

Truro and Kenwyn Neighbourhood Plan



Consultation Statement

May 2022

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1.0 Introduction

This Consultation Statement has been prepared to fulfil the legal obligations outlined in Section 5(2) of the Neighbourhood Planning (General) Regulations 2012 (as amended). Part 5 of the Regulations sets out what a Consultation Statement should contain:

- (a) Contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- (b) Explains how they were consulted;
- (c) Summarises the main issues and concerns raised by the persons consulted;
- (d) Describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

This Consultation Statement summarises all the statutory and non-statutory consultation that has been undertaken with the community, other relevant statutory bodies and stakeholders in developing the Truro and Kenwyn Neighbourhood Development Plan. It describes how the various stages of the consultation process were undertaken and how both concerns and issues have been addressed, and what changes have been made to the final Plan as a result of the pre-submission consultation.

1.1 Introduction to the Truro and Kenwyn area

Truro is the only City in Cornwall. It is the strategic retail and employment centre for Cornwall and lies at the head of the River Fal. The historic area of the City is situated in the valleys of the Allen and Kenwyn rivers and has a very compact urban form. Limits to growth have been quite clearly defined for the historic area of the City; however the City has continued to expand along the Highertown ridge towards Threemilestone in Kenwyn Parish, creating areas of significant employment, education, housing as well as the largest acute hospital in the County. There are considerable issues with poor urban form and road congestion in the Highertown area.

Kenwyn Parish is predominantly rural in character, with the urban settlements of Threemilestone and Shortlanesend providing the majority of housing and services. There are a number of small hamlets within the remainder of the parish. The parish has many farms and the majority of the farmland is grade 3 quality. The focus of much of the residential development has been in the Threemilestone area, which is better provided for in terms of employment, shops and facilities. Both the A390 and B3284 running through the parish suffer from congestion. *Figure 1* below shows the Truro and Kenwyn Neighbourhood Development Plan area. Truro City Council is the Qualifying Body for the Truro and Kenwyn Neighbourhood Development Plan.

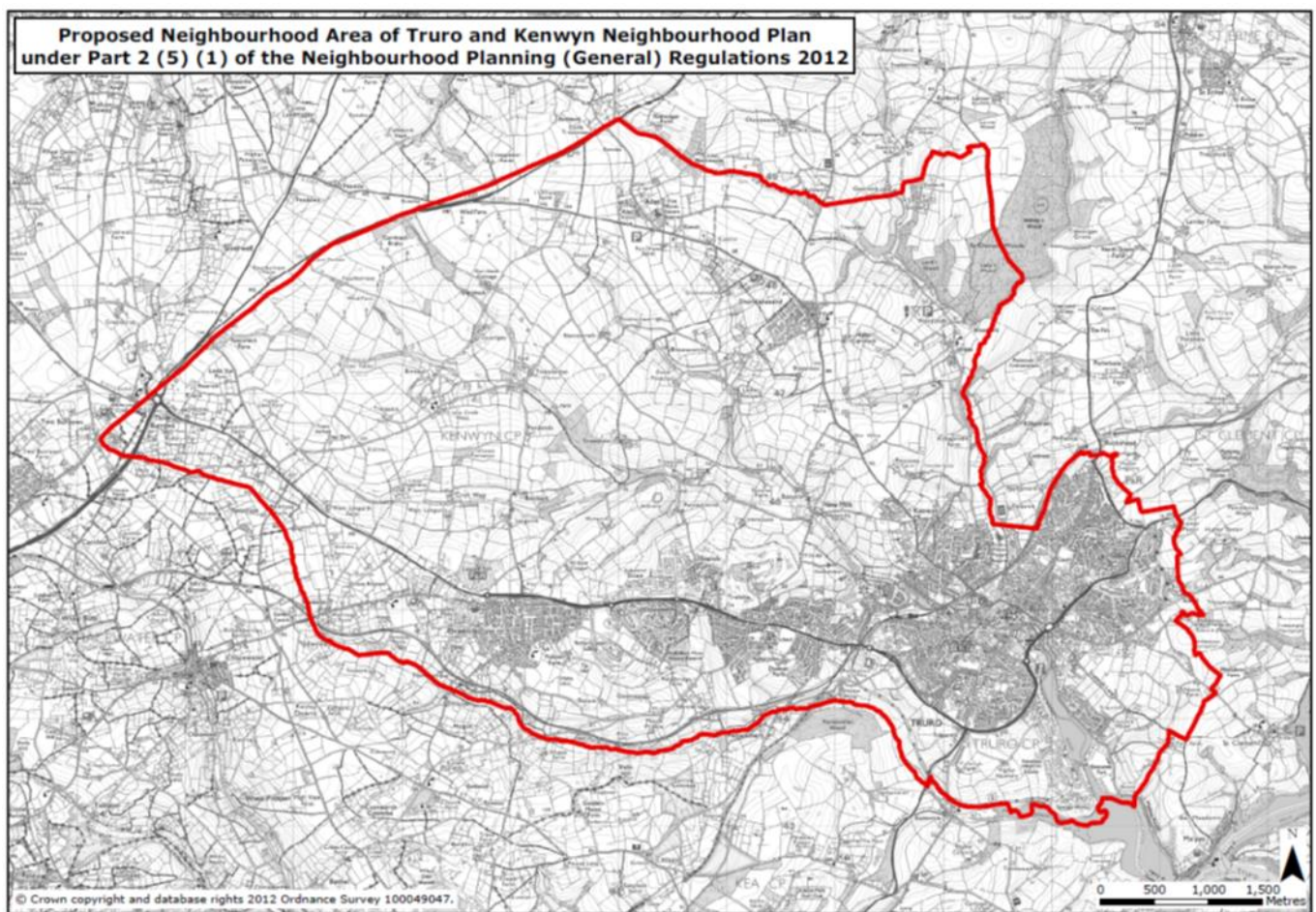


Figure 1: The above map shows the Truro and Kenwyn Neighbourhood Development Plan area.

In terms of population the following table shows the population of Truro and Kenwyn parishes split into age ranges. *Figure 2* shows the age ranges for Kenwyn, whilst *Figure 3* shows the age ranges for Truro.

Kenwyn

0-4	5-14	15-24	25-39	40-54	55-64	65-74	75+	Total
344	677	848	1125	1201	783	432	334	5744
6%	12%	15%	20%	21%	14%	8%	6%	

Figure 2: The above table shows the age range present in the Parish of Kenwyn.

Truro

0-4	5-14	15-24	25-39	40-54	55-64	65-74	75+	Total
968	1999	2338	3455	3749	2417	1881	2375	19382
5%	10%	12%	18%	19%	12%	10%	12%	

Figure 3: The above table shows the age ranges present within the City of Truro.

There are around 800 households entries for affordable housing on the Cornwall Council Home Choice Register for Truro and 264 for Kenwyn Parish alone. The City, Highertown and Threemilestone areas are subject to considerable pressure for development but are currently covered by the extant Cornwall Local plan and the Truro and Kenwyn Neighbourhood Plan, both adopted in 2016.

The main railway line and Falmouth branch line run through the Plan area. Truro and the urban parts of Kenwyn parish are generally well served by public transport; however the rural areas of the parish are less well served. Truro has a successful port.

2.0 Aims of the Consultation

In the early stages of the process we agreed a Consultation Strategy which contained details of how we were to engage the community and in particular the aims of that consultation.

- That this is a plan for all of the community of Truro, not just councillors or the council;
- To connect residents, businesses, voluntary sector, Cornwall Council, Truro City and Kenwyn Parish Councils, statutory agencies, commercial enterprises and third sector groups together for the purposes of developing, shaping and implementing the Truro and Kenwyn Neighbourhood Development Plan through the processes of community and citizen engagement and community based planning and decision making.
- To commit all partners to work with each other and with communities to empower local people and improve local outcomes.
- To start with the perspective of the locality and the people who live in the area, not from the perspective of separate organisations or services.
- To enable engagement with local aspirations, issues and improvements that require joined up working by partners and communities.
- To provide the framework that enables partners to bring together their community engagement work and plans.

2.1 Background to the Consultation on the Neighbourhood Plan revision

The original TKNDP

With the advent of the Localism Act 2011, local communities were given the means to help determine future planning decisions through the creation of a Neighbourhood Development Plan. The local MP, Sarah Newton, who represents the Truro and Falmouth Constituency, recommended that the parishes should take advantage of this new opportunity and offered to chair the process. Cornwall Council submitted a bid on behalf of the groups to become frontrunners in 2011.

Considerable work was undertaken with the community on planning in the Truro and Kenwyn area since 2007 and considerable amounts of evidence and community opinion collected. Therefore it was considered that the first stage of the process should look at the existing evidence and opinions before consulting the community more widely. This was designed to reduce the potential for consultation fatigue. For this reason, the initial consultation was undertaken later in the process than would perhaps be 'normal' but this allowed the community to be informed in its response and largely prevented comments of "why are we being asked this again?".

Representatives of key organisations and professions were directly involved in the working groups for each of the thematic areas of the plan. A number of workshops were held jointly between the councils and stakeholders to develop the content of the plan and policies.

The group employed Facebook, Twitter and a web presence as well as public meetings believing that the more channels used, the more likely were people to receive the communications.

The revision of the TKNDP

The revision of the TKNDP has been undertaken against the background of that earlier engagement work for the original NDP. The task of preparing the revision has been made easier by the level of original engagement and a recognition of the plan in the community. The process has been able to draw on the success of the existing NDP and therefore to add or amend, rather than to entirely restart the process.

The development of the revision has been spurred by recognition of additional issues in the plan area and a growing focus on the climate emergency. In addition opportunities for the NDP and the community to influence the masterplanning for the Langarth and Pydar Street sites meant that there was a chance for the community to explore the right form of development for those sites and to establish policies to ensure that that vision was carried forward into any future planning applications.

The process of engagement was therefore a hybrid of seeking views on the issues and proposals of the plan through the NDP working group and the engagement undertaken through Cornwall Council on the Pydar Street and Langarth site teams. This allowed for more detailed engagement on the detail of those sites and the creation of a masterplan that incorporated a wide variety of views from across the community, landowners and stakeholders.

As for the previous NDP development, a group of members from the Truro City and Kenwyn Parish Councils was formed to coordinate and consider the review and assistance from Planning Policy Tam

of Cornwall Council provided. This combination allowed a wide set of stakeholders to be engaged in the process.

The TKNDP amendments have been limited in their nature, recognising that only a small number of policies need to be updated or new ones added. This view has been tested with the community through an extended engagement period and opportunities to speak directly with the steering group and an engagement team formed for the process.

The engagement period started at the very beginning of 2020. Even at that time very few people recognised the impact that this would have on the development of the plan and the ability to meet face to face. The majority of engagement events on the NDP revision pre-submission consultation were held face to face, but with an early use of Zoom, that quickly became the only way of communicating as lockdown restrictions came into force.

The remainder of the plan process, including revisions made prior to submission have been undertaken almost entirely online, where it was considered safe to do so, limited meetings on site to look at issues raised in the development of the landscape study were undertaken in a socially distanced manner.

All the groups and individuals involved in the consultation process and the development of the Truro and Kenwyn Neighbourhood Plan revision can be viewed in the appendices.

3.0 The stages of consultation

The revision of the neighbourhood Plan has followed on from the original NDP engagement when the first plan was engaged upon and subsequently drafted and adopted.

The scale of the Plan, both in terms of the population number, and in terms of the scope and aims of the Plan, made it essential that prior to engaging with the public, there was a period of engagement with organisations operating within the City and professionals who had been involved in previous planning strategy work.

Once this had been carried out it was possible to engage with the public to identify both what the public priorities and concerns are, and to obtain their views on the issues the group had identified. This process also involved the engagement work being undertaken by Cornwall Council for the redevelopment of the Pydar Street site and the development of the Langarth site.

The outputs from this work were carried into some detailed consultation with specific groups e.g. developers; and used to form the Policies and policy revisions.

This moved the Plan into the formal phase with both Sustainability Appraisal and Habitats Regulations scoping consultations with organisations, and the draft plan was then tested with both organisations and the public in accordance with the required regulation 14 consultation.

As set out in section 2, significant work was undertaken in the development of the original TKNDP. As a process of continued monitoring and engagement, issues had been raised about the opportunities to improve and update the plan. The process was used in the revision was lighter touch than the original, but offered opportunities for people to comment on both new policies and the existing policies that were proposed for retention. This was felt to be a timely and appropriate

way to proceed, particularly as extensive engagement was being undertaken by Cornwall Council on the vision for the City (Love Truro) which elicited a large number of comments about action needed to improve the city centre, many of which could be addressed by a revised NDP. As referred to earlier significant engagement involved in Pydar Street and Langarth masterplanning also provided an opportunity to shape the plan and use those processes of engagement. This approach was taken to reduce the risk of consultation fatigue.

3.1 Stages of Production

3.1.1 Early thinking on the revision – initial workshop October 2018 and beyond

An early meeting was held by members of the Truro City and Kenwyn Parish Councils to identify issues, facilitated by an outside consultant.

The group wanted to achieve the following:

- Agreement on the Pydar Street proposal
- Affordable housing for local people
- Revitalise the city centre
- Sustainability in its real sense
- Greater control and influence over future developments in and around Truro
- Revise anomalies and mistakes, oversights and omissions [of the current plan]
- Health of rivers, banks, aquifers and estuarial environment
- Values in conservation – in-depth, not facadism

3.1.2 Workshop to establish themes (March 2019).

This sought to identify key issues that had been raised about the existing plan and any changes that had occurred since adoption of the original that it was felt to be important to address. These changes included:

- Plans by Cornwall Council for masterplanning at Langarth and Pydar Street
- Community engagement by Cornwall Council on the future of Truro and the city centre (known as 'Love Truro')
- Concerns about changes to retail and working patterns that might reduce the vitality of the city centre
- Climate change and the need to address biodiversity loss
- Additional importance of the landscape setting of the City and villages
- The importance of promoting good health and wellbeing

The whole plan was reviewed to understand whether the policies remained up to date and whether any other issues had arisen that justified revision of any policy or the entire plan. Advice was provided by Cornwall Council on the continued use and validity of policies.

Following that meeting, a steering group was set up in order to understand the background and evidence base for the Plan, and to understand the issues from organisations in the Plan Area.

The group continued to hold meetings regularly throughout 2019 to debate the changes required and to understand and assimilate information being gathered through the other processes being undertaken through Love Truro, Langarth and Pydar Street engagement processes.

There was a large amount of evidence to guide the plan that had been collected in the development of the existing TKNDP, but this was being added to through the development of the Truro Place Plan (Love Truro) and the initial development of the masterplans for Pydar Street and Langarth. It was recognised that some of the evidence used in 2016 had already been superseded such as the housing need figures and likely housing yields from Langarth. New sites had come forward and there had also been development undertaken or permitted on sites that potentially led to detrimental change to the setting of the urban areas of Truro, Threemilestone and Shortlanesend. The landscape work needed to be updated and more detailed added in light of changes made as the result of development that has been undertaken since 2010 and since the adoption of the TKNDP in 2016.

