Targets**

12.5 The *Cornwall LP:SP* sets out eight Strategic Objectives for the wider Launceston CNA, together with housing and economic targets for the plan period (through to 2030). The Strategic Objectives can be read in full in the *Cornwall LP:SP* and relate to issues such as: the provision of affordable housing; the enhancement of employment opportunities; and the delivery of infrastructure.

12.6 In relation to specific housing and economic targets, *Cornwall LP:SP* Policy 2a sets out the following targets over the plan period:

- Provision of around 1,800 dwellings for Launceston town in the period up to 2030; and,
- Provision of 14,083sqm of B1a office space and 28,167sqm of industrial space in the Launceston CNA.

12.7 To complement the Strategic Objectives of the wider CNA, Launceston has established a series of localised objectives as follows:

- To facilitate economic growth and an improved quality of life, enhancing the attractiveness of the historic town as a place to live, work in and visit, for this and future generations;
- To better use the town's location to its advantage, in respect to attracting more employers and visitors;
- To encourage growth in employment by ensuring ample provision of land suitable for this purpose, together with the required supporting housing and infrastructure;
- To deliver a range of housing stock and mixed communities, providing housing that will support the existing and future needs of the local community (including locally affordable housing);
- To protect and enhance the natural and historic environment in and around Launceston and enhance the area's tourism offer;
- To enhance the quantity and quality of Launceston's publicly accessible green infrastructure to improve health and wellbeing; and,
- To deliver new development utilising the highest possible build and design standards, that looks to the future whilst is sensitive to its surroundings.

## **Launceston: Overarching Strategy and Concepts**

12.8 Launceston will build upon the town's strengths, strongly promoting itself as a strategic commercial centre for east Cornwall and parts of west Devon. There is an opportunity to further exploit Launceston's location on the A30 and enhance the town as one of Cornwall's economic hubs; in doing so offering a good location within Cornwall for businesses operating in the distribution / logistics sectors.

12.9 Launceston will also deliver a range of housing, which supports the delivery of mixed communities that will provide for the existing and future needs of the local community, including affordable housing. Housing delivery is prioritised to the existing urban area, but this alone will not cater for the targeted growth, so an urban extension is also required.

12.10 The main area for future growth is identified to the south of the A30, connecting to and reinforcing the existing communities and commercial development within these areas. Growth within this location, within and beyond the Plan period, will offer the opportunity to create the critical mass, and connections, to enable these expanded communities to become more sustainable neighbourhoods of Launceston. Furthermore, development in this location can link to many of the town's key facilities, such as the town's hospital, health centre and retail, which are already located in this area.

12.11 As well as providing residential growth, this southern location is also considered best placed to accommodate future economic growth. It provides good access to the A30, making it a commercially attractive

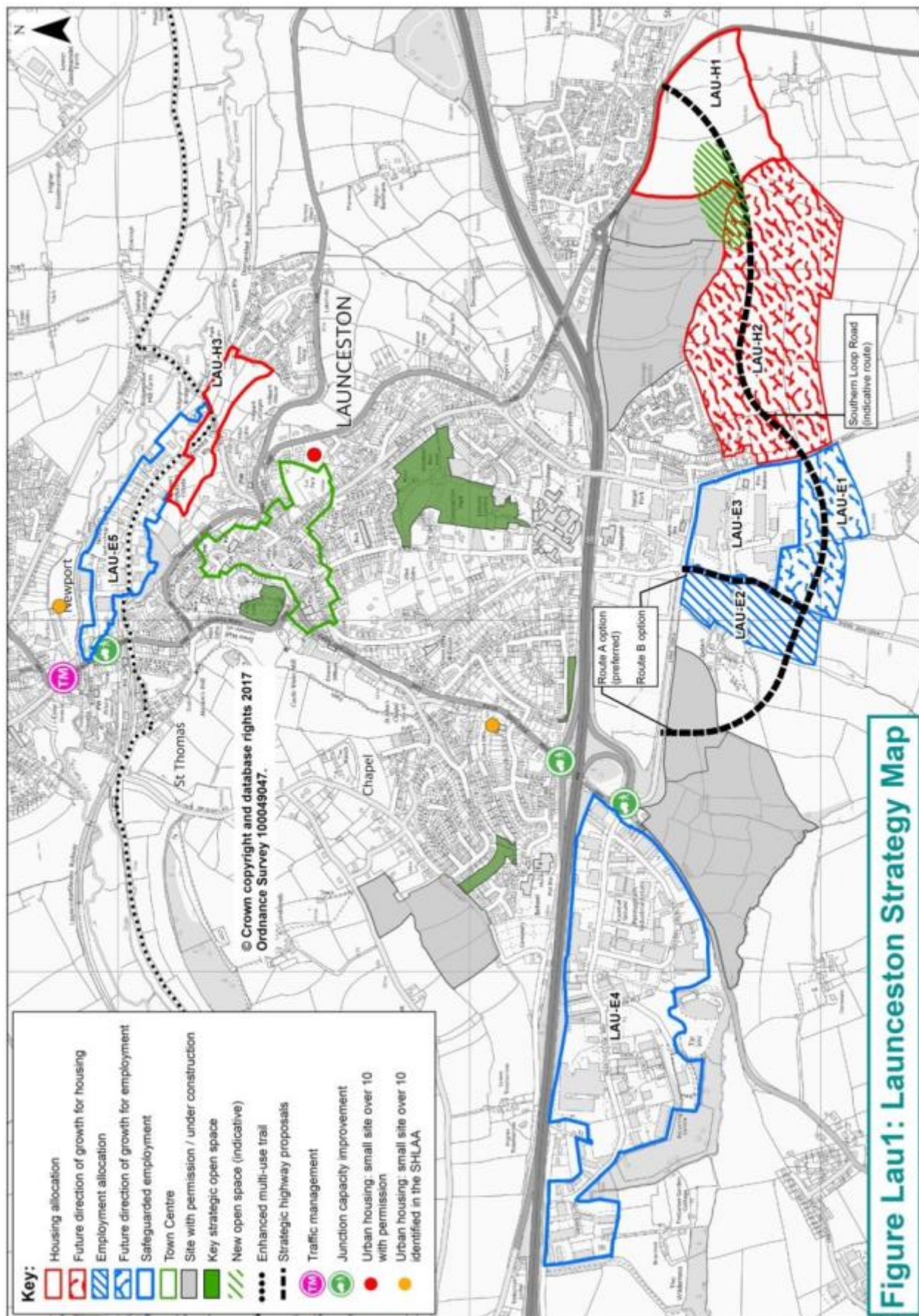
location and a key requirement when aiming to enhance Launceston as a potential location for industry, including the distribution sector.

12.12 To support the growth of Launceston's economy, it is also important to protect its existing industrial base; as a result the town's three strategically important employment sites are safeguarded.

12.13 It is important for Launceston that future retail is focused towards the town centre, with a resistance against out of town development that would negatively impact upon the core of the town. Whilst there are limited opportunities to provide large footprint stores within the town centre, there are smaller redevelopment opportunities that would also support the regeneration of the town centre.

12.14 Figure Lau1 sets out the sites which this document allocates and safeguards. Furthermore, Figure Lau1 also identifies future directions of growth for both residential and commercial development. The future directions of growth highlight Launceston's growth beyond the Cornwall LP:SP targets and as such are not anticipated to be delivered until beyond the Plan period (2030); but their eventual delivery will help support long-term aspirations for the delivery of new highway infrastructure (i.e. the Southern Loop Road) and sustainable movement corridors (i.e. those which encourage journeys by foot, bike and public transport) through the area.





## Economic Growth

12.15 One of Launceston's key objectives over the Plan period is to encourage economic growth; in doing so, improving both the quantity and quality of jobs on offer.

12.16 Local employment is concentrated in industries such as manufacturing (food and drink), retail and services sectors, including education and health. The town is considered to be a key 'Gateway to Cornwall' but it is also conversely a key 'Gateway to the rest of England'. As a consequence of its location adjoining the A30, Launceston enjoys a better balance of travel distance to all parts of Cornwall and Devon by road than any other town in the two counties. Therefore there is an opportunity to take greater advantage of its location within Cornwall and the wider South West Peninsula.

12.17 Launceston's location on the strategic highway network represents a good location for industrial and particularly distribution related businesses, representing a location for national and regional businesses to access the South West market and for Cornish businesses to access the rest of the UK.

12.18 In addition to distribution, Launceston already has strong links to food manufacturing and agriculture and will continue to promote itself as a hub for these industries.

12.19 The Cornwall LP:SP document indicates that the Launceston CNA should deliver 14,083sqm of B1a office space and 28,167sqm of industrial space. Table Lau1 sets out progress towards delivery:

<b>Table Lau1: Launceston – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	14,083	28,167
Net Completions Apr-10 to Mar-16	-658	11,021
Net extant planning permission / under construction (at Mar-16)	545	3,050
Existing Capacity	120	4,000
Residual Local Plan Target	14,076	10,096

12.20 The assessment indicates that a further 24,172sqm (approximately 6 Ha) of employment space needs to be provided to deliver the CNA's employment targets.

12.21 To achieve the stated economic aspirations, it is important to provide land that is well connected to the A30, is relatively flat, and offers the opportunity to link it to the existing urban area. As a result, Badash (LAU-E2) is identified as Launceston's strategic location for future economic growth within the Plan period. The site is in proximity to the existing Scarne Industrial Estate and offers the good access to and from the A30, important for distribution and related industries.

12.22 The importance of Launceston's existing industrial estates, as key employment generators for the town and surrounding area, are recognised. As a result, three existing sites are identified as being strategically important and should be safeguarded for employment uses in line with Policy 5 of the Cornwall LP:SP document; these are at Scarne (LAU-E3), Pennygillam (LAU-E4) and Newport (LAU-E5).

12.23 A future direction of employment growth has also been identified (LAU-E1), which links to Scarne Industrial Estate (LAU-E3) and the Badash allocation (LAU-E2). It is recognised that access to the A30 represents an important component of identifying commercially attractive employment sites, particularly industrial uses. This site represents one of the few remaining areas that can gain easy access to the strategic network, as a result this represents the best location for growth either beyond the Cornwall LP:SP target and / or beyond the Plan period (2030).

## **Retail**

12.24 Launceston has an attractive town centre, characterised by the castle, medieval wall and numerous historic buildings. However, the historic nature of the town also brings its drawbacks, with a lack of medium to large retail units and the constrained vehicular routes. The nature of the retail offer within the town centre is focused on comparison shopping, from primarily independent retailers, with a small amount of top-up food shopping. On the periphery of the town is its main convenience retail offer, plus there is a small cluster of larger footprint comparison retail units on Hurdon Road.

12.25 The retail offer provides the convenience needs for the town and hinterland, as well as other day to day essentials; but the comparison offer is more limited, as a result of the town centre's constraints and its proximity to two of the south-west's largest retail centres, Plymouth and Exeter.

12.26 The Cornwall Retail Study Update 2015 indicated that there would be capacity for approximately 2,000sqm of convenience floorspace and 2,200sqm of comparison floorspace between 2015 and 2030; although the study indicates that capacity is very limited for the next 5 to 10 years<sup>27</sup>.

12.27 The lack of available larger sites within or on the edge of the town centre, together with the timeframe when the additional retail capacity is estimated to come to fruition, means there is not the intention to allocate any sites for retail development at the current time; however this position will be monitored. Despite this, the Launceston Town Framework highlights some small town centre site options that might benefit from reuse / redevelopment for retail purposes, in doing so supporting regeneration activity for the town centre.

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<sup>27</sup> Cornwall Retail Study Update 2015. Figures represent net sales area

12.28 As well as delivery of new floorspace in the medium to long term, there is an opportunity to improve the quality of the town centre offer, to create an inviting location which enhances the town centre's leisure and tourism roles, which in turn can support the retail offer. Opportunities that exist include:

- Rationalise the on street parking provision within the town centre;
- Shopfront improvements scheme;
- Public realm improvements that give greater priority to pedestrians and cyclists;
- Extend the opening hours of the castle to cater for an increasing number of winter visitors; and
- Restore the historic open space known as The Walk and Parade Ground and encourage its use as a public amenity

## Housing Growth

12.29 The delivery of good quality housing that meets future demand represents a key strand of the overall strategy for Launceston. Delivery of housing growth in Launceston utilises two elements; with the first being the prioritisation of appropriate sites within the existing urban area. Whilst the majority of the growth can be accommodated from extant permissions and other sites within the existing urban area, it is recognised that an urban extension is also required to meet the Cornwall LP: SP target.

12.30 The Cornwall LP: SP document targets the delivery of 1800 dwellings for Launceston and Table Lau2 sets out current and estimated delivery.

<b>Table Lau2: Launceston - Delivery against Housing Target</b>	
<b>Target</b>	<b>1,800</b>
Net Completions (Apr-10 to Mar-16)	367
Net Extant permissions (at Mar-16)	906
Net windfall projection	90
Net additional urban capacity	90
<b>Residual Target</b>	<b>347</b>

12.31 The outcome of these assessments demonstrates that there is a need for land to be allocated to accommodate at least 347 dwellings.

12.32 In identifying the most appropriate locations to accommodate housing development, an assessment was carried out which examined all potential land adjoining the built edge of the town. The details of this are contained within the Site Allocations DPD: Launceston Housing Evidence Report, which can be found at [www.cornwall.gov.uk](http://www.cornwall.gov.uk). As a result of this assessment, two sites have been identified to accommodate the residual requirement within the Plan period: Kensey Valley (LAU-H3) and Withnoe (LAU-H1).

12.33 Redevelopment of Kensey Valley (LAU-H3), located within the existing urban area, would deliver housing in a sustainable location and

facilitate important improvements to public open space provision and cycle and pedestrian links in the area. The site must also facilitate the future completion of an alternative vehicular access for residents between Kensey Valley Meadow and Newport Industrial Estate but where this road should not be to a design or standard which would encourage use by either HGV's or heavy volume traffic.

12.34 Withnoe (LAU-H1) provides the opportunity to enhance links and facilities to the south of the town. Currently, the neighbouring area of Stourscombe suffers from a lack of community facilities and a core to the neighbourhood, which is exacerbated by it being located on the opposite side of the A30 from the majority of the town. However recent planning approvals to the south east of the town propose, as part of a residential development, a new primary school and a public house with ancillary letting rooms.

12.35 When the existing neighbourhood of Stourscombe is combined with the permitted developments and Withnoe (LAU-H1), it will provide an extended neighbourhood that is more sustainable, containing more services and facilities for both the existing and future residents.

Safe and convenient pedestrian access between new development to the south of the A388 and Stourscombe, preferably by means of a pedestrian footbridge, will be key in unlocking this potential.

