

**Cornwall Local
Development Framework**

Framweyth Omblegya
Teythyek Kernow



Planning Future Cornwall

St Austell, St Blazey and China Clay Area Regeneration Plan

Guidelines for Transformational Development Projects

July 2011

Foreword

Welcome to the St Austell, St Blazey and China Clay Area Regeneration Plan. We know that the interests of communities, developers and the economy do not always seem to complement each other, and can sometimes result in outcomes that surprise or disappoint people.

Opportunities to approve only high quality developments that bring numerous community benefits do not come along often, but that is what this regeneration plan will encourage.

Because the Regeneration Plan Area has seen significant housing development over the last few years we are under no obligation to approve more housing. The Plan is a clear statement of intent from Cornwall Council that “only the best will do”, and by “best” we mean only the most sustainable housing that brings with it significant levels of new jobs, better infrastructure and services, an increase in green space and better transport links.

The St Austell, St Blazey, and China Clay areas are unrivalled in terms of potential for renewable energy, economic development and accessible greenspace. This plan will ensure that if major developments are permitted, they will contribute positively to new and existing communities, and I hope it will provide a blueprint for the development standards that will be demanded across Cornwall in the future.

CLlr Mark Kaczmarek



Raglavar

An Dowlen Dasserghyans rag S Austel, Lanndreth ha'n Ranndir Pri Gwynn a'gas dynnergh. Ni a wor na hevel an bernyow a gemeniethow, displegyoryon ha'n erbysiedh dhe gesseni pup-prys an eyl gans y gila, ha'n sewyans yw treweythyow diwedhow a sowdhan po diswaytya.

Ny dheu yn fenowgh chonsyow rag keynskrifa displegyansow a nas uhel heb ken hag a dhre lies les kemeniethek, mes henn yw an pyth a wra an dowlen dhasserghya ma y genertha.

Drefen Ranndir an Dowlen Dhasserghya dhe berthi displegyans anedhyans mynsek dres nebes bledhynnyow passyes, nys on konstrynys dhe geyskrifa moy anedhow. Hemm a re dhyn chons dhe leverel: “ny vydh saw an gwella lowr”, ha gans “an gwella” ni a vynn leverel anedhyans an moyha sostenadow a dhre ganso nivelyow a vri a sodhow, isframweyth ha gonisyow gwell, ynkressyans a lasennow ha kevrennow karyans gwell.

Heb par yw an ranndiryow S Austel, Lanndreth ha Pri Gwynn ow tocha galadewder rag nerth dasnowythadow, displegyans erbysiethek ha glasennow hedhadow. An dowlen ma a wra surhe may hwra displegyansow meur, marsynsalowys, kevroposedhek dhe gemeniethow nowyth hag a lemmyn, ha my a wayt may provio glaspriant rag an savonow displegyans a vydh erhys a-hys Kernow y'n termyn a dheu.

Klr Mark Kaczmarek



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Introduction

1. Cornwall Council has identified the St Austell, St Blazey and China Clay Area as one of its two priority areas for strategic regeneration and investment. The area has priority for the current wave of European structural funding through the Convergence Programme and the Regeneration Plan boundary is the same as that for strategic investment to take advantage of the opportunity to boost employment and stimulate sustainable economic growth.
2. In recent years, the area has experienced significant levels of housing growth. There is still considerable development pressure on St Austell and surrounding communities, which stems in part from the decision of central government to support an eco-town development around the town. A number of developers are also promoting largescale housing schemes and urban extensions around the town. These applications will involve making big and possibly difficult planning decisions and it is clear that the local community is concerned about the impacts of these developments, particularly on infrastructure.
3. National planning guidelines are in a state of flux, while the planning policy framework in Cornwall is somewhat dated. The Restormel Borough Local Plan was adopted in 2002 and the Cornwall Structure Plan was adopted in 2004. The Council is presently developing its Core Strategy, including growth and distribution options for Cornwall, but this is unlikely to be in place until 2013.
4. The former Borough of Restormel, including the St Austell, St Blazey and China Clay Area, already has a five year supply of housing land in place based on the Cornwall Structure Plan, as specified by Planning Policy Statement 3, meaning that the Council is under no obligation to permit housing on land that is not allocated for development in the Restormel Borough Local Plan. However, this position will need to be reviewed as the Core Strategy develops and further guidance is available.
5. Cornwall Council accepts that large-scale, employment-led developments could be appropriate for the Plan Area, as long as they are of a truly exceptional quality and will transform the fabric and economy of the area. Cornwall Council also considers that such developments must be able to demonstrate significant local support.
6. This Regeneration Plan represents an interim position until the Core Strategy is adopted. In future the weight given to this document in the Councils decision making will depend on how much of it is incorporated into the Core Strategy (see Appendix 1). The elements of this plan that are included in the Core Strategy will be subject to further scrutiny as part of the formal adoption process. Its purpose is to guide largescale applications such as the eco-communities





proposals, establish how the Council will assess such developments within the Plan Area and set out the high standards that the Council would expect transformational developments to achieve.

7. Planning applications will still principally be judged against current policy in the Cornwall Structure Plan and the Restormel Borough Local Plan. This Regeneration Plan will not change that position, but it will represent a material consideration that will be taken into account during planning applications.
8. This document was prepared between October 2010 and July 2011, and was subject to public consultation between 7th February and 21st March 2011. The Plan became a Cornwall Council Policy following adoption by Cabinet on the 13th July 2011.