3.1.3 First Public Consultation on the review – Truro Placeshaping at Truro Day (September 2019)

A first public engagement event on the plan update took place at Truro Day on Sunday 8th September. Truro Day is a community led annual event (although no events were held over the pandemic period), in its 6th year. The event is usually held at Boscawen Park, in central Truro, in early September and 2019 saw over 50 stalls and a wide programme of entertainment, exhibitions and displays from noon till 7.30pm. Over 4000 people attended Truro Day in 2019

The ambition for this stage was to re-engage the general public specifically on the revision of the plan. The consultation was joined with those for Langarth and Pydar Street and included a description of the areas of the plan being proposed for revision and the scope of the new policies being proposed.

The Truro Placeshaping stall was supervised by a mix of Councillors, Cornwall Council staff and design team members. Over 400 members of the Truro community visited the stall throughout the day and 63 questionnaire feedback forms were completed and returned in connection with the event.

The following priority themes were recorded at the event:

- Walking and Cycling - Priority 1 (22 mentions)
- Public Transport - Priority 2 (18 mentions)
- Public Engagement - Priority 3 (17 mentions)
- Nature and greening - Priority 4 (13 mentions)
- Affordable Homes - Priority 5 (11 mentions)

The summary list of comments made at the event is presented at Appendix C

How issues considered relevant, were addressed in the NDP

This was a crucial consultation and the feedback provided useful viewpoints on the content of the revised policies and a chance for participants to provide views on the content of the existing plan. The issues raised by the members of the public all served to strengthen the policies being developed and confirmed that the principles and direction of the aims and policies of the Plan were representative of the aspirations of the local community.

The main issues that were identified as a result of the consultation on the plan at this stage and comments received relating to the Pydar Street, Truro Placemaking and Langarth projects served to inform the groups involved with the plan making process.

3.1.4 Langarth Stakeholding Group

One of the largest proposals involved in the plan revision is the proposed allocation of the previously consented Langarth scheme, subject to the development of a binding masterplan for the site to address community concerns and aspirations.

The NDP Steering group was just one a large number of participants involved directly in the steering of the masterplan as part of a 'Stakeholding Group'. This group was chaired by a member of the NDP Steering Group and involved debating the principles and aims of the Langarth masterplan and eventual planning application. The masterplanning aims of the NDP were tested with the stakeholding group, including wider community representatives and embedded in the eventual masterplan (in accordance with the policy of the proposed revised NDP).

The Langarth Garden Village Team also shared the views and ideas and aspirations expressed by participants involved in the Langarth engagement events. These were gathered through:

- Specific events and activities for key stakeholders using existing engagement structures and relationships include the parish and City Councils and the Truro BID;
- Local events within community settings at convenient times and locations (and digital during Covid);
- Spreading key messages and involvement opportunities via online channels, print media and flyers;
- Digital surveys and guided face to face questionnaires linked to public exhibitions
- Themed workshops with targeted invites from special interest groups
- Telephone calls, letters and emails

The engagement report for the Langarth application, including a review of the Stakeholding group may be viewed at: https://planning.cornwall.gov.uk/online-applications/files/CF97C58D7671EC4D5F75FFBD174CA5B7/pdf/PA20_09631-STATEMENT_OF_COMMUNITY_INVOLVEMENT-5287691.pdf

How issues considered relevant, were addressed in the NDP

The iterative engagement of the Steering group in the Stakeholding group allowed for development and testing of the masterplanning proposals of the TKNDP with both the wider community and the master developer for the site. This ensured that ideas were thoroughly tested and met both community aspirations and commercial reality. The iterative process allowed for steady development and testing of policy ideas as the plan progressed alongside the designing of the Langarth scheme and has resulted in a more robust and community focussed policy for the allocation of the site and security that the proposals will be maintained in terms of quality and aspiration. Subsequent representations from the lead developer have been supportive of the NDP approach.

3.1.5 Pydar Street site MOU Group

Members of the City Council (including members of the NDP Steering Group) were engaged in a similar process for the development of the masterplan and planning application for the Pydar Street site. Members formed part of a 'MOU Group' that were engaged in the planning of the site alongside extensive engagement of the community between April 2018 and February 2020. This included community events, film screenings, the setting up on an on-site consultation facility and attendance at local events including Truro Day.

Community feedback on the scheme set out an aspiration for creating urban homes in central Truro; walkable neighbourhoods; community facilities; enabling of learning, innovation and entrepreneurship; a dawn till dusk economy for central Truro; streets and squares in place of roads and car parks and a scheme that will respect and enhance the heritage of Truro. These aspirations and other views have been used to feed into the policy for the Pydar Street site.

The engagement report for the Pydar Street application may be viewed at:

https://planning.cornwall.gov.uk/online-applications/files/48E9D347228FD6DB45E003A6E1AEC8BC/pdf/PA21_04889-STATEMENT_OF_COMMUNITY_INVOLVEMENT_PART_01_OF_02-5681507.pdf

How issues considered relevant, were addressed in the NDP

As per the Langarth group sessions, the iterative engagement of the Steering group via the MOU group allowed for development and testing of the masterplanning proposals of the TKNDP with both the wider community and the master developer for the site. This ensured that ideas were thoroughly tested and met both community aspirations and commercial reality. The iterative process allowed for steady development and testing of policy ideas as the plan progressed alongside the designing of the Pydar Street scheme and has resulted in a more robust and community focussed policy for the allocation of the site and security that the proposals will be maintained in terms of quality and aspiration. Subsequent representations from the lead developer were supportive of the NDP approach.

3.2 Strategic Environmental Assessment and Habitat Regulations Assessment

The consultation process also involved representatives from statutory bodies aiding in consultation regarding the development of the Sustainability Appraisal and Habitat Regulations Assessment. The statutory bodies involved in this stage of the consultation were Natural England, Historic England and the Environment Agency.

Natural England, the Environment Agency and Historic England were consulted on the Sustainability Appraisal and HRA. Comments were received from Natural England and Historic England.

The Sustainability Appraisal and Habitat Regulation Assessment, led by the comments of the statutory bodies have resulted in changes to the policies of the plan, including an additional focus on heritage assets at Langarth and additional criteria to protect the water quality of the Truro River as part of the Fal and Helford Special Area of Conservation. This is set out further in the Basic Conditions Statement for the plan.

3.3 Policy development

This stage of the consultation process involved members of the Truro and Kenwyn Neighbourhood Plan Working and Steering Groups, and focused on test evidence collected, discussing options and amending draft policies to ensure that the Plan's objectives and results of engagement had been utilised effectively.

Meetings were held with members of the Truro and Kenwyn Neighbourhood Plan Working and Steering Groups (including stakeholders from the community where appropriate) to discuss progress

on the plan so far and to identify a way forward with plan in terms of completing and amending draft policies.

The main issues arising from the testing of the policies was largely that some of the policies required amending in part to fit with the comments received in engagement sessions and the discussions through the Pydar Street and Langarth groups. Policies contained within the Environmental, Housing and Conservation Sections were all amended to include revised wording and detail.

Determining the best method of community engagement was another critical issue that was focused on during the meetings and an engagement plan prepared (see Appendix B) for the Regulation 14 stage. This included the preparation and delivery to every home of a leaflet explaining the NDP revision process and outlining the main areas of change and inviting comments.

Improvement of the wording of policies led to the refinement, amendment and subsequent enhancement of many of the policies within the Truro and Kenwyn Neighbourhood Plan.

3.4 Public Consultation under Regulation 14 prior to submission (February 2020 – May 2020)

The final stage of the consultation process was the final large-scale public consultation (using the plan in Appendix B). Use of social media, local media, leaflets, surveys and the Truro and Kenwyn Neighbourhood Plan website were all employed to ensure sufficient and inclusive local community engagement with the final stage of the consultation process. A number of councillors and volunteers were all involved in aiding the public to engage with the process. As a result of the final public consultation, 112 people responded to the online questionnaire or letter. 2 statutory consultation bodies responded and a number of internal comments were made from Cornwall Council's Planning and Environment Services

Consultation was undertaken on the Draft Plan and Sustainability Appraisal to both organisations and the general public. Initially set for six weeks this was extended to eight weeks to ensure sufficient time for responses and to deal with the start of lockdowns in the UK as a result of the Covid-19 pandemic. A further option for Zoom discussions with the Steering Group representatives was added to enable face to face communication to continue virtually during the lockdown period.

An A2 document was produced, professionally designed, which folded to A5. A contract was put in place to distribute to all households in the Plan area. This provided a summary of the proposals as well as describing the process to date and going forward.

The leaflet also referred the reader to the web site where there was both a full copy of the Plan and also a "zoomable" action plan map which provided the reader with additional detail. It also pointed the reader to a Facebook page and Twitter account. The website also included a survey questionnaire allowing the public to conveniently provide their comments. A number of both statutory and relevant organisations were provided with individual requests for response as well as full copies of the Plan.

The outcome was mixed with 112 people responding to the online questionnaire or by letter. In terms of outcomes the summary text is covered in **Appendix D**, whilst the statutory responses are shown covered below.

Following the public exhibitions and formal pre-submission consultation on the Truro and Kenwyn Neighbourhood Plan revision, a number of statutory, commercial and public responses to the Plan were attained and a variety of issues raised. In regards to the issues arising from the statutory

responses, the majority of the issues raised concerned the wording and details contained within the Plan's policies and supporting text. The commercial respondents albeit few in number further recommended a small number of sites for allocation in the plan.

In regards to the public responses concerning the Truro and Kenwyn Neighbourhood Development Plan, the respondents expressed wide ranging suggestions, concerns, enquiries and ideas. The most prevalent issues raised included:

- Concern over increased road congestion especially on the A390 and pressure on infrastructure caused by new residential development. Calls for improvement to infrastructure, including health services and dentistry and improved public transport.
- Don't want development at Langarth – too large and causing too much destruction of the landscape and good quality farmland.
- Concerns over increased risk of flooding due to new developments causing greater rainwater surface runoff.
- Plan needs to be more ambitious on responding to climate change and increasing sustainability. More needs to be done to retrofit and to reduce car transport.
- Confusion about the role and status of the landscape buffers shown on the Reg 14 consultation map. Landscape work is not up to date.
- Policy E2 is over-restrictive – it should not require better than greenfield rates
- Strong desire to protect Greenfield land from development and to strengthen policy E6 to protect landscapes around the urban area.
- Pydar Street site supported but needs careful placemaking.

Specific responses (linked to sites)

- Portion of land at Beechwood Park designated as LGS covers a permitted development and should be removed
- Additional green space designations or amendments at Meadows Development, Shortlanesend and Beechwood park, Truro (clarification: not on land mentioned above)
- Land to the north-west of Shortlanesend (Lower Roseworthy Farm) should be allocated for 100-200 houses
- Land at Pencoose Farm should be allocated for housing
- Land at Governs (north of Willow Green, Langarth) should be included in the Langarth allocation
- Land to south west Threemilestone should be allocated for housing
- Final paragraph of H3 is unreasonable and should be removed
- E4a is overly restrictive in terms of agricultural land protection and will sterilise Langarth

How issues considered relevant, were addressed in the NDP

Issues raised in the Regulation 14 consultation process were broken down into statutory responses, and organisational/public responses. The responses were all summarised and noted in a spreadsheet available in **Appendix D**.

The issues raised by the statutory bodies mainly focused upon the wording and details present within the Plan's policies and supporting text.

Statutory respondents

Cornwall Council: Planning

Details of respondent

Name of respondent:	Various departments (as set out of Cornwall council)
Date of response:	1 st May 2020

Summary of responses

The response concerns the analysis of the pre-submission draft of the Truro and Kenwyn Neighbourhood Plan in compliance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The response is made on behalf of the Environment and Planning and attained through the consultation with the relevant officers. Comments made are not formal requirements but are designed to aid the process of developing the Neighbourhood Plan

CIL Team

CIL came into effect in Cornwall on 1 January 2019. From this date, developments creating one or more dwellings, or new floorspace of 100sqm or more, could be charged CIL. However, CIL will only become payable on commencement of a development (not granting of planning permission), which means there is always likely to be delay between a development being granted permission and when it has to make a CIL payment.

Education

Amendments are required to ED1 to remove references to a reserved school site at Lowen Bre and to update the situation on primary schools with capacity and the need for additional secondary places.

Public Space

Figures in LC1 are based on an early draft and should be updated to reflect the correct figures.

Historic Environment

Small amendments to typos and suggestions for additional statements about the history of Truro. Support for policy H1 noting reference to the compact nature of the city. H3 supported but could propose exceeding standards. It would be helpful to show the conservation area boundary on the map.

Landscape

It would be helpful to refer to the St Clement AGLV in the description of the plan area.

E4a should specify the percentage of net gain to be achieved. Clarification may be needed as to the scale and types of tree that should be planted as set out in the policy.

H3 – the policy should ensure the massing of buildings is appropriate to the topography.

Forestry

Trees and hedges should be referenced more significantly in the aims of the TKNDP, in particular within the environment section. Woodland provision and tree corridors could be designated in the plan. SUDS schemes should include trees (policy E2 and E4a) the tree in every plot provision of policy E4a is welcomed and this could be provided in plot or as part of the wider landscaping. E5 – green infrastructure does not go far enough in identifying that gaps will be retained and enhanced and prevent the loss of hedgerows to visibility splays etc. H3 – strong standpoint supported but translocation is not practicable, but stonework and soil can be reused.

How the issues raised in the response were addressed in the TKNDP

The suggested amendments outlined in the response were all noted. The suggested amendments which largely concerned the altering of wording and adding further details led to the enhancement of policies E4a, ED1, LC1, H3. Detailed comments regarding the role of trees in SUDs schemes have been noted and form part of the Cornwall Design Guide that is referred to in the document.

Historic England

Details of respondent

Name of respondent:	David Stuart
Position of respondent:	Historic Places Advisor
Date of response:	27/05/2020

Summary of response

EJ2 (b) Pydar Street – support the development of the policy and flexible approach taken, it will be important to consider off-site impacts that might arise from the development of the site and ensuring there is a holistic approach to the city centre.

H3 – Langarth – Support flexible approach to the development and overall housing numbers. The policy should be aware of previous historic assessments and development should be supported by an understanding of the historic environment. The SA needs to ensure that historic assets and their significance are considered. The conclusion of the SA that additional policy is required to protect the setting and sense of place of the Govers round. The plan should identify or assess the potential for impact on the historic assets of the sites.

How the issues raised in the response were addressed in the TKNDP

Additional text has been added to Policy EJ1 to note the need for flexibility of uses in the city centre and additional care of the scale and appearance and integration of development. The SA has been updated to include further consideration of the historic environment and assets at Langarth. The evidence base created for the Langarth masterplan and planning application have been considered and additional text has been added to the policy to ensure that proposals ensure “Proportionate historic environment assessments and evaluations identifying the significance of heritage assets that would be affected by the proposals and nature and degree of those effects and demonstrate how, in order of preference, any harm would be avoided, minimised or mitigated”.

