

Perranzabuloe Neighbourhood Development Plan (NDP)

2018-2030

Submission Version



Neighbourhood Development Plan Website: <https://www.perranplan.co.uk/>

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June 2023



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Front page clockwise from top left: Karen Daubney (Perranporth, behind Boating Lake); Jamie Turnbull (Droskyn Point); Karen Daubney (Clock Tower, Inner Green, Perranporth); Jamie Turnbull (Bolingey); Jamie Turnbull (Perran Round and Rose); Jamie Turnbull (Kite Surfers at Perran Sands Beach); Rory Jenkins (Chapel Rock); Jamie Turnbull (Perran Sands Beach and Dunes)

Page 8, Rory Jenkins (Community Meeting); p.15, Rory Jenkins (Perranporth); p.28, Jamie Turnbull (Bolingey), p.49, Jamie Turnbull (Perran Sands Beach and Dunes); p.51, Lucy Wilson-Richards, Tirwel (Northern end of Callestick Valley towards Perranwell); p.55, Jamie Turnbull (Area of Perranporth-Bolingey Gap); p.82, Karen Daubney (Perranporth Boating Lake); p.84, Karen Daubney (Clock Tower, Inner Green, Perranporth); p.89, Jamie Turnbull (Perran Round and Rose); p.115, Jamie Turnbull (Perranporth Beach); p.116, Karen Daubney (Perranporth, behind Boating Lake)

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Thank you to each and every person in and beyond our Parish and who completed a questionnaire, sent in photos and otherwise gave us much needed opinions, advice and information.

Most of the work has been carried out by the Steering Group who came together over 3 years ago. Although almost nobody attended every meeting, the input from all was fundamental to the end result. From the Steering Group, particular thanks goes to: Andrew Bown, Chris Ashby-Zwozdiak, Janine Branch, Karen Colam, Kevin Havill, Linda Boylen, Nick Joy, Peter Gaisford, Phil Moore, Phillip Henwood, Roger Kayes, Sam Boston, Susan Dutson and William Rogers.

Again, to all involved, whether mentioned or not, thank you.

Rory Jenkins, Chairman of the Steering Group.

Foreword

The Parish of Perranzabuloe owes its name to St Piran, the patron saint of tin-miners, now more generally viewed as Cornwall's national saint. The early mainstays of the Parish economy would have been tin extraction, fishing and farming. From the early 1800s the Parish's popularity as a holiday destination began to grow. The twentieth century saw the end of mining and commercial fishing. It's easy to see the current day evidence of farming and Perranporth's popularity as a holiday destination. Less obvious are the many businesses around the Parish, which include many global exporters. The beginning of the twenty-first century sees the Parish and Cornwall facing serious challenges relevant to the NDP:

- climate change;
- the need for housing;
- the need to protect the environment;
- the need for well paid, year-round, employment;
- the need for training to enable people to secure that employment;
- the need for health care for a growing elderly population;
- the need to provide recreation for young people.

This is an evidence-based Neighbourhood Development Plan (NDP), based on what our Community has said they want and also what they do not want. Some of our NDP will put requirements on development decision makers, and some of it will additionally allow conscientious and caring decision makers to go beyond what is required to what is wanted by our Community.

1. Introduction

1.1 *The Community's Plan*

This Neighbourhood Development Plan (the “Plan”) is *the Community's plan*. It represents the Community's vision and priorities for how they would like to see the local area change in the coming years, and in doing so it sets out our local planning policies which will be taken into account as and when any proposals for development come forward in the Parish.

The Plan is not one which can cover every issue identified as being important to the Community: it has a focus on responding to proposals for development, the appropriate use of land and protecting areas of local value and importance. It puts us, as a Community, in the driving seat when it comes to having a say over what, how and where development should take place where it requires planning permission. The Plan and its policies reflect our Parish's own characteristics while recognising the need to align with both national and local authority planning policies.

The Plan covers the period between 2018 and 2030 to make it ‘in sync’ with the Development Plan Documents produced by Cornwall Council as the local planning authority.



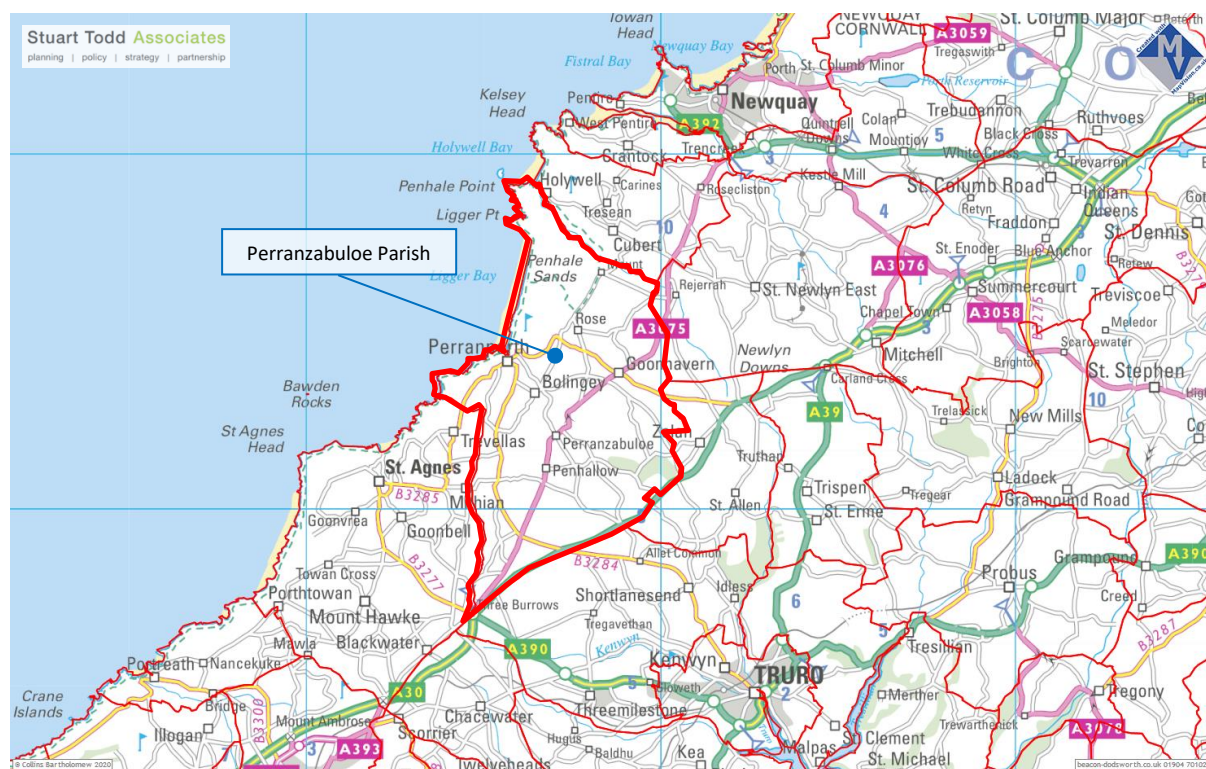
November 2019 community meeting presenting survey

1.2 *The Plan Area*

1.2.1 Location

Perranzabuloe is located on the north Cornwall coast. The Parish boundary is approximately five miles north-west of Truro and four miles south-west of Newquay. The southern boundary runs along the edge of the main A30 road. The main settlement, Perranporth, lies on the coast with Perranporth Beach and Penhale Sands to the north and the villages of Bolingey and Goonhavern to the south-east and east respectively. Truro lies around 10 miles from Perranporth. The rest of the Parish is predominantly rural in nature.

Map 1: Perranzabuloe Parish - Wider Geographic Context



1.2.2 The Past

The Parish of Perranzabuloe owes its name to St Piran, the patron saint of tin-miners, now more generally viewed as Cornwall's patron saint. The mainstays of the Parish economy for at least 1,000 years were tin extraction, fishing and farming.

The pilgrimage trade too would have thrived here until the Reformation was so brutally enforced in Cornwall in 1549.

St Piran's relics may have been lost, but fishing, farming and especially tin-mining continued to thrive in the Parish. The heyday for fishing and mining was from 1790 to 1870.

After that time, mining greatly declined, and many parishioners emigrated to other parts of the world taking their farming and mining skills with them.

The Parish's popularity as a holiday destination began to grow in the early 1800s and, with the coming of the railway in 1906, tourism became firmly established as part of the Parish's economy.

The twentieth century saw more change in the Parish – mining ended (for now) and fishing all but disappeared. Farming continued and Perranzabuloe's popularity as a holiday destination grew exponentially with visitors regularly returning each year from all over the UK.

1.2.3 The Present

To aid the development of the Plan, in 2018, we undertook a brief "strengths, weaknesses, opportunities, threats" (SWOT) analysis. This helps to set the context for the Parish for the direction of travel for our policies and overall strategy where we play to our strengths, respond positively to opportunities, move weaknesses towards strengths and reduce the impact of threats.

<p style="text-align: center;">STRENGTHS</p> <ul style="list-style-type: none"> ● The beach and dunes. ● Tourism. ● Landscape. ● Environment. ● Community. ● Clean Air. ● Outdoor Sports. ● Dog Friendly. ● Many small and independent businesses. ● History/heritage. ● Close access to A30. 	<p style="text-align: center;">WEAKNESSES</p> <ul style="list-style-type: none"> ● Overstretched infrastructure & services: Education; Health; Wastewater treatment. ● Traffic – seasonal & specific points. ● The Retail Offer. ● Urban Design. ● Lack of local community energy sources. ● Lack of desirable & truly affordable housing. ● Lack of property for commercial / employment opportunities. ● Loss of hotel accommodation and venues. ● No business groups eg Chamber of Commerce.
<p style="text-align: center;">OPPORTUNITIES</p> <ul style="list-style-type: none"> ● Create a modern image. ● Designate protected landscape areas. ● Designate areas for new businesses: <ul style="list-style-type: none"> ○ Clusters; ○ A 30 opportunities. ● Create a stronger all year economy. ● Improve Perranporth village centre. ● Make provision for the smaller communities and co-ordinate the Parish as a whole. ● Sustainable use of the beach including “Plastic Free Coastline”. ● Enhance outdoor activities: <ul style="list-style-type: none"> ○ Footpaths /cycle tracks. 	<p style="text-align: center;">THREATS</p> <ul style="list-style-type: none"> ● Pollution. ● Uncontrolled development. ● Loss of: Community services (Library, Museum); and, all year-round retail and services. ● Drift towards arcade/slot machine settlement. ● Social challenges: <ul style="list-style-type: none"> ○ Some anti-social behaviour; ○ Vulnerable elderly. ● Climate Change causing beach erosion and flooding. ● Large scale housing. ● Increasing second home ownership.

1.2.4 The Future

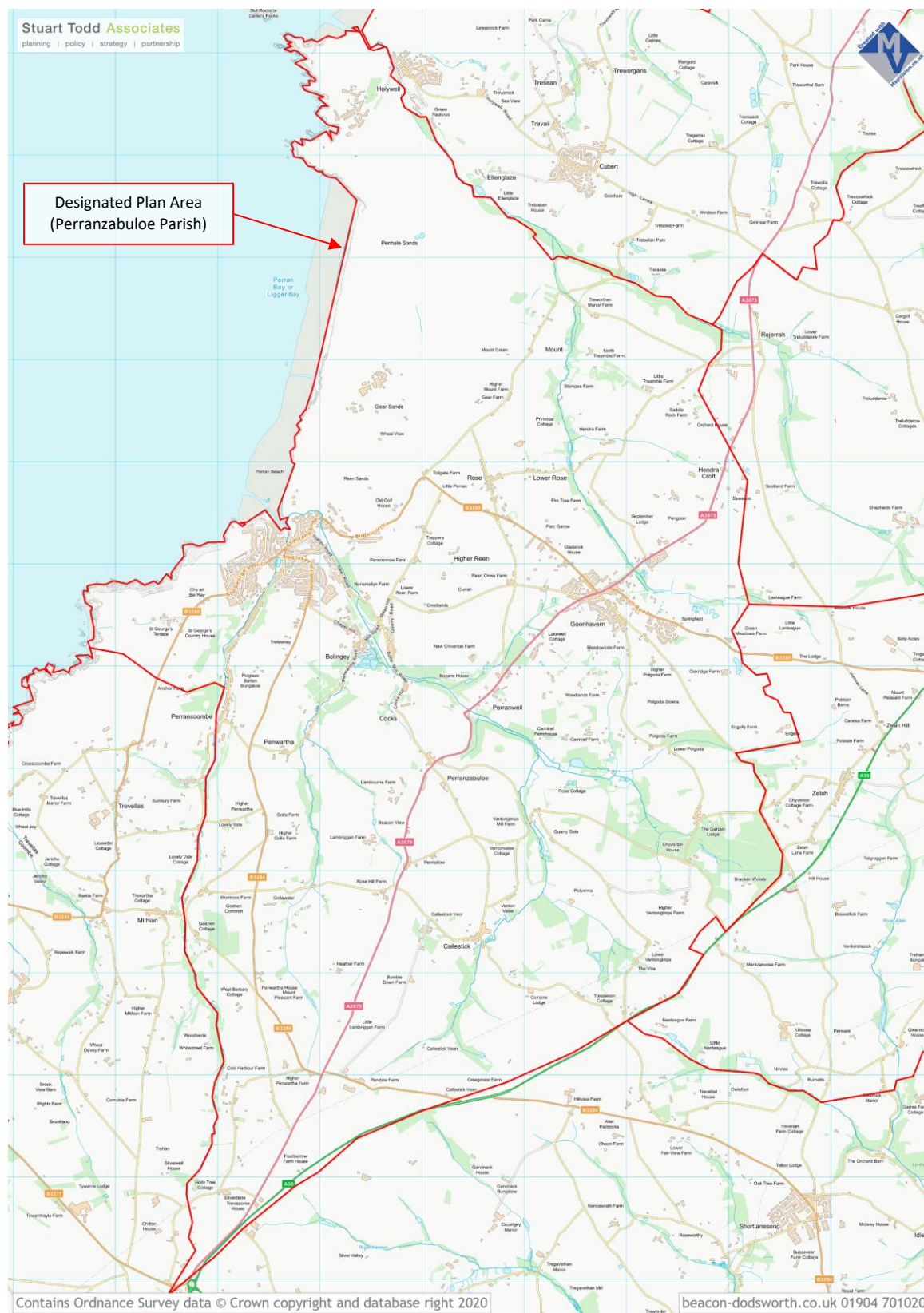
The beginning of the twenty-first century sees the Parish and Cornwall facing some very serious challenges – the need for housing and the need to protect the environment; the need for well-paid employment and the need for training to enable people to secure that employment; the need for health care for a growing elderly population and the need to provide recreation for younger people. And not least the positive recovery from the coronavirus pandemic.

The Parish has been welcoming visitors for over 1,000 years – first pilgrims to the Oratory of St Piran, then more recently holiday makers. Undoubtedly, tourism will remain an important part of the Parish economy, but if Perranzabuloe is to survive and thrive, it needs to attract increasingly diverse visitors, for different reasons at different times of year. Coming full circle, perhaps part of the answer might be sensitively making the most of the Parish’s historic environment include the legacy of St Piran, Nobel dynamite factory, tin and other mining, Healey cars and much more.

1.2.5 The Defined Neighbourhood Development Plan Area

The designated Neighbourhood Development Plan area is the whole Parish of Perranzabuloe. This was approved by Cornwall Council¹. Map 2 shows the extent of the area.

Map 2: Perranzabuloe Parish and Neighbourhood Development Plan Area



¹ See <https://www.cornwall.gov.uk/environment-and-planning/planning/neighbourhood-planning/neighbourhood-planning-in-cornwall/tab-placeholder/n-r/perranzabuloe-neighbourhood-development-plan/>

1.3 How Have We Got Here?

The development of the Plan has been driven by a steering group, aided by input from focus groups comprising residents and Parish Councillors. It was recognised at an early stage that for the Plan to be truly representative of the planning issues of relevance in the Parish and to be *the Community's plan*, it was important to engage with those who live and work in the Parish. We also recognised that the Plan could not be properly developed without the input of organisations and Agencies with a county, sub-regional or national remit.

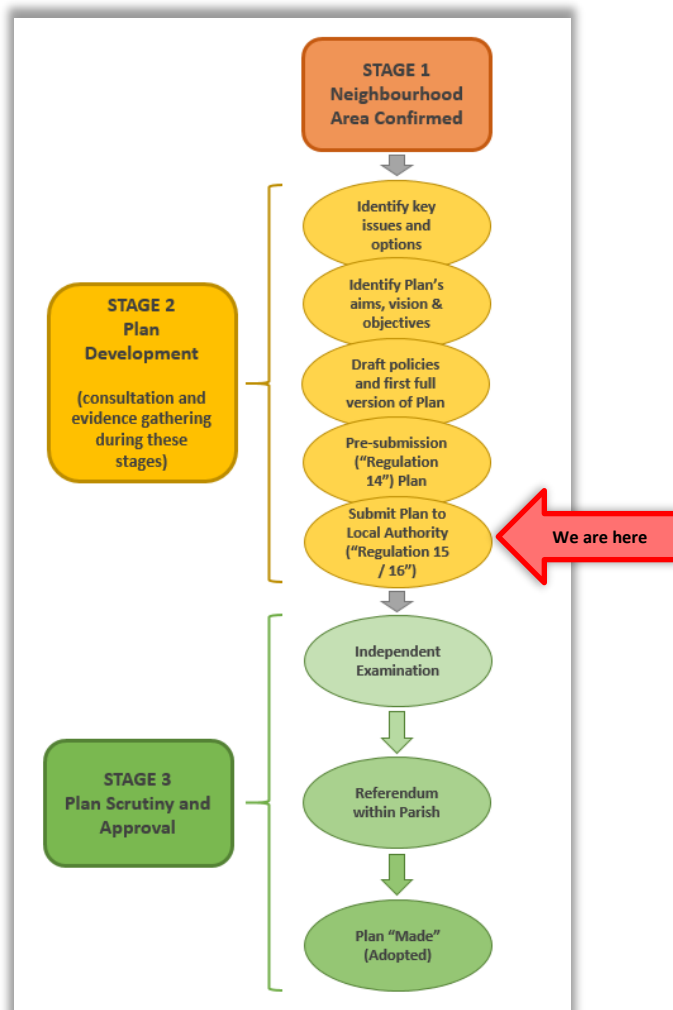
The process and types of consultation and discussion that we have gone through is documented in detail in our Consultation Statement which accompanies this plan. However, the key methods include:

- Public exhibitions, meetings and events;
- A Community questionnaire sent to all households;
- A business questionnaire sent to local businesses;
- Directly contacting wider-than-local organisations and agencies (strategic stakeholders) which have an interest in planning issues in the Parish; and,
- Consultation 'windows' during which comments have been invited.

Our development of the plan was based on a desire to be open and encourage comments and contributions from all quarters with the aim not only to achieve consensus, but also to have debates about issues where the Community was divided in its views. We received over 850 completed Community questionnaires, representing 29% of households in the Parish. This is a high response rate for an NDP survey. Some responses to specific issues and topics are referred to throughout the Plan, but a detailed analysis of responses can be viewed on our website².

Having developed the draft Plan through this iterative approach and consulted extensively during the Regulation 14 Pre-submission consultation (and a further supplementary consultation), this version of the Plan has been submitted to Cornwall Council as the Local Planning Authority for the Submission consultation followed by an independent Examination Assuming that the Plan passes through the Examination successfully, the Plan will be subject to a public referendum where residents on the electoral register will be asked if they support the final plan. If the referendum answer is a "yes" from a majority of voters turning out on the day, the plan will be "made" (adopted) by the local authority.

Figure 1: The Neighbourhood Plan Process

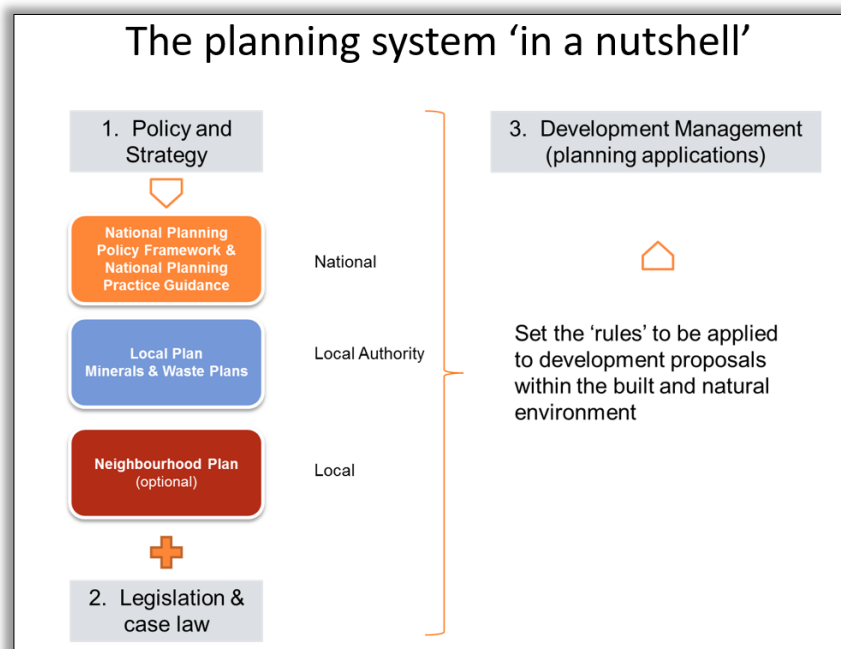


² See <https://www.perranplan.co.uk/>

1.4 The Plan's Status

This Neighbourhood Development Plan, once made, will be a statutory development plan. That means that its policies will have significant influence/weight when it comes to being used by the local authority to help determine proposals for development submitted through planning applications. It will form the local tier of planning policy in our Parish. It sits with the adopted Cornwall-wide Local Plan produced by Cornwall Council (also a statutory development plan) and underneath the umbrella of national planning policy in the Government's National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG), as the main planning policy documents relevant to our area. Other important planning documents which govern specific issues are the Minerals and Waste Plans, also produced by Cornwall Council at the county-wide level.

Figure 2: Summary of the Planning System



The relationship between our Neighbourhood Development Plan and other planning policy documents is summarised in the illustration "The planning system 'in a nutshell'".

However, this plan should not be treated as a blueprint. When this plan is made (adopted) policies will need to be used by the local planning authority when it considers decisions that need to be made about development proposals submitted through the planning application process. The Plan's policies, however, cannot guarantee that a proposal will be refused nor be granted permission, but the policies will carry significant weight, alongside policies of the NPPF, NPPG and Local Plan when weighing up the appropriateness of the proposal in question.

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1.5 Cornwall Local Plan Policies

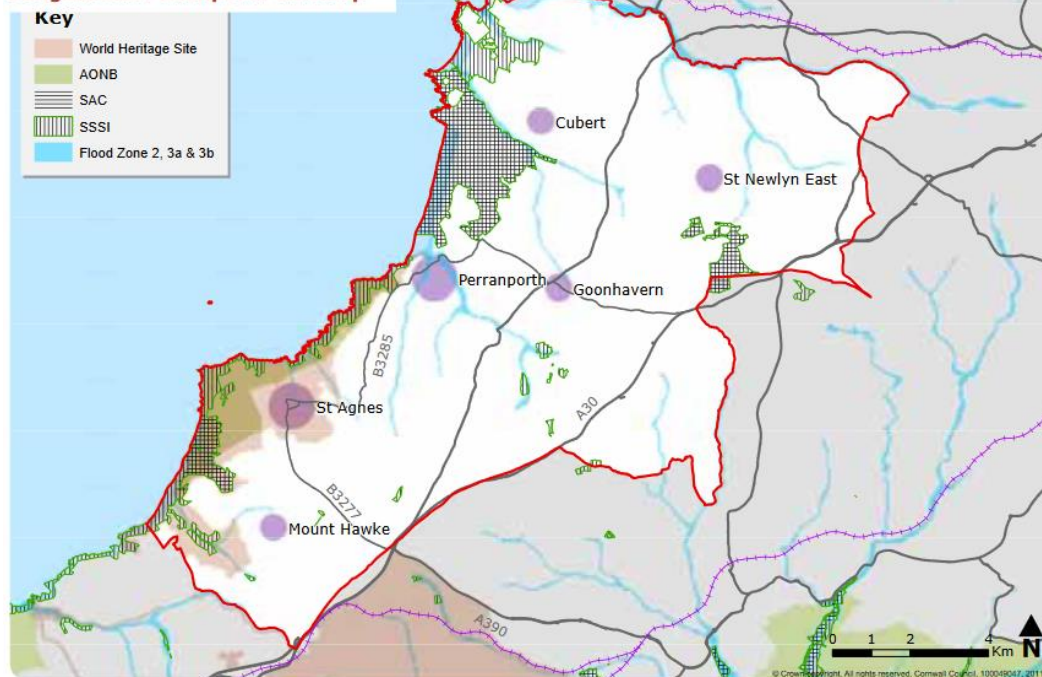
For the development of our policies, it is particularly important to understand Cornwall Council's strategic planning policies which apply to the Parish. They set the strategic policy framework with which our policies need to align. Without repeating large sections of the Local Plan³ at length, the policy map and extracts from the Community Network Area section from the Local Plan⁴ are the best way to provide a snapshot summary of policies which relate to the Parish. Selected elements from the Local Plan are reproduced below. It is important to remember that these are only extracts designed to help provide some of the key areas of planning context for the Parish.

³ See <https://www.cornwall.gov.uk/media/22936789/adopted-local-plan-strategic-policies-2016.pdf>

⁴ See <https://www.cornwall.gov.uk/media/28188310/local-plan-cna-sections-pr2.pdf>

Figure 3: Cornwall Local Plan Extracts (for wider planning context)

St Agnes and Perranporth CNA Map



Objectives

8.1 Specific objectives to be addressed in planning for the St Agnes and Perranporth Community Network Area include:

- Objective 1 – Affordable Housing**
Enable the provision and appropriate distribution of affordable housing.
- Objective 2 – Tourism and Employment**
Support the tourist industry and enable other employment opportunities.
- Objective 3 – Rural Businesses**
Protect and ensure the sustainability of rural shops and businesses.
- Objective 4 – Services and Public Transport**
Co-ordinate a strategic approach to provision of services and public transport to encourage self-containment and sustainable transport.
- Objective 5 – Community Facilities**
Consider the need for a north coast secondary school and the provision of leisure facilities.
- Objective 6 – Needs of the Elderly**
Provide for the needs of an elderly population.
- Objective 7 – Coast**
Encourage effective coastal management.
- Objective 8 – Natural and Historic Environment**
Maintain and enhance the area’s heritage and environmental assets for the benefit of the local community and to enhance the area’s tourism offer.

Policy 7: Housing in the countryside

The development of new homes in the open countryside will only be permitted where there are special circumstances. New dwellings will be restricted to:

1. Replacement dwellings broadly comparable to the size, scale and bulk of the dwelling being replaced and of an appropriate scale and character to their location; or
2. the subdivision of existing residential dwellings; or
3. Reuse of suitably constructed redundant, disused or historic buildings that are considered appropriate to retain and would lead to an enhancement to the immediate setting. The building to be converted should have an existing lawful residential or non-residential use and be ten years old or greater; or

4 Temporary accommodation for workers (including seasonal migrant workers), to support established and viable rural businesses where there is an essential need for a presence on the holding, but no other suitable accommodation is available and it would be of a construction suitable for its purpose and duration; or

5 Full time agricultural and forestry and other rural occupation workers where there is up to date evidence of an essential need of the business for the occupier to live in that specific location.

2.33 Open countryside is defined as the area outside of the physical boundaries of existing settlements (where they have a clear form and shape). The Plan seeks to ensure that development occurs in the most sustainable locations in order to protect the open countryside from inappropriate development.

Development Strategy

- 8.2** The CNA contains several thriving communities with opportunity for better self-containment. The main objective is to meet local need and build on strong relationships with nearby urban areas based on good public transport links.
- 8.3** The focus for growth should be on St Agnes and Perranporth to support balanced communities with good public transport access to Truro.
- 8.4** The coastal parts of this community network area are comprised of exposed cliffs with deep valleys running inland and broad sand dunes running north of Perranporth. The impact of industrial remains, and reshaping by mining activity, is apparent. There has also been some impact from tourism, especially around Perranporth, a popular tourist town. Military sites remain an important element along the coastal zone by virtue of their historic significance. The area is an important constituent of the

Mining World Heritage Site

8.5 Key community aspirations for the network area include improving community services and facilities to overcome current shortfalls, harnessing the full potential of the waterfront for employment and leisure and ensuring that infrastructure (particularly transport) is adequate to support growth.

Housing Requirements

8.6 Co-ordination will be needed amongst the parishes within the CNA to ensure that housing needs are met. The Council will support the preparation of Neighbourhood Plans as a way of planning for the needs of these areas.

Table 3: Local Plan Employment Floorspace

Requirements 2010-30 (office: B1a and b; Industrial: B1C, B2 and B8 use classes only)

Community Network Area	Target 2010-2030 (m2)	Net Completions 2010-15 (m2)	Commitments 2015 (m2)
St Agnes and Perranporth Office	15,167	1,585	4,914
Industrial	9,333	440	5,047

Table 1: Apportionment of Local Plan Housing Provision (as at 31st March 2016)

Location	Housing apportionment	Completions 2010-16	P.P. Not Started and Under Construction	Windfall on sites of less than 10 homes 2021-30
St Agnes and Perranporth CNA	1,100	495	503	225

1.6 The Structure of Our Plan

Our Plan sets out the vision, aims and objectives for our area, which have been developed based on our dialogue with the Community and shaped by existing planning policies, plans and contributions from key organisations and agencies.

Having explained our rationale for these, the Plan sets out our local planning policies on a theme-by-theme basis.

Within each theme we set out which aims, and objectives the theme's policies are seeking to respond to and a summary of the characteristics of that theme and the key issues which have arisen. Then, for each policy we also set out our justification for why we need the policy and the key evidence which supports it.

It is important to note that, while we have packaged policies under theme headings, when development proposals are being assessed, the whole plan (i.e., all policies) should be considered as policies in one theme may apply to proposals which naturally fit under another. In other words, the Plan should be read as a whole.

At the end of each theme we have set out Community actions and projects which are linked to that theme, and which will be explored or pursued during the lifetime of this Plan. These are not planning policies. While some relate directly to policies that are in the Plan, others relate to important local issues which are outside the scope of the planning system to resolve. They are identified in this Plan for completeness and because not to include them could leave a perceived gap in addressing key issues.

Perranporth



2. Vision, Aims and Objectives

2.1 Vision Statement

Our vision for the Parish represents our view of what we would like the Parish to be like in the future by the time that the Plan reaches its end date.

The vision is a representation of the aims of our Plan, but also aspirations, which are derived from local Community consultation and other evidence. It summarises the things we would like to achieve by 2030 and builds upon the “direction of travel” set in the 2013 Community (Parish) Plan.

Vision Statement

By 2030, Perranzabuloe Parish will be a place where:

- ✓ *we have made a significant local contribution to help meet the Cornwall-wide target of having “net zero” carbon dioxide emissions, and opportunities have been taken to mitigate impacts, become more resilient to change and adapt to our changing climate*
- ✓ *our most valued areas of landscape, biodiversity and coastline have been protected and enhanced, with residents, workers and visitors carrying out activities in a sustainable manner which respects our environment*
- ✓ *any housing which has been built responds to meeting our local needs only*
- ✓ *we have a year-round and sustainable local economy which plays to its strengths, includes high-value sectors and jobs, has enhanced and lengthened the tourism and visitor season and has enabled our village centres and services to remain viable, enhancing their role as a destination for a range of activities*
- ✓ *high standards of design have protected our heritage assets, enhanced our built environment, provided high quality housing, retail and employment premises, and supported improvements to accessibility which encourage more active living*

2.2 Aims and Objectives

Our aims and objectives set out, by topic or theme, show what we want to achieve through this plan. In turn, our objectives set out how we are going to achieve those aims. Both the aims and objectives reflect what can be achieved through this Plan as a land-use planning document and within the planning system. Non-land-use planning matters which we have identified, or which have been identified as important by the Community during the plan-making process are summarised as Community actions later in the Plan.

Aims	Objectives
Sustainable Development	
<p>To ensure that the principles of developing in a sustainable way are followed as development proposals of any scale and type come forward.</p> <p>To act responsibly and respond proactively to the challenges posed by climate change.</p>	<ul style="list-style-type: none"> ○ Define development boundaries to set clear priorities for what types of development are suitable and where. ○ Prevent coalescence of Perranporth and Bolingey in order to protect the identity and character of the settlements. ○ Seek high standards of design to help ensure that new development contributes towards achieving net zero carbon emission targets and is designed positively to be distinctive to the Parish. ○ Encourage and support safe, active travel and introduce requirements which help reduce the need and desire to travel short distances from new development to local destinations by car. ○ Require solutions to be introduced by new development to reduce flood risk and ensure that sustainable drainage solutions contribute to biodiversity net gain (increasing habitats for wildlife).
Housing	
<p>To improve the impact of housing developments on the Community.</p> <p>To improve the consideration given to the local environment and local housing needs in any future housing developments.</p>	<ul style="list-style-type: none"> ○ Introduce policy requiring principal residence of new housing development for full year residential use to maintain dynamism of local communities. ○ Seek to ensure that new major housing development, if it occurs, follows sustainable development principles and is designed positively to be distinctive to the Parish. ○ Maximise the number of affordable dwellings provided on future housing developments, particularly 'exception sites' outside the development boundaries.

