

Policies of the adopted district, borough and Minerals Local plans to be saved following the adoption of the Cornwall Local Plan: Strategic Policies (2016)

The majority of policies from the Minerals Local Plan, Waste Local Plan and the former District Councils have been replaced by the policies contained within the Cornwall Local Plan: Strategic Policies (2016).

The former district of Kerrier did not have an adopted plan and therefore there are no saved policies to replace. The Cornwall Structure Plan had been previously revoked.

The saved policies that are not being replaced by the Cornwall Local Plan: Strategic Policies will continue to form part of the development plan and will continue to be used in conjunction with the Cornwall Local Plan: Strategic Policies (2016).

Some of the policies previous saved have now been reviewed as part of the emerging Development Plan Documents (Minerals Safeguarding Development Plan Document and the Site Allocations Development Plan Document) and replaced by their provisions – in each case this is noted.



Caradon Local Plan

The Local Plan First Alteration (2007) updated the previous version of the Caradon Local Plan which was adopted in December 1999. A number of policies from the previous Local Plan were “saved” by the Secretary of State and are incorporated into the Local Plan First Alteration for ease of reference. The Local Plan First Alteration therefore consisted of policies that were newly adopted in August 2007 and “saved” policies that were adopted in December 1999. All of the policies of the Caradon Local Plan First Alteration 2007 saved by the Cornwall Local Plan were saved from the Caradon Local Plan (1999). A number of those policies were then saved by the Cornwall Local Plan: Strategic Policies on adoption in 2016.

Policies of the Caradon Local Plan first Alteration 2007 saved by the Cornwall Local Plan: Strategic Policies are:

- CL8 – Landscape of County Importance
- CL9 – Areas of Great Landscape Value
- LISK5 – Bay Tree Hill Improvements
- LISK7 – Educational Reserve
- SA4 – Highways Reservation
- W1 – Whitsand Bay

POLICY CL8: Landscapes of County Importance

The boundaries of the following Areas of Great Landscape Value are defined on the Proposals Map: Boconnoc, Mid-Fowey, Caradon Hill, Looe and Seaton valleys, South East Caradon, Lynher Valley.

Please note that the Areas of Great Landscape Value referred to in CL8 are now shown on the policies map for the Cornwall Local Plan: Strategic Policies (2016)

POLICY CL9: Areas of Great Landscape Value

Proposed development in the Areas of Great Landscape Value identified on the Proposals Map will not be permitted if it would materially harm the character of the particular area and if it does not closely reflect the traditional building styles and local materials, or the characteristic pattern of settlement, in the particular area.

Please note that the Areas of Great Landscape Value referred to in CL9 are now shown on the policies map for the Cornwall Local Plan: Strategic Policies (2016)

POLICY LISK 5: Bay Tree Hill Improvements

A phased scheme to improve the appearance and reduce the current confusion in the road system will be implemented in the Bay Tree Hill area; including closing sections of road and providing paved areas with seats and trees.

POLICY LISK 7: Educational reserve

1.52 hectares at Callington Road is allocated for educational purposes and is shown on the Inset Map.

POLICY SA4: Highways Reservation

Land will be reserved adjoining the Carkeel A38 (T) - A388 interchange and between the interchange and the Latchbrook junction, as shown on the Proposals Map, to permit the construction of a grade separated junction and the dualling of the carriageway if required to meet traffic conditions in the future.

POLICY W1: Whitsand Bay

In the Whitsand Bay chalet area shown on the Proposals Map, no additional chalets will be permitted, and the improvement, extension or replacement of existing chalets will only be permitted if:

- (i) the resultant area does not exceed the greater of 28 sq.m. or 10% more than the existing gross area of the chalet (measured externally and excluding outbuildings);
- (ii) all external sheds, detached toilets and other external structures are removed;
- (iii) there is no material increase in the roof height.

Permission will not be granted for:

- (a) the use of brick or render for the finish of walls;
- (b) external chimneys or flues except where they protrude through the roof of a chalet;
- (c) external television aerials and satellite dishes.

Carrick District Wide Local Plan (1998)

The Carrick District Local Plan was adopted in April 1998, and a number of policies from this document were "saved" by the Secretary of State in September 2007. A number of those policies were then saved by the Cornwall Local Plan: Strategic Policies on adoption in 2016.

Policies of the Carrick District Wide Local Plan (1998) saved by the Cornwall Local Plan: Strategic Policies (2016) are:

- 5H – Pedestrian priority in Falmouth
- 11C – Prime Seafront hotel area of Falmouth

Please note that Policy 5D that was previously saved by the CLP was replaced by the Site Allocations DPD and no longer constitutes a saved policy of the Cornwall Local plan: Strategic Policies (2016).