Natural England

Details of respondent

Name of respondent:	Carol Reeder
Position of respondent:	Lead Advisor Plans Devon, Cornwall and the Isles of Scilly Area Team
Date of response:	11/05/2020

Summary of response

EJ3 – Port of Truro – A more detailed map of the allocation should be provided and clarify whether it extends into the SAC.

EJ4 – Newham employment area – this site should be shown clearly on the policies map

EH7 – sites safeguarded for employment use – clarity is required as to whether there is a specific safeguarding policy by enclosing it in a blue box as per other policies..

Specific comments on the contents of the HRA:

We are unable to concur with the conclusions of the HRA at this stage as there are a number of matters where further clarification or assessment is required. These are set out below:

Para 4.9. We question the assertions in this para that there is unlikely to be a threat to the Fal and Helford Special Area of Conservation (SAC) from construction works because “it is illegal to pollute watercourses”, and a measures such as a Construction Environmental Management Plan (CEMP) are not introduced specifically to address European sites they fall outside the “People over Wind European Court of Justice (EJC) ruling. A CEMP could be a mechanism to deliver specific mitigation requirements to address potential impacts on the SAC. Guidance on the Fal and Helford SAC set out in the Site Improvement Plan (Site Improvement Plan: Fal & Helford - SIP082) states that water pollution is a priority issue for the site. We advise that this issue is addressed as part of the Appropriate Assessment. This is particularly relevant for proposals alongside the SAC (e.g. EJ3 and EJ4).

Para 4.11. This para states that the Port of Truro (EJ3) development has the “potential to require direct land take from the creeks to expand the infrastructure of the Port further into the SAC”. Plan policy, the accompanying boundary on the proposals map for allocation EJ3, and the HRA need to be clear about the area of land proposed for development and clarify whether Plan proposals lie outside the SAC. This also needs to be made explicit in the HRA. For clarity it would be useful if a separate plan could show the boundary of the allocation and the boundary of the SAC. Para 5.2 discusses potential land-take within the SAC. As stated in para 4.11 the plan needs to be clear about the exact area (and extent) of land identified in EJ3 to enable an assessment to made about its impact on the integrity of the SAC.

Para 5.5. We support inclusion of policy wording within the Plan that requires a project level HRA for EJ3. Recreational disturbance. Paras 5.8 to 5.24 address the issue of recreational disturbance but focuses on policies EJ3 (port and marine related development) and EJ4 (employment use), rather than policies relating to residential development (i.e. H1 and H3). We advise that this section is revised to address proposals for residential development.

Para 5.23. We suggest that Cornwall Council is contacted for an update on the expected timing for publication/adoption of Supplementary Planning Documents to address recreational disturbance on terrestrial and marine habitats sites. Water resources and water quality. This section should address water quality arising from construction in addition to other water pollution issues.

Para 5.27. The Neighbourhood Plan includes a substantial allocation for housing at Langarth (H3). The Cornwall Local Plan HRA dated 2016 (para 5.5.5) discusses development within the catchment for the sewage treatment works at Truro (Newham) and states that “unless it can be confirmed that the proposed levels of development can be accommodated within the existing consents at these STW’s then it would not be possible to confirm that no adverse effects on the integrity of the SAC would result from development”. We suggest the HRA confirms whether development proposed within the Neighbourhood plan can be accommodated within the existing consents. A link to the Cornwall HRA is here: (<https://www.cornwall.gov.uk/media/17689865/cornwall-further-significant-changes-hra-feb-2016-update.pdf>) Conclusions

Para 6.7. Please see our comments above regarding the allocation at the Port of Truro.

Para 6.8 This para states that “the housing post plan period would not significantly alter the conclusions of this HRA with regards to recreational pressure upon Penhale Dunes SAC and Fal and Helford SAC as it is believed that the European SPD for Terrestrial and the upcoming Marine and Estuarine SPD can be extended to cover the additional out of plan period housing”. The Cornwall Local Plan covers the period to 2030 and the strategic solution in place to mitigate impact on the Fal and Helford SAC addresses the anticipated level of development within the Local Plan within that period. The Neighbourhood Plan gives policy support to site allocations for residential development (incl Langarth) for a Plan period which also runs to 2030. At this stage it is therefore important to establish that mitigation for the amount of development proposed in the Neighbourhood Plan is covered by the measures set out in the Council’s existing strategic solution. We suggest that this issue is discussed with the Council. The Council will need to keep under review the delivery of housing and will need to address development needs and associated mitigation for impacts on the SAC at Local Plan review.

How the issues raised in the response were addressed in the TKNDP

As a result of the response, Policy EJ3 and EJ4 have been remapped to ensure that they are clear and do not extend into the SAC (this was a mapping error).

Specific comments on the HRA have been addressed in the HRA (as submitted in support of the NDP) and the recommendations incorporated into the relevant policies as required.

The issues raised by public respondents to the draft Revised Truro and Kenwyn Neighbourhood Plan are outlined above and a summary of individual responses can be seen in **Appendix D**. All issues were noted, required changes made and written responses sent to the public respondents and commercial respondents who had expressed concerns or enquiries about the Plan.

A brief summary below details how the main concerns and issues raised by the public respondents to the Plan were considered and if relevant, addressed in the Truro and Kenwyn Neighbourhood Plan:

- There were a number of comments that suggested that the plan was proposing too much development or that the Langarth site should not be developed. Comments in respect of Langarth are generally made in respect of opposition to or concern regarding the allocation of land that already has planning permission or to the number of dwellings allocated to Truro and Threemilestone by the Cornwall Local Plan. Neither of these issues can be reversed by the Neighbourhood Plan. The comments from Walker Developments are assumed to be an intention to bring land forward in advance of the whole masterplan. It is imperative that the

masterplanned approach is continued on the site to ensure the quality of the development and reduce the likelihood of infrastructure provision not being aligned. It is not recommended that the Plan is amended to reduce this protection.

Other comments were received from the Langarth masterplanning team and concerned a number of suggestions for changes to the policy text and supporting text relating to expectations for funding of infrastructure to ensure that costs incurred for providing such infrastructure in advance of development are recouped. The NDP group included text in the NDP for Langarth relating to Govers Farm in anticipation of future proposals for the land and recognising that the current boundary of the permitted scheme at Willow Green did not present a clear boundary for development. Subsequently the landowner disposed of the land, but on the basis that the majority is used to provide environmental improvement and a setting to the ancient monument at Govers. Further work on the masterplan established that a relatively small amount of development on the southern fringe of the site to provide a forest school and limited housing would provide a more logical edge to the Langarth Garden Village and allow for the retention of the significant majority of Govers as publicly accessible green space and woodland. On this basis additional development land has been added to the Langarth allocation and the remainder of the Govers Farm site formally allocated as protected strategic additional open space setting out the importance of the site in landscape and public benefit.

- **Infrastructure** – comments referred to concerns regarding existing infrastructure and proposed infrastructure, including phasing. The Langarth policy sets out the need for strategic and critical infrastructure to be provided concurrent with or in advance of development. Policy E4 (a) sets out the need for infrastructure to serve smaller developments. It is not recommended that further policy is required for this element.

In respect of green infrastructure provision, policy remains in conformity and the development of a GI Strategy is being progressed by the Councils.

Transport policy and strategy for the area is being reviewed by Cornwall Council following the completion of the Local Transport Planning Refresh. This timetable is yet to be advised, but current transport policy in the NDP remains in conformity and can be supplemented by new strategy.

Additional rail halts at locations outside of the plan area cannot be proposed by the NDP.

- **E6 protection of settlement edges** - A number of comments were made regarding this notation on the proposals map. These comments include concern that the evidence is out of date; that gaps are left between the notation and the settlement edge; that the proposals would prevent small scale expansion of the urban area. It should be noted that the evidence supporting these areas is based on a mixture of principles that have been consistent across numerous Landscape appraisals and strategies for the area and key viewpoints identified by the group. Policy E6 does not explicitly prohibit development within the areas shown as potentially important to the setting of the urban area, but requires any small scale development in accordance with H1 (Meeting Local Housing Need) to protect the setting of the urban area. It is important to allow some flexibility over the location of smaller scale development where it is required and does not impact on the landscape setting of the area. Further strength and clarity could be added to the policy and evidence presented of the characteristic features of each unit (part) of the landscape.

Additional work was undertaken by the Cornwall Council Landscape Architect to test the conclusions of previous work used in the TKNDP and to detail the sensitivity of the landscape.

Amendments to Policy E6 and H1 have been made to require that proposals protect the setting of Truro. Policy H1 was updated to reflect the intention of protecting and enhancing the setting of the urban area and the requirement for development to respect the constituent features of the landscape unit and the wider setting of the urban area. To ensure that it was clear how policy H1 defined additional growth proposals and where policy E6 applied, an urban extent line has been added to the policies map. This sets out where new housing will be accepted as infill and rounding off and the redevelopment of sites and outside of that where the provisions of H1 to allow additional small scale growth will apply.

- **Proposals for additional sites** – A number of sites have been proposed. All are either outside of the proposed development boundaries for Threemilestone and Shortlanesend or in land that was previously covered by the E6 setting notation at Regulation 14 stage. Given the number of dwellings already permitted and the allocation of Langarth and Pydar Street sites the exclusion of additional sites will not be critical to maintaining a housing land supply.

The site at Threemilestone may be acceptable as an exception site and would be supported under H1 if considered so. The sites at Shortlanesend and Pencoose Farm are substantial and are not justified by needs arising from the village. The Pencoose Farm site sits within the area of land identified as part of the green gap between Truro and Shortlanesend. Sites at Kenwyn Hill and New Mills Lane are both sensitive sites and could already be considered using an exceptions site approach if considered appropriate and able to mitigate landscape considerations – both would represent extensions to the settlement that should be planned for in accordance with Policy 3 of the Cornwall Local Plan. Given the clear commitment to growth at Langarth the allocation of significant sites at Pencoose/Kenwyn Hill and Shortlanesend would be a departure from the strategy of the Cornwall Local Plan and should only be considered in a future review of that plan. The sites have therefore not been recommended for allocation.

- **City centre density and uses** – comments relating to increasing densities and living over shops area already included in NDP policies. The threat of increased vacancies and changes in shopping patterns and retailer presence are less well covered. The development of the Town Fund prospectus for Truro will help to start articulating a strategy for the city centre and promote flexibility in uses and identify areas of urban realm and green infrastructure for improvement. Changes to policy EJ2 support the emerging strategy and to allow greater flexibility of use in the centre.
- **Pydar Street** – comments are varied on the mix of uses proposed for this site. Policy EJ2 (a) is quite flexible to allow an appropriate mix of uses to be developed and does not specifically require student housing. The policy has therefore been retained as drafted.
- **Green spaces** – two issues have been raised in addition to comments relating to planning for green infrastructure. Policy LC1 sets out a requirement of 82.32 sq metres of open space per dwelling – this has changed to 85.32 sq metres per dwelling in the open space strategy for

Cornwall and it is recommended that this figure is amended as it is supported by evidence. A relatively small area of land marked as open space under LC2 at Beechwood Parc has not been laid out as formal open space and is related to the adjacent building site. N that it has been removed from the policies map.

- **CIL** – Policy T1 was written in anticipation of Community Infrastructure Levy being implemented in Cornwall. This has now taken place, but S.106 contributions may still be required for highway and other works as appropriate – this has now been amended.

Appendix A – Regulation 14 consultation events (February – May 2020)

6 weeks beginning Monday 10th February 2020, concluding on 22nd March 2020 (extended to May 2020 due to Covid restrictions) with manned events as follows:

- Shortlanesend Village Hall Tuesday 25th Feb 2pm till 8pm
- Truro Community Library Thursday 27th Feb 10am till 4pm
- Truro Farmers Market Saturday 29th February 10am till 2pm
- Truro Community Library Thursday 12th March 10am till 2pm
- TMS Village Hall on Friday 13th March 2pm till 8pm
- Compact display and questionnaires for 6 weeks and copy of documents at TMS village hall, Shortlanesend, Truro community library
- Questionnaires online with full copy of existing and proposed plan and maps plus narrative guide to proposed changes

Following the start of the Covid-19 pandemic period Zoom calls were offered as an alternative to face to face meetings.

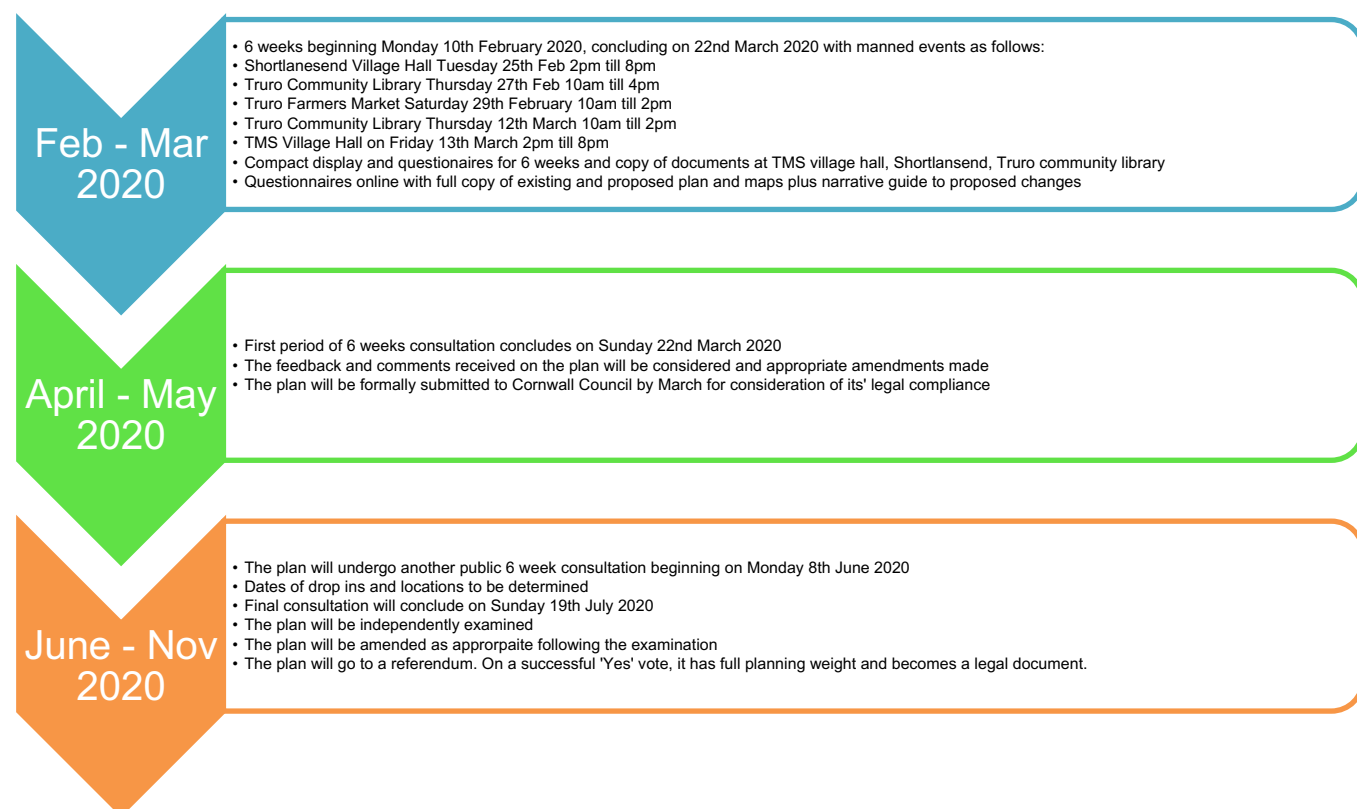
Purpose

The purpose of this document is to set out the proposed timescales and key actions required to allow residents and other interested parties to engage with the proposal to update the adopted Truro and Kenwyn Neighbourhood Development Plan.