12.36 Finally, a future direction of housing growth (LAU-H2) has also been identified, which connects to Withnoe (LAU-H1). This represents growth that will deliver in excess of the Cornwall LP:SP target and, as a result, it is not required in the Plan period. However, the eventual delivery of this site will further strengthen the community to the south of the A30. One of the reasons for identifying the site at this stage, is the need to eventually deliver a new 'Southern Loop Road' (connecting east-west, south of the A30 between the A388 and the existing Link Road), to support longer term growth (i.e. beyond this Plan period). The Southern Loop Road will join the allocations and future directions of growth at Withnoe (LAU-H1); Badash (LAU-E2); Hurdon Road (LAU-H2) and Landlake Road (LAU-E1). The Southern Loop Road would be delivered incrementally, but when complete will support longer term growth, as well as further enhance the accessibility of services and facilities within the various developments to the south of the A30, strengthening it as a sustainable neighbourhood.

## **Infrastructure**

12.37 A fundamental element in the future regeneration and growth of Launceston will be the provision of supporting infrastructure, including improved healthcare and education facilities; investment in the area's utilities; plus the delivery of Transportation and Green Infrastructure (GI) projects.

12.38 Information on how the proposed growth for Launceston can be accommodated is set out on the following pages; whilst additional information is detailed within the *Infrastructure Delivery Plan*. Site specific

requirements are contained within individual site allocation policies, where required. Please note that the following information relates to the delivery of the Cornwall LP:SP target; development of the Future Directions of Growth are likely to require further infrastructure.

## **Education**

12.39 Primary: Launceston is served by three primary schools which have a combined capacity to accommodate 630 pupils – Windmill Hill Academy (formerly known as Launceston CP), St Catherine's CE and St Stephens Academy. On the basis of current pupil forecasts and demand generated by the proposed housing growth, it is estimated that there will be a deficit of approximately 300 places by the end of the Plan period. Furthermore, the town's schools are currently experiencing capacity problems.

12.40 To address pressures within the Plan period, the development of new primary provision will be required, to the south of the A30, where the town's growth is focused. Current plans(as part of the approved development at Hay Common (PA11/00339))cater for delivery of a single form entry school (seven class). The preference would be to expand this permitted scheme to a two form entry (fourteen class) school, which was subject to a Free School bid at the time of writing. If this is not achievable, an additional one form entry school will be required, which should be located within the future area of growth (LAU-H2).

12.41 Secondary: Launceston College is located on the outskirts of the town and has the capacity to accommodate 1385 pupils; by 2017 it is estimated that it will be operating with a spare capacity of approximately 150 places. It is anticipated that 350 additional secondary places could be required, over the Plan period, in order to meet demand generated by new housing in the CNA. This additional demand will be catered for through an expansion of Launceston College; the College has the land to enable this expansion within the confines of their existing site.

## **Healthcare**

12.42 Launceston has one healthcare facility, Launceston Medical Centre, which caters for 17,500 residents from both within the town (approx. 60% of the patients) and surrounding villages. However, the facility is significantly undersized for its patient list and there is a local desire to both expand this facility and also alternative healthcare provision to the north of the town (to serve the existing community) where a health outreach centre could be located. When factoring in the proposed housing growth for the town, it is estimated that a further 790sqm of healthcare facilities would be required to meet Premises Size Guidance; although only 250sqm is generated by the proposed growth. Furthermore, the proposed growth is estimated to generate demand for approximately 1.6 additional FTE GPs.

12.43 The Health and Care providers are looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need



for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. Launceston sits within the East Cornwall Locality (together with Liskeard, Looe, Callington and Saltash). Focus for this Locality has been on commissioning better support for frail, vulnerable patients living in the community. Its service development plans are based on providing an integrated community care team, based around GP Practices, providing services that meet the specific needs of individuals requiring support.

12.44 At the time of writing Launceston Medical Centre was working on proposals to provide a new facility, in doing so doubling the size of their premises. This would overcome the towns existing issues. To cater for the future growth, this can be accommodated through further expansion of this proposed facility, or the delivery of an outreach facility, which could form part of either the Withnoe Urban Extension (LAU-H1) or the future direction of growth (LAU-H2), depending upon when demand for a new facility is generated. Developers for each of these sites should liaise with Cornwall Council and NHS England on whether their site should provide the land necessary for a new surgery. Furthermore, the Locality team is continuing to progress initiatives that will provide local people with an alternative to visiting Plymouth’s Hospitals.

## **Utilities**

12.45 **Water / Drainage** - The proposed growth at Launceston raises some capacity issues for waste water treatment. The existing waste water works at Launceston are close to capacity, but its upgrade is within South West Water’s 5 Year Business Plan.

12.46 **Electricity** - Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the town. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substations within the town. Cornwall Council will continue to work with WPD to review impacts of growth.

## **Transportation**

12.47 Launceston’s Transport Strategy sits within the context of Cornwall Council’s overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.17.

12.48 The historic town centre of Launceston is situated to the north of the A30 and is largely built around the castle. Many of its streets are steep and narrow which can result in localised congestion and more challenging terrain for travel by bike and foot.

12.49 Areas to the north of the town, have a poor and constrained transport network and efforts to address this will be examined. Newport Square presents a particular challenge and limits growth to the north of the town. At Newport Square, historic buildings align a constrained road layout, originally designed for use by horse and cart. The A388 runs through Newport Square, north-easterly (serving areas of North Devon), whilst the junction also accommodates traffic using the B3254 (north-westerly, serving areas of North Cornwall). This roundabout junction is considerably constrained in its alignment and presents a pinch point for HGVs which struggle to manoeuvre through the junction, and which in turn contribute to local traffic congestion in this vicinity and a poor pedestrian environment.

12.50 The newer part of the town, including significant areas of employment, is situated to the south of the A30 and whilst it enjoys a more modern highway network, it is faced with the barrier of the A30 which can hinder travel by foot and bicycle, especially for journeys to the town centre and educational facilities.

12.51 Delivering a transport strategy, which sets out to maximise the highway capacity coupled with improved provision to support more sustainable movement (i.e journeys by foot, bike and public transport), is fundamental to achieving the town's objectives over the plan period and to trying to alleviate some of the existing issues that the town faces. However, it must be recognised that there are financial constraints to what can realistically be delivered within the plan period.

12.52 Figure Lau2 and Table Lau3 identify the high level measures that will be required in Launceston to support future development.

<b>Table Lau3: Elements of Launceston Transport Strategy</b>	
Junction Improvements	A30 Pennygillam Roundabout
	A30 Pennygillam off-slip/ Western Road priority junction
	Improvements to A30 Westbound off-slip (to facilitate complete SLR)
Bus Improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both

	existing passengers and non-users to improve the appeal of public transport, drive up patronage on bus and rail, making the network more financially viable. The improvements to bus, rail and ferry integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
Traffic Management	Improvements to traffic flows and pedestrian movements through Newport Square and Bridge
Walking and Cycling Improvements	Town wide walking and cycling network
	Two new pedestrian bridges across the River Kensey at Ridgegrove and adjacent to the St Thomas bridge.
	Pedestrian crossings
Highway Improvements	Kensey Valley Estate Road (to be delivered through the development of the Kensey Valley allocation (LAU-H3))
	Southern Loop Road (full link not required within Plan period)

12.53 Critical to the success of the transport strategy is the delivery of sustainable transport measures to support more trips by walking, cycling and bus. This is particularly important to overcome the barrier that the A30 presents between the communities located to the north and south of the road; and, the River Kensey presents between communities to the north and south of this. Walking and cycling routes have been identified which will support access to employment, education and retail facilities.

12.54 The local aspiration to deliver improved north-south links is recognised; particularly in relation to resolving traffic issues and associated impacts at and around Newport Square. Through the plan period a package of measures will be investigated and measures delivered in order to help ease traffic pressures on the north-south corridor through the town. Measures at and around Newport Square may include improving the balance between cars and people walking and rationalisation of HGV movements. These measures, coupled with strengthened pedestrian links, would seek to improve the quality of life for residents through encouraging physical activity and improving air quality, whilst enhancing what is an important historical area of the town.

12.55 At Pennygillam roundabout, assessments have identified the need to improve traffic flows on specific arms adjacent to the A30, which is the access point for Launceston's principal employment site. The works proposed include widening an approach and partial signalisation of Western Road off-slip.

12.56 At Kensey Valley, LAU-H3 presents the opportunity to develop pedestrian and cycle links and an estate road linking Kensey Valley Meadow with Newport Industrial Estate. This connecting road should create an alternative access for the existing and future residents of Kensey Valley as opposed to being a road to service Newport Industrial Estate. As such efforts should be made to ensure its design is not of a standard that would encourage use by either HGVs or high volume traffic.

12.57 Finally, delivery of a Southern Loop Road needs to be developed to cater for housing and economic growth to the south of the A30, beyond the Plan period. However, elements of the road will need to be constructed as part of the growth proposals within Withnoe (LAU-H1) and Badash (LAU-E2), so as to not constrain its future delivery. As a result, allocations LAU-H1, LAU-H2, LAU-E1 and LAU-E2 all need to support the delivery of a continuous vehicular route from the A388 to Link Road; with each allocation providing its element of the road, which will be constructed to provide the capacity necessary to accommodate the level of growth from the combined set of sites. The Southern Loop Road will support sustainable development to the south of the A30 with good links for public transport and people walking and cycling to reduce the reliance on the use of the private car for shorter, more local journeys.

12.58 It should be noted that due to the cumulative impact of development across the town, the whole strategy will need to be delivered to ensure future resilience of the town's transport network. Developers of larger schemes will also be expected to produce comprehensive travel plans as part of their planning application' these will identify the specific, detailed on site improvements that may also be required as a result of more detailed transport modelling.



## **Green Infrastructure**

12.59 Launceston's Green Infrastructure (GI) Strategy takes its lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.18. The principle is to deliver a range of integrated functions from Launceston's GI assets and features, with the aim of increased use, more efficient maintenance, and environmental benefits. Whilst the GI elements will split into the four key elements, as set out below, their successful delivery will be through their integration. Elements of the overall GI Strategy are illustrated in Figure Lau3.

### **Biodiversity**

12.60 The protection and enhancement, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as the ones listed below all provide important links which need to be protected, and enhanced where possible:

- The River Kensey Valley and its tributaries (although problems in connections exist where urban development encroaches on this link, particularly around the Newport area);
- The road verges of the A30; and,
- Lowley Brook and its tributaries, to the south of the town.

12.61 The existing network provides predominantly east to west connections and opportunities to enhance north to south linkages between these need to be sought.

12.62 Links out into the surrounding area should also be enhanced where possible. These include links to Landlake Wood, West Petherwin Wood, Trevallet Wood, Werrington Park and Higher Bamham Wood.

12.63 The key habitat corridors identified on the accompanying map have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### **Public Open Space**

12.64 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. In comparison to the other main towns in Cornwall, Launceston has a significant under supply of some of these types of open space, for instance natural open space and outdoor provision for teenagers<sup>28</sup>.

12.65 Whilst there are various categories of open spaces, most highlighted within Table Lau4, the principles of multi-functionality will be sought, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role. The categories presented in Table Lau4 highlight the minimum open space required from future development.

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<sup>28</sup> The provision of accessible open space in Launceston is approximately 13m<sup>2</sup> per person, significantly lower than 41m<sup>2</sup> per person which is the average of the main Cornish towns.



More detail on the assessment and requirements for future open space can be viewed within the Cornwall Open Space Strategy for Larger Towns in Cornwall.

<b>Table Lau4: Launceston Public Open Space Requirements</b>	
Type of open space	Minimum Quantum expected per dwelling (where defined)
Parks and Amenity Space	19.98sqm
Natural and Semi Natural Green Spaces	32.78sqm
Public Accessible Sports Pitches	57.68sqm
Children's Play Spaces	1.61sqm
Teenager's Equipped Spaces	0.58sqm
Allotments	1.36sqm

12.66 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

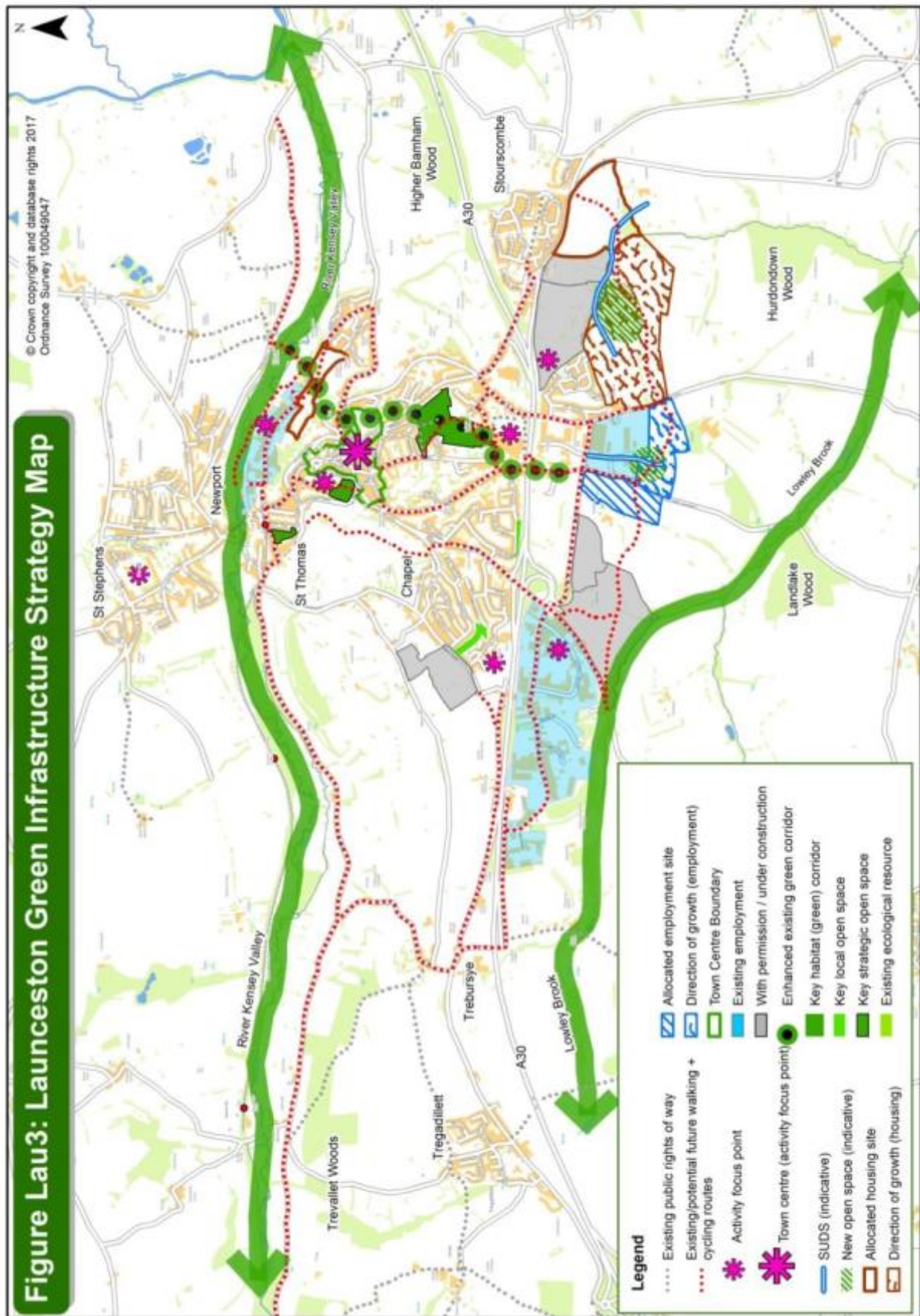
### **Green Links**

12.67 In line with the Transport Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. In addition to the benefits relating to reduced congestion, the improved network will provide an important recreational resource. The maintenance, upgrade and expansion of the area's green links form an important part of the overall strategy for the area. Principles of this improved network can be seen in Figure Lau3. Major development sites, including the site allocations, should come forward with pedestrian and cycle links incorporated, which help improve the network and make the developments and existing communities more permeable.