Pedestrian Priority

5.9.1 Those schemes which have been identified in the Consultation Drafts for Truro and Falmouth which sought to introduce pedestrian priority in the respective centres are still in abeyance. To date, only a small section of Pydar Street in Truro has been given over to pedestrian priority, though plans were prepared by the County Highway Authority to significantly extend the area as part of its work on Stage Two of the Truro Transportation Study.

5.9.2 In Falmouth, the County Council has undertaken resurfacing work along Market Street and Church Street as part of an environmental enhancement proposal, but the necessary Traffic Regulation Orders to implement a pedestrian priority scheme have not been pursued.

5.9.3 Although it is accepted that the District Council is not the implementing Authority, it is considered that the County Highway Authority should be encouraged to develop pedestrian priority schemes in Truro and Falmouth in order to improve the attractiveness of the shopping environment for local residents and visitors, increase the commercial viability of existing retail operators, provide parking for the disabled, reduce vehicular/pedestrian conflict and increase the potential for townscape improvements in the respective centres.

5.9.4 It is important to note the importance of achieving pedestrian priority schemes, and environmental enhancement schemes as set out in Section 4.9, in conjunction with each other, in the streets shown on the proposals map, particularly in conservation areas.

5.9.5 A scheme for Traffic Management and Pedestrian Priority for Truro City Centre will be devised as part of an integrated Land Use Transportation Package, subject to appropriate consultation and public debate prior to any decision being taken on implementation.

Policy 5H

Pedestrian priority schemes for Falmouth are proposed for the following streets:-
Falmouth:

- (i) Arwenack Street
- (ii) Church Street
- (iii) Market Street
- (iv) The Moor

11.5.2 While trends in holiday accommodation have continued to change, hotels and guesthouses still form an essential part of the industry, contributing to the holiday character of the North Coast and Falmouth. Slumps in tourist trade may create pressure for the conversion of hotels and guesthouses to other uses. In the prime seafront hotel area within Falmouth the conversion of hotels to non-tourist uses could have a significant adverse effect from a tourism point of view. There is therefore a need to protect the nucleus of hotels within this area which contribute to this essential character, without removing the flexibility of other areas to adapt to trends in tourist accommodation. This area has a special character linked to its traditional function as a seaside hotel area providing family holidays. The conversion of hotels to alternative uses would erode the family resort atmosphere and result in a significant amount of holiday accommodation being lost.

Policy 11C

In the Prime Seafront Hotel Area of Falmouth the conversion of hotels and guesthouses to uses other than holiday accommodation will not be approved where they have an adverse impact on the tourist character of the area.

North Cornwall Local Plan (1999)

The North Cornwall Local Plan Part 1 and Part 2 was adopted in 1999, and a number of policies from this document were 'saved' by the Secretary of State Direction in September 2007 (saved policies). A number of those policies were then saved by the Cornwall Local Plan: Strategic Policies on adoption in 2016.

Policies of the North Cornwall Local Plan (1999) saved by the Cornwall Local Plan: Strategic Policies are:

- ENV1 – Protecting the countryside and landscape character
- BOD7 – Land west of Berrycombe CP school – education
- WAD5 – Land east of Bridge View and Egloshayle Road – housing and open space
- WAD6 – Land between A39 bypass and B3314 – B1, B2 and B8
- WAD7 – Land north of Higher Trenant Road – B1, B2 and B8
- WAD8 – Land adjacent to Trevilling Road – waterside industrial site
- WAD12 – Land south of West Hill and between Wadebridge school and A39 bypass (education) – education

Please note that Policies BOD4, BOD5, LAU1 and LAU4 that were previously saved by the CLP were replaced by the Site Allocations DPD and no longer constitute saved policies of the Cornwall Local plan: Strategic Policies (2016).

Landscapes of Local Importance

5.28 The locally important landscapes identified as Areas of Great Landscape Value (AGLV) in North Cornwall by the Replacement Structure Plan, following a re-evaluation of the Cornish landscape by the County Council, cover the following areas:

- _ Gooseham to Launcells
- _ Bude coast
- _ Week St Mary
- _ Upper Tamar
- _ North Petherwin to St Clether
- _ Inny Valley and Lawhitton
- _ Lynher Valley
- _ Mid-Fowey
- _ Helman Tor and Luxulyan Valley
- _ Camel and Allen Valleys

In addition, the Council will encourage the adjoining authorities in Devon to make proposals for the similar designation of the Tamar Valley to the east of the District.

Protecting the Countryside and Landscape Character

POLICY ENV1:

1. In the Areas of Outstanding Natural Beauty and the Heritage Coast, the main priority will be the conservation of the natural beauty of the landscape. Development proposals within, or near to, the Areas of Outstanding Natural Beauty or the Heritage Coast will not be permitted where they adversely affect the character and amenity of these areas unless the development is required in the proven national interest and no alternative sites are available.