Current Status

The proposed policy updates and associated maps were approved by the TKNP working group in late 2019. In early 2020 the approved changes were incorporated into a graphic design context to match the original plan. The first phase of outward facing engagement (6 weeks) will begin in the week beginning 10th February 2020 with a 15,000 leaflet maildrop to all registered residential addresses within the TKNP plan area. The maildrop will be carried out by Royal Mail.

Programme



Proposed methods of engagement

The process below describes the engagement approach to be used for both round 1 and round 2 of the necessary 6-week outward engagement needed to support the plan revision process.

Promotion and reach

Press

Press releases to be made in week ahead of consultation launch promote forthcoming events, purpose of consultation and reasons to get involved.

Social media

Facebook, Instagram and Twitter accounts of Truro City Council and Kenwyn Parish Council to be used to promote TKNP Review. The sites will share news articles and signpost people to events and ways to engage. Other local sites and public facing channels such as www.lovetruro.net to be used to repost.

Website

The TKNP website has been updated to explain that a review is being prepared. The site will host the following:

- Details of events
- Existing plan, as adopted
- Summary of the proposed changes to the adopted plan and process
- Proposed plan, incorporating the proposed changes
- Comments form link to survey monkey to be hosted by Truro City Council
- Contact form linking to email address to be monitored and recorded by Truro City Council

Letter, emails and personal invites

We plan to contact all groups and individuals who have previously expressed an interest in the plan and also the groups who contributed to the community and stakeholder engagement work for the adopted plan. We can only make contact with people who have expressly given us permission to do so or where their interest in the plan is stated on public record.

Landowners and project teams at Langarth and Pydar

We will contact the Langarth and Pydar Cornwall Council led project teams and ask them to formally comment on the draft policies relating to the sites that they represent. We will ask each project team to engage internally with project stakeholders and reply on behalf of the project. Landowners and other interested parties will be able to engage via the public engagement events.

Posters and flyers

We will leave posters and flyers in key public locations throughout the plan area and we will promote events, process and the plan website via posters. We will only undertake a single maildrop to all households in the first week of the initial 6-week consultation period.



Gathering and sharing feedback with the TKNP team

Within 2 weeks of the conclusion of each period of 6 weeks consultation we will prepare and submit a highlight report of key comments, themes and public feedback. This will be supported by comprehensive documentation of all feedback, which will be rendered anonymous to allow for onward distribution. The Truro City Council will act as the data controller for the purposes of the engagement work to protect the identity of individual consultees. The analysis of the findings will be undertaken by the Truro Placeshaping Project team led by Rachael Gaunt.

Wider engagement opportunities

The Truro Placeshaping Project team are actively involved in the engagement for Pydar, Langarth and other key projects in the town. We also undertook a town wide 'master thinking' review of central Truro in 2018 on behalf of a wide body of stakeholders. This unique insight will allow our team to share knowledge and engagement outputs with the TKNP team to further strengthen and evidence the proposed policies.

My Town Initiative

The positioning of the plan review and engagement must be carefully managed alongside the desire to engage with the public over the central government initiative. The TKNP team should seek clarity from both the City Council and Cornwall Council on the proposed outward facing engagement and advisory network planned for this work <https://www.gov.uk/government/news/blueprint-for-100-multi-million-pound-town-deals-revealed>

Autumn 2020

It is suggested that a town wide 2020 Placemaking symposium 'Day' for Truro and Kenwyn could help galvanise public interest in the plan and the positive opportunities that exist to create the strong and resilient Truro and Kenwyn as set out in the plan vision in advance of the public referendum for the adoption of the plan revisions. The Truro Placeshaping Project team can help facilitate such an event if there is a will to do so. This event, if useful, can be planned once the first wave of consultation has been delivered and the remaining timescale for the plan is clear.



Appendix C Truro Day comments

Cycling and walking 22

Loops and saints trails, More consideration for crossings for people and bikes, Ferris town 2 way cycling and also along leats, Chiverton cycle bridge, Places to learn to ride a bike, say at Boscawen Park, Lots of potential to replace short trips with bikes, car free routes, Segregate routes, Copperfields to loops and bridge, town desire lines, daubuz moor, segregated cycle routes, St Georges to Victoria Park an don to Pydar, connectivity, family friendly route into town, awful from Spar / Golf Club into town, family friendly routes across town. More consideration for crossings for people and bikes, Ferris town 2 way cycling and also along leats, Chiverton cycle bridge, Places to learn to ride a bike, say at Boscawen Park, Lots of potential to replace short trips with bikes, car free routes, Segregate routes, Copperfields to loops and bridge, town desire lines, daubuz moor, segregated cycle routes, St Georges to Victoria Park an don to Pydar, connectivity, family friendly route into town, awful from Spar / Golf Club into town, family friendly routes across town

Public transport 18

Train or electric vehicle on old tracks, Improvements needed, Combined ticketing, Truro Travel Pass, Cashless, more affordable, Ease of getting park and ride tickets, relocate bus station, provide outreach to help people change their habits

Engagement 17

Lead with it, provide feedback, Great to see Councillors, involve young people, Involve Kea Parish, create opportunities to comment on neighbourhood plan

Nature and greening 13

Create a network of parks that connect all neighbourhoods, need to plan for future upkeep, create regular seating areas, Covered loggias, Edible landscapes, Green gym, Reinstate town green in place of bus station, Trees Lots of them

Affordable homes 11

Inc rentals, deposits, build homes that people can actually afford, homes for real people including the young, affordable rent, homes for local people, Self builds and community land trusts to help create real sense of community

Future Truro 7

Truro must grow, be more ambitious with ideas for future, Centre that serves all with events, shops and commerce, Lower business rates to encourage new businesses, create an amphitheatre space, Improved shopping destination, Protect agricultural access for grain lorries, Swimming Pool in centre

Quality 6

Must be high quality, Council must not be like other developers, Housing quality to avoid horrible stained render

Cars 6

No cars near homes, Car clubs, Electric car charging, 20mph throughout whole town in main roads, Keep cars out of centre

Pydar support 5

Arts centre where people and nature meet, support, Former resident lived under viaduct, excited and live down the road, make most of the river, eyesore at moment, exciting, good joined up thinking with leisure and green initiative

Langarth support 5

Good for Truro and Cornwall, support Langarth, looking forward to Langarth, feel positive, great if it goes through as presented

A390 Congestion 5 Reassuring that plans are emerging to deal with problems, A390 will not be improved by new road, bypass needed, gridlock at hospital

Park and ride 4 Open longer and make bus fares cheaper, pay parking at County Hall, combined travel tickets for rail and bus and P&R, Hours of operation must extend for shift workers at hospital, Ticketing improvements, Park and ride at Shortlanesend

Healthcare 4 Avoid strain on A&E

Rivers 4 Bring water back into the city, Restock and support fish population, Return Lemon to a quay, create Truro riverside at Tesco site

Community Infrastructure 4 Plan for what communities need both now and, in the future, Create community hubs, Pub, School, Chip Shop

Schools 3 Must ensure spaces are available and facilities are suitable

Jobs 3 Need jobs to match increase in homes, create opportunities for local construction companies in new village, get commuters out of cars and on buses

A390 crossings 3 Over and underpasses, Road junction designs, pedestrians and cyclists

Road design 3 Wide, Cycling priority, Cars away from homes, Segregated cycling, Off street parking

Drainage and Infrastructure 3 Provide enough, rain halts, plan with utilities to avoid needless road closures

Pydar concerns 2 Anti-social behaviour, too important for housing, should be leisure and open space

Rosedale 2 Greening and woodland project has many forest schools involved, Cycle route improvements, natural lay spaces, need for community facilities

Daubuz Moor 2 Bridge link from Rosedale, bring Moor into city, protect moor

Living in the city 2 Live and work at Pydar, use spaces over empty shops and allow changes of use to residential at edges of the town centre

Sport and fitness 2 Stadium support for Truro with one comment about Bodmin being a better location

Accessible homes 2 Single level dwellings that meet the needs of people of ALL ages, include easy access to outdoor spaces that are simple to maintain

Stop and contain growth 2 Urban sprawl behind hospital, Use urban land better

Threemilestone 2 Improve public realm, Improve centre and connections beyond the village

Parking Provide 2 hours free around centre

APPENDIX D - TKNP Questionnaires - summary of responses (Excluding statutory bodies)

	Priorities								Opinion on 2020 update	Comments made				proposed response from TKNDP
No.	Health & wellbeing	Environment	Economy & jobs	Education	Housing	Leisure & culture	Transport	Historic Environment	Support	Have concerns	Undecided	Comments	Keep informed?	response (and any changes proposed to the plan)
1	Y	Y						Y		Y		More houses, more cars, less parking, longer time spent on already overcrowded roads (e.g. Highertown and Shortlanesend to Truro). Most new houses seem to house people who have moved down from out of county, not locals. Local estates crumbling - poor roads and poor pavements. Restore older areas before starting new housing estates. Many children at Shortlanesend have to go to school at Trispen. Check before building new housing estates. Treliske Hospital is expected to deal with all the extra thousands of people who have moved down here with no extra resources. The same applies to GP surgeries. It is dangerous living in Shortlanesend and walking in the countryside. Traffic calming alongside road to Treliske and a footpath required.		The Cornwall Local Plan sets out the housing figures for the area. Significant time has been put into developing a master plan for the Langarth and Pydar areas to ensure that new large scale development is constructed in a more coherent manner and with required infrastructure to obviate the need for additional piecemeal development across the plan area.
2	Y	Y	Y									The Galliford Try development at Shortlanesend, The Meadows, has three open spaces, one large one at the entrance and two smaller ones to the right of the estate. I would like these to be kept as designated green open spaces to prevent any further development.	Y	added to policies map
3		Y										I would like to see the three public open spaces which exist on the Meadows development, Shortlanesend, to be designated as LC3, i.e. be granted "open space protection".	Y	added to policies map
4		Y										All buildings should be at least sustainability code 5 (i.e. eco houses).	Y	this cannot be mandated by the NDP, but a standard has been developed by the Climate Emergency DPD by Cornwall Council. This will apply to the plan area.
5	Y				Y		Y			Y		Traffic congestion, knock-on effect from new housing, etc, from GPs to Treliske.		noted - the plan aims to tackle this through its policies and alongside actions from numerous agencies.
6	Y	Y		Y	Y	Y	Y				Y	Any new houses to be affordable and eco friendly. Better public transport in and out of Truro, evening as well as daytime. Are the schools and hospital going to cope with an increased population? Can we have more leisure facilities for adults to use, i.e. another public swimming pool.		noted
7	Y	Y	Y	Y	Y	Y	Y	Y				All the above are important! Need appropriate infrastructure. Solar panels on new builds. New properties truly affordable and not to be second homes or buy to let. Pydar redevelopment - students and elderly together could cause conflict unless really well thought out!		noted
8		Y										Pleased to see Shortlanesend "protected" from further development but concern over the open spaces x 3 on the Linden Homes "The Meadows" estate, as a resident I thought these were POS but not identified as such on proposed plan. Re. Langarth - concern over environmental damage, noise, air quality, light pollution, etc, during 25+ years of building. Would hope schools, GP provision would be provided as building increases at Langarth.	Y	noted. Open space now included on policies map
9	Y	Y	Y				Y					Link up all the cycle paths that span our area. Better leisure activities for adults in our parks. Free tennis courts, squash courts, etc. Allow Segways on cycle paths and promote shared vehicles. Have car parks that are outside of town locations where you can park at a reduced rate but walk half a mile or a mile into centre. No park and ride option for Shortlanesend residents. Villages and local areas need well publicised footpaths which can be used direct from people's doorsteps. Expanding Shortlanesend further would encroach on my choice to live in a rural village vs. town centre. Make clearer signage for Shortlanesend residents for best/most direct footpath through Kenwyn/Redannick. Make better signs for Shortlanesend cycle path - cyclists don't always use it.		noted. Additional routes and green infrastructure plans will be developed as the next step of the plan.
10	Y	Y			Y		Y		Y			I live on the south west boundary of Shortlanesend and fully support the development boundary shown on the 2020 material. I don't believe there is any more need for further development outside of this boundary particularly taking into account the amount of development taking place in the village recently and in view of the amount of development planned at the Langarth site over the next few years. The increased development in Truro has already had an impact over the amount of traffic passing through the village due to people avoiding the Chiverton/Threemilestone route into Truro. I am particularly against any further development off School Hill. This road is not suitable for more traffic flow and at times is a rat run.	Y	noted
11	Y			Y					Y			Very much support the south west boundary for Shortlanesend village, as previous planning requests have been refused. I feel there is no need to expand Shortlanesend village due to Langarth expansion.	Y	noted
12					Y		Y			Y		Concerns about parking with existing and new developments. Current developments leave cars parking on the streets making the pavements dangerous and non-existent. Concerns of new developments in Shortlanesend putting pressure on small areas. South West needs to be protected in Shortlanesend from development to protect roads. Concerns about pressure of development on current services and infrastructure, doctors, drainage.		noted. Proposed development boundary to Shortlanesend recognises continued pressure for growth where significant numbers have been built recently.
13			Y		Y					Y		Lack of bungalow/level housing which is affordable for people who have to sell their family home but need to continue to work due to the retirement age being raised. I lived at The Lizard for 30 years but have to continue to work at the hospital but could not afford to buy a property in and around Truro to suit my needs (level) and age.	Y	noted

