

---

# Truro and Kenwyn Neighbourhood Plan

---

Post Examination Draft

---

2015 - 2030

---



# CONTENTS

<b>CONTENTS</b>	<b>1</b>
<b>Foreword by our Chair</b>	<b>2</b>
<b>Introduction</b>	<b>3</b>
<b>Vision and objectives</b>	<b>6</b>
<b>Environment</b>	<b>7</b>
<b>Economy and jobs</b>	<b>15</b>
<b>Education</b>	<b>23</b>
<b>Housing</b>	<b>26</b>
<b>Leisure and Culture</b>	<b>31</b>
<b>Transport</b>	<b>38</b>
<b>Historic Environment</b>	<b>42</b>
<b>Summary of policies</b>	<b>47</b>



## Foreword by our Chair

Thank you for taking part in shaping the future of Truro and Kenwyn parishes. The following pages lay out a 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.

I am very appreciative of the hard work of many people who have given their time freely to develop The Truro and Kenwyn Neighborhood 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 and localism officers who have worked hard to support the Group's aspirations, to the Eden Project and Princes Trust teams who have provided creative vision - this has been a remarkable team effort.

Special mention must go to Roger Gazzard, Clerk to Truro City Council, whose drive and enthusiasm has successfully steered the Plan forward, and to Cornwall Council planning officer Robert Lacey, who has been an indefatigable source of expert opinion and guidance. The most important contribution of all is coming from you – this is Truro and Kenwyn's Plan and without your support, input and passion it simply will not get delivered.

The Plan has been approved by an independent examiner and is now the subject of a full referendum of all the residents registered to vote in the parishes of Truro & Kenwyn. The Plan will only be adopted if a majority of local residents who are eligible to vote to do in favour of The Truro & Kenwyn Neighbourhood Plan.

Thank you for your contribution that will demonstrate what we can achieve when we all work together – One and All indeed.

**Sarah Newton MP**

## 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. This plan relates to the planning decisions that are made for the area, and **relies on community participation**. If this plan is adopted then 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. This means planning for local housing needs, community facilities and jobs and where they should go. It also means including the green and open spaces that are important to the community.

**Public consultation has been 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, 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 tree-lined 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 plans 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 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**

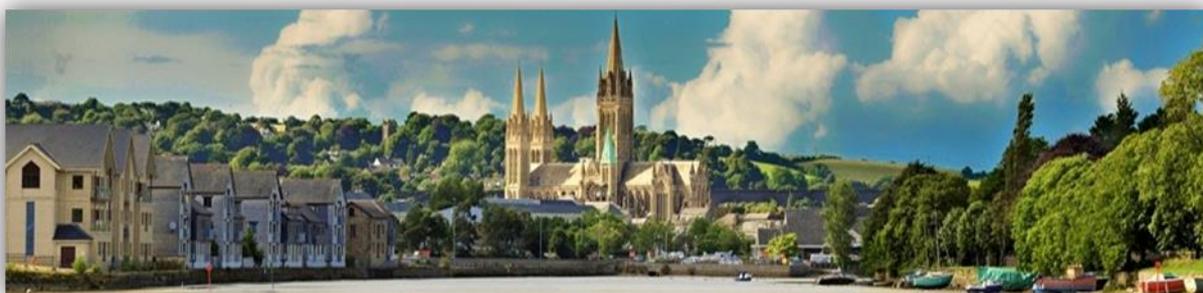
**The policies of this Plan avoid repetition so it is important that they are read together as a whole. All policies (including those of the Local Plan) must be considered together in decision making.**

## Vision and 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 & Kenwyn to be vibrant, safe and pleasant places with adequate opportunities for work, fulfilment and enjoyment;
- Conserving and enhancing the landscape and green spaces of our area;
- A good mix of facilities, services and open spaces for local people;
- To encourage community cohesion;
- To try and make sure that people of all ages and backgrounds can find fulfilment, happiness and safety in their communities;
- The variety and quality of life in our communities to be good, not just for us, but for those who travel to work here and for those who visit us;
- Our settlements to blend carefully and accessibly into our rural surroundings;
- 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.



