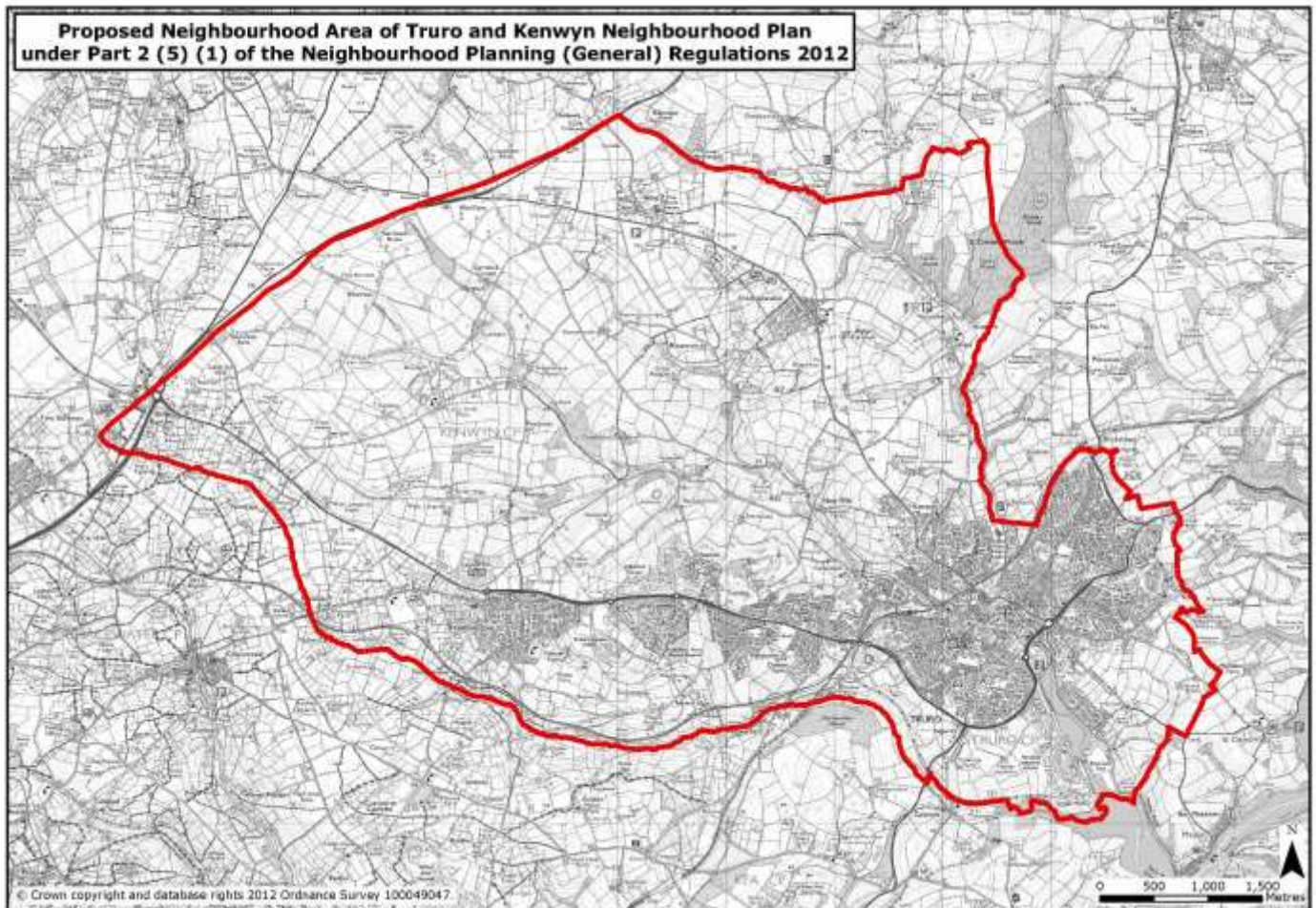




Truro & Kenwyn Neighbourhood Plan Revision

May 2023

**“This plan was approved
via public referendum
where 84% of votes
supported the plan.”**



CONTENTS

Foreword	4
Introduction	5
About Truro & Kenwyn	6
Vision & Objectives	8
Health and Wellbeing	13
Environment	15
Economy & Jobs	21
Education	28
Housing	30
Leisure & Culture	38
Transport	43
Historic Environment	46
Summary of Policies	50
Truro & Kenwyn Neighbourhood Plan Maps	52

FOREWORD BY OUR JOINT CHAIRS

Thank you for taking part in shaping the future of Truro City and Kenwyn parish. This revised plan follows on from our Neighbourhood Plan that was adopted in 2016. Things have changed since then and this is an opportunity to add detail to our already successful plan to provide the leadership required to deal with our climate emergency and positively shape the future of all new developments (including those currently planned at Pydar Street and Langarth) as well as other proposals for change and improvement in our area.

The following pages lay out the revised plan for Truro and Kenwyn that has been created by local people for local people. The plan aims to meet the needs, hopes and aspirations of local people and businesses and provide a more robust guide to the quality and form expected of development in our area.

We are appreciative of the hard work of many people who continue to give their time freely to develop The Truro and Kenwyn Neighbourhood Plan. From the Councillors of Truro City Council and Kenwyn Parish Council who came together in the Steering Group, and who have since worked with a wide range of local people and organisations, to Cornwall Council's planning officers who have worked hard to support the Group's aspirations - this has continued to be a remarkable team effort.

We hope that the revised plan will shape our local environment for both the present and future generations.

Cllr Steven Webb and Cllr Karen LaBorde, Joint Vice-Chairs of the TKNDP Steering Group



INTRODUCTION

In 2011, the Truro City and Kenwyn Parish Councils, along with other organisations, including Cornwall Council and various experts decided to start preparing a draft Neighbourhood Plan. Following a referendum held on the 10th November 2016 the plan was adopted. It is now part of the Cornwall Local Plan and it must be used by planners in the period up to 2030 when considering any developments in the Truro and Kenwyn area.

The Neighbourhood Plan involves the communities of Truro and Kenwyn (the two neighbourhoods) helping to set out how Truro and Kenwyn will evolve in terms of environment, employment, housing, education, culture & leisure, and Green Infrastructure.

However, plans need to be kept up to date and nearly three years later there have been changes locally and nationally that mean that the plan needs to be updated. These reasons include:

- Thinking how we can respond to Climate Change;
- Opportunities to help re-plan major new developments at Langarth and Pydar Street;
- A need to make improvements to health and wellbeing;
- Creation of a greener city and encouraging more sustainable ways to travel

We believe that we need new policies to meet specific issues and planning needs as there have been some significant changes since our plan was adopted.

Public consultation is vital to the development of the neighbourhood plan, with people's views, knowledge and expertise all contributing to shape a sustainable future for the community; economically, socially and environmentally. It seeks to address local issues of transport infrastructure, flood risk, economic resilience, community inclusiveness, land use, housing needs, amenity value, education and quality of the environment. A truly sustainable future for any community must examine all of these issues and achieving that future can be heavily influenced by effective guidance of a thorough and coherent Neighbourhood Plan.

ABOUT TRURO & KENWYN

14,000 people per day already commute into Truro & Kenwyn area during the working week. Transport is a key factor in the economic vitality and sustainability of any community and Truro and Kenwyn face difficulty in offering a regular public transport system to the widely-spread populations of the surrounding communities. By improving public transport in the community and the surrounding areas, sustainability can be facilitated by encouraging car users onto public transport, lowering their fuel costs and carbon emissions. It will also improve the employment prospects of those in the surrounding areas as they are given better access to their local economic centre, and planning of new developments should also incorporate strong public transport links. Road improvements are needed to ensure fast access for commercial vehicles to employment areas such as the Port and Newham.

These areas, and others, have also been identified as under-utilised; improved quality of buildings that better use the developable and re-developable (brownfield sites) land area will increase the commercial value within the community.

The Plan also seeks to improve the quality of local amenities and the recently completed Open Space Audit has identified opportunities for increasing access to open spaces.

Although the Truro & Kenwyn area is seen as a relatively prosperous economic hub within Cornwall, there are deprived areas in need of better access to services and facilities.

The Plan seeks to open up access to amenities, to the public and also encourage the use of multi-functional facilities. Such open areas will also be encouraged in new housing developments as community recreational areas. Better use of the natural environment is also emphasised: increasing the accessibility to these areas within the community can, through the Green Infrastructure Strategy, add amenity value for locals and tourists and also improve options for sustainable transport by bicycle.



Protecting and investing in the natural environment is central to a sustainable community, especially one so dependent on its environment.

Conservation of the treelined valleys and other natural environments will help sustain commercial interests such as tourism and the local food industry and where habitat is lost or environment degraded it will be recreated elsewhere in the local area to maintain local environmental productivity through ecosystem services delivered by rich local biodiversity.

Construction is how the majority of the Plan's goals will be achieved. Increasing the amount of affordable housing, sheltered housing for the elderly and property rented to social tenants is an important deliverable. High energy efficiency, sustainable urban drainage standards and use of brownfield sites will be encouraged in the planning application process.

The Plan has been created with the help of the local community and seeks to deliver a sustainable development through local partnerships with the private and public sector and local land owners.

The Plan must fit with both the National Planning Policy Framework guidelines and also the Cornwall Local Plan, which sets out strategic policy as well as housing, employment and retail numbers and key issues for the Truro and Kenwyn area. At the end of the plan making process there will be a referendum. If you vote in favour of the Plan it will set out what we want for our communities.

How to use this plan

The policies of this Plan avoid repetition so it is important that they are read together as a whole. All policies (including those of the Local Plan) must be considered together in decision making.





VISION & OBJECTIVES

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

What the Plan aims to deliver:

- Truro and Kenwyn to be vibrant, healthy, safe and pleasant places that maximise opportunities for work, fulfilment and enjoyment and a good mix of facilities, services and open spaces;
- Protect and nurture our economy, help strengthen our city centre offer and mix of uses and encourage the right conditions for better paid jobs;
- Our settlements to blend carefully and accessibly into our rural surroundings, conserving and enhancing the landscape and green spaces of our area and creating networks of green infrastructure;
- The variety and quality of life in our communities to be good, to encourage community cohesion and try and make sure that people of all ages and backgrounds can find fulfilment, happiness and safety in their communities;
- For people living and working in or visiting our area to play a full and dynamic part in tomorrow’s Cornwall — fostering the spirit of “onen hag oll” — one and all;
- Most of all, to engage young people in our community so that it attracts them to make their lives here.

Key objectives of the Truro & Kenwyn Neighbourhood Plan

This updated Neighbourhood Plan for Truro and Kenwyn seeks to ensure that the plan is ready for future challenges. The revision was driven by a need to plan for significant new developments and a range of issues that were identified as key areas of challenge for the plan. This has resulted in six topic areas that cut across all policies of the plan. The topics are:

- Responding to the challenges of climate change;
- Environmental growth and green infrastructure;
- Nurture our economy;
- Health and wellbeing;
- Providing decent homes and meeting future infrastructure needs for all;
- Encouraging more sustainable travel patterns and choices; and
- Supporting our heritage and culture.

The following summaries for each topic area have informed the review of the Neighbourhood Plan policies and each topic shows where they cross-cut policies. Decision makers and those planning new development should ensure that planning applications are able to demonstrate how they respond to each challenge.

Responding to climate change – The Plan seeks to strengthen Truro and Kenwyn as places that respond pro-actively to the challenges of climate change and growth. We recognise that climate change will inevitably change the way that we currently live. Truro has always been an area of flood risk and the frequency of flooding could increase in the future unless action is taken to reduce the amount of water running off from our urban areas.

- All schemes must consider their impact and be able to demonstrate how they are improving the flood resilience of Truro and Kenwyn.
- Where appropriate, proposals should take into account and address the latest Shoreline Management Plan
- All development should achieve high standards of sustainable development and proposals should demonstrate how design, construction and operation can help to achieve low carbon and sustainable design, reduce the use of fossil fuels, promote the efficient use of natural resources and reduce flood risk.

Policies E1, E2, E3, E4 and E5 directly relate to our response to climate change and set out the importance of a planned and co-ordinated approach to sustainability and green infrastructure. Amended and new policies relating to building quality and specific policies for significant development at Pydar Street and Langarth provide additional guidance on development quality and how development can help create more sustainable and efficient places to live.

Environmental Growth and Green and blue Infrastructure

– The Plan recognises the value of our natural environment and its contribution to the attractiveness and distinctive local character of the plan area. Our environment provides the basis for our lives, our food, water and air supply, a good quality and healthy environment is also essential to our mental and physical health. Whilst both Kenwyn and Truro have some outstanding green infrastructure, little is present in our built up areas and the planting of more trees and the creation and improvement of green infrastructure will promote biodiversity for the benefit of people and wildlife. Recognising that Truro and Threemilestone will continue to be the focus for growth into the future, the plan positively seeks to safeguard and increase our environmental assets.

- Development should not result in the loss of important green spaces or cause harm to their quality or amenity value;
- Proposals for development should limit their impact on the natural environment by retaining trees, hedges and habitat;
- Tree planting is strongly supported and proposals that support new community woodlands of scale will be encouraged;
- All major development needs to provide a biodiversity net gain;
- Green infrastructure provision to shape all new development in the area, providing benefits for people and nature;
- The development of a more comprehensive approach to green infrastructure planning and opportunities will be progressed alongside the plan.
- Development should support the night time and evening economy of Truro and help to increase diversity in the city centre offer that supports the economy and helps traders and businesses prosper;
- Encourage diversity of employment and create conditions that help attract well-paid jobs;
- Support the redevelopment of existing employment areas and encourage the development of quality employment space, especially grow-on space for small businesses to be able to expand and specialist uses;
- Help balance housing and employment uses, reducing the need for in-commuting and creating a residential population that supports services, facilities and amenities.

Policies E2, E4, E5 and E6 directly relate to a planned and co-ordinated approach to sustainability and green infrastructure. Green infrastructure approaches are embedded in policy for development at Pydar Street and Langarth. Open spaces policies LC1, LC2 and LC3 seek to create and retain public open space. We are keen to ensure that these spaces are creating networks of green rather than isolated play spaces and that spaces that are naturally playful and encourage access to nature for all ages are encouraged.

Economy – Truro and Kenwyn have considerable employment uses and host both the main hospital for Cornwall and the main offices of Cornwall Council. There is a well-documented mismatch between the number of homes and jobs available and around 14,000 people commute into the plan area for work every day. Truro has the largest retail offer in Cornwall, but is not immune to the difficulties facing retail nationally. Diversification of employment and the retail focus of the city centre are key issues for the whole plan area. The plan aims to create a vibrant, sustainable, resilient and balanced economy that is responsive to community needs and market conditions.

Policies EJ1 and EJ7 set out general policies to encouraging and safeguarding employment. EJ2 supports the diversification of the city centre and increased housing provision and mix of uses, EJ3, EJ4, EJ5 and EJ6 relate to specific employment areas.

Health and Wellbeing – It is vital that we prevent people from entering ill-health and new development and changes made in the plan area should promote and enable healthy, active lives. Truro and Kenwyn house the main hospital for Cornwall and the plan recognises that further conversations are required outside of the plan to ensure that health care facilities and community bed provision are improved for residents. The plan includes policy relating to the provision of extra care beds and we will work to ensure that additional GP provision to serve residential expansion is prioritised. The plan area is an Air Quality Management Area and proposals must help to reduce air pollution and ensure that residents aren't exposed to undue risk.

- The plan promotes provision of new facilities for extra care housing and residential and nursing beds in the community. Provision of such capacity is the area particularly in the Treliske and Langarth area to reduce pressure on the main hospital and acute services. This will enable people to live independent lives with some support;
- The plan promotes the benefits of a healthy lifestyle in new development. It encourages residents to take responsibility for the health and wellbeing of themselves and their families whilst also providing for accessible facilities and services;
- Development proposals must create safe and accessible environments that encourage residents to be active and to routinely choose to cycle or walk in preference to using the car for short local journeys;
- Development must also improve the quality of life and community cohesion to reduce the impact of loneliness in new and existing areas of housing. Multigenerational housing can promote community cohesion and independence and proposals will be welcomed, especially where codesigned with local communities;
- Development proposals should protect, improve and extend our green infrastructure network. This is particularly important where the Langarth and Pydar Street sites will create significant new residential areas that need to be linked both to Truro, Threemilestone and the surrounding countryside. Our urban areas need to be embedded rather than merely set amongst green;
- Development should help to reduce the impact of poor air quality and reduce exposure to areas of poor air quality, noise or excess light;
- Productive planting, growing and production of food and community growing spaces will be encouraged throughout the plan area and be a particular requirement of new development areas. Healthy eating options should be encouraged wherever the Council has control over leases of food outlets.