Natural Environment, Landscape and Coastal Management

To conserve and enhance Perranzabuloe Parish's unique natural beauty and landscape character, protecting its coastline, habitats, woodlands and open spaces from inappropriate development.

To protect and enhance the ecological, recreational and Community value of the Parish's designated and non-designated green spaces and public open spaces.

To ensure settlement gaps and green buffers are respected within the location and design of development in order to maintain separate identities of villages, protect the overriding rural character of the Parish and enhance its biodiversity and landscape quality.

To ensure that location, layout and design of development respects the distinctive landscape types and recognised 'Landscapes of Local Significance' within the Parish.

- Identify and designate as appropriate those areas of particular landscape or environmental value.
- Integrate landscape and environmental protection with a Design Code for the Parish.
- Protect (and manage risk to) the coastline and coastal settlements from the impacts of climate change.
- Identify and designate Local Green Spaces and allocate existing public open spaces with protected use.
- Identify gaps and green buffers along with key criteria or aspects of value to be protected with development proposals.
- Seek to ensure that light pollution from new development does not degrade or compromise levels of darkness in the night sky.
- Incorporate Local Landscape Character Assessment⁵ (LLCA) within Design Code for the Parish, with reference to location, layout, scale, density, massing, design and materials of development proposals.
- Identify and define Landscapes of Local Significance within LLCA and designate to protect landscape value.

Energy and Wastewater

To support a more sustainable approach to local scale energy production to have a positive impact on carbon dioxide emissions and reduce the risk of wastewater damaging water quality.

- Set parameters for acceptable energy projects in the Parish.
- Encourage provision of renewables on a controlled basis.
- Introduce policy requirements for new development which cannot be connected to the mains sewer, due to geographical and infrastructure constraints, to ensure that wastewater is dealt with on-site, de-risking discharge into watercourses.
- Support Community energy schemes.

⁵ Perranzabuloe Local Landscape Character Assessment Perranzabuloe Parish Council with Cornwall Council and Tirwel 2021. Available at www.perranplan.co.uk/documents/

Traffic and Transport	
<p>To support and encourage safe and sustainable transport alternatives and active travel.</p> <p>To reduce the environmental impact of motor vehicles and carbon dioxide emissions.</p> <p>To improve road safety, traffic management and ease of access for all.</p>	<ul style="list-style-type: none"> ○ Identify concerns, problems and opportunities for improvements on the transport network over which the Plan can have an influence and / or change. ○ Seek to protect and enhance existing transport infrastructure across all modes of travel. ○ Require development proposals to take fully into account their own and contribution to the cumulative impact of development on the road network. ○ Protect existing public car parking capacity and prevent loss through replacement elsewhere. ○ Support replacement of the Beach Road car park in Perranporth which is at risk from coastline erosion. ○ Seek to ensure that new development provides adequate dedicated parking on-site or near to the development if off-site. ○ Promote sustainable transport and reduce the need to travel by car, particularly over short distances. ○ Support improvements and changes to the cycling and pedestrian footpath / rights of way network. ○ Introduce criteria to be considered in relation to any noise generating development proposed at the part of the Trevellas airfield which lies within the Parish boundary.
Leisure, Wellbeing and Education	
<p>To support healthy and active lifestyles.</p> <p>To ensure adequate provision of necessary Community resources and support services at all times.</p> <p>To retain and improve the diversity and quality of the leisure and sporting offer.</p>	<ul style="list-style-type: none"> ○ Encourage people to have active lifestyles for good physical and mental wellbeing and provide the facilities and spaces to help ensure that they can. ○ Prevent loss of existing facilities. ○ Support and set parameters to guide appropriate provision of new sports, Community and cultural facilities. ○ Community facilities should grow in line with population growth to meet the needs of current and future residents including facilities for elderly and disabled support groups. ○ Protect Local Green Spaces which are valued and used by local people for leisure / recreational, social and heritage reasons.
Heritage Assets and the Historic Environment	
<p>To ensure that the special character of the Parish's historic environment and heritage is safeguarded and enhanced for the benefit of present and future generations.</p>	<ul style="list-style-type: none"> ○ Identify and protect local heritage and archaeological assets and their setting, which currently do not have national protection through listing or scheduling of buildings and monuments. ○ Encourage and support improved access to and enhancement of heritage assets where it does not compromise their value.

Business, Employment and Retail	
<p>To support all local employers and businesses.</p> <p>To strengthen the local retail and village centre economy.</p> <p>To encourage and support a balanced all year-round local economy.</p>	<ul style="list-style-type: none"> ○ Set parameters for appropriate and high quality new employment and retail development, minimising adverse impact on the environment and amenity. ○ Introduce policies to protect and support the diversity of Perranporth village centre uses to ensure the centre remains a sustainable and viable year-round centre, following the significant economic change in the retail, hospitality and service sectors. ○ Protect local and Community shops and services across the Parish from loss. ○ Identify areas in the Parish which need particular policy support for protection of existing employment, retail and services and support for extended and new premises. ○ Support existing and new home-based and small-scale businesses. ○ Recognise the need for improvements in broadband and telecommunications infrastructure to be sited sensitively within the environment. ○ Support sectors which will diversify and add value to the local economy and increase local wages overall.
Tourism	
<p>To extend the visitor and tourism season, reduce seasonal dependency and improve the tourist offer in range and diversity.</p>	<ul style="list-style-type: none"> ○ Set parameters for development of new tourist and visitor facilities and accommodation to ensure that proposals respect the local character and environment in the Parish. ○ Support the extension of the tourism and visitor economy by encouraging wet weather and other facilities which emphasise the Parish’s key heritage, cultural, coastal and environmental assets. ○ Support appropriate and sensitive extension of static and caravan sites, and new sites.

3. “Cross-cutting” Themes

Our Plan is fundamentally about planning and land-use. Our Plan is set out, as we have described, to define policies within topic areas in response to our aims and detailed objectives. However, there are several issues which do not readily fit within one topic or type of land-use and which are therefore “cross-cutting”. These themes stand in their own right as important and critical to the future plan for Perranzabuloe, but policy content is better articulated within topic areas so that they can easily relate to the land-use planning system. They form “golden threads” throughout the Plan and will be relevant to many, if not all, topics and policies.

To illustrate how our policies respond to the following cross-cutting issues, we have prepared a policy matrix (see Appendix 1).

3.1 Climate Change

The planning system has a key role to play in sustainability, as we have set out above, and within that context has a significant part to play in reducing our impact on climate change, helping us mitigate impact and adapting to the changes which are already occurring.

While nationally, a target has been set for the country to be “net zero” in relation to carbon emissions by 2050, in Cornwall the target has been brought forward through a climate emergency being declared by Cornwall Council to become “carbon neutral”⁶ by 2030⁷. Cornwall Council has a Climate Change Action Plan⁸ in place and there are several projects already being delivered to help mitigate and adapt to our changing climate. The Action Plan summarises the risks to Cornwall as follows: “Climate change is already upon us. While there are visible impacts of this in increased flooding, wind, rain and storm intensities, there are also hidden impacts such as droughts, biosecurity with the risk of invasive species, and seasonal changes to the food chains for species. The summer of 2018 was the hottest ever recorded in England, and summer temperatures could increase by up to 10 degrees centigrade in parts of England if the current global warming trajectory continues. Cornwall acts as a break-weather and break-water for the south of the UK and is particularly susceptible to flood risk from intense rainfall and our coastal communities are at risk from storms and erosion.”⁹

Figure 4: The Cornwall Climate Change Action Plan



Cornwall Council has produced the Cornwall Climate Change Development Plan Document (DPD)¹⁰ which is part of the statutory development plan alongside the adopted Cornwall Local Plan and Perranzabuloe’s Neighbourhood Development Plan once “made” (adopted).

There are several other statements, initiatives, plans and strategies in place which also set the context for our Parish and could present opportunities for local action. These include (but are not limited to):

- Perranzabuloe Action on Climate Emergency group (PACE)¹¹;
- Forest for Cornwall Project¹²;
- Cornwall Maritime Strategy¹³;
- Shoreline Management Plan¹⁴;

⁶ See <https://www.cornwall.gov.uk/environment-and-planning/climate-emergency/the-carbon-neutral-challenge/> for a useful summary of the carbon neutral challenge.

⁷ <https://www.cornwall.gov.uk/environment-and-planning/climate-emergency/>

⁸ <https://www.cornwall.gov.uk/media/40176082/climate-change-action-plan.pdf>

⁹ Paragraph 2.1, Climate Change Action Plan, <https://www.cornwall.gov.uk/media/40176082/climate-change-action-plan.pdf>

¹⁰ <https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/development-plan-documents/climate-change-development-plan-document/>

¹¹ See <https://www.perranzabuloe-pc.gov.uk/Parish-climate-action-group-underway/>

¹² <https://www.cornwall.gov.uk/environment-and-planning/grow-nature/about/forest-for-cornwall-programme/>

¹³ https://www.cornwall.gov.uk/media/40111936/maritime-strategy-2019_2023-august_16_-19_refresh_web.pdf

¹⁴ <https://www.cornwall.gov.uk/smp>

- Marine Plan (South)¹⁵;
- National Flood Risk and Coastal Erosion Management Strategy¹⁶; and,
- Projects and initiatives which are seeking to support habitats and species supported by the Cornwall and Isles of Scilly Nature Partnership¹⁷ including its Environmental Growth Strategy¹⁸.

These will all contribute at a strategic level or, in some cases, at a more local level, with projects which are designed to have a positive impact or response. Our Plan can play its part in helping to reach targets set nationally to reduce carbon emissions and also at the Cornwall-wide levels through its role as a Plan for the Parish. This means both encouraging the reduction of emissions but also looking to mitigate and adapt to the changing climate, for example, in terms of a response to flood risk, greening of the environment, encouraging local initiatives and enabling change for example in local food production or helping to ensure that development does not exacerbate problems linked to climate change.

While not an exhaustive list, in Perranzabuloe, the key issues facing the Parish in relation to climate change include the following:

- rising sea levels and flood risk from high tides including the impact on the seafront;
- flood risk from increased rainfall and high intensity periods of rain;
- the potential impact of flood risk and a changing climate on the local economy, with particular reference to the tourism and visitor sector;
- impact on the retention of our beaches and our seafront car park and nearby properties;
- the impact of current levels of traffic on emissions (as well as the health of local people), particularly during the main tourist season.

Our policies also reflect the commitment of local residents for the Parish to retain the benefits of its status as a Plastic Free Community. One of the key challenges facing the Parish will be to have a positive impact on our changing climate at the local level through mitigation and ensuring that development and our environment evolve to adapt to impact, while not compromising the natural environment, quality of and accessibility to the built environment and the local economy (both in terms of diversifying sectors but also the benefit from the tourism and visitor economy).

Rather than try to design a single planning policy for climate change and describe how mitigation and adaptation measures can be supported, we have sought to “climate change proof” the policies we have developed within each theme. This means that the response, through the planning system and this Plan, is a “golden thread” running through the whole Plan. As climate change is a “cross-cutting” issue which affects and can be affected by so many themes, individual policies within our themes have been designed to apply criteria, where relevant, to help mitigate impacts or adapt to our changing climate.

3.2 Sustainability

The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) set out the Government’s planning policy with which all plans and proposals for development should

¹⁵

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/726867/South_Marine_Plan_2018.pdf

¹⁶ <https://www.gov.uk/government/publications/national-flood-and-coastal-erosion-risk-management-strategy-for-england--2>

¹⁷ <https://www.cornwall.gov.uk/environment-and-planning/cornwall-and-isles-of-scilly-local-nature-partnership/>

¹⁸ <https://www.cornwall.gov.uk/environment-and-planning/grow-nature/about/>

comply. The NPPF includes at its heart a “presumption in favour of sustainable development”. It is important to understand what that means for our Plan as it sets the parameters within which we can make proposals and set policies.

When taking decisions on proposals for development this means that proposals should be approved without delay where they accord with the development plan; and where the development plan is absent or silent or where relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF or specific policies in the NPPF indicate that development should be restricted. Translating this to what it means for our Neighbourhood Development Plan, it states that “Neighbourhood Development Plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies”¹⁹. The NPPF goes on to say that “Neighbourhood Development Planning gives communities the power to develop a shared vision for their area. Neighbourhood Development Plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood Development Plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies²⁰. Once a Neighbourhood Development Plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.”²¹

Given the importance of sustainability, which runs at the heart of our Plan, we have a headline topic (section 4) which draws together our overarching policies which set the context for all others in the Plan and which set out the focus of our sustainable development strategy in the Parish.

Following throughout the rest of the Plan, our other policies also then introduce measures which contribute positively through land-use change to increasing sustainability of the Parish, including those focused on design, transport and traffic, energy, waste, flood risk and protection of the environment.

3.2.1 Testing Sustainability

The last version of this Plan (the community consultation version) has been subject to “screening” by Cornwall Council to determine whether or not the Plan has to have a Strategic Environmental Assessment (SEA) and / or Habitats regulation Assessment (HRA). Cornwall Council’s screening opinion (informed by the views of the statutory environmental agencies²²) determined that the Plan does not require either test to be carried out on this version of the Plan²³.

When we produce the Basic Conditions Statement (BCS), which Regulations require us to submit alongside the Plan for its independent Examination, we will provide a test of the Plan’s policies against the ability to deliver sustainable development as set out in the NPPF.

¹⁹ See paragraph 13, National Planning Policy Framework, February 2019
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

²⁰ Neighbourhood Development Plans must be in general conformity with the strategic policies contained in any development plan that covers their area.

²¹ See paragraphs 29 and 30, National Planning Policy Framework, February 2019
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

²² The statutory environmental agencies are Natural England, the Environment Agency and Historic England.

²³ The screening opinion can be seen on our website at <https://www.perranplan.co.uk/documents/>.

3.3 Waste

The devastating impact of plastic on our environment, on both land and shoreline, has also been recognised in the Parish, and the Perranporth Plastic Free Group has been working actively to help ensure our beach and dunes are plastic free²⁴. While the planning system does not regulate on waste disposal and recycling, and planning of facilities for waste disposal and recycling at the strategic scale is regulated through the Waste Local Plan produced by Cornwall Council. Rather than introduce a “Waste” section in this Plan, where appropriate, our policies have instead sought to provide a planning policy framework to help provide solutions for the prevention of waste and recycling of plastic and other materials where they relate to development proposals (where planning permission is required). Facilities such as waste bins, recycling and collection of waste and the enforcement of their use is not regulated by the planning system, although our policies can introduce requirements which seek new developments to provide items such as bins and waste storage areas.

3.4 Delivering Infrastructure

Infrastructure comprises several services, facilities and structures which support day-to-day activities in society. It includes transport routes such as roads, footpaths and cycleways, utility infrastructure, and essential facilities and services such as those providing medical, social, education and Community support. It also extends to green and blue (water based) infrastructure required to support both the natural and built environments. The Community has been clear that it wishes to see infrastructure delivered to ensure that any development does not further burden the existing service infrastructure and facilities. The planning system is not the only way in which infrastructure is delivered. Much infrastructure and service provision rests with the private sector and even many elements and services relating to health and care services are treated as businesses over which the planning system has little ability to require or force additional provision to be made. The delivery of infrastructure takes place through several principal routes, by statutory undertaking (for example through utility service infrastructure providers), as a response to market demand by the private sector and businesses, through provision in response to statutory duties and responsibilities and by demonstrating need and demand through public sector and Community evidence (for example the need for open space or Community facilities).

Where these are provided through the planning system they are often delivered via financial contributions or physical provision made through section 106 planning obligations²⁵ and / or

Figure 5: Cornwall Local Plan Policy 28

<p>Policy 28: Infrastructure</p> <p>Developer contributions will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to provide or enhance local infrastructure that is adversely affected by the development of a site but which</p>	<p>will not be delivered on that site. Development will be permitted where it would:</p> <ol style="list-style-type: none"> 1. Be supported by appropriate infrastructure provided in a timely manner; and 2. Provide on-site mitigation measures or make financial contributions for site specific infrastructure provision not in the Regulation 123 list, including maintenance and 	<p>management contributions, to be negotiated on a site-by-site basis.</p> <ol style="list-style-type: none"> 3. Where it can be demonstrated that it is not feasible to do this, the Council will seek to ensure all ‘allowable solutions’ or ‘biodiversity off setting’ payments are invested in projects within Cornwall with priority given to projects which achieve multiple benefits.
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²⁴ See <https://www.facebook.com/groups/PlasticFreeCoastlinesPerranporth/> and <https://www.perranzabuloe-pc.gov.uk/perranporth-beaches-best-in-cornwall/>

²⁵ Cornwall Council states “Planning obligations, often referred to as section 106 agreements, are a key mechanism in the planning system for making development acceptable which would otherwise be unacceptable in planning terms. They are used to achieve planning objectives, lessen the impact of development and/or compensate for loss or damage caused by development. Whilst planning obligations are unlikely to be required for all kinds of development they can nevertheless be requested on a development of any size or type.” See <https://www.cornwall.gov.uk/environment-and-planning/planning/planning-advice-and-guidance/section-106-planning-obligations/> for further details.

the Community Infrastructure Levy (CIL) and regulated by Cornwall Council in its role as Local Planning Authority²⁶.

The Government's National Planning Policy Framework outlines the objectives of the planning system. Within the social, economic and environmental objectives, this includes "identifying and coordinating the provision of infrastructure" and "fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being"²⁷. The NPPF goes further, setting out a responsibility for the strategic policies of the Local Plan to make sufficient provision for "infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)..." and "...Community facilities (such as health, education and cultural infrastructure)"²⁸. To this end, the Cornwall Local Plan contains a policy which seeks to ensure that delivery takes place. On this basis, there is already provision to help ensure the timely and appropriate levels of infrastructure are provided alongside new development but where there are locally identified needs and demands our policies in this Neighbourhood Development Plan support their delivery where those policies "add value" or detail not provided by national or Cornwall Council policies.

3.5 "Future-proofing" for Community Resilience

The Covid 19 pandemic demonstrated that action within the Community at the local level is critical in helping us to cope with and manage our way through unknown "shocks" which can impact on how we live and work. We cannot guarantee that this type of event will not happen again in the short to medium term. We therefore see it as the planning system's duty, alongside many other measures in other sectors to try to draw positives from what has occurred, learn lessons and plan for a future which could help to soften the impact, socially and economically at the level of the local Community. The pandemic changed our lifestyles and we need to recognise the opportunities that the experience has highlighted and the need to act proactively in order to create better environments.

While there are limitations of our Plan in relation to the measures we can introduce (which are either not already being set in train by changes to national planning, other policies and regulations or are not within the remit of the planning system to influence) our Plan seeks to introduce policies which can help our economy and environment to adapt to changes where necessary.

3.6 Design

National policy is clear about the importance of good quality design in planning and the role that non-strategic policies within Neighbourhood Development Plans should play²⁹. The National Design Guide

²⁶ Cornwall Council states "The Community Infrastructure Levy (CIL) allows local authorities to raise funds from new building projects undertaken in their area and is governed by the CIL Regulations 2010 (as amended). CIL is charged as a fixed rate per square metre of new floor space created, and the money raised can be used to help fund a wide range of infrastructure that is needed to support development." See <https://www.cornwall.gov.uk/cil> for further details.

²⁷ See paragraph 8, NPPF, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2_019_revised.pdf

²⁸ See paragraph 20, NPPF, https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2_019_revised.pdf

²⁹ See paragraphs 8, 28 and section 12, <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

and Design Code³⁰ also provide the national policy context for what constitutes good design for development. Recent changes to the NPPF and establishment of a Government Office for Place within the Ministry of Housing, Community and Local Government helpfully elevate the importance of design in place-making and town planning.

Such changes suggest that Neighbourhood Development Plans, in a revised planning system expected in 2021/22, will play an important role in helping to ensure that good design is embedded at the very local level.

At the strategic level, Cornwall Council has produced design principles in its adopted Design Guide³¹ and, locally, we have recognised the importance of good design in the Parish having developed design guidance for housing and a masterplan for Perranporth village centre as part of our Plan-making process. Section 4, which follows, introduces these design guides and sets out specific policies relating to the delivery of high-quality sustainable design and other sections of this Plan feature criteria reflecting the need for high-quality design in relation to specific types of development proposal.

Figure 6: The Ten Characteristics of a Well-designed Place



Source: p.8, National Design Guide, Ministry of Housing, Communities and Local Government, 2021,
<https://www.gov.uk/government/publications/national-design-guide>

4. Sustainable Development

4.1 Introduction

Our introductory sections to this Plan set out our responsibility and response to the planning system’s driver of delivering sustainable development and the associated climate change emergency. For this reason and to respond to Community support for greater sustainability of any development which comes forward in the Parish, we have developed several policies which capture the overall spatial strategy and “direction of travel” for development which occurs in the Parish. These policies cut across several themes in the Plan.

As stated earlier, the pursuit of sustainable development is one of the “golden threads” running through the Plan. There are therefore other measures and requirements which relate to increasing sustainability embedded in many of the policies in the other themes in the Plan. In other words, while this section sets out the spatial strategy for sustainable development in the Parish, the Plan’s response

³⁰ See

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843468/National_Design_Guide.pdf

³¹ See <https://www.cornwall.gov.uk/planning-and-building-control/design/>

to help deliver greater sustainability through development is not restricted to the policies in this theme.

4.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy SD1: Development Boundaries
- Policy SD2: Sustainable Design of Development and the Quality and Distinctiveness of the Built Environment
- Policy SD3: Reducing the Need to Travel by Car (Major Development)
- Policy SD4: Managing Flood Risk from Surface Water Run-off

4.2.1 Development Boundaries

Justification for our policy

"Development boundaries" are defined in this section. Within the planning system, these are sometimes also called "settlement boundaries", "built-up area boundaries", "settlement limits" or "village envelopes". They amount to introducing the same principle in most cases, and rather than the term itself being the most important thing, it is the definition attached to the term used which is key in understanding its function, the policy which defines it and its use. Our definition of the term follows in this section.

Development boundaries are generally used to define the demarcation between predominantly built-up areas of a town or village and the surrounding, predominantly open countryside. On one side of the boundary, those policies relating to the built-up area apply while on the other, open countryside policies apply, such as the Cornwall Local Plan Policy 7: Housing in the countryside and Policy 9: Rural Exception Sites³².

Only those parts of a settlement where development is likely to be acceptable in principle are included within the boundary. However, the inclusion of land within a development boundary does not automatically mean that development will be permitted. All development proposals will be subject to other planning policies, and integral features that contribute to the character or functioning of a settlement - such as recreational areas, allotments, car parks, school playing fields, and visually important open spaces - can be protected.

While it is not the intention of the Cornwall Local Plan to allow expansive development on the edge of settlements, neither does it define development boundaries which indicate the area of a settlement which is acceptable in principle for development to take place. Neighbourhood Development Plans have the opportunity to define boundaries as part of the overall spatial strategy for the Plan area and the Local Plan supports this approach where those boundaries are consistent with the other policies in the Local Plan³³.

³² See <https://www.cornwall.gov.uk/media/22936789/adopted-local-plan-strategic-policies-2016.pdf>

³³ Paragraph 2.32 of the Local Plan states that "The Plan seeks to address the needs of rural areas, looking in particular at shared solutions to the provision of services and facilities locally as well as options for improving access to larger centres. It is important that these rural areas can continue to thrive both economically and socially. The focus for rural settlements is to meet local need while reflecting and respecting the character of settlements. Neighbourhood Development Plans may, if they feel it appropriate, look to identify specific development boundaries consistent with this approach." See <https://www.cornwall.gov.uk/media/22936789/adopted-local-plan-strategic-policies-2016.pdf>

The principle of establishing a development boundary around our main settlements was considered through Community consultation and the response demonstrated that there is significant support for such a boundary³⁴.

The “development boundaries” defined for Perranporth, Goonhavern and Bolingey by former Carrick District Council were taken as the starting point. These are the only substantial settlements within the Parish around which it would be appropriate to define boundaries. The Parish includes numerous small clusters of dwellings, more or less spatially dispersed, the drawing of development boundaries around

those clusters would be inappropriate in planning terms. To do so would encourage infill development within those boundaries in predominantly rural areas distant from facilities such as shops, schools and public transport routes. In revising the old Carrick boundaries, the criteria set out in the Development Boundaries Background Paper³⁵ were applied.

Bolingey



These criteria were drawn from an old District Council document on this topic recommended by Cornwall Council as well as from other recent Cornish Neighbourhood Development Plans. Two new criteria have been added to reflect policy changes since that data (regarding the exclusion of Rural Exception sites that have not yet been built), and the application of criteria to larger settlements (regarding car parks).³⁶

There is significant need within the parish for affordable housing. The policy is designed not to restrict the development of new housing, but rather to increase the *number* of affordable homes that would be delivered on large sites, through increasing the *proportion* on those sites, as in para 5.1 below. This will help to ensure the ongoing sustainability of the community.

Policy SD1 does not refer to development of Previously Developed Land (PDL) *outside of but immediately adjoining* the development boundary. The Cornwall Local Plan (paragraph 1.68) states that “in principle the use of PDL within or immediately adjoining the settlement will be permitted provided it is of a scale appropriate to the size and role of the settlement.” For simplicity, this Neighbourhood Plan is silent on this aspect and avoids duplicating the Local Plan. For similar reasons, the Neighbourhood Plan does not refer to ‘rounding off’, deferring to the Local Plan.

Policy SD1, Maps 3a and 3b and maps in Appendix 2 define the new development boundaries for Perranporth, Goonhavern and Bolingey. Maps 3a and 3b show the boundaries at a scale where all can

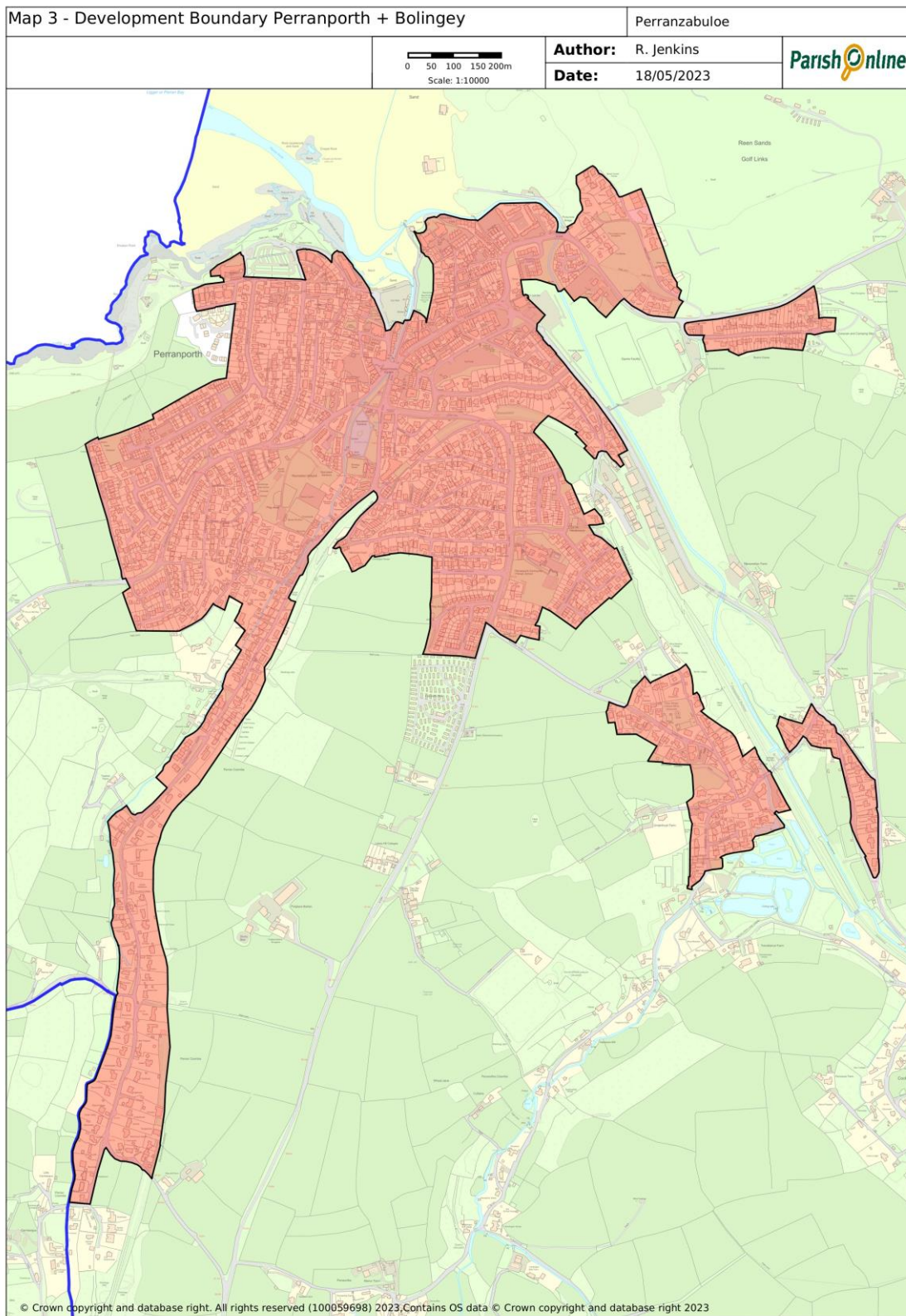
³⁴ In the survey to all households in summer 2019, the question was asked (in the context of large-scale development): “Many parishes have defined ‘development boundaries’ around their villages so that any new developments just outside these boundaries have to provide at least 50% affordable housing - more than the current 30% minimum. Do you agree with this approach?” 38% and 37% of respondents agreed and strongly agreed with this statement, a total of 75% - indicating strong support for this approach. A statement also asked for responses: “It is important that our villages and hamlets retain their unique and distinctive characteristics as separate and individual settlements” - 79% strongly agreed and 18% agreed with the statement. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

³⁵ See <https://www.perranplan.co.uk/documents/>

³⁶ These are explained in the “Background Paper – Criteria for defining Development Boundaries”.

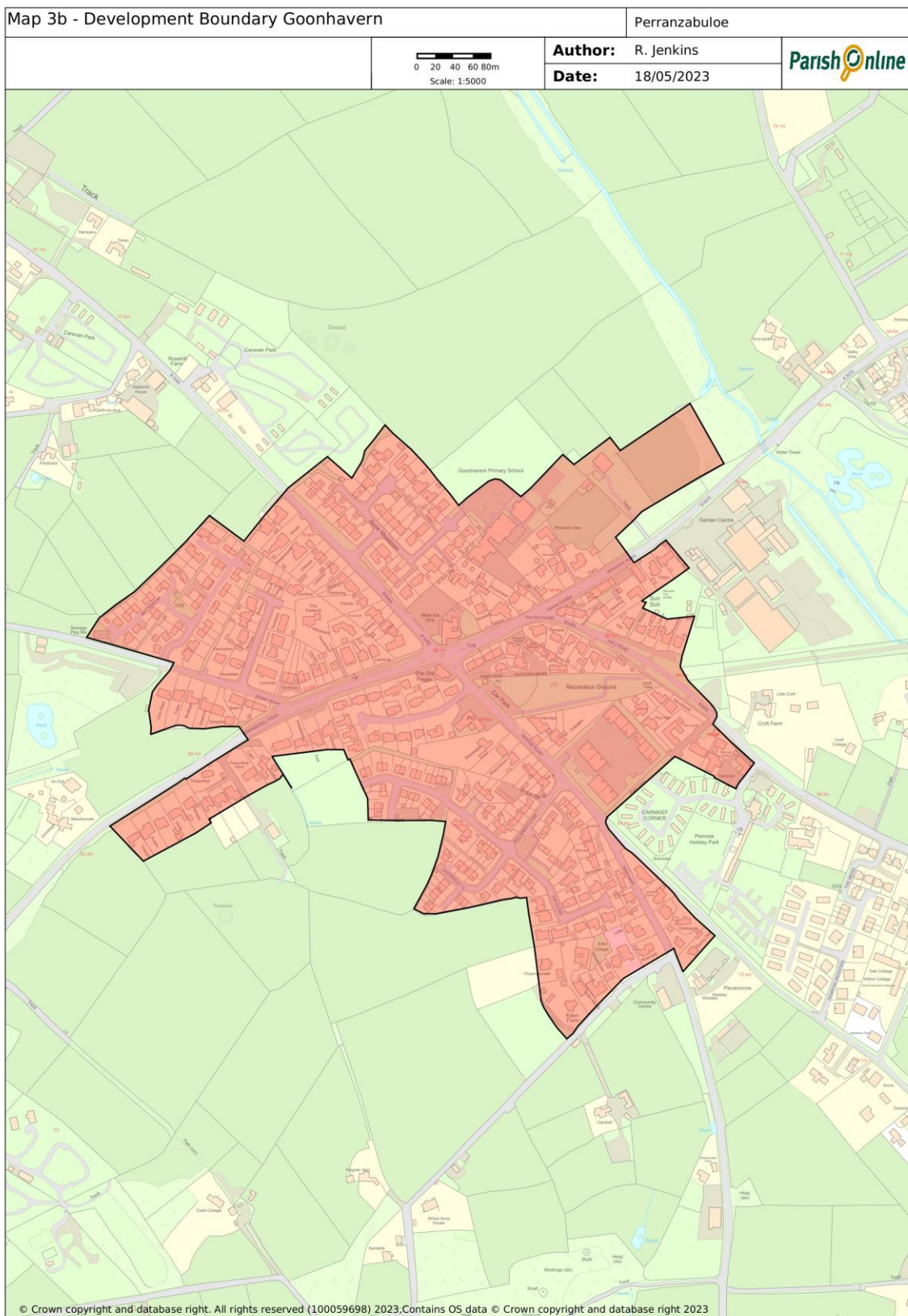
be viewed in the main body of this Plan, for ease of reference. The definitive boundary maps are shown in Appendix 2 at a larger scale and these should be referred to when using Policy SD1.