## 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 Carine 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 risk 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 or 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.



on which it has been built.

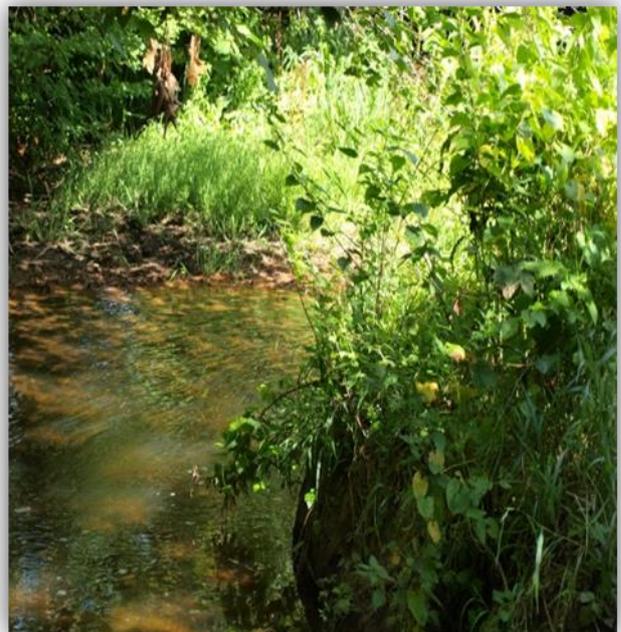
It is also vital that adequate sewerage and treatment facilities are made available to serve a development to ensure that sewage flooding and the risk of potential harm to the sensitive waters of the Truro River and Fal and Helford Special Area of Conservation does not increase as a result of the proposed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

### **Policy E1. Sustainable development**

New development in Truro and Kenwyn will be approved 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.

### **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, sewerage 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 Urban Drainage (SUDs) is integral to this policy and ensures that development incorporates mechanisms to replicate the rate at which water flows of the landscape



plan period.

### **Policy E2. Sustainable drainage**

New developments will be permitted where they provide sustainable urban drainage and incorporate water recycling features that minimise the impact of development upon the drainage regime of the river catchment, in particular developments must:

- Maximise the use of Sustainable Urban Drainage technology within the site area with additional drainage

discharged to the 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 multi-functional green space;
- In areas at risk of flooding, proposals must not increase flood risk;
- provide for the future maintenance of the drainage features.

### **E3. Sewage facilities**

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

### **E4. 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.

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.

There is a growing interest in sustainability within the community regarding energy efficiency and energy production. This is reflected in this policy regarding the standards to which developments are to be constructed.

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.

The reuse and adaptation of existing buildings can help to reduce carbon emissions and help to create interesting developments.

### **Policy E4. Building quality**

Applications for development will be expected to provide secure, high quality, energy efficient design and accessible

layouts.

Developments will be permitted where:

- They safeguard grade 1, 2 and 3a agricultural land for food production;
- It is demonstrated that the housing density proposed 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;
- Development integrates and strengthens existing neighbourhoods and builds a distinctive and cohesive place;
- Developments provide infrastructure of a scale proportionate to meet the needs of new residents;
- They provide a layout that actively promotes energy conservation and incorporate sustainable forms of construction, energy conservation measures and where possible renewable energy technology;
- They integrate sustainable transport modes (including bus services where the scale of development is appropriate) and active travel measures into the development;
- High quality design and layout can be demonstrated that adds to the character of the area, meeting the Building for Life Standard
- Where possible, reuse or redevelop

existing buildings;

- Buildings are designed to a high level of energy efficiency aiming towards zero carbon.

## **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 Strategy<sup>1</sup> 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 permitted 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:**

The quality of the environment around our settlements of Truro, Threemilestone and Shortlanesend is 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. 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.

A number of landscape studies and strategies have identified important landscapes and green gaps in and around Truro and Threemilestone. The Truro and

---

<sup>1</sup> The Green Infrastructure Strategy can be found at: [www.trurokenwynplan.org](http://www.trurokenwynplan.org)

Threemilestone Landscape Strategy (2008) demonstrates the importance of the undeveloped ridge tops to the setting of Truro and the lower valley slopes to the setting of Threemilestone and Highertown. Additional work will be carried out to understand the setting of Shortlanesend. Other important green areas have been shown on the proposals map for this plan to support Policy LC2 (Locally protected green spaces), although it must be noted that this cannot ever represent a list of all important green areas in Truro and Kenwyn.