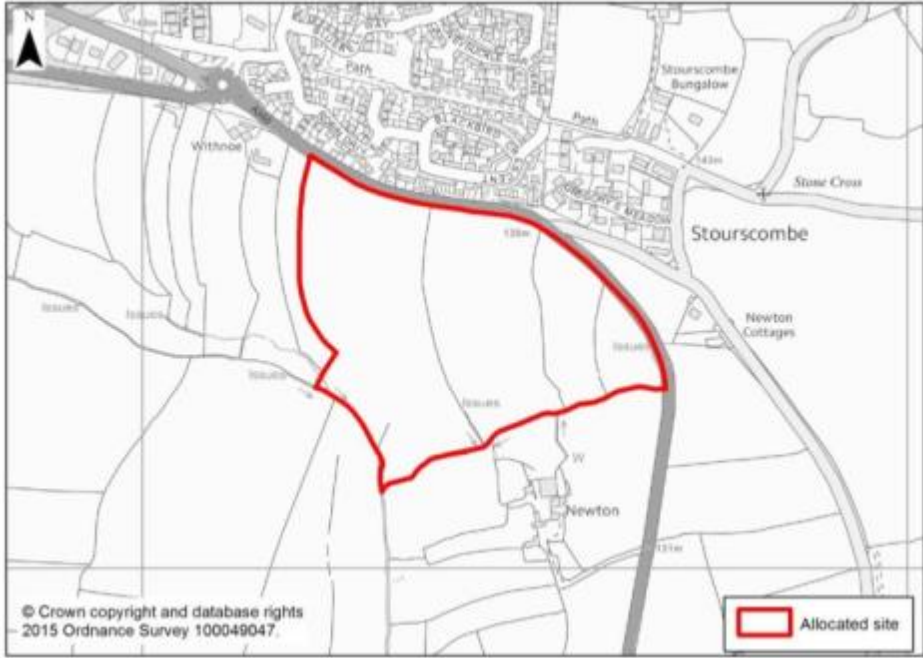
### **Flood Attenuation**

12.68 A surface water management plan has been prepared which details the requirements and options available. This should be referred to when bringing forward development. It is estimated that some flood prevention and mitigation work is required in the Newport area. Options being considered include a culvert bypass and the repair of the bank and floodwall.

12.69 For more information on Launceston's Green Infrastructure Strategy, including a GI Strategy Map, please refer to the Launceston Town Framework and the GI Strategy Map presented in Figure LAU3.



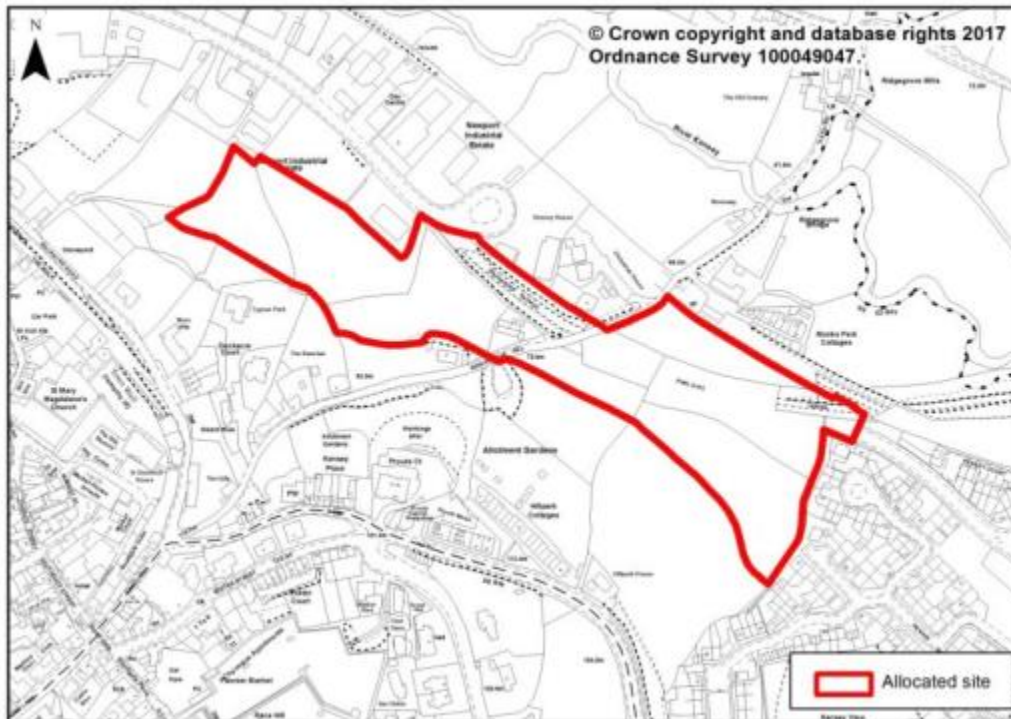
## Launceston's Site Allocations Policies

Policy LAU-H1	Withnoe Urban Extension
<b>Site area:</b> 11.9 hectares	<b>Allocation:</b> Approximately 300 dwellings
	
<p><b>Additional Policy Requirements:</b></p> <ul style="list-style-type: none"> <li>a) Land identified as Withnoe offers the opportunity to develop a neighbourhood extension to the south east of Launceston, connecting to the existing community of Stourcombe and the permitted developments at Hay Common (PA11/00339) and Withnoe (PA14/08752).</li> <li>b) Development of this site should deliver approximately 300 dwellings.</li> <li>c) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.</li> <li>d) Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, development of the site should deliver the start of the Southern Loop Road'. It is anticipated that the Southern Loop Road would start at an A388, Tavistock Rd junction. The road should represent the start of a route that will eventually provide a continuous link, east-west, -through allocations / future directions of growth LAU-H2, LAU-E1 and LAU-E2. The road and junction within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.</li> <li>e) The development should also provide appropriate sustainable movement connections through the site and into adjoining areas.</li> </ul>	

Appropriate links should also be created into the existing community of Stourscombe.

- f) Off-site contributions should be provided to enable the expansion of the school to be developed within the Hay Common site (PA11/00339).
- g) At least 114sqm of public open space per dwelling should be provided on site, in line with the Launceston Green Infrastructure Strategy and the minimum size thresholds within Table 2. Some or all of this should be placed to the south of the site, to link with the open space provided by permitted developments at Hay Common (PA11/00339) and Withnoe (PA14/08752).
- h) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased. Linking the SUDS infrastructure with the open space to the south of the site, will support the GI aims of multi-functionality and also link with the two watercourses on the edge of the site.
- i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

Policy LAU-H3	Kensey Valley
Site area: 3.6 hectares	Allocation: B1, B2, B8 Employment Space; Approximately 75 dwellings



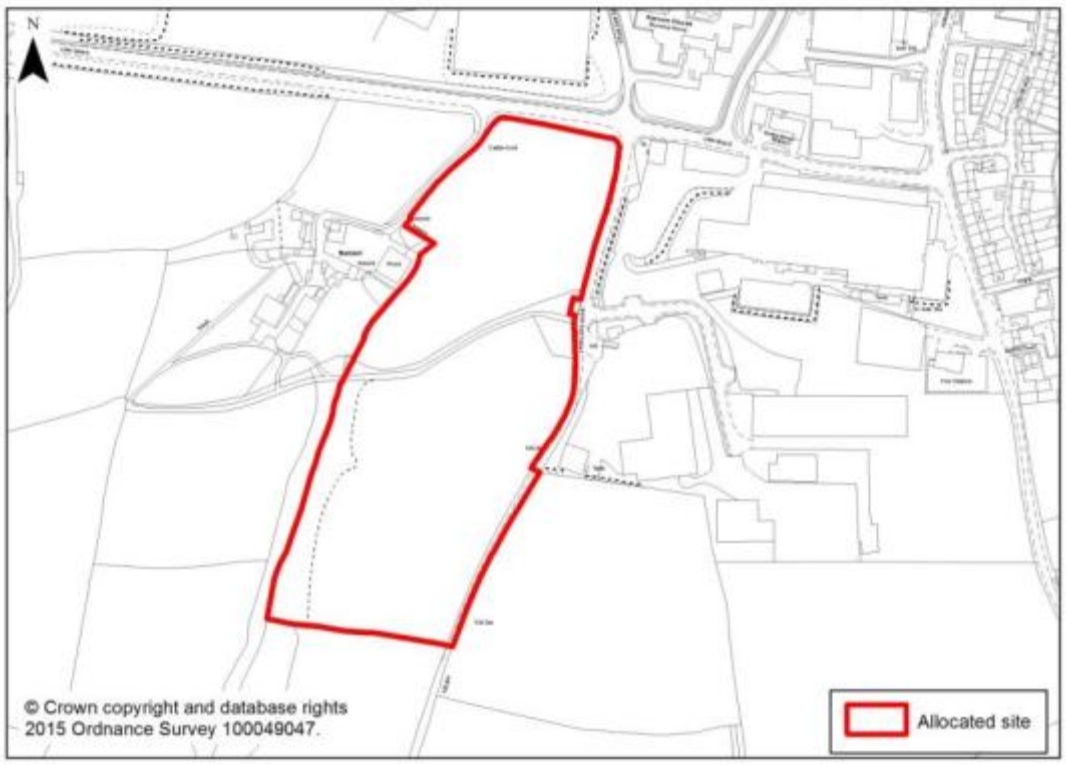
**Additional Policy Requirements:**

- a) Land identified at Kensey Valley offers the opportunity to accommodate approximately 75 houses, together with an open space, with pedestrian and cycle links and an estate road connecting Kensey Valley Meadow residential area with Newport Industrial Estate.
- b) Development of this site must contribute to the delivery of the Launceston Transport Strategy; specifically the development of the site must deliver an additional road access for residents, connecting Kensey Valley Meadow to Newport Industrial Estate.
- c) Care must be taken:
  - i. not to increase vehicle movements on Ridgegrove Hill and/or Dockacre Road, with vehicular access being directed via Newport Industrial Estate and Kensey Valley Meadow; and,
  - ii. to ensure that the road access between Kensey Valley Meadow and Newport Industrial Estate is not built to a design or standard which would encourage HGV movements or heavy volume traffic.
- d) Development of this site should deliver elements of the Green Infrastructure Strategy for Launceston. This includes providing at



least 114sqm of public open space per dwelling on site, in line with the minimum size thresholds within Table 2. This should be focused in one location of the site, with other landowners providing off-site contributions to its development.

- e) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased.
- f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site; and, open space provision.

Policy LAU-E2	Badash
<b>Site area:</b> 5.8 hectares	<b>Allocation:</b> Employment Uses (B1, B2, B8)
	
<b>Additional Policy Requirements:</b> <ul style="list-style-type: none"> <li>a) Development will only be permitted for B1, B2 and B8 uses with the site aiming to deliver in the region of 14,000sqm of office space and 10,000sqm of industrial space;</li> <li>b) Development of this site must contribute to and seek to deliver</li> </ul>	



elements of the Launceston Transport Strategy. As a result, development of the site should deliver part of the 'Southern Loop Road', connecting to the section of the road that will be created through the Landlake Road allocation (LAU-E1). It is expected that the road will connect to Link Road. The road should represent part of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H1, LAU-H2, LAU-E1 and LAU-E2. As a result, the road within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.

- c) The development should provide appropriate sustainable movement connections through the site, linking to adjacent allocations
- d) Surface water drainage must be designed in accordance with the SUDS principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased. The SUDS design should make best use of the existing water features and geography, linking into the adjoining watercourse
- e) To the west of the site is the Grade II listed buildings relating to Badash Farm; development of the site should ensure the listed buildings and immediate setting are appropriately respected. This should be achieved, in part, by locating buildings on the eastern half of the site, drawing them away from the historic assets.
- f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which sets out appropriate and sustainable movement connections through the site and also to existing and planned residential areas.