2. Development proposals in the countryside elsewhere will only be permitted where they are allowed under other policies in the Plan and they do not have a significant adverse affect on the amenity or landscape character of the area. Protection of landscape character will be particularly important in the Areas of Great Landscape Value which are defined on the Proposals Map.

Please note that the Areas of Great Landscape Value referred to in ENV1 are now shown on the policies map for the Cornwall Local Plan: Strategic Policies (2016)

Education

POLICY BOD7:

Land to the west of Berrycombe C.P. school shown on **Inset 1** is allocated for education purposes.

2.34 The County Education Authority considers that some expansion of Berrycombe County Primary School will be required to serve new housing development on the west side of Bodmin. A new Infant and Junior School is also likely to be required to cater for growth on the east side of the town and this will be provided in association with the housing allocation in Policy BOD1. [**note: BOD1 is not a saved policy**]

Land east of Bridge View and Egloshayle Road – housing and open space

POLICY WAD 5:

1. Land to the east of Bridge View and north of Egloshayle Road shown on **Inset 34** is allocated for housing development and public open space.

2. Proposals for development should include:

- (a) vehicular access from Bridge View only;
- (b) a maximum of 50 dwellings; and
- (c) extensive landscaping throughout the site and open space provision in the northern part of the site.

3. The Council will seek a planning obligation to secure:

- (a) the upgrading of the existing Bridge View access road;
- (b) satisfactory management and financial arrangements for the future maintenance of the open space; and
- (c) the provision of a footpath link from the allocated site to Egloshayle Road.

35.33 Land to the east of Bridge View and north of Egloshayle Road measuring 3.9 ha (9.6 acres), including the former primary school site, has been identified for residential development and public open space. Access to the site can be served by the extension of the existing Bridge View access road. With upgrading, the access road would be of sufficient capacity to serve a maximum of 50 dwellings. No vehicular access will be permitted via St. Matthews Hill (Policy WAD4) [**note: WAD4 is not a saved policy**] but there should be pedestrian links to the adjoining development.

35.34 This site is visible from various points within the town, especially in views from the south-west and therefore the development should include extensive landscaping within the site. In addition, the high and relatively flat ground in the northern part of the site should be laid out as a playing field.

35.35 As the land is well related to the centre of the town and all its facilities, a footpath link from the allocated site to Egloshayle Road should be provided by the developer, possibly via the former school site.

Industry and Employment

35.36 The town's existing industrial estate at Trenant is now fully developed and there is currently very little serviced industrial land available for development in the town.

35.37 Planning permission has been granted to the south of West Hill and east of the A39 bypass intersection for a mix of retail and employment uses, with 7.2 ha (17.9 acres) of the site given over to industry and warehousing in Use Classes B1, B2 and B8.

35.38 Two further areas of land are proposed for industrial development which are all well related to the A39 bypass where good access to the road network can be achieved.

Land between the A39 bypass and the B3314

POLICY WAD6:

1. Land between the A39 bypass and the B3314 shown on **Inset 34** is allocated for employment development in Use Classes B1, B2 & B8.
2. Proposals for development should include extensive landscaping along the northern boundary and in the eastern corner of the site.

35.39 Part of this 6.2 ha (15.3 acres) site is currently occupied by the local football club and therefore development is dependent on the football club deciding to relocate to another site. Access to the site should be from the former

A39 and as the area is visually prominent, special attention will be required to the siting and design of development and the provision of structural landscaping.

Land to the north of Higher Trenant Road

POLICY WAD7:

Land to the north of Higher Trenant Road shown on **Inset 34** is allocated for employment development in Use Classes B1, B2 and B8.

35.40 This area measuring 1.2 ha (3 acres) is already partly serviced with access to the District Council Offices and this road will serve the remainder of the site. The site is particularly suitable for the development of new industries in high technology and office based activity which do not want either a town centre or a traditional industrial estate location.

Waterside Industrial Area

POLICY WAD8:

Land adjacent to Trevilling Road shown on **Inset 34** is allocated as a waterside industrial site where development proposals will only be permitted where they involve:

- (a) maritime industrial or leisure activities requiring such a location for operational reasons; or
- (b) extensions or other improvements required for the continued operation of an existing business.

35.41 Within the area at Trevilling Road defined as a waterside industrial site, the majority of existing uses require the river frontage for operational purposes. By their very nature, such locations are in short supply and are subject to demands for alternative use. Therefore only development proposals for businesses which require a waterfront location for operational reasons will normally be permitted. There are, however, some existing businesses in the defined area with no maritime associations. The policy allows for extensions and other improvements which may be needed by these businesses providing there is no significant adverse environmental or traffic impact.