Policy Statement

9. This plan reflects the aims of 'Future Cornwall', Cornwall's Sustainable Community Strategy, in that any large-scale development proposals that come forward within the Regeneration Plan area will be required to deliver positive, transformational regeneration.
10. Development proposals need to show how they will deliver jobs and enhance the way communities live within the plan area by delivering schemes of a demonstrably low-carbon nature. Additional and related benefits will need to be evidenced, with particular attention being paid to travel, transport and the environment. Major housing developments will not be acceptable.
11. Proposals may be considered transformational depending on their scale, location and context. The Plan will apply to all major applications that are departures to current planning policy, but may also be used to support smaller proposals that are of an exceptional nature.
12. If applicants cannot meet certain criteria they must demonstrate how positive aspects of the scheme will outweigh the criteria that cannot be met. Any subsequent planning applications that would negatively impact on the integrity of the original proposal will not be supported.
13. In assessing how a scheme satisfies each criterion, best practice and recognised standards should be used as a benchmark, with developers aiming to exceed standards at every opportunity. The Council has produced guidance on the area and how these standards might be achieved, as set out in Appendix 2. There is also an online resource at www.cornwall.gov.uk/Default.aspx?page=27043 which includes detailed statistical and area based information which underpins the development of this plan.

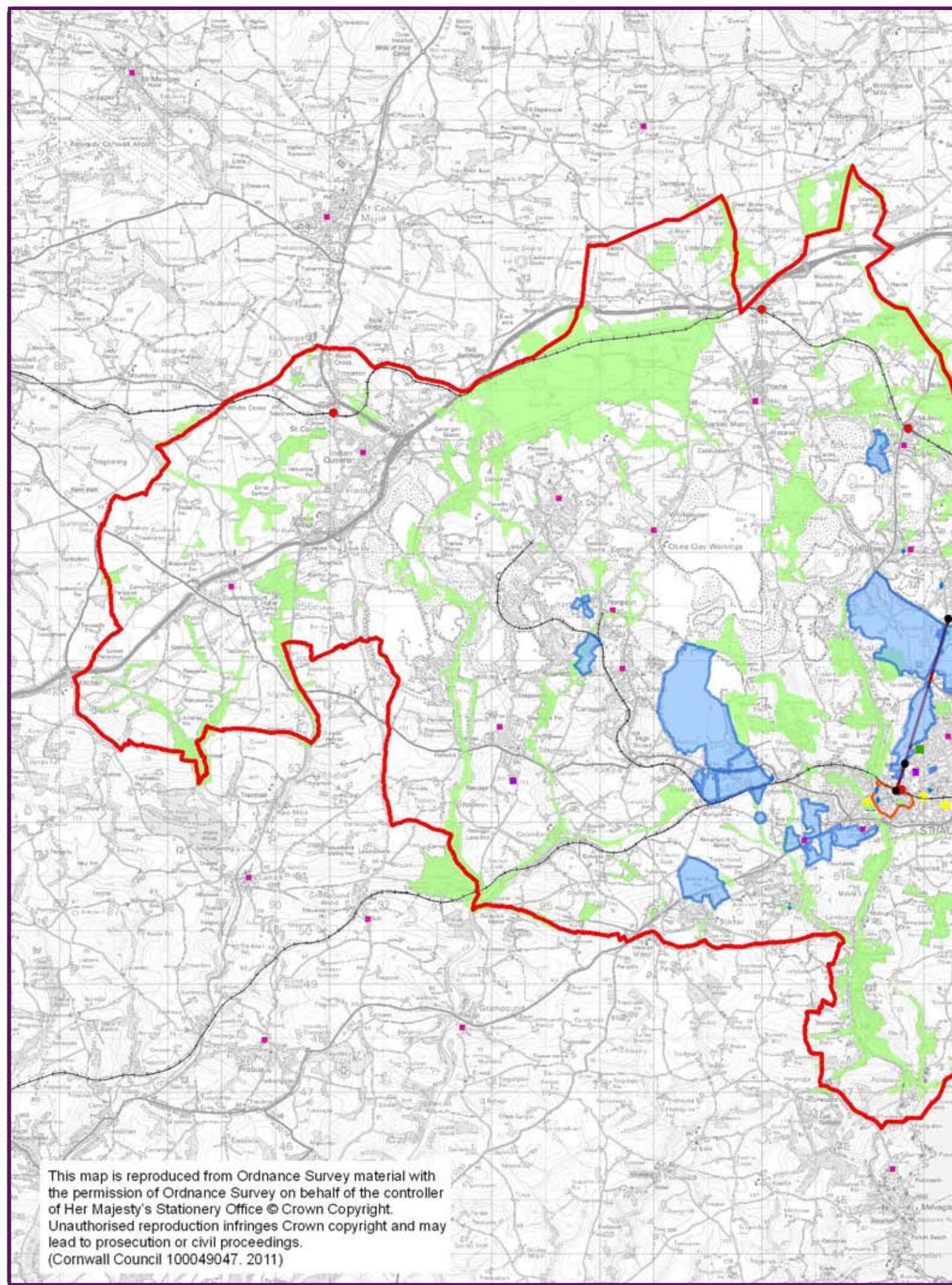


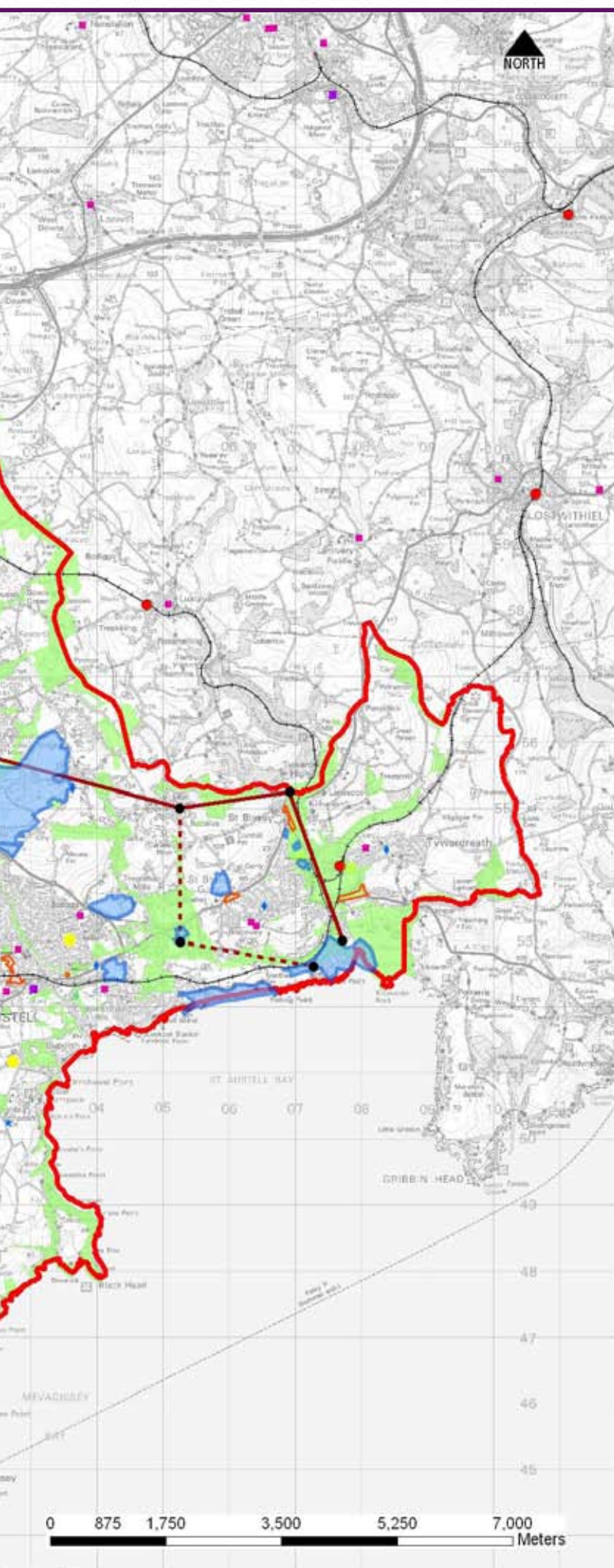
Our Vision is to establish the St Austell, St Blazey and China Clay Area as the 'Green Capital' of Cornwall, bringing investment in sustainable employment and communities by encouraging quality and innovation

Regeneration Plan Policy 1

Transformational development must be of a nature and scale that can bring about significant change for the better and has broad community support. Proposals should show how they:

- A.** Will achieve **high environmental standards** in excess of minimum requirements and demonstrate how carbon reduction measures have been applied and how zero-carbon status can be achieved in the future;
- B.** Will achieve **high quality of design** and reinforce local distinctiveness;
- C.** Can deliver **new jobs, skills and economic growth** to existing or new businesses, and strengthen local supply chains. Where new housing is proposed creation of a minimum of one new employment opportunity per home must be provided;
- D.** Can contribute **infrastructure** that meets the needs of existing and future communities, particularly addressing transport, education, flooding, health needs and community scale renewable energy schemes;