Map 3a: Development Boundaries (Perranporth and Bolingey)

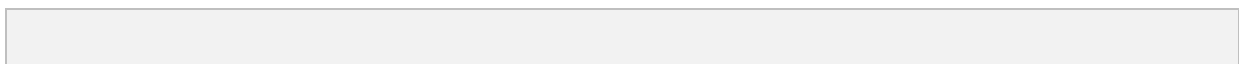


Notes: this map shows the boundaries at a scale that all can be viewed in the main body of this Plan, for ease of reference. The definitive boundary maps are shown in Appendix 2 at a larger scale.

Map 3b: Development Boundaries (Goonhavern)



Notes: this map shows the boundaries at a scale that all can be viewed in the main body of this Plan, for ease of reference. The definitive boundary maps are shown in Appendix 2 at a larger scale.



Policy SD1: Development Boundaries

- 1. Maps 3a and 3b and maps in Appendix 2, define new Development Boundaries for the villages of:
 - i) Perranporth;**
 - ii) Bolingey; and,**
 - iii) Goonhavern.****
- 2. Development proposals within the defined boundaries will be supported where such development conforms to other policies in this Plan.**
- 3. Outside of the Development Boundaries proposals will be supported where:
 - i) the proposal meets the requirements of Policy 9 of the Cornwall Local Plan to deliver affordable homes to meet evidenced local housing need; or,**
 - ii) the proposal meets the development plan policy requirements for housing or other development in the open countryside.****

4.2.2 Sustainable Design of Development and the Quality and Distinctiveness of the Built Environment

Justification for our policy

As we have outlined in section 3.6 of this Plan, design is a critical cross-cutting factor important across all areas of planning and delivery. Its importance and strong links to a positive response to climate change, the need to make development provide high-quality places for people and respect our natural environment and local heritage, warrants specific policy coverage in this Plan (as well as a need to reflect aspects of design requirements in other policy areas in later sections and policies).

Achieving high quality design in new development is not simply about how it looks, how it can improve the built environment, or minimise adverse impact on the natural environment. At its heart high quality design is also about using the opportunity of new development to increase sustainability both in terms of energy efficiency and minimising carbon dioxide emissions, and also providing the opportunity for residents to live in a more sustainable way.

The direction of travel for bringing forward good design, reinforced by recent changes to national policy, has also been an issue highlighted by the Community expressed through consultation³⁷.

Good design will play a critical role in delivering sustainable development. In order to support and emphasise the importance of sustainable development in the Perranzabuloe context, we have produced policies which focus on criteria that we would like to see applied across all types of development to help ensure that development is sustainable when considered against the sustainability issues identified earlier in this Plan. Policies also set criteria to be applied in relation to

³⁷ See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/> . A question asked how people felt about the quality of design and location with almost 100% of people saying that they strongly agreed or agreed with the importance of design and character. Criteria in the policy reflect and draw together other views made through the survey and other consultation. Other responses highlighted the importance of good and safe pedestrian and cycle routes to and within new development (also referenced in the Traffic and Transport section of this Plan).

the “look and feel” of development and the delivery of sustainable connectivity and access in new major development (both housing and other types of development)³⁸.

Our policies establish a clear link between good design, enabling an ability to lead an active life and improve health, reduce the number of short trips made by car and enable ease of access to spaces, services and facilities by all age groups. The Plan therefore supports the concept of “walkable neighbourhoods”³⁹, the “20-minute neighbourhood”⁴⁰ and the principles established by “Active Design” guidance⁴¹.

Responding to the strength of feeling about the importance of design in the Parish and the need to be proactive in leading change and regeneration, we have produced two documents which should be used by those proposing development.

As well as meeting minimum standards required to respond to issues such as ease of access and climate change, we encourage developers to go further and exceed such standards where feasible and viable in order to respond proactively to the challenge of meeting the target of a zero carbon Cornwall by 2030 in advance of the national target currently set for 2050. The policy is intended to complement the policy framework set by the NPPF and Cornwall Council and should be used alongside those policies and guidance documents.

As noted elsewhere, other policies in the Plan also respond specifically to measures which should be introduced by development to mitigate and adapt to the impact of climate change and respond positively to the challenge of delivering sustainable development. It is important, therefore, that development proposals do not simply refer to policy SD2 and SD3 when considering design and sustainability matters but consider all other relevant policies in this Plan.

Standards and principles of design will change over time. The introduction of higher standards for development in relation to any design-related matters during this Plan’s lifetime should not mean that those higher standards can be avoided by simply meeting those referenced in policies in this Plan.

The first is the ***Perranzabuloe Design Code*** (see Appendix 3). A design code focuses on identifying design aspects, criteria and guidance which will help to ensure that development is of high quality within a specific local area. High-quality design is critical if housing developments come forward during the Plan period. Our Code establishes a set of principles so that new development is designed and planned with regard to the existing character and context of the Parish. Section 5 of this Plan explains in greater detail what the Code contains while Policies SD2 below and HO2: Design of Dwellings ensures that the Code can be adopted as a component part of this Plan and therefore carry statutory weight in the planning system when this Plan is made (i.e. adopted by Cornwall Council).

The second is the ***Perranporth Strategic Masterplan*** (see Appendix 4) which seeks to guide environmental and village centre improvements in Perranporth. The Masterplan focuses on the High Street and surrounding area and suggests various improvements, opportunities and interventions to the public realm, and presents shop front design guidance to help guide improvements to the façades and character of the village’s shopping areas. Although policies in Section 11, Business, Employment

³⁸ The definition of “major development” is, for housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

³⁹ For example, see further information about this principle here <https://www.livingstreets.org.uk/policy-and-resources/our-policy/walkable-neighbourhoods>

⁴⁰ See <https://www.tcpa.org.uk/the-20-minute-neighbourhood> for further details.

⁴¹ See <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design> for further details.

and Retail give the Masterplan's proposals and the shop front design guide statutory weight in the planning system, it is worth referencing here within the overall context of sustainable development.

Policy SD2: Sustainable Design of Development and the Quality and Distinctiveness of the Built Environment

- 1 Within the built environment, high standards of design and construction will be supported to conserve and enhance urban settings, settlement layouts, open spaces and distinctive historic, cultural and architectural features.**
- 2 Development proposals should:**
 - i) conserve and enhance the character of the built environment including buildings, open spaces, trees and other important features that contribute to visual, historical or architectural character;**
 - ii) reinforce the distinctive qualities of places through the consideration of density, scale, height, solid form, alignment, design detailing and use material and finishes that complement the local and traditional palate of materials used within the Parish;**
 - iii) be guided by the principles set out in the Cornwall Design Guide;**
 - iv) deliver landscape design that utilises native planting and which is appropriate to the location of the development with full consideration given to the future management and maintenance and the need for landscapes that are resilient, taking account of climate change;**
 - v) use and protect local vernacular earth and stone boundary walls (particularly on a frontage). Retain and enhance existing hedgerows and wooded areas, and increase on site biodiversity. Proposals that provide significant on-site green infrastructure links will be encouraged;**
 - vi) adopt walkable communities principles, with services and facilities associated with the users or occupiers of the development within easy walking distance;**
 - vii) provide access to safe walking and cycling routes within, into and out of the site to the existing footpath and cycle-path network and wherever feasible, include provision for continuous even surfaces and kerbs suitable for pedestrian, cycle, mobility scooter and wheelchair users and link them directly with existing footpath, cycle-path and byway networks. Opportunities to enhance and improve connectivity off-site to ensure easy and safe access to local services and facilities should be considered and may be necessary for the proposal to be considered acceptable;**
 - viii) not result in the loss of on-site parking or an increase in demand for on-street parking;**
 - ix) have no adverse impact on the amenity enjoyed by neighbouring uses, including, but not limited to noise and light pollution or such impact that can be satisfactorily be mitigated;**
 - x) exceed, where feasible and viable, minimum standards set for ensuring energy efficiency and low carbon energy generation in response to achieving reductions in carbon dioxide emissions;**
 - xi) minimise the use of plastic and production of plastic waste in construction while recognising the balance to be struck with regard to the need to meet the 2030 zero carbon target;**

- xii) provide adequate enclosed secure bin, recycling and cycle storage solutions; and,
- xiii) demonstrate how they have taken into account the Perranzabuloe Design Code (see Appendix 3) where relevant.

3 Development proposals for housing development should also take fully into account Policy HO2: Design of Dwellings.

Policy SD3: Reducing the Need to Travel by Car (Major Development)

Major development proposals will be supported where they:

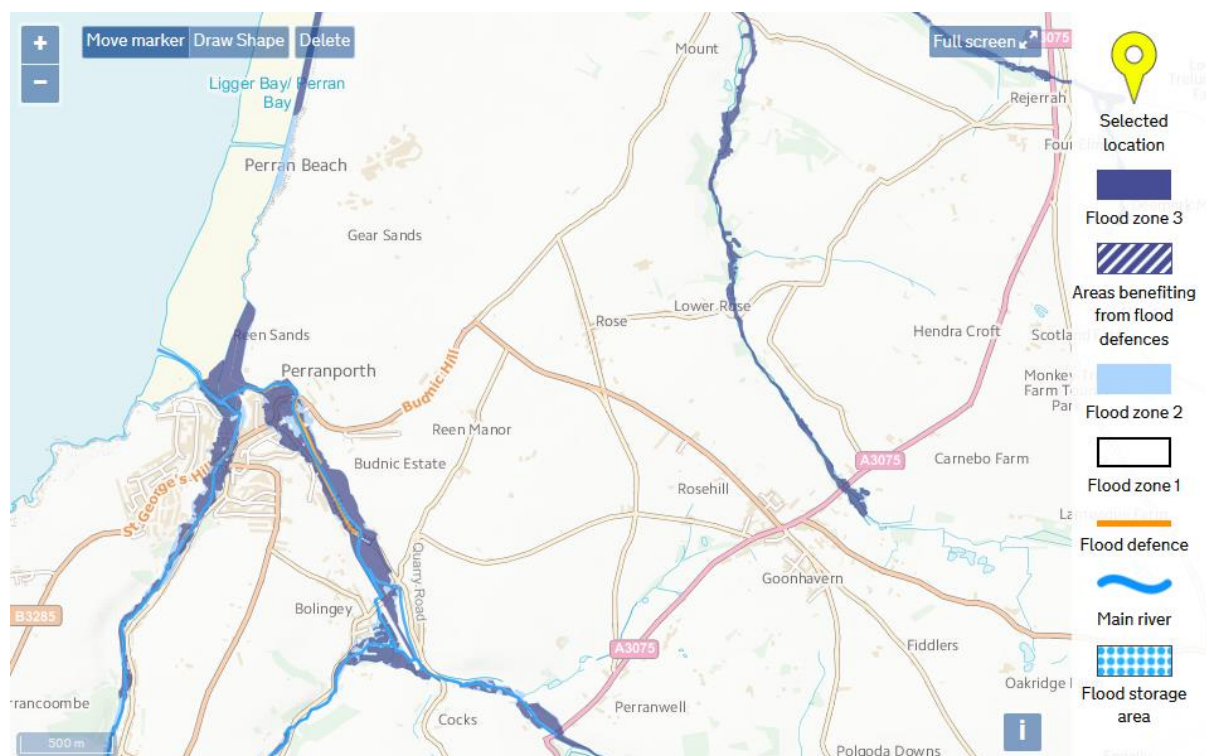
- i) are within easy walking distance (500m) of local public transport infrastructure;
- ii) provide good pedestrian and cycle connections to village centres in order to encourage walking and cycling and reduce the reliance on vehicles. This could include provision of internal cycle-ways and footpaths and connections to key destinations, for example, schools, shops and other services and provision for off-site improvements if deemed necessary;
- iii) have more than one point of pedestrian or cycle access from the development to existing networks, demonstrating permeability and connectivity in a masterplan, 'design and access statement' or equivalent submitted with the planning application;
- iv) demonstrate how they have taken into account the principles of "Active Design" guidance; and,
- v) demonstrate how they have taken into account the Perranzabuloe Design Code (see Appendix 3) where relevant.

4.2.3 Managing Flood Risk from Surface Water Run-off

Justification for our policy

Areas most at risk of flooding in the Parish are along the main water courses into the sea running through Perranporth and Bolingey. These are shown on the maps below which highlight both fluvial (river) and surface water flood risk. While some of these flood risk areas are not within the settlements themselves (for example, they cover the Bolingey Marsh County Wildlife Site, Perranporth seafront and Bolingey fishing lakes) there are nevertheless large areas of Bolingey and Perranporth which are affected.

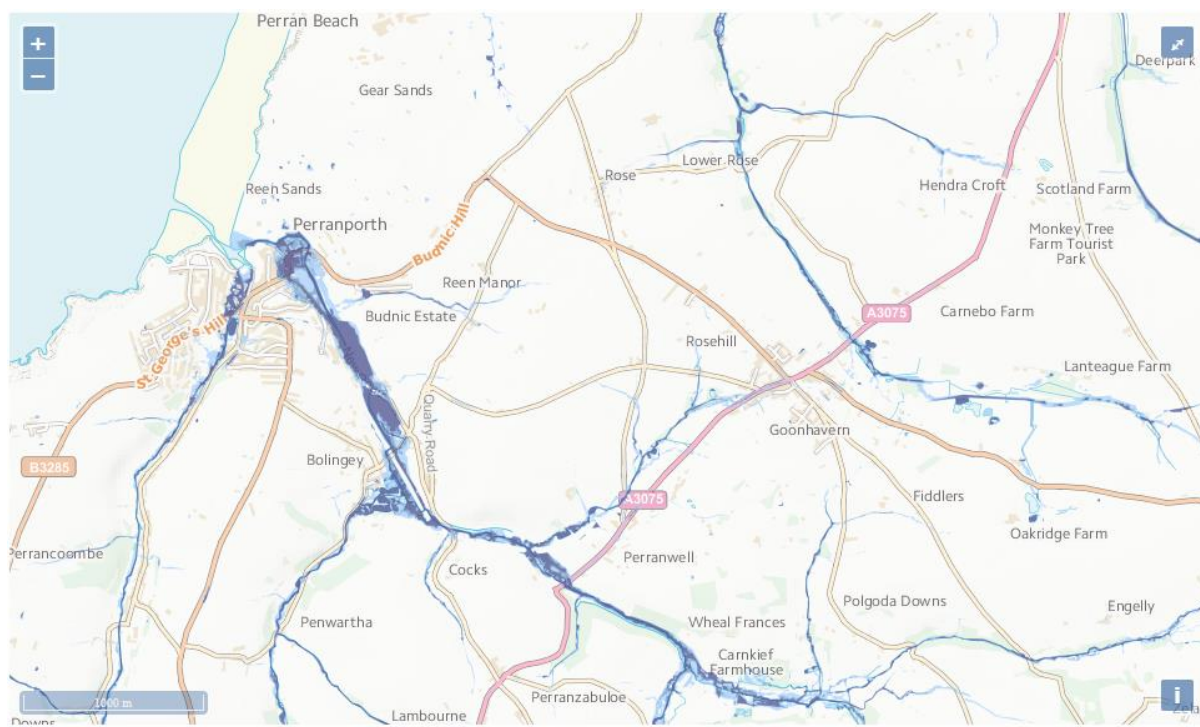
Map 4: Flood Risk Zones in Perranzabuloe and Environs



Source: <https://flood-map-for-planning.service.gov.uk/> © crown copyright 2021 OS 100059698

Notes: Zone 1 Low Probability - Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3); Zone 2 Medium Probability - Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map); Zone 3a High Probability - Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map); and, Zone 3b The Functional Floodplain - This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. (Not separately distinguished from Zone 3a on the Flood Map). Source of definitions: <https://www.gov.uk/guidance/flood-risk-and-coastal-change#flood-zone-and-flood-risk-tables>

Map 5: Flood Risk Zones in Perranzabuloe and Environs



Extent of flooding from surface water

● High ● Medium ● Low ○ Very low ⊕ Location you selected

Source: <https://flood-map-for-planning.service.gov.uk/> © crown copyright 2021 OS 100059698

Notes: High Risk - means that each year this area has a chance of flooding of greater than 3.3%. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding; Medium Risk - means that each year this area has a chance of flooding of between 1% and 3.3%. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding; Low Risk - means that each year this area has a chance of flooding of between 0.1% and 1%. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding.; and, Very Low Risk - means that each year this area has a chance of flooding of less than 0.1%. Flooding from surface water is difficult to predict as rainfall location and volume are difficult to forecast. In addition, local features can greatly affect the chance and severity of flooding. Source of definitions: <https://flood-map-for-planning.service.gov.uk/>

Flooding may be caused either by extensive periods of rain or by short intense periods of rainfall. In Perranporth, this can be compounded when heavy rainfall in short periods takes place at the same time as storms or other high tides. We believe that there is sufficient policy coverage at the district and national levels as set out in Policy 26: Flood risk management and coastal change in the Local Plan⁴² and by section 14 in the NPPF⁴³ to ensure that the risk to and arising from new development is minimised and mitigated where necessary. We are clear that our Neighbourhood Development Plan cannot, on its own, prevent flood risk and it will be a combination of actions, many outside of that which can be affected through the planning system, which can be carried out to help reduce and manage the risk.

However, our Plan can supplement and emphasise issues relating to flood risk and policy which it is considered can “add value”. Accordingly, policy SD4 seeks to reinforce the need for sustainable drainage systems in development, which minimise the impact of run-off from development into the drainage system. Sustainable drainage systems (SuDS) are well-established requirements for new

⁴² See Local Plan <https://www.cornwall.gov.uk/media/22936789/adopted-local-plan-strategic-policies-2016.pdf>

⁴³ See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2_019_revised.pdf

development which ensure rainwater is captured and stored on-site, reducing risk of run-off exacerbating flood risk both on and away from the site⁴⁴. Our policy takes this one step further by seeking to ensure that SuDS provide opportunities to green the environment and landscape by creating open SuDS (OSuDS) which represent an environmentally friendly approach to dealing with and collecting run off. These not only relieve pressure on the mains drainage system but create rich and vibrant wildlife habitat in their own right. Our policy also references the important role that OSuDS can play in helping to meet the Cornwall Local Plan requirement for net gain in biodiversity being achieved from development⁴⁵.

Our policy also reflects responses from Community consultation which have highlighted concerns about local flooding and the need to minimise and mitigate risk⁴⁶.

Policy SD4: Managing Flood Risk from Surface Water Run-off

- 1. Development proposals must demonstrate that there is sufficient provision for the handling of surface water run-off without reliance in part or in whole on the existing foul water system.**
- 2. In order to comply with Cornwall Council's minimum 10% Net Biodiversity Gain requirement, the use of open surface water run-off drainage solution systems (OSuDS) or open "green" sustainable drainage systems (SuDS) on all large developments to create valuable wetland habitat will be seen as the default option. Where this is not feasible for the development on-site, developers should demonstrate why or how this option is not suitable for the location and for alternative SuDS solutions to be agreed.**

4.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are to:

- Encourage landowners and those with riparian rights to maintain drainage channels and drains to enable easy flow of run-off during heavy and intense periods of rainfall in particular.
- Work with Cornwall Council to help ensure that conditions put in place for the management of SuDS are monitored.

⁴⁴ See <https://www.ciria.org/ItemDetail?iProductCode=C753F&Category=FREEPUBS> for guidance.

⁴⁵ See Local Plan <https://www.cornwall.gov.uk/media/22936789/adopted-local-plan-strategic-policies-2016.pdf> Policy 23: Natural Environment, and the Cornwall Planning for Biodiversity Guide <https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/planning-policy-guidance/cornwall-planning-for-biodiversity-guide/>

⁴⁶ See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/> where survey responses indicated strong support for minimising flood risk and for open SuDS being provided to enhance biodiversity (almost 100% strongly agreeing or agreeing on both points). The collection of rainwater was also strongly agreed or agreed with by almost 100% of respondents in relation to improving sustainability.

5. Housing

5.1 Introduction

Housing has proved to be one of the key issues of concern facing the local Community, particularly regarding the potential impact that major housing development would have on the Parish. There is some acceptance of the desirability of delivering some housing to accommodate local demand and needs, as set out in the “Sustainable Development” theme.

We recognise that the strategic policy framework set by Cornwall Local Plan and the rules which govern the planning system, including Neighbourhood Development Plans, limits the ability of these plans to restrict future housing development. However, we do have licence to introduce policies in relation to housing which are specific to our Parish and/or add detail to strategic and national policies.

Within Perranzabuloe, the number of houses and flats built between 2010 and April 2023 has far exceeded the number required of the Parish by the ‘minimum target’ established by Cornwall Council’s Local Plan, which itself covers the period 2010-2030.⁴⁷ Over this period, the Parish ‘Housing Requirement’, the term used in Policy 3, is 352. Table 1 gives data on what has been happened in the Parish over the plan period so far; by April 2023, completions have reached 1.8 times this figure. The building-out of already permitted sites will add around 200 more, 2.3 times the minimum housing requirement for the parish.

So, since the Parish - along with adjacent coastal Parishes - has effectively already met the housing requirement in the Local Plan, the Neighbourhood Development Plan does not need to allocate additional new sites for housing development to be in conformity with the Cornwall Local Plan.

Table 1: Comparison of Cornwall Local Plan requirement for housing in Perranzabuloe with projected completions, based on CC monitoring data to end of April 2023

Cornwall Local Plan requirement		Progress from 2010 to April 2023	
Community Network Area (CNA) Housing requirement (from Table 1 of Cornwall Local Plan)	1100	Completions	633
% CNA population in Perranzabuloe parish	32%	Sites under-construction	25
Housing requirement 2010-2030 for Perranzabuloe	352	Sites with planning permission but not-started (185), minus 10% to allow for county-wide rate of non-completions ⁴⁸	155
		Total projected completions during the rest of the CLP period in Perranzabuloe, without allowance for small-scale ‘windfall sites’ and Rural Exception sites that emerge after April 2023	813

One of the strongest messages expressed in our public surveys and meetings, as well as general observations in Parish Council meetings and other gatherings, has been the concern felt by a large

⁴⁷ See Background Paper - Housing Completions, <https://www.perranplan.co.uk/documents/>

⁴⁸ The ‘Sites with planning permission but not started’ figure excludes the 132 units for on the early Penhale Camp permission. In March 2023 this was considered by CC to have expired. CC current data is often presented in terms of ‘Extant’ permissions: this term includes sites under-construction and not started.

majority of residents over the continual expansion of Goonhavern and Perranporth by large-scale housing developments.⁴⁹ In this context, this NDP does not allocation additional sites for housing development.

However, in relation to the delivery of affordable housing, there is another crucial component of national planning guidance that will, perhaps, push towards the approval of future planning applications for housing within the Parish for six or more dwellings⁵⁰. The National Planning Policy Framework makes it clear that ‘local plans should meet objectively assessed needs’ (in most circumstances, para 14 of the NPPF) and this is carried forward in the Cornwall Local Plan (CLP), where supporting text in the ‘affordable housing’ section argues:

“The provision of local needs housing on the edge of our smaller towns and villages remains one of the key ways to deliver rural affordable housing.

The justification for expanding these places is local need for homes that cannot realistically be met in other ways. Proposals must satisfy a number of criteria, including their relationship with the rest of the village or hamlet and in terms of character, appearance and landscape setting, and to facilities and amenities.” (paras 2.56 and 2.57)

Policy 9 in the CLP presents the key policy in this regard, for ‘Rural Exception Sites’ where the “purpose of such developments must be primarily to provide affordable housing” for local needs⁵¹. The take-away point is that large housing proposals put forward on the edge of Perranporth and Goonhavern are likely to be approved as long as any significant level of local housing need remains in the Parish - subject to the proposal satisfying other policies in the Local Plan and this NDP. Experience has shown that the weight given to the provision of local needs housing is so substantial that small negative impacts on landscape and wildlife, for example, can often be outweighed in the balancing of pros and cons against one another.

On the positive side, any Rural Exception Site given planning permission outside a development boundary would have to provide a minimum affordable housing of 50% of the number of housing units developed, more than the standard 30% on most developments in the Parish. This is a major reason for the definition of development boundaries in this document.

In conclusion, we have not sought to propose the allocation of any housing sites, to reflect local views not to promote housing development, but our policies do seek to influence the detail of new housing including design, type, size and supply, should housing proposals come forward through the planning system via planning applications.

5.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy HO1: Principal Residence Policy
- Policy HO2: Design of Dwellings

⁴⁹ The 2019 public survey asked people to respond to the sentence: I am in favour of minimising the amount of new housing built on sites with greater than ten houses on the periphery of Perranporth and Goonhavern. Of 700 respondents, 72% ‘strongly agreed’ and 21% ‘agreed’. This reflects the general tone of public attitudes towards large scale housing proposals in the Parish observed in public meetings. <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

⁵⁰ with affordable housing only being required on sites of six or more dwellings. Financial contributions to affordable housing provided off-site are typically sought for sites of 6-10 dwellings, with on-site provision provided to a scale in accordance with Local Plan policies on sites of more than 10 dwellings.

⁵¹ How are local affordable housing needs assessed? The most common approach is through Cornwall Council’s Home Choice Register and more information on this can be found here <https://www.cornwallhousing.org.uk/find-a-home/homechoice-housing-register/>.

- Policy HO3: Parking Design in Housing Developments
- Policy HO4: Community Homes
- Policy HO5: Housing for Specific Needs

5.2.1 Principal Residence Policy

Justification for our policy

The inclusion of a Principal Residence Policy (PRP) is proposed in order to help meet the housing needs of local people, bring greater balance and mixture to the local housing market and create new opportunities for people to live and work here, and to strengthen our Community and the local economy. Principal residence housing is new housing which has to be used as the principal residence of the household living in it, but does not have the price controls that affordable housing does, nor any local connection requirement. However, it is important to note that a PRP does not apply to existing dwellings but only to new build (other than simple one-for-one replacements).

It is widely accepted that the use of new-build housing, on both greenfield and brownfield sites, for second homes and holiday lets causes harm by:

- Pushing up prices so that local residents are unable to afford to live in those properties; and,
- Reducing the choice of the kind of homes available for residents when the design of new build is targeted towards the second home and holiday lets market, in terms of size, size of gardens, overall layout and internal specification.

NDP survey results indicated strong local concern about further growth in the number of local properties used for second homes and holiday lets (SH/HLs).⁵²

Within coastal Neighbourhood Development Plans across Cornwall, justification for the inclusion of a PRP has primarily focussed on the proportion of second homes and holiday lets found in the area, with some focus on the change in that proportion over time. In the absence of good data on second homes and holiday lets, the proportion of ‘unoccupied households’ recorded in the most recent, 2011 Census has been widely adopted as a proxy measure.⁵³ In Perranzabuloe 14% of households were unoccupied, compared with 13% in St Agnes, 21% in Crantock and 25% in St Ives – three parishes that have operating PRPs⁵⁴.

For Perranzabuloe, we have tried to adopt a more sophisticated analysis, given that such data fails to address the difference in the proportion of SH/HLs found in the existing housing stock compared with the proportion of newly-built houses and flats bought for use as non-principal residences. It is far from clear that average stock use will adequately reflect the use of new-build, given anticipated differences arising from site size and location, plus the age and style of individual properties.

Surveys undertaken in 2022 for this NDP showed that around 36% of new housing built in recent years across a range of locations and types of sites in Perranporth was being used for second homes and holiday lets.⁵⁵

⁵² There is strong feeling throughout the Parish about the growth in the number of properties left vacant during the off-season. 73% of respondents in the main survey agreed or strongly agreed with this same statement. The patterns of responses for Goonhavern and Perranporth villages were very similar. When we asked whether people were in favour of having a PRP in the Parish, 70% responded that they had strong feelings about the issue. It would be fair to report that a small number of comments argued for the economic benefits of tourism in the Parish and expressed concern about the impact of PRPs in depressing building rates, although these were greatly outweighed by opposing comments.

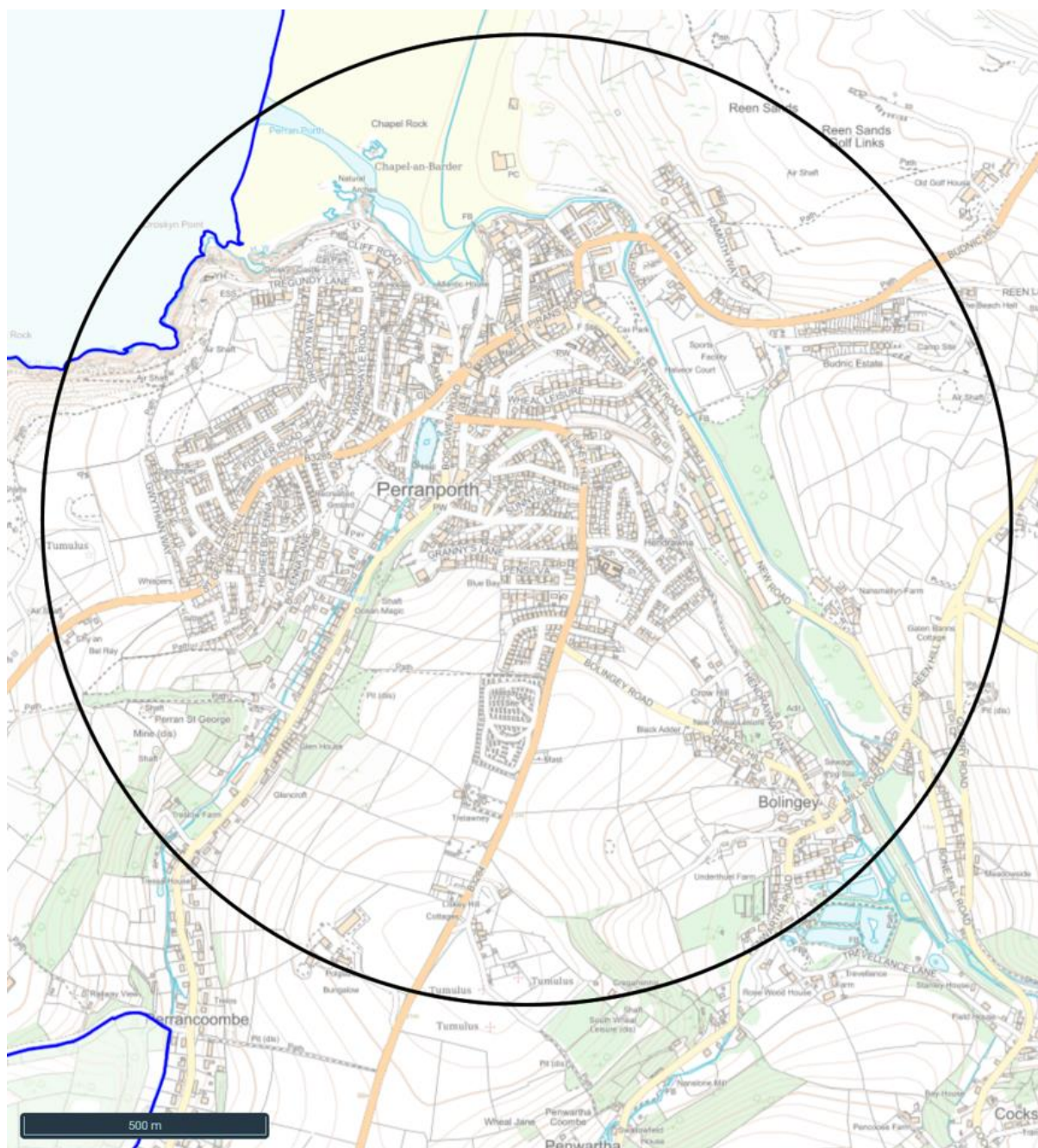
⁵³ 2021 Census data at parish level are not yet available in May 2023

⁵⁴ Based on figures in the 2011 census – more detail is available in the Background Paper – Principal Residence Policy available to view at <https://www.perranplan.co.uk/documents/>

⁵⁵ See Background Paper – Principal Residence Policy.

There is a clear and urgent need for a PRP in Perranporth and the immediate surrounding area. Map 6 defines the area to which Policy HO1 applies.

Map 6: Principal Residence Policy Area



It remains to consider the **possible negative impacts** of a PRP. After the 2016 adoption of the NDP with a PRP policy in St Ives, there were some reports of a possible negative impact on St Ives property prices. These negative impacts did not appear to occur in bordering parishes of St Agnes and Crantock when they introduced a PRP via their NDPs. For St Ives, not only did these reports not continue beyond the first couple of years, the situation is likely to be different in Perranporth where the proportion of the market affected will be much smaller than in St Ives.