Education Allocation

POLICY WAD12:

The following areas shown on **Inset 34** are allocated for education purposes:

- (a) land to the south of West Hill; and
- (b) land between Wadebridge School and the A39 bypass.

[As at April 1999 - allocated site (WAD12(a) under construction]

35.51 Although the Junior and Infants School at Gonvena Hill was opened in 1991, the County Education Authority consider that it will not satisfy the demand for primary school places in Wadebridge during the plan period. As much of the existing and proposed housing development is on the west side of the town, a site measuring 1.3 ha (3.3 acres) is allocated for a new Junior and Infants School located to the rear of the former Junior Boys' School at West Hill.

35.52 The Education Authority also consider that the existing playing field provision at the comprehensive school is deficient and would be improved by the purchase of land between the existing playing fields and the A39 bypass.

Penwith Local Plan (2004)

The Penwith District Local Plan was adopted in February 2004, and a number of policies from this document were "saved" by the Secretary of State in September 2007. A number of those policies were then saved by the Cornwall Local Plan: Strategic Policies on adoption in 2016.

Policies of the Penwith Local Plan (2004) saved by the Cornwall Local Plan: Strategic Policies (2016) are:

- CC5 – Protection of Areas of Great Landscape Value
- TVA – Proposed redevelopment of former Cornwall Farmers Ltd site, Penzance
- TV24 – Control of development of harbour side area, Penzance
- TVB – Proposed provision of improved facilities for cargo handling
- TVC – Reservation of Jubilee Pool with land between the pool and Battery Road
- TV26 – Control of number of residential or holiday units on Harvey's Towans, Hayle
- HJ – Redevelopment of area adjacent to Old Stennack School
- EE – Western end of Chy an dour Coombe
- EF – Area in Chy an dour Coombe
- EG – Eastern end of Chy an dour Coombe

Please note that Policies TV22, TV23, TVD, TVE, HA, HC, HD and HG that were previously saved by the CLP were replaced by the Site Allocations DPD and no longer constitute saved policies of the Cornwall Local plan: Strategic Policies (2016).

Areas of Great Landscape Value

6.3.19 Landscapes of County importance have been identified by the County Council as Areas of Great Landscape Value (AGLV) and as such their character is safeguarded by Policy ENV 1 of the Structure Plan (Policy 2, 2004) [**note: the Cornwall Structure Plan has been revoked**] Two areas were originally designated in Penwith, an extensive area around St. Buryan and Drift and the smaller area of Upton Towans. The main characteristic of the St. Buryan AGLV, which is also predominantly within the Heritage Coast designation, is enclosed farmland which separates the higher granite moorland to the north from the coastal margins to the south and west. Upton Towans forms part of an extensive sand dune system stretching from the Hayle Estuary to the Red River. The site has remained largely undeveloped as a result of its former use as an explosives storage area, thereby retaining its interest and value in landscape and ecological terms. As a consequence the area has not experienced the pressures for holiday development which characterises much of the remainder of the dune system. In view of their countywide importance in landscape terms there is a need to afford protection to such areas to safeguard their character and amenity value.

6.3.20 The County Council reappraised the AGLV designation as part of the 1997 Structure Plan. A small extension of the St. Buryan AGLV has been agreed and is to include the parkland east of Trewidden, the enclosed valley of the

Newlyn River south east of Buryas Bridge and the higher open landscape around Chyenhal. Also a new designation has been agreed between the AONB boundary and the urban areas of St. Ives, Carbis Bay and Lelant. This contains two distinct areas, the valley landscape of rounded, well wooded farmland around Trevethoe and the starker upland landscape above St. Ives. The coastal panorama of St. Ives Bay, with its extensive dune system, has also been agreed. The area is divided into two sections by the Hayle Estuary and although much of the area between Hayle and Gwithian has been developed for tourism the remainder is still to a great extent in its wild state. The area links with the existing designation at Upton Towans, the boundary of which has itself undergone minor rationalisation. Changes to the designation have been incorporated through the Local Plan process.

POLICY CC-5:

Development will not be permitted where it would cause significant harm to the character and amenity of the areas of great landscape value.