Policy H2 makes specific reference to health care, but policies relating to green infrastructure provision, quality of development and provision of open spaces and active travel are key to creating healthier communities. Each development should use a combination of these factors to ensure that physical and mental health is supported through the design of new built environments. The creation of inclusive green spaces and better designed neighbourhoods can also help to reduce loneliness and increased physical activity across all age groups.

Supporting our heritage and culture - Good design responds to and integrates with the natural as well as the built environment. In the Conservation Area, design, scale, materials, colours and proportion must respect the prevailing historic context.

The Plan recognises that a wide range of features in the natural and built environment contribute to its attractiveness and distinctive character and landscape. This includes the features of the natural environment such as Cornish hedges, milestones, lanes and fords as well as the more obvious listed buildings and historic streets of our conservation area.

Throughout the rural area of Truro and Kenwyn are traces of the industries and lifestyles that supported the area, from food production to industry. These often forgotten features such as leats and enclosures are important to the identity of the area and must be respected in new uses and developments. The west of the plan area contains part of the Cornwall and West Devon Mining World Heritage Site and this historic landscape and its setting demands particular attention.

- Proposals should promote a positive sense of place and thriving cultural life for all sectors of the community;
- Decisions should ensure that development proposals respect the heritage and environment of the whole plan area rather than just the Conservation Area;
- The value of semi-natural features, leats, Cornish hedges and cultural references must be respected in new development;
- Materials, finishes and bulk of new additions are particularly important to protect and enhance the quality of the historic environment and the city centre.

Policies C1, C2, C3, C4 and C5 relate directly to the historic environment, but heritage and culture is also highly related to the response made to the landscape and natural features of the plan area. Particular care should be paid to the requirements of policies E6 and E7 relating to impacts on landscapes, highways and byways and the design of new development at Pydar Street and Langarth and other housing sites on the relationship of the built and natural environment on our historic and cultural heritage.

Providing decent homes and future infrastructure

The Plan proposes housing development that supports the overall aspirations of our community and which is sustainable, in the right places and of good design. This needs to include a mix and design of properties to suit the ages and needs of all the community. At the time the plan was first adopted development had been approved for around 3,000 homes at Langarth, Willow Green and Maiden Green farms (known collectively as the Langarth site) to the west of Truro. Land ownership and aspirations have changed since the approvals were granted and Government funding of new significant infrastructure to open up the sites has increased pressure to improve the quality and layout of the new developments.

- New development must be sustainably located where there are appropriate links to the footpath network and local community assets;
- Proposals for development will be required to identify the likely impact on infrastructure, services and educational facilities and demonstrate how any such impacts will be addressed and mitigated for;
- The development of Langarth and redevelopment of Pydar Street sites will be subject to comprehensive masterplanning to create sense of place, quality of development and linkages to the existing form of Truro and Threemilestone.

Policy E4 has been strengthened to ensure that new development creates the sort of homes that are needed to create great places to live. Key to this is the provision of new policy for Pydar Street and

Langarth, setting out more fully the principles that will help to create masterplans for those sites that create balanced and good quality living environments. Creating great living environments cuts across the majority of the policies of this plan and engagement across the community is required to understand how new communities can be facilitated and engaged for the long-term.

More sustainable travel - The overall objective is to assist in the development of an integrated transport system that supports the economy and community in a safe and sustainable way. The aims are to increase non-motorised accessibility, reduce congestion, improve safety, and strengthen our transport infrastructure. No plan can remove traffic congestion through the creation of new roads or junction improvements alone. The development of an integrated strategy that supports more journeys by non-motorised, particularly for shorter journeys, is essential. We also need to make sure that all routes around and through the city make it easier to travel without a car.

- Developments which improve road safety and transport services will be supported;
- Proposals should help deliver key walking and cycling infrastructure improvements such as the 'Truro Loops' proposals that seeks to establish a series of circular walking and cycling routes around the area;
- Developments should always be designed to sustainably connect key sites around the City and surrounding settlements;
- Land will be safeguarded around the railway and station for future rail halts, transport facilities and to enable sustainable transport modes to be integrated with the rail network.

Policies T1, T2 and T3 set out our transport policy asks, but the development of a different approach to transport is needed that changes attitudes to the way that we all travel day to day. The emphasis of policies for new development, particularly at Pydar Street and Langarth is around the design of layouts and routes to encourage active and sustainable transport.

HEALTH & WELLBEING

Homes:

Our home, both the location and the physical building itself, influences almost every aspect of our lives – from how well we sleep, to how often we see friends, to how safe and secure we feel. It is estimated that we spend around 90% of our time indoors with 65% of this spent at home. If we want to improve the health and wellbeing of individuals, families and communities, there can hardly be a more important place to start than the home; it is where most people spend most of their life. The relationship between housing and health is complex but, creating a physical environment in which people can live healthier lives with a greater sense of wellbeing, is hugely important in reducing health inequalities. There are a number of housing attributes that can affect our health and wellbeing. Poor housing is linked to a variety of conditions such as respiratory diseases (e.g. asthma); depression and anxiety; nausea and diarrhoea; infections; allergic symptoms; hypothermia; and physical injury from accidents. It can exacerbate existing health conditions, make treating health conditions difficult and have a huge social impact upon the ability of individuals achieving their potential in education or employment. Those living in poor housing conditions also often suffer from a number of other deprivation factors such as low income, high levels of unemployment and social isolation. Recently the WHO reports and the 2010 Marmot Review of Health Inequalities in England have added to our understanding of how psychological, social and environmental factors affect our health. These are now commonly referred to as the social determinants of health and cover a wide range of issues impacting health and wellbeing ranging from social, lifestyle and environmental to economic factors. These have been portrayed in the “Settlement Health Map” (see opposite).

Health Impact Assessments:

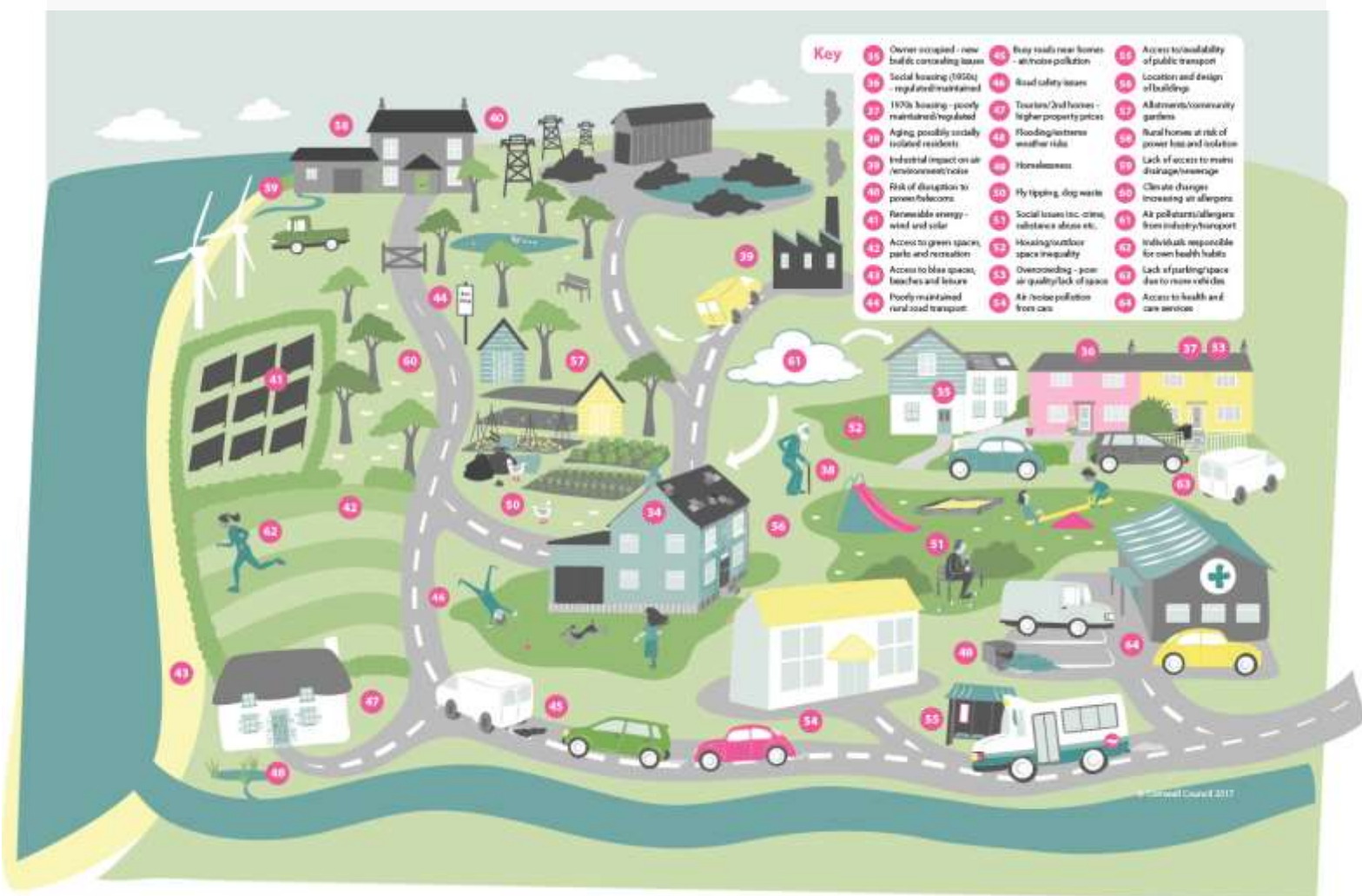
Health impact assessments (HIA) help ensure that health and wellbeing are being properly considered in planning proposals. HIAs can be done at any stage in the development process, but are best done at the earliest stage possible. They look at the positive and negative impacts of a development as well as assessing the indirect implications for the wider community. The aim is to identify the main impacts and prompt discussion about the best ways of dealing with them to maximise the benefits and avoid any potential adverse impacts

It is expected that major developments should undertake Health Impact Assessments (HIA) to help frame and influence development at an early stage. Details of the purpose of the HIA and what it must contain can be found at:

<https://www.healthyurbandevelopment.nhs.uk/our-services/delivering-healthy-urban-development/health-impact-assessment/>

The assessment matrix identifies eleven topics for consideration in an HIA, including:

1. Housing quality and design
2. Access to healthcare services and other social infrastructure
3. Access to open space and nature
4. Air quality, noise and neighbourhood amenity
5. Accessibility and active travel
6. Crime reduction and community safety
7. Access to healthy food
8. Access to work and training
9. Social cohesion and lifetime neighbourhoods
10. Minimising the use of resources
11. Climate change.



‘Health starts where we live’ (illustration taken from DPH Annual Report 2017, page 26)

ENVIRONMENT

The Environment in Truro and Kenwyn:

Truro and Kenwyn contain considerable areas of biodiversity and locally significant landscapes. The Fal and Helford Special Area of Conservation extends into the Plan area and the Carrine Common SAC is located close to the Gloweth area. Green fingers extend down through valleys almost into the centre of Truro at the Coosebean and Allen Valleys. The rivers Kenwyn and Allen flow through the centre of Truro and the River Tinney runs through the valleys to the south of the Plan area.

- The area in and around Truro and Kenwyn has a high quality built and natural environment with a variety of landscapes.
- The agricultural sector accounts for a large amount of environmental land use and working with these landowners is key for effective Implementation of conservation plans and policies.
- The Truro and Kenwyn area is a landscape dominated with sloping hills and river valleys, with various rivers flowing through the City and a city centre vulnerable to flooding from rivers and the sea. Planning for a sustainable and vibrant future will have to pay close attention to this as flood risk changes with climate change and sea level rise.
- Environmental risks must be factored in to any developments with reduction of these essential for sustainability of projects and where damage is unavoidable: habitat creation can serve as the tool to maintain local biodiversity and the ecosystem services that provides.
- There are many links to green infrastructure and this will be pivotal in reducing the need to use cars, increasing journeys by foot and cycle and, subsequently, reducing local congestion and unnecessary carbon emissions as a result.
- Good quality local amenities will be important for the quality of life afforded by the community.

Recreation areas, allotments and multi-functional facilities should be prioritised within the Plan area.

A Green Infrastructure Plan has been developed alongside this Plan and helps to set out our approach to the environment and to assist the delivery of projects that help to meet the environmental aims of this Plan.

What does the plan propose for Environment?

- **Sustainability:** To make new development as sustainable as it can be. Development should have the minimum possible effect on the environment and the effects of climate change should be taken into account in planning new development. This means increasing density of development where appropriate and making sure that new buildings consume less resources when they are built and into the future through greater energy efficiency and reducing the need to travel.
- **Biodiversity:** To protect and enhance biodiversity in the Plan area, whilst identifying opportunities to create linked woodland and green corridors. This aims for a net increase of biodiversity over the Plan period and promote ecosystem services in the area.
- **Food production:** Both of the Parishes' strong links with agriculture need to be sustained. The Plan seeks to avoid the loss of agricultural land.
- **Mitigation:** New developments should not cause an environmental risk to either the current or new community through flooding or sewage flooding. The creation of boundaries between the environment and these developments also needs to be ensured.
- **Green infrastructure guidance:** Green infrastructure is a vital part of life in our area. Further guidance has been developed to identify opportunities to plan for new open spaces, links between natural and built environment, increase biodiversity and protect the environment.

Sustainable Development in Truro and Kenwyn

In drawing up the Neighbourhood Plan we have produced a definition of sustainable development for our area. In terms of setting a standard for new development we have defined what we mean by sustainable development.

Sustainable development:

Sustainable, appropriate development is development that meets current human need without compromising natural capital. It takes account of the needs of future generations, other species, and the carrying capacity of the planet. It recognises the intrinsic value of nature and the protection of the environment.

We want our community to be resilient enough to withstand future shocks, notably climate change and resource depletion, for example by enhancing food and energy production. We want Truro and Kenwyn to thrive under a new era of community cohesion and localism.

Policy E1. Sustainable development

New development in Truro and Kenwyn will be supported where it can be demonstrated that the proposal is sustainable, embodying the social, economic and environmental aspects of sustainable development set out in the Plan's definition of sustainable development.

All residential development shall have regard to the Cornwall Local Plan's European Site Mitigation Supplementary Planning Document (SPD) for terrestrial sites and for marine and estuarine sites. Development which would cause significant adverse effect on any European site will not be permitted unless it can be demonstrated that Imperative Reasons of Overriding Public Interest (IROPI) and no reasonable alternatives exist and adequate compensation measures to protect the National Site Network can be delivered.

E2. Sewage, sustainable urban drainage and water reuse

Flooding is an issue of growing importance in the Plan area; there is existing flood risk from rivers, sewage and the sea and this risk is increasing as the climate changes. It is important that new development does not reduce the ability of the landscape to accommodate heavy rainfall without flooding. Sustainable Drainage (SUDs) is integral to this policy and ensures that development incorporates mechanisms to replicate the rate at which water flows off the landscape on which it has been built.

It is also vital that adequate sewerage and treatment facilities are made available to serve a development to ensure that sewage flooding and the risk of potential harm to the sensitive waters of the Truro River and Fal and Helford Special Area of Conservation does not increase as a result of the proposed growth during the Plan period.

Policy E2. Sustainable drainage

Where relevant, new developments will be supported where they provide sustainable drainage and incorporate water recycling features that minimise the impact of development upon the drainage regime of the river catchment. Developments should:

- Maximise the use of Sustainable Drainage within the site area with excess drainage discharged to any Strategic SUDs network;
- Minimise the amount of green space lost to hard surfacing;
- Decrease surface water run-off in the problem drainage catchments;
- Utilise green infrastructure provision where possible as part of SUDs design to create multifunctional green space;
- not increase risk of flooding;
- Provide for the future maintenance of the drainage features.

Policy E3. Sewage facilities

Development proposals will be supported where adequate sewage treatment facilities are available or where suitable arrangements are made for their provision.

E4. Development and building quality

This plan intends to create a legacy of better living standards for the community and the people of different ages, incomes and interests in the area. This means good quality housing that is suited to the needs of the community and built with sustainable construction practices that are efficient to run. Developments must meet the needs of a wide range of people from ensuring flexibility of buildings to adapt to changing needs over the occupant's life to providing green spaces that may be used by all and not restricted to one particular age span or level of ability.

Achieving an appropriate housing density is a key consideration in this policy, with each property requiring access to a minimum amount of green open space. However, as we approach the more densely populated areas (such as the city centre) less space is physically available. This has to be reflected in the amount of space made available per property, but will also be partially offset by strong transport links to open and green spaces within and surrounding the plan area.