- E.** Can deliver **affordable housing** in accordance with adopted policy;
- F.** Can deliver **sustainable travel patterns** with an aspiration of achieving at least 50% of trips by sustainable travel means. Developers will be required to contribute to both infrastructure and behaviour change projects to achieve this;
- G.** Can raise the aspirations, opportunities and well-being of **communities** in the area;
- H.** Will **productively and positively reuse** suitable former China Clay workings or previously developed land;
- I.** Will **safeguard important mineral resources** for extraction and sites for important related infrastructure;
- J.** Will maximise the provision and access to new and existing **green spaces**, and create new opportunities for flexible and productive land use including food and fuel production.





St Austell, St Blazey & China Clay Area - Regeneration Plan Boundary

Legend

- Regeneration Plan Area
- Opportunity Sites
- Town / District Centres
- Areas of Physical Constraints
- Cable car route
- Cable car route
- cable car stops
- Railway Station
- Railway Line
- College
- Primary school
- Secondary school
- ▲ Supermarkets
- ★ Leisure Centres
- ◆ Community Halls
- Doctor / Health Centre / Hospital

This map shows the Regeneration Plan area and known potential opportunity sites. These came forward as part of a Call for Opportunities which was undertaken in late 2010 giving an indication as to where areas for change could be expected and that delivery of this plan is possible. This information is given as background and in the interest of transparency to the process of developing this plan, the plan policy does not allocate specific sites for development and nor does the inclusion of a site mean it is appropriate for development or exhaustive in their scope.

Types of physical constraints shown on the map include: Ancient Woodlands, Tree Preservation Orders, Cornwall Wildlife Sites, Sites of Special Scientific Interest, Biodiversity Habitat Action Plan Woodland and Flood Zone 3A



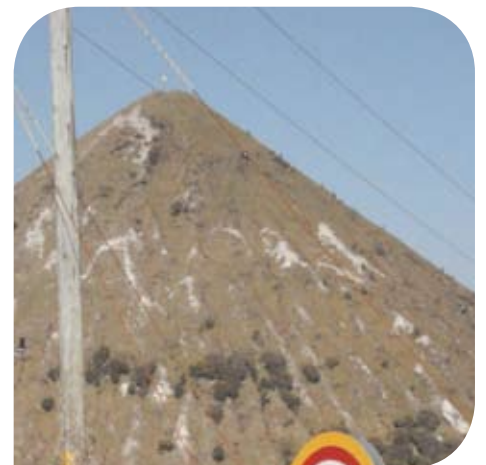
14. This plan does not negate other policies, guidance and legislation which will all still be material to planning decisions. In accordance with European regulations proposals must consider impacts on internationally, nationally and locally designated sites and consider where appropriate impact and mitigation. Other guidance includes saved planning policy from the Restormel Local Plan and Cornwall Structure Plan, European regulations, national policy, saved local policies, protection of the World Heritage Site and its setting, Areas of Outstanding Natural Beauty, SSSI, designated Conservation Areas, historic buildings, monuments, archaeology and so on.