<b>Policy LAU-E3: Scarne Industrial Estate</b>	<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)
<b>Policy LAU-E4: Pennygillam Industrial Estate</b>	<b>Additional Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.
<b>Policy LAU-E5: Newport Industrial Estate</b>	Any new development within the sites should be B1, B2, B8 uses  (See Figure Lau1 for site boundaries)

<b>Policy LAU-H2</b>	<b>Hurdon Road – FUTURE DIRECTION OF GROWTH</b>
<b>Site area:</b> 26.6 hectares	<b>Allocation:</b> Approximately 650 dwellings



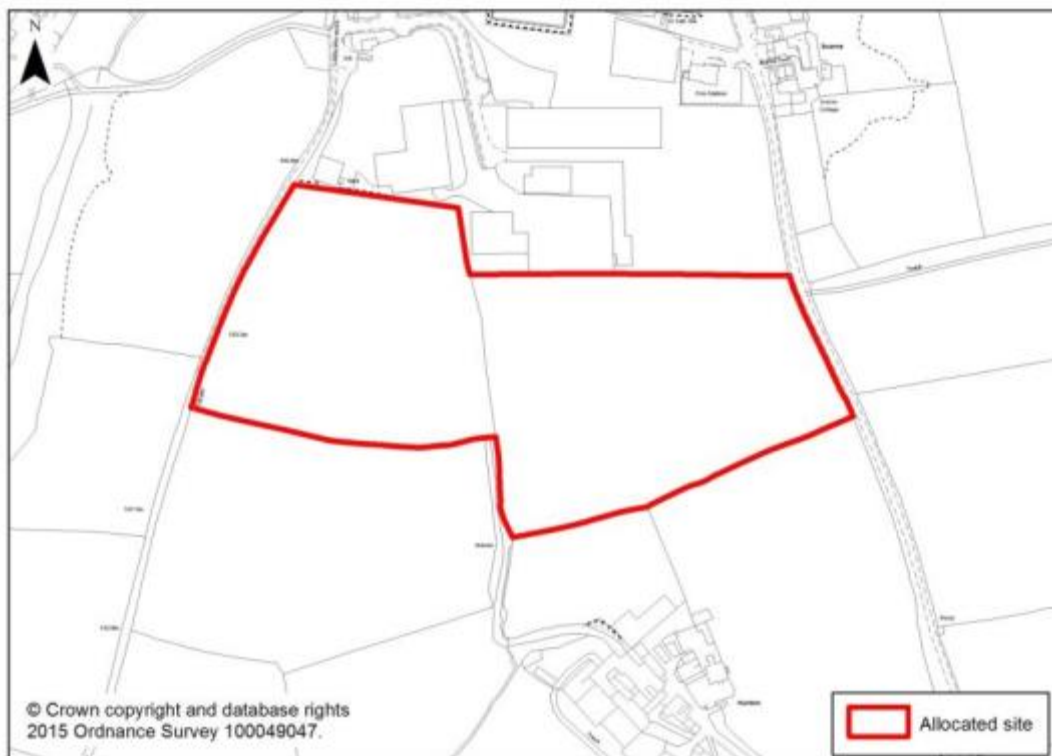
**Additional Policy Requirements:**

- a) The site represents a future direction for housing growth, which is not anticipated to come forward until after the Plan period (2030).
- b) Development of this site should deliver approximately 650 dwellings.
- c) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- d) The site represents an opportunity to strengthen this area of Launceston as a sustainable neighbourhood to the south of the A30, offering the opportunity to create more facilities and services for the new and existing residents within this area. The design solution for the site needs to ensure appropriate and sustainable movement linkages are created between Withnoe (LAU-H1), the permitted developments at Hay Common (PA11/00339), Withnoe (PA14/08752) and existing development to the east of Hurdon Way and, where possible, to other existing and planned community facilities which may not be within these areas.
- e) Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, development of the site should deliver part of the 'Southern Loop Road', connecting to other sections of the road that have or will be

created through Withnoe (LAU-H1) and Landlake Road (LAU-E1). The road should represent part of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H1, LAU-H2, LAU-E1 and LAU-E2. As a result, the road within this Future Direction of Growth needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.

- f) Development of this site should provide either an off-site education contribution to enable the expansion of the school to be developed within the Hay Common site (PA11/00339) to two form entry; or, if the Hay Common School can not be expanded to two form entry, provide a new one form entry (seven class) primary school and associated facilities on site.
- g) On the north-western edge of the site is the Grade II listed Scarne Farm complex; development of the site must give due consideration to this heritage asset.
- h) Development of this site should deliver elements of the Green Infrastructure Strategy for Launceston. This includes providing at least 114sqm of public open space per dwelling on site, in line with the minimum size thresholds within Table 2.
- i) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased.
- j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which sets out the pedestrian and particularly vehicular connections through the site.

<b>Policy LAU-E1</b>	<b>Landlake Road – FUTURE DIRECTION OF GROWTH</b>
<b>Site area:</b> 7.6 hectares	<b>Allocation:</b> Employment Uses (B1, B2, B8)



**Additional Policy Requirements:**

- a) Development will only be permitted for B1, B2 and B8 uses and is expected to come after 2030.
- b) Uses on the eastern edge of the site should be delivered in a form that would not have a detrimental impact upon the delivery of residential uses on future direction of growth LAU-H2
- c) Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, the development of the site should deliver part of the 'Southern Loop Road', connecting to other sections of the road that have or will be created through Hurdon Road (LAU-H2) and Badash (LAU-E2). The road should represent part of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H1, LAU-H2, LAU-E1 and LAU-E2. As a result, the road within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.
- d) The development must provide appropriate sustainable movement connections through the site, linking to the adjoining allocations
- e) Due regard should be given to the Grade II listed Hurdon Farm complex, which is located to the south of the site. This should include drawing buildings away from the southern boundary of the

site (on the eastern side of the site); plus retaining and enhancing the tree planting on the southern boundary of the site

- f) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased
- g) Development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which sets out appropriate and sustainable movement connections through the site and also to existing and planned residential areas.

## **13. Saltash**

13.1 Saltash is situated on the eastern edge of Cornwall at the lowest bridging point on the Tamar River. The town acts as a gateway to Cornwall and as the main local service centre for many of the smaller settlements surrounding it. Saltash lies across the river from Plymouth and the close proximity of the city has a heavy influence on the town. A key characteristic of the town's population is the greater numbers of families with parents of a working age than retired people. Younger people tend to leave the area to seek training and employment.

### **13.2 Key Facts:**

Population (2011 Census):	16,419
Dwellings (2011 Census):	7,281
Average house building rate (2005-2015):	43 per annum
Homechoice Register: Bands A-E (Feb-17):	446
Number of jobs (2011):	2583 (ft); 2431(pt)
Average Wage (ONS Annual Survey 2013):	£439 per week

13.3 An outline strategy for the town is set out on the following pages, together with allocated sites; for the more detailed strategy for Saltash please refer to the Saltash Neighbourhood Development Plan, which was in the process of being developed, at the time of writing.

## **Saltash: Strategic Objectives and Targets**

13.4 The *Cornwall Local Plan: Strategic Policies DPD (LP:SP)* sets out five Strategic Objectives for the wider Cornwall Gateway CNA, which Saltash forms part of, together with housing and economic targets for the Plan period (2010 to 2030). The strategic objectives can be read in full in the *LP:SP* and relate to issues such as the regeneration of Saltash town centre; provision of affordable housing; and the enhancement of jobs and services etc.

13.5 In relation to specific housing and economic targets, *LP:SP - Policy 2a* sets out the requirement for the provision of the following over the Plan period:

- Provision of around 1,200 dwellings for Saltash town in the period up to 2030; and,
- Provision of 6,917sqm of B1a office accommodation and 10,583sqm of industrial space in the Cornwall Gateway CNA.



## **Overarching Strategy and Concepts**

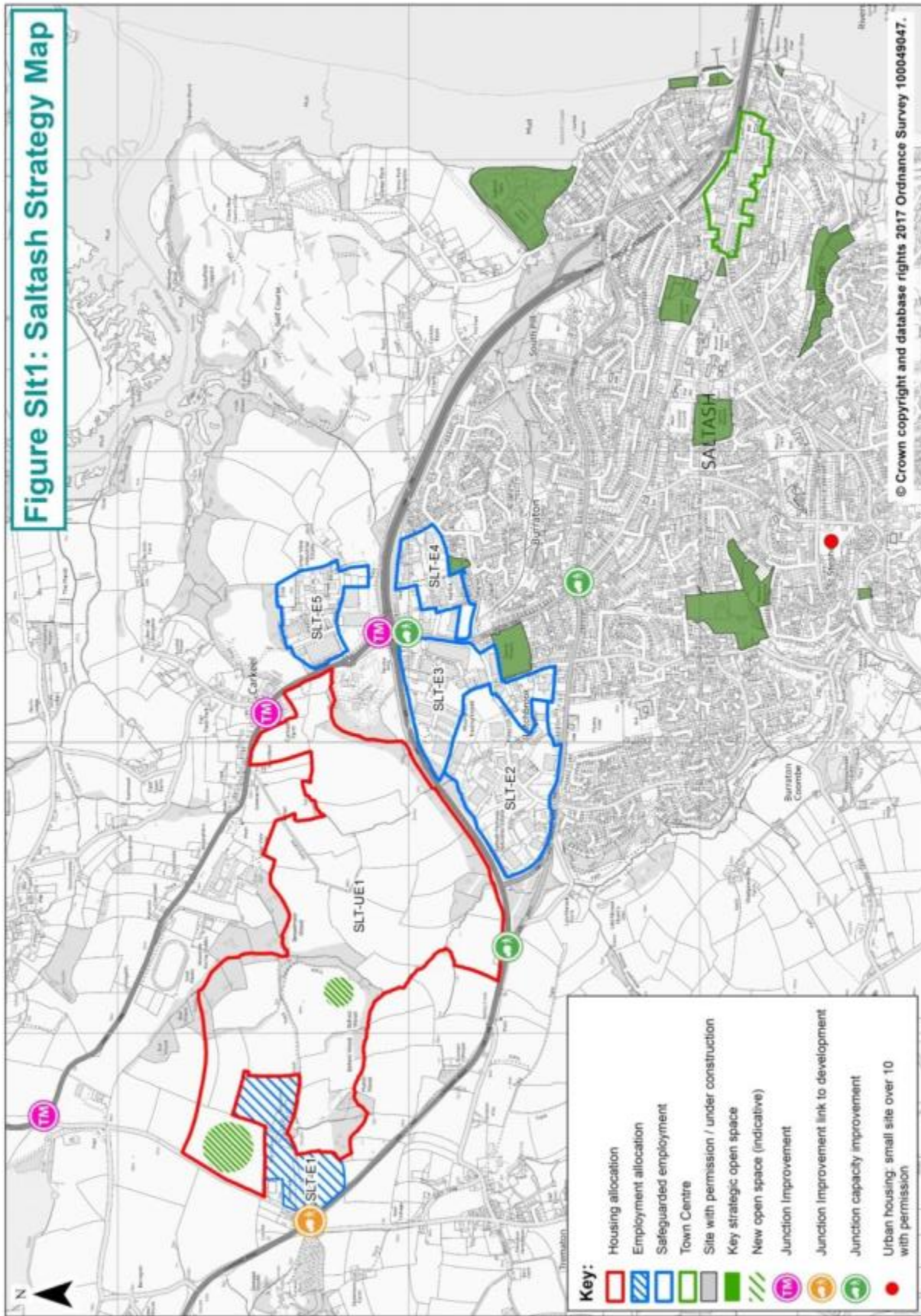
13.6 The overarching development strategy for Saltash and its wider Cornwall Gateway CNA is set out in the *PP17 Cornwall Gateway CNA* of the LP: SP document.

13.7 Key to the strategy is unlocking the potential of its geographical and communicational strengths in order to address the current imbalance between the number of jobs and level of housing. In achieving this aim, the town's natural assets, particularly its waterfront location and proximity to Plymouth, can be used to its advantage. However, it is acknowledged that Saltash is not without its constraining features. In particular, the location of the town centre to the eastern side of town limits future expansion and accessibility. Furthermore, whilst Saltash's proximity to Plymouth offers significant economic opportunities, it also acts as a potential constraint to the town's own economic potential.

13.8 The intention is to enable small scale growth within the existing urban area, whilst promoting the delivery of a new neighbourhood of Saltash on the north of the A38, at Broadmoor. This new neighbourhood will also offer Saltash its next strategic location for employment growth, in doing so providing a site with easy access to the strategic road network. Furthermore, Saltash's existing strategic employment sites will be safeguarded, to ensure these important economic assets for the town are maintained.

13.9 The location of Saltash's major growth area, to the north of the A38, will require investment in the town's infrastructure, including, education, open space and transportation. Transport improvements will need to both ensure the continued safe and efficient use of the A38, as well as improve pedestrian and cycle connectivity, so that it helps to integrate the growth area into the rest of the town, plus offer the opportunity for existing residents to access facilities within the new neighbourhood.

13.10 Although Saltash lies within the administrative boundary of Cornwall, it is important that the cross border impacts of growth and the functional relationship with the neighbouring city of Plymouth is recognised.



## Economic Growth

13.11 Saltash is heavily influenced economically by the presence of Plymouth on its immediate border. This relationship presents significant opportunities and benefits to the community of Saltash (for example shopping, leisure and health facilities, high value employment opportunities, further and higher level education). Nonetheless, Saltash is not unlike most other towns and still strives to provide additional employment opportunities, to increase the opportunity for residents to both live and work within the town, in order to create a sustainable local community.

13.12 The proximity of the A38 to the town represents a key asset for the town to exploit and in turn represents the most commercially attractive for employment, particularly industrial, development; which is highlighted by the location of the town's existing industrial estates. As a result, land will be prioritised for employment use that is within easy reach of the Strategic Road Network, as well as protecting existing employment sites with good access to the A38.

13.13 The Cornwall LP:SP document indicates that the Cornwall Gateway CNA, which Saltash falls within, should deliver at least 6,917sqm of B1a office accommodation and 10,583sqm of industrial space. Table Slt1 sets out progress towards delivery of these targets:

<b>Table Slt1: Saltash – Employment land (B use classes)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	6,917	10,583
Net Completions Apr-10 to Mar-16	1,094	977
Net extant planning permission / under construction (at Mar-16)	-468	2,141
Residual Local Plan Target	6,291	7,465

13.14 The assessment indicates that approximately 14,000sqm of additional office and industrial space needs to be permitted to deliver the Community Network Area's employment targets. Land to accommodate employment growth at Saltash is identified at Stoketon Cross (SLT-E1). Stoketon Cross benefits from links to the Strategic Road Network and is sited alongside land identified, under Policy SLT-UE1 at Broadmoor, for the development of a new neighbourhood of Saltash. As a result, the site offers the opportunity to provide employment within a new neighbourhood of Saltash, whilst also offering good vehicular access to the strategic road network. With a lack of space within Saltash's existing industrial estates, Stoketon Cross represents the town's next strategic employment site, providing the opportunity for economic growth both within and beyond the Plan period.

13.15 Despite the lack of space for additional growth within Saltash's existing industrial estates, their importance as key employment generators for the town and surrounding area are still recognised. Furthermore, their location adjacent to the A38 means they are still well

placed to provide for the future needs of industry. As a result, four existing employment sites, at Moorlands (including Moorlands Lane and Moorlands Trading Estate), Saltash Industrial Estate, Saltash Parkway and Tamar View, are identified as being strategically important and are therefore safeguarded under Policies SLT-E2, SLT-E3, SLT-E4 and SLT-E5.

## **Retail**

13.16 Saltash's retail offer is naturally influenced by the wide selection of retail provision offered by Plymouth. Provision locally within Saltash is split between the town centre, which sits on the east of the town, and the out of town convenience offer, which is located near to Carkeel; at Carkeel, land immediately the north-east and south-east of Carkeel Roundabout and outside of the safeguarded employment areas SLT-E4 and SLT-E5, is either already occupied by large national retailers or is planned to be. Because these are prime economic sites it is important to the town that retail/employment uses are maintained in these locations.

13.17 The Cornwall Retail Study Update 2015 indicated that there is capacity to deliver 1,012sqm of convenience floorspace and 954sqm of comparison space between 2015 and 2030<sup>29</sup>. With the relatively modest capacity figures, combined with the fact that the study indicates that the vast majority of the capacity not materialising until the last 5-6 years of the Plan period, it is not felt necessary to allocate land for retail growth at Saltash.