Green Infrastructure should be integral to all development. All residents of the plan area should have the opportunity to lead an active lifestyle and development should encourage active travel and play through its layout. All development should provide for Biodiversity Net Gain, using the appropriate net gain metric provided by Cornwall Council and providing access to nature for all residents, including the provision of at least one tree per dwelling.

There is growing concern about climate change and interest in sustainability within the community. New development should set the standard regarding energy efficiency and energy production.

This is reflected in this policy regarding the standards to which developments are to be constructed.

The reuse and adaptation of existing buildings and building materials won from demolition can help to reduce carbon emissions and help to create interesting developments.

Connecting all parts of the community to the best amenities that Truro and Kenwyn, and the surrounding area have to offer can create a more desirable and productive community into the future. Whilst there a number of social facilities across the city, some are less well served than others, for example community meeting space in the city centre is limited. Where this is the case, new development should make contributions to the provision of new social infrastructure.

Policy E4 (a). Development and build quality

Applications for development will be expected to provide secure, high quality, energy efficient design and active, green and accessible layouts that enhance the quality of local places, taking account of and reflecting the site's physical context, local character and density to provide good places to live.

Proposals will be supported where:

- It uses a housing density that achieves a best use of land, whilst being of a massing and height appropriate to the character of its surroundings and maintaining an acceptable level of amenity in terms of garden space and accessible and usable open spaces;
- It safeguards grade 1, 2 and 3a agricultural land for food production;
- It integrates with and strengthens existing neighbourhoods and builds a distinctive and cohesive place, retaining and enhancing existing heritage features;
- It provides biodiversity net gain and is led by green infrastructure, prioritising the retention of existing natural features, habitat, trees and hedgerows and providing for networks of green space throughout

creating interlinked open spaces wherever possible. Developments should include the provision of at least one tree per dwelling, provided throughout the development and wherever possible within or close to the plot;

- It provides amenities and infrastructure of a scale proportionate to meet the needs of new residents, ensuring that layouts, access and the design of green spaces are suitable for multi-generational use and do not exclude on the basis of physical ability or age;
- It provides a layout that actively promotes energy conservation and incorporate sustainable forms of construction, energy conservation measures and where possible renewable energy technology;
- It fully integrates sustainable transport modes (including bus services where the scale of development is appropriate) and active travel measures, including way marking of routes, into the development;
- High quality design and layout can be demonstrated that adds to the character of the area, which could include meeting the principles of the 'Building for Life' and 'Building with Nature' standards; and
- Where possible, reuses or redevelops existing buildings and materials found on site or won from demolition.

Policy E4 (b). Building quality

Proposals for new buildings should provide them within a well-designed layout as set out in Policy E4 (a), ensuring that the design and layout of individual buildings provides a good quality living environment that meets day to day needs of people of all ages and abilities.

Development will be supported where buildings achieve:

- Sufficient and convenient storage for waste, recycling and personal equipment (such as bicycles and outdoor gear) within and external to the building;
- a high level of energy efficiency aiming

towards zero carbon and either incorporate renewables or make it easy to incorporate it at a later date (e.g. the structure allows for the easy integration of solar panels and other renewables;

- adaptability and flexibility of accommodation to allow for later expansion or adaptation;
- the provision of ducting to the property to allow for future technology needs, such as rapid electric charging points and ultrafast broadband;
- external finishes and materials that fit within the local palette of building materials and are designed to be accessible and easy to maintain;
- Where required sufficient garden space for day to day needs, including front garden space with an appropriate boundary;
- green walls or roofs where possible.

E5. Green Infrastructure, local food production and access to the countryside

Communities are reliant on the natural environment they are located in for much of their resources and amenities. Having a healthy natural environment is an essential insurance policy against the challenges of a changing climate. An environment with a greater number of species thriving within it, will effectively have more species options to fit the climatic conditions in the area under future climate change. We cannot entirely know what the environment will be like in future so we need to provide habitat and biodiversity corridors that ensure species can continue to adapt and thrive.

The Truro and Kenwyn area is fortunate enough to have a superb environment, with two European designated areas at Carrine Common and the Fal and Helford River complex. To prevent recreational pressure on Carrine Common from growth in the plan period we have identified a strategic open space at Coosebean, which the Green Infrastructure Strategy seeks to enhance to provide a place to walk, cycle and explore. We have allocated this area under policy LC2 of this plan.

A Green Infrastructure Strategy¹ has been created alongside this Plan to ensure that new green spaces can be created and existing spaces and linkages

between them can be improved for the future. The strategy is an important balance to new development in the area and contains a number of projects that will improve access to green spaces. We will champion the strategy and ensure that new developments and community action help to deliver the projects in the strategy. This policy links to policies LC1 and LC2 that seek to provide new green spaces and protect important green spaces that contribute to the character and appearance of our area.

Policy E5. Green infrastructure

The Truro and Kenwyn Green Infrastructure Strategy sets out the priorities and the Open Space Strategy sets out the standards for green space and open space provision in the Plan area.

New development will be supported where:

- A net increase in biodiversity is provided through the creation of new habitat and the retention of key habitat, trees and wildlife corridors;
- New open space provision prioritises opportunities for the provision of allotments or community growing schemes;
- Opportunities to connect to existing or new footpath links beyond the application site are maximised;
- Key areas of biodiversity and green space shown on the proposals map are preserved or enhanced or appropriately buffered by proposals and are not negatively impacted or reduced in size, scale or connectivity to wider networks of green infrastructure;
- A positive and viable management mechanism is developed and committed to, ensuring the continued provision and maintenance of the green infrastructure asset.

E6. Character and setting of settlements:

Character and setting of settlements

The quality of the environment around our settlements of Truro, Threemilestone and Shortlanesend is highly valued by the community. This comprises both the landscape setting of the settlements and also the spaces around and setting of buildings. Both Truro and Shortlanesend have definite urban/rural boundaries and this character is important to the setting of those places. An incremental erosion of this urban/rural fringe from even small scale proposals could change the character of the rural landscapes surrounding the city. All proposals that extend the urban area need to be carefully considered to avoid the erosion of character and the loss of the urban/rural split. For this reason, Policy E6 applies around the edge of the current urban areas where the impact of development must be further considered. In both the settlements and the surrounding area character is influenced by the quality of the spaces and structures that form the roads and byways of our area.

The landscapes surrounding the city are often particularly sensitive to change because views to the landscape can be from a number of different places and are often surprising. Care is therefore needed in all proposals, including individual buildings and small scale development, on the edges of the urban area to ensure that the special landscape setting of our urban areas is not compromised.

A number of landscape studies and strategies have identified important landscapes and green gaps in and around Truro, Threemilestone and Shortlanesend. The Truro and Threemilestone Landscape Character Assessment has been developed to assist this process, describing the landscapes that make up the setting of Truro and Threemilestone and their sensitivity to development. Many of these landscapes are critical to the setting of Truro, Hightertown and Threemilestone or contain important features that help define the cultural or natural history of the area. Policy E6 applies to all of the landscapes that contribute to the setting of Truro and Threemilestone shown by the notation on the policies map.

Policy E6. Character and setting of settlements

Developments should respect the special character and wider setting of the settlements of Truro, Threemilestone and Shortlanesend. Development will be supported where it provides a positive impact by means of its scale, height, materials or layout, including the sensitive incorporation of historical, topographical and natural features of the site and where it does not result in the loss, significant negative impact or visual erosion of:

- The Green foreground or background important to the character of the settlement or landscape that is identified as sensitive to change in the Truro and Threemilestone or Shortlanesend Landscape Character Assessments; or
- The most typical views of the settlement from the surrounding countryside or from within the settlement; or
- A significant green gap between two or more settlements which are close to each other and in danger of losing their separate identity; or
- Important gateways to the urban area from the surrounding rural areas; or
- the special qualities of the setting of the Area of Outstanding Natural Beauty.

Policy E7. Character of the highways and byways

Development affecting roads, streets, opes, lanes, bridges and pavements in the plan areas should retain and enhance the character of the material and construction of the structure or surface, making, where possible environmental improvements by retaining or reinstating historic paving and construction materials, sympathetic landscaping and planting, or removing unsightly elements such as hoardings, integrating road signs and markings as far as possible with the character of the space.

Alterations shall preserve or enhance the character of the Conservation Area. Outside of the conservation area, development should aim to retain or enhance appropriate surfacing or construction materials.

Sustainability

These policies aim to contribute to sustainable development by:

- Providing a local interpretation of sustainable development
- Setting standards for build quality, energy efficiency and accessibility;
- Encouraging sustainable transport modes;
- Promoting environmental sustainability;
- Helping to deliver Green Infrastructure potential

National Planning Policy Framework (NPPF):

NPPF4: Promoting sustainable transport

NPPF7: Requiring good design

NPPF8: Promoting healthy communities

NPPF10: Meeting the challenge of climate change, flooding and coastal change

NPPF11: Conserving and enhancing the natural environment

Cornwall Local Plan:

1: Sustainable development

12: Design

13: Development standards

16: Health and well being

22: Best use of land and existing buildings

23: Natural environment

22: European Protected sites

25: Green infrastructure

26: Flood risk and coastal change

27: Transport and accessibility

ECONOMY & JOBS

The Economy in Truro and Kenwyn

Vision: A vibrant, sustainable, resilient and balanced economy responsive to all community needs and market conditions.

Truro and Kenwyn has a vibrant economy. The city provides services, shopping, leisure, and other facilities to a wide rural hinterland and significant employment; over 14,000 people commute into the area each day.

Cornwall Council has its main offices in Truro and Kenwyn and the public sector, including the hospital and college, is the major employer as well as meeting other vital community needs (also refer to EJ4); Cornwall LEP sees health, administration, and retail as the three main employers and growth industries for Truro. The food sector is substantial, with food industries from field to plate accounting for an estimated 30 per cent of employment in the area. The policies of this Plan are designed to sustain the existing major employment sectors in Truro and Kenwyn, as well as to support sector growth needs including the medical, renewable, marine and maritime sectors. This Plan sets out specific policies for employment areas and ensures the future of other key sites for Truro's economy such as freight capacity at the railway station (Policy T2) and agricultural use of the Cattle Market. The objective is to ensure economic resilience and inclusion: yielding food and energy security, employment, housing and local access to services that meet community needs.

Truro is the retail hub for Cornwall and with its growing range of good quality restaurants, bars and clubs is rapidly becoming the leisure hub too. Many national businesses express a preference to locate in Truro and there is consequently pressure for additional space. However this needs to be balanced against a desire to maintain the walkable human scale of the city centre for shopping,

leisure, living and work; one in three employees living and working in Truro walk or cycle to work, or work from home. A comparison of the censuses in 2001 and 2011 also shows the formation of over 500 new households in Truro centre; housing development and repurposing buildings, including living above the shop, is one of the keys to a sustainable and resilient high street economy for Truro.

There is pressure for the development of out of town retail sites, but there remain deliverable brownfield sites within the city centre for redevelopment. Growth options may support a new food store to the west of the city, but the focus for non-food retail and leisure should be the city centre, where it can be accessed by a variety of means of transport and support other town centre businesses and uses.

Evidence used in the formation of the Cornwall Local Plan has demonstrated a need for employment and retail space as well as housing in the Plan area, and this is planned for in this document. In common with the rest of the country Truro and Kenwyn has experienced significant socio-economic changes. There is more service related industry and this has changed employment site requirements. There are existing employment sites like Newham that are home to increasing numbers of businesses and close to the city centre, but poorly planned and utilised. This plan will facilitate a well-planned approach to development and improvements at employment locations which meet the needs of communities at work.

EJ1. Communities at work

The policies of this Plan seek to create the conditions for a vibrant and successful business economy and increased employment in Truro and Kenwyn. There is a need to provide proactive support for employment in the community including:

- jobs for all skill levels;

- apprenticeships and in work training including a Truro retail academy supporting progression in employment;
- developers and businesses to engage with employment agencies to create plans for local jobs, particularly for larger employment or mixed use proposals;
- advice and support for employers including small businesses with growth capacity;
- advice and support for those seeking work including community support for those with no IT access or skills.

Over 25,000 people are employed in the Plan area. There is scope to improve the access, amenities, and sustainability of employment areas as new developments come forward.

Policy EJ1. Communities at work

Applications for new employment development will be expected to improve employment opportunity and the quality of the employment environment in the Truro and Kenwyn area, through the provision of good quality, accessible and environmentally sustainable schemes that meet the needs of our communities. Such developments will be supported where they provide the following:

- increased opportunities and employment for local people;
- sustainable forms of construction, energy conservation measures and renewable energy;
- a high degree of permeability and access mobility within the development, and linking it well with local facilities such as convenience stores;
- provision for the on and off site highways, pedestrian and other access improvements which are needed to integrate the development well into the surrounding area and sustainable/active transport networks;
- provision for parking appropriate to the needs of the development.

Within the Plan area the main employment districts are located at:

- Truro City Centre;
- Newham industrial estate and the port of Truro;
- Threemilestone industrial estate;
- Treliske employment area.

Policy EJ1 is applicable to development proposals in each of these areas, as shown on the proposals map, which also face specific challenges addressed in the following policies for individual employment areas

EJ2. Truro City Centre – a vibrant and resilient high street

The city centre provides a vital community focus for Truro and Kenwyn offering a diverse range of activities in the form of residential, leisure, commercial and retail uses. A key feature of the city centre is its compactness and walkability. This increases its attractiveness as a destination for shoppers and tourists alike, with large numbers of visitors to Truro Cathedral, the Hall for Cornwall, and the Royal Cornwall Museum which are located within the primary retail and leisure area. It is important to focus new town centre uses in a defined area to prevent piecemeal expansion that erodes this character.

Truro was the first location in Cornwall to develop a Business Improvement District (BID) which has been successfully delivering a range of additional services and initiatives, primarily events and marketing, in the city centre since 2007. This challenge has increased with continued changes to the retail market and a need for town centres to perform a wider function as an economic and cultural resource that adapts to a changing shopping and work pattern, maintaining their vitality and viability at the centre of communities. With changes to the retail and office markets there is an opportunity to support the careful conversion of empty or under-used buildings and new permitted development rights allow for the conversion of both upper and

lower floors of buildings. Where permission is still required the neighbourhood plan will expect proposals to maintain or further contribute to the furtherance of business uses.

Truro centre is also the focus of the widest range of transport modes, including active travel, bus and rail links including park and ride, and mobility access. Due to the need to promote more sustainable forms of transportation it is important that retail, leisure, employment and some residential uses are clustered in the city centre where public transport is focused and the opportunity for non-car travel and multi-purpose trips are maximised, whilst recognising the importance of providing retail facilities to meet day to day needs throughout the Plan area.

The desirability of retaining a mix of active uses, including retail within the city centre is set out in National Planning Policy Framework and the Cornwall Local Plan. The sequential test helps to ensure that new retail provision continues to be concentrated in town centres and the city centre and retail area are marked on the policies map. Recent planning permissions at Langarth will create substantial new communities in the west of the Plan area. These areas should be able to access day to day shopping needs without having to access the city centre and this is provided for in the principles for the Langarth Garden Village Masterplan in policy H3 of this plan.

Increasing the residential and other leisure and employment capacity of the city centre can also bring significant benefits to its economic vitality and viability and this will continue to need to be a careful balance to create a mixed and vibrant area that residents and others will use for shopping, leisure and employment. The Town Deal vision will help to articulate future opportunities of increasing the vitality and viability of Truro centre as a community and economic resource. Parking and access requirements for developments in Truro centre will reflect the balance of the mobility of residents, the needs of those travelling to access Truro, the availability of public transport and the need to reduce traffic movements in the city centre.

Policy EJ2. Truro city centre

The proposals map shows the town centre boundary, primary shopping area and primary shopping frontages of Truro. Development proposals in the city centre will be supported where they contribute to the realisation of EJ1 and provide:

- A well-balanced mix of uses, including residential;
- High quality design and construction which integrates well with and enhances Truro's distinctive and historic character, its setting, distinctive buildings, density, skyline and surroundings. To include scale, form, shape, building line, orientation, materials and colours that reflect those associated with or historically used in the City.
- Where appropriate proposal should be supported with adequate information to assess the impact of any development on views and vistas within, into and out of the Conservation Area and its green infrastructure as well as the quality of the public realm.

Sites identified and safeguarded for mixed use development at Pydar Street, Moorfield car park and the former bus depot are included on the policies map.

To support the continued vitality and viability of the city centre, development will be supported that reuses buildings or sites for residential use, including live/work accommodation and 'living over the shop'. Proposals shall ensure that the configuration of such proposals helps to support and maintain existing businesses.