15. Any development that would be likely to have a significant effect on a site containing European protected species, either alone or in combination with other plans or projects, will be subject to assessment under Part 6 of the Habitat Regulations at project application stage. If it cannot be ascertained that there would be no adverse effects on site integrity the project will have to be refused or pass the tests of Regulation 61 and 62, in which case any necessary compensatory measure will need to be secured in accordance with Regulation 66.

16. Developers can expect to be bound to performance targets for each development. Monitoring is likely to be jointly undertaken by Cornwall Council and the developer.

17. This policy document should be read in conjunction with the Regeneration Plan Guidance Note as set out in Appendix 2, which provides background information regarding the project area as well as context and an evidence base for the policy statement.

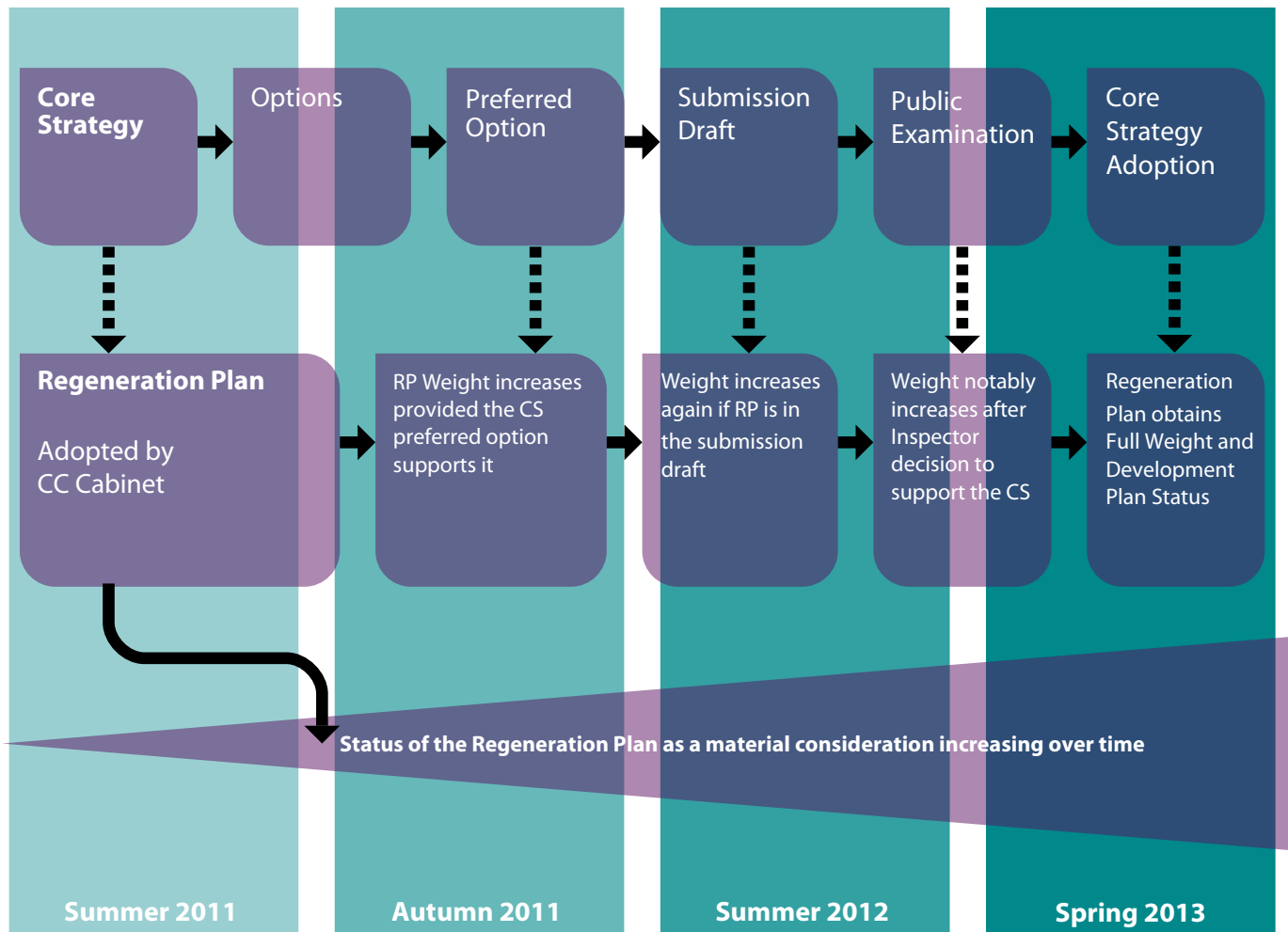




Appendix 1

Relationship between the Regeneration Plan (RP) and Core Strategy (CS) Adoption Process

Planning applications must be determined in accordance with the Statutory Development Plan, unless material considerations indicate otherwise. The existing development plan is the saved policies of the Restormel Local Plan and Cornwall Structure Plan. These plans are dated which means it is more likely there will be other material planning considerations because more things will have changed. What constitutes a material planning consideration is a question of law and a council adopted policy such as the Regeneration Plan would be a material consideration once adopted. The weight given to a material planning consideration is a planning judgement. Providing the planning authority has regard to all material considerations it is at liberty (within the test of “reasonableness”) to give whatever weight the planning authority thinks fit or no weight at all. In practice the weight Cornwall Council will attribute to the Regeneration Plan will grow in line with the emergence of our new development plan the Core Strategy – ‘Planning Future Cornwall’.