14			Y							Y		I am concerned with the plans because I feel that such developments would put an enormous strain on our infrastructure. The concentration of traffic on the outskirts of Truro is already high and an increase would place a strain on the routes to our most essential services - such as the hospital. Emergency routes and access needs to be accounted for. Ensure housing is affordable! Housing prices should reflect the living wages of people living in Cornwall and account for their needs whether old or young.	Y	Housing numbers are set by the Cornwall Local Plan. Policies of the plan aim to secure better quality development and infrastructure alongside other actions outside of the plan which are secured by other regulations, plans and organisations. Langarth proposals have been developed in consultation with RCHT Treliiske. No change proposed.
15	Y	Y	Y	Y						Y		Growth should include provision for health and education resources. I would like to see the Local Authority having a strong role in controlling any development.	Y	noted - infrastructure is planned by Cornwall Council through the Cornwall Local Plan and development management functions
16					Y							I stay in Avondale Road which at present only has access from Station Road and is a nightmare to get out of onto Station Road. The council site at top of hill and playing fields are brown and yellow sites. If transport is allowed to enter or exit via Avondale Road this would turn into a bigger nightmare.	Y	noted
17					Y		Y					Transport - sometimes useful, only use the bus (have a bus pass). Being more frequent would be helpful and reliable. Housing, too much building going on. Looking after the wider environment would be better, looking after flora and fauna. Too much pollution affecting wildlife.		noted
18	Y	Y	Y		Y							Proposed brownfield site next to fire station should be a protected site as a buffer zone, LCZ3. To boost biodiversity to sustain food growth (our business in the city) this site, as nature hub, needs to be preserved, including hedgerows kept. A prime bit of natural capital to restore. This buffer zone not only provides a necessary green corridor, it provides city dwellers with continuity of green space, privacy and natural light. This would also provide a necessary zone to capture rainfall and all the related benefits, i.e. flooding.	Y	The land in question is previously developed and is necessary to increase densities and provide housing in the city centre to reduce greenfield loss - no change proposed from PDL site identification.
19												Would it be possible to have a footbridge or two up the river Allen north of Dubois Moors - as far as possible! Strengthen protection for E6 areas - isolated development only.		Protection through E6 policy and updated evidence. Proposals for Daubuz Moors will need to be advanced thorough a GI plan to be developed alongside the NDP.
20		Y		Y	Y		Y					Two much housing, bidding for seven years, costing a fortune to rent. Need more transport, last train is 10.30pm - need more. Not enough for the environment, less building, more green spaces. Not enough doctors, dentists, can't get in to see doctors. Husband on five year waiting list. If not well and not happy = not good.	Y	noted
21												Unacceptable to propose 4,000 houses and associated population without second sewage treatment plant. Pydar Street - leave River Allen alone. Ope way car park - new [...] for Truro for residents parking. Safeguard Truro's [...] green buffers etc Idless Lane.		South west water has confirmed adequate capacity at existing works. The proposed urban extent will help to protect the Idless area. No further action proposed.
22		Y					Y	Y				5 years ago open up/walkway Newham - seems to ignore history = Truro Loops. No decisions seem to be made and secure environment. Be able to cycle (without cars if possible). Malpas - dangerous to cycle and run (cars go 60mph). Cars first - needs to change.	Y	noted
23							Y					Unsure who is going to actually benefit from resurrecting the old railway halt (Pydar development). Also to re-open the old [...] at Grampound Road would help residents get into Truro and St Austell (take cars off the road and help buses). Much more useful to more people.		noted. Rail halts outside of the plan area cannot be proposed by the NDP - no action required.
24	Y	Y			Y							Too much building, stop and think. E6 is really important to me. How secure are they? Dentist - we've been on a waiting list for years, we need to provide healthcare to meet demand. Re Kenwyn wc buffer, properties already have problems with surface water flooding, so essential to maintain as a green area.	Y	Housing numbers are required by Cornwall Local Plan. Policy E6 has been strengthened by updated evidence and policy wording.
25		Y		Y	Y							Need to protect land (Beechwood Park) NAP not in time. Use park and ride. Important to walk into town, good transport system, but not on the west side, too much traffic. Population - is it being addressed? Pollution. Water vapour in the atmosphere? Public information boards on these interesting? Keep hedgerows.		Additional land at Beechwood Park has been included in the plan to encapsulate the spaces missed previously.
26					Y							Please please no huge housing estates - lets have a mix and make it "villagey".		The housing numbers required make this challenging, but policy H1 provides for smaller sites alongside the large allocations at Langarth and Pydar. No change proposed
27	Y						Y			Y		Brownfield site incorporating the fire station needs to maintain its exit onto Station Road adjacent to Old County Hall should be maintained. The exit from Avondale Road to Station Road is potentially dangerous.	Y	noted. This will be undertaken as part of development brief for the site by Cornwall Council
28		Y			Y			Y		Y		It appears that even when councillors do their best to block undesirable development in residential housing, planning applications are forced through "on appeal". Does the appeal process need re-examining/changing to safeguard against greedy developers using their clout? I believe most people support the need for housing for younger people/starter homes, but not at the expense of the environment.	Y	noted
29	Y	Y					Y	Y	Y			Need a swimming pool in city centre and more leisure facilities - so we can walk there. Community hall (like village dances and events to give Truro identify). Affordable hire, climbing wall. Wildlife to be better looked after.	Y	noted
30					Y		Y			Y		Building too much in town. Not enough infrastructure - need more schools and doctors. More houses for locals, less second homes. Weather nice - bus/walk, weather not nice - car. Buses in winter not frequent enough. Schools overpopulated. Smaller schools rather than extend (too big).	Y	Housing numbers are set by the Cornwall Local Plan. Policies of the plan aim to secure better quality development and infrastructure alongside other actions outside of the plan which are secured by other regulations, plans and organisations. No change proposed.
31	Y	Y		Y		Y					Y	Hospital for increasing population/need more staff. More road traffic on A390, pollution. More nursing/care homes. M10 in Langarth. Improved cycling paths along A390. No big retail developments in Langarth - kill city centre. Secondary schools and teachers. More green spaces and walk paths.	Y	Housing numbers are set by the Cornwall Local Plan. Policies of the plan aim to secure better quality development and infrastructure alongside other actions outside of the plan which are secured by other regulations, plans and organisations. No change proposed.

32			Y						Y			Noticed on markets, people dropped back expensive car parking, shops shut because of rates, forced out of town. Reduced shoppers. Over seven years down 40% Saturday, Wednesday 20%. Free parking up Kingsley and shops - don't need Truro? Needs doctors, surgeries and dentists - getting people into town (Langarth) need to look after them - how? I'm out of Truro, but a market stall holder.		noted
33												All of the above - and all new buildings (on green space) look like army barracks! Most probably owned by absent landlords. Respect what local people want! Rein in developers!		noted
34	Y	Y	Y	Y	Y	Y	Y	Y	Y			We need the ambition to create stronger communities throughout Truro and the wider environment. Commitment to roads and infrastructure, including greener spaces and places. Awareness of house size, storage, gardens and accessibility. Creating diversity through boundary treatments, incorporating historical context including contemporary thinking whilst encouraging wildlife and ecology. We support a stronger response to working with developers, aiming for better, creating better.	Y	noted - this is provided in policy E4 a and b
35	Y	Y		Y	Y	Y		Y				Save the world (+ sketch!)		noted
36							Y					Improved public transport needed if parking is to be restricted in town centre. However stop concreting over the fields; we have to create more parking. 30 years ago - consultation on rail halts. We need to use this network more creatively. Local needs housing at Langarth must be affordable and available to care workers, teaching assistants, to help create a mixed use community, to live in and not just for money rich! Our existing hedges and landscapes are valuable. Pydar - I think the idea of mixing students and older people living together is not workable because their needs are different - student parties! I have looked at the drawings of the proposed centre and I think it is awful. Truro is likely to make the same mistake as St Austell creating space that is too expensive for local businesses leaving chain stores and charity shops. The buildings as shown have no character - concrete jungle. Although a community space is a good idea, the Hall for Cornwall was supposed to be that but it rapidly became too expensive for community groups. Langarth - with all these new houses, what is being done to improve the capacity of the hospital? Already it is unable to cope. There isn't the land available to expand and public transport is not a reasonable option for people living in the far flung areas of Cornwall. It is not realistic for sick people to travel for hours on the bus.		The Langarth development must provide affordable housing as per other major development and the principles for Langarth and other policies of the plan protect trees and greenspaces as part of development. Infrastructure provision has been calculated by Cornwall Council and is secured by both S.106 legal agreements and Community Infrastructure Levy. No changes proposed.
37	Y				Y			Y		Y		The Langarth development/stadium received planning permission over nine years ago. The planning department agreed a statutory document entitled Development Brief for land north of the A390 and was agreed by CC in 2012. No progress has been made so for the past three years we have been promised a masterplan - this has not yet materialised. There is no sewage provision and the Truro Newham treatment works reached capacity in June 2017 and these important public health issues are not receiving sufficient attention. Any disturbance of land at Langarth and springs will affect the flow of water in the river Kenwyn and the hydrology of the area requires careful investigation. Then there is the matter of the lack of boundary around the city of Truro. Shortlanesend and Threemilestone have proposed boundaries but not Truro. In reality this means Truro can be developed out until the Shortlanesend and Threemilestone boundaries are reached. Over and above the number of proposed houses there is the provision of sheltered housing, student accommodation and key worker housing so the total could exceed 5,000 with seemingly no provision of infrastructure. Truro has no community hospital, Cornwall has only one district hospital. Traffic on the A390 is already at capacity.	Y	Significant progress has been made on advancing a new masterplan and infrastructure for the Langarth area. The principles set out in the policy and plans of the NDP and CC Local Plan to manage the impacts set out. The plan has been updated to define the urban extent of Truro and strengthens policy regarding the landscape impacts and use of Policy H3 of the Local Plan. No further changes proposed.
38		Y										We have to start planning for a city based around people, not cars. Protecting all the existing open spaces and taking any opportunities to add environmental value - tree planting, wild areas. Need to make it easier for people to walk and cycle - support healthier lifestyles from cradle to grave. I am very concerned about the Langarth proposals - particularly the out of town retail and the stadium - and the implications for overloading sewerage and drainage and the destructive effects on wildlife. The Pydar development seems better - housing and bringing young people into the city. Retaining local protected open space is important - can it be extended? For example between Coosebean, Comprigney and New Mills Lane. We definitely need better more frequent public transport. The plans seems a bit thin on leisure and culture - the Old Bakery has made a positive contribution. What else could Truro and Kenwyn do? Boscawen Park is important to lots of people and utilised for quite a few sports - but access by foot, bicycle and bus is woeful. The loops project could make some difference to this and is to be commended. I'd like to see a swimming pool that is more centrally located. The Dreadnought playing fields could be better used - balance bike paths and a mini pump track maybe? Cornish hedges need to be protected - replacements, although no substitute for retaining the originals, need to be of local materials. Truro is beautiful and has a lot to offer. Its efforts "In Bloom" are deservedly nationally praised. I am worried that the character of a small city in a bowl surrounded by green is being eroded. It's a liveable city. There's much that can be improved and much particularly in light of the climate emergency that should be improved. I walk, I cycle, I vote.	Y	Areas of green space have been prepared by the existing NDP and this revision. Land further out is protected as open countryside by the NDP and local plan. The development of the greenspaces for better GI and habitat will be further developed under the green infrastructure policy through a GI strategy to assist the plan implementation. No change proposed
39		Y					Y					I do not think we should be developing at Langarth at all. The west side of Truro is already pressured and the city simply cannot sustain that amount of high density housing. Roads in Truro are already over congested. If we are going to do anything we need more housing in outlying villages, genuinely low cost and council rent properties and a far better transport system to ensure inhabitants can get to not just Truro but other towns. You are destroying Truro with unsympathetic development. You have to stop allowing developments like that at the top of the Falmouth road or by Waitrose. Cornwall isn't a playground for the Duke of Cornwall to build ridiculous vanity projects or for developers like Wainhomes to make a fast buck with low quality housing and unsympathetic design.		The scale of Langarth is dictated by Cornwall Local Plan policy and previous permissions, which the plan cannot challenge. No change proposed.