Where planning permission is required, proposals for change of use or redevelopment of ground floor accommodation in the primary shopping area will only be supported where the proposal would add to the attractiveness of the centre and would support the vitality and viability of the centre, including its retail role.

Development proposals for retail or city centre uses outside of the town centre boundary defined on the proposals map will need to be subject to sequential testing to demonstrate why the proposed use cannot be accommodated in the city centre and that they would not negatively impact on the trading and operation of the city centre.

Pydar Street redevelopment site

The Pydar Street site is one of the biggest opportunities for redevelopment of a prime city centre site. The site has been assembled by Cornwall Council for redevelopment and totals around 4 hectares of brownfield land comprising of the former Carrick District Council offices, industrial and retail units and extensive surface and decked car parking. The site was redeveloped from an area of historic housing between 1961 and 1975 and is now in a state of some dereliction. None of the structures on site are considered worthy of retention.

The site is an important edge of centre site and redevelopment proposals have been advanced previously through private sector retail led schemes. The surroundings of the site have also been largely redeveloped since the comprehensive redevelopment scheme was completed and any new scheme must consider how the busy upper Pydar and St Clement Streets can be made low speed and favour links back to the city centre and repair the gaps in the fabric of the city created through the less sympathetic schemes of the 70's and 80's.

The current proposals by Cornwall Council are being led by a stakeholder group that includes local councillors and organisations. A masterplan will be developed for the redevelopment and this policy seeks to ensure that important elements relating to the uses and design of the scheme are incorporated into the masterplan and that they are carried forward in any planning permission granted for redevelopment. Due to the general lack of green spaces and meeting spaces within the city centre it will be important that proposals fully consider the opportunities for the creation of shared community spaces through green infrastructure provision and the sharing of areas of assembly with any proposed university provision.

Policy EJ2(b) – Pydar Street Redevelopment Site

The redevelopment of the Pydar Street site as identified on the proposals map is supported as a key regeneration project for the city. Development of the site for a mix of uses will be supported subject to the development of a binding masterplan that identifies how the following principles for regeneration will be achieved:

- The provision of a mix of uses, including residential choices throughout life through the provision of accessible and inclusive housing, including student accommodation as appropriate;
- Highly permeable, legible accessibility throughout the development by sustainable modes, linking the development to green spaces to the north and Victoria Gardens and via Pydar Street in to the city centre;
- Development that enables green infrastructure provision, including retention and enhancement of existing trees and habitat on and around the site, the creation of a natural corridor of public space adjacent to the river, sustainable urban drainage systems that keep as much water above ground as possible, green roofs and walls, natural landscaping and habitat creation and the achievement of biodiversity net gain on site;
- A positive and respectful response to the historic and natural environment and integration of new development with the form of the surrounding area especially relating to heights, bulk and materials, including the retention of key views to and from the viaduct and the Cathedral;
- Enablement of opportunities for co-created public open space and appropriate community use building or spaces for and long-term stewardship of the site through engagement of the community;
- Enablement of improvements to the environs of the site, including St Clements Street and Pydar Street, including the creation of low speed environments and environmental

Planning permission granted for the site shall include an appropriate mechanism to ensure that the provisions of the masterplan are implemented in the development (including individual parcels of the site), including the use of design coding or other controls as appropriate to control the quality, mix uses and coherence of the development.

Where part of the site comes forward separately, the proposal for that part of the site must demonstrate how it has addressed the principles set out in this policy and ensure that the scheme being proposed does not compromise the ability to deliver the masterplan.

EJ3 and EJ4. Newham employment area and the port of Truro

The Newham employment area is located close to the city centre, but is a significantly underutilised resource. Over 1000 people work in the area, but many feel that the area is poorly connected to the city centre, despite its close proximity. Other issues concern a generally poor quality built environment, lack of sustainable transport modes and a general perception that the area does not make the most of its riverside location. Part of the road access at Little Newham needs to be improved to reduce traffic conflict and increase accessibility by active travel modes as well as large vehicles to the port of Truro.

A vision for the Newham area has been prepared by a group called the Newham Improvement project and a Business Improvement District has been created following a successful referendum of all businesses in the employment area. There is also a masterplan in development for the port of Truro. This is subject to a separate process of Strategic Environmental Assessment.

The Truro Loops project is designed to create greater accessibility around the plan area by cycle or walking. One of the loops runs through the Newham area and would potentially join both the former Newham line and National Cycle Route, but also provide a bridge over to Boscawen Park.

Policy EJ3. The Port of Truro

In the port area shown on the proposals map, development will be supported for the development of the port and marine related industry or uses where the proposal would address the requirements of EJ1 and:

- Contribute to an improved layout and provision of additional facilities for the port;
- Contribute to the development of the maritime sector in Truro;
- Be compatible with adjoining uses;
- Preserve or enhance green infrastructure links found within the area.
- Contribute to the realisation of the key nature conservation objectives for the Fal and Helford Special Area of Conservation and the Malpas estuary SSSI.

Development which would cause a significant adverse effect on the Fal and Helford Special Area of Conservation will not be permitted.

Any development brought forward within the Port of Truro development area will require a project specific Habitats Regulations Assessment to ensure no significant adverse effects upon the integrity of the SAC. Development which would cause a significant effect on the Fal and Helford SAC will not be permitted.

Individual proposals within the Newham area will be expected to contribute to the overall appearance and feel of the area, however the main opportunity for making connections between the City Centre and Newham is through the redevelopment of Garras Wharf. If this happens within the Plan period, Cornwall Council will expect this issue to be addressed by any application.

Policy EJ4. Newham Employment Area

Proposals for the redevelopment of the Newham employment area for use class E (including offices) and high quality employment space where the proposal would contribute to meeting the requirements of EJ1 will be supported. Development proposals should contribute through improved layout,

design of buildings, density of use and landscape to the site and its surroundings and:

- Maintain or increase the employment density of the site;
- Be compatible with adjoining uses;
- Help strengthen links to Truro centre and contribute to the realisation of road improvements at 'Little Newham';
- Preserve or enhance green infrastructure links such as the Newham trail, hedgerow and trees found within the area.
- Not lead to the sterilisation of the waterfront for marine related industry in the future.

Small scale extensions to the employment area will be supported where the proposal would:

- Represent a natural rounding off of the existing area;
- Be of a scale, design and layout that would not adversely impact on the landscape setting of the estate;
- Not sterilise the Heritage Quarry as shown on the proposals map;
- Improve the layout, function and appearance of the Newham employment area;
- Contribute to the realisation of the key nature conservation objectives of the Fal and Helford Special Area of Conservation and the Malpas Estuary SSSI.

Development that would cause a significant adverse effect of the Fal and Helford SAC will not be permitted.

EJ5. Treliske Employment Area

Treliske Hospital and the Treliske Industrial Estate/Retail park lie at the heart of the Highertown and Gloweth area. Both have grown rapidly over the past decades and lack a clear focus and coherent layout; particularly in the case of the industrial estate. The estate has taken on a more

retail focus with the development of the retail park.

This is one of the largest employment districts in Truro/Threemilestone. With the growing importance to the city of the knowledge economy and a need for more productive workspace and better quality and higher paid jobs it will be necessary to regenerate areas like Treliske to meet the changing needs of Truro. This has already been started through the development of the Health and Wellbeing Innovation Centre immediately to the north of the current estate. Grow on space is required to allow the benefits of the innovation centre to continue to grow.

Policy EJ5. Treliske Employment Area

Proposals will be supported within the area shown on the proposals map for the provision of employment uses, primarily grow on space related to the Health and Well-being Innovation Centre at Treliske, where the proposal would address the requirements of EJ1 and achieve high quality design and layout of buildings, spaces and landscaping.

EJ6. Threemilestone Employment Area

The existing Threemilestone Industrial Estate has developed over a number of years and suffers from a number of phases of growth without a cohesive and planned layout. A range of uses has developed from offices

to distribution attracted by free parking and the position of the estate close to the A30. In recent times the proportion of offices on the estate has increased with a resultant loss of industrial focus and a consequent increase in traffic movements – often causing considerable congestion at peak times.

The Threemilestone site is not served directly by the park and ride system or by a continuous bus service, however recent permissions have allowed for the provision of a bus loop and new signalised junction arrangement, which should help to

increase journeys by bus. However it is still relatively isolated as an employment site, especially for large generators of movements such as office use.

Policy EJ6. Threemilestone Employment Area

Proposals will be supported for the redevelopment of spaces within the existing employment area and expansion to the estate where it addresses the requirements of EJ1 and:

- It would provide a good quality of design and layout of buildings and spaces;
- Any extension would represent a planned approach to infrastructure, accessibility and strategic landscaping, taking account of current topography and landscape features.

EJ7. Employment land safeguarding

The sites referred to in policies EJ3 – EJ6 are strategic employment sites in Truro and Kenwyn and provide significant employment. It is proposed that these should be safeguarded for employment use in this Plan to ensure that employment land remains available in close proximity to where people live.

Policy EJ7. Employment land safeguarding

The strategic employment areas shown on the proposals map at Treliske, Threemilestone, Port of Truro and Newham will be safeguarded for employment uses (Class E, B2, B8) and the cattle market for agricultural purposes, unless following a review of one of the sites they are considered surplus to requirements.

Sustainability

These policies aim to contribute to sustainable development by:

- Concentrating new development on brownfield sites or close to public transport and centres of population;
- Encouraging the use of sustainable building technology and energy efficiency measures;
- Promoting mixed uses (including residential) in accessible locations

National Planning Policy Framework (NPPF):

NPPF1: Building a strong, competitive economy;

NPPF2: Ensuring the vitality of town centres;

NPPF4: Promoting sustainable transport;

NPPF7: Requiring good design;

NPPF8: Promoting healthy communities

Cornwall Local Plan:

1: Sustainable development

2: Spatial Strategy

2a: Key targets

4: Shopping, services and community facilities

5: Business and tourism

Who will assist with delivering the aims of economic policy?

- Local Enterprise Partnership;
- European Regional Development Fund/ European Social Fund;
- Cornwall Council;
- Private Sector providers/businesses;
- Renewable providers;
- Land owners and developers;
- Voluntary and charity sector.

EDUCATION

Education in Truro and Kenwyn:

There are seven state primary schools, two state secondary schools and two private pre-preparatory schools and secondary schools in the Plan area. Whilst Truro School and Truro High School have a sixth form, neither of the state secondary schools have post sixteen facilities and this is provided through Truro and Penwith College.

The Richard Lander School site at Threemilestone includes an underbuild section for expanding the school, although additional land for physical expansion is limited. Penair School occupies a considerable site and has land for further expansion.

There are two tertiary/further education colleges (Truro/Penwith College and Cornwall College) and also the new Combined University Campus at Penryn and Falmouth.

Higher education has seen significant recent growth at HND and Foundation Degree level, and the Combined Universities Cornwall has suggested there will be growth of businesses looking to access a range of skills and services. Together with a local presence across Cornwall, there is a strategic approach to focus higher education with business and sector incubation in Falmouth, Pool and Truro; linking employment with research and development facilities which are important to sustainable business growth. Higher education access is a vital component of regeneration within a range of community plans.



The Cornwall Sustainable Community Strategy (2008) highlights:

- High unemployment, part owing to a lack of relevant skills and/or aspiration;
- There are pockets of real poverty in Cornwall;
- Not all children achieve the 5 'Every Child Matters' outcomes of: 'be healthy', 'stay safe', 'enjoy and achieve', 'make a positive contribution' and 'achieve economic well-being';
- An increasing fragmentation of communities, decline of shared community activity and individual isolation, resulting in individuals feeling disengaged and excluded; and
- There are people without access to ICT or who do not have the necessary skills to benefit from it.

What does the plan propose for Education?

Providing for need: There is an identified need during the period of this Plan to provide for at least one new primary school to meet increased demand for school places arising from growth. A site has been granted permission as part of the Langarth development. Tregolls School has recently been expanded. Bosvigo and St Mary's Schools are physically restricted. There is further need for additional secondary places during the plan period and options for existing schools are currently under review.

Using existing spaces: New facilities for nursery and adult education should be supported where it is required.

- **Allowing for future expansion:** Land currently used for schools should be protected allowing for expansion where possible if it is required in the Plan period. This requires land to be allocated in this Plan.
- **Maximising use of open spaces:** The open space audit identifies opportunities to maximise the use of some of the green spaces attached to schools to benefit the wider community more effectively. New schools being constructed should allow for this to happen as part of their planning and development.

Education Policies

ED1: School sites

The current extent of schools and their grounds are shown on the proposals map. It is important to ensure that they remain available for educational use throughout the Plan period to allow for potential expansion of schools and retain open space for potential community use. At the same time, there is an identified need during the period of this Plan to provide for at least one new primary school to meet increased demand for school places arising from growth, as well as need for additional secondary places. Sites have been granted permission as part of the Langarth development. The retention of this school site unless confirmed surplus is imperative.

There is also scope at both state secondary schools for extension and improvement. This policy therefore includes the areas of potential extension to ensure that they are retained for this future use and to ensure that surrounding uses are aware that extensions may be required during this period.

The Neighbourhood Plan supports the Sustrans 'Journey to School' initiative that encourages increased cycling access to schools for young people.

This is the extent of education policy within this document, however there are plans to maximise the use of some of the green spaces, as identified in the Open Spaces Audit, to benefit the wider community more effectively. There will also be an emphasis throughout the rest of the Plan for new construction to be of use for a range of activities by the school and the community. Land used by the schools will also be protected from development in ways that do not serve the school in any direct way.



Sustainability

Policy ED1. School site allocation

Proposals for non-educational uses on land shown on the proposals map as protected for school use or for the provision of new schools or extensions will only be supported where:

- The proposed development is necessary for the purpose of education or leisure and will not result in the loss of sports pitches or facilities in accordance with policy LC3. or
- The land is declared surplus to educational requirements; and
- The proposed development cannot be reasonably accommodated on alternative land.

These policies aim to contribute to sustainable development by:

- Retaining schools in accessible locations;
- Encouraging shared use of recreational facilities.
- Retaining schools at the heart of communities;
- Safeguarding playing fields;

National Planning Policy Framework (NPPF):

NPPF1: Building a strong, competitive economy;

NPPF4: Promoting sustainable transport;

NPPF7: Requiring good design;

NPPF8: Promoting healthy communities

Cornwall Local Plan:

1: Sustainable development

2: Spatial Strategy

4: Shopping, services and community facilities

5: Business and Tourism

28: Infrastructure

HOUSING

Housing in Truro and Kenwyn:

Housing ranges from open market housing, to affordable housing which can either be rented or partly owned. It also includes specialist housing such as sheltered accommodation for elderly or vulnerable people with specific needs.

Truro city experienced its largest modern building waves in the 1960's, 70's and 80's, although steady growth has continued since that time, in Kenwyn. Threemilestone and Shortlanesend both expanded rapidly in the same decades, with the addition of large housing estates. The largest concentration of social housing in Truro is found in estates at Trelander, Malpas, Hendra, Rosedale and Malabar. During the last 10 years, various residential schemes for the elderly have led to an increased population in the city centre, although the majority of residential space above shops is not used as housing, this includes office uses of former houses in Lemon Street, Edward Street and Ferris Town/ St Georges Road.

Providing for new housing involves considering the amount of land required in Truro and Kenwyn on which to build new housing, and the locations where it should be provided. Having access to affordable, quality housing is important for both social and economic well-being. Good quality housing can support and improve job or health prospects, reduce crime, sustain environmental quality and design. Housing delivery can also bring investment and regenerate neighbourhoods.



The Cornwall Local Plan sets a requirement of land to be identified for the building of around 3,900 houses in the period up to 2030. This Plan must provide land for at least this amount, taking into account any need for housing identified above that level. At the time that the first Neighbourhood Plan was prepared there was need for only a small proportion of that housing to be allocated by the Plan as permissions have already been granted since 2010 for around 4100 dwellings in Truro and Kenwyn. This proposed revised plan contains substantial allocations at Langarth and Pydar Street as well as a substantial redevelopment site being identified to the rear of Old County Hall.

A non-implementation allowance (a discount rate of 20% to allow for some of those permissions not being fully delivered before 2030) has been applied to allow for houses that may not be started or completed before 2030, but in combination with previously developed sites within the urban area of Truro and Threemilestone and suitably scaled sites being brought forward through Policy H1 it would still result in the Local Plan requirement being met.

Policy H1 also provides flexibility to help meet continued local need for affordable housing and the presence of a number of smaller sites and brownfield land likely to come forward (particularly those in the city centre) for development or redevelopment during the period of this plan, criteria have been set out to judge further applications for housing against which to meet local needs.