Please note the timelines given are subject to review and change



Appendix 2

Regeneration plan guidance note

This appendix gives additional advice and guidance in relation to the short policy statement. There are many ways to comply with the policy, as long as underlying themes of innovation and carbon reduction are evident. This document gives some starting points and suggestions both for developers and development managers regarding what may be appropriate, but should not be considered an exhaustive list of acceptable criteria.

Background

1. The wider regeneration area has experienced a decline in major employment sectors in the last 20 years. During the same period it has experienced a significant amount of housing development the quality of which varies greatly. A positive and innovative response is required that can bring wider social and environmental benefits.
2. Housing has been built in a piecemeal fashion leading to suburbanisation rather than the creation of vibrant communities. Some developments are viewed as poor in terms of both quality of design and materials and often lack the social infrastructure needed to make a community sustainable. New housing is likely to be needed as part of mixed schemes in order to deliver jobs and infrastructure, but this will only be acceptable on sites outside normal planning policy where schemes are genuinely exceptional. It will not be possible for every proposal dependent on a mix of uses including housing to proceed indefinitely; the emerging Core Strategy will establish growth levels.
3. The St Austell, St Blazey and China Clay Area is made up of distinct places with varied and active communities, featuring access to internationally admired and designated coastline and countryside. The area has a long tradition of community togetherness that was fostered by the China Clay Industry, and was evident in the community response to the 2010 floods that affected St Blazey and St Austell. There is a wealth of community and voluntary groups, churches and chapels, brass bands and numerous sports clubs. Highly regarded annual events include the annual West of England's Brass Band Festival at Bugle, St Austell's Festival of Music and its rejuvenated carnival and the Indian Queens Music Festival which has been running for 80 years. Communities are proud of their area and want to celebrate it. St Austell Town Council's city bid in the Diamond Jubilee Civic Honours competition is an expression of their ambition. The winner will be announced in early 2012.





4. Over the last decade the plan area has experienced some of the highest levels of population and housing growth across Cornwall, with the China Clay area experiencing the fastest growth of all. During the 20 years between 1991-2011 there has been a 28% growth in housing across Cornwall but many of the regeneration plan areas have far exceeded that average. The Parish of Roche has had a 75% increase in housing stock, in Treverbyn it has been 58%, in St Enoder 51%, in St Austell 39%, in St Stephen 36%, and in St Dennis 30%. Despite this growth in recent years delivery of new affordable housing has not kept pace with the level of housing need. Where affordable permissions have kept pace with need it has been focused on a small number of parishes such as St Enoder, Treverbyn and St Stephen. It is important that new development delivers transformational change and isn't solely focused on those areas that have historically taken the majority of growth.
5. An enduring feature of the area has been the changes to the China Clay industry over recent decades. The industry directly employed approximately 6000 people in the early 1970s but now employs as few as 1000, partly due to improving industrial processes, and partly because some of this direct employment has gone into local companies in the service industry such as lorry drivers or mobile plant drivers. Whilst staffing levels are relatively low, production is still high. This shift has had a profound impact locally, and particularly in the China Clay Area, through the loss of jobs within the China Clay companies and the wider supply chain. Many communities have been through phases of adjustment but the area continues to experience change, including large-scale house building, present additional problems such as increased traffic congestion (particularly in St Austell), social deprivation and a lack of employment opportunities. The landscape shows the physical scars from former China Clay workings.
6. There are a number of key messages that emerge from the extensive evidence base that help justify the criteria set out later in this plan.
 - The area contains some of the most deprived areas in England. St Blazey West is in the worst 10% and St Austell Gover South East, Mount Charles North West and Poltair South East are all in worst 20%.
 - Between 2000 and 2009 house prices increased more in Cornwall than England and Wales. House prices in the plan area increased by 144% whilst at the same time wages in Restormel only rose by 34.5%.
 - In October 2010 the Job Seekers Allowance claimant rate of 2.9% was higher than the Cornwall and South West average of 2.3%.
 - Educational attainment is lower than the Cornwall average where more people have no qualifications (36.7% compared to 28.9% in Cornwall) and fewer people have graduate level qualifications (8.8% compared to 15.8% in Cornwall).



- The Cornwall rate of teenage pregnancy is 28.8 (per 1000) – St Blazey has the highest rate in Cornwall (57.8) and the China Clay Area is third highest (38) closely followed by St Austell (37.9).
- The plan area has a distinctive natural and historic environment with large parts of it still characterised by China Clay mining. The historic port of Charlestown is a prized asset of the Cornwall and West Devon Mining Landscape World Heritage Site.
- Highways infrastructure is poor, congested and has a lack of connectivity in places. Traffic speeding through villages is a particular and widespread problem.
- New economic investment is often hampered by the inadequate A391 link between St Austell and the A30.
- Flooding and drainage problems as shown by recent events particularly relevant to Par, St Blazey, St Austell and Pentewan.
- Schools are at or near capacity, unlike many places in Cornwall.
- Lack of green space and poor access to the countryside and the coast, people want spaces to walk the dog, ride their horse or just take in the scenery.
- Difficulties in accessing NHS healthcare, and those services not always being conveniently located.