40					Y		Y		Y			Don't want more houses. Park and ride good, too many cars in Truro; they park in residents' spaces. Not more houses around Truro. People like to drive in, need to change that. Need to provide parking spaces with new houses, discourage driving (Govt.). Need infrastructure to match new housing (NHS). Doesn't benefit local people. If social housing, priced for local people; people outside higher price; for people who wish to live here, not then rent it out. Where housing is limited you've got to think of local people first. Put in a system/criteria/financial incentive/priority to enable this.	Y	The Housing numbers are provided by the adopted Cornwall Local Plan. The plan contains policies to address the issues identified, but other systemic change is also required. The Councils are working with other organisations to address this.
41	Y	Y					Y			Y		*Land take of LGV causing destruction to green space *Increased pollution, congestion and pressure on RCHT.		The scale of Langarth is dictated by Cornwall Local Plan policy and previous permissions, which the plan cannot challenge. No change proposed.
42					Y					Y		*Housing numbers too high and expensive, not going to locals		The Housing numbers are provided by the adopted Cornwall Local Plan
43							Y			Y		*Chiverton Cross to 3MS too busy- solution to create rail link.		The Cornwall Rail study has indicated that future provision may be made and land has been safeguarded to future provision within the plan period.
44			Y			Y				Y		*Reduced footfall into Truro having negative effect on shops. *Lack of parking will reduce visitors		noted
45		Y				Y				Y		*Land take of LGV too large and without detail on green buffers. *Infrastructure needed first. *Reduce footfall into city centre		The scale of Langarth is dictated by Cornwall Local Plan policy and previous permissions, which the plan cannot challenge. No change proposed.
46							Y			Y		*Size of LGV proposal is too large. *Traffic already at a standstill. *Need to consider more traffic options, people aren't using P&R.		The scale of Langarth is dictated by Cornwall Local Plan policy and previous permissions, which the plan cannot challenge. No change proposed.
47	Y	Y								Y		*Suffocating wild spaces and wildlife. *Social deprivation with a lack of facilities and professionals to look after residents.		noted
48		Y					Y			Y		*Existing roads cannot cope and cumulative impact of development makes it worse. *Pollution at Trafalgar Roundabout is getting worse. *Environment needs a higher priority to reduce carbon		noted
49		Y					Y			Y		*Newmills Lane already having a lot of disruption from development. *E6 wording is very vague. *Concerns over crossroad junction and increased traffic on Newmills Lane and unsafe pedestrian use.		Policy E6 text and mapping improved and supported by u to date evidence of the landscape characteristics and features.
50		Y	Y			Y	Y			Y		*Proposals will drive people out of the centre. Landlords need to lower rent for buildings to support shops. *Houses aren't affordable. *Additional concrete increases flood risk. *Pydar Street should have a shopping mall. *Stadium would be a good asset. *Roads are already congested enough		noted.
51		Y			Y		Y	Y	Y			*housing should be high density and medium rise to reduce sprawl and environmental impact. *Parking beneath buildings. *Public transport to compliment development. *Beautify Lemon Quay- apartments above M&S and uncover quay.*Social housing in the mix. *Rewilding spaces. *Safer pavements needed.		Policy E4b provides for appropriate high density development. Specific proposals for changes to the city centre are encouraged by the plan and are being developed through the Town Fund deal.
52	Y						Y			Y		*Pleased that walking and cycling routes are promoted		noted
53	Y	Y			Y	Y	Y			Y		*more pedestrian consideration at crossings. *Pedestrianise centre for pollution and shopping purposes. *AH for city workers. *Safer streets needed- homeless, drugs.		noted
54			Y	Y		Y					Y	*Overall support. *Student accommodation at Pydar St not needed. *NDP (2016) has been ineffective. *Pydar St scheme assuming retailers want large floorspace which is not the case.		noted
55		Y								Y		*To designate land at Shortlanesend Meadows as LGS.		change made to policies map to include the land
56											Y	*Requests confirmation on the meaning of Development Boundary		a description is set out in policy H1
57			Y			Y				Y	Y	*Retail premises demand is reducing. Student accommodation will improve night-time economy, but could cause other closures. *The plan should consider how it will develop unwanted retail space. *Opposes out of town retail.		the plan sets a vision for a more diverse city centre ad associated policy. Many changes are permitted development. No changes proposed.
58		Y					Y			Y		*Commuter rates high and will be worse. Victoria would be a better location. *Devastating impact on wildlife. Plan doesn't propose large green spaces/parks.		the plan proposes a balance of measures to protect amenity and to meet local housing needs that would not be met if development were transferred elsewhere. No changes proposed
59		Y					Y				Y	*Welcomes character /setting and POS policies. *Inadequate prior transport infrastructure. Road improvements are not enough to meet current and future needs.		Noted.
60					Y	Y				Y		*more parking needed in city centre to increase footfall. P&R impractical and electric cars nullify pollution argument.		noted, but the parking strategy is set by Cornwall Council
61		Y								Y		*Field off Comprigney Hill not suitable for development. Should be kept as green space.		noted
62										Y		*Area distinctiveness is not ambitious. T&K need a stronger sense of place. *Document vision doesn't set any targets. *Flood defences need updating. * Plan does not focus on reducing carbon- local food, renewables or rising sea levels/flooding. Infrastructure needs to meet additional demand. *Active travel needs more work to encourage it, reducing car parks in city helps.		noted, targets for renewables and reducing carbon are set by the Climate Emergency DPD produced by Cornwall Council. No changes proposed.
63					Y					Y		*Concern over sewage capacity for LGV and Higher Newham Farm.		noted, but permissions and consenting exist for those developments
64							Y			Y		*Traffic on Kenwyn Rd increasing in volume and speed. LGV will increase this which must be considered.		noted
65		Y					Y	Y	Y	Y		*Two new developments are good but shouldn't be piecemeal. *Pedestrianise inner Truro and remove city parking. *Taxi and public transport should be electric. *Retain the cobbles. *encourage new local businesses. *Tree planters throughout city. Tram between P&R and centre.		noted - the policies will help to provide context for the Town Fund projects to achieve the requested changes. No further actions proposed.
66	Y	Y									Y	*Public space on Meadows Development in Shortlanesend is not shown as designated POS. Residents pay maintenance costs which should be the responsibility of CC. *Enforcement issues on the estate for adoptable areas and waste collection. Free bins would help and encourage responsible fortnightly waste collections.		Noted and space has now been included as an open space in the policies map.
67		Y								Y		*POS in PA14/11470 development requires long term stewardship in Shortlanesend. *Community Orchard or Garden is supported locally.		Noted
68				Y		Y				Y		*Uncertainty over what is being proposed at Pydar from differing publicity with Love Truro. *Where will the capital come from to support cultural/ social facilities, is it viable? *Scepticism about student enthusiasm and facilities for living and studying in Truro.		The NDP is providing the policy context for Pydar, but the active development is by others. No action proposed.

69		Y	Y				Y		Y	Y		*New development to be built to highest sustainable standards- ecology and renewables. *Free or competitively priced public transport needed. *Residents parking is ignored in the plan. *Pg 8 needs to be clearer that habitat loss is unacceptable. *Preserve mature trees as well as planting new. *Chain stores leaving centre shift focus from retail to leisure and those supporting retail could close. *Truro housing too expensive, volume will not address that. *identification of job delivery would be helpful (2460 for 4100 based on CLP). *Dense development reduces space for gardens and green. *Street trees need protecting- complaints from residents about roots etc. *Need for countryside permeability around Truro. *There s not a safe segregated cycle route from county hall to RCHT which is needed . *To reduce congestion do a feasibility study of relocating the retail park to Chiverton. *Keep resources like Coop in city centre. *not opportunity for wider resident involvement in the plan.		The plan proposes as much as can be done by an NDP regarding build standards, but the Climate Emergency DPD provides additional detail and will be used in the plan area. The plan seeks to retain existing green infrastructure as well as encouraging more. The plan cannot address changes in retail and the price of housing, but seeks a flexible approach to supporting retaining shops in the city centre and new housing development. The City and Parish Councils will continue to be engaged in supporting sustainable transport improvements as part of the Truro Transport Strategy and LCWIP. No changes proposed.
70												*concern over removal of parking in centre- affects commuters and disabled visitors as P&R doesn't work for all. *People will shop elsewhere and it could kill Truro, don't want to lose more shops. *Truro needs a bypass, Langarth will ad to traffic which is already at capacity. The new road should not stop at the hospital it needs to go into the city centre. *New homes need to be affordable for people to get on the property ladder. *how will RCHT and secondary schools cope with influx of people?	Y	The reduction of car parking associated with Pydar Street has been undertaken following studies by Cornwall Council that shows that the spaces are not required alongside other changes.
71					Y							*H3 does not allow for small scale housing outside of the masterplan to come forward. Suggested wording to be added "Small scale housing development within the allocated site but not specifically identified in the Masterplan will be permitted where it does not compromise the ability to deliver the principles set out in this policy". *Suggest remove word 'binding; in H3 to allow for development to come forward in advance of phased delivery of emerging masterplan.	Y	H3 seeks to restrict development to the allocated area, but H1 does allow some small scale development to round off logical and required extensions. The final paragraph of H3 (requiring the masterplan to be adhered to) is considered reasonable as a pre-requisite for development across the site to avoid creating development that prevents the achievement of comprehensive infrastructure and good quality facilities and design. No change proposed.
72		Y			Y		Y			Y		*Langarth isn't wanted or sustainable. *Increased traffic on A390 and rural lanes still a problem. *loss of greenfield will have impact on character and setting of Truro. *Resident parking zone in Truro pushes commuter parking to other residential areas, exacerbated by Langarth. *Permits are expensive.		The Langarth development already has planning permission and the allocation seeks to improve that through a new masterplan and principles to guide the future development of the site. No action proposed.
73		Y					Y		Y			*support for wildlife and green policies but these could have more emphasis to increase biodiversity. *Daub Moors and Kenwyn Churchyard could be designated as green spaces. *Illegal parking at the top of Pydar street is dangerous and by the hospital cars block the cycle path. *NDP should be more ambitious to discourage car use. *Support for Pydar redevelopment, but Pydar street traffic needs consideration and how it links to the rest of the city centre- it is a difficult road to cross- add a zebra crossing.		Daubuz Moors and the former church yard are both designated as open space. The Parish and City Councils are working with CC to inform the development of the Truro Transport Strategy and development is required to help achieve more sustainable patterns, including creating and linking to new cycle and foot access.
74	Y						Y			Y		*Truro improvements are still geared towards cars, e.g. parking behind co op is dangerous to cross for pedestrians. *To encourage more walking and cycling busy roads (Ferris Town, Mitchell Hill) need better pavements and crossings. *Cars park in residential areas impacting air quality. *Need free/cheaper residents permits. *Playgrounds at Tremorvah field requires improvements for safety and social issues.		The Parish and City Councils are working with CC to inform the development of the Truro Transport Strategy and development is required to help achieve more sustainable patterns, including creating and linking to new cycle and foot access.
75	Y	Y					Y		Y			*Policies E5 and LC1 concentrate on new development and do not plan for the majority of existing residents. *Truro Loops project is supported but there is no comprehensive vision for the whole of the plan area e.g. Carrine Moor via NCR3 is not proposed in the review. *potential for quiet lanes to connect with neighbouring parish NDPs.		The Parish and City Councils are working with CC to inform the development of the Truro Transport Strategy and development is required to help achieve more sustainable patterns, including creating and linking to new cycle and foot access.
76	Y	Y	Y		Y	Y	Y		Y	Y		*E4 should require energy efficiency (with 'must'). Supporting retro-fitting dilutes objective of sustainable design. *NDP doesn't do enough in E3 for air quality at Highertown, especially with stadium. *Stadium won't give return if only used for sports, music is likely to be held here which impacts on residential areas. *Concern over inclusion of RCHT car park land and continuity planning of RCHT staff. *NDP should condone use of hospital land for development when alternative equivalent parking is in place on site. *no P&R for commuters from Falmouth and P&R doesn't support 24 hr hospital requirement.*NAR will create funnels at Treliske and Highertown affecting air quality and traffic volumes. *concern over lack of detail for NAR route		The NDP cannot mandate energy efficiency targets, but this is proposed in the CC climate emergency DPD, which will apply to the plan area. Other concerns noted, but parking policy at RCHT is not in control of the NDP or the use for he proposed stadium. No action proposed
77		Y								Y		*LC3- land at Beechwood Park/Tregolls Road is contained within S106 as land for future plots.		Noted and land proposed for LC3 revised to exclude site.
78	Y			Y	Y		Y		Y	Y		*Concern over cumulative impact of developments-Newbridge, Copperfields increasing traffic and school capacity. *Propose development at Shortlanesend, the school has capacity and the road is quieter B3284. Four fields proposed by school for development (respondent is land owner).		No action proposed. The proposed site sits outside the proposed settlement boundary is not required to meet the housing needs of Shortlanesend, being an extensive site for significant numbers of dwellings when there has already been significant development on School Lane and Higher Carvinack Farm in the plan period. Sufficient allocations and flexibility for smaller developments have been made in the plan revision.
79			Y		Y		Y			Y		*Concern over air pollution at Highertown and journey times around the centre. *Public transport is not a solution to traffic, people will still use their cars. *Centre is dying from out of town developments. *Infrastructure must come before housing. *not supportive of residential use at Pydar Street.		Noted - no change proposed.
80										Y		*oppose to density and volume at LGV. Increased traffic is already an issue of bottlenecks. *Commercial development and housing will alter the character of Truro. *Smaller development at Shortlanesend and Trispen is more appropriate.		Noted, but Langarth has permission in place and the opportunity to help resolve infrastructure needs. Smaller development at Shortlanesend cannot provide for additional infrastructure due to scale and Trispen is outside of the plan area - no action proposed.

81					Y					Y		*Suggest to include land at 3MS boundary off Lower Hugus Road (rounding off) as it would not cause encroachment into the countryside and it is well integrated. *There is not clear reasoning for why the boundary is drawn as it is.	No action proposed. The proposed site sits outside the proposed settlement boundary is not required to meet the housing needs of Threemilestone, where significant development is proposed at Langarth in the plan period. Sufficient allocations and flexibility for smaller developments have been made in the plan revision. The site could be advanced through H1 or as an exception site. no change proposed
82						Y				Y		*Support golf club is protected under LC3, but the policy should ensure the space is used as intended and not jeopardised by proposals, e.g. stray golf balls affecting neighbouring development. Development should provide mitigation (netting or buffer).	Noted - future development close to the club would need to
83		Y			Y					Y		*SuDS not always achievable so E2 is overly restrictive, it should be amended to say that surface water run off should not exceed greenfield rates. *E4a is overly restrictive (agricultural land protection) and sterilising Langarth. *H1 should confirm that Langarth is not a RES. *H3- delete last paragraph as it is unreasonable. T1 should clarify that CIL is in place and detail calculations which requires further consultation.	Policy E2 remains unaltered from the existing NDP and is operated flexibly to allow for situations where SUDS cannot be used. E4 a priorities non BMV land, but recognises that this may not always be avoidable around urban edges. The final paragraph of H3 (requiring the masterplan to be adhered to) is considered reasonable as a prerequisite for development across the site to avoid creating development that prevents the achievement of comprehensive infrastructure and good quality facilities and design. The CIL charges are set and administered by CC and cannot be amended by the NDP, therefore no change would be reasonable. No change proposed.
84		Y			Y					Y		*Concern over E6 not based on up to date evidence and specific areas identified which the 2016 plan did not include on maps. The objectives of this policy should be applied case by case. *H1 a flexible approach should be taken for greenfield sites to deliver AH. *Concern that the plan does not include residential allocations (pg 56) to deliver housing. *Two parcels of land north of Knights Hill and south of New Mills Lane are proposed for development and remove land at Kenwyn from E6 map.	noted. Policy E6 has been updated and evidence updated to support it. Buffer areas removed from the policies map and to be applied using E6 and H1 as amended. The plan includes allocations for housing and allows additional sites to come forward via policy H1. additional allocations beyond Langarth and Pydar Street are not proposed due to a flexible approach under H1. No change proposed
85										Y		*Agree with E4a and b. *Support E5 and keen to support existing footpath south of the site to park and cycle. *query evidence for identified land in E6 map. *additional public transport required along Kenwyn Road. Eastern fields would be required for cycle lockers and car spaces. *Coastline conducting LVIA for their site.	noted. Policy E6 has been updated and evidence updated to support it. Buffer areas removed from the policies map.
86										Y		*Pre-emptive felling discouraged. SUDS and species diversity are important for biodiversity and aim for SUDS to be multifunctional. *NDP could adopt energy hierarchy. *Garden linkage front to back for hedgehogs. *NDP should require lighting impact assessments near designated sites (SACs). *Garras Wharf requires flood resilient usage. *Consider other uses at Pydar, health centre etc. *promote better land management upstream to reduce silt pollution. *Could add policy wording for CDAs for design reducing impacts downstream. *Could add policy for replacement dwellings to enhance habitat connectivity.	comments noted. The new Biodiversity Net gain approach reduces the risk of pre-emptive clearance and encourages better GI. The Pydar Street site will contain a mix of uses, but increased housing is required in town to help reduce greenfield land take and maintain a healthy city centre. No action required.
87					Y					Y		*propose land for 100-200 units at Shortlanesend by B3284, within walking distance of services.	No action proposed. The proposed site sits outside the proposed settlement boundary is not required to meet the housing needs of Shortlanesend, being an extensive site for significant numbers of dwellings when there has already been significant development on School Lane and Higher Carvinack Farm in the plan period. Sufficient allocations and flexibility for smaller developments have been made in the plan revision.
88		Y								Y		*LGV is on sloping valley and levelling will disrupt native soils, geology and river water. River flow would affect the estuary habitat. Alternatively, hard standing could over feed the river. *hydro power should be included at River Allen and Kenwyn. The EIA must be thoroughly considered before designs and locations are determined. *LGV cannot rely on sewage being pumped over 3 miles to works that are too small. Demand can't be kept up with at present. *development contributions need to contribute to sewage works. *Concern over local materials being used- red brick not local.	The Langarth development is already subject to planning emissions. Policy H3 sets out standards and principles to be used in ensuring that the impact of Langarth is reduced and as positive as possible for the environment. No change proposed
89						Y				Y		*Concern for staff parking at RCHT.	this is a matter for RCHT policy
90						Y					Y	*Confusion around the halt on the map- the location is actually where the blue lines are by the courts.	plan amended to make clearer
91	Y			Y	Y		Y			Y		*Homes need working areas, bike racks and high energy efficiency. *RCHT to P&R is not a safe walking route- could park and cycle? *Keep old trees and hedgerows. *Use local stone and products. *raise build levels for parking and make the most of views and clean air. *rail station needed at Pool and Pydar, open Chacewater to relieve roads. *where is school provision?	Y Plan includes policy for retention of hedges and trees/boundaries and encourages local materials. Plan cannot require stations beyond the plan area. Schools are allocated at the new Langarth site.
92			Y		Y	Y	Y				Y	*T2 safeguards land for sustainable transport. No need for a halt, focus n buses and improving infrastructure. *Don't use big housebuilders, they don't last and are uninspiring. *Nansledan has better spaces but less houses. *Tresillian cycle path is not working. *how can NAP protect business in town? *more parking for water taxis. *Open Lemon Quay up.	Y comments noted. It is felt that the site for the halt should be reserved as it may be required and the land is in public ownership. Other comments noted, the plan can help specify standards (alongside the CLP) but cannot dictate who builds the houses
93	Y		Y		Y	Y	Y			Y		*Supports Pydar St residential proposals but needs careful place shaping- sustainable communities e.g. co-housing. To change P&R behaviour it needs to be easier, either on time or money. *city centre needs lots of help as big shops leave. *Hospital staff need incentivising to car share. *'Not much here' tourist quote about centre.	Y Policy EJ2 sets out principles for development of the Pydar Street site and the MOU group has worked to improve the scheme. No action required.