This will help to provide some flexibility if housing developments driven by local need become necessary within the Plan period. The proposals map identifies the Truro centre opportunity sites which we expect may come forward for either mixed use or residential development. These have been identified (but not allocated) to ensure that a brownfield first approach is maintained.

What does the plan propose for housing?

- **Sustainability:** To make new development as sustainable as it can be. This means increasing density of development where appropriate and making sure that new buildings consume less resources when they are built and into the future through greater energy efficiency and reducing the need to travel.
- **Meeting housing needs:** policies will require that new development considers fully the mix of sizes, housing types and tenures that are required by our communities to ensure that the housing is the right type in the right location.
- **Using previously developed land first:** To maintain a compact city and to increase residential presence in the city centre, the reuse of previously developed land must be a priority. This ranges from the reuse of empty accommodation over shops to redevelopment of disused buildings and underused sites.

Housing Policies:

Policy H1. Meeting Local Housing Need

House prices relative to income are a huge problem in the Plan area. It is essential, therefore, that new housing development meets local housing need, including affordable housing. However we also need to ensure that housing developments will provide sustainable, well connected redevelopment or expansion of the community through building efficient housing that meets the needs of different community members.

The Cornwall Local Plan sets out the housing apportionment for Truro with Threemilestone and states that delivery of housing will be managed through a Site Allocations Document or Neighbourhood Plan. In the case of the TKNDP area, sites for significant

growth have either been permitted or are being proposed for allocation through this plan. There are also significant previously developed sites and infill sites and redevelopment/conversion sites within the existing urban area that help provide additional capacity to meet housing needs and the apportionment of housing from the Local Plan. This means that in line with Policy 3 of the Cornwall Local Plan, unplanned significant scale or strategic housing development is not required outside of the current urban extent shown on the policies map during the plan period up to 2030.

To make it clear how this will be applied and to respond to comments on the pre-submission stage of plan making about the certainty of where development will be permitted during the plan period, a boundary line has been drawn around the current urban extent of Truro. The Urban Extent Boundary considers development sites that have already been implemented, but currently excludes sites with planning permission that have not. Where development has been lawfully commenced it will be deemed as included within the urban extent.

The need for affordable housing in the Plan area means that along with existing permissions, developments that help to meet local need will be permitted in the Plan area. The Urban Extent Boundary for Truro sets out the area within which Policy 3 of the CLP will apply. Significant scale development is allocated in this plan at Langarth and Pydar Street and encouraged at the Old County hall site. Outside the urban extent area, development will be expected to be driven by meeting local housing need of an appropriate scale that rounds off or infills the current urban extent. It will not support significant new development that would extend the urban area into the countryside or create a direction of growth or extension that should be considered by a new local plan or neighbourhood plan.

Residential redevelopment of sites in and around the city centre has increased the number of people living close to facilities and services and helps to provide vitality after trading hours. The approach of the Plan is to prioritise previously developed land

for development and to help to provide a mix of uses on redevelopment sites and achieve high standards of construction. The viability constraints of some brownfield redevelopment sites are recognised, but given the significant committed development on greenfield sites, development should consider first the use of previously developed sites.

Development in the villages of Threemilestone and Shortlanesend should be contained within the settlement boundaries of each village. Exceptions to this will need to be led by the provision of the majority of the site for affordable housing as set out in the Cornwall Local Plan. The starting point for exceptions sites is 100% affordable housing and this can only be varied to ensure viability of the site to deliver housing, affordable housing must always form the majority of development by land cover or number of units. Development on the edges of any settlement in the plan area must carefully consider the role of the site in creating a green gap between places or forming an important green foreground or backdrop to that settlement.

There is a persuasive argument to retain the compactness of Truro city centre and the urban area as this is a feature much appreciated by residents and visitors alike. There continue to be opportunities for the redevelopment of underused and redundant sites in the city for new residential development. Not all brownfield is equally suitable for development however and some sites are more suitable for development than others. In the city centre, within the town centre boundary, there are a number of key brownfield sites where the needs of retail, office space or parking to support the local economy should prevail and housing should form a part of the redevelopment.

Proposals for housing should always consider first the redevelopment of previously developed land in the city centre. Policy H1 should, as all others, be read in conjunction with the other policies of this plan. Policies E4, E4a and E6 are of particular relevance.

H1. Meeting Local Housing Need

This plan establishes an Urban Extent Boundary for Truro that is shown on the Policies Map which sets out the areas within which Policy 3 of the CLP will apply. Outside the Urban Extent Boundary for Truro, development will be expected to be driven by meeting local housing need and of an appropriate scale that rounds off or infills the urban extent area. Proposals for significant new residential development that would extend the urban area into the countryside or create a new direction of growth will not be supported unless allocated through a new local or neighbourhood plan. Development boundaries are defined for Threemilestone and Shortlanesend. Proposals for residential development will be supported where:

- it meets local housing need in the Truro and Kenwyn area through the provision of good quality, accessible and environmentally sustainable schemes that meet the needs of our communities.
- It is well integrated by means of scale, location and character (including density) with the defined Urban Extent Area of Truro or is within the development boundary of Threemilestone or Shortlanesend or would be an exception site in line with Policy 9 of the Cornwall Local Plan and does not reduce a green gap between settlements or lead to the loss or significant impact on a landscape, green foreground or background important to the character of the settlement as described in policy E6;
- It prioritises the redevelopment of previously developed land within the urban area of Truro or within the development boundary of Threemilestone or Shortlanesend; and
- It provides a mix of housing in accordance with local needs/demand;

Proposals for 10 dwellings or more should provide affordable housing in accordance with the development plan and incorporate 5% of self-build or custom build to allow communities to build their own homes, where this would be viable.

Where on-site provision of affordable housing is not possible, development should make a financial contribution to off-site provision that is equivalent in value to on-site provision.

All proposals should:

- Retain and enhance existing habitat and important green space within the site and deliver biodiversity net gain which exceeds national policy requirements wherever possible;
- ensure that they meet national policy and development plan requirements regarding flood risk and drainage; and
- respect the landscape context, protect and where possible enhance the landscape setting of the settlement or urban area; and
- Make a positive contribution to the built environment in terms of layout and form, scale, materials and massing.

Development comprising the redevelopment of open spaces or garden areas will not normally be supported, unless it can be demonstrated that their loss would not result in visual or recreational detriment to the location and that sufficient space would be retained to mitigate the loss.

Policy H2. Development of care facilities

Cornwall has an aging population and the provision of facilities to meet the needs of this growing age group is essential. There is evidence of growing need for care facilities in the city, however the existing Cornwall Care accommodation at Mountford House and Redannick will need to be replaced over the Plan period. This Plan has not identified land for the re-provision of the facility, but has instead provided criteria by which a new site or sites could be identified. The policy includes a requirement for the provision of 'community beds' to provide a step down facility for patients who no longer need an acute hospital bed.

H3: Langarth

When the first neighbourhood plan was developed, permissions had been granted for the development of around 2700 new houses on Langarth, Maiden Green and Willow Green Farms as well as significant

Policy H2. Care Facilities

Development of extra care homes to meet the demand of the local older households will be supported where they:

- Are located in a location accessible by good quality, frequent public transport links; and
- Prioritise where possible the use of previously developed land within the urban areas of Truro, Threemilestone or Shortlanesend.
- Provide capacity for community beds; and
- Retain and enhance existing habitat and important green space within the site.

commercial development. These permissions are now known collectively as Langarth and will be a significant new development area. However since those permissions were first granted land ownerships have changed, commercial circumstances have changed and new priorities have emerged which has stalled the progression of the developments and required that a new direction is taken. Cornwall Council has committed to significant work to help re-design and improve the layout, design and functioning of the developments. In addition, Langarth has now been awarded 'Garden Village status'. Government has awarded £47million for the creation of a new high quality route through the sites and a new outline hybrid application for planning permission was submitted in early 2021 to support the development of an overall masterplan. The neighbourhood Plan expects any future applications to be consistent with the masterplan.

The development of the Langarth site must carefully consider the heritage assets within the site and those within the setting of the site in line with paragraphs 197, 199 and 200 of the NPPF and policy 24 of the Cornwall Local Plan: Strategic Policies. Any development proposals for the site must pay particular attention to the potential for harm to the setting of the Scheduled Ancient Monuments (Penventinnie and Bosvisack Rounds).

The changes that have occurred since the granting of permission for a number of individual land parcels that make up Langarth means that significant areas that were to be occupied by retail sheds and other uses will be available to provide additional housing. This ability to increase densities and use land that was underutilised in previous permissions will help to reduce the need for allocating new housing land in the future, but the masterplan must sensitively consider density, reduce impact on the surrounding rural landscape and protect the green infrastructure that is important to the site.

Land at Governs Farm in particular, but not exclusively, is important to the setting of the ancient hill fort, which is a scheduled ancient monument. The plan does not consider it appropriate to develop the whole of the farm for housing use, but recognises that if it ceases to be used for agricultural purposes there could be a beneficial use of the land as a community recreational resource such as a woodland or to increase access to the countryside for residents of Langarth. The current edge between the existing permissions at Willow Green and Governs Farm will need to be carefully considered by the Masterplan (and related design codes) prepared in accordance with this plan, to ensure that it is an appropriate response that protects its landscape setting (with further guidance set out below). There may be an exceptional opportunity for very small scale development on a small proportion of the land immediately adjoining the Langarth development for limited residential development of Governs Farm along the southern edge of the farm; this could be appropriate, as part of the provision on the significant majority of the farm of strategic public open space, the planting of new woodland on the valley slopes of the farm and the development of interpretation facilities for the Penventinnie Round scheduled monument. Such development should provide for the long-term management of this scheduled monument, incorporating works that will result in its removal from the Heritage at Risk register and enable the long-term the long-term protection of Governs Farm for green infrastructure uses.

Development of the Langarth Garden Village will be expected to meet the standards set across this plan. As the main housing provision for Truro and Kenwyn

in the plan period it is essential that any development is of the best quality possible, respecting the landscape that it sits in, linking to Truro, Threemilestone and Gloweth and creating the best possible living conditions for residents. Green infrastructure provision and the development of a living environment that encourages healthy activity, maximises walking and cycling opportunities, food growing and productive planting and enables the development of a community woodland onsite and on adjacent landholdings as the opportunities become available are all important. The site has much to offer and a masterplan has been prepared to guide planning applications and the eventual development of the site. The Neighbourhood Plan therefore seeks to allocate the site subject to the development of a masterplan for the site that meets the principles that we consider will create a new residential quarter that we can all be proud of.

A key reason for the need for a site-wide masterplan approach is to ensure the early delivery of the strategic infrastructure required by the Langarth Garden Village development, including key facilities, such as the Northern Access Road (NAR) and local school.

Developer contributions from developers/landowners of parcels of land within the Langarth development site (or benefitting from the strategic infrastructure to be provided as part of Langarth site development) will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver the development. These developer contributions will be required on a pooled and, where applicable, retrospective basis (i.e. even where the infrastructure has already been built or provided through forward-funding a developer contribution will still be required).

Developers may, where appropriate, be permitted by the Council to carry out works in kind, instead of paying all or part of such infrastructure contributions. Developers may be required to enter into a framework S.106 agreement to ensure that developer contributions are fairly and consistently apportioned between the development sites. Where the Council or another public body (such as Homes England) is constructing strategic infrastructure within the Langarth site, landowners/developers will be expected to provide the land needed both for the infrastructure and access to it.

Fair and reasonable apportionment arrangements between landowners and developers will be encouraged taking account of any land which is provided by developers for strategic infrastructure benefitting others too. The Council may use pre-commencement and/or pre-occupation conditions on planning permissions to prevent development and/or occupation of relevant phases of the development in advance of the necessary infrastructure being in place. The Council may require viability assessments to be submitted by developers as part of any relevant planning application, taking into account the viability of the overall site development as well as the viability of a relevant development within the overall site.

Policy H3 – Langarth

The Langarth site as shown on the proposals map is identified for development as a sustainable community comprising a mix of high quality housing, public and private spaces and supporting infrastructure and facilities. Development proposals in accordance with the masterplan will be supported subject to achieving the following principles for sustainable development for the site:

- The provision of a high quality and logical movement hierarchy, including the primary transport route (known as the 'Northern Access Road' (NAR)) as shown indicatively on the proposals map that runs between West Langarth and Treliske Hospital, with new vehicular junctions on to the A390 limited to those at West Langarth, the junction for Richard Lander School and Penventinnie Lane. The NAR route shall be designed to provide a high quality, tree lined thoroughfare, designed for low traffic speeds and public transport and providing a segregated, safe cycle and pedestrian friendly environment and incorporate sustainable surface water drainage features/systems throughout its length. Priority, particularly at junctions from the NAR and on the remainder of the network must be given to cyclists and pedestrians, designed to provide easy to use, direct crossings and routes that follow safe desire lines;
- The development of a series of coherent and comprehensively planned neighbourhoods, with a mix of uses, tenures and housing sizes and adequate parking provision to be connected by a planned network of green infrastructure and active travel routes. Development shall make targeted and appropriate use of higher densities to create centres and hubs for public transport and community facilities across the site. The creation of green gaps across the Langarth Garden Village site between areas of development should create and contribute to a coherent and functional network of green infrastructure
- Plan for early implementation of key infrastructure including (but not limited to) strategic movement routes, green infrastructure networks, schools and improved access and accessibility throughout and between the neighbourhoods within the garden village site and to services and facilities within site and to support access to Threemilestone, Gloweth, Hightertown and Truro city centre by non-motorised transport, including protection to Quiet Lanes to reduce attractiveness to cars/rat running. Strong, continuous and safe routes shall be formed for pedestrians and cyclists north/south and across the A390 by 'supercrossings' that support and link existing communities at Threemilestone and Gloweth through the sites to the surrounding countryside, as well as strong, safe, traffic free, tree lined spines from west to east across the site using wherever possible remnant green lane networks and utilising contours. The plans need to prioritise connections beyond the site, particularly to the city centre, by bus, walking and cycling;
- Development that is genuinely reflective of and responds to the local character in terms of materials and utilises typical building forms that work with the topography of the sites and minimise the need for large retaining structures or land sculpting;

The development of a planned and coherent network of multi-functional green infrastructure that retains and strengthens existing networks and corridors across the site, results in biodiversity net gain and prioritises the retention of existing biodiversity and habitat, minimises the loss of Cornish hedges (with translocation or replacement compensatory hedge construction utilising existing materials and stone where practicable) and the loss of trees and incorporating active travel routes, green roofs and walls, sustainable drainage features above ground, tree and hedge planting, community growing spaces and edible landscapes;

- The creation of a wooded landscape across the site, extending where possible to create opportunities for a new woodland park beyond the site;
- Development proposals should be supported by Proportionate historic environment assessments and evaluations identifying the significance of heritage assets that would be affected by the proposals and nature and degree of those effects paying particular attention to the potential harm to the setting of the Penventinnie and Bosvisack Rounds.
- Development proposals (including any accompanying design code) should demonstrate how, in order of preference, any harm would be avoided, minimised or mitigated. At a minimum, consideration should be given to height, density, landscaping/green infrastructure, how these are reflected in the design and layout of the development proposals and help to avoid, minimise or mitigate harm to heritage assets.
- Development proposals should take opportunities within the setting of heritage assets, to enhance or better reveal their significance. Development proposals affecting the Penventinnie Round scheduled monument that preserve those elements of its setting that make a positive contribution to this asset, or which better reveal its significance and provide for its long-term management, incorporating suitable

works that will result in the removal of the Round from the Heritage at Risk register, will be treated favourably.

- Enablement of opportunities through the layout and form of the development for co-created public spaces to be facilitated for and by the community;
- The provision of a mix of housing types, sizes and tenures to meet identified needs throughout the development area including key worker housing to help serve key employment in the location and extra care housing provision that is well connected to the community and facilities;
- Energy efficient buildings, uses and infrastructure to reduce the carbon footprint of the development and generate capacity across the site; and
- The provision of measures to prevent further incursion of new built development into the surrounding countryside beyond the allocated site unless it is necessary for the provision of green infrastructure or recreation.

The masterplan must provide benchmarks of good quality development and/or an appropriate level of design coding that will assist the realisation of the expected quality of development..

Planning permission granted for the Langarth Garden Village site shall include an appropriate mechanism to ensure that the provisions of the masterplan are implemented in the development on a comprehensive basis, including the use of design coding, site-wide infrastructure requirements, phasing requirements and/or other controls as appropriate. Developer contributions will be sought from developers/landowners of parcels of land within the Langarth site (or benefitting from the strategic infrastructure to be provided as part of Langarth Garden Village site development) to ensure that the

necessary physical, social, economic and green infrastructure is in place to deliver the development.