Please note that the Areas of Great Landscape Value referred to in CC5 are now shown on the policies map for the Cornwall Local Plan: Strategic Policies (2016)

Redevelopment (policy TVA)

7.3.67 The vacant site of the former gasholder, together with the adjacent former Cornwall Farmers site, provide a valuable opportunity for redevelopment in the town centre and harbour area. Their location, between Market Jew Street and Wharf Road, is suitable for a mix of uses that are complementary to, and compatible with, the functions of the town centre and which could make a significant contribution to the regeneration and revitalisation of the town. These sites are particularly prominent and proposals must respect the style of existing development in the locality by utilising a variety of levels and roofscape which follow the changes in topography. In the interests of encouraging increased movement between the sites, the harbour and the town centre in general, proposals must include pedestrian links to Jennings Street and Market Jew Street. In particular, the Wharf Road frontage of the former gas works site must be designed to integrate with, and relate to, the harbour and be attractive to walkers. As identified in paragraph 12.3.54 there are few possibilities to provide rear servicing facilities in the town centres, however the redevelopment of the former Cornwall Farmers Ltd. site presents an opportunity to improve the servicing arrangements to the south side of Market Jew Street. Where appropriate development briefs will be prepared to provide detailed guidance. Issues relating to flood risk, or the integrity of the coastal environment will be assessed in the context of policies GD-4, CC-14, CS-4 and CS-8 (paras. 5.3.11, 6.3.68, 13.3.19 and 13.3.29) [**note: GD4, CC14, CS4 and CS8 are not saved policies**]. Proposals to develop the former gasholder site will need to take into consideration the contamination of the site which results from its previous use (Policy TV-15, para. 7.3.42) [**note: TV15 is not a saved policy**]. Developers will need to undertake all necessary investigations prior to permission being granted.

PROPOSAL TV-A:

The site of the former gasholder (0.26 ha) and the former Cornwall Farmers Ltd. Site together with the adjoining area to the south (0.4 ha) (**see map 1**) is proposed for redevelopment for uses within classes A1, A2, A3, B1, B2, B8, C1, C3, D1 and D2 of the town and country planning (use classes) order 1987 (as amended). Proposals for development will be required to:-

- (i) be compatible with surrounding uses;
- (ii) be of a scale and design appropriate to these prominent locations in that they must complement the character and qualities of the town and respect the existing levels, varied skyline and massing of the buildings in the vicinity;
- (iii) incorporate a safe and convenient pedestrian network to Jennings Street and wharf road and
- (iv) make provision for rear servicing to properties fronting Market Jew Street and Jennings Street.

Schemes should provide for the inclusion of about 30 dwellings. At least 30% of the units to be provided will be sought, through negotiation, to be affordable, meeting the requirements of policy H-14. [**note: policy H14 is not a saved policy**]

Harbourside Area

7.3.78 The area around the harbour represents a valuable resource to the town and District in terms of its direct employment potential, as a base for water sports and leisure activities and as a source of attraction to visitors. At present there is a range of conflicting uses and interests located in the vicinity of the harbour, which may be summarised as follows:-

- the mainland terminal for the shipping service to the Isles of Scilly;
- ship repairs;
- fishing;
- additional commercial shipping and
- water sports, leisure and entertainment activities and tourist related facilities.

This mixture of uses also raises serious issues in relation to safety. If the full worth of this area is to be realised it is essential that the existing uses are rationalised and that any proposed new uses are compatible with the present activities and do not disrupt the efficient working of the port. The present level of use of the harbour is assessed in paragraphs 12.3.25 to 12.3.27. The Council

is committed to the continued operation of the port, including the use of the Wet Dock by commercial shipping, and the retention of the existing moorings for small boats in the outer harbour. Proposals to improve the port facilities will be assessed in the context of Policy TP-4 (para. 12.3.24) [**note: TP4 is not a saved policy**].

POLICY TV-24:

Within the harbourside area proposals for development must be related to the use of the harbour and must not inhibit or interfere with the efficient and safe operation of the wet and dry docks.

Isles of Scilly Steamship Company

7.3.80 An outline of the services provided to the Isles of Scilly and the berthing arrangements for the 'Scillonian' and 'Gry Maritha' is given in the Transportation section (para. 12.3.26). While these are operating on a broadly satisfactory basis there is still a need to provide improved passenger facilities and cargo handling facilities. In the past various high cost options including pier extensions and filling have been considered but none have come to fruition. However, since the Atkins report (para. 7.3.62) was prepared consultants have been commissioned to carry out conceptual designs and preliminary technical investigations for the harbour in the context of the Isles of Scilly Route Partnership project (para. 12.3.27). While it is not yet possible to identify a precise location for these facilities their provision remains important to the level of service offered to travellers to the Isles of Scilly. It is also essential that the chosen location does not adversely affect other established uses in the area or the views into and out of the harbour.

PROPOSAL TV-B:

The provision of improved facilities for cargo handling and passengers to the Isles of Scilly is proposed within the harbourside area (**see map 1**). Proposals for such development will be required to:-

- (i) utilise a location which does not inhibit or interfere with other harbour uses and
- (ii) avoid adverse impact on the visual setting of the harbour.