13.18 A small amount of retail development will be permitted within the new neighbourhood at Broadmoor, to ensure it represents a sustainable location. However, any such retail space should be only providing for the needs of the residents within this new neighbourhood, and not impacting upon the town centre.

13.19 With limited evidenced capacity for further retail floorspace, together with the physical constraints of the town centre, the focus will be on regeneration and renewal of the existing town centre offer. Opportunities include public realm improvements and making greater use of upper storeys, for both employment and residential uses, which can help to generate more footfall. More information on proposals for the town centre will be considered as part of the work being carried out on the town's Neighbourhood Development Plan.

## **Housing Growth**

13.20 The delivery of housing growth in Saltash utilises two strands; with the first being the prioritisation of appropriate sites within the existing urban area. However, with the constrained nature of the existing urban area and a lack of available sites, it is recognised that the urban area will only be able to provide a relatively small proportion of the overall housing

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<sup>29</sup> Cornwall Retail Study Update 2015. Figures represent net sales area

target. This necessitates the need for a second strand, which is to also deliver an urban extension to Saltash.

13.21 The LP:SP has targeted the delivery of 1200 dwellings at Saltash. Table Slt2 sets out delivery against this target, which shows there is a need for land to be allocated to accommodate at least 851 dwellings.

<b>Table Slt2: Saltash– Delivery against Housing Target</b>	
<b>Target</b>	<b>1,200</b>
Net Completions (Apr-10 to Apr-16)	135
Net Extant permissions (at Apr-16)	97
Net windfall projection	117
Net additional urban capacity	0
<b>Residual Target</b>	<b>851</b>

13.22 In identifying the most appropriate location to accommodate housing development, an assessment was carried out which examined all potential land adjoining the built edge of the town. The details of this are contained within the *Site Allocations DPD: Saltash Housing Evidence Report*, which can be found at [www.cornwall.gov.uk](http://www.cornwall.gov.uk).

13.23 Broadmoor (Site reference and Policy SLT-UE1) is identified as the most suitable location to accommodate the required development for Saltash for the Plan period. With Broadmoor located on the opposite side of the A38 to the majority of the town, it is important that the site creates a new neighbourhood, containing services and facilities that are easily accessible for its residents; such as public open space, education facilities, local convenience store, community hall etc. Furthermore, the development should create appropriate highway, pedestrian and cycle linkages back into the main urban area, in doing so ensuring it represents a new neighbourhood of the town, rather than being an isolated community. Given the close relationship between Plymouth and Saltash it is also important that consideration of cross border impacts of development is also considered as part of proposals, in particular traffic impacts on the A38, specifically at the Manadon junction.

13.24 At the time of writing Broadmoor site was subject to a planning application (PA14/02447) and it had been resolved to grant permission subject to outstanding highway issues being addressed. The planning application is for a mixed use scheme that includes 1,000 dwellings. It is forecast that the site will be fully developed within the Plan period.

## **Infrastructure**

13.25 A fundamental element in the future regeneration and growth of Saltash will be the provision of supporting infrastructure, including improved healthcare and education facilities; investment in the area's utilities; plus the delivery of transportation and Green Infrastructure (GI) strategies.

13.26 Whilst most infrastructure demands will be planned to be provided for locally (e.g. education, open space and primary healthcare), it is recognised that development will also have an impact on cross border infrastructure as growth in Saltash will impact Plymouth (and vice versa).

## **Education**

13.27 **Primary** – There are four primary schools serving the Saltash area which have the capacity to accommodate 1360 pupils. Current Local Authority forecasts predict that the schools will be collectively operating with a surplus of only 100 places at capacity by 2017. However, when incorporating the proposed housing growth it is estimated that it will generate demand for approximately 200 places, resulting in a deficit of places within the town.

13.28 As a result of the anticipated deficit of places, together with the location of the town's main site for housing, a new primary school is required, which should form part of the mixed use proposals at Broadmoor (Policy SLT-UE1). The school can be delivered in phases, as demand arises, with the site for the school of a sufficient size that it can grow to a two-form entry school in the future .

13.29 **Secondary** – There is one secondary school within Saltash which has the capacity to accommodate 1360 pupils. Forecasts predict the school will be operating at capacity by 2017. It is anticipated that with the proposed housing growth for the town and immediate hinterland there will be a deficit of approximately 250 places by 2030. As a result, contributions will be sought from residential development to support the expansion of the existing school.

## **Healthcare**

13.30 Saltash has two GP surgeries which cater for just over 19,000 residents from within the town (87%) and its wider hinterland; however both surgeries are deemed to be undersized for their patient lists. By 2030 Saltash will require 640sqm of additional space to meet Practice Size Guidance levels; although only 125sqm is generated by the targeted housing growth. Furthermore, it is estimated that the proposed growth would generate demand for approximately 1 new FTE GP.

13.31 The Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the "bottom up" development of local care communities. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. Saltash sits within the East Cornwall Locality



(together with Liskeard, Looe, Callington and Launceston). Focus for this Locality has been on commissioning better support for frail, vulnerable patients living in the community. Its service development plans are based on providing an integrated community care team, based around GP Practices, providing services that meet the specific needs of individuals requiring support.

13.32 The Broadmoor development (SLT-UE1) is proposing the delivery of a new healthcare facility on site; this would cater for the additional demand generated for GP services, plus offers the opportunity to deliver Locality initiatives. Furthermore, funding has been secured to improve Saltash Health Centre

## **Utilities**

13.33 Water / Drainage - Sewage is piped across the Tamar Bridge for treatment in at Ernesettle, on the edge of Plymouth. The growth planned for Saltash, combined with the growth for Plymouth is likely to exceed treatment capacity at Ernesettle in the medium term; plus pipe capacity across the Tamar may also be exceeded. South West Water is investigating the delivery of a new treatment works on the edge of Saltash/upgrades to the current works at Ernesettle and enhancing the capacity of the network on the Saltash side of the Tamar, which will have a 3-4 year lead in time. South West Water has indicated that a new facility would be a regulated investment, as a result no developer contributions are expected for this strategic infrastructure. Cornwall Council will continue to work with South West Water to ensure the timely delivery of an appropriate capacity solution.

13.34 Electricity - Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the town. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substations within the town. Cornwall Council will continue to work with WPD to review impacts of growth.

## **Transportation**

13.35 Saltash's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in Section 2.17.

13.36 Situated on one of two trunk roads into Cornwall, Saltash is the gateway to Cornwall from Plymouth. There are over 9,000 daily commuter trips between South East Cornwall and Plymouth and the vast majority of these are from Saltash. This is partly due to an imbalance between housing and jobs in the town with 43% of the town's working population commuting to Plymouth. This presents a challenge in reducing the number and length of trips generated in the town. The high frequency of bus services to Plymouth makes bus more attractive than rail for commuting. Consequently the rail network is underutilised (1% of the town's working population travel to work by rail). Despite the strong bus network, 67% of

travel to work trips are still made by car. The demand to travel to Plymouth for employment and shopping puts pressure on the Tamar crossings and the road network on both sides of the River Tamar. Recent study work has identified a number of capacity improvements to the bridge and surrounding network capacity that will be required in the longer term. This includes improvements to the cycle routes between Plymouth and Saltash.

13.37 The Transport Strategy for Saltash is illustrated in Figure Slt2 and seeks to address a number of issues:

13.38 Carkeel junction provides the main point of access to the majority of the town's industrial estates, the planned new neighbourhood at Broadmoor (Policy SLT-UE1) and the town itself. Accommodating a range of traffic, travelling between Plymouth, Saltash, South East Cornwall and beyond, this junction is already operating over capacity. Cornwall Council has secured Growth Deal funding to deliver a capacity improvement at this junction and this is due to be completed in 2017. This will unlock development in the town, improve journey times and inter regional connectivity.

13.39 The B3271/New Road junction and the A38/B3271 on slip junction are predicted to be over capacity by 2030. Capacity and signalling improvements will also be required at these junctions.

13.40 The A38 creates severance between the town and the proposed growth area of Saltash, Broadmoor. This poses a challenge for the new development to achieve sustainable trips. It is important that investment is targeted to walking, cycling and public transport improvements, in order to encourage increased use of these more sustainable modes of travel to mitigate the traffic impacts and to provide travel options for people who do not have access to, or cannot afford to run a car. This includes a pedestrian bridge over the A38 connecting the Broadmoor site to the town, plus traffic calming along the A388 between Carkeel village and Carkeel junction to promote safety and walking and cycling. (This is in addition to the recently completed pedestrian bridge over the A38 at Carkeel).

13.41 The strategy schemes are identified below in Table Slt3.

<b>Table Slt3: Transport Strategy Projects</b>		
<b>Scheme type</b>	<b>Scheme</b>	<b>Comment</b>
Junction improvements/traffic management	Carkeel Roundabout Phase 1 and overbridge	Situated on the trunk road the Carkeel roundabout already operates over capacity and will require widening if the growth planned for the town is to be delivered. The B3271/New Road signalised junction is also expected to come under
	Carkeel Roundabout Phase 2 (larger junction, signalisation)	
	B3271/New Road junction	

	A38/B3271 Liskeard Road on slip (widening)	significant pressure by 2030 and the A38/B3271 Liskeard Road on slip will also need upgrading in order to accommodate predicted traffic growth. The A38/Stoketon Cross junction will need to be upgraded to roundabout to allow access to employment land allocation and mitigate potential congestion resulting from development. Rood's corner junction will require an improvement to support diversion of south bound traffic from the A388.
	Stoketon Cross Roundabout scheme	
	Rood's Corner junction roundabout scheme, Carkeel	
	A388 traffic calming	To support a diversion of traffic and make pedestrian and cycling trips more attractive along the A388, calming measures will be introduced to drive down speed.
Rail improvements	Station frontage and access improvements	Improved access and legibility of walking and cycling routes to the stations; additional cycle storage; the provision of a half-hourly mainline rail service between Penzance and Exeter.
	Rail Service Improvements	Cornwall Council will continue to lobby for improved train services (frequency and connectivity) for Saltash
Bus improvements	Bus services and infrastructure/RTPI	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to

		improve the appeal of public transport, driving up patronage on bus and rail, making the network more financially viable. The improvements to bus, rail and ferry integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
Walking/cycling improvements	Town wide cycle network including	Enhanced pedestrian and cycle network to include designated cycle lanes and improved crossing points linking residential areas with key destinations, such as the town centres, schools and the main employment centres. Pedestrian crossings to improve safety and promote walking

13.42 Due to the cumulative impact of development across the town, both highway capacity improvements and sustainable transport measures will need to be implemented to ensure future resilience of the town's transport network. In addition to this and in line with current practice, developers of larger schemes will also be expected to produce comprehensive travel plans as part of their planning application. These will identify the specific, detailed on site improvements that may also be required as a result of more detailed transport modelling.

13.43 Although not required for Cornwall's growth within this plan period (i.e. up to 2030), Cornwall Council will work with Plymouth City Council to examine opportunities for a western corridor Park and Ride facility to serve both the communities of Cornwall and Plymouth.

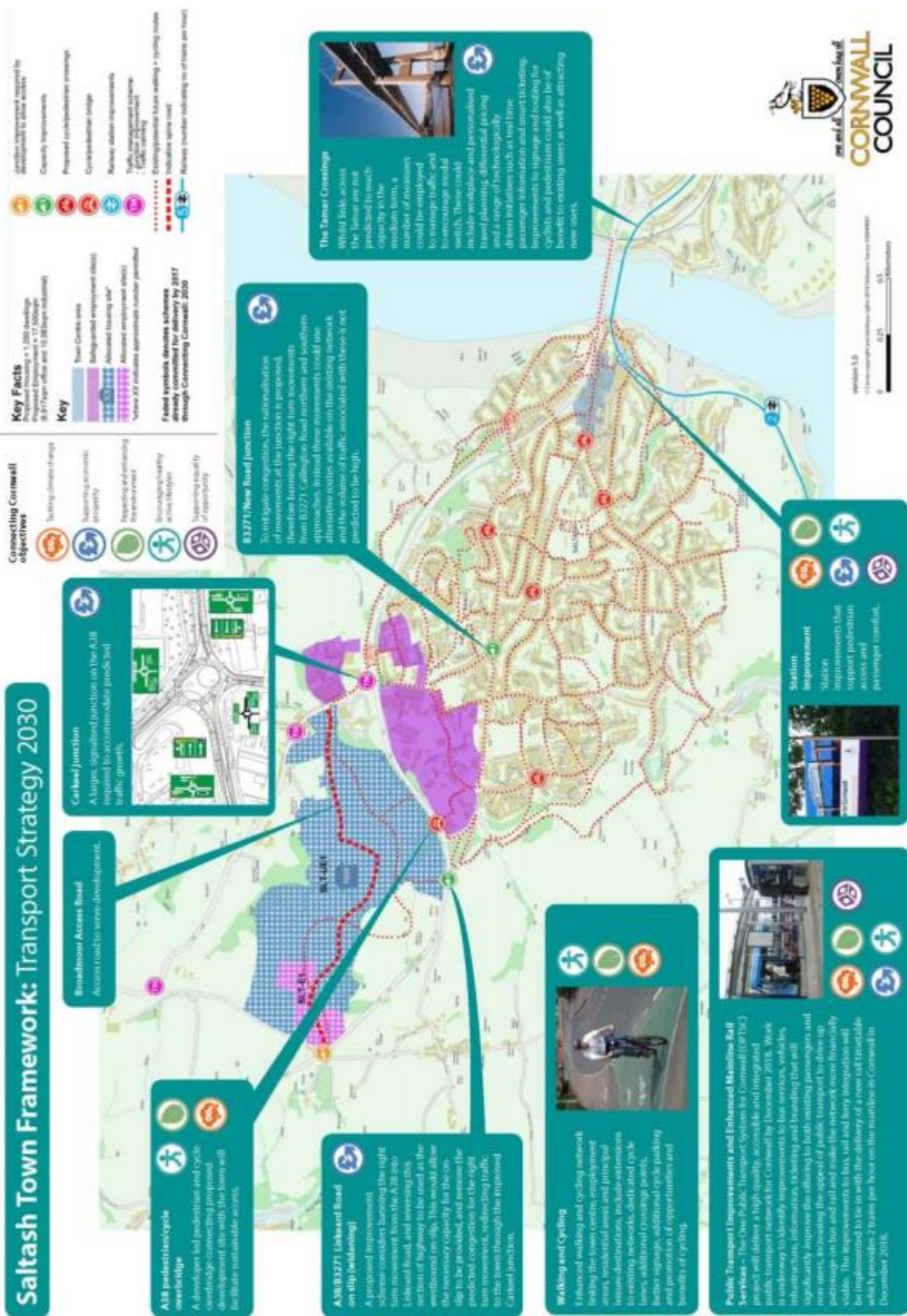


Figure Slt2: Saltash Transport Strategy Map

## **Green Infrastructure**

13.44 Saltash's Green Infrastructure (GI) Strategy takes a lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.18. Whilst the GI elements will split into the four key areas, their successful delivery will be through their integration. Elements of the overall GI Strategy are illustrated in Figure Slt3.