The loss of Community Infrastructure Levy (CIL) receipts subsequent to the introduction of a PRP across the Parish has been considered by the SG and in consultation with the community. On developments of 1-5 dwellings CIL receipts will fall from £105 per square metre of floor area to zero. The saving of around £10,000 for a standard size dwelling on a small site could have a small positive

effect on the market where such developments are not designed for and marketed toward the SH/HL market - an impact opposite to that feared in some sectors.⁵⁶

Policy HO1: Principal Residence Policy

- 1. Proposals for open market housing (excluding one for one replacement dwellings) within the village of Perranporth and adjoining coastal areas as indicated on Map 6 will only be supported where first and future occupancy is restricted by a planning condition to ensure that each new dwelling is occupied only as a Principal Residence.**
- 2. A principal residence is defined as a dwelling occupied as the resident's sole or main residence, where the resident spends most of their time when not working away from home.**
- 3. Proposals for open market housing (excluding one for one replacement dwellings) without a requirement to ensure occupancy as a principal residence will not be supported.**

Box 1: Example Standard Planning Condition for Principal Residency

The following text illustrates standard wording which could be used for a planning condition for principal residency.

"The dwellings hereby permitted shall not be occupied otherwise than by a person as his or her Only or Principal Home. For the avoidance of doubt the dwelling shall not be occupied as a second home or holiday letting accommodation.

The Occupants will supply to the Local Planning Authority (within 14 days of the Local Planning Authority's written request to do so) such information as the Authority may reasonably require in order to determine whether this condition is being complied with.

Reason: To safeguard the sustainability of the settlements in the Perranporth area, whose communities are being eroded through the amount of properties which are not occupied on a permanent basis and to ensure that the resulting accommodation is occupied by persons in compliance with policy HO1 of the Perranzabuloe Neighbourhood Plan 2023 – 2030.

This condition shall not preclude periods of occupation by visiting guests but those visiting guests will not individually or cumulatively contribute towards the occupation of the property as a Principal Home. The condition will require that the dwelling(s) is/are occupied only as the primary (principal) residence of those persons entitled to occupy them.

Occupiers of homes with a Principal Residence condition will be required to keep proof that they are meeting the condition, and be obliged to provide this proof if/when the Local Planning Authority requests this information. Proof of Principal Residence is via verifiable evidence which could include, for example (but not limited to) residents being registered on the local electoral register and being registered for and attending local services (such as healthcare, schools etc)."

⁵⁶ The reduction in CIL charges for larger sites consequent on the introduction of a PRP in a Parish is smaller at £35 per square metre (reflecting the requirement that such sites make provision for affordable housing). The stipulation from Cornwall Council that planning proposals in a Parish or town with a PRP should be subject to CIL in a lower price band is indeed aimed at offsetting the possible negative impact of PRPs on the housing market. Logically in areas where the holiday market plays a limited role in demand, such a reduction would overall be an encouragement to the market.

5.2.2 Design of Housing Development and Alternative and Innovative Parking Design

Justification for our policy

Our policy SD2 in the previous section sets criteria for all types of development with regard to how we define “good” or “high-quality” design and with a particular reference to sustainability criteria. It is worth repeating that there is design guidance adopted and being revised at the Cornwall level to provide a set of parameters and principles for housing to meet. However, in the Perranzabuloe context, there are additional and place-specific requirements that major new housing developments⁵⁷ should look to embrace based on experience of major housing development within and outside the Parish for them to be considered high quality in the Perranzabuloe context. These criteria also reflect the Community’s desire to respond positively to sustainability issues and the need for housing development to enhance the built environment and protect the natural environment as its setting⁵⁸. Our design preferences in relation to housing development are set out in detail in the **Perranzabuloe Design Code**⁵⁹.



Section 4, Sustainable Development, introduced the

concept of this Plan having policies which help to deliver well-designed and sustainable development. The Design Code will help to ensure that any new housing development in the Parish is designed with the characteristics of the Parish in mind. A design code focuses on identifying design aspects, criteria and guidance which will help to ensure that development is of high quality within a specific local area. High-quality design is critical if housing developments come forward during the Plan period. Our Design Code establishes a set of principles so that new housing development is designed and planned with regard to the existing character and context of the Parish, also setting out a series of guidelines related to residential development which advocate character-led design that responds to and enhances the landscape and townscape character.

The guidelines focus around:

⁵⁷ In the planning system, “major” development is defined as, for housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

⁵⁸ Our household survey (<https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>) helped to identify what people liked and disliked about recent large developments and identify the lessons learnt from these in relation to form, scale, massing, appearance and layout of housing developments. Safe and extended pedestrian and cycle-paths, specific new links between destinations (as highlighted in our Transport Plan), standards for parking and the importance of good access and mobility were all highlighted in the survey responses. Other factors which were prominent in responses included: smaller sites than those at Parc Hendrawna and Cost developments (off Liskey Hill, Perranporth), lower densities preferred, layouts moving away from grid patterns, use of vernacular materials, trees and landscaping are important, as was diversity of built form. These views have informed the criteria applied in our design policies.

⁵⁹ See Appendix 3 and <https://www.perranplan.co.uk/documents/>

- settlement pattern;
- green infrastructure and open space;
- views and landmarks;
- building typology;
- architectural details and materials;
- building modifications, extensions and plot infill;
- building line and boundary treatments;
- waste, recycling and utilities; and,
- parking.

Importantly, the Design Code includes guidance not only for developers, but also presents questions that planning officers should ask when assessing whether a proposal is of high-quality design.

Recent large-scale developments in Perranporth have attracted a great deal of criticism from locals and visitors for their visual intrusion in the general landscape of the village when viewed from a distance. The particular topography of the area with steep-sided valleys means that routes into the village offer perspectives across to any large-scale housing developments built on nearby slopes. In an area such as Cornwall where landscape quality is greatly appreciated by locals, visitors and tourists alike, housing developments can be particularly harmful where they do not reflect the character of existing houses but instead have the appearance of cramped, simple and functional estates more typical of urban housing estates.

So, what is the character of existing housing? The main sites anticipated to be available for any future large-scale housing in Perranporth, on the basis of SHLAA information, for example, are off Liskey Hill. Here the character of the housing is primarily 1, 1½ and 2-story buildings of varied design. The result is a mosaic of building shapes and rooflines and heights, that while not particularly striking in visual appeal, retains a certain charm given its diversity and disorderliness.

In addition to providing further criteria relative to housing to that set out in policy SD2 and responding positively to issues and comments on design made by the Community, our policy also endorses and signposts developers to “Building for a Healthy Life”, a design toolkit for neighbourhoods, streets, homes and public spaces⁶⁰. Housing sites



should take into account the well-established “Passivhaus” principles⁶¹ which encapsulate international learning and principles in relation to how best to make housing sites as energy efficient as possible. Public Health England and Sport England’s guidance on “Active Design” should also be taken into account when preparing housing proposals⁶². Most importantly, full account should be taken of the Perranzabuloe Design Code (see Appendix 3).

Policy HO3 sets out specific criteria for parking design in new housing developments. Regard should also be had to the adopted Cornwall Climate Emergency DPD which states, introducing its Policy T2: Parking, that Neighbourhood Development Plans “will be expected to follow the guidance set out in

⁶⁰ See <https://www.designforhomes.org/project/building-for-life/>

⁶¹ See <https://passivhaustrust.org.uk/>

⁶² See <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design> for further details.

this DPD, the Council's Parking Standards Guidance and the Cornwall Design Guide when considering policies regarding the provision of parking in the neighbourhood plan area."⁶³

Policy HO2: Design of Dwellings

- 1. Development proposals for dwellings should demonstrate, through a Masterplan and / or Planning Statement (whichever is appropriate), how they comply with Policies SD2, SD3 and NE3 and have, relative to the scale and type of proposal:**
 - i) taken fully into account the Perranzabuloe Design Code (see Appendix 3);**
 - ii) considered the visual impact of development of locally valued views including, but not limited to, views to and from the beach, the coastline and other regularly frequented vantage points;**
 - iii) successfully addressed Building for a Healthy Life's criteria and tests, and followed principles of "Active Design" guidance and Passivhaus design and layout;**
 - iv) utilised the National Design Guide and Cornwall Design Guide;**
 - v) avoided monotone design palates and provided a mixture of square and rectangular forms and sizes with simple pitch and hip roof types. Proposals will be supported where they avoid the appearance from a distance of overall 'sameness', deriving from the repetition of a small number of building shapes, sizes and ridge height, and very limited variety of materials and detailing, and at high density; and,**
 - vi) delivered street design that is accessible for all, encourages off street parking, provides wide shared cycle/pedestrian footpaths, utilises high quality materials for kerbs and hard surfaces such as granite and cobblestone and provides the highest quality street furniture.**
- 2. Developers should consult the Community at the earliest possible stage to collaborate on proposal designs.**

Policy HO3: Parking Design in Housing Developments

- 1. A development proposal for housing development will be supported where it:**
 - i) meets the requirements for number and type of spaces specified by the most up-to-date Cornwall Council parking standards, and exceeds them where feasible, viable and they align with the requirements of Policy T2: Parking in the Cornwall Climate Emergency DPD;**
 - ii) provides a minimum of two on-plot parking spaces per unit side by side where feasible, not in line, to discourage on-street parking, or demonstrates, through evidence, why this cannot be provided;**
 - iii) meets the requirements of the National Design Guide;**

continued >>

⁶³ See paragraph 9.18, Cornwall Climate Emergency DPD <https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/climate-emergency-development-plan-document/> . Local Plan <https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/> paragraph 2.80, which refers to parking standards, is also relevant, along with Cornwall Council's Travel Plan advice for developers <https://www.cornwall.gov.uk/transport-parking-and-streets/sustainable-transport/travel-plans/> and Design Guide <https://www.cornwall.gov.uk/planning-and-building-control/design/> at section 5.7, p.46.

- iv) does not introduce a need for additional demand for parking on the existing road network; and,
 - v) on redevelopment and replacement housing sites, there is no loss of existing on-site parking capacity.
2. Where on-plot off-street parking spaces are not feasible, alternative, innovative on-street parking design within the development will be supported where it responds positively to the Perranzabuloe Design Code (see Appendix 3).

5.2.3 Community Homes and Housing for Specific Needs

Justification for our policy

While the Cornwall Local Plan⁶⁴ and Housing SPD⁶⁵ sets the policy framework for the delivery of affordable housing, we have the opportunity in the Neighbourhood Development Plan to be more specific in relation to how best to respond to local needs housing requirements, across housing types and tenures, where that is supported by up-to-date local evidence.

Policy HO4 provides additional locally based policy criteria to that set in the Local Plan. The desire to see affordable housing⁶⁶ well-integrated with market housing fits within the context set in SD2 and HO2 in relation to good design. Housing developed as affordable should be indistinguishable from that sold on the open market. We recognise that local needs can change over time and to this end we have a requirement for local needs to reflect the most up-to-date position which could be based on Parish Council, local authority or developer assessments, where based on an agreed methodology and interpretation between all parties. In order to maximise the delivery of housing for local needs, policy HO4 also requires development proposals to start at an assumption that 100% dwellings will be for affordable local needs, with viability tests being required to demonstrate a lower percentage on-site, moving to a lowest point of 50% in accordance with Local Plan Policy 9.

Our Community responses and the make-up of our population in the Parish suggest that there should be particular support for housing specifically aimed at meeting the needs of an ageing population. This places an emphasis, through policy HO5, on dwellings for the elderly to be close to local facilities and amenities. These should be fully accessible and be within a 500m easy walking distance to most facilities and services, and with proposals preferably being on sites where access to local facilities and services are via level ground. It is recognised that accessibility of dwellings is regulated through Building Regulations, for example through Part M4(2): Accessible and Adaptable Dwellings⁶⁷, which

⁶⁴ Policy 8 sets requirements for Affordable Housing in relation to the thresholds above which affordable housing units are required and the % of development which should be “affordable” (in our Parish, this means that 30% of housing should be “affordable” on all developments of more than 10 (net) new dwellings). Policy 9 Rural Exceptions Sites provides policy criteria where housing development in countryside areas, i.e., outside of our defined development boundaries, is appropriate.

⁶⁵ See <https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/planning-policy-guidance/housing-supplementary-planning-document/>

⁶⁶ Based on the definition provided in the NPPF. See Glossary at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf A summary of this definition is that affordable housing is: typically housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). It includes affordable housing for rent, starter homes, discounted market sales housing, and other routes to affordable home ownership (includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy.

⁶⁷ See <https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m>

recommends optional accessibility standards. This supersedes previous guidance such as Lifetime Homes standards, principles previously used until 2015.

While it is recognised that Local Plan Policy 13: Development Standards introduces the requirement (subject to viability) for at least 25% of new dwellings on sites of 10 or more dwellings to meet Part M4(2) accessibility, and that this seems to be being achieved, Policy HO5 below encourages all development to consider fully the Part M4(2) requirement and for as many dwellings as possible to meet such standards. This is for the benefit of both an ageing population and those with disability and a need to adapt housing during its lifetime as household circumstances change.

Policy HO4: Community Homes

The provision of affordable homes on exception sites in accordance with Policy 9 of the Cornwall Local Plan is supported. Any such development should be proportionate to the size of the settlement that it relates to and is subject to the following criteria:

- i) Affordable homes should be well integrated with market housing;**
- ii) The type and size of affordable homes should meet the specific needs identified for the Parish;**
- iii) The proposal has a target of 100% affordable housing; and,**
- iv) The affordable dwellings will be occupied by people with a local connection in housing need in accordance with the Local Housing Authority's standard definitions.**

Policy HO5: Housing for Specific Needs

- 1. Development proposals for housing to meet the needs of the local elderly population and people with disabilities will be supported where their location enables easy and safe access by foot (within 500m) on level ground to local health services, Community facilities and convenience retail shops.**
- 2. Development proposals which exceed the Local Plan Policy 13 requirement of 25% of dwellings on sites larger than 10 dwellings as fully accessible dwellings, as set out in Building Regulations AD M4(2), will be supported, to help address a shortage of accessible homes for an ageing population. Accessible homes should be on the most level and easily accessed part of the site.**

5.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are:

- Promote use of the Design Code for use in development which does not require planning permission.

6. Natural Environment, Landscape and Coastal Management

6.1 Introduction

The natural environment of the Parish is one of its key assets and defines the Parish's character from the coast along its western edge through to the countryside across the east that surrounds the settlements. This character and identity are valued highly by the local Community and businesses who are based in the Parish. The quality and value of our coast and natural environment underpins our local economy and is a key contributor to maintaining good physical and mental health of the Community, providing numerous recreational, leisure and sports opportunities. This section of the Plan focuses on an understanding of the character of our landscape, biodiversity and wildlife habitats, coastal value and formal designations already in place. It should be noted that this Plan has jurisdiction across all land in the Parish (as defined in the land-use planning system) as far as the mean low water mark. Outside of that, the coastal environment is dealt with principally through the Marine Management Organisation Marine Plan and other plans such as the Shoreline Management Plan, as referenced in the introductory sections of this Plan.

The value of Perranzabuloe's natural environment is already recognised in the volume of designations within the Plan area, shown on Map 7 including:

- Cornwall Area of Outstanding Natural Beauty Section 5 St Agnes (around Cligga Head to the Parish boundary at Hanover Cove);
- Perranporth and Holywell Area of Great Landscape Value to the north from Penhale Sands to the Parish boundary at Holywell Bay;
- Chyverton Registered Park and Garden;
- Special Area of Conservation (SAC) covering Penhale Sands and the coastline;
- Sites of Scientific Interest (SSSI) at Cligga Head, Carnkief Pond, Carrick Heaths (several smaller areas), Penhale Dunes, and Ventongimps Moor;
- Tree Preservation Order (TPO) Areas including Perrancoombe, Penwartha Coombe, Cocks, Lambriggan Farm, Bolingey-Perranporth, Newlands Gate and Carnebo Farm, and TPOs on individual specimens across the Parish;
- County Wildlife Sites at Bolingey and Perranporth Dunes; and,
- Numerous areas of BAP (Biodiversity Action Plan) habitat across the area including coastal dunes, maritime cliffs and slopes, woodland, lowland heathland and grassland.

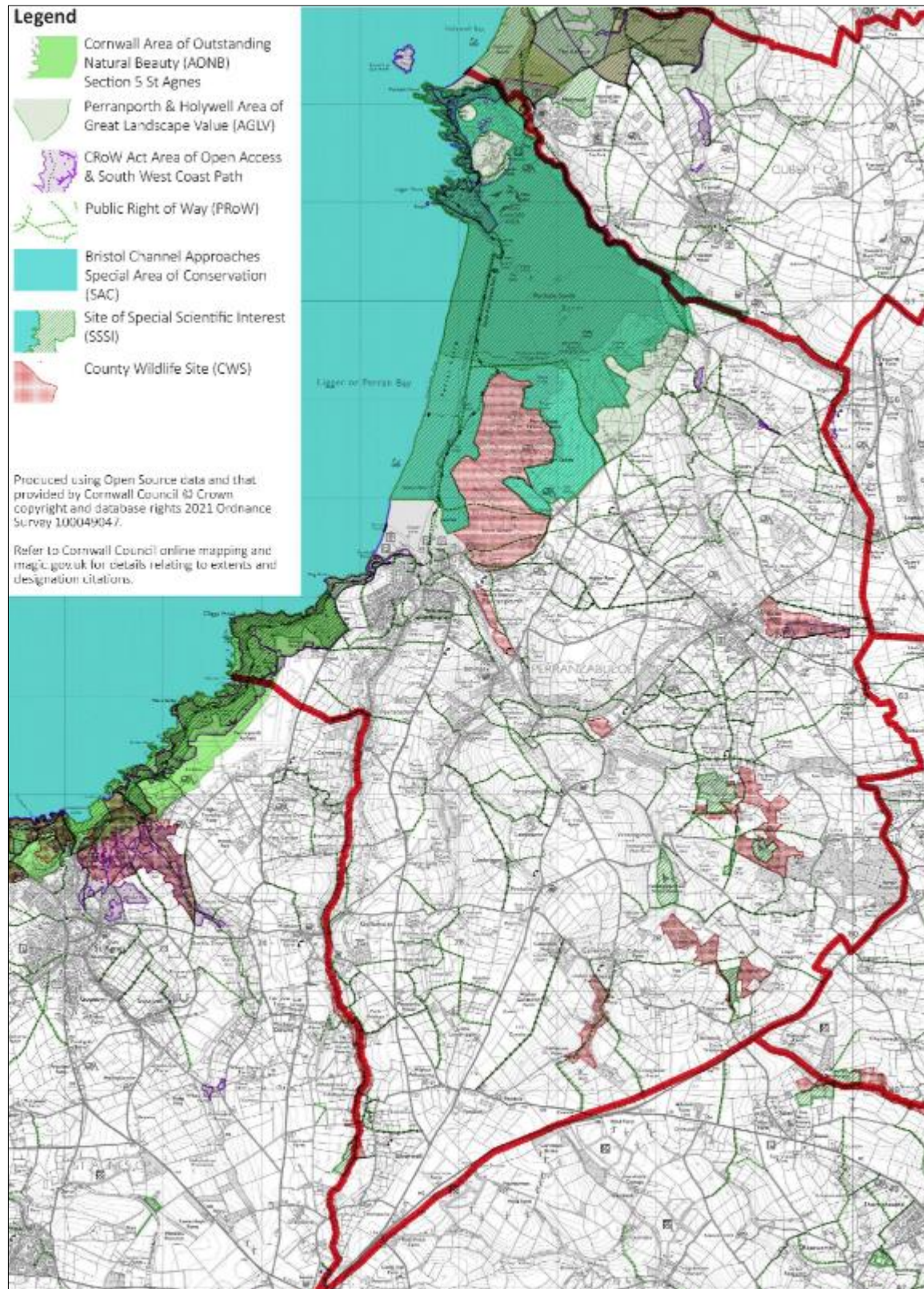
Landscape character within the Plan area is covered at a county level within the Cornwall and Isles of Scilly Landscape Study 2007⁶⁸ as being within CA14 Newlyn Downs to the south and east, and CA15 Newquay and Perranporth Coast to the north and west. It is described in more detail in the Local Landscape Character Assessment (LLCA) which forms a key evidence base document⁶⁹. A suite of landscape types was identified : beach, dunes, headland, undulating land, valleys and valley bottom as shown on Map 8. Within the study and as part of the Plan's development it was noted that certain areas within the Parish were of a particular quality or had a particularly distinctive character. This was key to defining the Parish's environment and several areas of landscape have merited designation, as described in our policies which follow. Similarly, in recognition of the landscape level importance of the Parish's 'patchwork quilt' network of woodland, hedgerows, treelines, agricultural fields,

⁶⁸ Cornwall and Isles of Scilly Landscape Character Study 2007 Cornwall Council

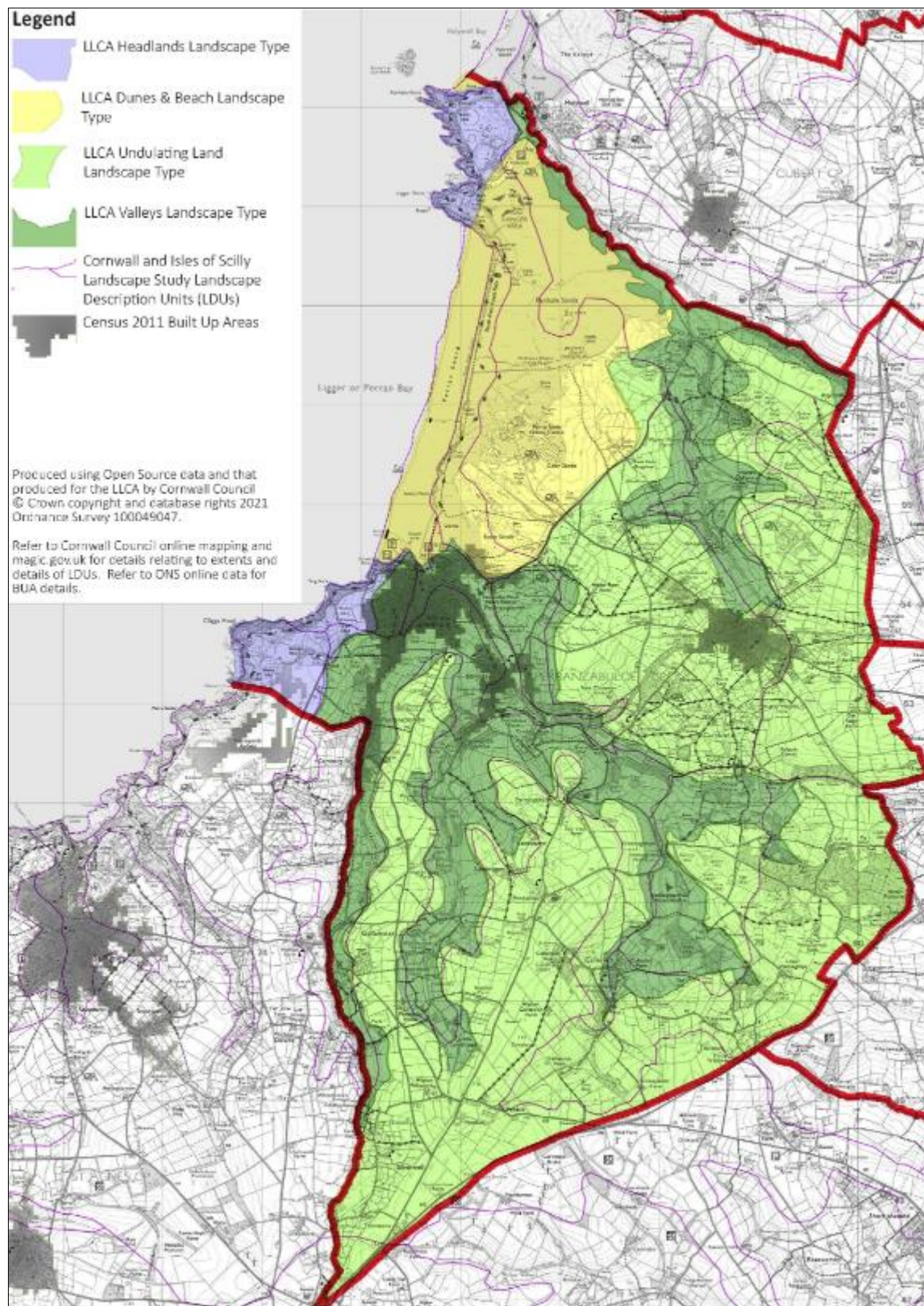
⁶⁹ The study can be viewed here <https://www.perranplan.co.uk/documents/> and was carried out by members of the Parish communities and supported by Cornwall Council and independent consultants.

coastline, streams and river corridors, its green and blue (water based) infrastructure and the interface between these along the dunes and cliffs has also merited protection through our policies, given their contribution to landscape, biodiversity and habitat, and their role as connecting infrastructure for both people and wildlife.

Map 7: Landscape, Ecology and Access Designations within the Plan Area



Map 8: LLCA Landscape Types over CISLS LDUs and Census 2011 Built Up Areas



Our policies in this section have been informed not only by our Community household survey but also by a wealth of evidence base material including the LLCA, Views and Vistas Record⁷⁰, Natural England's

⁷⁰ Perranzabuloe's Important Views and Vistas, Perranzabuloe Parish Council with Tirwel 2021, available to view here <https://www.perranplan.co.uk/documents/>

database of environment assets⁷¹, data from the Cornwall Wildlife Trust⁷² and the Environmental Records Centre for Cornwall and the Isles of Scilly (ERCCIS)⁷³, the Environment Agency, South West Water and Cornwall Council, and an understanding of the policy framework set by the Local Plan and planning documents such as the [Cornwall Planning for Biodiversity Guide \(SPD\)](#)⁷⁴. At a much broader scale our policies have also been informed by sources such as the [State of Nature Report](#) (October 2019)^{75 76} which highlights that an extinction process is already underway and as we have set out earlier in this Plan, the need to take responsibility at our very local level to the challenges we face from the changing climate. Our policies which follow are designed to supplement and add “granularity” to the policies in the Local Plan and aim to safeguard and enhance the natural environment by protecting, conserving and increasing internationally, nationally and locally designated sites, landscapes and habitats identified as important biodiversity target areas primarily through adherence to legislation and enhancement of existing planning policies, within the context of an evolving requirement to mitigate against the consequences of the declared climate change emergency in line with Cornwall Council’s minimum 10% net gain increase in biodiversity requirement. They seek to take every opportunity to enhance habitats and landscapes which host wildlife and biodiversity.

6.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy NE1: Areas of Ecological, Landscape, Biodiversity and Geodiversity Value
- Policy NE2: Landscape Character and Landscapes of Local Significance (LLS)
- Policy NE3: Embedding Green and Blue Infrastructure into New Development
- Policy NE4: Protecting Trees, Woodland and Hedgerows
- Policy NE5: Biodiversity Net Gain in New Development
- Policy NE6: Settlement Gaps and Green Buffers
- Policy NE7: Important Views and Vistas
- Policy NE8: Local Green Space
- Policy NE9: Dark Skies
- Policy NE10: Coastal Vulnerability Zone
- Policy NE11: Development and the Coastal Management Plan

⁷¹ See at www.magic.gov.uk and Appendix 5.

⁷² See Appendix 6 for detailed mapping provided by the Trust.

⁷³ See <https://erccis.org.uk/> for further background to the Environmental Records Centre for Cornwall and the Isles of Scilly. Summary maps for habitats including hedgerows, woodland, biodiversity action plan priority habitats are reproduced in the appendices to this Plan.

⁷⁴ Cornwall Planning for Biodiversity Guide Cornwall Council 2018

⁷⁵ For example, the State of Nature report shows, that almost one in five plants is classified as being at risk of extinction, along with 15% of fungi and lichens, 40% of vertebrates and 12% of invertebrates. It paints a picture of what is referred to as “the great thinning”, with 60% of “priority species” having declined since 1970, and a 13% decline in the average abundance of species studied.

⁷⁶ The State of Nature 2019, The State of Nature partnership Hayhow DB, Eaton MA, Stanbury AJ, Burns F, Kirby WB, Bailey N, Beckmann B, Bedford J, Boersch-Supan PH, Coomber F, Dennis EB, Dolman SJ, Dunn E, Hall J, Harrower C, Hatfield JH, Hawley J, Haysom K, Hughes J, Johns DG, Mathews F, McQuatters-Gollop A, Noble DG, Outhwaite CL, Pearce-Higgins JW, Pescott OL, Powney GD and Symes N 2019

6.2.1 Protecting and Enhancing Green Infrastructure

Justification for our policies

Cornwall Local Plan⁷⁷ provides strategic protection for the environment, principally through Policy 23: Natural Environment for landscape, habitats and species. Policy 23 continues the theme from paragraph 130 of the NPPF⁷⁸ which emphasises the role of landscape character and consideration of the natural environment in delivering development which “will function well and add to the overall quality of the area, not just for the short-term but over the lifetime of the development” and be “visually attractive” and be “sympathetic to local character and history, including the surrounding built environment and landscape setting.”

The characteristics of our Parish set out above illustrate the significant value and high quality of much of our environment and the Evidence Base documents set out in detail the very local characteristics and factors which are important within our Parish. This character and the need to protect it for landscape, biodiversity and habitat reasons has been supported by our local Community who value their local environment for its own sake and also for the way it supports the quality of life, physical and mental health and the local economy and businesses⁷⁹.

For clarity our environmental policies have been grouped into those designed to protect and enhance the overall environmental infrastructure of the Parish and those intending to protect and enhance specific features which play a key role in defining its overall quality and amenity which are not adequately protected elsewhere.

Perranzabuloe’s numerous physical natural features are protected at various levels. There are however many which are not covered by a designation which protects against their loss through damage or removal which nonetheless form a crucial part of the Parish’s green infrastructure of wildlife habitats and corridors and an integral part of the character of the landscape. Policy NE1: Areas of Ecological, Landscape, Biodiversity and Geodiversity Value identifies and protects the core statutory and non-statutory nature conservation and landscape protection designations within the Parish based on the sources identified above and are set out on Map 7 above and in Appendices 5 and 6. These

include areas which are demonstrated to have an essential role in connecting natural and semi natural habitats. Policy NE2: Landscape Character and Landscapes of Local Significance embeds the integral role of landscape character in ensuring positive development within

Perranporth Beach and Dunes



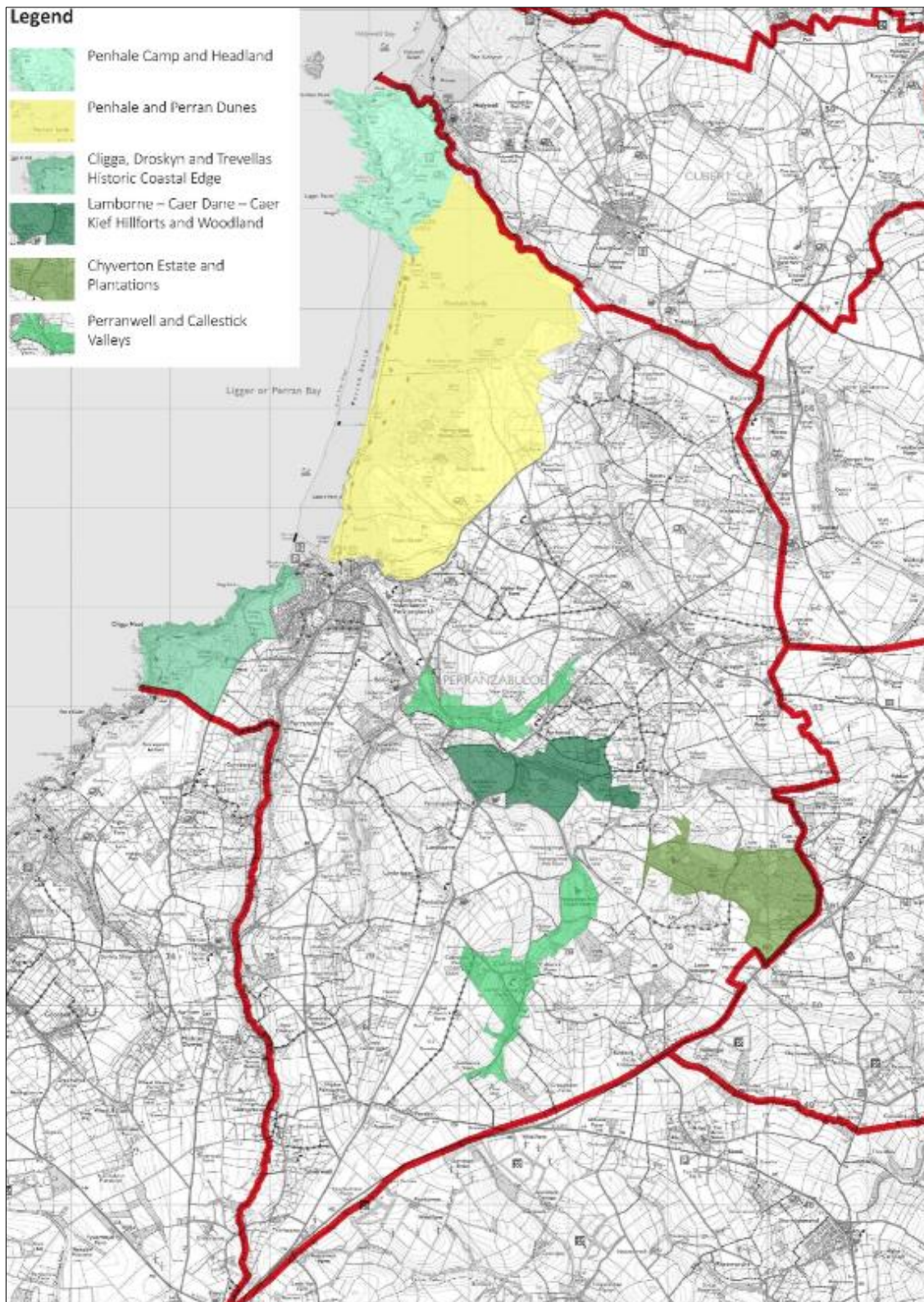
⁷⁷ Cornwall Local Plan 2010 – 2030, Cornwall Council adopted November 2016

⁷⁸ See National Planning Policy Framework, <https://www.gov.uk/government/publications/national-planning-policy-framework-2>

⁷⁹ [Household Survey](#) findings found that almost 99% of respondents strongly agreed or agreed that existing trees, woodland and hedgerows should be retained, conserved and enhanced to maintain and create effective wildlife corridors and habitats, and that almost 89% of respondents strongly agreed or agreed that the landscape should be maintained and enhanced through the retention and preservation of panoramic views and vistas. Environmental issues achieved the 2nd highest ‘very important’ selection in the ‘what do you care about most’ section of the questionnaire after medical facilities. Perranzabuloe Parish values the environment almost as much as our access to medical facilities/ healthcare which are of course mutually dependent to health and well-being. Our [Business Survey](#) also suggested that the beach and wider landscape are factors contributing to why businesses are located in the Parish.

the Parish and provides protection for larger areas of specific and locally recognised character which define the Parish's environment and which could be fundamentally altered through inappropriate development. Map 9 below defines these Landscapes of Local Significance (LLS) derived through the LLCA. Appendix 7 provides more detailed maps of the areas.