Where any land parcel comes forward separately within the allocated site (either before or after the completion of the masterplan for the whole allocated site), the design and layout for those land parcels must deliver the principles set out in this policy, including demonstration that the development does not compromise the ability to deliver the main strategic route, wider movement network (including to areas beyond the site boundary) and green infrastructure linkages through that area of the overall site or the ability to deliver other key infrastructure.

Sustainability

These policies aim to contribute to sustainable development by:

- Concentrating new development on brownfield sites or close to public transport and centres of population;
- Encouraging the use of sustainable building technology and energy efficiency measures;
- Promoting mixed uses (including residential) in accessible locations.

National Planning Policy Framework (NPPF):

NPPF2: Ensuring the vitality of town centres;

NPPF4: Promoting sustainable transport;

NPPF6: Delivering a wide choice of high quality homes;

NPPF7: Requiring good design;

NPPF8: Promoting healthy communities

Cornwall Local Plan:

1: Sustainable development

2: Spatial Strategy

2a: Key targets

6: Housing mix

8: Affordable housing

12: Design

13: Development Standards

21: Best use of land

27: Transport and accessibility

Who will assist with delivering the aims of Housing policy?

- Cornwall Council;
- Private Sector providers/businesses;
- Registered Social Landlords
- Land owners and developers.
- Voluntary and charity sector



LEISURE & CULTURE

Leisure and culture in Truro and Kenwyn:

The quality and quantity of leisure and recreation spaces in the Plan area is a very important factor in the Health and Wellbeing of the community. This is recognised in the County-wide health and wellbeing strategy, and the policies in this Plan represent significant local actions to enact that strategy. Due to the range of spaces, and community centres, from informal open space through to formal pitches a wide range of activities can be accommodated. The Plan will improve access to, and quality of, existing assets in the area for residents in the community, workers who come into the area for employment, and visitors and provide a direct development towards enriching and diversifying leisure and cultural activities in the future. This will benefit those living in the community directly and also increase tourism; an important part of the economy. Truro has a concentration of cultural facilities, including the Hall for Cornwall, Royal Cornwall Museum, the Cathedral and a Cinema. There are a number of community meeting venues in Truro, Threemilestone and Shortlanesend. There are also church halls and some dedicated community centres at Trelander, Malpas and Malabar estates.

The Truro Leisure Centre at Gloweth is the primary venue for public sport and recreation, although this is close to capacity. Schools and Truro City Council provide grass pitches, and the squash and tennis club are private facilities.

What does the plan propose for leisure and culture?

• Better access to recreation:

Better physical recreation opportunities are desired in the area. This includes better walking and cycling trails, crossing facilities for pedestrians and cycles, with new play space created on new developments. This may also be aided by the possibility of opening school facilities on new schools to the public. Water activities should also be considered, allowing the river to be used more. The leisure centre and swimming pool should ideally be replaced by more up to date facilities.

• Community uses:

Facilities should not only be limited to those designed for certain age groups. There is a desire to create new community halls in both the city centre and new developments. The Hall for Cornwall, museum and cathedral will be encouraged to work together with the Community.

All of this aims to promote the community spirit through spaces for leisure and cultural activities, influencing creativity. It should also tie in with the Green Infrastructure Plan and the provision of new growing space in the area.

• Green Infrastructure:

A Green Infrastructure Plan has been created for Truro and Kenwyn. This includes actions that can be delivered with the community to look after existing green spaces and provide new spaces and linkages between our green areas as well as address flooding and wildlife issues.

- **Developing shared use facilities:** An open spaces audit for the Plan area in 2014 showed higher than average levels of private sport space (half of which belong to the schools), and that the quantity of these sports pitches meets the FiT national guidance. The facilities at Richard Lander and Truro Schools are currently unavailable for community use, and efforts should be channelled into opening them up before considering entirely new provision. In Truro and Kenwyn there is both lower than average allotment space and provision for teenagers.

- **Protecting and enhancing open spaces:** The Plan allocates local protected green space and open spaces for protection and enhancement. It also identifies new opportunities for allotments and new open spaces. Standards for new spaces are set out alongside opportunities to link existing spaces.

Leisure and Culture policies

LC1. Open space provision

Providing an adequate amount of open space that is easily accessible is important to the community and needs to be achieved in new development within the community. This will maintain easy access to such amenities throughout the community. The priority requirements for each development will reflect the current open space provision in the locality and the type of open space need created by the development.

An open spaces audit of the Truro and Kenwyn area has identified:

- Below average provision of public sports space;
- Slightly above average private and school sports space (although not all of this is accessible by the public)

- Allotment space below the average for Cornwall and well below demand levels

- Low levels of teen provision

The evidence base for the Plan includes an assessment of the open space needs for the Truro and Kenwyn area. Based on averages from other settlements and survey work within the Plan area a total requirement of 85.33 square metres for each dwelling is reached. This is summarised in table 1 (below), although this may be subject to future change and Cornwall Council should be approached for any update to the need figures. There may be incidences where it is not possible to provide all open spaces on each site (particularly more strategic natural space and public sport requirements) and therefore although on-site provision is always preferable, some of this requirement will be collected as an off-site contribution to be used for the provision of new or the improvement of existing open space in the plan area.

Type of open space	Minimum quantity needed for new housing (m ²)	Min size new (m ²)
1. Parks, amenity	17.31	1,000
2. Natural space	31.75	1,000
3. Public sport	32.02	10,000
4. Children's equipped play	1.61	500
5. Teen provision	0.58	500
6. Allotments	2.07	2,500
Total	85.33	

Policy LC1. Open space requirements

Development proposals will be supported where provision is made for open space in accordance with identified requirements and the type of open space provision should meet open space needs resulting from the development. Play areas and sports facilities should be designed to be easily accessible by sustainable and active travel modes. Where there is access to alternative facilities, or the scale of the development will not allow for on-site provision, contributions to the development or ongoing maintenance and management of alternative facilities may be required.

LC2. Local Protected Open Space

It is important that the creation of new open space does not accompany the loss of existing spaces. Therefore, protecting existing open spaces will play an important part in increasing access to these important areas within the community. The Plan has sought to identify areas of landscape that are important to the community in terms of cultural or landscape value. Those areas are typically part of a cherished view or a green backdrop or foreground to development. The Plan has not sought to allocate broad swathes of land in this designation and recognises that from time to time additional areas of land will be identified. This policy also relates to those areas identified after this plan has been made.

In addition, significant space has been allocated at Coosebean as a strategic open space for the community and an alternative to additional use of Carrine Common for dog walking. Coosebean is land within control of the council to be used by the community. Further measures to enhance this and other important spaces are contained in the Green Infrastructure Strategy.

Policy LC2. Local Protected open space

The Proposals Map identifies open spaces identified by the Truro and Threemilestone Landscape Strategy that make a significant contribution to public amenity by virtue of their landscape character, appearance and/or function. Development proposals located within these open spaces will be supported where:

- a) The development is for the replacement or extension of an existing building currently set in open space or for a new building which supports a recreational or sports use and where the proposal does not detract from the open character of the area, maintains or enhances visual amenity, and does not prejudice the established function of the area; or
- b) supports a recreational or sports use and where the proposal does not detract from the open character of the area, maintains or enhances visual amenity, and does not prejudice the established function of the area; or
- c) Development is necessary for the continuation or enhancement of established uses for recreation, leisure or nature conservation which would result in community benefits and where the proposal maintains the open character of the area, and maintains or enhances visual amenity; or
- d) Development is minor in nature and includes the provision of an appropriate equivalent or improved replacement facility in the locality, of at least quantitative and qualitative equal value to compensate for the open space loss, and it can be demonstrated that the character and appearance of the area to be lost is not critical to the setting of the area.





LC3. Protection of formal and informal open spaces and playing pitches

Formal and informal open spaces and playing pitches form an important focus for community life in the Plan area. They encourage healthy activity, provide much needed green space and help to sustain the life and role of sports clubs from small community groups to larger football, cricket and rugby team provision. In some cases clubs have created additional facilities that help provide the means to maintain the facilities and provide additional community facilities that otherwise would not exist. The viability of clubs is also reliant upon the standard of facilities provided, such as spectator accommodation and/or clubhouse, which are also vital elements to ensure viability for future provision. For this reason a policy is required to ensure that these areas are protected from development, other than where the proposal would help to enhance the facility or re- provide it in a location that relates well to the community and is accessible via a variety of transport modes including walking, cycling and bus transport to ensure that sports clubs are accessible to the whole community.

The Open Spaces Study that was undertaken to provide evidence for this Plan has shown that there is an under-provision of public sport space in the plan area. The shared use of private sports provision in schools is encouraged, but it is recognised that this Plan cannot require this on existing schools. The Plan therefore continues to seek the provision of new public sport. Some facilities, such as formal sports pitches are difficult to recreate due to site specific requirements (e.g. the amount of well-drained flat land required) and long preparation times. Recognising the often pivotal role sports clubs and open spaces play in the life of communities, it is important to make sure that where these sort of facilities are re-provided that they are accessible by the communities that they serve and offer at least an equivalent, if not enhanced, standard of provision.

Policy LC3. Protection of formal open spaces and playing pitches

Land that provides important formal or informal recreational space or sports pitch facilities for the Plan area are shown on the Proposals Map and proposals for development will not be supported unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

LC4. Cultural and community centres and services

The provision of cultural and community centres and services are essential to community life and help to bind us together in our communities through shared identity and interests. New cultural and community centres and services are encouraged through this Plan and support will be given to new proposals advanced to provide them.

The Plan is keen to ensure that there is fair access to community centres, services and facilities across the whole of the Plan area. This is particularly important in areas of concentration of social housing and there has been investment in facilities in these areas. Statistics show that relatively high levels of deprivation exist at Hendra, Malabar, Trelander and Malpas, although other parts of the Plan area such as Threemilestone and the city centre suffer from pockets of deprivation and from poor access to facilities. The Council will seek to apply development contributions to meet the community needs in these areas and other locations where a need for such facilities is demonstrated.

Policy LC4. Cultural and community centres, services and facilities

The quality and opportunity for accessing cultural and community centres, services and facilities in the Plan area should be enhanced by improvements to existing facilities and appropriate new provision where it is required. Development of new or improved community, cultural and cultural interpretation facilities in sustainable locations will be supported.

Proposals for the loss or conversion of part of a community building for an alternative use will only be supported where the proposal can demonstrate that:

- i) there is no need for the facility or service ; or
- ii) it is not viable; or
- iii) adequate facilities or services exist or the service can be re-provided in locations that are similarly accessible by walking, cycling or public transport

Where it is demonstrated that the existing community use is not viable, preference will be given to the change of use or redevelopment to alternative community uses before other uses are considered.

Sustainability

These policies aim to contribute to sustainable development by:

- Promoting accessible open space close to where people live
- Providing new food growing spaces through allotments
- Protecting important spaces and views

National Planning Policy Framework (NPPF):

NPPF4: Promoting sustainable transport;

NPPF7: Requiring good design;

NPPF8: Promoting healthy communities

NPPF10: Meeting the challenge of climate change, flooding and coastal change

NPPF11: Conserving and enhancing the natural environment

Cornwall Local Plan:

1: Sustainable development

12: Design

13: Development Standards

21: Best use of land and existing buildings

25: Green Infrastructure

27: Transport and accessibility

Who will assist with delivering the aims of Leisure and Culture policy?

- Local Nature Partnership;
- Cornwall Council;
- NHS;
- Voluntary and charity sector
- Leisure providers;
- Education providers;
- Private Sector providers/businesses;
- Land owners and developers.
- Local Action Group funding

TRANSPORT

Transport in Truro and Kenwyn:

Truro lies on the mainline railway from Penzance to London Paddington and has a frequent service to other towns.

The A30 runs along the boundary of Kenwyn Parish, but access to the city is via the A39 and the A390, which run through the city centre before splitting to take the A39 to Falmouth and A390 through the Highertown and Threemilestone areas.

Bus services in the Plan area vary in frequency but many inter urban routes run through the city. Bus services on the A390 corridor are very frequent (up to one bus every 4 minutes during the day), whilst access on the B3284 through Kenwyn and Shortlanesend is poor. Significant parts of the Kenwyn parish area (excluding Threemilestone and Gloweth) are rural in nature and have little or no access to bus services.

There are extensive networks of paths and other access routes (including for instance the Coosebean and Newham cycle-ways) around the historic areas of the city and the rural areas of Kenwyn parish, but the Threemilestone and Highertown areas are less well served.

The highway network in Truro and Kenwyn is often congested and at times reaches or exceeds capacity, although outside of beginning and end of the working day there is considerably less traffic using the network. There is an air quality issue on the A390 at Highertown.

The bus service in Truro is adequate although in Kenwyn it needs vastly improving in terms of routes and frequency.

There is an extensive walking and cycle network in the area, although some of the older areas are less well maintained. New access ways and areas should be opened up to increase the usage of sustainable transport.

What does the plan propose for transport?

• Safeguarding future transport opportunities:

There is potential for re-opening or creating new halts in the Plan area and these sites will be safeguarded with an allocation for sites that will be deliverable and required within the Plan period for providing new or improved sustainable transport or freight uses. The Port of Truro should be enhanced, subject to consideration of the Special Area of Conservation that it lies within.

The Neighbourhood Plan supports work outside of the Plan area towards reopening the Parkandillick branch to Newquay and the possibility of a cross country link for Falmouth, Truro, St Austell and Newquay.

• Active Travel and accessibility:

Opportunities for new trails and improvements to existing crossings and routes for walking and cycling have been considered and identified in the Plan. Standards for new development have been set that include consideration of active travel, accessibility to public transport, mixed uses and access to recreation and other high volume uses. Other actions to increase active travel will be incorporated into the Truro and Kenwyn Green Infrastructure Strategy;

• Bus and taxi access:

More buses are required and a local bus route around the city centre (like Falmouth) and also increased access to industrial estates and employment areas. For new developments, a 300/400 metre standard should be applied for bus stops.

Taxis also provide a valuable service for people wishing to access the city centre. Licenced cabs have increased in numbers over the past decade, but the number of taxi ranks have failed to keep check. The City Council supports exploration of options for new ranks to be provided over the Plan period.

- **Reducing the need to travel:**

Measures that help to reduce the need to travel will be encouraged, including remote and home working opportunities. Mixed use developments as well as intensification of uses in the city centre can help reduce the need to travel.

Transport policies

Truro and Kenwyn Transport Strategy Contributions

Efficient, low-cost and low-carbon transportation is essential for the sustainability and prosperity of the local area. People need to get to work quickly and affordably and this can be delivered through efficient public transport networks linking the area together. Cycling and walking routes will help to reduce demand on local services and help maintain the health of the local community.

It is therefore important that opportunities to enhance existing, or develop new infrastructure be built into new developments with strong transport links effectively incorporated into the design. Coupling the construction of buildings and infrastructure will reduce the cost of construction and also allow the community to grow together and more harmoniously.

The Truro Sustainable Transport Strategy (available to view on Cornwall Council's website) identifies a package of measures to reduce congestion and increase capacity in the transport network in the Plan area. Contributions will be required (where appropriate) to assist the delivery of this package alongside measures within proposals to increase the use of non-car based modes of transport, particularly for shorter journeys in the urban area in accordance with the policies of this Plan.

T1. Safeguarding Railway land

Increasing the capacity of the rail network is done most efficiently by using existing resources. Disused parts of the rail network and opportunities for

expansion must be retained by ensuring that new construction does not obstruct any future plans for the expansion of one of our most sustainable forms of public transport. Growth of the community can be achieved more efficiently if we plan in room for expansion of necessary infrastructure saving valuable resources.

Network Rail has indicated that some land at Truro Station has not been used for rail related purposes for many years and is declared surplus to requirements, however all opportunities for the use of the land for transport, storage or freight/transfer should be exhausted before other uses are considered. The capacity restraints on the local road network, the safety restrictions on the level crossing and the impacts upon neighbouring residential areas means that any future use of the site for significant freight handling will need to be carefully considered. The potential for the land to support a transport hub should be further explored as part of any development proposal.