Jubilee Pool

7.3.82 The Council recognises the importance of the Jubilee Pool, a Listed Building, both in terms of function and the contribution it makes in visual terms to the Promenade and waterside scene. The Council intends to retain the current leisure use and to increase its contribution to tourism through appropriate improvements. Major structural works have been undertaken and these are being complemented by improvements to the overall appearance and facilities, some of which have been financed and undertaken by a voluntary organisation. It is an absolute prerequisite that any improvements to the pool site shall preserve and enhance the character of the structure and of the Conservation Area and, in particular, shall have regard to the general physical massing of the

existing pool structure and shall not materially obstruct the seaward views of St. Michael's Mount and Mount's Bay over the pool that are presently enjoyed from the Penzance water front. In any improvement works careful consideration will be given to the scale, bulk, height and external finishes, relationships with adjoining buildings and spaces and to the effect of such works upon the views from St. Michael's Mount.

PROPOSAL TV-C:

The Jubilee Bathing Pool together with land between the pool and Battery Road (0.8 hectare) (**see map 1**) is reserved for leisure facilities. The pool will be retained in its present style and any alterations and improvements to the pool should reflect its present style.

Harvey's Towans (see Map 3 and Map 17)

7.3.123 Harvey's Towans comprises of a predominantly open area of sand dunes which occupy a prominent position on the eastern side of the Hayle estuary and the southern edge of St Ives Bay. A small number of permanent residential chalets are located on the dunes to the north and west of the former power station site while a relatively large level area in the central part of the site is used for parking by visitors to the dunes and beach. The site has a fragile environment which, due to its physical nature, is vulnerable to erosion and damage both from human activity and from the sea. This vulnerability has been recognised by the Hayle – Gwithian Towans Management Plan 'The Sands of Time', which is a partnership between the County, District, Town and Parish Councils, landowners and the local community and relates to restoration and management measures across the whole dune system along this stretch of coast. While the condition of the existing chalets varies, and the access track is unmade and in poor condition, the area has a distinctive character which echoes the early 20th Century seaside atmosphere of parts of the adjoining Riviere Estate.

7.3.124 While limited environmental improvements could be made to the appearance of the site, in view of its prominent location and fragile nature it is not considered that any intensification of the present level of use is appropriate. In addition, advice in para. 2.9 of PPG20: Coastal Planning is relevant in that, in a coastal zone, development plan policies should normally not provide for development which does not require a coastal location. An increase in the amount of residential development in this area would conflict with this guidance. Where existing units are proposed to be replaced, extended or renovated it will be important to ensure that the design and materials used reflect the distinctiveness of development on the site in the interests of retaining the character of the area.

POLICY TV-26:

On Harvey's Towans (**see map 3 and link to map 17**) an increase in the number of residential or holiday units will not be permitted. Proposals for the replacement or extension of chalets must be of single storey construction and of

a design commensurate with the traditional character of the site. Proposals for environmental improvements and the management of visitor pressure will be acceptable subject to their being in keeping with the character and prominence of the site.

8.3.23 In addition to the general approach to housing provision in Policy H-3 (para. 8.3.22) [**note: H3 is not a saved policy**] a number of specific sites in the main towns are proposed for housing development. The allocation of the sites followed from completion of the Joint Urban Capacity Study. Where the number of units that could be provided is above the threshold in Policy H-13 (Para. 8.3.74) [**note: H13 is not a saved policy**] a percentage of affordable housing will be sought.

St Ives (see Map 1)

8.3.42 A privately owned car parking area close to the town centre would be suitable for redevelopment for housing if the present use ceased. About 12 dwellings could be provided at a higher density which would be appropriate in this location. Development is unlikely to take place before the later part of the Plan period.

PROPOSAL H-J:

An area adjacent to the old Stennack School, St. Ives (**see map 15**) (0.26 hectare) is proposed for redevelopment for housing. Proposals for redevelopment will be required to be of a scale and design that reflects the character of the surrounding area.

PROPOSAL E-E:

An area at the western end of Chy An Dour Coombe (**see map 10**) (0.2 hectare) is reserved for industrial and business uses as defined in classes B1, B2 and B8 of the town and country planning (uses classes) order, 1987 (as amended).

9.3.76 The site of a former quarry in Chy an Dour Coombe is currently used for the storage and distribution of coal. Such a site is well suited to accommodating uses which are inappropriate on industrial estates. If the present use ceases, or is relocated, the site should be retained for industrial or storage development and, while the development of additional workspace could be acceptable, the site is most suited to uses which have specialised requirements and which are difficult to provide for on other sites.