13.45 Saltash's green infrastructure should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation, where applicable. The highlighting of potential green networks provides an indication of green infrastructure, but does not remove the requirement to retain and enhance smaller important natural features & green corridors within development sites, which should link to major green infrastructure routes areas wherever possible.

13.46 Saltash sits within the zone of influence of the Plymouth Sound & Estuaries Special Area of Conservation (SAC) and the Tamar Estuaries Complex Special Protection Area (SPA). As a result, development proposals within the town will be required to provide mitigation to address recreational impact upon the SAC and SPA. Further detail on the nature of the mitigation measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.

### **Biodiversity**

13.47 The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as the ones listed below all provide important links which need to be protected where possible:

- Plymouth Sound and Estuaries SAC and Tamar Estuaries Complex SPA (this includes the Lynher Estuary and Tamar/Tavy SSSI) and areas such as Saltmill, Skinham and Hole Creek
- Latchbrook, Burraton Coombe to Antony Passage valley including the Tincombe valley
- Broadmoor/Marsh Wood and streams
- Smallacombe Valley
- South Pill to Burraton
- Habitats associated with the railway line.
- The A38 corridor from the west through to the Tamar Bridge tunnel

13.48 The key habitat corridors identified on the accompanying map (Figure SLT3) have been designed to link and enhance green links through the town and the green space to the west of the settlement. The public open space and Public Right of Way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside. Integrated green and engineered solutions to flood attenuation and relief should enhance those habitat corridors, public rights of way and adjoining green spaces.

### **Public Open Space**

13.49 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Generally



Saltash has a higher than average amount of most of these types of publicly accessible open space.

13.50 Table Slt4 sets out the minimum quantum of open space required from new residential developments within Saltash.

<b>Table Slt4: Saltash Public Open Space Requirements</b>		
Type of open space	Minimum quantity needed (sqm per dwelling)	Contribution towards enhancements of existing local open space (sqm per dwelling)
1. Parks, amenity	0.00	19.55
2. Natural Space	10.51	22.27
3. Public sport	34.50	0.00
4. Children's equipped play	0.00	1.56
5. Teen provision	0.00	0.55
6. Allotments	2.30	0.00

13.51 It should be noted that in the case of the Broadmoor site allocation (SLT-UE1), its location on the opposite side of the A38 means that it will not benefit from existing open space, so the enhancements set out in Table Slt4 do not apply to this site. As a consequence, this should also be in the form of new open space on site.

13.52 Whilst there are different categories of open spaces, highlighted within Table Slt4, the principles of multi-functionality will be sought, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role, including embedded flood attenuation functions. More detail on the assessment requirements and finance contribution for future open space can be viewed within the Cornwall Open Space Strategy for Larger Towns of Cornwall.

13.53 It would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure and flood attenuation functions can be appropriately and timely maintained.

### **Green Links**

13.54 In line with the Transport Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. In addition to the benefits relating to reduced congestion, the improved network will provide an important recreational resource. The maintenance, upgrade and expansion of the area's green links form an important part of the overall strategy for the area.

13.55 Improved links between Broadmoor Urban Extension (SLT-UE1) and the rest of the town represents a key element of the strategy.

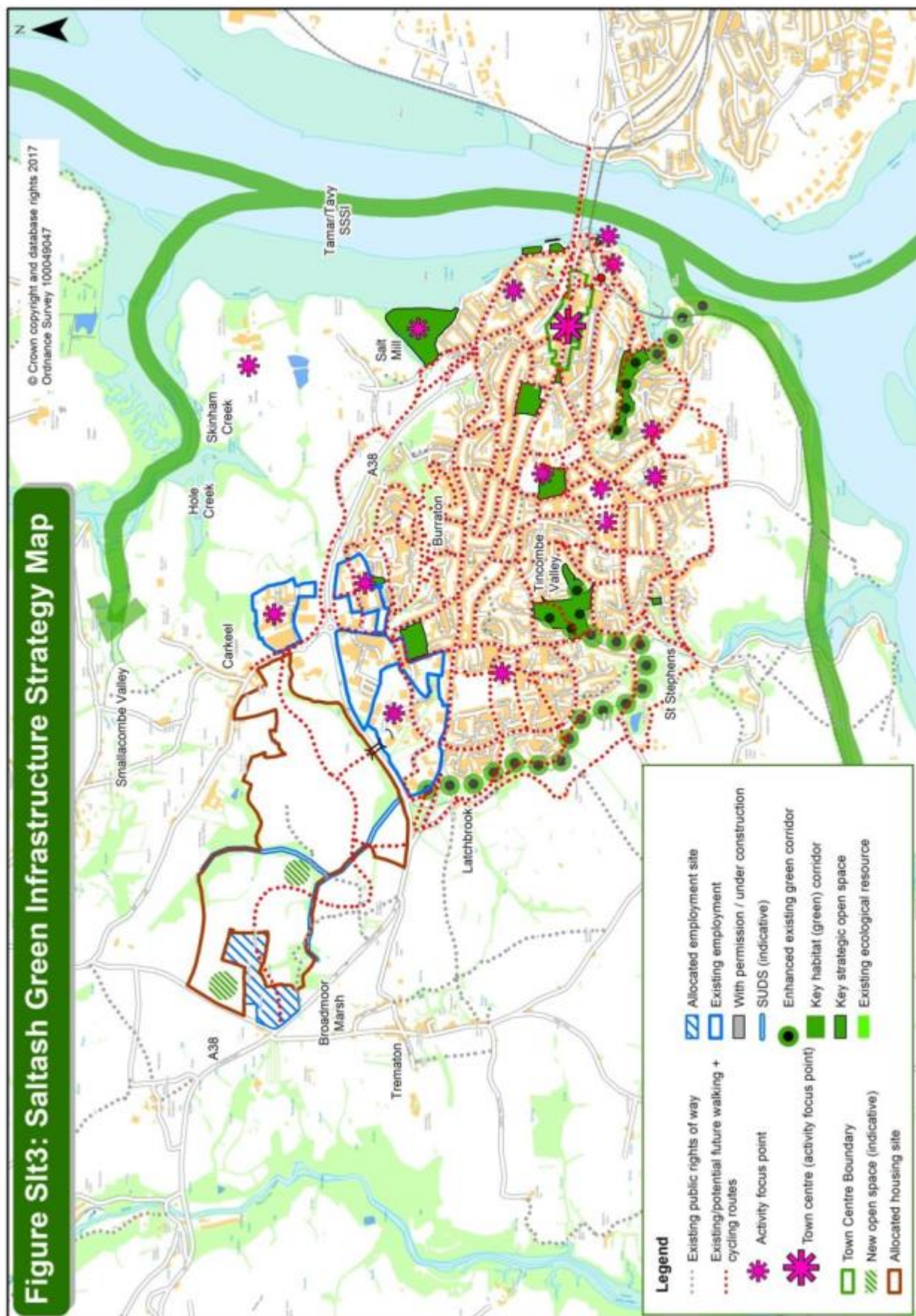
Furthermore, improving links to destinations within the town will be prioritised, such as the town centre, secondary school, etc. Finally, improving linkages from the town into the rural hinterland will also be sought, which can include creating an improved network from the existing routes, such as those on the south and west of the town.

### **Flood Attenuation**

13.56 The low lying area adjacent to Saltash Pier, Town Quay and Forder are subject to flooding during high tidal events. The improvement of flood defences is being considered.

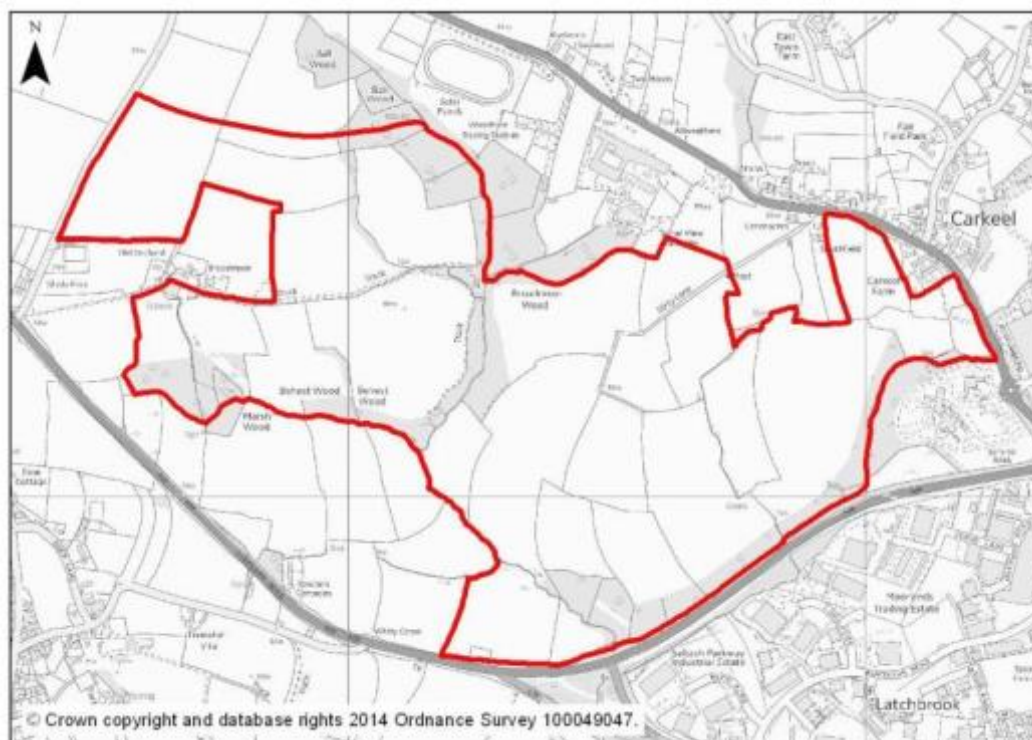
13.57 The Anthony Passage and Forder areas have experienced both tidal and surface water flooding. Surface water management at Forder, through the storage pond and dam on the Latchbrook Leat and the culvert at Forder requires attention, as may the SWW pumping station (see also under 'Utilities'). Sustainable Urban Drainage Systems (SuDS) for developments must come forward ensuring they do not affect assets downstream; plus appropriate management regimes need to be put in place.

13.58 In assessing the above requirements due regard must be taken of both soft and hard engineering solutions, including surface water transfer to either the rivers Tamar or Lynher. The Meteorological Office's most extreme rainfall predictions for the England South West and Wales South Climate Region, and predicted increase in the severity of storm events and tidal surges must be taken into account. The capacity of the Latchbrook Impounding Dam is currently being investigated by the Environment Agency, with a view to it being upgraded. It's performance will continue to be monitored on an ongoing basis.



## **Saltash's Site Allocations Policies**

<b>Policy SLT-UE1</b>	<b>Broadmoor Urban Extension</b>
<b>Site area:</b> 89 hectares	<b>Allocation:</b> Approximately 1000 dwellings



### **Additional Policy Requirements:**

1. Delivery of this significant urban extension that will create a sustainable new neighbourhood of Saltash
2. At the design stage, proposals must:
  - a) ensure an appropriate upgrade to the A38 / Carkeel junction is complete before any eastern access to the site from the A388 is created;
  - b) provide an appropriate access from the A388 before the development is first occupied
  - c) provide an appropriate upgrade to the A38 / Stoketon Cross junction, to mitigate against increased accident risk and potential delay on the A38 strategic network; this should be done in conjunction with the Stoketon Cross allocation (SLT-E1);
  - d) provide an appropriate upgrade to the A38 / Manadon north bound junction, to mitigate against increased accident risk and potential delay on the A38 strategic network; this should be done in conjunction with the Stoketon Cross allocation (SLT-E1);
  - e) provide a defined neighbourhood centre supporting appropriate community facilities;
  - f) provide a new 4 class primary school and associated facilities on site, with sufficient land safeguarded for its future expansion, up

to 2 forms of entry (420 pupils);

- g) address health care requirements (with the preference being the provision of an on-site health facility);
- h) provide at least 91sqm of public open space per dwelling on site, in line with the Saltash Green Infrastructure Strategy. This new open space will also provide mitigation towards recreational impact from the development relating to the Plymouth Sound & Estuaries Special Area of Conservation (SAC) and Tamar Estuaries Complex Special Protection Area (SPA);
- i) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage principles and standards set out in the Drainage Guidance for Cornwall and also to ensure no detrimental impact upon Tamar Estuaries Complex SPA;
- j) integrate watercourses and SuDS into the Green Infrastructure element of scheme design;
- k) provide sustainable movement connections (including, where possible, retention of existing Public Rights of Way) through the site and to adjacent and proposed development on adjoining land. Appropriate pedestrian links should also be created south of the A38 to the rest of Saltash and, where possible, to existing and planned community facilities which may not be within the site area;
- l) ensure the protection of Broadmoor Wood and Ball Wood (CWS designated site) together with all potentially affected streams, such as the Latchbrook and its tributaries ; and,
- m) the development must conserve and where appropriate enhance the grade II listed Carkeel Barn and its setting, based on an informed heritage impact assessment

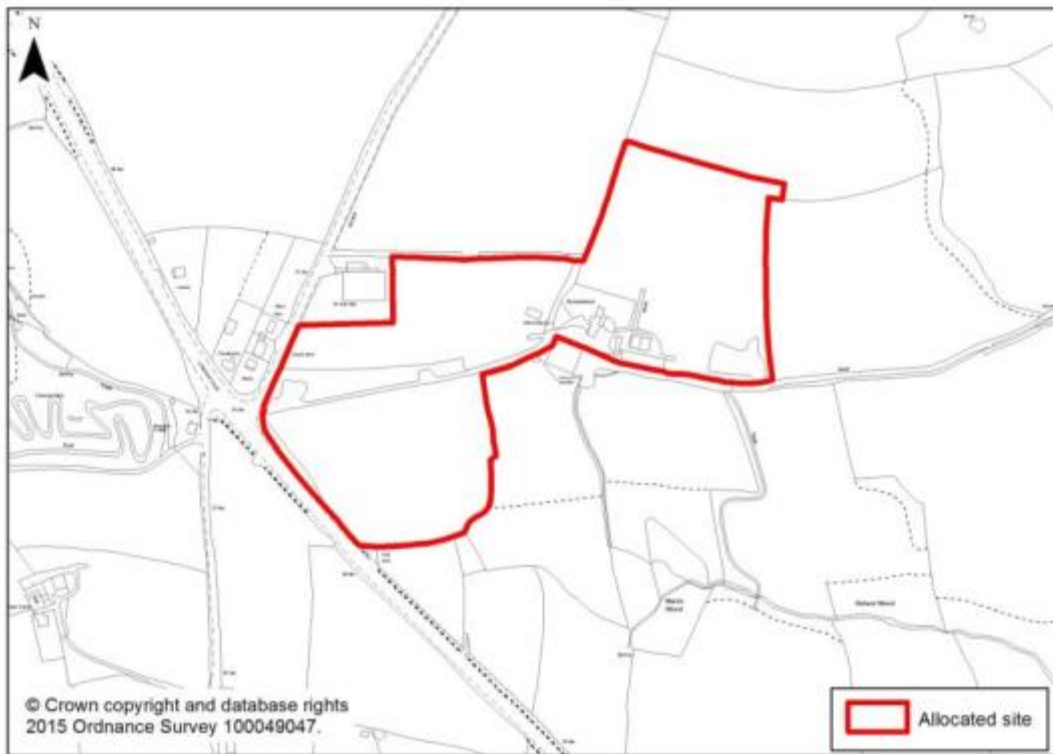
3. The site will be expected to provide an appropriate off-site contribution to mitigate against recreational impacts on the Tamar Estuaries Complex SPA.