Nature and Scale

7. The ability to deliver economic growth and jobs (particularly long-term, high-quality jobs) and/or to deliver significant strategic infrastructure which will benefit both existing and new communities are the two criteria that will be given significant weight in the process of reaching planning decisions.
8. Significant strategic infrastructure includes the provision of new sections of, or an entirely new route for the A391 link road to the A30; significant improvements to the A390 (which could include park & ride facilities or new east/west link road); the provision of extensions to or new primary and secondary schools; and provision of flood alleviation schemes - both surface water and fluvial - where they will assist in preventing recurrences of recent flood events. For a scheme to be accepted in locations where we would not normally advocate it, significant infrastructure would need to contribute that brings extensive community benefit.
9. The primary need for the improvement of the A391 corridor from the A30 is driven by the need to unlock economic regeneration (which is limited in some parts of the plan area due to access constraints) and also to minimise the sense of severance experienced by existing communities (such as Bugle).



- 10.** Much of St Blazey lies within flood risk zones, and as such it is one of the communities most vulnerable to flooding. This constraint poses questions about how the town will grow and whether opportunities should be sought on higher ground. The local community has also set out a desire for more retail development in their Town Plan which will be supported where it respects location and context. Opportunities in St Blazey may be on smaller sites – but they have the potential to be transformational in terms of providing jobs and services locally. Some of these existing sites need to be modernised to become viable, so mixed used proposals (which may include retail) could have potential.

Design and Environmental Quality

- 11.** Cornwall Council is not prepared to create a legacy of soulless and poorly designed development. All proposals should embrace current best practice in urban and landscape design and where relevant to the proposal we expect new developments to:

- embrace the Building For Life assessment scheme, and reach its Silver standard;
- create vibrant, interesting and connected places with: a well connected network of streets, paths and trails; travel networks leading to the heart of developments; active frontages onto all areas of public realm; a variety of character areas and a mix of uses to encourage interaction and increase activity throughout the day, and where appropriate, at night;
- create flexible accommodation that can respond to different circumstances such as large or extended families;
- take into account ‘Designing Out Crime’ and the fear of crime in the design process so that communities feel safe; and
- create healthy places, to include dwellings large enough to provide for dedicated dining space, easy-access cycle storage and on-plot fruit and vegetable growing (including space for greenhouses) and flexible community spaces that can be adapted to the health needs of the community.



- 12.** The exploitation of China Clay deposits has left its mark on the area’s landscape, leaving iconic and unique features including pits, tips, lakes and pools. Additionally the area features the World Heritage Site at Charlestown, panoramic coastlines and rugged moorland, ancient monuments and historic buildings. It is these historic and natural environment assets that make the area distinctive, and which should inspire place-making to take innovative and contemporary approaches to local distinctiveness through design, materials and land use patterns. Furthermore development should seek to retain, conserve and enhance historic and natural environment features as part of an overall landscape scheme.



13. Proposals within the Charlestown area of the Cornwall and West Devon Mining Landscape World Heritage Site and its setting should demonstrate how the outstanding character of the site would be both protected and - where appropriate - enhanced by new development.
14. Proposals within currently open countryside should consider their impacts on Historic Landscape Character Zones as described in the Cornwall and Isles of Scilly Historic Environment Record. Major developments in particular should be informed by an Historic Environmental Assessment, given the high potential for the existence of as yet unrecorded archaeological heritage assets in the area.
15. Development should be designed for a low carbon future and changing climate that can reduce greenhouse gas emissions by:
 - using landform, layout, building orientation, massing and landscaping to maximise passive heating lighting and natural ventilation to reduce energy consumption and need;
 - housing meeting Level 4 of the Code for Sustainable Homes as a minimum (until such standards are superseded, whereupon the replacement standards will become the minimum requirement), commercial development larger than 1,000 sq.m. meeting the BREEAM 'excellent' benchmark, and all other development outperforming building regulations as a minimum;
 - the achievement of zero carbon status being given significant weight in decision making; and
 - providing renewable energy technology as an integral component of new development proposals. Community heating and energy systems can help to reduce the carbon footprint of development. The viability of community-scale decentralised energy schemes such as combined-heat and power, solar power, geothermal energy and anaerobic digesters must be fully explored, particularly where existing communities might benefit from low-carbon energy in the form of heat and/or electricity.
16. Proposals should provide a mix of public or private open spaces in perpetuity that account for at least 40% of the total development area, with at least half of this land to be accessible to the public in the form of well designed open space and at least some of this should be provided before any residents move in. We acknowledge that greenspace will not necessarily be required for solely retail and employment schemes, but high quality, multi-functional landscaping around them will.
17. A greenspace plan should be produced to guide the masterplanning and should set out to create a network of joined up sites that fill the gaps between existing green space features and sites of importance for biodiversity.





18. Joined up networks are more functional and allow species to move between sites, helping them to adapt to the likely effect of climate change. This should be through joined up multi-functional greenspaces and green infrastructure networks which:

- seek to link, buffer and protect existing wildlife and create new habitat to maximise wildlife potential;
- encourage the movement of people and biodiversity throughout the site;
- promote active and healthy lifestyles for all ages;
- provide a choice of shade and shelter;
- provide opportunities for food and energy production through traditional means such as allotments or greenspace that can be adapted to future needs;
- provide Sustainable Urban Drainage Systems (SUDS) and details of SUDS adoption to not only provide management of surface water but also accommodate and encourage biodiversity and wildlife;
- provide flood storage;
- provide vehicle-free links with surrounding countryside and public rights of way; and
- celebrate and enhance the historic environment.

19. Developments that provide sufficient land for the community or individuals to take action to grow locally some of their own food will significantly improve the sustainability credentials of any development proposal.