94									Y			*important to retain mix of housing and business to keep young people in the city. *Make sure community and economy benefits from proposals, e.g. Falmouth good example. *reconfigure buildings for residential and business use (flats above) *Screen matches in public spaces, general family events and have gathering spaces- Lemon Quay?	Y	comments noted - no action required
95			Y		Y	Y	Y				Y	*We need affordable homes but there are social integration issues. *Cornwall needs a stadium. P&R is too time consuming, we need more/better walking facilities. *street parking on Bodmin Road an issue. *We need an Oxford St type feel in centre, with a tram from one side to the other and major shopping facilities. *New Halt at Pydar. *too much is expected for nothing.	Y	comments noted - no action required
96		Y	Y			Y	Y		Y			*Supports housing at Pydar St as long as adequate parking is provided and people input to local economy. *Even with residents permits it is difficult to get a space. *Langarth should look for professionals not students, they will input more into the city. *Bakery Studios and HFC will boost town. *Walking routes are important for people once they are in the city- protect green spaces around the city. *Public transport is not quick enough with good turnaround times and train does not link well with Newquay.	Y	Policy EJ2 sets out principles for development of the Pydar Street site and the MOU group has worked to improve the scheme. Parking is now being developed further as part of the Pydar application. No action required.
97	Y	Y							Y			*Fully support new green buffer zones. *Concern over live application at Newmills Lane which would extend into the proposed green buffer zone.	Y	comments noted - no action required
98	Y						Y			Y		*Pavements and dropped kerbs are important to disabled users as well as connectivity. *Concern over losing parking at Pydar St. Disabled people may not be able to use P&R, or people coming from Falmouth. *New halt to link with Falmouth that doesn't require change at Truro. *Public transport for commuters into Truro needs to be more convenient. *Increasing population adds environmental pressures that we all need to think about.	Y	comments noted - no action required
99							Y	Y		Y		*Stop Langarth, we need road infrastructure. *Stadium should be located closer to Devon border. *Pydar layout needs to respect and incorporate the river with high quality design. *Build a halt near to where houses are proposed. *Support for Pydar as it is brownfield. *Appropriate tree planting and hedges in new development with a strategy for their functionality.	Y	Langarth already has an implementable permission and the plan seeks to improve on that, but cannot stop it. The Pydar Scheme is subject to masterplanning requirement in the proposed policy - no action required.
100	Y	Y			Y				Y			*Support for new updated areas of Truro. *Need to tackle traffic. *Support for housing as long as the aesthetic of green land is maintained and housing is 'eco'. *Retain green land and heritage.	Y	comments noted - no action required
101						Y	Y				Y	*need safe cycle connectivity between Truro and Falmouth (already supported by train storage). *Suggest community space at Pydar St. e.g. for youth groups, swimming pool. *Shops are closing- business rates? *halt at Pydar would be good	Y	comments noted - no action required
102	Y					Y	Y				Y	*Use estuary more, marina would be nice (e6). Newham and Malpas area for shipping instead of road use. *Youth club needed for teens. *Roads should go around Truro, not through (H3). *Social housing at Pydar St. *C3- plant more mature trees of water retention. Need more trees in city centre (C3). *Buses are a waste of time, train and halts are better and more direct.	Y	comments noted. The Northern access road through Langarth has planning permission and the plan does not seek a bypass due to the viability, technical and environmental issues associated. No action required.
103	Y					Y	Y				Y	*Railway line not properly exploited for freight. *Need more daytime buses, relying on cars so parking is needed. *Developer funded infrastructure first. *New road from Tresillian to Kea. *Morlaix has made use of river and make money from it. *Difficult to assess NAR as it is not shown. *reduction in parking will be detrimental to day and night-time economy.	Y	comments noted - no changes required
104	Y	Y					Y					*Safe cycle routes outside houses before occupation. *need cheaper buses. *Centre needs to be more cycling friendly. *How does the plan link to cycling and walking infrastructure plan? *reduce parking in Truro to deter people from driving in and will use alternative methods.	Y	comments noted - no changes required. Cycling and walking plan sits alongside the TKNDP and fits with T1
105			Y									*Truro is reactive instead of proactive by attracting tourism and creating a greener town. Make the most of the port town	Y	comments noted - no changes required
106							Y		Y			*Are artificial trees better at absorbing CO2? Educate and inform about the multifunctional trees- wellbeing, pollution etc. *Support for safeguarded land in T2 for future freight. Halt should be at Pydar St. *Join cycle and walking routes e.g. Trafalgar and Tesco roundabouts aren't cycle friendly.	Y	comments noted - a number of connectivity challenges are addressed by the LCWP which is supported by this plan. no changes required
107	Y				Y		Y					*Carbon reduction standard for housing is too low (E4 and E6). *Cycle route from Treliske is dangerous as well as Kenwyn Road. Cyclists should be prioritised or separated from drivers. *Treliske to Coosebean is dangerous for pedestrians and cyclists to both use, education signage is an option. *Can cycle routes link to Falmouth? *Suggest Archimedes Screw at the bottom of Pydar development. *Pedestrianise Boscawen St. *Pelican crossing needed at Pydar Street. *Graphics need more interesting streetscape shown.	Y	The NDP cannot set carbon targets, but this is proposed in the CC Climate Emergency DPD which would apply to proposals in the TKNDP area. The plan will continue to work for transport improvements alongside CC in line with our transport policies - no action required.
108	Y					Y	Y			Y		*leaving Truro is difficult with traffic, need a swimming pool in Truro. *Supports H3 and car reduction but there needs to be activities available in Truro and 3MS. *Truro is too far from cycle tracks, you have to drive somewhere first (especially with kids). *need a community hall- could the cathedral be used? *Cafe's near children's play areas.	Y	comments noted - no changes required
109					Y				Y			*Propose Lower Roseworthy Farm in Shortlanesend for housing development (100-200 units). *Accessible and close to school, no land designations and AH delivery.		No action proposed. The proposed site sits outside the proposed settlement boundary is not required to meet the housing needs of Shortlanesend, being an extensive site for significant numbers of dwellings when there has already been significant development on School Lane and Higher Carvinack Farm in the plan period. Sufficient allocations and flexibility for smaller developments have been made in the plan revision.

	Y	Y			Y			Y	Y				*Governs Farm to be included in red line of plan, including limited development and strategic open space (34ha) at Penventinnie Round at South of Governs Farm. *NDP needs clarity on how infrastructure funding will be sought from applications.	Amendments proposed to include Governs as a mainly green open space to preserve the setting of the Governs Round. This amendment helps to resolve the uncertainty of an area immediately adjacent to the major allocation at Langarth. Text amended to refer to infrastructure funding as recommended.
110				Y					Y				Wording amendments to ED1 to include secondary school need and strengthening of primary school support wording at LGV.	Amendments made to Policy ED1 as requested
111		Y				Y			Y				*Public space factual amendments from pg 40-42	Amendments made to Policy LC1 as requested
112			Y						Y				*Truro BID supports the Truro and Kenwyn Neighbourhood Plan in their vision for shaping Truro and considering all aspects of those who live and work in our great little city. *Where did figure of 14000 originate from? *Page 21 – ‘Cornwall LEP sees health, administration and retail as the three main employers’ noting the increasing pressure that retail is under and changing dynamics of the high street, this will be less in the future. Question around who are the big employers? Need to create an economy that is not only serviced based. Need to sustain the new Langarth population with employment. *Page 22 – Truro Retail Academy – is this with Truro and Penwith College, Haven House. * Newham BID has been in operation since 2013 and there has been a significant improvement in signage and this BID is in its second five year term. No longer an improvement plan - but a Newham BID Business Plan. *will Truro BID receive S106 money for the impact that Langarth will have on Truro..... do we as Truro BID need a proposition to be put forward. *Pg 48- Working with Visit Truro and Civic Society it would be fantastic to develop this trail, historical concept into digital, signs, maps. *Minimum wage workers cannot afford parking.	comments noted. Questions relate to areas beyond the scope of the neighbourhood Plan

Appendix E– Proposed amendments to the text of the Neighbourhood Plan to respond to issues raised during and after Regulation 14 consultation

The following are recommended policies for submission made to address issues raised through comments made at consultation stage and previous meetings of the steering group. Changes are shown as additions underlined and deletions as ~~crossed through~~.

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~~ excess drainage discharged to the any Strategic SUDs network;

H1 - Meeting Local Housing Need

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

The Cornwall Local Plan sets out the housing apportionment for Truro with Threemilestone and states that delivery of housing will be managed through a Site Allocations Document or Neighbourhood Plan. In the case of the TKNDP area sites for significant growth have been either permitted or are proposed for allocation through this plan. There are also significant previously developed sites and infill sites and redevelopment/conversion sites within the existing urban area that help provide additional capacity to meet housing needs and the apportionment of housing from the Local Plan. This means that in line with policy 3 of the Cornwall Local plan, unplanned significant scale or strategic housing development is not required outside of the current urban extent during the plan period up to 2030.

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

The need for affordable housing in the Plan area means that along with existing permissions, developments of a ~~scale~~ that helps to meet local need will be permitted in the Plan area.

The urban extent sets out the area within which Policy 3 of the CLP will apply. Significant scale development will be allocated at Langarth and Pydar Street and encouraged at the Old County hall site. Outside the urban extent development will be expected to be driven

by meeting local housing need and of a small scale that rounds off or infills the current urban extent. It will not support significant new development that would extend the urban area into the countryside or create a direction of growth or extension that should be considered by a new local plan or neighbourhood plan.

Residential redevelopment of sites in and around the city centre has increased the number of people living close to facilities and services and helps to provide vitality after trading hours. The approach of the Plan is to prioritise previously developed land for development and to help to provide a mix of uses on redevelopment sites and achieve high standards of construction. The viability constraints of some brownfield redevelopment sites are recognised, but given the significant committed development on greenfield sites, development should consider first the use of previously developed sites.

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

There is a persuasive argument to retain the compactness of Truro city centre and the urban area as this is a feature much appreciated by residents and visitors alike. There continue to be opportunities for the redevelopment of underused and redundant sites in the city for new residential development. Not all brownfield is equally suitable for development however and some sites are more suitable for development than others. In the city centre, within the town centre boundary, there are a number of key brownfield sites where the needs of retail, office space or parking to support the local economy should prevail and housing should form a part of the redevelopment 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. Policies E4, **E4a and E6** are 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 **(including density)** with the **defined** urban area of Truro or are within the development boundary of Threemilestone or Shortlanesend and do not reduce a green gap between settlements

or lead to the loss or significant impact on a **landscape**, green foreground or background important to the character of the settlement as described in policy E6;

- Prioritise the redevelopment of previously developed land within the urban area of Truro or within the development boundary of Threemilestone or Shortlanesend; and
- Provide a mix of housing in accordance with local needs/demand;

Developments of 10 dwellings or more must:

- Provide a minimum of 35% affordable housing, well integrated with and 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;

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

All developments must:

- 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
- **Ensure the protection and enhancement of the landscape setting of the settlement and respect the constituent features of the landscape setting in which it is built and the wider landscape setting of the urban area; and**
- Make a positive contribution to the built environment in terms of **layout and form**, scale, materials and bulk.

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.

H3 - Langarth

When the first neighbourhood plan was developed, permissions had been granted for the development of around 2700 new houses on Langarth, Maiden Green and Willow Green Farms as well as significant commercial development. These permissions are now known collectively as Langarth and will be a significant new development area. However, since those permissions were first granted land ownerships have changed, commercial circumstances have changed, and new priorities **have** emerged which has stalled the progression of the developments and required **that** a new direction is taken. Cornwall Council has committed to significant work to help re-design and improve the layout, design and functioning of the developments. In addition, Langarth has now been awarded 'Garden Village status'. Government has awarded £47 million for the creation of a new high quality route through the sites and a new outline **hybrid** application for planning permission ~~is likely to be~~ **was** submitted in early 2021 **to support the development of an overall masterplan.** **The Neighbourhood Plan expects any future applications to be consistent with the masterplan.**

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

Land at Govers Farm is important to the setting of the ancient hill fort, which is a scheduled ancient monument. The plan does not consider it appropriate to develop the **whole of the** farm for housing use, but recognises that if it ceases to be used for agricultural purposes there could be a beneficial use of the land as a community recreational resource such as a woodland or to increase access to the countryside for residents of Langarth. The current edge between the existing permissions at Willow Green and Govers Farm will need to be carefully considered by the Masterplan to ensure that it is an appropriate response that protects its landscape setting. There may be an exceptional opportunity for very small scale development on a small proportion of the land immediately adjoining the Langarth development **limited residential development of Govers Farm along the southern edge of the farm could be appropriate, as part of the provision on the significant majority of the farm as a strategic public open space, the planting of new woodland on the valley slopes of the farm and the development of interpretation facilities for the Penventinnie Round scheduled monument. This will help to** enable the long-term protection of Govers Farm for green infrastructure uses **and should be considered further in the masterplan.**

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

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

Developer contributions from developers/landowners of parcels of land within the Langarth development site (or benefitting from the strategic infrastructure to be provided as part of Langarth site development) will be sought to ensure that the necessary physical,

social, economic and green infrastructure is in place to deliver the development. These developer contributions will be required on a pooled and, where applicable, retrospective basis (i.e. even where the infrastructure has already been built or provided through forward-funding a developer contribution will still be required).