Policy T1: Safeguarding railway land

Land at Truro Railway Station and the former Cattle Dock at Claremont Terrace and the immediate viaduct area (as shown on the proposals map) will be safeguarded for future rail related or transport use. Non-rail related development will not be supported on these sites unless it can be evidenced that the land will not be required for future rail usage. Where non-rail development is justified, priority will be given to that necessary to allow a more integrated and sustainable transport system to be developed or which will most benefit from close proximity to the railway



T2. Sustainable transport prioritisation

A large part of reducing traffic congestion can be achieved by encouraging easy access to sustainable transport measures. In new development, this can be helped by designing layouts to prioritise cycling, walking and bus use. Capitalising on existing infrastructure is important to keep cost and environmental impact down but also helps enhance the speed of delivering a well-connected travel infrastructure. This policy aims to create a sustainable future for transport and will ensure that development is well served by non-car transportation options.

Other mechanisms will help to change travel behaviour over the Plan period. This includes completion and delivery of the Truro and Kenwyn Green Infrastructure Strategy to establish accessibility and active travel proposals. This will help to identify and plan projects to improve accessibility in the Plan area.

Policy T2. Sustainable transport

Subject to the scale of proposals, development will be supported where:

- The site or proposal is well served by public transport, walking and cycling routes or has deliverable potential to be (and this can be secured for future implementation);
- The movement hierarchy of the proposal maximises opportunities within and adjoining the development to prioritise non-car based modes of transport, including walking, cycling and public transport;
- Where the scale of development allows, public transport routes should be incorporated into or enhanced to provide accessible bus stop infrastructure within 400m walking distance of dwellings or employment uses;
- Connections are made to cycle and walking routes beyond the site wherever possible including the Truro Loops where appropriate).

- The Green Infrastructure Strategy shows potential and existing strategic and important cycle and walking routes for Truro and Kenwyn.

Development in the plan area should contribute to the development of the new routes and the protection and enhancement of existing routes, including the development of linkages to them wherever possible.

Sustainability

These policies aim to contribute to sustainable development by:

- Reducing the need to travel
- Encouraging new mixed use developments
- Prioritising the use of sustainable transport measures
- Encouraging active travel

National Planning Policy Framework (NPPF):

NPPF4: Promoting sustainable transport;

NPPF7: Requiring good design;

NPPF8: Promoting healthy communities

NPPF10: Meeting the challenge of climate change, flooding and coastal change

Cornwall Local Plan:

1: Sustainable development

12: Design

13: Development Standards

21: Best use of land and existing buildings

25: Green Infrastructure

27: Transport and accessibility

Who will assist with delivering the aims of transport policy?

- Cornwall Council (particularly Transportation);
- Bus and train operating companies
- Private Sector providers/businesses;
- Network Rail;

HISTORIC ENVIRONMENT

Historic environment in Truro and Kenwyn:

Truro and Kenwyn are both historic places with ancient roots; Bronze Age settlements have been discovered in both the east of the city and in the Threemilestone area. The core of Truro is Georgian, but much of the older part of the city is Victorian, with a compact, terraced form. The Highertown area expanded rapidly from the 1930's onwards, creating a new area of the city along the Highertown ridge and departing from previous development that had remained in the landscape 'bowl'. Threemilestone and Shortlanesend expanded considerably in the 1970's.

The history and wealth of Truro has resulted in a rich heritage of buildings and spaces that are much appreciated by residents and visitors alike.

What does the plan propose for historic environment?

- **Adopting the principles of the Conservation Area Masterplan:**

The Truro Conservation Area Masterplan has provided a snap shot of the quality of the Conservation Area and some of the issues that need to be resolved as well as the areas that need to be celebrated. This is reflected in the policies that seem to retain the essential character of Truro in development proposals.

- **Celebrating the history of the area:**

The history of the area goes beyond the heart of the conservation area. Our policies seek to ensure that historic assets are respected wherever they are in the plan area, recognising the wealth of architectural and archaeological features across Truro and Kenwyn.



- **Improving the quality of development:**

The policies of this Plan seek to achieve the very best of development for Truro and Kenwyn and historic environment policies should always be read in conjunction with our other development standards policies. Development should always add to the quality and interest of the historic environment.

Historic environment policies

C1. Character and setting of the Truro Conservation Area

The entire Truro city centre and much of the surrounding area is designated as a Conservation Area. This was reappraised and extended in the Truro Conservation Character Area Assessment and endorsed by Cornwall Council in April 2010. It is particularly important that the character of the Conservation Area, made up of a combination of buildings (including listed, unlisted and non-designated assets), streets and spaces is protected and enhanced. A Conservation Area Management Plan was created in 2008 and has been endorsed by the City Council and Cornwall Council in April 2010. This helps to describe the character of the Conservation Area and its special spaces and materials.

The City Council will seek to update this strategy as required within the Plan period. A 'local list' of important buildings that are not statutorily listed has been created. This comprises of a list of undesignated heritage assets both inside and outside of the Conservation Area, endorsed by Cornwall Council for use in decision making in line with advice contained in the NPPF. View the local list at <http://trurokenwynplan.org/trurolist/>.

Proposals in the Conservation Area will need to take particular care to respect the features, scale, massing and materials that make up the character and appearance of the area as well as the impact on non-designated assets. The impact of extensions to the side and rear of buildings must also be carefully considered as many side and rear elevations of buildings are also visible to view. Proposals outside of the area that still affect the setting of the Conservation Area must also apply care.



C2. Preservation of the Historic Leats

The leats are a system of open watercourses that run through many of the main streets of Truro. They form an important part of the character of the city and should be retained, enhanced and restored where appropriate.

Policy C1: Character and setting of the Truro Conservation Area

Development in the Conservation Area will be supported where it preserves or enhances the special character and wider setting of the Conservation Area, important views into and out of it and views of listed buildings and structures and significant open spaces in terms of:

- The scale, height, form, detail, materials, colour and massing of the proposal;
- The relationship between the proposal and listed buildings and structures and non-designated heritage assets;
- The character and appearance of rear and side elevations where these are visible or form a characteristic feature of the area
- The open spaces and spaces between buildings.

Policy C2: Preservation of the Historic Leats

Development proposals should retain and respect the integrity of the unique and historic Leats system in Truro and prevent damage or detriment to their appearance or operation. Development should ensure that the system remains uncovered and operational. Where appropriate, developments should restore defunct parts of the leats system.

Development in the rural Allen and Kenwyn Valleys should retain the course and integrity of the leat systems present within the neighbourhood plan area. Proposals for the reconstruction of the leats in these areas will be supported.

C3: Boundaries

Boundaries, consisting of walls, railings and fences add greatly to the character of the Plan area, adding containment and demarcating space. Within the Conservation Area demolition of boundaries of one metre or over requires planning permission, but not outside of this area. However the council wishes to ensure that all proposals (whether permitted development or not) take account of the desirability of retaining boundary treatments to protect the character and appearance of the area.

Across the plan area and outside of the conservation area, there is a huge variety of important boundary features. These often reflect the uses that land was previously put to or the materials available across the area. Careful consideration should always be given to avoiding the need to remove boundaries, particularly Cornish hedges, which can have significant historic and biodiversity value. A check should always be made for hedges whether they are protected by the Hedgerow Regulations (1997) or Tree Preservation Orders.

Policy C3: Boundaries

Development proposals should retain walls, hedges railings and other boundary structures and treatments which contribute to the appearance of the streetscape or special character of the Plan area, wherever possible.

Any designated or non-designated heritage assets (including milestones and parish boundary markers) that contribute to the appearance of the streetscape or special character of the Plan area should be protected in accordance with their significance.

Cornish hedges, natural boundaries and locally characteristic boundary treatments should be retained wherever possible.

C4. Demolition in the Conservation Area

Conservation Areas are made up of a series of buildings and spaces and piecemeal erosion of the area through small scale demolitions and the loss of individual buildings can all add up to a significant impact on the character and appearance of the area. Where it is necessary or desirable to demolish a building it is important to ensure that the replacement development happens quickly to prevent detriment to the area and Cornwall Council will expect a timetable for redevelopment is put in place to achieve this. Materials won from demolition should always be reused on site wherever possible for reasons of both maintaining links to the former structures and also the benefits of recycling materials.

Policy C4: Demolition in the Conservation Area

Development involving the demolition of an existing building or wall within the Truro Conservation Area will be supported where:

- The new development preserves or enhances the character or appearance of the conservation area; and
- The building or feature makes no positive contribution towards the character or appearance of the Conservation Area; or
- The condition of the building or feature and the cost of repair and maintenance renders it impracticable to retain when assessed in comparison with its importance and the value derived from its continued use; and
- There is clear and convincing evidence that all reasonable efforts have been made to sustain existing uses or to find viable new uses and these efforts have failed.

Where demolition is allowed, materials from the demolished structures should be used in the construction of any replacement structures wherever possible.

Proposed new boundary treatments and enclosures should respect the quality and composition of existing boundaries

C5. Shopfronts and Signs

With so much of the city centre consisting of listed buildings and smaller scale traditional buildings it is important that the scale and materials of signage is appropriate to not only the character of the conservation area, but also to the host building. Guidance on shopfront and signage design is available from Cornwall Council to help guide applications.

Policy C5: Shopfronts and Signs

Proposals for the development of new, or the refurbishment of existing shop frontages and other commercial premises within the Conservation Area or areas of historic buildings will be supported where the proposed alteration or replacement is sympathetic to and respects the architectural integrity of the building and the character of the area with special regard to such matters as scale, pattern of frontages, vertical or horizontal emphasis, materials, colour and detailed design.

New signs will only be supported where they use appropriate materials and respect the architectural integrity and features of the buildings and the character of the locality.

Sustainability

These policies aim to contribute to sustainable development by:

- Conserving historic structures and materials
- Reusing historic buildings
- Celebrating the history and culture of the area

National Planning Policy Framework (NPPF):

NPPF7: Requiring good design;

NPPF12: Conserving and enhancing the historic environment

Cornwall Local Plan:

1: Sustainable development

12: Design

21: Best use of land and existing buildings

24: Historic Environment

Who will assist with delivering the aims of historic environment policy?

- Cornwall Council;
- English Heritage
- Private Sector providers/businesses;
- Civic Society;
- Land owners and developers.



SUMMARY OF POLICIES

Environment

Policy E1 – Sustainable development – Ensuring that new development demonstrates social, economic and environmental sustainability, including reducing energy use and the need to travel.

Policy E2 – Sustainable drainage – ensure sustainable drainage is provided to accommodate development in the plan area and avoid increasing flood risk.

Policy E3 – Sewage facilities – ensure adequate foul drainage is provided for new development.

Policy E4 – Development and building quality – setting standards for new developments and buildings to secure high quality, secure, energy efficient and accessible developments.

Policy E5 – Green Infrastructure - Requires the provision and maintenance of Green Infrastructure in the plan area, including a net increase in biodiversity through the creation of new habitat and retention of key elements.

Policy E6 – Character and setting of settlements – sets out criteria for assessing whether development impacts on the setting of settlements, including green backdrop and foreground etc.

Policy E7 – Character of the highways and byways – Seeks to retain and enhance character and materials of highways and associated structures.

Economy

Policy EJ1 – Communities at work – Sets out standards for new employment development across the plan area, including energy efficiency, accessibility and parking requirements. This policy is applied to the successive policies of the section in EJ2 – EJ6.

Policy EJ2 – Truro City Centre – Sets out the town centre and Primary Retail areas. Mixed use redevelopment is supported as is town centre first approach to new retail.

Policy EJ2 (a) - Pydar Street—sets out the requirements for the redevelopment of the former Carrick District Council offices at Pydar Street

Policy EJ3 – The Port of Truro – Supports the implementation of the Port Masterplan and protection of the area for marine uses.

Policies EJ4 - Newham employment area – setting standards for new development, including criteria for extension of the employment area.

Policies EJ5 – Treliske employment area – allocation of grow on space to the Health and Well-being Innovation Centre.

Policies EJ6 – Threemilestone employment area – setting standards for new development, including criteria for extension of the employment area.

Policy EJ7 – Employment Land Safeguarding – safeguards allocated areas at Treliske, Newham and Threemilestone for employment as well as the Cattle Market site for agricultural purposes.

SUMMARY OF POLICIES

Education

Policy ED1 – Protects school sites from alternative development unless exception justified.

Housing

Policy H1 – Supports housing developments of an appropriate scale that help to meet local housing need. Prioritise the use of brownfield land and sets out requirements for high quality, energy efficient design and proportion of affordable and self-build housing plots to be provided.

Policy H2 – Provides criteria for the development of extra care facilities in the plan area, including accessible location, quality of design and requirement for community beds.

Policy H3—Sets out the allocation of the Langarth sites for development and the parameters under which they may be brought forward.

Leisure and Culture

Policy LC1 – Sets a requirement for the provision of open space for developments, including the typologies of space to be provided.

Policy LC2 – Identifies and protects open space identified to be of local importance. Sets out the exceptional circumstances where potential loss may be considered.

Policy LC3 – Identifies and protects formal open space. Sets out the exceptional circumstances where potential loss may be considered.

Policy LC4 – Provides for the provision, improvement and protection of cultural and community centres, services and facilities.

Transport

Policy T1 – Safeguards land at Truro Railway Station and Claremont Terrace for future rail related use.

Policy T2 – Requires development to provide for sustainable transport modes, reduce the need to travel and identifies key routes for walking and cycling.

Historic Environment

Policy C1 – Requires development to have regard for the duty to preserve and enhance the special character and wider setting of the Conservation Area.

Policy C2 – Seeks to protect the leats system in Truro City Centre.

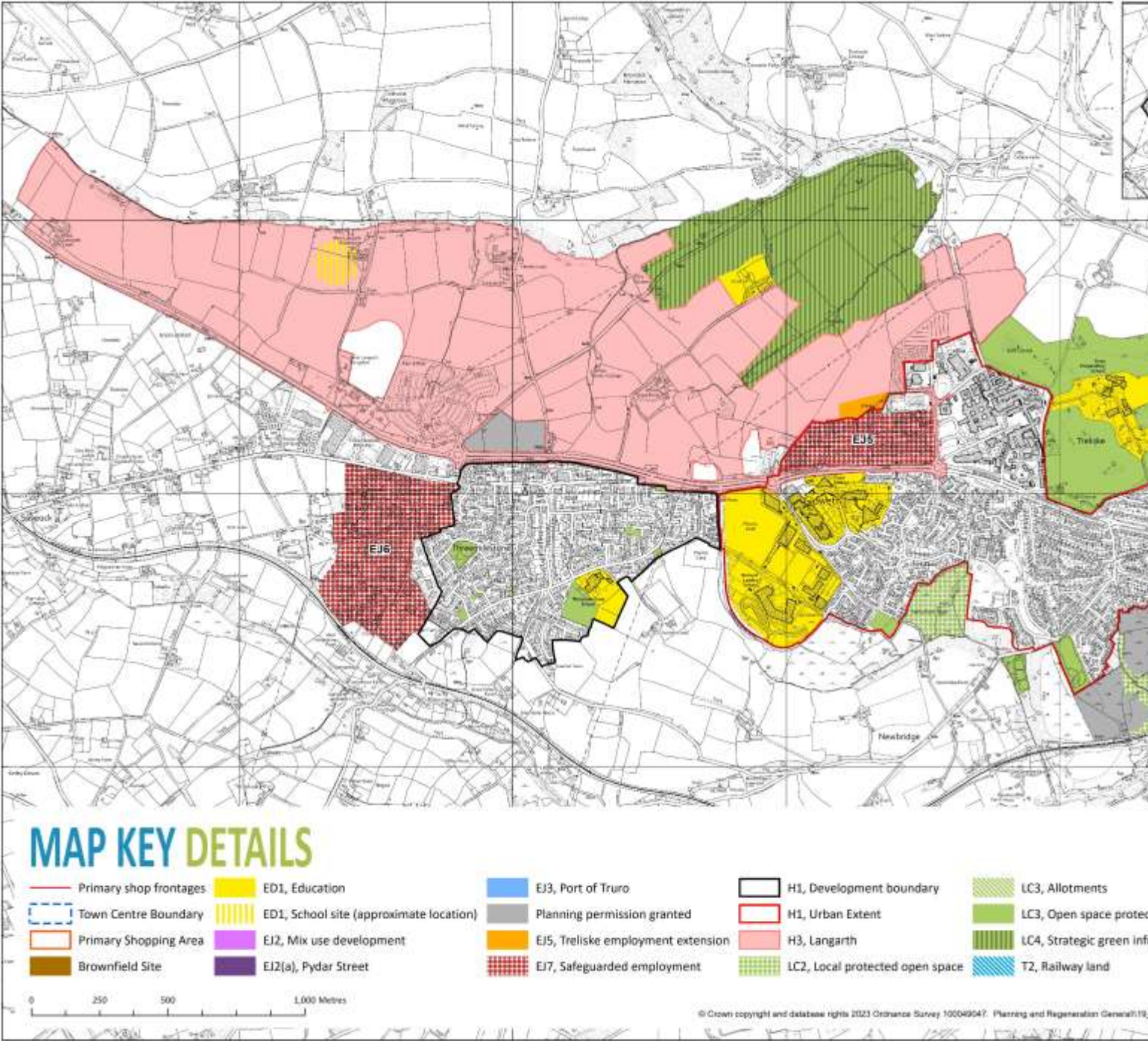
Policy C3 – Seeks the preservation or enhancement of boundaries and heritage assets both within the Conservation Area and in the rest of the plan area.