20. Details of future long-term maintenance, management and funding arrangements should be part of the greenspace plan and will be secured via a legal agreement.

21. Detailed consideration must be given to any downstream flooding and drainage impacts, particularly where existing problems would be exacerbated. Opportunities to alleviate these issues should be taken, and may involve the undertaking, or funding of off-site works.

22. Applicants should discuss with the Local Planning Authority and the Environment Agency the need for Water Cycle Strategies to plan for the necessary water infrastructure and where required these should be included with all planning applications. All proposals however, should demonstrate how resource use - including water use - would be minimised and how new developments have been designed for a long lifespan.



23. Sustainable waste management should be built into the new developments to make reuse and recycling of resources easy and unobtrusive both during and after the development stage. Innovative methods of minimising waste are encouraged.
24. Proposals should be future-proofed in their design, so as to avoid adding to the vulnerability of existing or proposed development to impacts arising from changes in climatic conditions.
25. Proposals which seek to, or contribute towards, the retrofitting of existing building stock will be welcomed.
26. In accordance with European regulations proposals must consider impacts on internationally, nationally and locally designated sites and consider, where appropriate, impacts on the coast including coastal erosion and flooding. Existing biodiversity and habitats should be retained and enhanced where possible, or mitigated elsewhere (on or off site) providing that the resilience of the community is not compromised, resulting in a net gain. All proposals will be required to produce specific Biodiversity Action Plans to demonstrate how this will be achieved. This should be for both green and grey infrastructure elements of developments. Lastly the geo-diversity which has been the foundation of the industrial heritage and local distinctiveness of the area should be retained and enhanced.
27. The provision of one bird nest-box and one bat-box should be made for each dwelling or workspace unit, or more in areas identified as habitats for specific species. For multiple-dwelling buildings or those over 9m in height multiple swift nestboxes should be provided for colony-forming species.

Jobs and Skills

28. Sustainable economic growth, skills development and the provision of long term, high quality jobs across a range of employment sectors is a crucial part of responding to the needs of employers and businesses. Existing local development plan policies are supportive of both new and extensions to employment space but are at times narrow in their breadth. Accordingly a proactive and flexible approach will be taken to proposals that deliver new jobs. Support will be given to the flexible use of new buildings by minimising the use of conditions to prevent changes of use. Cornwall Council may apply Local Development Orders to remove unnecessary burdens.
29. The definition of 'new jobs' includes a range of opportunities that should not be limited to the traditional B1, B2 and B8 business use class categories. Retail enterprise can provide a range of jobs and so will be considered - providing the location would not give rise to undue adverse impacts on the health of existing town and district centres, and that the proposal brings with it additional benefits.





30. The area has significant potential for the further development of sustainable tourism, building upon the area's natural assets and existing tourism facilities such as the Eden Project. Sustainable tourism facilities which optimise enjoyment of these assets, encourage people to visit the area across the seasons and to stay for longer are to be encouraged. In terms of job creation proposals should demonstrate a range of employment opportunities and, specifically, that 50% of jobs would be permanent and of high quality. Proposals would need to ensure that they fully mitigate any likely negative impacts, especially with regard to transport infrastructure.

31. We expect proposals that include housing to show that they would create access to a minimum of one long-term employment opportunity per new dwelling, broadly phased to coincide with the delivery of new housing.

32. We also expect new development to consider the following:

- offering short term interventions, such as rent subsidies to stimulate business start-ups and entrepreneurial activity;
- providing space which accommodates the needs of self-employed and small business start-ups (which may include flexible office/workshop space in new housing) or work hubs, or the provision of some self-build plots in order to stimulate supply chains for smaller companies;
- every house to have an office;
- the initiation of community management opportunities across a range of issues from car club to green space management to social enterprises;
- investment in skills and training (from apprenticeships to highly skilled specialisms) in order to create a sustainable local workforce for the present and future. Collaborative opportunities with the Combined Universities of Cornwall (CUC), Cornwall College and other further and higher educational/training institutions should be maximised; and
- boosting the local economy through the use of local suppliers, materials and construction workers. We encourage developers to embrace this to make their development both more sustainable and locally resilient. The use of design codes may enable local businesses to create the desired products, thereby keeping resources in the local supply chain.

33. An Economic Strategy should be provided, to detail the approach taken with regard to: the delivery of economic growth and jobs; the types of employment targeted; buildings proposed; details of phasing and details of delivery, including funding mechanisms. This document should also outline the skills-development opportunities linked to this strategy, how these would be secured and how they would be delivered.



Infrastructure

- 34.** New development cannot be expected to resolve all existing problems - but it can make a significant contribution towards meeting the strategic infrastructure needs of an area.
- 35.** Together with other public sector bodies and infrastructure providers the Council is working to secure a more joined up approach to infrastructure planning by preparing an Infrastructure Delivery Plan to accompany the Core Strategy and pursuing a Community Infrastructure Levy (CIL) to contribute funding towards Cornwall's strategic infrastructure needs. However, this approach will not be able to deliver all infrastructure requirements, and so other avenues of infrastructure provision and funding will need to be pursued.
- 36.** Infrastructure requirements will change over time, with the following list indicating only current needs. Applicants will be expected to include proportionate and reasonable provision or contribution to the strategic infrastructure needs, and until a CIL is in place this will be negotiated on a site by site basis. The level and type of contribution will be offset against the direct infrastructure benefits that a scheme can offer. Infrastructure needs presently include:
- the provision of a new A391 major road connection between the A30 and Carclaze;
 - improvements to the existing road network including the A390 and the possible provision of new east/west link roads if appropriate;
 - park & ride facilities, in conjunction with measures below;
 - improvements to existing public transport, including the provision of real time passenger information, an appropriately frequent service, and installation of bus priority measures;
 - other transport infrastructure such as rail, multi-use trails, footpaths, cycleways and bridleways to connect within and between settlements, and to the open countryside;
 - new education facilities;
 - new health care facilities specifically NHS dentists;
 - flood alleviation schemes both surface water and fluvial;
 - greenspace/green infrastructure including allotments close to dwellings, landscape and biodiversity enhancements;
 - community facilities and services including youth facilities (the co-location of services, such as doctors with other public services is encouraged);
 - leisure and recreation facilities;