PROPOSAL E-F:

An area in Chy An Dour Coombe (**see map 10**) (0.24 hectare) is reserved for industrial and business activities which, because of their appearance or an unavoidable level of noise, dust, fumes, vibration or smell, are difficult to accommodate alongside other businesses.

9.3.78 A similar site at the eastern end of Chy an Dour Coombe was previously used as a coal yard but is currently in use for vehicle and bodywork repairs. It provides a useful site on the edge of the town for workspace and opportunities to improve the appearance of the site will be pursued if they arise.

PROPOSAL E-G:

An area at the eastern end of Chy An Dour Coombe (**see map 10**) (0.19 hectare) is reserved for industrial and business uses as defined in classes B1, B2 and B8 of the town and country planning (uses classes) order, 1987 (as amended).

9.3.80 Another former quarry to the west of Gulval could also accommodate uses unsuited to industrial estate or 'in town' locations if the present use, as a contractor's depot, ceases. While previous uses on the site have generated a degree of traffic movement, Policy GD-5 (para. 5.3.13), [**note: GD5 is not a saved policy**] which relates to access and the capacity of the approach roads, will be relevant in assessing the appropriateness of proposals requiring planning permission.

Restormel Local Plan (2001)

The Restormel Borough Council Local Plan (Part 1, Part 2, Part 3, Part 4) was adopted in October 2001, and a number of policies from this document were "saved" by the Secretary of State in September 2007 (Schedule, Saving Direction Schedule Final, and Direction Accompanying Letter). A number of those policies were then saved by the Cornwall Local Plan: Strategic Policies on adoption in 2016.

Policies of the Restormel Local Plan (2001) saved by the Cornwall Local Plan: Strategic Policies are:

- 14 – Areas of Great Landscape Value
- N13 – Regeneration sites
- N16 – Regeneration sites
- N31 – Trenance leisure facilities
- N32 – Fistral beach

Please note that Policies SA7D, N7, N11, N12, N15 and N17 that were previously saved by the CLP were replaced by the Site Allocations DPD and no longer constitute saved policies of the Cornwall Local Plan: Strategic Policies (2016).

AREAS OF GREAT LANDSCAPE VALUE

Policy 14

(1) Developments will not be permitted that would cause harm to the landscape, features and characteristics of Areas of Great Landscape Value.

(2) The following parts of the plan area are proposed as Areas of Great Landscape Value:

- (1) Boconnoc (Part of area around Lostwithiel)
- (2) Watergate & Lanherne
- (3) Helman Tor & Luxulyan Valley
- (4) Perranporth & Holywell (part of area at Pentire Point, Crantock Beach and along the Gannel)
- (5) Camel & Allen Valleys (part of area at Rosenannon Downs)
- (6) The Fal Valley (part of area around Trenowth and Grampound)

5.24 The above areas have all been identified in the Cornwall Structure Plan although the detailed boundaries are defined in this Plan. **Please note that the Areas of Great Landscape Value referred to in Policy 14 are now shown on the policies map for the Cornwall Local Plan: Strategic Policies (2016).** The boundaries have been defined taking into account work undertaken by the County Council as part of the Structure Plan review as well as analysis undertaken by the Borough Council particularly in response to comments on the Draft version of the Restormel Plan. As a result of these processes some new areas have been identified and some deleted. The new areas included are the Fal

Valley to the south of Grampound, some minor additions in the Crantock area and adjacent to the Luxulyan Valley. Denzil Down has now been deleted however Rosenannon Downs are included as an extension to an enlarged Camel and Ellen Valleys area.

5.25 These areas have an attractive landscape where the Council considers special controls should exist. Policy 14 recognises that these areas represent landscapes which are of countywide importance and seeks to protect them from inappropriate development. The Council will support measures to enhance the special qualities of these landscapes.

REGENERATION SITES (See Newquay maps 5 and 6)

Policy N13

The following redevelopment proposals will be permitted:

- (A) Residential development on the Mount Wise Timber Yard.
- (B) Uses which are not noisy or generate heavy traffic on the Hope Terrace site.
- (C) A mixed use of art/craft workshops, retail outlets residential and offices on land at Wesley Yard.
- (D) Residential development on land at Springfield Road.
- (E) Residential development on land at Tor Road, Pargolla Road.

27.17 Some existing industrial sites are considered to be unsuitable in residential area and under Policy N13 the owners will be encouraged to relocate the industry on purpose designed industrial estates, releasing the sites for other uses, including housing.

27.18 Site N13(A) is surrounded by housing. The occupiers have already expressed an interest in relocating elsewhere on a purpose built site. This will continue to be encouraged.

27.19 Site N13(B) is rather run down and appears ripe for redevelopment. New uses should not be noisy or generate heavy traffic. There is a sheltered housing scheme close by.