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

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

Policy H3 – Langarth

The Langarth site as shown on the proposals map is identified for development as a sustainable community comprising a mix of high quality housing, public and private spaces and supporting infrastructure and facilities. Planning applications that propose development of the site in accordance with the masterplan will be supported subject to their adherence to ~~a~~ that binding Masterplan that successfully identifies how the following principles for sustainable development will be achieved across the site:

- The provision of a high quality and logical movement hierarchy, including the primary transport route (known as the 'Northern Access Road' (NAR)) as shown indicatively on the proposals map that runs between West Langarth and Treiske Hospital, with new vehicular junctions onto the A390 limited to those at West Langarth, the junction for Richard Lander School and Penventinnie Lane. The NAR route shall be designed to provide a high quality, tree lined thoroughfare, designed for low traffic speeds and ~~providing~~ a public transport and providing a segregated, safe cycle and pedestrian friendly environment and incorporating sustainable surface water drainage features/systems throughout its length. Priority, particularly at junctions from the NAR and on the remainder of the network must be given to cyclists and pedestrians, designed to provide easy to use, direct crossings and routes that follow safe desire lines;
- The development of a series of coherent and comprehensively planned neighbourhoods, with a mix of uses, tenures and housing sizes and adequate parking provision to be connected by a planned network of green infrastructure and active

travel routes. Development shall make targeted and appropriate use of higher densities to create centres and hubs for public transport and community facilities across the site. The creation of green gaps across the Langarth **Garden Village** site between areas of development should create and contribute to a coherent and functional network of green infrastructure;

- Plan for early implementation of key infrastructure including (but not limited to) strategic movement routes, green infrastructure networks, schools and improved access and accessibility throughout and between the **neighbourhoods within the garden village** site and to services and facilities within the ~~development area~~ **site** and to support ~~and in~~ **access to** Threemilestone, Gloweth, Highertown and Truro city centre by **sustainable transport modes and** non-motorised transport, including protection to Quiet Lanes to reduce attractiveness to cars/rat running. Strong, continuous and safe routes shall be formed for pedestrians and cyclists north/south and across the A390 by 'supercrossings' that support and link existing communities at Threemilestone and Gloweth through the sites to the surrounding countryside, as well as strong, safe, traffic free, tree lined spines from west to east **across the site** using wherever possible remnant green lane networks and utilising contours. The plans need to prioritise connections beyond the site, particularly to the city centre, by bus, walking and cycling;
- Development that is genuinely reflective of and responds to the local character in terms of materials and utilises typical building forms that work with the topography of the sites and minimise the need for large retaining structures or land sculpting;
- The development of a planned and coherent network of multi-functional green infrastructure that retains and strengthens existing networks and corridors **across the site**, results in biodiversity net gain, and prioritises the retention of existing biodiversity and habitat, minimises **the** loss of Cornish hedges (with translocation or replacement compensatory hedge construction utilising existing materials and stone where practicable) and **the loss of** trees **and** incorporating active travel routes, green roofs and walls, sustainable drainage features above ground, tree and hedge planting, community growing spaces and edible landscapes;
 - The creation of a wooded landscape across the site, extending where possible to create opportunities for a new woodland park beyond the site;
 - Enablement of opportunities through the layout and form of the development for co-created public spaces to be facilitated for and by the community;
 - The provision of a mix of housing types, sizes and tenures to meet identified needs throughout the development area including key worker housing to help serve key employment in the location and extra care housing provision that is well connected to the community and facilities;
 - Energy efficient buildings, uses and infrastructure to reduce the carbon footprint of the development and generate capacity across the site; and

- **The provision of** measures to prevent further incursion of new built development into the surrounding countryside beyond the allocated site unless it is necessary for the provision of new green infrastructure or recreation.

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

Planning permission granted for the **Langarth Garden Village** site shall include an appropriate mechanism to ensure that the provisions of the masterplan are implemented in the development **on a comprehensive basis**, including the use of design coding, **site-wide infrastructure requirements, phasing requirements and/or** other controls as appropriate. Developer contributions will be sought **from developers/landowners of parcels of land within the Langarth site (or benefitting from the strategic infrastructure to be provided as part of Langarth Garden Village site development)** to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver the development. **These developer contributions will be required on a pooled and, where applicable, retrospective basis (i.e. even where the infrastructure has already been built or provided through forward-funding a developer contribution will still be required).**

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

E6. Character and setting of settlements

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

The landscapes surrounding the city are often particularly sensitive to change because views to the landscape can be from a number of different places and are often surprising. Care is therefore needed in all proposals, including individual buildings and small-scale

development, on the edges of the urban area to ensure that the special landscape setting of our urban areas is not compromised.

A number of landscape studies and strategies have identified important landscapes and green gaps in and around Truro, Threemilestone and Shortlanesend. ~~Key areas that contribute to the foreground, backdrop and setting of Truro and Threemilestone as well as important green gaps have been shown on the proposals map for this plan, although it must be noted that this cannot ever represent a list of all important green areas in Truro and Kenwyn.~~ **The Truro and Threemilestone Landscape Character Assessment has been developed to assist this process, describing the landscapes that make up the setting of Truro and Threemilestone and their sensitivity to development. Many of these landscapes are critical to the setting of Truro, Highertown and Threemilestone or contain important features that help define the cultural or natural history of the area. Policy E6 applies to all of the landscapes that contribute to the setting of Truro and Threemilestone shown by the notation on the policies map.**

Policy E6. Character and setting of settlements

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

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

The proposal should not physically extend the urban area into the open countryside.

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

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

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

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

The desirability of retaining a mix of active uses, including retail ~~uses~~ within the city centre is set out in National Planning Policy Framework and the Cornwall Local Plan. ~~The as a sequential test and all proposals are assessed against it~~ helps to ensure that new retail provision continues to be concentrated in town centres and. ~~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.~~ and this is provided for in the principles for the Langarth Garden Village Masterplan in policy H3 of this plan.

Increasing the residential and other leisure and employment capacity of the city centre can also bring significant benefits to its economic vitality and viability and this will continue to need to be a careful balance to create a mixed and vibrant area that residents and others will use for shopping, leisure and employment. The Town Deal vision will help to articulate future opportunities of increasing the vitality and viability of Truro centre as a community and economic resource. Parking and access requirements for residential developments in Truro centre will reflect the balance of the mobility of residents, the needs of those travelling to access Truro, the availability of public transport and the need to reduce traffic movements in the city centre ~~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 **and enhances** Truro's distinctive and historic character, ~~including~~ its setting, distinctive buildings, **density, skyline and surroundings. To include scale, form, shape, building line, orientation, materials and colours that reflect those associated with or historically used in the City. To assess the impact of any development on views and vistas within, into and out of the Conservation Area** and **its** green infrastructure as well as the quality of the public realm.

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~~ **policies** map.

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

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~~ **would support the vitality and viability of the centre, including its retail role.**

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

Policy ED1 – Education

Education in Truro and Kenwyn: There are seven state primary schools, two state secondary schools and two private pre-preparatory schools and secondary schools in the Plan area. Whilst Truro School **and Truro High School have** ~~has~~ a sixth form, neither of the state secondary schools have post sixteen facilities and this is provided through Truro and Penwith College. The Richard Lander School site at Threemilestone includes an underbuild section for expanding the school, although additional land for physical expansion is limited. Penair School occupies a considerable site and has land for further expansion, ~~but no plans currently to do so.~~

....

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 areas, schools have mixed demand. The~~

~~only two schools with capacity in the city are Tregolls and Treyew. Tregolls School has recently been expanded.~~ Bosvigo and St Mary's Schools are physically restricted. **There is further need for additional secondary places during the plan period and options for existing schools are currently under review.**

~~Using existing spaces: 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 supported where it is required.

...

Policy ED1: School sites

The current extent of schools and their grounds are shown on the proposals map. It is important to ensure that they remain available for educational use throughout the Plan period to allow for potential expansion of schools and retain open space for potential community use. At the same time, there is an identified need during the period of this Plan to provide for at least one new primary school to meet increased demand for school places arising from growth, **as well as need for additional secondary places.** ~~A site~~ **Sites** have 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 state secondary schools for extension and improvement. This policy therefore includes the areas of potential extension to ensure that they are retained for this future use and to ensure that surrounding uses are aware that extensions may be required during this period. The Neighbourhood Plan supports the Sustrans 'Journey to School' initiative that encourages increased cycling access to schools for young people.

(LC1) Leisure and Culture

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

...

The evidence base for the Plan includes an assessment of the open space needs for the Truro and Kenwyn area. Based on averages from other settlements and survey work within the Plan area a total requirement of ~~82.32~~ **85.33** square metres for each dwelling is reached. This is summarised in table 1 (below), **although this may be subject to future change and Cornwall Council should be approached for any update to the need figures.**

In table 1 (open space requirements in square metres per dwelling for Truro and Kewyn by typology) change the following:

1. Parks, amenity ~~17.22~~ **17.31**

2. Natural space	28.83 31.75
3. Public sport	32.02
4. Children's equipped play	1.61
5. Teen provision	0.58
6. Allotments	2.07
Total	82.32 85.3

Policies that also form part of the TKNDP revision but are not proposed for further change:

The following policies are new or revised by the proposed submission document, but have not been subject to change since consultation under Regulation 14 in 2020.

E4. Development and building quality

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

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

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

There is growing concern about climate change and interest in sustainability within the community. New development should set the standard regarding energy efficiency and energy production. This is reflected in this policy regarding the standards to which developments are to be constructed. The reuse and adaptation of existing buildings and building materials won from demolition can help to reduce carbon emissions and help to create interesting developments.

Connecting all parts of the community to the best amenities that Truro and Kenwyn, and the

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

Policy E4 (a). Development quality

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

- It uses a housing density that achieves a best use of land, whilst being of a massing and height appropriate to the character of its surroundings and maintaining an acceptable level of amenity in terms of garden space and accessible and usable open spaces;
- It safeguards grade 1, 2 and 3a agricultural land for food production;
- It integrates with and strengthens existing neighbourhoods and builds a distinctive and cohesive place, retaining and enhancing existing heritage features;
- It provides biodiversity net gain and is led by green infrastructure, prioritising the retention of existing natural features, habitat, trees and hedgerows and providing for networks of green space throughout creating interlinked open spaces wherever possible. Developments should include the provision of at least one tree per dwelling, provided throughout the development and wherever possible within or close to the plot;
- It provides amenities and infrastructure of a scale proportionate to meet the needs of new residents, ensuring that layouts, access and the design of green spaces are suitable for multi-generational use and do not exclude on the basis of physical ability or age;
- It provides a layout that actively promotes energy conservation and incorporate sustainable forms of construction, energy conservation measures and where possible renewable energy technology;
- It fully integrates sustainable transport modes (including bus services where the scale of development is appropriate) and active travel measures, including way marking of routes, into the development;
- High quality design and layout can be demonstrated that adds to the character of the area, meeting the principles of the 'Building for Life' and 'Building with Nature' standards; and
- Where possible, reuses or redevelops existing buildings and materials found on site or won from demolition.

Policy E4 (b). Building quality

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

- Sufficient and convenient storage for waste, recycling and personal equipment (such as bicycles and outdoor gear) within and external to the building;
- a high level of energy efficiency aiming towards zero carbon and either incorporate renewables or make it easy to incorporate it at a later date (e.g. the structure allows for the easy integration of solar panels and other renewables);
- adaptability and flexibility of accommodation to allow for later expansion or adaptation;
- the provision of ducting to the property to allow for future technology needs, such as rapid electric charging points and ultrafast broadband;
- external finishes and materials that fit within the local palette of building materials and are designed to be accessible and easy to maintain;
- sufficient garden space for day to day needs, including front garden space with an appropriate boundary;
- green walls or roofs where possible.

Pydar Street redevelopment site

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

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

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

Policy EJ2(b) – Pydar Street Redevelopment Site

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

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

Planning permission granted for the site shall include an appropriate mechanism to ensure that the provisions of the masterplan are implemented in the development (including individual parcels of the site), including the use of design coding or other controls as appropriate to control the quality, mix uses and coherence of the development. Where part of the site comes forward separately, the proposal for that part of the site must demonstrate how it has addressed the principles set out in this policy and ensure that the scheme being proposed does not compromise the ability to deliver the masterplan.

T1. Transport Strategy Contributions

The Truro Sustainable Transport Strategy (available to view on Cornwall Council's website) identifies a package of measures to reduce congestion and increase capacity in the transport network in the Plan area. ~~Prior to the implementation of the Community Infrastructure Levy~~ ~~S.106 Contributions will be required (where appropriate) to provide contributions to assist~~ the delivery of this package alongside measures within proposals to increase the use of non-car based modes of transport, particularly for shorter journeys in the urban area in accordance with the policies of this Plan.

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 and opportunities for expansion must be retained by ensuring that new construction does not obstruct any future plans for the expansion of one of our most sustainable forms of public transport. Growth of the community can be achieved more efficiently if we plan in room for expansion of necessary infrastructure saving valuable resources. Network Rail has indicated that some land at Truro Station has not been used for rail related purposes for many years and is declared surplus to requirements, however all opportunities for the use of the land for transport, storage or freight/transfer should be exhausted before other uses are considered. The capacity restraints on the local road network, the safety restrictions on the level crossing and the impacts upon neighbouring residential areas means that any future use of the site for significant freight handling will need to be carefully considered.

The potential for the land to support a transport hub should be further explored as part of any development proposal.

Policy T2: Safeguarding railway land

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

C3: Boundaries

Boundaries, consisting of walls, railings and fences add greatly to the character of the Plan area, adding containment and demarcating space. Within the Conservation Area demolition of boundaries of one metre or over requires planning permission, but not outside of this area. However the council wishes to ensure that all proposals (whether permitted development or not) take account of the desirability of retaining boundary treatments to protect the character and appearance of the area. Across the plan area and outside of the conservation area, there is a huge variety of important boundary features. These often reflect the uses that land was previously put to or the materials available across the area.

Careful consideration should always be given to avoiding the need to remove boundaries, particularly Cornish hedges, which can have significant historic and biodiversity value. A check should always be made for hedges whether they are protected by the Hedgerow Regulations (1997) or Tree Preservation Orders.

Policy C3: Boundaries

Development should seek to preserve or enhance walls, hedges railings and other boundary structures and treatments and designated or non-designated heritage assets (including milestones and parish boundary markers) that contribute to the appearance of the streetscape or special character of the Plan area. Care should be given to the retention of

Cornish hedges and natural boundaries and locally characteristic boundary treatments. 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.