Map 9: Landscapes of Local Significance (LLS)



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In addition to our desire to protect what we have, the Plan has a responsibility to enhance opportunities for biodiversity and wildlife and to the Community which enjoys and accesses the environment. This extends to minimising and mitigating potential adverse impacts of development as it comes forward in the Parish and will play an important part in contributing to a long-lasting and positive response to climate change. Policy NE3 seeks to protect the Parish’s green (and blue) infrastructure as a resource in its own right.

Northern end of Callestick Valley towards Perranwell



Developments which also demonstrate the principles of green infrastructure led design through the [Building With Nature](#) standards will be supported. Such measures have been considered “good practice” for some time, but they are now imperative. Hedgerows and Cornish hedges are particularly sensitive to development pressure and are protected within the NDP by Policy NE4: Protecting Trees, Woodland and Hedgerows which sits alongside general habitat protection policies and the legal protection provided by the [Hedgerow Regulations 1997](#)⁸⁰. Where replacement or mitigating hedging is unavoidable, the reuse of existing hedge fill for the retention of seedbank and walling material, and use of native trees and shrubs is preferred. Wherever possible, mitigating and replacement hedging should be provided on-site.

Policy NE5: Biodiversity Net Gain in New Development will require developers to ensure habitats for wildlife are enhanced and requires a demonstrable increase in habitat value compared to the pre-development baseline. Proposed Biodiversity Net Gain measures must also be compliant with other policies in the plan which seek to protect existing features and direct design to use materials and plant species which are site and locality appropriate. This is an approach supported by the local Community⁸¹ and reflects Cornwall Council policy and our desire to respond proactively to the climate and ecological emergencies we face.

Policy NE1: Areas of Ecological, Landscape, Biodiversity and Geodiversity Value

Development proposals which would result in the loss of, or have an adverse impact on, the ecological, landscape, biodiversity and / or geodiversity value of the areas (or their setting) defined on Map 7 and in Appendices 5 and 6 will not be supported.

⁸⁰ STATUTORY INSTRUMENTS 1997 No. 1160 COUNTRYSIDE The Hedgerows Regulations 1997

⁸¹ Our household survey found that just over 97% of respondents strongly agreed or agreed that new developments should include measures which help to enhance biodiversity. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

Policy NE2: Landscape Character and Landscapes of Local Significance (LLS)

- 1. Development proposals which clearly reference the local landscape character of the site's setting, in terms of nature, scale, density, massing, design, materials and soft landscaping, and which can demonstrate neutral or beneficial effects on landscape character resulting from the proposals through an appropriate level of impact assessment, will be supported.**
- 2. Areas within the Parish which contribute significantly to the area's local landscape character and which are recognisable landscape features in their own right have been identified through the LLCA. Within these areas, referred to as Landscapes of Local Significance and defined in Map 9 (above) and Appendix 7, harm to the existing character as a result of development or land management is to be avoided and will not be supported. To receive support the benefits of the scheme to the public must be demonstrable, outweigh the harms to the character or appearance, and be appropriately mitigated.**
 - i) Penhale and Perran Dunes (including Reen Sands, Gear Sands, Perran Sands, and Penhale Sands);**
 - ii) Penhale Camp and Headland;**
 - iii) Cligga, Droskyn and Trevellas Historic Coastal Edge;**
 - iv) Lamborne – Caer Dane – Caer Kief Hillforts and Woodland;**
 - v) Chyverton Estate and Plantations; and**
 - vi) Perranwell and Callestick Valleys.**

Policy NE3: Embedding Green and Blue Infrastructure into New Development

- 1. Development proposals are expected to protect the quality of the landscape setting of the built and natural environments. Proposals should demonstrate how they have reflected the overall quality of the Parish's landscape and natural environment, including that of areas with no formal policy designation, through a landscape led approach to design. This should be based on an appraisal of all natural environment factors to a level of detail appropriate to the scale, nature and location of the site.**
- 2. The application of the most up-to-date sustainable design principles and guidance, such as Building with Nature standards, will help ensure that the proposal relates positively to its landscape and environmental setting.**

Policy NE4: Protecting Trees, Woodland and Hedgerows

- 1. Existing trees, woodland or hedgerows as defined in Appendices 5 and 6 must be subject to a BS5837:2012 Arboricultural Survey (or the most up-to-date requirements if superseded) to establish condition and the root protection area. Unless removal is advised within this survey on a condition basis or is required to achieve access visibility splays all existing trees and hedges must be retained and protected within the design and proactively managed to**

maintain, create and enhance effective wildlife habitats and corridors. Development which does not achieve this will not be supported, unless unavoidable loss can be satisfactorily mitigated by providing alternative planting on or off-site.

- 2. Development within areas or affecting specimens subject to a Tree Preservation Order will only be supported where it includes provision for proactive management of the protected trees for condition, wildlife and amenity value.**
- 3. Cornish hedges are a distinctive landscape feature and habitat and styles of stonework and planting vary across the Parish. Development proposals should seek to retain and enhance all Cornish hedges within and forming the boundaries of the site; any new sections of hedge should reflect local styles.**
- 4. Proposals for the reinstatement of historic hedge lines in a style which reflects local character will be supported.**

Policy NE5: Biodiversity Net Gain in New Development

Development proposals must demonstrate compliance with best practice, as set out in the Cornwall Biodiversity SPD and 10% biodiversity net gain guidelines, in relation to the creation of new habitats such as bee bricks, bird/bat boxes and hedgehog corridors as standard, in addition to any niche species requirements of the site and its setting. Measures, including architectural, hard and soft landscaping to achieve Biodiversity Net Gain should be appropriate to local character.

6.2.2 Settlement Gaps and Green Buffers

Justification for our policy

A key part of our spatial and sustainable development strategy in the Parish, in response to Community consultation, is to establish local gaps between settlements where development at the edge of either settlement could lead to encroachment and coalescence, appreciable adverse harm to the area's landscape character, and resultant loss of distinct identity. Some of these gaps are also integral to the Landscapes of Local Significance identified and protected in Policy NE2 above, Important Views and Vistas identified and protected in Policy NE7, and are supported by the Local Green Spaces identified and protected in Policy NE8. In these cases development will need to demonstrate compliance with all policies to be supported.

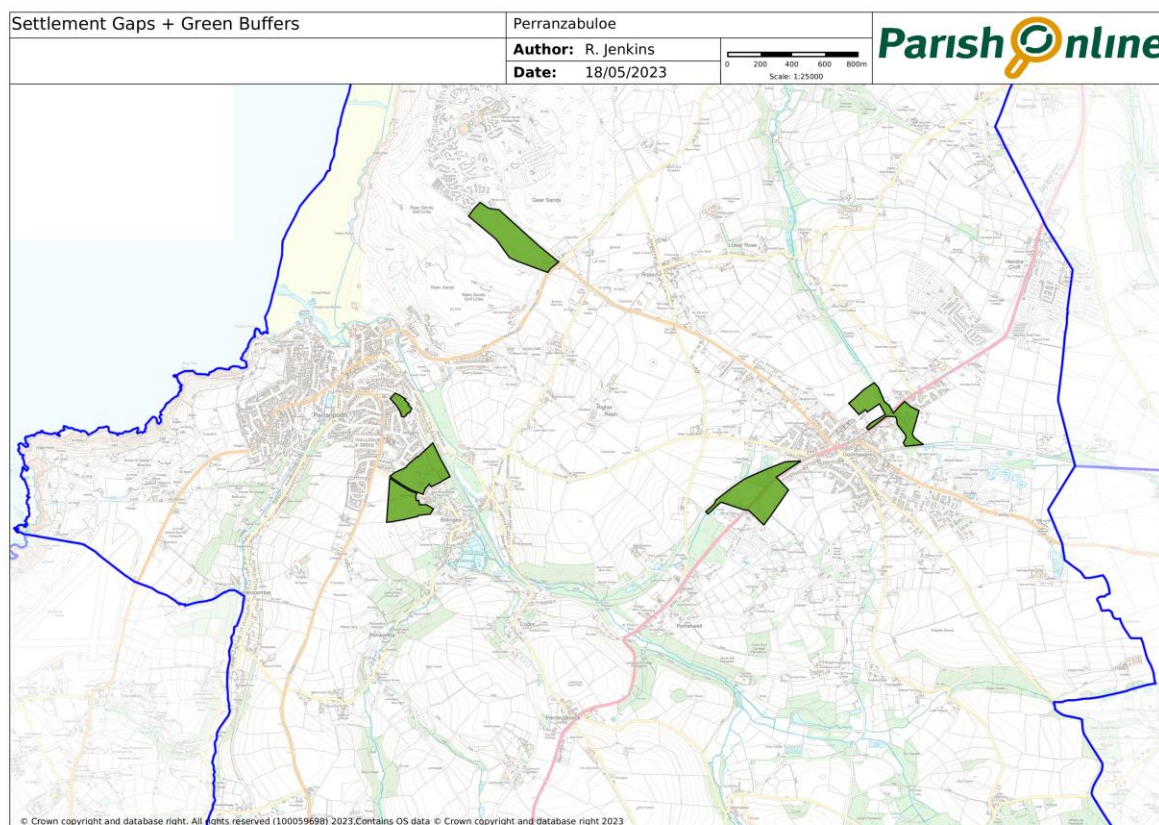
The Perranporth – Bolingey Gap is considered to be a prime example of the need for a Policy designed to protect settlement gaps. The villages are historically separate and have distinctly different characters; Perranporth is larger with a more urban and coastal character, higher density housing and a variety of styles while Bolingey is a small rural village with lower density built form of a more traditional style. On approach to the area from the north-west, along Budnic Hill, the panorama captures an expansive view of Perranporth in a wide sweep from the sea on the right hand side, across the urban area, to the recent development of Parc Hendrawna on the left hand side. Bolingey extends off to the left from the open fields comprising this gap. During consultation a large number of criticisms were expressed relating to the visual impact of the Parc Hendrawna residential development which abuts the proposed gap and which prior to development connected the proposed gap to the proposed

Hendrawna green buffer, supporting the perception of Perranporth as a seaside village set within the countryside as opposed to a small coastal town. It is further examples of this erosion that the Policy seeks to prevent.

Map 10 shows the Settlement Gaps and Green Buffers identified in the NDP in the context of the Parish as a whole, with individual more detailed maps of the areas shown in Appendix 8.

The LLCA forms the basis of our justification for these settlement gaps and green buffers and should be referred to in order to understand the detail behind their designation⁸².

Map 10: Settlement Gaps and Green Buffers within the Parish



Please note: individual, more detailed maps of the areas are shown in Appendix 8.

The buffers can be described as follows:

- i) *Bolingey – Perranporth* which includes land between Bolingey Road to the south and Hendrawna Lane to the north which maintains an undeveloped gap between the town of Perranporth and village of Bolingey and is intrinsically linked to views of the southern slopes of Bolingey Stream Valley from the north⁸³.
- ii) *Gear Sands* which includes a wedge of land between Perranporth Golf Club to the south-west, Tollgate Farm to the south-east, Gear Sands LLS to the north east and Perran Sands Holiday Park to the north west which provides an important buffer to the Perranporth and

⁸² The LLCA can be seen on our website at <https://www.perranplan.co.uk/documents/>

⁸³ The significance of this local settlement gap was recognised in the 2012 officer's report into the Parc Hendrawna development of 120 dwellings. In assessing the impact of the loss of those then-open fields, the officer wrote: "Much of the character of the settlement derives from its coastal scenery and the relationship of the natural environment with the built form. While this is particularly important at the coastal edge it is also important at the rural fringe and of particular importance is the green gap between the village and the neighbouring hamlet of Bolingey. Retaining fields in agricultural use and the gap with Bolingey is important." (Extract para 9.33 of Committee Report for PA11/0864, 2012)

Holywell AGLV and Perranporth Dunes County Wildlife Site.

- iii) *Goonhavern – Perranwell* which includes land to either side of the A3075 between Trewyn and Meadowvale on the south-eastern edge of Goonhavern to the north and Lakewell on the northern edge of Perranwell to the south which maintains a gap between the two villages.
- iv) *Hendrawna* which includes currently undeveloped land along the former railway between Wheal Leisure to the north and Station Road to the south which works with the open spaces of Hendrawna Park, Perranporth School, and Hendrawna Allotments to break up the massing of built form across the southern slopes of the Bolingey Stream Valley between New Road Woodland along the valley and Liskey Hill and the Bolingey Gap along the ridge.
- v) *Ramoth Way* which includes currently undeveloped green space between the B3285 to the south and Ramoth Way to the north which provides the setting for housing on the northern edge of Perranporth and serves to break up massing of built form across the southern edge of the Penhale Dunes Landscape of Local Significance.
- vi) *Treamble Stream Goonhavern* which includes land along the stream valley currently occupied by Goonhavern Garden Centre to the south and fields east of Goonhavern School to the north which maintains the gap between the developed area along the A3075 within Goonhavern village to the south-west and development around Carn Moor and Carnebo Farm to the north-east.

Area of Perranporth – Bolingey Settlement Gap



Policy NE6: Settlement Gaps and Green Buffers

1. **Development proposals which will result in adverse effects on the following settlement gaps and green buffers, defined in Map 10 and Appendix 8, which provide a valued open space within or between distinct settlement areas will not be supported:**
 - i) **Bolingey – Perranporth**
 - ii) **Gear Sands**

continued >>

- iii) Goonhavern – Perranwell
- iv) Hendrawna
- v) Ramoth Way
- vi) Treamble Stream, Goonhavern

2. Any proposals to increase the extent and prominence of built form on the edge or adjacent to the edge of existing developed areas must:

- i) include provision for the definition and enhancement of defensible boundaries to that area to avoid erosion of the Parish’s open countryside or otherwise undeveloped areas; and,
- ii) demonstrate, through a landscape and visual impact assessment, that there is no harm to or adverse impact on the character of the landscape or such impact can be satisfactorily mitigated.

6.2.3 Important Views and Vistas

Justification for our policies

As a result of the Community consultation and LLCA processes a number of locations were identified from which the view, or vista, was considered to be of particular value in terms of its contribution to the experience of the Parish’s landscape. Views are defined as those of or between particular sites or features, which could be obscured, enhanced, or otherwise fundamentally altered by development within or adjacent to them. Vistas are defined as panoramic views from a single location, section of path / road, or area of land, which have an appreciable quality and amenity or are illustrative of the area’s character and which could be fundamentally altered in terms of loss, introduction of new elements or changes to the overall character as a result of development within or adjacent to them.

Policy NE6 provides a focus on the need to protect our landscape, and views and vistas of it, within the context of development proposals which come forward in the planning system. Protecting these views and the landscape setting which forms or frames them is important for the sake of the landscape (to maintain and enhance landscape integrity), for the habitats and wildlife it hosts and for the amenity, tranquillity and quality enjoyed by both residents, businesses and visitors. Locally valued views have already been lost within the Parish due to development, and concern has been raised that as a Parish which depends heavily upon the tourism industry there should be no more views and vistas lost if landscape character is to be protected/maintained for the benefit of all.

The views and vistas identified within Policy NE7 are recorded and described in the evidence base⁸⁴ in order to accommodate a photo record from locations from which an illustrative or typical panorama is experienced. The very nature of many of them results in their being illustrative of a wider vista or visual character, closely related to landscape character, in which the presence, extent and prominence of built form, hard landscaped areas, infrastructure, transport routes and land management practices, has the potential to fundamentally alter the character and amenity of that view or vista and by association, that of the wider area. The list is not definitive, it is likely that there are many more sensitive views that are valued locally, and that the character of these views changes seasonally. It is intended that the list forms a basis for a more detailed appraisal of the visual character and setting of any development site in order that proposals are designed in such a way as to protect through the avoidance of harm, enhance through the introduction or reinforcement of beneficial elements, and

⁸⁴ See Important Views and Vistas study, <https://www.perranplan.co.uk/documents/>

restore through the removal of obstructions or detracting features, the character, quality and amenity of Perranzabuloe's landscape.

All visual appraisals should be proportionate to the location, scale and nature of proposed development, prepared by an appropriately qualified and experienced professional, and clearly demonstrate application of the principles and methodologies presented within the Guidelines for Landscape and Visual Impact Assessment 3rd Ed⁸⁵. and LI TGN 06/19 Visual Representation⁸⁶.

The views and vistas that Policy NE7 protects can be seen on Map 11 and are described as those from:

- i) *B3284 Liskey Hill looking north across Perranporth to Reen Sands and north west across Perrancoombe towards St George's Hill / Trevellas / Cligga ridge* considered to be the primary approach to the settlement from the south in which built form defines the foreground and channels the focus of the view along the road to the comparatively undeveloped dunes and undulating land to the north and has the capacity to fundamentally alter the overall character and amenity of the view and the area's wider character, and in which views west towards the coast are of a distinctly undeveloped ridgeline.
- ii) *B3285 St George's Hill looking north along the ridge towards Perranporth and the dunes beyond and looking east across Perrancoombe towards Liskey Hill and the rural inland landscape beyond* in which the overall character of the vantage point is relatively undeveloped with a strong connection to the coast and the area's mining and military heritage in contrast to the more urban developed area of Perranporth which dominates the valley slopes and lower ground, and is set against a comparatively undeveloped dunescape to the north and undulating wooded rural landscape to the east.
- iii) *B3285 Budnic Hill looking across Perranporth south west towards Droskyn Point and Cligga, south towards Liskey Hill, south east towards Bolingey and east towards Reen* in which the developed area dominates the foreground and middle ground with the location, scale, and design of built form, having the potential to define the relationship between the settlement and its setting and alter the balance between it and the wider landscape of comparatively undeveloped headland, rural ridges, and wooded rural valleys.
- iv) *Callestick – Ventongimps Valley* illustrated by views from Callestock Veor north east towards Ventongimps, Callestick to Tresawsen road north west across southern end of Callestick Valley to Venton Vaise and north towards Ventongimps Moor, in which the dense woodland along the valley channels and enclosed views presenting an almost timeless working rural character and large scale agricultural built form associated with the industry which is in keeping with its overall scale and character and is largely set within and screened by vegetation, and smaller scale and traditional residential properties throughout.
- v) *Cligga Head paths north along coast towards Ligger Point and Penhale Point and east inland* which are distinctly wild and undeveloped in character despite proximity to built form associated with the Trevellas Airfield and Cligga Light Industrial Estate which is relatively small scale, in keeping with the area's character and often screened by mounding and scrub.
- vi) *Droskyn Point north and east to headlands and dunes* in which the views are of a predominantly undeveloped and distinctive beach and dunescape within the distant mass of Penhale Point and Cubert ridgeline beyond and in which the extent of built form associated with Perranporth across the lower slopes of the dunes has the potential to erode the dominance of them as the primary feature in the view.

⁸⁵ Guidelines for Landscape and Visual Impact Assessment 3rd edition (GLVIA3) Landscape Institute & IEMA 2013

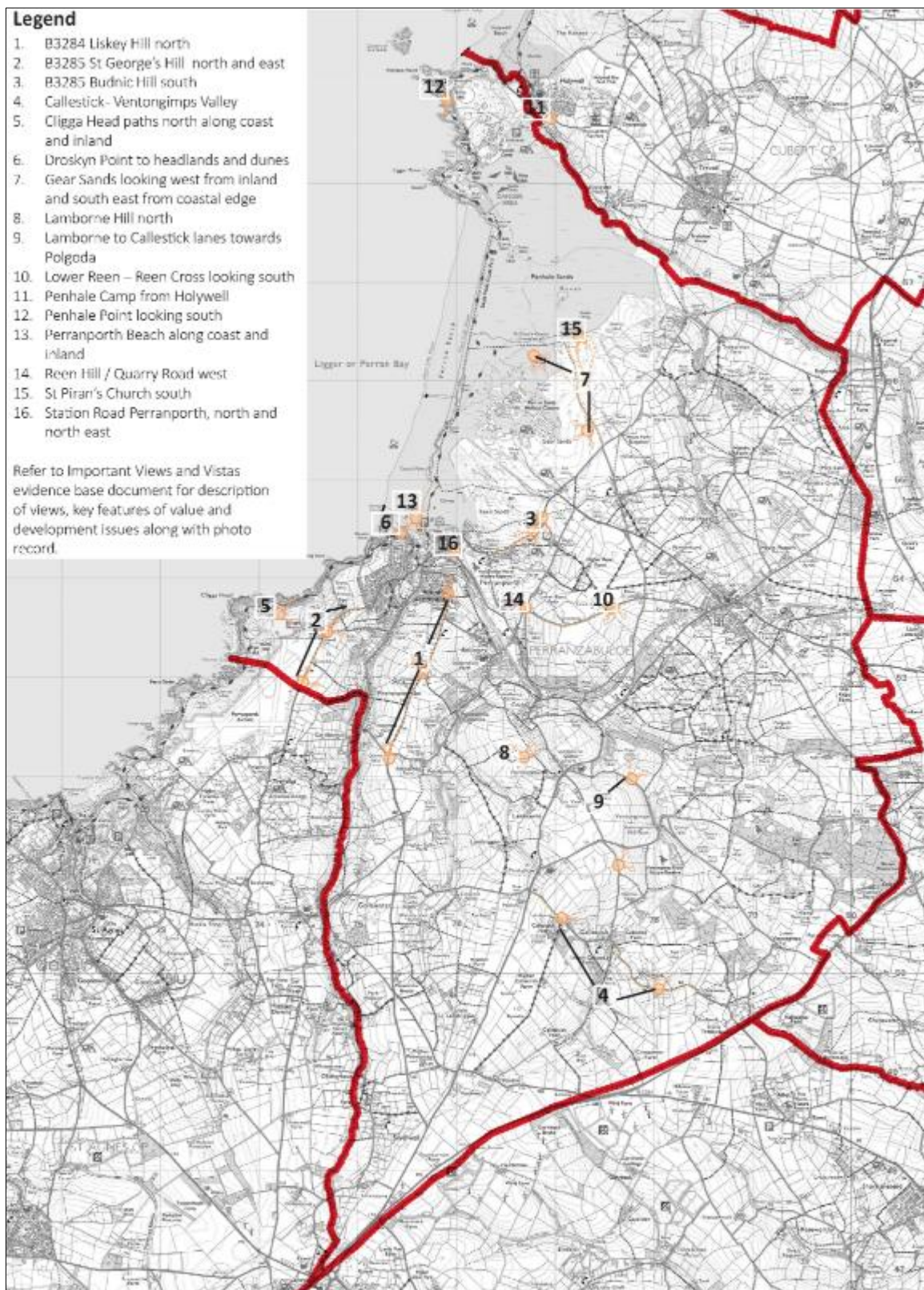
⁸⁶ Visual Representation of Development Proposals Technical Guidance Note 06/19 Landscape Institute 2019

- vii) *Gear Sands looking west from inland and south east from coastal edge* in which the undeveloped and unique character of the dunescape which dominates the west of the Parish is being eroded by development around Perran Sands and the northern edge of Perranporth with the potential for a cumulative effect to be experienced depending on the scale, design and nature of any development along the Tollgate Farm – Mount road currently featuring low density small scale built form in keeping with its rural setting.
- viii) *Lamborne Hill north to Penhale Point and the Bolingey Valley, and north east towards Caer Dane, Caer Kief and Chyverton* the character of which is irrefutably rural and ‘timeless’ with undulating post medieval farmed ridges and medieval wooded valleys overlaying a prehistoric landscape of hillforts, rounds and barrows with settlements and residential dwellings large screened within woodland and limited large scale built form other than agricultural buildings in keeping with their setting and very limited intrusion from transport or renewable energy related infrastructure.
- ix) *Lamborne to Callestick lanes towards Polgoda* illustrated by Lamborne to Callestick road looking north and east across Ventongimps valley towards Caer Kief and Chyverton and Lamborne to Ventongimps road looking north east past Caer Dane to Caer Kief both routes being typical of those around the area with tall roadside Cornish hedges enclosing the view across a rural landscape with large areas of woodland and scattered small scale built form in which the dominant features are the large clumps and areas of woodland across historic features on higher ground.
- x) *Lower Reen – Reen Cross looking south-east towards Goonhavern and south west towards Cocks* in which the overriding character of the view is that of a working rural landscape with large areas of woodland, mining remains forming focal points, scattered small scale settlement with predominantly smaller more traditional residential dwellings and some larger scale working agricultural buildings in keeping with the area’s overall character. In these views, residential, recreational / tourism related, or commercial development within and around the village of Goonhavern has the potential to extend the influence of built form along and down from the ridge on which it is located which would erode the rural character of its setting.
- xi) *Penhale Camp from Holywell (location outside Parish, view within)* which stands out as the only developed area within an undeveloped and unique coastal landscape of headlands and dunes, built form within the camp being relatively contained in area, generally aligned along contours, generally not breaching the skyline, coherent in style and period, mostly small scale and using materials which though light in colour blend subtly with the natural colour palette, all of which combine to create a site which is remarkably set within its landscape with a relatively small zone of visual influence.
- xii) *Penhale Point looking south along coastline across Ligger Point and Perran Porth towards Cligga Head* from elevated locations the sensory experience of which is dominated by the cliffs and sea with an awareness of the adjacent military installations on the periphery of the view which is defined by the wide undeveloped extent of beach and dunescape in the fore and middle ground, behind which the developed area of Perranporth rises up the slopes of the Bolingey Stream Valley and Perrancoombe to the Liskey Hill and St George’s Hill ridges set against a working rural landscape with the mass of St Agnes Beacon on the horizon. The extent, scale and proximity of built form to the vantage point, and across the ridges in the background, has the potential to harm the character and amenity of the view.
- xiii) *Perranporth Beach views inland* north towards Penhale Point, east towards Perranporth and south towards Droskyn Point in which the extent of built form is primarily concentrated at lower elevations and the undeveloped areas of dunes, headlands, ridges and valleys provide a marked contrast to the urban character of the settlement and its peripheral tourism related built form. The scale and nature of development within these views will inevitably define the degree to which

Perranporth is perceived as a town and its connection to the wider, more rural, area and whilst there is capacity to accommodate change in the view this should not be to the detriment of its overall character and amenity.

- xiv) *Reen Hill / Quarry Road looking west towards Perranporth – Bolingey Gap and Bolingey village* in which the eastern extent of the Perranporth developed area is defined by the Hendrawna development across the upper sections of Liskey Hill's western slopes and the larger scale light industrial built form along Station Road below, with the open fields between it and the less definite northern fringe of Bolingey and the dense woodland cover along the valley bottom and lower slopes which rises up Chapel Hill and Penwartha Road mostly screening and softening built form within Bolingey village, creating a strong green and undeveloped break between settlements.
- xv) *St Piran's Church south across dunes to Perranporth* similar to general views south across Gear Sands with the exception of the heritage status of the location and its setting with the contribution of the undeveloped character of the dunescape to its value and interpretation as well as the lack of visual clutter in understanding its relationship with the Oratory to the south west and Cubert church to the north.
- xvi) *Station Road Perranporth, north towards Reen Sands and north east across Nansmellyn Marsh towards Reen* and similar views from lower ground along the northern edge of the Perranporth urban area in which the settlement's permanent and seasonal residential accommodation contrasts markedly with the largely undeveloped character of the dunes and rural areas inland with a distinct green buffer between areas of development around Ramoth Way and the open green character of the Golf Course above providing a degree of control over the extents of the developed area which is highly sensitive to change as a result of any development consisting mostly of built form or hard landscaping.

Map 11: Important Views and Vistas across the Parish



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Policy NE7: Important Views and Vistas

- 1. Development proposals will be supported where there is no adverse impact on important views and vistas, or where the proposals include measures to protect, restore or enhance key views or defining features within them to the benefit of the overall visual amenity. Proposals must ensure that key views of distinct buildings, heritage assets, areas of landscape, coast and open countryside can continue to be enjoyed. Proposals that may affect these areas or assets should submit a visual impact assessment proportionate to the location, scale and nature of the proposals which applies the principles outlined in industry guidance such as GLVIA3 and LI TGN-06-19 showing how their development will impact on relevant views.**
- 2. Important views and vistas, defined on Map 11 and in the Important Views and Vistas Study include, but are not limited to, those from:**
 - i) B3284 Liskey Hill looking north across Perranporth to Reen Sands and north west across Perrancoombe towards St George’s Hill / Trevellas / Cligga ridge;**
 - ii) B3285 St George’s Hill looking north along the ridge towards Perranporth and the dunes beyond and looking east across Perrancoombe towards Liskey Hill and the rural inland landscape beyond;**
 - iii) B3285 Budnic Hill looking across Perranporth south west towards Droskyn Point and Cligga, south towards Liskey Hill, south east towards Bolingey and east towards Reen;**
 - iv) Callestick – Ventongimps Valley;**
 - v) Cligga Head paths north along coast towards Ligger Point and Penhale Point and east inland;**
 - vi) Droskyn Point north and east to headlands and dunes;**
 - vii) Gear Sands looking west from inland and south east from coastal edge;**
 - viii) Lamborne Hill north to Penhale Point and the Bolingey Valley, and north east towards Caer Dane, Caer Kief and Chyverton;**
 - ix) Lamborne to Callestick lanes towards Polgoda;**
 - x) Lower Reen – Reen Cross looking south east towards Goonhavern and south west towards Cocks;**
 - xi) Penhale Camp from Holywell (location outside Parish, view within);**
 - xii) Penhale Point looking south along coastline across Ligger Point and Perran Porth towards Cligga Head;**
 - xiii) Perranporth Beach views inland;**
 - xiv) Reen Hill / Quarry Road looking west towards Perranporth – Bolingey Gap and Bolingey village;**
 - xv) St Piran’s Church south across dunes to Perranporth; and,**
 - xvi) Station Road Perranporth, north towards Reen Sands and north east across Nansmellyn Marsh towards Reen.**

6.2.4 Local Green Spaces

Justification for our policy

We have already set out the importance of our natural environment and semi-natural greenspace in relation to biodiversity and wildlife, landscape and leisure and recreation.

Through national planning policy, we have an opportunity to designate our important Local Green Spaces in order to protect them and ensure that their current use is retained⁸⁷. Through local consultation and gathering evidence on the nature, use and quality of important local spaces, we have identified numerous spaces which we have designated as Local Green Spaces (LGS).

They are designated principally for social, leisure and / or heritage reasons. All designated spaces meet the requirements set out in national policy which must be met for the spaces formally to receive protection as LGS and their designation is underpinned by a study into their validity for designation (see “Background paper – Local Green Spaces”)⁸⁸.