27.20 Site N13(C) is capable of redevelopment and environmental improvements. It is suggested that being within the town centre and near the tourist facilities, a mixed development of art/craft workshops, retail outlets, residential and offices might well be appropriate.

27.21 Site N13(D) is a small office/showroom which could perhaps be redeveloped for residential use in keeping with adjoining uses.

27.22 Site N13(E) is a large area of mixed industrial and commercial uses capable of redevelopment and environmental improvements. The site is considered unsuitable for industry which should aim to relocate to the new industrial areas.

Policy N16

About 2.8 hectares of land bounded by Manor Road, Marcus Hill and Mount Wise is proposed for redevelopment for Shopping, Commercial Leisure and Community Uses subject to:

- (1) No loss of the existing gardens or an equivalent or better and larger open space being incorporated.
- (2) Parking provision equivalent to that currently on site.
- (3) Taking account of the adjacent Church and community facilities proposed on Church land.
- (4) Ensuring the development is physically well related to surrounding housing.
- (5) Provision of pedestrian and cycle links with the prime shopping area and pedestrian links to the adjacent gardens.

TRENANCE LEISURE FACILITIES (see Newquay map 6)**Policy N31**

- (1) Proposals to expand the built recreation facilities on land adjacent to the Zoo and Waterworld Complex will be permitted subject to:
 - (A) No built development on the tennis courts, bowling green and other parts of the frontage to Edgcumbe Avenue
 - (B) Any development to be closely related to the existing Zoo and Waterworld buildings.

29.26 The Trenance gardens complex is a central recreation feature in a network of open spaces, footpaths and other facilities (e.g. the sports centre). The further development of the complex will create desirable spin-off effects for the existing facilities. Given the estimated needs for open space set out earlier in this chapter it may be necessary for new open space to be provided elsewhere if existing open land at Trenance is built on. This would ideally be provided where it gives maximum benefit to the network, e.g. by provision in areas of need or by filling a desirable gap in the network.

29.27 The Council is concerned to protect the most valuable areas of open space at Trenance and promote an environmentally sensitive development. It is intended to produce a development brief for this area which will enable all the relevant factors to be properly considered in detail and will assist in properly evaluating and promoting the site.

FISTRAL BEACH (see Newquay maps 1 and 5)**Policy N32**

Proposals for improvements to the nature and quality of facilities at Fistral Beach will be permitted.

29.28 Fistral beach and adjacent land are recognised to be vital open spaces for residents, as well as visitors, and are protected by Policy N4 from unsatisfactory development. It is considered necessary, however, to encourage the upgrading

of existing facilities and the provision of new facilities to meet the beaches developing role as an international sport venue and beach centre. This needs to be done, however, without detracting from the area. A set of proposals has been prepared for initial consideration with a view to a partnership with the private sector. [**note: N4 is not a saved policy**]

Cornwall Minerals Local plan (1998)

The Cornwall Minerals Local Plan was adopted in March 1998, and a number of policies from this document were "saved" by the Secretary of State in September 2007. A number of those policies were then saved by the Cornwall Local Plan: Strategic Policies on adoption in 2016.

The only policy of the Cornwall Minerals Local Plan (1998) saved by the Cornwall Local Plan: Strategic Policies is:

- E3 – Landscape

Please note that Policies S1, CC3, CC5, CC6 and CC7 that were previously saved by the CLP were replaced by the Minerals Safeguarding DPD and no longer constitute saved policies of the Cornwall Local Plan: Strategic Policies (2016).

Policy E3 – Landscape

4.13. There are ten stretches of Cornish coastline also considered to be of national significance which have been designated as Heritage Coasts by the Countryside Commission.

4.14. In addition to these areas of national importance there are several parts of the County which are of sufficient quality to warrant special protection, namely the Areas of Great Landscape Value. These have recently been reviewed in the Replacement Structure Plan process. The precise boundaries of the AGLVs will be defined in the district-wide local plans which are at various stages in their preparation. The areas of the AGLVs are shown for information on the Proposals Map of this Plan and are derived from the Replacement Structure Plan process.

[Note: The designated areas referred to above are now shown on the Policies Maps for the Cornwall Local Plan: Strategic Policies (2016)]

Policy E3

Minerals development in an Area of Great Landscape Value will not be permitted unless the benefits of the development clearly outweigh the detrimental effects on the landscape, having taken account of measures to mitigate the impacts.

4. 15. The activities of the minerals industry can have a potentially damaging effect on such areas. Frequently these very landscapes are underlaid by important mineral resources of economic significance. The County Council will seek to afford special protection to these areas and will subject applications for minerals development within these areas to close scrutiny.