#### **Policy E6. Character and setting of settlements**

Developments must respect the special character and setting of the settlements in the plan area. Development will only be permitted where it would not by means of its scale, height, materials or layout result in the loss or significant impact upon:

- The Green foreground or background important to the character of 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;
- 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 area 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

NPPF: Conserving and enhancing the natural environment

**Cornwall Local Plan:**

1: Sustainable development

13: Design

14: development standards

17: Health and well being

22: Best use of land

23: Natural environment

25: Green infrastructure

26: Flood risk and coastal change

27: Transport and accessibility

**Who will assist with delivering the aims of environmental policy?**

- Local Nature Partnership;
- Cornwall Council;
- Private Sector providers/businesses;
- Renewable providers;
- Land owners and developers.
- Voluntary and charitable organisations

## Economy and 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.

The 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<sup>2</sup> 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 in the medical, renewable, marine and maritime sectors. This plan sets out specific policies for employment

---

<sup>2</sup> Local Enterprise Partnership

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 permitted 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 Communities at work** 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.

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 retail uses within the city centre is set out in National Planning Policy Framework and the Cornwall Local Plan as a sequential test and all proposals are assessed against it. To ensure that this can happen the city centre and retail area are marked on the proposals 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. In recognition of this the Retail Strategy for Cornwall recognises a potential need for one small supermarket in the west of Truro /Threemilestone area.

Increasing the residential capacity of the city centre can also bring significant benefits to its economic vitality and viability. Parking requirements for residential developments in Truro centre will reflect the balance of the mobility of residents, the availability of public transport and the need to reduce traffic movements in the city centre whilst also making provision for the parking needs of those who travel into Truro for employment purposes.



### **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 permitted 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 Truro's distinctive and historic character including its setting, distinctive buildings, and green infrastructure as well as the quality of the public realm.

Particular sites identified and safeguarded for mixed use development at Pydar Street, Moorfield car park and the former bus depot are included on the proposals 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 for change of use or redevelopment of ground floor accommodation in the primary shopping area will only be permitted where the proposal would add to the attractiveness of the centre and would not reduce the predominance of A1 use.

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.

### **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 large

vehicles to the port of Truro. This has been included as a Scheme of Improvement in the Local Transport Plan 'Connecting Cornwall'.

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.

### **Policy EJ3. The Port of Truro**

In the port area shown on the proposals map, permission will be granted 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.

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**

Permission will be granted for the redevelopment of the Newham employment area for B1 (offices) and high quality employment space where the proposal would contribute to meeting the requirements of EJ1 and:

- Contribute through improved layout, design of building, density of use and landscaping to the site and its surroundings;
- Address the principles of the Newham Improvement Plan;
- 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 permitted 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, functioning 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 which would cause a significant adverse effect on the Fal and Helford Special Area of conservation 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**

Permission will be granted 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**

Permission will be granted 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 Trelliske, Threemilestone, Port of Truro and Newham will be safeguarded for employment uses (B1, B2, B8) and the cattle market for agricultural purposes, unless following a review 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
- 4: Shopping, services and community facilities
- 5: Jobs and skills

### **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 7 state primary schools, 2 secondary schools and 2 private pre-preparatory schools and secondary schools in the plan area. Whilst Truro School has a sixth form, neither of the state secondary schools have post 16 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, but no plans currently to do so.