The areas designated as Local Green Space are as follows:

- | | | | |
|-----|--|-----|--|
| 1) | Bakery Way Open Space; | 14) | Nampara Walk; |
| 2) | Bolenna Park; | 15) | New Road Wet Woodland; |
| 3) | Bolingey Channel Walk; | 16) | Perranporth Cricket and Football Ground; |
| 4) | Bolingey Lakes; | 17) | Perranporth Inner Green; |
| 5) | Bolingey Wet Woodlands and Railway Lands; | 18) | Perranzabuloe Church churchyard; |
| 6) | Boscawan Gardens, and Bowls Club; | 19) | Ponsmere Valley Sports Pitches; |
| 7) | Bridge Road Recreation Ground (Goonhavern Park); | 23) | St Georges Football Field; |
| 8) | Callestick Cemetery; | 24) | Tregundy Road Open Space; |
| 9) | Cligga Sports Field; | 25) | Wheal Albert Marsh and Heath; |
| 10) | Clock Garden; | 26) | Wheal Anna Heath; |
| 11) | Droskyn Sundial Park; | 27) | Wheal Anna Woodland; and, |
| 12) | Goonhavern Lakes and Meadow; | 28) | Ramoth Way. |
| 13) | Hendrawna Park; | | |

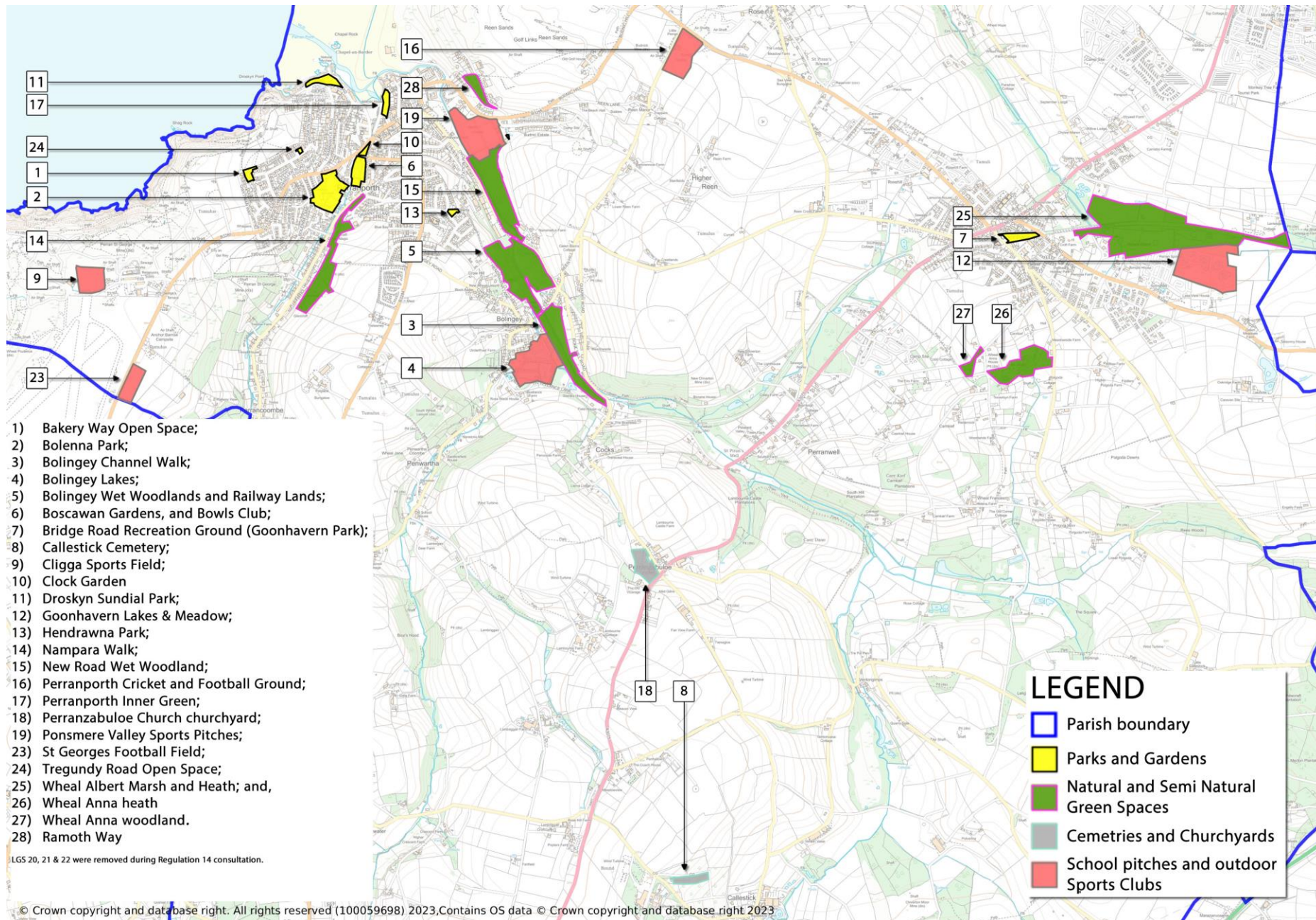
⁸⁷ NPPF paragraph 102 states that “The designation of land as Local Green Space through local and Neighbourhood Development Plans allows communities to identify and protect green areas of particular importance to them. Designating land as Local Green Space should be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period.” Paragraph 101 states: “The Local Green Space designation should only be used where the green space is: a) in reasonably close proximity to the Community it serves; b) demonstrably special to a local Community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and c) local in character and is not an extensive tract of land.” Further guidance on the designation is set out in the National Planning Practice Guidance here - <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#Local-Green-Space-designation> . This includes the need to contact land-owners at an early stage to notify them of the intention to designate their land as LGS. The Steering Group has done what it can to identify land-owners and contact them where potential sites which are to be suggested in the Neighbourhood Plan as LGS are not in public or community ownership. However, this has not always been possible. The Parish Council therefore looks to use the initial community consultation on the Plan as part of the “early stage” contact to supplement the attempts which have been made to identify and contact landowners.

⁸⁸ See Background Paper – Local Green Spaces at <https://www.perranplan.co.uk/documents/>

Please note: LGS 20, 21 and 22 were removed from this Submission of the Plan following Regulation 14 consultation due to comments received. Previous LGS numbers 23 to 27 have been retained as such to avoid confusion.

Map 11 shows the location of the Local Green Space areas, while Appendix 9 shows the detailed location and area of each site. **Map 12 is simply for reference. Detailed scale maps for each site to see boundaries can be seen in Appendix 9.** As stated above, LGS 20, 21 and 22 were removed from this Submission of the Plan following Regulation 14 consultation due to comments received and so do not appear on any maps. Previous LGS numbers 23 to 27 have been retained as such to avoid confusion.

Map 12: Location of Local Green Spaces



Community consultation has demonstrated support for this policy having identified Local Green Spaces as important in maintaining both the quality of life, the environment and mental and physical health⁸⁹. Those spaces which do not meet the LGS criteria have either been included within policy relating to Landscapes of Local Significance, or Settlement Gaps and Green Buffers or are covered generally within policy relating to landscape character and green infrastructure.

Policy NE8: Local Green Space

- 1. The location and extent of Local Green Spaces are identified on Map 12 and in Appendix 9. These areas will be protected for their local environmental, heritage and / or recreational value.**

- 2. Development proposals on Local Green Spaces or within their setting will only be supported where they:**
 - i) maintain or enhance the existing use and amenity value of the space;**
 - ii) maintain or enhance access to and use of the space where it is used for recreational purposes;**
 - iii) have no adverse impact on the recreational use or environmental value of the space or (where unavoidable) proposals satisfactorily mitigate such impact, for example, through replacement of the space (of the same or greater size) in close proximity to the location of the original space; and,**
 - iv) do not change the purpose for which the space is valued and the reason for designation;**
 - v) do not result in the loss of the majority of the Local Green Space;**
 - vi) do not cause significant cumulative environmental effects or adverse impacts can be satisfactorily mitigated, including through net gains in biodiversity; and,**
 - vii) are for temporary (seasonal) uses where the original state of the area will be retained after the temporary use has passed.**

6.2.5 Dark Skies

Justification for our policy

NPPF Paragraph 180 allows for planning policies and decisions to aim to identify and protect areas of tranquillity which “have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason”. The importance of the tranquillity of our Parish in relation to the characteristics of the natural environment and landscape has been identified in the LLCA and through Community consultation. This tranquillity includes that of the night time character and environment

⁸⁹ For example, respondents to the Community household survey highlighted support for the need for green space (with around 95% of people agreeing or strongly agreeing). See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

which is illustrated on mapping accompanying [CPRE research](#)⁹⁰ which indicates that much of the Plan area benefits from darker skies, shown as within the lowest three levels of radiance (night lights) shining up into the night sky or $< 1 \text{ NanoWatt} / \text{cm}^2 / \text{sr}$ ⁹¹, an aspect which the Plan seeks to protect for its amenity, wildlife and potential economic value (related to tourism). Protecting darker skies as an asset through the control of light pollution is important locally. Even small changes to lighting can have an impact when added together cumulatively.

Cornwall Local Plan, Policy 23, references the importance of maintaining tranquillity and dark skies “in areas that are relatively undisturbed”, this Plan, seeks to add specific reference to and reinforce local importance in the context of the Parish when set against the additional and detailed landscape character study undertaken (the LLCA) and add a requirement to help ensure that this issue is both appropriately addressed in the design of new development and in encouraging local householders and organisations making changes to lighting where planning permission is not required.

Lighting measures proposed should align with guidance provided by the International Dark Skies Association (IDSA).⁹²

Given cumulative impact, we would also encourage householders and organisations making changes to lighting where planning permission is not required, to consider the impact of small-scale household lighting fixtures to help reduce potential impact locally.

Policy NE9: Dark Skies

Development proposals should include measures to minimise adverse impact on tranquillity and dark skies and, where relevant and appropriate, should include a lighting appraisal to ensure protection of wildlife and night-time amenity is achieved alongside appropriate security measures. Lighting measures proposed should align with guidance provided by the International Dark Skies Association.

6.2.6 Coastal Vulnerability Zone

Justification for our policy

Climate Change and rising sea levels will have an impact on the coastline, existing land uses and properties in Perranporth. To encourage and promote future Community resilience and adaptation a Coastal Vulnerability Zone (CVZ) has been designated by Cornwall Council. The principles of development within the CVZ and the area that it covers are set out in Cornwall Council’s emerging Climate Emergency Development Plan Document (DPD), Policy CC1: Coastal Vulnerability Zone⁹³.

This Neighbourhood Development Plan supports the long-term sustainability principles of this policy and the DPD. Local consultation with the Community has demonstrated that there are concerns about

⁹⁰ Night Blight: Mapping England’s light pollution and dark skies Campaign to Protect Rural England 2016

⁹¹ The sr unit is a steradian symbol, the SI unit of a solid angle. For further details see <https://en.wikipedia.org/wiki/Steradian>

⁹² See <https://www.darksky.org/>

⁹³ This DPD is currently in draft form (Pre-submission, Regulation 19) and is available to see here - <https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/climate-emergency-development-plan-document/>

the impact of climate change and flood risk but views were also expressed that there will need to be a degree of allowing nature to take its course⁹⁴.

The Steering Group has worked closely with the Environment Agency and Cornwall Council to establish a suitable policy which aligns with the emerging DPD and which can be applied locally within its context⁹⁵.

Therefore, in anticipation that the Climate Change DPD will proceed to adoption as this Neighbourhood Development Plan is being developed, and in accordance with Policy CC1 in the DPD, within the CVZ in Perranporth some types of development proposal will need to demonstrate their sustainability in the long-term through a Coastal Vulnerability Assessment, details of which are captured in the DPD.

Policy NE10: Coastal Vulnerability Zone

- 1. The following development proposals must demonstrate through a Coastal Vulnerability Assessment that they are sustainable over the next 100 years, and do not have an adverse impact on the sustainable management of the coastal frontage in Perranporth, including the future decommissioning or removal of the proposal:**
 - i) Development proposals that include residential development;**
 - ii) Development proposals for permanent non-residential development including structures requiring solid foundations or floor slabs within the Coastal Vulnerability Zone;**
 - iii) Development proposals for temporary non-permanent and non-residential extensions to existing buildings in the Coastal Vulnerability Zone will be supported only if permission is time-limited for a maximum period of 10 years, after which it would require reassessment for renewal.**
- 2. Development proposals for the relocation of existing sporting and beach safety facilities on Perranporth beach to a location(s) on the dunes will be supported only if they:**
 - i) demonstrate that vehicular and pedestrian access can be created without detriment to stability and natural environment of the dunes;**
 - ii) minimise adverse landscape impacts; and,**
 - iii) minimize negative impact on neighbouring properties through visual, noise and light impact.**
- 3. Development proposals to create sea defences and structures to mitigate erosion to land and property will only be supported if demonstrated to be in accordance with the relevant National and Cornwall Council Shoreline Management Plan policies.**

⁹⁴ See Community consultation report here <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

⁹⁵ We have had discussions with the Environment Agency and Cornwall Council about the coastal issues in the Parish relating to vulnerability as a result of erosion and sea level changes. They have helped compose the sections and policies in this Plan relating to the coast, principally the section on Beach Road car park and this section on coastal vulnerability.

6.2.7 Perranporth Coastal Change Management Area and Plan

Justification for our policy

The beach, dunes and coastal frontage of Perranporth are a highly valued landscape, providing amenity recreation and economic benefit. This Neighbourhood Development Plan recognises that with climate change increasing sea levels and with increased 'storminess' there will be real impacts to the exposed frontage of Perranporth. This will lead to erosion and increased flood risk to low lying areas, impacting suitable land uses and properties.

In the long-term, maintaining the existing frontage in its current form will not be sustainable. There will be erosion of the cliffs, changes in the frontage around Beach Road Car Park, the need to allow the dynamic dune system to move inland and associated changes to the existing flood defences.

There is therefore an overall need for adaptation in Perranporth to coastal change to increase the Community resilience. The planning framework for this process is through designation of a Coastal Change Management Area (CCMA) and Plan.

The strategic need for a CCMA in Perranporth is identified in the Shoreline Management Plan⁹⁶, which assesses the evidence to change the management of the coast over time. Following the SMP assessment, Cornwall Council's Climate Emergency DPD identifies Perranporth as a candidate CCMA, applying Policy CC2: Candidate Coastal Change Management Areas. DPD Policy CC2 sets out that it is for Neighbourhood Development Plans to consider the extent of the CCMA for each affected Community to identify plans and opportunities to adapt the settlement. It identifies that proposals will then be determined in accordance with any Coastal Change Management Plan prepared for the area.

This Neighbourhood Development Plan considers that the CCMA must address the combined long-term issues of coastal risk management from both erosion and flooding. Changes in the coast will affect the extent and frequency of flooding, and the CCMA will need to consider these in combination.

This Plan therefore considers the CCMA should take into account the combined extent of the Cornwall Coastal Vulnerability Zone, and the area within Flood Zone 3 at risk of flooding from the sea, taking into account climate change. This evidence base is in continuing development (by Cornwall Council and the Environment Agency), and therefore the most up-to-date data hosted on Cornwall's interactive mapping system should be referenced.

Having formally recognised the need for a CCMA to support informed planning decisions a Coastal Change Management Plan needs to be formalised. Cornwall Council have stated in the Climate Emergency DPD that they will:

"... identify resources to support communities to produce a 'Coastal Change Management Plan' setting out how the Community will adapt to coastal change. These plans will support Community-led local solutions to the management of coastal change. Coastal Change Management Plans should be managed by the local Town or Parish Council and included in their Neighbourhood Development Plan. The plans should consider the inclusion of the following:

- *Triggers for formal designation of Coastal Change Management Area*
- *Infrastructure at risk from coastal change including roads, Community facilities,*
- *Areas for relocation of dwellings and infrastructure at risk from coastal change."*⁹⁷

⁹⁶ See <https://www.cornwall.gov.uk/environment/countryside/flood-risk/shoreline-management-plan-2011-smp2/> for further details.

⁹⁷ Paragraph 19.3.4, p.48, Pre-submission Consultation Climate Emergency DPD

As a result of this, Policy NE11 below supports developments that are in accordance with any coastal Change Management Plan that is prepared for the area.

Policy NE11: Development and the Coastal Management Plan

Development proposals which demonstrate that they are in accordance with the latest Coastal Management Plan which applies to the Plan area will be supported in principle.

6.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are:

- Creation of an app based trail(s) across the Dunes and Headlands Landscape Type areas which would enable increased enjoyment and understanding of the areas, promoting their historical and environmental value, publicising events, communicating management practices / use considerations / H&S issues etc.
- A Seasonal Views record, identifying key features or particular landscapes within the Parish which participants commit to record, either photograph or sketch, at predetermined regular intervals throughout the year for the duration of the project to create a unique record of its landscape for posterity.
- A full Local Green Spaces Audit to establish a baseline condition for the space and facilities within it to identify potential improvements and long-term management strategies for each space and the resources as a whole within a wider Green Infrastructure.
- Working with landowners and farmers to enhance management practices particularly relating to woodland and hedges to restore structure and habitat value.

7. Energy and Wastewater

7.1 Introduction

Responding to one of the “golden threads” in this Plan, climate change, requires some focus on both energy and wastewater. Supporting the increased use of renewable and low carbon energy installations can only help to mitigate and adapt to our changing climate. As is the case with several topics and themes in the Plan, the planning system and Neighbourhood Development Plans only have jurisdiction over some elements of provision with wastewater infrastructure largely subject to a separate regulation regime and energy provision and infrastructure is also subject to other regulatory processes. The opportunity for this Plan is to support proposals for energy and wastewater and introduce policies which set criteria (or parameters) within which proposals for these types of use will be acceptable. This is particularly pertinent given the importance, as set out above, of our environment, and we need to be careful to help enable and support proposals for renewable and low carbon energy (in particular) while protecting our local assets.

7.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy EW1: Renewable Energy and Community Energy Projects
- Policy EW2: Non-mains Sewer Wastewater

7.2.1 Renewable Energy and Community Energy Projects

Justification for our policy

We recognise the importance and value that renewable and low carbon energy schemes can provide in helping to facilitate the implementation of alternatives to fossil-based fuels and therefore help reduce carbon dioxide emissions, improve the security of energy supply, reduce household bills for energy, generate an income for Community organisations and businesses and reduce the cost of supply of energy.

However, in practical terms, different types of renewable and low carbon energy installations will be suitable in different built and natural landscapes. We have already set out how we value our natural landscape and tranquillity in the Parish. The policy we have developed for energy proposals reflects this position.

While the Community has supported most types of renewable and low carbon energy generation technologies, there was some concern regarding large scale wind and solar installations⁹⁸.

Our policy EW1 focuses on providing a mechanism to encourage and support smaller scale energy generation based on low carbon and renewable technologies subject to there being no adverse impacts.

Any proposals which come forward for wind turbines in the parish should be mindful of the Government’s Written Ministerial Statement published on Wind Energy Development on 18th June

⁹⁸ Our Community household survey responses found that almost 50% of people disagreed or strongly disagreed about solar farms and around 30% are not in favour of more wind power. There were favourable responses, however, to heat pumps, solar panels (not on solar farms) and Community ownership schemes. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

2015 (HCWS42) which requires any proposals for wind energy to be located within suitable areas identified in the development plan policies map, and to demonstrate that the schemes have the backing of the local community. This plan does not identify any such areas suitable for wind turbine development⁹⁹.

Policy EW1: Renewable Energy and Community Energy Projects

- 1. Development proposals for small scale renewable energy schemes will be supported, where they are:**
 - i) integrated so that the energy generated can be supplied directly to domestic, business and other buildings in the Parish, thereby reducing energy consumption; or,**
 - ii) are owned by Parish residents, businesses or Community associations and can demonstrate that the development being fully or partly owned through a constituted Community Energy England (CEE) scheme.**
- 2. Proposals for large scale wind turbines will not be supported.**
- 3. Proposals for roof mounted solar panels, including (but not limited to) those at ground level as a canopy over hard landscaping or parking areas will be supported.**
- 4. Renewable energy schemes should demonstrate that there will be no adverse impact upon existing residential, environmental or visual amenity, private rear amenity space (gardens) or that such impacts can be satisfactorily mitigated.**

7.2.2 Non-mains Sewer Wastewater

Justification for our policy

We are aware that not all areas of the Parish can viably be connected to the mains sewer by the service infrastructure provider (South West Water). This represents limitations on options in these places if the development proposed can satisfy all other planning policies. Where a development cannot rely on a connection to the mains sewer, our policy EW2 focuses on the need to minimise the possibility of pollution of watercourses from wastewater by ensuring that development provides adequate provision on-site to accommodate the sewage discharge. In all cases, stormwater will be kept separate from the sewerage. SuDS and green filtration solutions shall be used where necessary in controlling the flow of stormwater.

Policy EW2: Non-mains Sewer Wastewater

Development proposals on sites where South West Water (the wastewater service infrastructure provider) are not able to provide adequate foul and wastewater treatment will only be supported

continued >>

⁹⁹ HCWS42 can be viewed here <http://www.parliament.uk/documents/commons-vote-office/June%202015/18%20June/1-DCLG-Planning.pdf>

if the proposal includes adequate provision on-site to accommodate the sewage discharge. In all cases, stormwater will be kept separate from the sewerage. Sustainable Drainage Systems (SuDS) and green filtration solutions shall be used where necessary in controlling the flow of stormwater.

8. Traffic and Transport

8.1 Introduction

Traffic and transport is a key theme for this Plan. The Parish is fortunate to be closely connected to the main A30 running through Cornwall and the A3075 which runs through the Parish from the A30 in the south of the Parish to Newquay to our north-east. A major upgrade of the A30 between Chiverton Cross to Carland Cross is currently ongoing and part of this section of the A30 is within the Parish. As a destination Perranporth is restricted to most visitors arriving by private car (or to a lesser degree by coach or bus). Our local economy relies on good connectivity, accessibility and parking for the visitor season and also for our residents throughout the year but with many of our transport problems manifesting themselves during the main visitor / tourist season over the summer.

We need a system which works for all modes (be that the motor vehicle, bicycle, pedestrian, horse rider, etc.) and users (of all abilities) while enhancing accessibility for all and responding positively to the adverse impact from motorised transport on carbon emissions, localised pockets of air pollution during times of congestion and climate change. As technology moves forward and will continue to evolve during the Plan period to 2030, we need also to be able to support changes to alternative less polluting and lower carbon vehicle solutions. Efficient, low-cost and low-carbon transportation is essential for sustainability and providing transport options for everyone in the Community.

This section responds to the challenges we are facing in our transport and accessibility network and describes how we can protect its valued elements and support and provide improvements. It presents a balanced suite of policies which recognise the need to accommodate traffic while also providing opportunities to enhance accessibility and connectivity through sustainable transport planning.

Elsewhere in this Plan, improvements in the design of development schemes to accommodate all modes of transport will be important and to this end our policies on design in the Sustainable Development and Housing sections set out what “good” looks like for transport and accessibility through high quality design. Our overall approach to the suitable location of development set out in the Sustainable Development section has also been developed with improving accessibility in mind. Developments in the Parish should be sustainably located and contribute to improvements to walking and cycling routes, as well as providing safe access to the site, in order to enable new and existing residents to make more journeys by foot and by bike and to access bus services more easily.

8.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy TT1: Transport Plan
- Policy TT2: Transport Assessments & Travel Plans
- Policy TT3: Dedicated Parking for New Non-residential Development
- Policy TT4: Safeguarding the Disused Railway
- Policy TT5: Protecting Existing Car Parking Capacity in Perranporth
- Policy TT6: Preventing Loss of Car Park Capacity
- Policy TT7: Beach Road (Promenade) Car Park
- Policy TT8: Noise from Development at Trevellas Airfield

8.2.1 Transport Plan

Justification for our policy

Our overall approach to considering problems on the transport network through this Plan is to articulate the main problems and issues and areas for improvement through a Transport Plan covering the Parish as a whole, and the Perranporth Strategic Masterplan (see Appendix 4) for issues relating to the Perranporth village centre.

This gives us the opportunity to identify not only transport issues which can be resolved in whole or in part through the Neighbourhood Development Plan, but also to draw attention to related concerns and possible solutions which are not within the jurisdiction of this Plan or the planning system to provide control. For example, parking enforcement is mainly the responsibility of Cornwall Council, regulating traffic flow and road safety is also the responsibility of Cornwall Council as the Highways Authority. Bus frequency is the responsibility of service providers and Cornwall Council as Local Transport Authority, while speeding issues are an enforcement matter for the police. These latter types of issues cannot be resolved through this Plan, nor the planning system, but can still be presented to provide the whole picture for transport and provide sometimes necessary and obvious links with issues, problems and projects that this Plan is in a position to influence. The identification of transport issues also identifies a “marker” for potential projects and changes.

Our headline policy in this section, TT1, pulls together these projects and elements, some of which will be outside the remit of this Plan and policy provides support for their delivery. It is based on responses made to the Community consultations which highlighted very clearly the key traffic, transport and connectivity issues the Parish faces¹⁰⁰. From this policy, other, specific policies in this section then follow where necessary to provide policy support for or response to the positive resolution of key issues.

Our overall Transport Plan focuses on issues and measures to:

- Improve safe connectivity and travel between places by bicycle and on foot;
- Improve road safety through traffic calming, speed restriction and improved crossing of roads
- Retain parking capacity and increase this if possible;
- Find a solution for the replacement of parking capacity at the Beach Road car park given the potential impact of climate change and rising sea levels;
- Explore park and ride possibilities / options for Perranporth, for example, near to Cligga, east of Perranporth or west of Goonhavern, in terms of appropriate locations and viability;
- Require on-site parking and minimise off-street parking;
- Support sustainable travel modes to reduce the need to travel by car within the Parish (also see policies SD3 and HO2);
- Safeguard the disused railway route; and,
- Require new development proposals to take into account the impact they could have on the transport network.

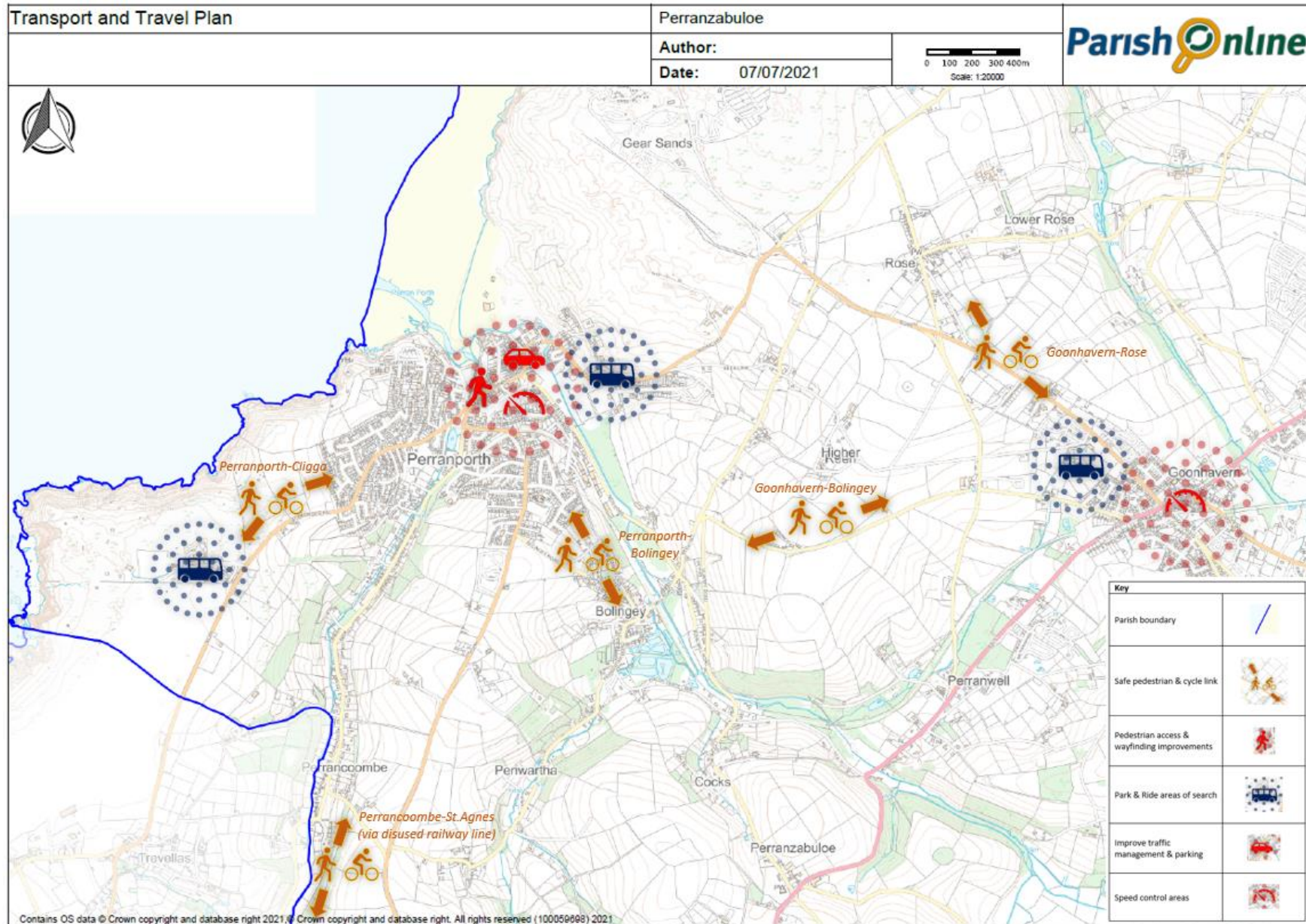
¹⁰⁰ Respondents to the Community household survey highlighted a range of issues of concern related to the frequency and routes of bus services. Several routes were highlighted which could improve safe cycling between destinations across the Parish (with over 85% consistently agreeing and strongly agreeing with the need for safe cycle links between Perranporth and Newquay and Truro, to housing developments, to work, to the villages and to tourist sites), improving visitor short-term parking, improving cycle parking, concern about traffic speed and safety, and concern about the volume of traffic during the peak tourist season. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

We also acknowledge the importance of improving the frequency of bus services although we cannot have planning policies which influence such change.

Map 13 captures many of these projects, concerns and potential areas of intervention where they are specific to an area, where the planning system can have an influence and which are supported through policy TT1. All of the projects are shown on the map in an indicative way, apart from the safeguarding of the disused railway which has a specific existing route, and articulate areas of search and a desire to explore options further. No specific sites have been identified for most of the projects, and feasibility and viability would need to be tested prior to any detailed proposals being made. For the suggested measures in Perranporth's village centre, aspirational suggestions have been made in the Perranporth Strategic Masterplan which receive policy support in the Business, Employment and Retail section of this Plan.

In all cases, we are clear in our policy that improvements to resolve our challenges should not take place at the cost of our valued local environment.

Map 13: Transport Plan



Policy TT1: Transport Plan

- 1. Our Transport Plan is set out in Map 13 and identifies the key transport and accessibility constraints, opportunities and the network's key features' contribution to Perranzabuloe's character, across modes. Where relevant, development proposals will be supported where they demonstrate that they:
 - i) deliver identified opportunities and / or resolve identified constraints; and / or,**
 - ii) do not erode key features' contribution to the built and landscape character of the Parish; and / or,**
 - iii) do not exacerbate identified constraints, satisfactorily mitigating any adverse impacts which arise from the proposal.****
- 2. Proposals should contribute positively to reducing, adapting to and mitigating the locally generated impacts which would result in climate change.**

8.2.2 Transport Assessment & Travel Plan

Justification for our policy

Reflecting on our Transport Plan, residents' concerns about the impact of traffic and the response of our local businesses, our Plan aims to help minimise further adverse impacts on the road network. There are concerns that the cumulative impact of additional traffic being generated (even by smaller scale developments) is not being adequately recognised in the Parish. As a result, our policy TT2 highlights the need for applicants of retail and business development to provide an assessment of vehicle generation (particularly HGV movements) during and after construction, explain how this could be mitigated and describe measures that could be introduced to meet sustainable travel objectives.

While it is recognised that the Cornwall Council validation list may already request a Travel Plan or Transport Assessment for certain larger scales of new housing development, local experience suggests that in the Perranzabuloe context, even small-scale development of less than 10 dwellings can still lead to increases in traffic which could put local road networks under undue pressure. The policy also therefore seeks to ensure that new housing developments on a small scale do not place pressure on issues such as on-street parking, road safety or local congestion.

Policy TT2: Transport Assessments & Travel Plans

- 1. Development proposals for business and retail units and for 10 or more dwellings should be accompanied by a Transport Assessment and Travel Plan which examines the quantum of vehicle generation, in particular HGV vehicles to be created by the new development. The Transport Assessment must show the likely routes of any additional HGV traffic travelling from or to the site during construction and include mitigation measures where necessary along with the promotion of sustainable travel patterns.**
- 2. Development proposals for between 3 and 10 dwellings should, as part of their Planning Statement, demonstrate how the proposal does not cause or give rise to additional on-street parking, adverse impact on road safety or local congestion, and mitigates adverse impacts through support of sustainable travel modes. The Statement should also show the likely routes of any additional HGV traffic travelling from or to the site during construction and include mitigation measures where necessary along with the promotion of sustainable travel patterns.**

8.2.3 Dedicated Parking for Non-residential Development

Justification for our policies

To emphasise the importance of parking capacity which directly meets the needs of a development, policy TT3 identifies the need for new (non-residential) development to provide either dedicated on-site parking or dedicated off-site parking in an off-street location. This is intended to prevent additional vehicles contributing to or exacerbating existing capacity problems experienced with existing on-street public parking (and illegal parking identified by the Community as an issue¹⁰¹), particularly within development boundary locations and particularly in Perranporth in the summer months. However, any dedicated parking which is off-site should be located within short walking distance of the new development to help ensure use of the spaces. The policy relates to non-residential parking only, with Policy HO2: Parking Design in Housing Developments, specifying requirements in relation to housing development.