- employment space; and
- the provision of next-generation broadband network

37. On submission applications will need to be accompanied by a draft legal agreement detailing the infrastructure to be provided, together with details of a mechanism to secure long-term maintenance, management and funding arrangements. Where a mix of uses is proposed, the draft legal agreement will need to establish phasing and trigger points for the provision of infrastructure and employment space.

38. Affordable housing provision should be based on the existing adopted policy as set out in the former Restormel Borough Council Supplementary Planning Document (SPD) for Affordable Housing until it is superseded by the Council's emerging Affordable Housing Development Plan Document (DPD). In some circumstances, opportunities to provide off-site affordable housing provision could be supported, but only where it can be clearly demonstrated that this would provide the greatest benefit to the regeneration initiative and thereby help to deliver the objective of achieving transformational change.



Transport

39. Development that accords with this Plan should deliver sustainable travel patterns with an aspiration of achieving at least 50% of trips within an agreed area (unless an alternative target is agreed by the Council) by sustainable modes of travel. Transport proposals that meet these targets should prove to be an effective means of implementing the policies of Connecting Cornwall: 2030. This could be achieved by increasing the proportion of trips in the local area made by sustainable modes and minimising the need to travel by:

- designing houses, workplaces and other destinations to promote sustainable transport over the use of the private car;
- implementing travel plans to monitor and review the success of the measures put in place. These plans must set out penalties that would be triggered should the proposal not meet their agreed target;
- providing for safe and attractive walking and cycling opportunities including associated infrastructure such as secure cycle parking, showers and changing facilities;
- providing sufficient public and alternative transport options in place at the start of development to encourage residents and employees to take the green option. This would include providing improved public transport and car clubs, promoting car sharing, providing electric car and cycle charging infrastructure and real time passenger information (RTPI). Cornwall is already instigating RTPI in the area,



and this should act as a catalyst for the provision of both in-house information systems and community information networks; and

- providing new technologies such as video conferencing in new office development to reduce the need to travel.

40. All proposals for highways infrastructure should aspire to achieving the design principles set out in Manuals for Streets 1 and 2, where these are compatible with the Council's highways design standards. Until Manual for Streets 1 and 2 are adopted as Council standard, major highway infrastructure will need to be designed to Design Manual for Roads and Bridges standards as a minimum.

41. It is also acknowledged that the area has more rail connections than most other areas in Cornwall. Proposals which take advantage of this to provide key distribution sites to remove freight from the road system would be supported.



Community

42. The Council expects that developers will undertake surveys and/or consultation events to quantify the level of community support and detail how the incorporation of these views has changed the final scheme. Proposals should show how they will build upon this community support and instigate positive change for the area.

43. Vigorous efforts must be made to engage with and inform Local Members, Town and Parish Councils and the community both at an early stage and throughout the project development. They will have views on infrastructure provision and their input should be encouraged. We will encourage Parish Councils to review and update their Parish Plans regularly so that up-to-date priorities are clearly stated.

44. Many residents are keen to exploit opportunities to self-build, indeed the self-build sector was the second largest provider of new homes in the UK in 2010. Providing that self-build projects conform to the highest environmental criteria and can demonstrate a low-impact on the surroundings, this could add variety and local distinctiveness to an area, and we encourage developers to explore this where appropriate.

45. Schemes that can demonstrate innovative opportunities for communities to become more involved in the management of shared resources will be actively encouraged.



Previously Developed Land and Former China Clay Workings

46. In areas where China Clay extraction and refining has ceased and any remaining resource is no longer viable, support will be given to schemes that generate economic activity whilst contributing community aspirations such as access to large areas of green space. The China Clay Area provides a unique opportunity to create a network of new nature reserves or a regional eco-park on a landscape scale and proposals on this land should maximise the potential of former minerals workings to contribute to the creation of high quality landscape and greenspace. Whilst most of this land is subject to restoration conditions schemes should propose environmental, social and economic gains over and above what would be achieved through existing restoration conditions. This is why support will be given to the productive and beneficial reuse of former China Clay workings.

Minerals

47. The China Clay industry remains a prominent influence in the area and its resources together with its infrastructure (such as the mineral railway lines, rail heads, private haul roads and the Port of Fowey) are of national and local economic importance. Both resources and infrastructure are protected under existing adopted minerals policy and it is expected that the industry will remain an important employment provider in the area for many years to come.

48. In contrast the Council wants to secure the use of redundant former mineral roads and rail lines for public use. Proposals which deliver this will be viewed favourably. Where delivery is proven to be not viable at this stage existing connections must be safeguarded for future development.

49. The re-use of clay mining by-products such as secondary aggregate and micaceous sediment presents a key opportunity to create new sustainable products. Innovation in this field will be welcomed.





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Photos:

Walkers in the park - Jon Bewley/Sustrans (front cover)

Builder – Ocean Housing (front cover)

Carlyon Bay - Nathaniel Litchfield Partners (page 9)

Camborne School - PBWC Architects (page 12)

Builders – Ocean Housing (page 15)

Business walkers - Jon Bewley/Sustrans (page 16)