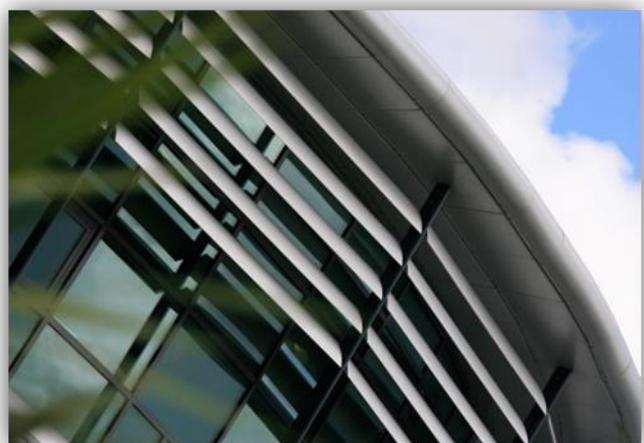
There are 2 tertiary/further education colleges (Truro/Penwith College and Cornwall College) and also the new Combined University Campus at Penryn and Falmouth.

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 and there is a reserved site at Lowen Bre adjacent to Halbullock Moor. In the existing city area, schools have mixed demand. The only two schools with capacity in the city are Tregolls and Treyew. Bosvigo and St Mary's school are physically restricted.
- **Using existing spaces:** Secondary school capacity is currently adequate and Richard Lander School has the potential for extra growth and extension within the plan period. New facilities for nursery and adult education should be also 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 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. A site has been granted permission as part of the Langarth development and there is a reserved site at Lowen Bre adjacent to Halbullock Moor. The retention of these school sites unless confirmed surplus is imperative.

There is also scope at both 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.

### **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 permitted 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.

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**

*These policies aim to contribute to sustainable development by:*

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

### **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: Jobs and skills

## 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 to build new housing on, 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 this 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.

A non-implementation allowance (a discount rate of 20% to allow for some of those permissions not being delivered before 2030) has been applied to this to allow for houses that may not be started or completed before 2030, but it would still result in the Local Plan requirement being met. The plan does not therefore make any allocations for housing.

However, due to 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 redevelopment during the period of this plan criteria has been set out to judge further applications for housing to meet local needs against.

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 meets local housing need, including affordable housing. However, policy needs 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 need for affordable housing in the plan area means that along with existing permissions, developments of a scale that helps to meet local need will be permitted in the plan area. 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.

There is a persuasive argument to retain the compactness of Truro as a city, 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 but not the predominant use.

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. Policy E4 is of particular relevance.



## **H1. Meeting Local Housing Need**

Applications for new housing development must help meet 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.

Developments will only be permitted where they:

- Are well integrated by means of scale, location and character with the urban areas of Truro, Threemilestone or Shortlanesend;
- Prioritise the redevelopment of previously developed land within the urban areas of Truro, Threemilestone or Shortlanesend; and
- Provide a mix of housing in accordance with local needs/demand;

All developments must:

- Provide a minimum of 35% affordable housing, phased to be provided alongside the market housing;
- Incorporate 5% of self-build or custom build to allow communities to build

their own homes, where this would be viable;

- Retain and enhance existing habitat and important green space within the site;
- Not add to flood risk or result in the loss of flood storage capacity; and
- Make a positive contribution to the built environment in terms of scale, materials and bulk.

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

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

### **H2. Care Facilities**

Development of extra care homes to meet the demand of the local older households will be permitted 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.

### **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

6: Housing mix

8: Affordable housing

13: Design

14: Development Standards

22: 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 and 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 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 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 shows higher than average levels of private sport space (half of which belong to the schools), and that the quality 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 open 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 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

Type of open space	Minimum quantity needed for new housing (m <sup>2</sup> per dwelling)	Min size new (m <sup>2</sup> )
1. Parks, amenity	17.22	1000
2. Natural space	28.83	1000
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	2500
<b>Total</b>	<b>82.32</b>	

Table 1: Open space requirements for Truro and Kenwyn by typology

survey work within the plan area a total requirement of 82.32 square metres for each dwelling is reached. This is summarised in table 1 (above). 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.

#### Policy LC1 Open space requirements

Development will only be approved where provision is made for open space consisting of 82.32 square metres per dwelling 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 to 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 only be permitted 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 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. Permission will only be granted for development that results in the loss of this space in exceptional circumstances where:

- Sport and recreational facilities can best be retained and enhanced to at least equivalent community benefit or playing standard through the redevelopment of part of the site; or
- Alternative provision of at least equivalent community benefit and playing and facilities standard is made available in an appropriate location that is well related to the community to which it relates and designed to be easily accessible by sustainable and active travel modes.