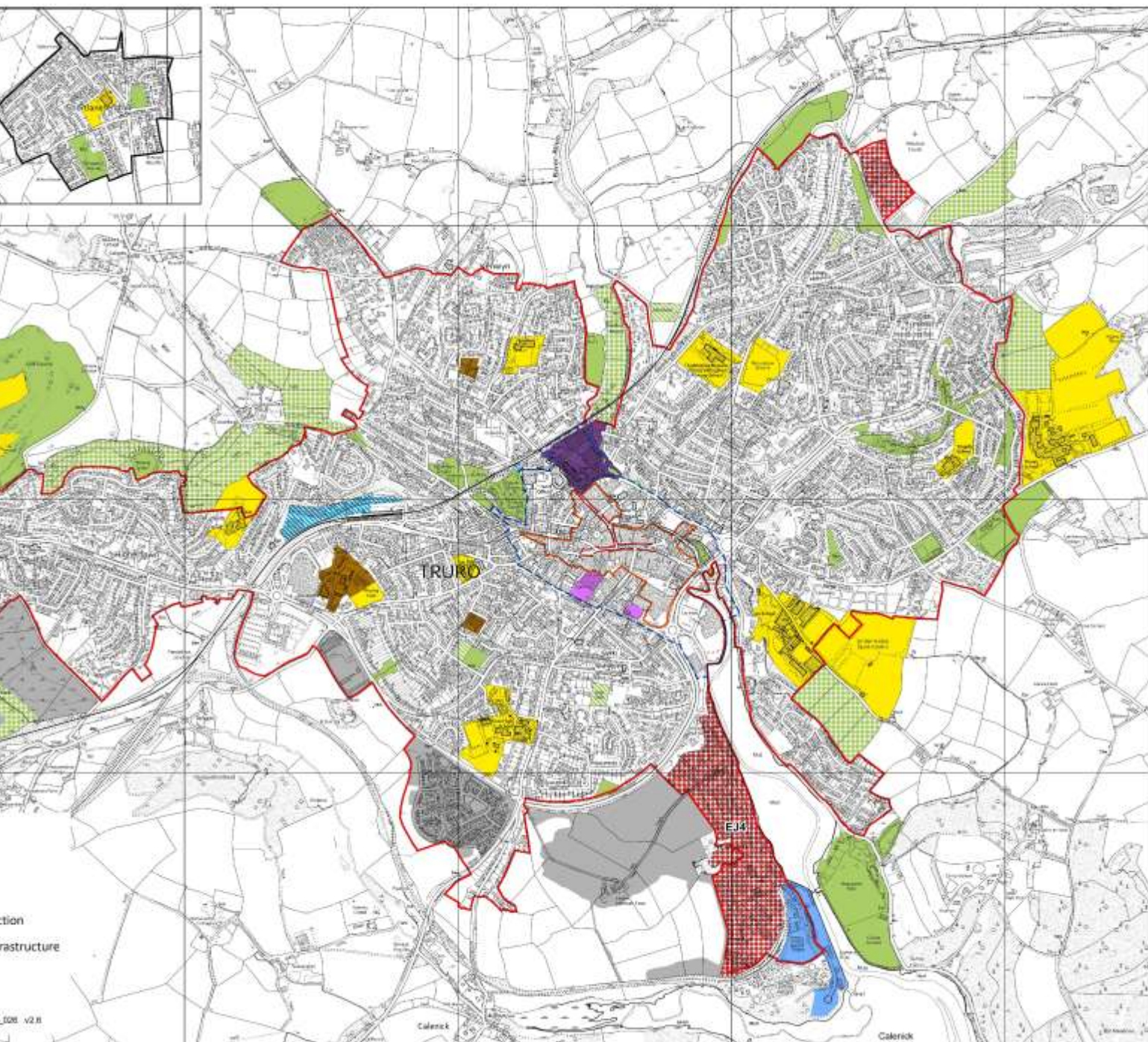
Policy C4 – Sets requirements for demolition of buildings in the Conservation Area to mitigate impact on the area.

Policy C5 – Sets requirements for new signs and shopfronts in the Conservation Area.

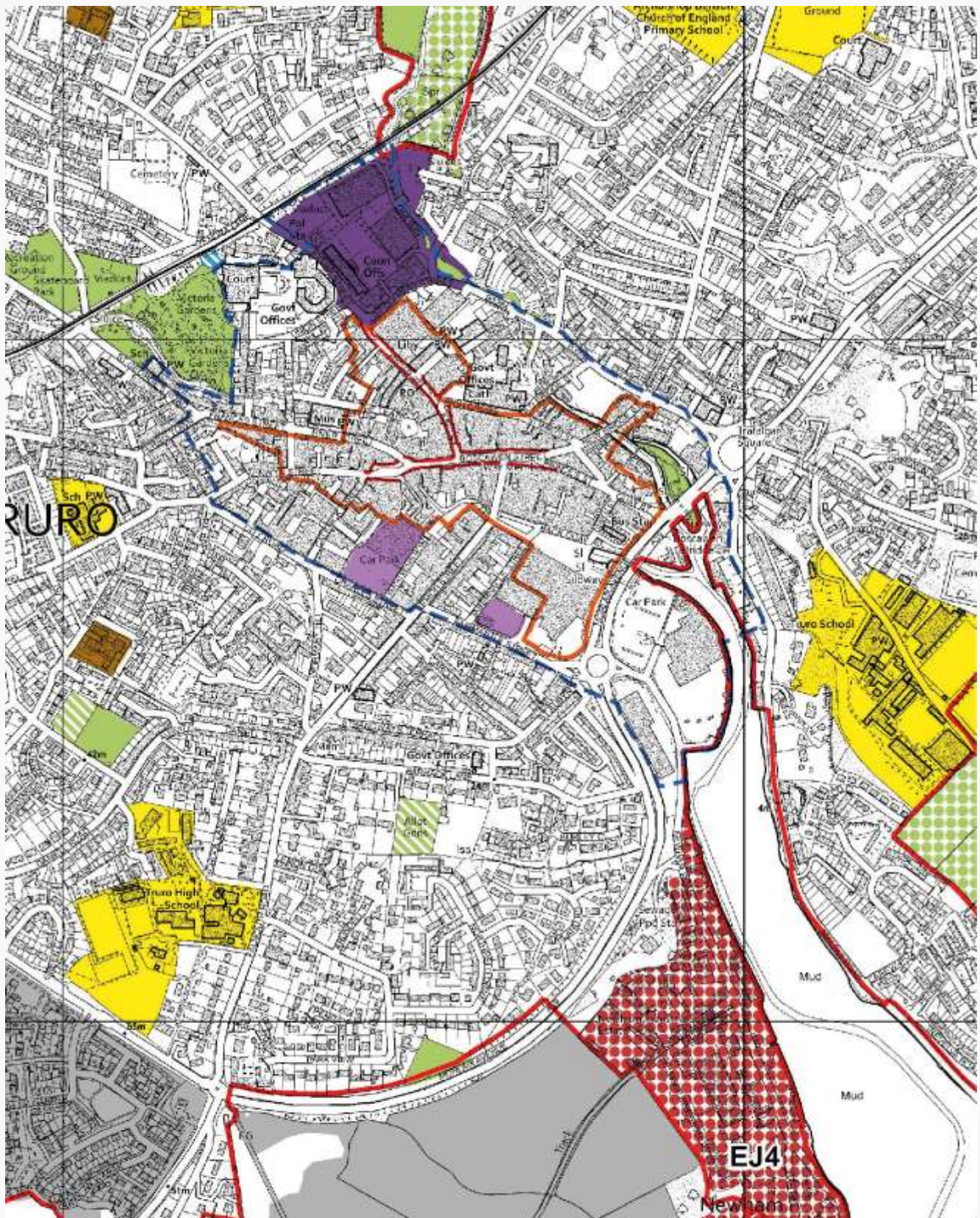
NEIGHBOURHOOD PLAN MAPS

Policies map





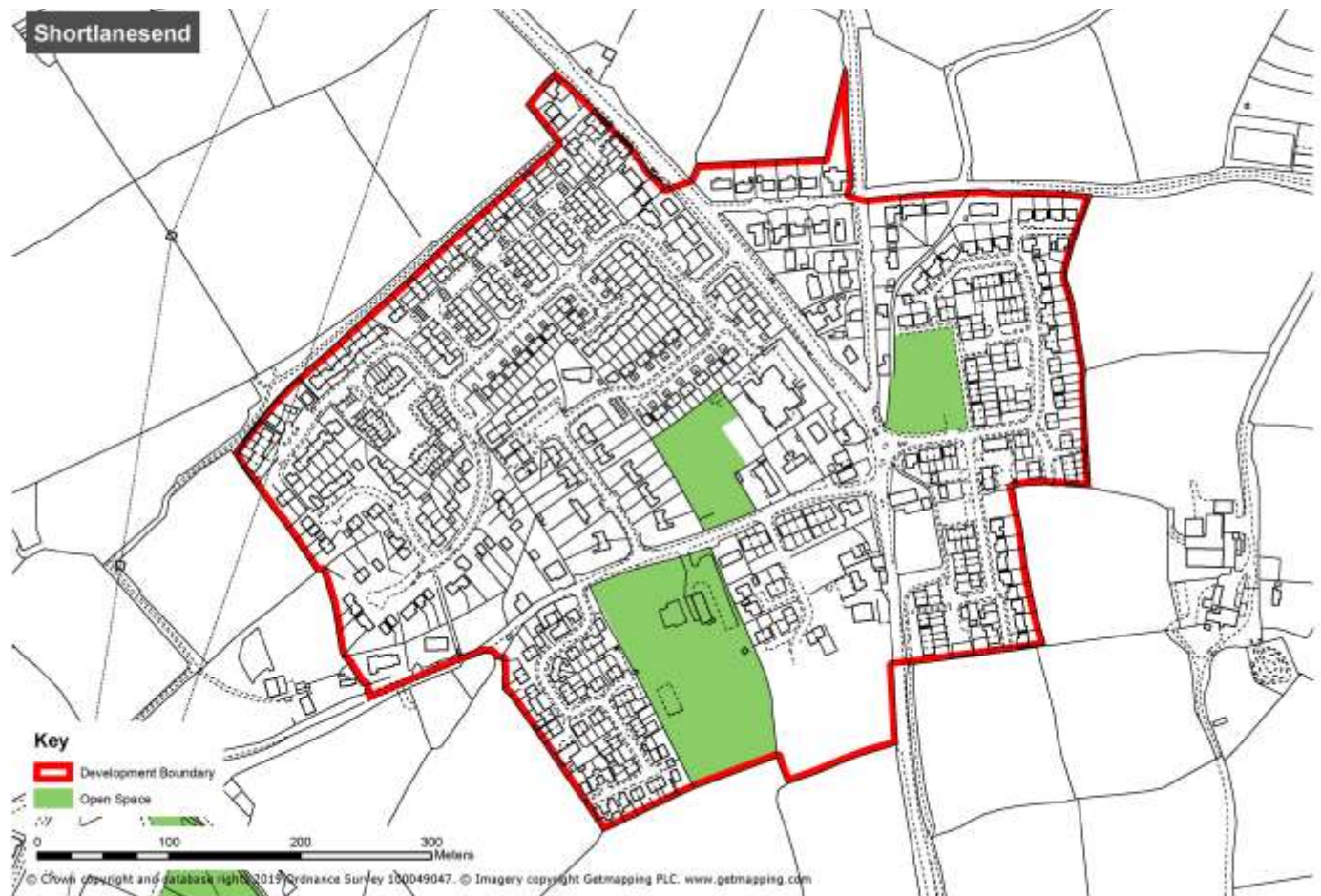
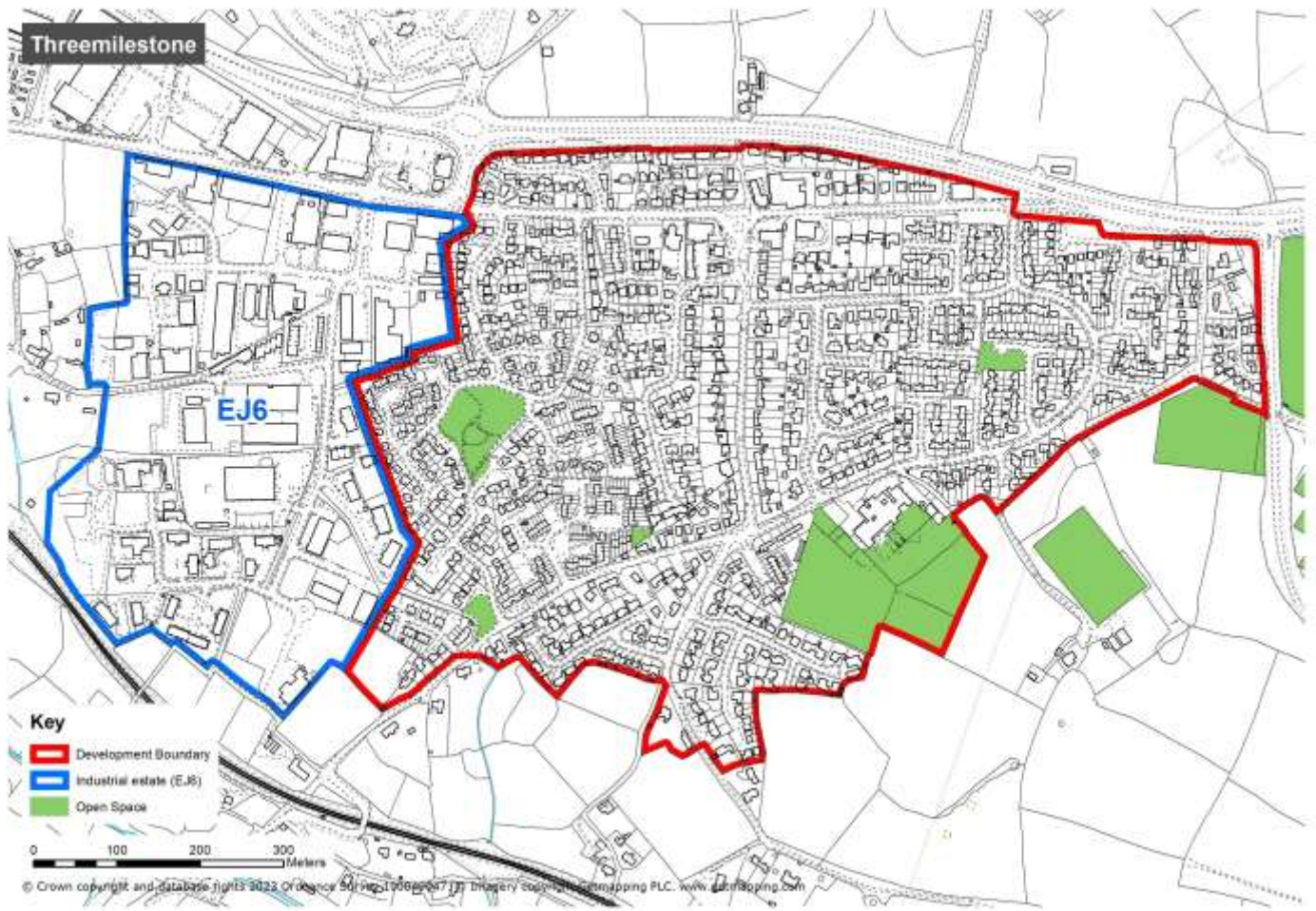
TRURO CITY CENTRE MAP



MAP KEY DETAILS

Primary shop frontages	ED1, Education	EJ3, Port of Truro	H1, Development boundary	LC3, Allotments
Town Centre Boundary	ED1, School site (approximate location)	Planning permission granted	H1, Urban Extent	LC3, Open space protection
Primary Shopping Area	EJ2, Mix use development	EJ4, Newham Employment Area	H3, Langanth	LC4, Strategic green infrastructure
Brownfield Site	EJ2(a), Pydar Street	EJ5, Treliske employment extension	LC2, Local protected open space	T2, Railway land
		EJ7, Safeguarded employment		

DEVELOPMENT BOUNDARIES





www.trurokenwynplan.org