4. All development shall incorporate a Construction Environment Management Plan, which ensures that impacts on the Tamar Estuaries Complex SPA are appropriately mitigated.

5. Any development shall seek to avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewage undertaker.



<b>Policy SLT-E1</b>	<b>Stoketon Cross</b>
<b>Site area: 8.5 hectares</b>	<b>Allocation: Employment uses (B1, B2, B8)</b>



**Additional Policy Requirements:**

1. Development will only be permitted for B1, B2 and B8 uses.
2. Development of the site must:
  - a) provide sustainable movement connections through the site and to the adjoining Broadmoor Urban Extension (SLT-UE1); as well as create appropriate links to the remainder of the town, south of the A38, which should be delivered in conjunction with the Broadmoor Urban Extension (SLT-UE1)
  - b) provide an appropriate upgrade to the A38 / Stoketon Cross junction, to mitigate against increased accident risk and potential delay on the A38 strategic network; this should be done in conjunction with the Broadmoor Urban Extension (SLT-UE1);
  - c) Ensure that built development, particularly on the south and east of the site gives consideration to and sits comfortably with the proposed residential development within the Broadmoor Urban Extension (SLT-UE1); and,
  - d) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage principles and standards set out in the Drainage Guidance for Cornwall, to ensure surface water run-off from development is managed appropriately so that flood risk is not increased and also to ensure no detrimental impact upon Tamar Estuaries Complex SPA.

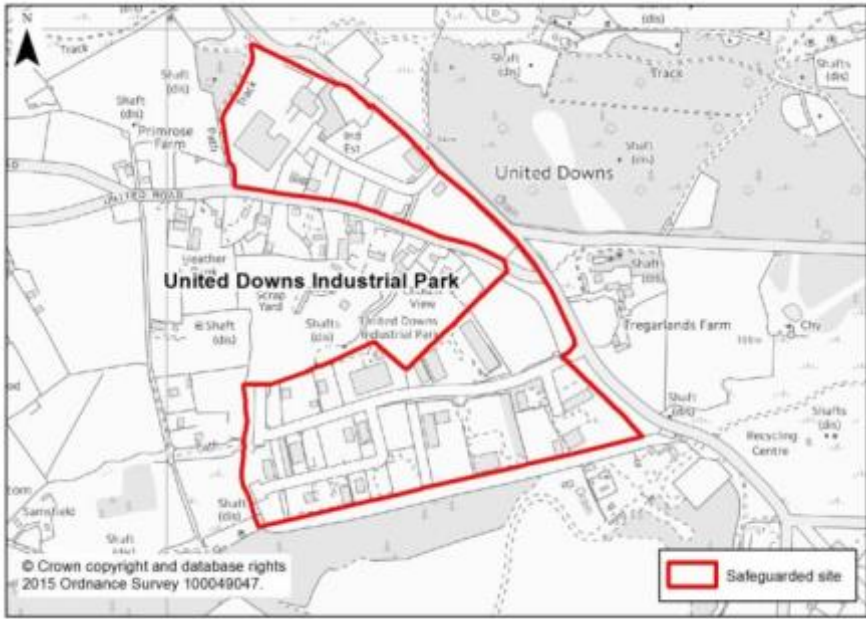


3. Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site
4. Proposals for this site should consider provision of an Enterprise Centre.
5. All development shall incorporate a Construction Environment Management Plan, which ensures that impacts on the Tamar Estuaries Complex SPA are appropriately mitigated.
6. Any development shall seek to avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewage undertaker.

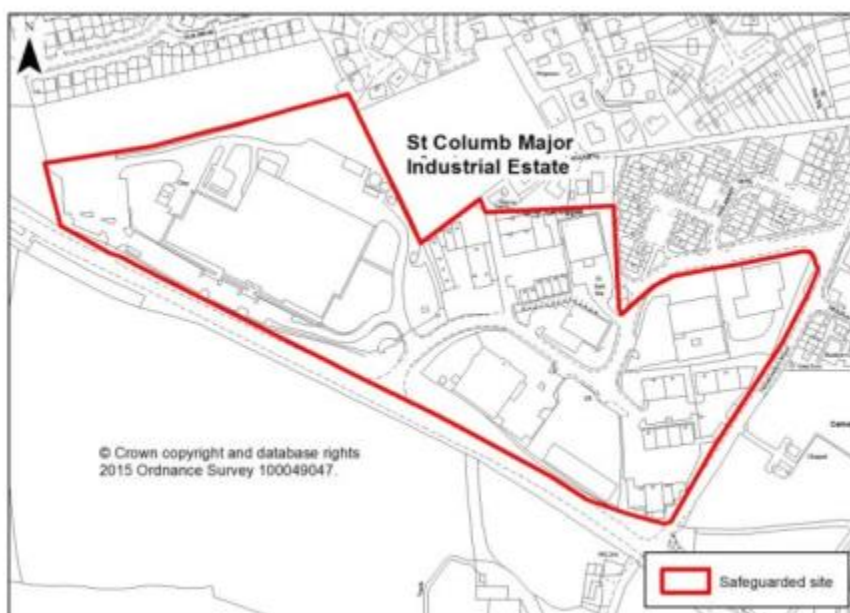
<b>Policy SLT-E2: Saltash Parkway</b>	<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)
<b>Policy SLT-E3: Moorlands Industrial Estate</b>	<b>Additional Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.
<b>Policy SLT-E4: Saltash Industrial Estate</b>	
<b>Policy SLT-E5: Tamar View</b>	Any new development within the sites should be B1, B2, B8 uses  (See Figure Slt1 for site boundaries)

## **14. Strategically Important Employment Sites Safeguarded Outside of the Larger Towns**

13.1 Whilst most of Cornwall's strategically important employment sites sit within its main towns, there are a number that are located within more rural areas. Sites that should be protected as Strategically Important Employment sites are set out below.

<b>Policy C-E1</b>	<b>United Downs, Carharrack</b>
<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)	
	
<p><b>Additional Policy Requirements:</b></p> <p>The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p>	

<b>Policy C-E2</b>	<b>St Columb Major Industrial Estate (North)</b>
<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)	

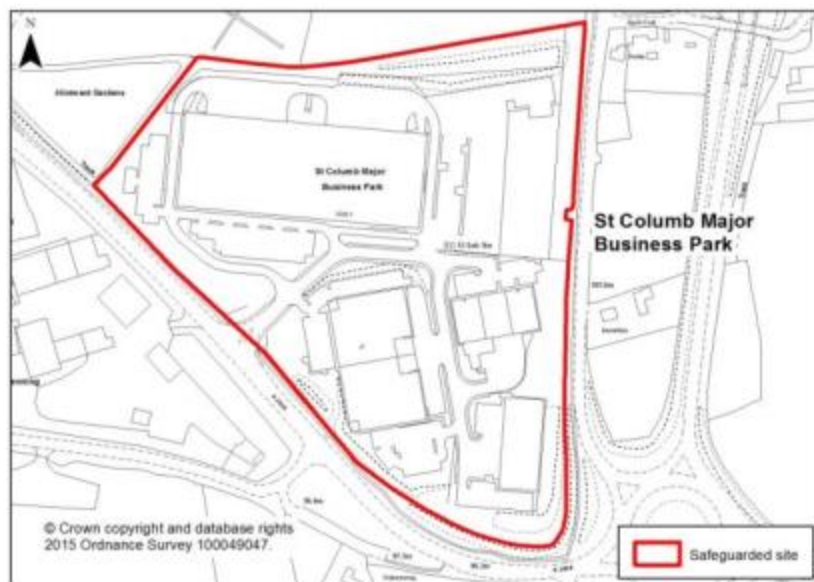


**Additional Policy Requirements:**

The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

<b>Policy C-E3</b>	<b>St Columb Major Business Park (South)</b>
<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)	

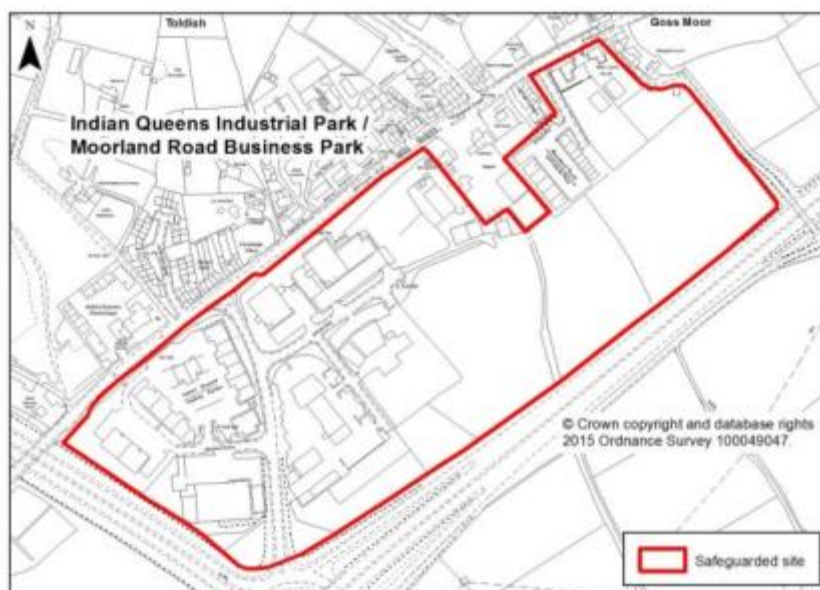


**Additional Policy Requirements:**

The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

<b>Policy C-E4</b>	<b>Indian Queens / Moorland Industrial Estate</b>
<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)	



**Additional Policy Requirements:**

The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

<b>Policy C-E5</b>	<b>Victoria Business Park, Roche</b>
<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)	



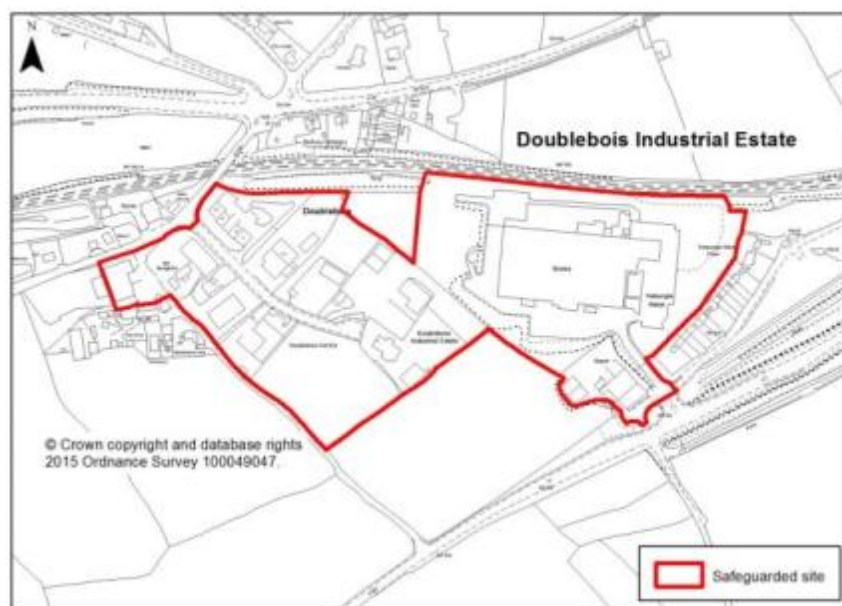
**Additional Policy Requirements:**

The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

<b>Policy C-E6</b>	<b>Doublebois Industrial Estate, Dobwalls</b>
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<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)
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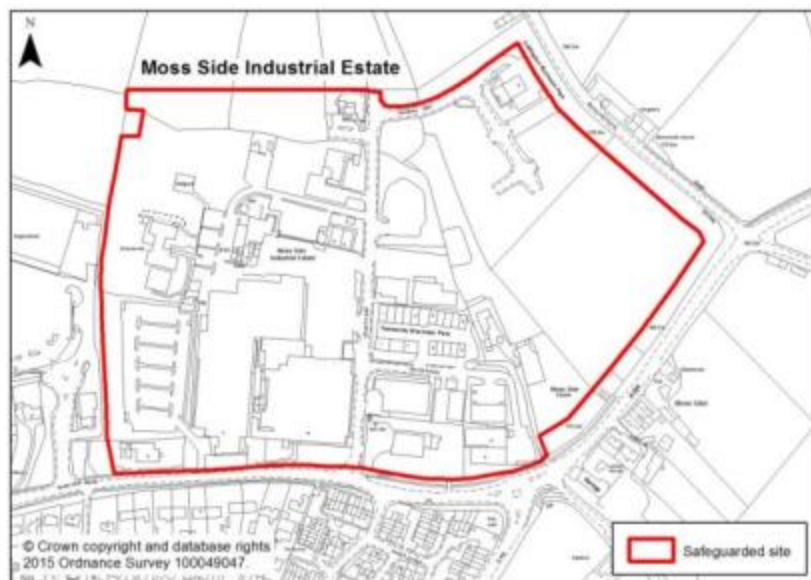
**Additional Policy Requirements:**

The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses

<b>Policy C-E7</b>	<b>Moss Side Industrial Estate, Callington</b>
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<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)
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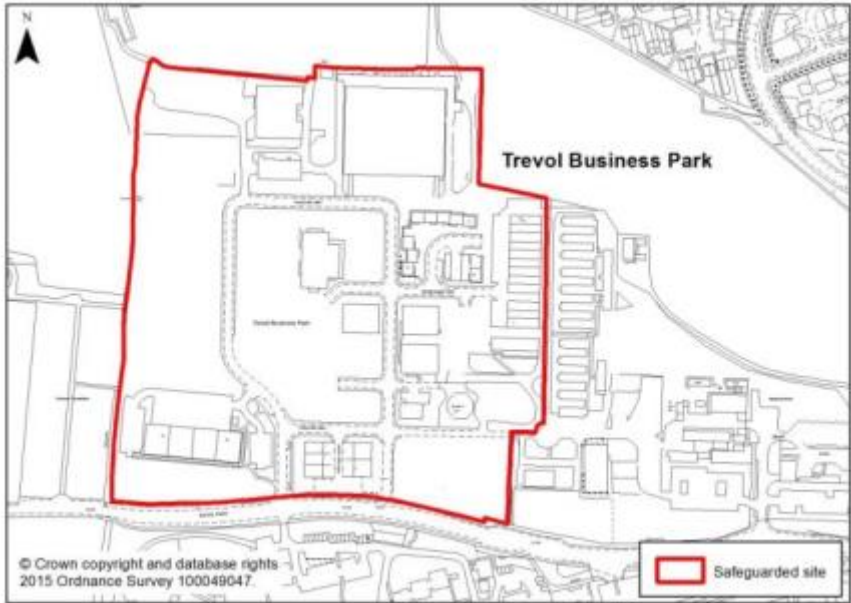


**Additional Policy Requirements:**

The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.