While policy TT3 sets out specific criteria for parking design in new non-residential development, regard should also be had to the adopted Cornwall Climate Emergency DPD which states, introducing its Policy T2: Parking, that Neighbourhood Development Plans “will be expected to follow the guidance set out in this DPD, the Council’s Parking Standards Guidance and the Cornwall Design Guide when considering policies regarding the provision of parking in the neighbourhood plan area.”¹⁰²

¹⁰¹ Respondents to the Community household survey highlighted that illegal parking is a problem, with almost 80% of respondents agreeing or strongly agreeing that this issue exists. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

¹⁰² See paragraph 9.18, Cornwall Climate Emergency DPD <https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/climate-emergency-development-plan-document/> . Local Plan <https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/> paragraph 2.80, which refers to parking standards, is also relevant, along with Cornwall Council’s Travel Plan advice for developers <https://www.cornwall.gov.uk/transport-parking-and-streets/sustainable-transport/travel-plans/> and Design Guide <https://www.cornwall.gov.uk/planning-and-building-control/design/> at section 5.7, p.46.

Policy TT3: Dedicated Parking for New Non-residential Development

For dedicated parking for non-residential development to be considered to be appropriate in the Perranzabuloe context, development proposals should:

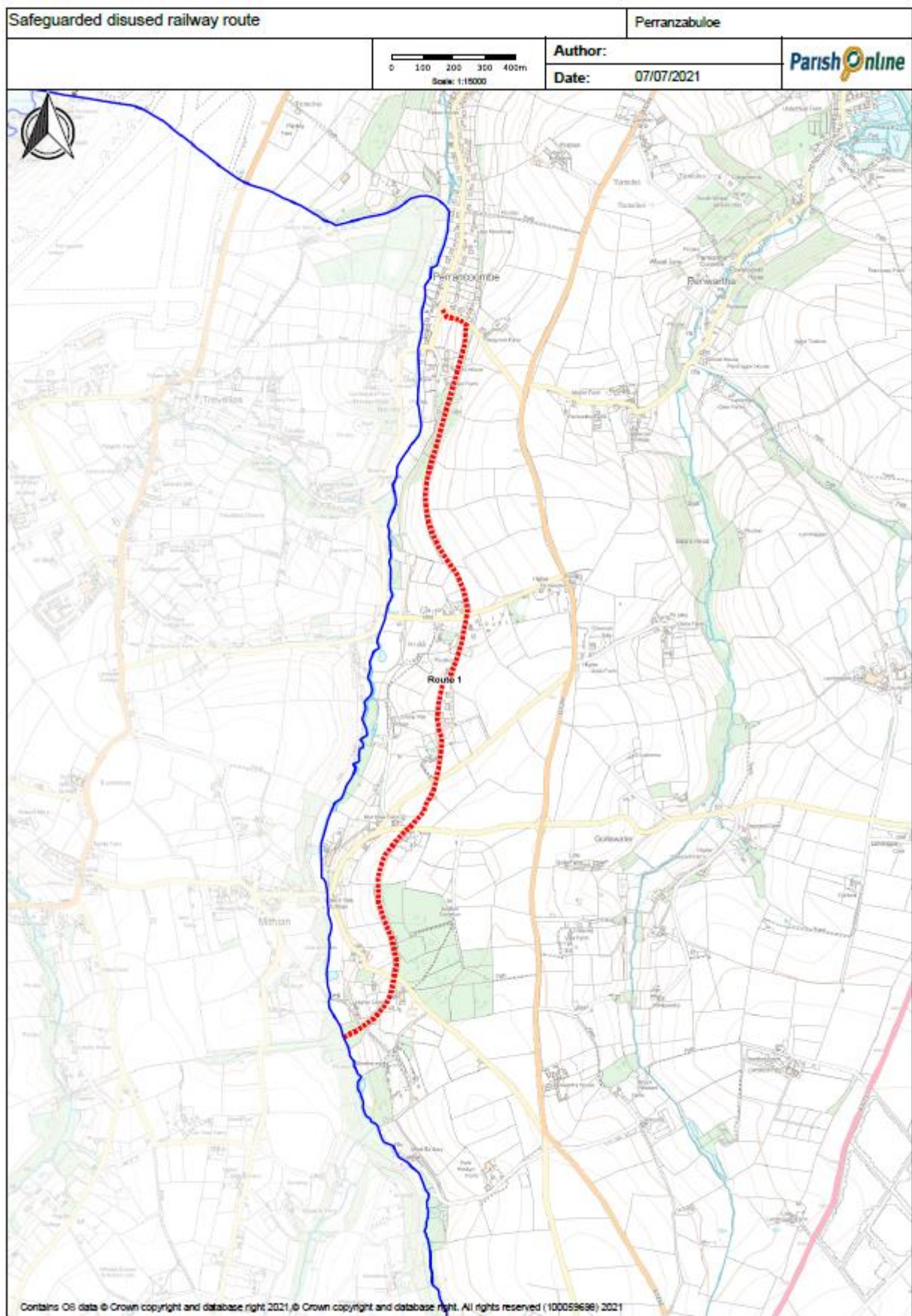
- i) provide on-site or designated nearby off-street parking within short walking distance (less than 75 yards / 68.5 metres);**
- ii) at least meet the requirements for number and type of spaces specified by the most up-to-date Cornwall Council parking standards, and exceed them where feasible and viable; and,**
- iii) take fully into account the requirements set out in policy BER2 4. in this Plan.**

8.2.4 Safeguarding the Disused Railway

Justification for our policy

With several of our aims in the Plan being to increase sustainable connection between places, enhance opportunities to increase leisure and recreation opportunities and protect our local heritage, we have identified the need to protect the disused railway corridor of the line which used to run from Newquay to St Agnes. Part of the route has received planning permission to open up the route. However, our policy protects the stretch of line between Perranporth and the edge of the Parish boundary towards St. Agnes. The improvement of connections for cyclists and pedestrians is supported by the Community as we have referenced earlier in this section and if a new route can be delivered, this could improve opportunities for travel to work by bicycle as well as recreational use.

Map 14: Safeguarded Perranporth to St Agnes Railway Line



Policy TT4: Safeguarding the Disused Railway

Undeveloped land along the disused St. Agnes to Newquay railway (defined on Map 14) will be safeguarded for its heritage and for future walking and cycling use.

8.2.5 Protecting Existing Car Parking Capacity and Preventing Loss in Perranporth

Justification for our policy

Car parking in Perranporth, particularly during the summer tourist season, is typically in short supply¹⁰³. As identified above, our Community household survey indicated that residents support improvements to short-term visitor parking capacity. We want to be able to cater for the number of visitors appropriately and to help ensure that there is less illegal parking and incidents of “bad” parking practices (which can reduce accessibility on footpaths and cause understandable friction between some residents and visitors) is reduced.

In order to improve parking, we need first to protect capacity that we currently have and so policy TT5 seeks to protect existing capacity and the off-street public parking areas we have in Perranporth¹⁰⁴. Our policy focuses on Perranporth given the pressures that parking in the village faces. The car park in Goonhavern does not experience the same degrees of pressure and will receive protection from loss through policy TT6.

Map 15: Existing Car Parks in Perranporth



Source: Figure 2.3, Perranporth Strategic Masterplan, AECOM

¹⁰³ Local evidence suggests that car parks are full to capacity frequently over the summer months.

¹⁰⁴ See <https://www.perranzabuloe-pc.gov.uk/parking/> for further information about our publicly run and privately run car parks which provide parking for the public.

Policy TT6 then seeks to prevent the loss of parking capacity in public and private car parks across the Parish as a whole to stop displacement of car parking into other existing parking areas both off and on-street.

Policy TT5: Protecting Existing Car Parking Capacity in Perranporth

- 1. The public car parks in Perranporth identified on Map 15 are important assets to local residents serving the village centre and beach and are essential to the functionality of the village as a visitor destination.**
- 2. Their use as car parking areas will be safeguarded and their capacity (at least) maintained.**
- 3. Proposals to replace capacity provided at these locations will be supported in principle subject to policy TT6.**

Policy TT6: Preventing Loss of Car Park Capacity

- 1. Development proposals which result in a loss of vehicle parking spaces of any type will only be supported:**
 - i) at on-street and public car parks, if the equivalent or increased capacity is provided elsewhere within development boundaries, or, for proposals at Beach Road (Promenade) Car Park they meet the requirements of Policy TT7; and,**
 - ii) at private car parks, if the equivalent or increased capacity is provided elsewhere or the need for the private parking capacity can be shown to be reduced as a result of the development proposals.**
- 2. All development proposals must demonstrate how any additional parking demand arising from the use will be accommodated on dedicated off-street parking spaces.**

8.2.6 Beach Road (Promenade) Car Park

Justification for our policy

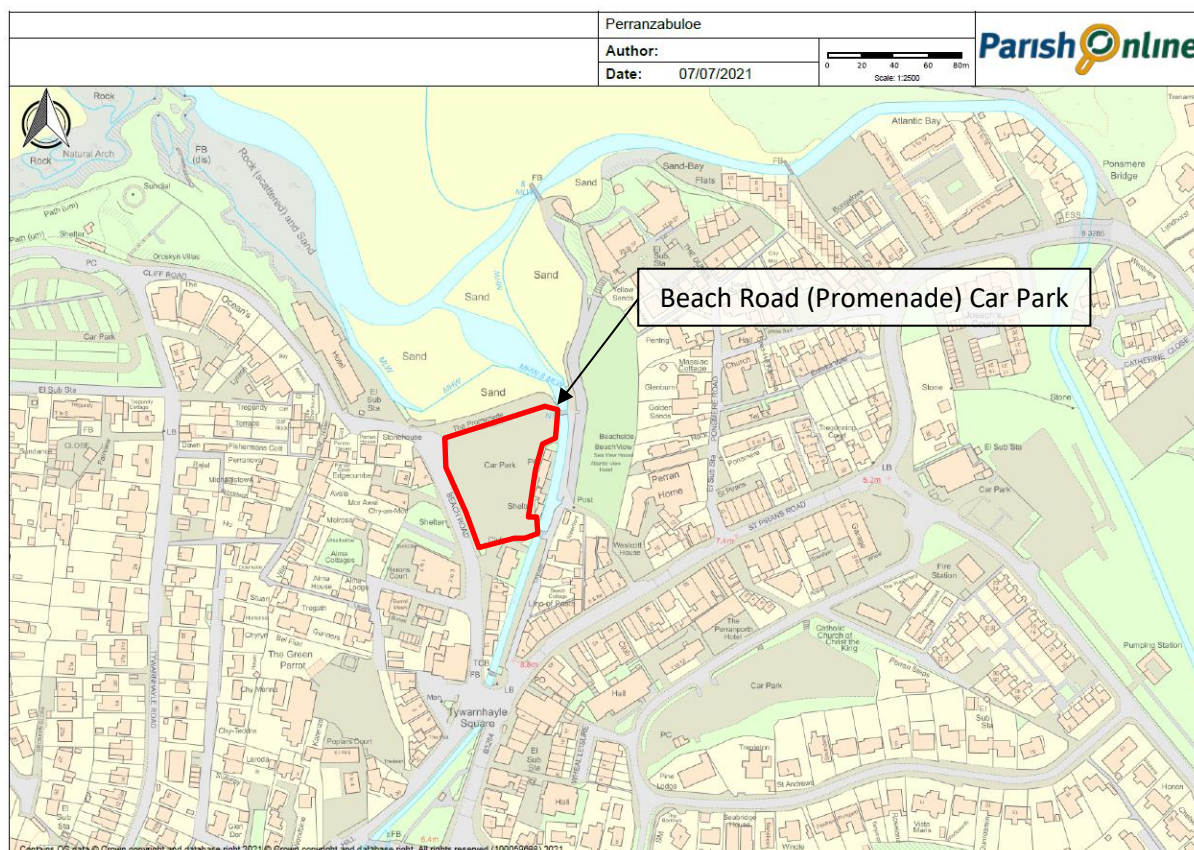
Set against the context of policy TT5 above and the need to adapt to the threats from climate change (and in this case rising sea levels) policy TT7 provides support to relocate the parking capacity (and increase it if possible) provided by the Beach Road car park which lies directly adjacent to the beach on the seafront in Perranporth. The option of defending this location for use as a car park in perpetuity is likely to be prohibitive and discussion with the Environment Agency¹⁰⁵ has suggested that “managed

¹⁰⁵ We have had discussions with the Environment Agency and Cornwall Council about the coastal issues in the Parish relating to vulnerability as a result of erosion and sea level changes. They have helped compose the sections and policies in this Plan relating to the coast, principally this section on Beach Road car park and the section on coastal vulnerability.

retreat” of car park use is likely to be a more pragmatic option in this location where defences may still be required to protect the central area in the long-term.

Loss of the car park capacity for Perranporth in its entirety would likely create a noticeable impact on the local economy in the summer months. Policy TT7 therefore supports replacement of capacity, perhaps on an edge of Perranporth (although a location has yet to be identified), subject to any proposal meeting other criteria relating to other aims of the Plan.

Map 16: Beach Road (Promenade) Car Park



Policy TT7: Beach Road (Promenade) Car Park

1. The existing public car park on Beach Road (see Map 16) is a valuable asset for residents and visitors alike. For works to adapt the frontage of the car park to mitigate the effects of flooding or erosion it may be necessary to modify or reduce the size of the car park area over time.
2. Development proposals for a park and ride or park and walk car park to serve Perranporth which replaces (in whole or in part) or provides opportunity to increase the capacity provided by the Beach Road car park will be supported where:
 - i) it is located within, on the edge of or within close proximity to the development boundary;
 - ii) it is served by a dedicated and frequent service in the summer (peak) tourist season and a regular frequent service at other times of the year;
 - iii) the site also enables safe and easy pedestrian and cycle access to Perranporth by public footpath and cycle-path;

- iv) they create no adverse impact on the amenity of neighbouring properties and uses through visual, noise, light pollution or such impacts can be satisfactorily mitigated; and,
- v) it demonstrates long-term viability.

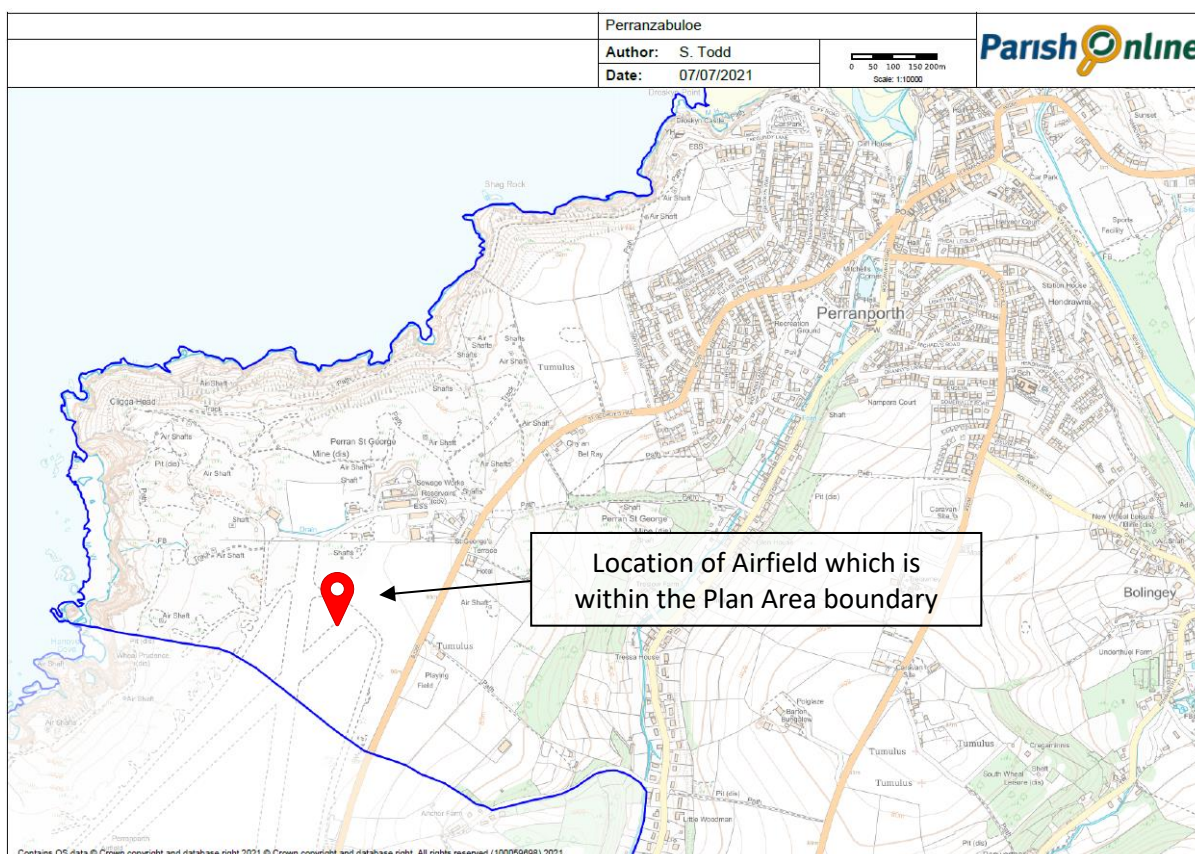
3. Proposals should include suitable change of use of the existing Beach Road car park and include schemes appropriate to its location and its risk from coastal erosion. This could, for example, include retention of some parking capacity for different types of user (for example, residents, business owners or disabled drivers) and / or vehicle type (for example cars with low carbon engines such as electric vehicles) and / or return of part or all of the site to a coastal green or semi-natural space.

8.2.7 Noise from future development at Trevellas Airfield

Summary of key issues

Trevellas airfield lies across the north-west boundary of the Parish, with about 20% of the length of the main runway within the Parish. The remaining runways and the airport buildings fall within St Agnes Parish. Many flights taking off from the airfield do so over Perranporth, and given the size and location of the Parish in relation to the airfield, many flights from the airfield are routed across large parts of the Parish.

Map 17: Location of Trevellas Airfield including the Area within the Parish



Our survey has shown that many residents in the Parish are affected by these flights. In our household survey 10% of respondents reported that they were ‘very much troubled’ by noise of planes from the airfield, with 25% a little troubled. The majority, 66%, were not troubled at all.¹⁰⁶ Despite being in the

¹⁰⁶ See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

minority, the strength of the concerns expressed suggest that it would be reasonable for these concerns to be taken into account in consideration of any future applications on the site, and weighed in the balance with potential benefits likely from such proposals.

It seems likely that any proposals for future buildings and intensification of the airfield's use will have an impact on our Parish. However, while noise could have an impact on the Parish, this Plan can only contain planning policies which can be used to help determine planning applications for development which takes place on land within the Parish (Plan area) boundary and not within St Agnes Parish.

The Parish Council will continue to liaise with St Agnes Parish Council in relation to any applications which have mutual interest to residents in both Parishes, but we encourage proposers of new development on the parts of the airfield within St Agnes Parish to engage with Perranzabuloe Parish Council and residents at an early stage about additional hangars, modifications to the runway(s) and taxiing areas, and any other activity likely to increase noise levels both in the immediate vicinity of the airfield and across the Parish.

It seems likely that any proposals for future buildings or intensification of the airfield's use would take place at the southern end of the airfield which lies within St. Agnes Parish and therefore outside the jurisdiction of this Plan. Despite this assumption, should any proposals come forward in the north-eastern part of the airfield where it lies within Perranzabuloe Parish, policy TT8 sets out criteria which should be taken into account. This policy can also provide a basis for Parish Council responses to proposals for change at the airfield within St Agnes Parish.

Policy TT8: Noise from Development at Trevellas Airfield

- 1. Development proposals at Trevellas Airfield which are within the Plan area (the Parish) should take into account the potential impact arising from that development on increased noise levels experienced within the Parish.**
- 2. Planning decisions should protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason. The effect of noise on the enjoyment of the landscape, wildlife and historic value should be taken into account.**
- 3. Special consideration should be given to development which would affect the quiet enjoyment of the Area of Outstanding Natural Beauty and Heritage Coast. Proposals and decisions should also take into account the fact that the background noise level in some rural areas is very low, and the introduction of noisy activities into such areas may be especially disruptive.**

8.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are:

- Work with key stakeholders and those responsible for the regulation of traffic and transport issues and services to enhance provision and increase safety with particular reference to exploring options in relation to the proposals set out in the Transport Plan.
- Engage in a dialogue with key stakeholders and partners on opportunities to deliver the suggested environmental enhancements set out in the Perranporth Strategic Masterplan.

9. Leisure, Wellbeing and Education

9.1 Introduction

We are fortunate to have so many outdoor assets in the Parish which are part of the natural environment and provide opportunities for leisure, sport and recreation for both residents and visitors alike. Our coastline, sand dunes and lifeguarded beach are exceptional and the bathing water is frequently monitored and found to be consistently high quality. Many people enjoying water sports access the water from our coastline, and we host a surf life-saving club and many surf schools.

There are several recreational greenspaces in Perranporth: Bolenna Park, Ponsmere Valley and the Inner Green near the beach which are, maintained by the Parish Council, and also the Boating Lake, Nampara Walk and the Clock Gardens which are maintained by the Perranporth Gardens Charities. There are fishing lakes at Bolingey and a park in Goonhavern. We are also fortunate to have a good range of clubs and facilities (across the Parish but mainly in Perranporth) which can accommodate pitch and indoor sports including a tennis club, bowling club, football club, rugby club, golf club, fitness club / gyms, badminton club, cricket club and a Memorial Hall which can be used for various sports and activities. Perranporth library is now managed by the Parish Council in partnership with Cornwall Council and is proving increasingly popular and appreciated by residents.

Perranporth Boating Lake



These all have a positive impact on the mental and physical health of residents in the Parish and many offer opportunities for visitors to be active on holiday, particularly the coast-based sports and recreational assets such as the coastal path which connects to our wider footpath network (shown in Map 18), which also connects into numerous accessible woodlands. These provide positive opportunities to maintain and improve health.

We have a GP surgery in Perranporth, as well as dental surgeries, a chiropractor, acupuncturist and a memory café.

The education offer in the Parish is provided by Primary schools in Perranporth and Goonhavern. The preferred location of a new secondary school in the Parish (on a site bounded by Liskey Hill and Bolingey Road) was announced during the Regulation 14 consultation on this Plan during summer 2022. As a result, a second consultation was held to consider this issue (explained further later in this section).

Despite the very positive picture that this paints, our Community questionnaire identified deficiencies in provision and we are conscious that these facilities and services need to be supported and protected where possible through planning policies.¹⁰⁷ They should also be supported to enable improvements and additional facilities where need and demand is justified and within the context of the other

¹⁰⁷ It should be noted that “services” and private businesses cannot be protected through this Plan, but the buildings or land they utilise can be supported through policies.

policies in this Plan. With services and infrastructure in high demand, we are also conscious of the potential additional pressure that development could place upon these facilities.

Map 18: Public Footpath Network



Source: Cornwall Council Interactive Mapping, <https://www.cornwall.gov.uk/environment-and-planning/countryside/public-rights-of-way/public-rights-of-way-interactive-mapping/> © crown copyright 2021 OS 100059698

9.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy LWE1: New Community and Cultural Facilities
- Policy LWE2: New Sports Facilities
- Policy LWE3: Providing Community Infrastructure to Match Demand
- Policy LWE4: New Secondary School, Perranporth

9.2.1 New Community, Sport, Recreation and Leisure Facilities

Justification for our policies

Community consultation has demonstrated support for new Community, sport, leisure and recreation facilities, although there was no indication of specific additional Community, sport, recreation or leisure facilities which would be needed over and above those already identified locally through the Parish Plan (2013-18)¹⁰⁸ and these remain priorities for subsequent work of the Parish Council and other Community groups¹⁰⁹.

The following Community projects are currently being pursued by the Parish Council¹¹⁰:

- A new skate park in Perranporth;
- Improvements to Bolenna Park and Goonhavern Park
- Reinstatement of the Tamblyn Way steps to improve access from Droskyn cliffs down to the beach following their removal due to safety concerns; and,
- Improvements to the Inner Green.

Our policies LWE1 and LWE2 are designed to provide general support and set criteria for new facilities rather than name specific projects or facilities, thus providing flexibility as and when new projects come forward. These include the desire to see Community owned facilities and to ensure any new sports facility which has Community access having certainty of that Community use in perpetuity where feasible and appropriate.

The policies provide added detail over and above the policies in the Local Plan¹¹¹ which provide support through Policy 16: Health and wellbeing which requires development to maximise the opportunity for physical activity through the use of open space, indoor and outdoor sports and leisure facilities and Policy 26: Green Infrastructure which references the need for the protection and

Clock Tower, Inner Green, Perranporth



¹⁰⁸ See <https://www.perranzabuloe-pc.gov.uk/Parish-plan/>

¹⁰⁹ Respondents to the Community household survey highlighted a need for additional Community facilities with around 60% saying that they disagreed or strongly disagreed that there are sufficient young people's and youth facilities, and there were reasonably high levels of support for there being sufficient Community halls (around 70% agreeing or strongly agreeing) and adequate cultural facilities (around 60%). See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

¹¹⁰ See <https://www.perranzabuloe-pc.gov.uk/working-groups/> for further details.

¹¹¹ See <https://www.cornwall.gov.uk/media/22936789/adopted-local-plan-strategic-policies-2016.pdf>

enhancement of green infrastructure, which is important to recreation, leisure and Community use. Local Plan Policy 4: Shopping, services and Community facilities provides an element of protection within the context of the retail offer.

Policy LWE1: New Community and Cultural Facilities

Development proposals for Community and cultural facilities and services (such as, but not limited to Allotments, Play Parks and Fitness Trails) will be supported where they:

- i) are located within or on the edge, or near proximity of development boundaries;**
- ii) create no adverse impact on neighbouring properties through visual, noise, light impact;**
- iii) are preferably owned and maintained by the Parish Council or Cornwall Council and managed by either body or a recognized and constituted Community Interest Company (CIC), Community organisation, sports club, association or registered charity;**
- iv) minimise adverse landscape impacts;**
- v) are or will be served by public transport within easy walking distance (500m) of the site; and,**
- vi) are or will be well-connected to the existing footpath and cyclepath network.**

Policy LWE2: New Sports Facilities

1. Development proposals will be supported where they:

- i) improve the range of sports facilities that are available, including provision for all-weather activities;**
- ii) encourage the provision of a greater number and variety of facilities, especially promoting use of such facilities by Community groups;**
- iii) respect the character of the Parish and the environmental amenity of neighbouring occupiers;**
- iv) minimise adverse landscape impacts;**
- v) create no negative impact on neighbouring properties through visual, noise or light impact, or such impact can be satisfactorily mitigated;**
- vi) are or will be served by public transport within easy walking distance (500m) of the site; and,**
- vii) are or will be well-connected to the existing footpath and cycle-path network.**

2. Where such facilities are developed, owned and / or managed by a private business or the education sector, planning conditions will require a legal agreement to be entered into to ensure that an agreed minimum level or time of Community use / access is defined and agreed in perpetuity.

9.2.2 Providing Community Infrastructure to Match Demand

Justification for our policy

As stated above, the Parish is fortunate to have a good range of facilities and services for residents to access, all of which seem to be valued by the Community and well-used. A concern raised, however, has been the need for infrastructure to be provided in-step with additional demand arising from new development. While the Local Plan affords some policy protection in this regard (through Policy 28: Infrastructure), and the Community Infrastructure Levy (CIL)¹¹² and section 106 planning obligations¹¹³ processes are supposed to deliver sufficient infrastructure to meet demands from development, and new development cannot be expected to deliver new infrastructure or investment to fill gaps in existing provision, our Policy LW3 reinforces the need for any existing deficiencies not to be exacerbated by demands placed on it by new development, with particular regard to infrastructure priorities identified in the Parish of health, Community, transport and education. The need for provision to be made in this way is now perhaps, more than ever, even more important as we look to recover from the socio-economic and physical and mental health impacts of the pandemic, and from the economic downturn felt since that time. Community consultation has demonstrated support for improved infrastructure and the timely provision of infrastructure as and when development comes forward¹¹⁴. We recognise that the Government is currently reviewing the Community Infrastructure Levy and that policy and processes around both the Community Infrastructure Levy and section 106 obligations may change.

Policy LW3: Providing Community Infrastructure to Match Demand

New health, Community, transport and education provision and service infrastructure should be provided in-step and in a timely fashion with demand generated from new development where existing capacity does not exist.

9.2.3 New Secondary School Site, Perranporth

Justification for our policy

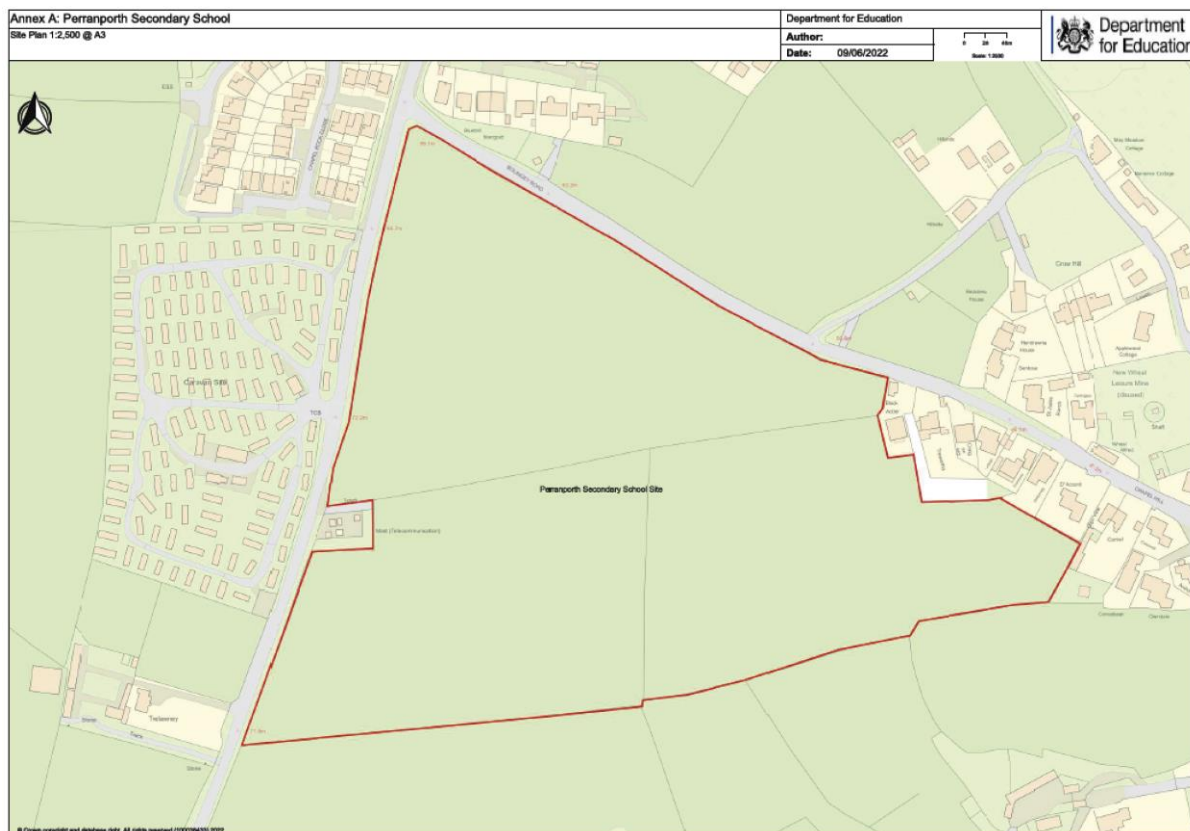
Proposals for a new secondary school in or near Perranzabuloe parish have been expected for some time. During the Regulation 14 consultation on this Plan the Local Education Authority, and the Trust which will run the school when built, identified the preferred site on the outskirts of Perranporth (see Map 19).

¹¹² See <https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/Community-infrastructure-levy-cil/> for further details.

¹¹³ See <https://www.cornwall.gov.uk/environment-and-planning/planning/planning-advice-and-guidance/section-106-planning-obligations/> for further details. Cornwall Council has an adopted a guidance note regarding section 106 planning obligations here <https://www.cornwall.gov.uk/media/434f3f4s/developer-contributions-guide-note-final-april-2023.pdf>

¹¹⁴ For example, respondents to the Community household survey highlighted that there are several infrastructure elements which require attention including: the need to reinstate the Tamblyn Way steps, expand and improve medical facilities, expand and improve educational facilities, improve broadband speeds and mobile phone reception. Respondents also indicated agreement with the education facilities and infrastructure needing attention and improvement in the Parish. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

Map 19: Preferred School Site



Note: This map was provided to us by the Department for Education.

During and after the end of the Regulation 14 consultation period, the Steering Group engaged in a dialogue with the Truro and Penwith Academy Trust, Cornwall Council and the Department for Education as the preferred site location occupies part of the proposed Perranporth-Bolingey Settlement Gap and Green Buffer, identified in policy NE6 in this Plan. The need for a new secondary school in the Perranporth area is recognised (and was supported by local comments as part of the Regulation 14 consultation).

As a result of the preferred site's identification and because this had possible implications for the Plan and its policies, a further supplementary Regulation 14 consultation was run to consult on potential changes to the Plan's policies, including adjustment of the previously proposed Bolingey-Perranporth Settlement Gap and Green Buffer, the proposed wording of this section and Policy LWE4¹¹⁵.