#### **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 cultural and community centres and services.

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) the proposals the reduce the area of the community facility would lead to the enhancement of the facility or support the viability of the use and that the remaining area is still sufficient to meet community needs; or
- ii) there is no longer a need for the community facility and this can be demonstrated through a process of community engagement or active marketing of the facility for community uses for a period of not less than 12 months; or
- iii) alternative provision can be made to a standard equivalent to or better than the existing facility and equal or improved accessibility for the community that it serves.

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

13: Design

14: Development Standards

22: Best use of land

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 support 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**

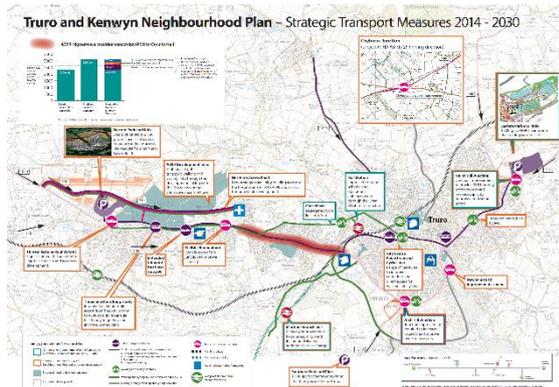
### **T1. Truro and Kenwyn Transport Strategy Contributions**

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 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.

## **Policy T1. Transport Strategy Contributions**

The Truro Sustainable Transport Strategy (shown on the inset map) identifies a package of measures to reduce congestion and increase capacity in the transport network in the plan area. Prior to the implementation of the Community Infrastructure Levy S.106 contributions will be required (where appropriate) to provide contributions to 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.



## **T2 Safeguarding Railway land**

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

## **Policy T2: Safeguarding railway land**

Land at Truro railway station and the former Cattle Dock (as shown on the proposals map) will be safeguarded for future rail related usage. Non-rail related development will not be permitted on these sites unless it can be proven that the land will not be required for future rail usage.

## **T3 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 T3. Sustainable transport**

Development will be permitted 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.

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  
13: Design  
14: Development Standards  
22: Best use of land  
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;
- Land owners and developers.

## 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 polices. 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, including the creation of a 'local list' of important buildings that are not statutorily listed. This will comprise 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 the NPPF.

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. Proposals outside of the area that still affect the setting of the conservation area must also apply care.

### C1. Character and setting of the Truro Conservation Area

Development in the Conservation Area will only be permitted where it respects, preserves and enhances the special character and wider setting of the Conservation Area 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 assets;
- Preservation and enhancement of open spaces and spaces between buildings.

Development that affects the setting of a conservation area must preserve or enhance the setting and character of and views into, and out of, historic and conservation areas including views of listed buildings and structures and significant open spaces.

## **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.

## **C2. Preservation of the Historic Leats**

Development proposals must 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 must preserve and enhance the course and integrity of the leat systems present in those areas. 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 1 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.

## **C3. Boundaries**

Development should seek to preserve or enhance walls, hedges railings and other boundary structures and treatments and heritage assets (including milestones) that contribute to the appearance of the streetscape or special character of the Plan area. In the Conservation Area proposals should not result in the loss of walls and boundaries of traditional character and appearance. Proposed new boundary treatments and enclosures must respect the quality and composition of existing boundaries.

## **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 the Council will prefer a timetable for redevelopment is put in place to achieve

this.

#### **C4. Demolition in the Conservation Area**

Development involving the demolition of an existing building within the Truro Conservation Area will only be permitted where:

- The alternative 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.

#### **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 the council to help guide applications.

#### **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 will be permitted 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 permitted where they 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

13: Design

22: Best use of land

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 – Building quality – setting standards for new building 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 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.

## **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. Priorities 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.

## **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 – Sets a requirement for contributions to the delivery of the Truro Transport Strategy.

Policy T2 – Safeguards land at Truro Railway Station and Claremont Terrace for future rail related use.

Policy T3 – 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 preserves and enhances the special character and wider setting of the conservation area.

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

Policy C3 – Seek 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



Truro City Council 2015