Any new development within the sites should be B1, B2, B8 uses



<b>Policy C-E8</b>	<b>Trevol Business Park, Torpoint</b>
<b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)	
	
<p><b>Additional Policy Requirements:</b></p> <p>The site represent existing strategically important employment site, so is safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p>	

13.2 In addition to the sites set out within this section, there are various other safeguarded Strategically Important Employment Sites, which are set out within the town sections earlier in this document. Plus there will be other employment sites identified for protection through Neighbourhood Plans

13.3 There are also many other Locally Important Employment Sites across Cornwall that also merit protection, in line with Policy 5 of the Cornwall LP:SP document. As a result, if a proposed development could affect all or part of an existing employment site, early engagement with Cornwall Council's Planning Service is recommended.





## **15. Implementation and Monitoring**

Preparation of the Allocations DPD does not represent a one-off activity, it is important to regularly review how successful the Allocations DPD has been in delivering what it was set out to do and, where necessary, make any adjustments. As a result, the monitoring of the Allocations DPD represents a key part of this process. The purpose of the monitoring is:

- To establish whether targets are being achieved
- To assess the extent to which the policies and sites in the Allocations DPD are being implemented
- To identify policies or sites that may need to be replaced or amended
- To review whether policies have, or could have, unintended consequences
- To review whether assumptions and objectives behind policies are still relevant

Monitoring outcomes will be reported on an annual basis for a year beginning on 1<sup>st</sup> April and ends on 31<sup>st</sup> March, which will be reported within the annual Cornwall Monitoring Report.

The following tables set out the implementation and monitoring strategy for the Allocations DPD

<b>Monitoring Housing Delivery</b>	
What is the delivery of the site allocations dependent upon	<ul style="list-style-type: none"> <li>• predominantly private funding to deliver the schemes</li> <li>• Landowners willing to make their land available</li> <li>• The state of the national economy</li> <li>• The availability of funding from financial institutions</li> <li>• Delivery of critical and necessary infrastructure</li> </ul>
Council support in implementing	<ul style="list-style-type: none"> <li>• The Council will continue to seek grant funding to support the delivery of critical infrastructure, particularly off-site infrastructure</li> <li>• Landowners / developers will be supported by the Council, when sought, in the development of their masterplan / concept plans for the site</li> <li>• The Council will prepare concept plans / development briefs for a small number of the more complex sites</li> <li>• The Council will continue to support affordable housing delivery, where possible, on sites located in areas of greatest need, which have financial viability constraints</li> <li>• The Council will continue to provide the partnership working to ensure the applications have the best possible chance of securing a positive outcome through the planning application process</li> </ul>
Targets	The Cornwall LP:SP has set a target of delivering of

(Cornwall Local Plan: Strategic Policies)	<p>52,500 dwellings, equating to 2625pa.</p> <p>In the first 6 years of the Plan period there were 13,991 completions; which means the revised pro-rata target is 2,751pa</p>
Targets (Allocated Sites)	<p>The combined allocated sites should deliver approximately 11,210 dwellings in total (this excludes future directions of growth). It should also be noted that the number of sites allocated had regard to delivery rates, so it is not anticipated that all of the 11,210 dwellings will need to be delivered by 2030 to achieve the Local Plan targets.</p> <p>There will be a regular review of each allocated site to determine:</p> <ul style="list-style-type: none"> <li>• Whether it has an extant planning permission and if so the length of time before it expires</li> <li>• Whether a landowner / developer is actively pursuing the development of a masterplan / concept plan, and/or progressing towards securing a planning permission</li> <li>• Whether the scale of development proposed is different to the estimate within the policy</li> </ul> <p>As many of the larger sites will take a period of time to prepare their masterplans / concept plans and secure their permissions before delivering on site, it is anticipated that delivery of will be relatively low for a number of the larger sites in the first 2-3 years; as a result the first major review against the targets is expected in 3 years (2020). However, delivery in these intervening years will be supported, through delivery of extant permissions; delivery of smaller sites within the urban areas; plus delivery of other windfall development</p>
Mitigation	<p>If targets are not being achieved, the following actions will be considered:</p> <ul style="list-style-type: none"> <li>• Review whether there are any blockages to delivery of allocated sites that Cornwall Council can help resolve</li> <li>• Pro-activity work with landowners to bring forward schemes for their site</li> <li>• Replace an allocation that has no prospect of delivery in the foreseeable future and replace it with an alternative site; or look to identify additional sites to allocate</li> </ul>

<b>Monitoring Employment Delivery</b>	
What is the delivery of the site allocations dependent upon	<ul style="list-style-type: none"> <li>• predominantly private funding to deliver the schemes</li> <li>• Landowners willing to make their land available for employment uses</li> <li>• The state of the national and Cornwall's economy</li> <li>• The availability of funding from financial institutions</li> <li>• Delivery of critical and necessary infrastructure</li> </ul>
Council support in implementing	<ul style="list-style-type: none"> <li>• Cornwall Council, including Cornwall Development Company, and Cornwall &amp; Isles of Scilly LEP will continue to support the delivery of employment space through identifying and facilitating grant funding opportunities, such as the European programme; Growth Deal, etc</li> <li>• The Council will continue to seek grant funding to support the delivery of critical infrastructure, particularly off-site infrastructure, that would otherwise have been a blockage to delivery</li> <li>• Landowners / developments will be supported by the Council, when sought, in the development of their masterplan / concept plans for the site</li> </ul>
Targets (Cornwall Local Plan: Strategic Policies)	<p>The Cornwall LP:SP has set a target of delivering of 704,000sqm of B1, B2, B8 employment space, equating to 35,200sqm per annum.</p> <p>In the first 6 years of the Plan period there was 122,668sqm of space completed; which means the revised annual target is 41,524sqm per annum</p>
Targets (Allocated Sites)	<p>The combined allocated sites should deliver in excess of 284,000sqm of employment space, which would equate to approximately 22,000sqm per annum on a pro-rata basis (2018-30). However, it is recognised that delivery in the next 2-3 years is likely to be lower than this pro-rata rate, due to lead in times relating to securing planning permission etc.</p> <p>There will be a regular review of each allocated site to determine:</p> <ul style="list-style-type: none"> <li>• Whether it has extant planning permissions and if so the length of time before it expires</li> <li>• Whether a landowner / developer is actively pursuing the development of a masterplan / concept plan, and/or progressing towards securing a planning permission</li> <li>• Whether the scale of development proposed is different to the estimate within the policy</li> </ul>

Mitigation	<p>If targets are not being achieved, the following actions will be considered:</p> <ul style="list-style-type: none"> <li>• Review whether there are any blockages to delivery of allocated sites that Cornwall Council can help resolve</li> <li>• Pro-activity work with landowners to bring forward schemes for their site</li> <li>• Replace an allocation that has no prospect of delivery in the foreseeable future and replace it with an alternative site; or Look to identify additional sites to allocate</li> </ul>
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<b>Monitoring Retail Delivery</b>	
What is the delivery of the site allocations dependent upon	<ul style="list-style-type: none"> <li>• predominantly private funding to deliver the schemes</li> <li>• Landowners willing to make their land available for retail uses</li> <li>• The state of the national and Cornwall's economy</li> <li>• The availability of funding from financial institutions</li> <li>• The continuing change in the retail industry</li> <li>• Delivery of critical and necessary infrastructure</li> </ul>
Council support in implementing	<ul style="list-style-type: none"> <li>• The Council will continue to seek grant funding to support the delivery of critical infrastructure, particularly off-site infrastructure, that would otherwise have been a blockage to delivery</li> <li>• Landowners / developments will be supported by the Council, when sought, in the development of their masterplan / concept plans for the site</li> <li>• The Council will work with landowners / developers to looking at the mix of uses that might support the delivery of retail space, where the financial viability is challenging</li> <li>• Further retail studies will be undertaken during the Plan period to determine whether the Cornwall Retail Study Update capacity figures are still relevant</li> </ul>
Floorspace Capacity (Cornwall Retail Study Update 2015)	<p>The Cornwall LP:SP does not set specific targets for the delivery of retail floorspace. Despite this it highlights the floorspace capacity that was calculated by the Cornwall Retail Study Update 2015. This study shows that there is little need for further convenience or comparison floorspace by 2024; with a moderate level of capacity by the end of the Plan period, equating to 4,268sqm of Convenience floorspace (net sales area) and 24,161sqm of Comparison floorspace (net sales area). Furthermore, a significant proportion of the future capacity is located within Truro, which does not form part of this Allocations DPD</p>

Allocated Sites	<p>A small number of sites have been allocated for retail uses; or as mixed use sites that could contain an element of retail uses.</p> <p>There will be a regular review of each allocated site to determine:</p> <ul style="list-style-type: none"> <li>• Whether it has extant planning permissions and if so the length of time before it expires</li> <li>• Whether a landowner / developer is actively pursuing the development of a masterplan / concept plan, and/or progressing towards securing a planning permission</li> <li>• Whether the scale of development proposed is different to the estimate within the policy</li> </ul>
Mitigation	<p>If targets are not being achieved, the following actions will be considered:</p> <ul style="list-style-type: none"> <li>• Review whether there are any blockages to delivery of allocated sites that Cornwall Council can help resolve</li> <li>• Pro-activity work with landowners to bring forward schemes for their site</li> <li>• Replace an allocation that has no prospect of delivery in the foreseeable future and replace it with an alternative site</li> <li>• Look to identify additional sites to allocate</li> </ul>

<b>Monitoring Student Accommodation Delivery</b>	
What is the delivery of the site allocations dependent upon	<ul style="list-style-type: none"> <li>• predominantly private funding to deliver the schemes</li> <li>• Landowners willing to make their land available</li> <li>• Continued demand from Falmouth and Exeter Universities for their courses</li> <li>• The availability of funding from financial institutions</li> <li>• Delivery of critical and necessary infrastructure</li> </ul>
Council support in implementing	<ul style="list-style-type: none"> <li>• The Council will continue to seek grant funding to support the delivery of critical infrastructure, particularly off-site infrastructure, that would otherwise have been a blockage to delivery</li> <li>• Landowners / developments will be supported by the Council, when sought, in the development of their masterplan / concept plans for the site</li> <li>• The Council being prepared to take a leading role in the acquisition of land to support the delivery of sites</li> </ul>
Targets (Cornwall Local	The Cornwall LP:SP does not set a specific target for the delivery of purpose built student accommodation



Plan: Strategic Policies)	within the Falmouth & Penryn area, but indicates that there should be <i>'provision of additional bed spaces within purpose built accommodation commensurate with the scale of any agreed expansion of student numbers at the Penryn campus'</i>
Allocated Sites	<p>The Allocations DPD identified sites, together with permitted schemes that could: accommodate the Universities' aspired growth to approx. 2023-24; additional growth to the end of the Plan period; plus allow for some students to come out of existing HMOs within Falmouth and Penryn.</p> <p>There will be a regular review of each allocated site to determine:</p> <ul style="list-style-type: none"> <li>• Whether it has extant planning permissions and if so the length of time before it expires</li> <li>• Whether a landowner / developer is actively pursuing the development of a masterplan / concept plan, and/or progressing towards securing a planning permission</li> <li>• Whether permitted schemes are being built out</li> </ul> <p>The Council will also regularly review with partners:</p> <ul style="list-style-type: none"> <li>• Whether the scale of demand for University places has altered</li> <li>• Whether the demand for purpose built accommodation is drawing more students out of HMOs that anticipated</li> </ul>
Mitigation	<p>If targets are not being achieved, the following actions will be considered:</p> <ul style="list-style-type: none"> <li>• Review whether there are any blockages to delivery of allocated sites that Cornwall Council can help resolve</li> <li>• Pro-activity work with landowners to bring forward schemes for their site</li> <li>• Replace an allocation that has no prospect of delivery in the foreseeable future and replace it with an alternative site</li> <li>• Look to identify additional sites to allocate</li> </ul>

## **16. Schedule of Superseeded Policies**

16.1 There are various saved policies set out within Appendix 3 of the Cornwall Local Plan: Strategic Policies document, which have been retained from the former District Councils. Set out below are the policies from Appendix 3 that are subsequently deleted on adoption of the Cornwall Site Allocations DPD, as they are either out of date or superseded:

### **Penwith Local Plan 2004**

- TV22 – Control of development within Bread Street area, Penzance
- TV23 – Control of development of harbour car park, Penzance
- HA – Affordable housing at Penwith Street and Cross Street, Penzance
- HC – Redevelopment of area at Alexandra Road -Western Promenade for housing
- HD – Redevelopment of area at Queens Street for housing
- TVD – Proposed development of South Quay, Foundry Yard and South Quay, Hayle
- TVE – Proposed development of Foundry area, Hayle
- HG – Redevelopment behind Copper Terrace, Hayle

### **Carrick Local Plan 1998**

- 5D – Additional shoppers car park at Falmouth

### **Restormel Local Plan 2001**

- SA7D – Housing allocations
- N7 Site 1, 2, 6, 8, & 9
- N11 – Employment land
- N12 – Regeneration sites
- N15 – Growth area local centre and mixed use areas
- N17 – Newquay growth area road

### **North Cornwall Local Plan 1999**

- BOD4 – Land at St Lawrence's Hospital – mixed uses
- BOD5 – Land east of former A38 and to west of Launceston Road and Love Lane – B1, B2 and B8
- LAU1 – Land to south of Dutson Road – housing
- LAU4 – Land to south of Pennygillam Industrial Estate – B1, B2 and B8

If you would like this information  
in another format please contact

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