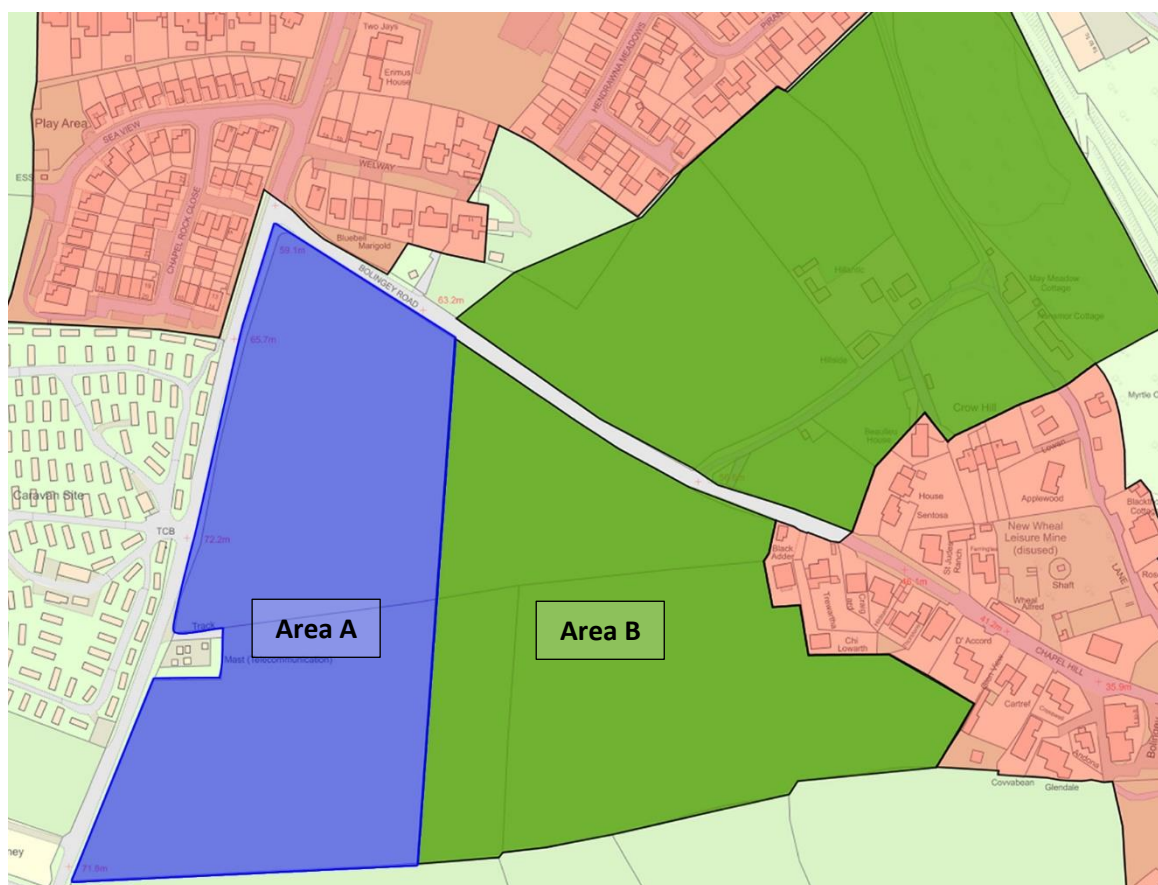
A secondary school in Perranporth will mean that children in the village and across the wider Parish will have less of a distance to travel to school, making it more convenient for children and parents and a more sustainable option, reducing the length and number of journeys for those attending the school (and other existing secondary schools). As a secondary school, there is also an opportunity to introduce additional community multi-use space and sports facilities.

¹¹⁵ See <https://www.perranplan.co.uk/documents/> for the details of this consultation.

However, the focus of this plan is both to help support the local community through the provision of new facilities, but also through the protection of the high quality and character of our settlements and their countryside setting. This was a strong consistent repeating position from Regulation 14 comments. On this basis, having considered carefully the benefits of a new school and the need to protect the settlements of Perranporth and Bolingey from encroachment of (principally) housing development, Policy LWE4 sets out clear criteria for a school proposal to be acceptable in this location.

Map 20 shows the indicative area of the proposed site within which school's built infrastructure, including buildings, will be acceptable, in relation to the extent of the green buffer and settlement gap.

Map 20: Indicative Proposed School Site and Relationship with the Green Buffer and Settlement Gap



In order to accommodate the school buildings without damaging the integrity of the Settlement Gap and Green Buffer, all buildings and hardstanding areas should be situated on the western portion of the site (Area A), “fit” within the landscape (and be no more than two storeys high). This includes any parking areas, and if artificial playing pitches are proposed on the site (which would naturally be best located near to parking, school buildings and changing facilities and typically accompanied by sports lighting). Area A is not the footprint of the school building (i.e. there will not be a school building as large as the whole of Area A).

The rest of the site must be protected from the impact that buildings can have, protecting the settlement gap and green buffer at its critical point and the landscape setting within which it sits. On Area B, only grass playing fields will be acceptable. This will help to reinforce the

settlement gap and green buffer as playing fields also have other policy protection from development in the planning system and so future development of this area is prevented not only through policy NEW6 but also other policies.

Access to the site should preferably be from Liskey Hill although access may also be necessary from Bolingey Road. Whichever solution is found to be acceptable in highways terms must also “work” for local community and mitigate concerns of increases in traffic at peak school times. Safe access from the site through to the centre of Perranporth should be assured, and an off-road dedicated pedestrian and cycle path should be developed to link the rear of the school and / or Liskey Hill with Bolingey.

Any multi-use indoor spaces and sports halls and outdoor sports facilities such as playing pitches should be accessible to the community outside of school hours and so Policy LWE4 also requires a secure community use agreement to be put in place.

This policy presents an exceptional circumstance to the acceptance of development on the site demarked by the red boundary. Should the school site not come forward as suggested, alternative uses will not be acceptable on any part of the site.

This policy provides support for the school use on a specific part of the site, but is not a development allocation.

Policy LWE4: New Secondary School, Perranporth

- 1. The area of land off Liskey Hill identified on Map 19, bounded by red, is an area safeguarded for the proposed new secondary school. No other forms of development are acceptable on this site. For school proposals to be acceptable, the siting and design of the school must:**
 - i) Respect the character of the landscape by ensuring that the design of the school protects important views and vistas, is no more than two storeys above ground level and a visual impact assessment is used to inform the design and reduce the landscape impact;**
 - ii) Minimise negative impacts on nearby residential amenity and other neighbouring uses, including minimising the impact of noise and light pollution, including sports lighting for playing pitches;**
 - iii) Manage surface water on site through natural systems and not increase the likelihood of flooding for any nearby residents;**
 - iv) Maintain the green separation between Perranporth and Bolingey by ensuring that built development, including school buildings, indoor sports provision, artificial sports pitches and ancillary facilities such as changing rooms and storage units are restricted to Area A on Map 20. Area B must be used for landscaping and grass playing fields for sport only, have no sports lighting and meet the requirements of Policy NE6;**
 - v) Contribute to the minimisation and management of school traffic movements by ensuring that pick up and drop off points for both public transport and private**

continued >>

vehicles are considered and included in the design to ensure the safety of pupils and to minimise inconvenience to local residents;

- vi) Provide a continuous pavement link from the school to the town centre;
 - vii) Provide an access to the rear of the school, and across Area B, to enable a safe and direct route for those accessing the school from Bolingey on foot (and by bike, if feasible) while minimising the impact of lighting and hardstanding on the Settlement Gap and Green Buffer;
 - viii) Maximise opportunities for green infrastructure provision, including the potential for green roof planting and other planted features to blend the school into the landscape; and,
 - ix) Ensure that the design and layout in Area 1 provides sufficient area of undeveloped land which could be used for future school expansion, if needed, to negate risk of encroachment into Area B and erosion of the Perranporth-Bolingey Settlement Gap and Green Buffer.
2. Secure community use of indoor and outdoor sports facilities and pitches and multi-use spaces outside of school use hours will be ensured through a planning condition which will require a Community Use Agreement. The layout of the site should ensure that there are no safeguarding concerns from public access to facilities and that facilities are accessible without the need to walk through the school buildings.
 3. The applicant of the proposal should consult the Community at the earliest possible stage to collaborate on proposal designs.

9.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are:

- Continue to work to improve and reinstate the Tamblyn Way steps.
- Explore the expansion and improvement of medical facilities.
- Explore the expansion and improvement of educational facilities.
- Work with providers such as BT Open Reach to improve broadband speeds, fibre connections and mobile phone reception in the Parish.

10. Heritage Assets and the Historic Environment

10.1 Introduction

The Parish has a rich history and wealth of heritage assets, including those registered and recognised internationally such as an area within a World Heritage Site (WHS), nationally such as listed buildings and scheduled monuments which are yet to be formally recognised.

Map 21 illustrates the wealth of recorded Heritage Assets within the Parish boundaries. There is further, more detailed, data available from Heritage England¹¹⁶ and Cornwall Council¹¹⁷ which forms as complete a record as is available and should be referred to for citations and designation details.

Our evidence base includes a Heritage Assets report¹¹⁸ summarising the Parish's history and various layers of the historic record in more detail. Some of the more locally valued assets identified during the consultation, include:

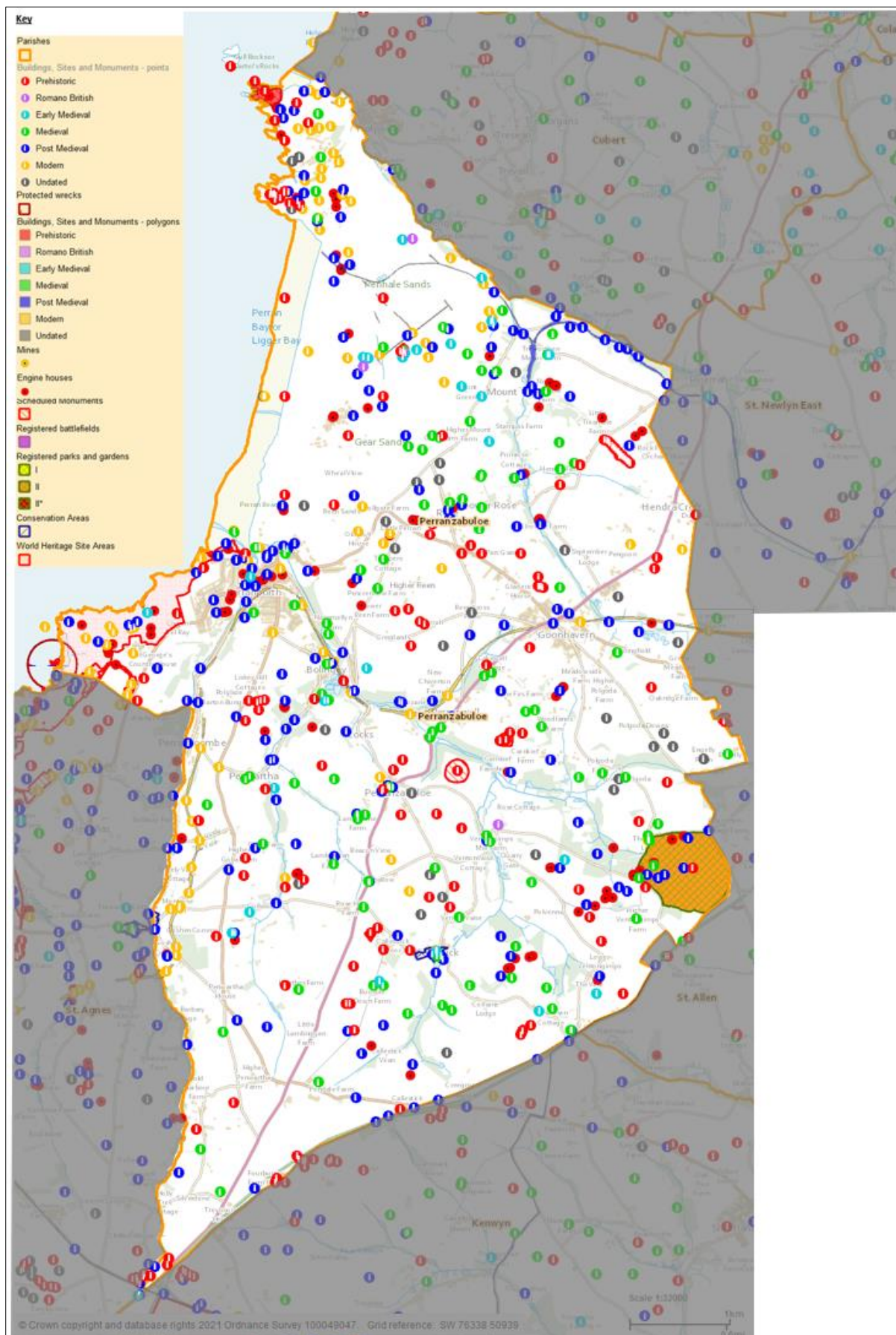
- St. Agnes Mining District World Heritage Site, which extends from the Parish's southern boundary north across Cligga Head including the sea caves and cliff top remains associated with it;
- Former RAF Perranporth Scheduled Monument at Trevellas Airfield (which straddles the boundary with St. Agnes Parish);
- St Piran's Oratory and Church within Perran Sands, and St Piran's Church Perranwell as a combined asset;
- Penhale Point Cliff Castle, Caer Dane and Caer Kief Scheduled Monuments along with none listed prehistoric barrows and sites on nearby hilltops as a prehistoric landscape;
- Penhale Camp as a WWII feature with associated structures as well as previous prehistoric, medieval and post medieval assets protected by the restricted access associated with its modern historic and contemporary military use;
- The Hanover Protected Wreck site which encompasses an area off the coast and straddles the boundary with St. Agnes Parish;
- Chyverton Park Registered Park and Garden;
- Several Grade II and Grade II* Listed Structures across the Parish including farmhouses, manor houses, churches, mines, schools, bridges and crosses;
- Callestick and Mithian Conservation Areas (the latter straddling the boundary with St Agnes Parish); and,
- Numerous former Engine Houses and Mines in addition to those within the WHS and Penhale Camp including Wheal Leisure (and associated mines), Wheal Ramoth, New Chiverton, Perran Consols, Wheal Friendship, Wheal Anna / North Chiverton, Venton Vease and Great Callestock.

¹¹⁶ See <https://www.heritagegateway.org.uk/gateway/>

¹¹⁷ Also, the source of Cornwall and Isles of Scilly Historic Environment Interactive Map. See <https://map.cornwall.gov.uk/website/ccmap/?zoomlevel=1&xcoord=162690&ycoord=64380&wsName=ccmap&layerName=>

¹¹⁸ See <https://www.perranplan.co.uk/documents/>

Map 21: Heritage Assets (at Parish-wide scale)



Notes and source: To see further detail for these assets, including name and description, see Cornwall Council's interactive mapping here <https://www.cornwall.gov.uk/environment-and-planning/countryside/public-rights-of-way/public-rights-of-way-interactive-mapping/> © crown copyright 2021 OS 100059698

These assets all sit within a rich and multi-layered cultural landscape, which is an often overlooked asset in itself. Human influence has shaped the contemporary landscape character of Perranzabuloe since prehistoric times as communities sought to shape the environment to enhance their own lives, to communicate their control and boundaries to others and to establish their own sense of place and connection to the area. Iron Age Rounds and Hillforts occupied elevated ground, their fortified earthworks clearly visible and remaining across the Parish today, related to these funerary monuments such as bell and bowl barrows were often constructed on promontories or spurs above watercourses with their mounds faced with white quartz stones. Subsequent Romano-British communities continued the use of many of these sites and the enclosures and hut circles associated with them, sometimes with early medieval settlements being established over or nearby as well as around the early mines which were springing up across the area. As industrial technologies advanced the number, coverage and prominence of mine workings increased noticeably across the Parish with many remains still prominent local landmarks, alongside the farming and other related industries, workers housing and that of the mine owners creating many of the current settlements.

Perran Round and Rose



There are many milestones and mine boundary stones dotted around the Parish which marked the edges of individual mines and often bore the initials of the mine/landowner on them, other features suggested during consultation as meriting protection included springs / shutes, wells, village pumps and signs.

In the C20 mine workings on the coastal headlands were joined by military installations at Trevellas airfield and Penhale Camp, both of which are still operational if at a considerably reduced level of activity, and the presence of which has led to the preservation of much of their area's archaeology. Community consultation has demonstrated significant levels of support for these policies¹¹⁹.

The protection, maintenance and enhancement of historic sites such as prehistoric remains, ancient field boundaries, historic buildings, engine houses, and ancient byways is essential and this can also be used to interpret the assets as a Community resource.

While there is some legal and policy protection of heritage assets which are recognised formally, such as listed buildings, the World Heritage Site area, Scheduled Monuments and Conservation Areas, and the Local Plan provides strategic policy protection to heritage assets in Policy 24: Historic environment, the NDP policies take the opportunity to provide further detail with regard to the identification of locally important heritage assets and offer policy protection to reinforce that provided locally, nationally, and internationally. This is particularly important within the context of the Cornish landscape where there are numerous historic assets which are an intrinsic part of Cornish culture and contribute not only to our identity but to the landscape and its role in attracting visitors.

¹¹⁹ For example, respondents to the Community household survey highlighted that around 97% strongly agreed or agreed that the protection, maintenance and enhancement of historic sites is essential, almost 99% strongly agreed or agreed that heritage assets require protection against inappropriate development and destruction and 97% strongly agreed or agreed that archaeological research and protection of heritage assets should be used to preserve the Cornish heritage and inform educational provision. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

Although there is not yet a definitive ‘list’ of Parish assets, the sources of data and information referenced in the introduction to this section provide a reference point. There are 597 finds of historical importance listed for Perranzabuloe and it is intended that the Parish Council will work with Cornwall Council and other organisations such as the Perranzabuloe and Goonhavern District Old Cornwall Societies to achieve recognition of such local assets on a “local list”. Until that time, the NDP suite of policies for heritage seek to protect both registered and unregistered heritage assets and their settings from inappropriate development and to enable the beneficial use of development to record and where possible preserve assets within proposals. As such, whilst the NDP seeks to guide development to areas that avoid harm to historic assets and landscapes, and its policies should be used to protect and enhance historic character and their settings, it also contains policy relating to the appropriate conservation of architectural features, styles, materials and construction techniques within building renovation and amendments including cladding and signage as well as to encourage and direct local archaeological research and the preservation of our Cornish heritage to inform educational provision.

It is the aim of this Plan that its policies are not simply seeking to “pickle” our heritage assets for the sake of it. Instead, we support opportunities to improve and enhance what is special about an asset through development and change, within the context of protection and not compromising the value of the asset or other policies in this Plan.

10.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy HE1: Heritage Assets and the Historic Environment
- Policy HE2: Signs and Advertising
- Policy HE3: Conservation Areas and Non-designated Historic Settlements
- Policy HE4: Historic Landscape Character
- Policy HE5: Cornwall and West Devon WHS Area A7 St Agnes Mining District
- Policy HE6: St Piran’s Church and St Piran’s Oratory
- Policy HE7: Penhale Camp and Assets within its Boundaries and Setting
- Policy HE8: Perranzabuloe’s Prehistoric Assets and Landscape
- Policy HE9: Newly Identified Heritage Assets and Archaeological Remains
- Policy HE10: Accessibility to Heritage Assets

10.2.1 Heritage Assets and the Historic Environment

Justification for our policies

Perranzabuloe’s heritage assets and historic environment are a unique and irreplaceable record of our communities’ influence on the landscape, its influence on them and an integral part of our identity which delivers economic benefits through the tourism industry, and is a valuable educational and cultural resource. It has a defining role in local character, distinctiveness and sense of place, and is valued by all sectors of the Community with concerns relating to loss of assets through lack of management and development impacts as well as cumulative impacts being raised through consultation. Our suite of policies aims to offer additional protection to specific assets as well as general guidance to ensure that development contributes to the overall visions to ensure that the Parish’s historic environment and heritage is safeguarded for the benefit of present and future generations.

Policy HE1: Heritage Assets and the Historic Environment

- 1. Development proposals affecting designated and non-designated heritage assets and their settings, including those with archaeological interest and historic landscapes, will be supported only where they comply fully with the requirements of National Planning Policy to safeguard, respect and enhance the historic environment, historic landscape character, and all heritage assets.**
- 2. Development affecting sites of international, national, and local importance will be considered against the guidance set out in the Cornwall Local Plan Policy 24.**
- 3. Developers must make appropriate repair and conservation works to any heritage asset which forms part of a planning proposal.**

Policy HE2: Signs and Advertising

Signs, advertising and illuminations development proposals within or affecting the World Heritage Site or other historic landscapes and areas such as Callestick Conservation Area, Mithian Conservation Area, or Penhale Camp, shall not include advertising or other signs that are internally illuminated, or external illumination of buildings or signs that impact adversely on the heritage areas.

Policy HE3: Conservation Areas and Non-designated Historic Settlements

Development proposals must demonstrate how they respect and enhance the character and settings of settlement within the Callestick and Mithian Conservation Areas in accordance with national policy and the development plan, as well as the historic character and value of other settlements such but not limited to Bolingey, Cocks, Lambourne and Perranzabuloe, Little Callestock, Penwartha, Penwartha Coombe, Rose, and areas within Perranporth.

Policy HE4: Historic Landscape Character

Development proposals should respect and enhance the historic character of the landscape, making reference to the Cornwall Historic Landscape Characterisation Study and the influence of HLC types on contemporary landscape and village character as well as the Perranzabuloe Local Landscape Character Assessment.

10.2.2 The World Heritage Site

Justification for our policy

The Cornwall and West Devon Mining Landscapes World Heritage Site Area A7 St Agnes Mining District covers the coastal strip between Sally's Bottoms mine south of Porthtowan, across St Agnes village and surrounding mines to Droskyn Point, with the northern section between Hanover Cove and Droskyn being within Perranzabuloe. The area as a whole features dramatic cliff top engine houses and workings with adits in cliff faces and shafts throughout the coastal edge as well as remains of associated industries, miners smallholdings, and the villages of Porthtowan and St Agnes. Within the Parish the key features of the WHS which contribute to its Outstanding Universal Value (OUV) meriting designation are focussed on the remains across Cligga Head which exist because of the unique underlying Wolfram geology. In locations such as Cligga Head, where opportunities to enhance the existing infrastructure and environment would be supported in principle, such proposals must still be subject to Policy HE5 below, to ensure that the value of the WHS is respected and proposals do not harm the designation and its character.

As well as Policy 24 in the Cornwall Local Plan, the WHS Management Plan¹²⁰ Policies P2, C2, and C7 provide protection for the site and its setting and the requirements for all new development to add to the site's value through use of high-quality design which respects its setting. The overlap of the WHS between Perranzabuloe and St Agnes Parishes together with the obvious shared characteristics and intervisibility of the designated landscape mean that each NDP's WHS policies should be designed to work together and as such our policy borrows from the adopted St Agnes NDP Policy 11.

Policy HE5: Cornwall and West Devon World Heritage Site (WHS) Area A7 St Agnes Mining District

- 1. Proposals within the designated area or setting of the Cornwall and West Devon World Heritage Site (WHS) Area A7 which are wholly or partially within the Perranzabuloe boundary, which would result in change to the overall character, fabric or Outstanding Universal Value (OUV) of the designation or its setting:**
 - i) must be in accordance with the WHS Management Plan; and,**
 - ii) clearly demonstrate the application of the WHS Supplementary Planning Document assessment procedures in their understanding of the asset's significance and value, the likely changes arising from their proposals and the resultant effects on the asset, and that these have been adequately mitigated within the proposed layout, design, scale, massing, and materials of the proposed development.**
- 2. Where harm to the asset is unavoidable the proposals must clearly and adequately demonstrate that this is outweighed by the benefits delivered by the proposals and that the asset will be fully surveyed and recorded prior to commencement of the development.**
- 3. Proposals for development or redevelopment that are within the setting of heritage assets which enhance or highlight the significance of the asset will be supported in principle, subject to other development plan policies and material considerations.**

¹²⁰ The Cornwall & West Devon Mining Landscape World Heritage Site Management Plan 2013 – 2018 UNESCO

10.2.3 St Piran's Church and St Piran's Oratory

Justification for our policy

St Piran's Church and Oratory are one of the Parish's most well known and defining heritage assets. Located within the dunes to the north of Perranporth their historic value lies in their representation of the development of early Christianity in the South West and the connections to that in Ireland. The fabric of the assets may have been eroded over time by the natural processes of the dunes environment but their cultural value remains high and they provide a focal point for Community celebrations as well as a unique educational resource. The assets are protected through designation as Scheduled Monuments and Listed Structures, with their immediate setting protected by its ecological designation. The NDP seeks to add to this and to provide a degree of protection for the wider setting in terms of the character of the landscape as a largely undeveloped dune system leading to rural fields with small scale low density or scattered built form.

Policy HE6: St Piran's Church and St Piran's Oratory

Development proposals within any view of or from St Piran's Church or St Piran's Oratory, which may consequently result in change to the character of that view or its role in the setting of the assets, should demonstrate that the potential effects of those changes have been appropriately and adequately assessed, and that the proposals will not result in harm to their value or that of the surrounding landscape, particularly in terms of layout, scale, massing, design and materials.

10.2.4 Penhale Camp

Justification for our policy

Penhale Camp is a heritage asset in its own right as well as the restricted access to land within and around it, having contributed to the preservation of other assets within its boundaries. It is located in a prominent setting and has a defining role in the character of Penhale Point and Dunes, when viewed from the South West Coast Path, paths across the dunes, and from the village of Holywell. Any development within the Camp has the potential to result both in harm to the asset and its component features, to other none related features within its boundaries, to the landscape character of the area and to its visual amenity. It also has the potential to enable recording and preservation of the asset and others within its boundaries and to ensure the long-term character of the site and its value as a feature and educational resource.

Policy HE7: Penhale Camp and Assets within its Boundaries and Setting

Development proposals within the boundaries of Penhale Camp or its setting must demonstrate within the layout, scale, massing, design, and materials (including landscaping and maintenance) that the asset, unrelated assets within its boundary, and its setting have been fully considered and that the proposals will not result in harm to their value or that of the surrounding landscape. Proposals which include elements that seek to conserve and enhance the features and overall value of the site and its setting will be supported in principle, subject to other development plan policies and material considerations.

10.2.5 Iron and Bronze Age Landscapes

Justification for our policy

Perranzabuloe's heritage record includes numerous prehistoric sites and finds which as well as their individual value, combine to create a unique archaeological record and historic landscape, which by virtue of its age and the often overlooked nature of its assets and their relationships with each other and the landscape in which they are found, results in damage or loss of value through development and management practices. In order to ensure the preservation of this irreplaceable and vulnerable aspect of the Parish's past in order that it can be researched in greater depth, used for educational purposes, and developed as a Community resource the NDP seeks to include policy to ensure the fabric and setting of known assets and their archaeology are protected and that opportunities presented by development to increase our understanding through survey and recording are taken.

Policy HE8: Perranzabuloe's Prehistoric Assets and Landscape

Development proposals which may affect recorded prehistoric assets or their setting will be supported in principle providing they include an appropriate Heritage Assessment which enables an adequate level of understanding of the likely effects of the development on the asset and any additional archaeology within the site or its setting, as well as the contribution of the asset to the wider prehistoric landscape. Development proposals or land management practices which result in damage to, or loss of, prehistoric assets through direct harm or neglect, will not be supported.

10.2.6 Newly Identified Heritage Assets, Archaeological Remains and Accessibility to Heritage Assets

Justification for our policies

Change in the landscape is an inevitable by-product of human occupation, indeed it is only through changes in the way communities have lived and worked throughout history that the heritage assets and environments which we seek to protect exist. In its discussion of historic landscape characterisation, Heritage England states '*Not only is the historic landscape itself the product of change, but continuing change, whether rapid or gradual and incremental, is a key part of its character. Characterisation recognises that landscape is and always has been dynamic and that society and its decision makers are most often involved in the careful management of change rather than preservation in the face of it*'. Development can lead to damage or loss of heritage assets but it can also present an opportunity to identify and record new remains as well as to enhance our understanding of known assets and enable their preservation within proposals. This Plan seeks to achieve this through the following two policies.

Policy HE9: Newly Identified Heritage Assets and Archaeological Remains

- 1. Development proposals will be supported in principle in relation to heritage considerations where:**

continued >>

- i) all heritage assets within new development sites are adequately identified and assessed by developers as part of their application including non-designated sites recorded in the Cornwall Historic Environment Record;
 - ii) the significance of any heritage asset has been assessed in terms of its value to local people, its contribution to local distinctiveness and the history of Perranzabuloe and the readability of that history; and,
 - iii) they demonstrate how they will avoid, minimise and mitigate any adverse impact upon heritage assets and their wider setting, proportional to their significance.
2. Development proposals that would directly or indirectly affect archaeological remains must be accompanied by an appropriate desk-based assessment and field evaluation carried out by an appropriately qualified professional in accordance with Heritage England and Council for British Archaeology guidance.

Policy HE10: Accessibility to Heritage Assets

Proposals which include all viable opportunities to enhance the enjoyment and access of heritage assets for residents and visitors and, provide appropriate interpretation to facilitate further understanding of Perranzabuloe's rich history will be supported in principle, subject to other development plan policies and material considerations.

10.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are:

- Commission of a Conservation Area Appraisal for Callestick to enable better understanding and protection of its integral historic value in a way in which its value as a place to live and work is also preserved and enhanced.
- Preparation of Village Character Studies for all settlements within the Parish as a Community led activity intending to provide a baseline resource for design and determination of development proposals as well as an engagement and educational resource.
- Development of the Historic Assets Evidence base document into a wider reaching resource including a 'local list' of heritage assets and forming the basis for site interpretation plans and projects, events and trails.
- Collation of a register of construction companies, consultants and training organisations within the area who are appropriately qualified to carry out conservation and restoration work within development proposals and Community projects, and to enable the preservation of traditional construction skills and use of materials.

11. Business, Employment and Retail

11.1 Introduction

At the Parish level, our perspective on the policy direction needed for business, employment and retail is led principally by our local views gathered from local people and businesses, i.e. good local knowledge of the day-to-day running and activity within the local economy. This is set against the strategic backdrop painted by the Cornwall and Isles of Scilly Local Economic Partnership (LEP)¹²¹ and the Cornwall Local Plan, as set out in section 1, the objectives of which, for the wider Community Network Area (CNA), include: “to support the tourist industry and enable employment opportunities” and “protect and ensure the sustainability of rural shops and businesses”¹²². The Local Plan’s strategic policies set the wider policy framework within which our policies are set, particularly Local Plan Policy 4: Shopping, Services and Community Facilities and Policy 5: Business and Tourism. National policy also provides a positive policy framework for supporting rural economies¹²³.

The Local Plan’s evidence base is useful in that it paints a strategic and longer-term picture for the economy within the context of the wider Cornwall economy (and has informed the content and strategy of the Local Plan) but we recognise that reliance on that evidence base for our policies is not sufficient given the more localised understanding needed to inform what policies we need.

There are many strands to our local economy which, while dependent to a large degree on the tourism and visitor spend during the summer months, is more diverse than just catering for and supplying the needs of that sector. This is reflected in our “SWOT” analysis in section 1 of this Plan which also demonstrates the interconnections between our natural environment and the local economy and also the challenges with which we are presented.

We are currently living in a time when the local economy is being affected, as it is across the country, by several factors, including, but not limited to, the ongoing impact of the coronavirus pandemic, the country’s adaptation to changes to trade post Brexit and more recently the war in Ukraine and its impact on the global economy. We need therefore, to recognise that while this has brought forward and accelerated a number of already likely and emerging changes to the local economy (which follow national trends¹²⁴), it could have a lasting effect upon the local economy in the medium term at least. So, we need a focus on doing what we can to support economic recovery and grow a sustainable economy through our policies without compromising our local environment.

As is the case with all of our policies in this Plan, those focusing on business, employment and retail seek to balance a need for sustainable growth of our local economy with protection of the natural environment assets we so dearly value.

The policy set recognises that the planning system has seen changes recently including an increase in permitted development rights for conversion of existing buildings and uses to dwellings and that

¹²¹ Including the LEP’s Vision, see <https://www.cioslep.com/vision/vision-2030>

¹²² See paragraph 8.1, <https://www.cornwall.gov.uk/media/28188310/local-plan-cna-sections-pr2.pdf>

¹²³ Paragraph 83 of the NPPF

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf) states that “Planning policies and decisions should enable: a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings; b) the development and diversification of agricultural and other land-based rural businesses; c) sustainable rural tourism and leisure developments which respect the character of the countryside; and d) the retention and development of accessible local services and Community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.”

¹²⁴ Such as increased online shopping and contraction of retail cores and offers in towns and villages.

planning policies do not have complete control over how the use of buildings in town and village centres can change or remain.

As reflected in our aims and objectives, in both the short and long-term, we wish to protect the core of our business and retail areas, support the strengths of our local economy, support smaller and start-up businesses, diversify the economy to be less reliant on the visitor and tourism sector, extend the visitor and tourism season, and give it greater resilience to change and support an ability to adapt to our changing climate. Our local economy underpins our Community's well-being, and our suite of policies are designed to support that.

11.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy BER1: Preventing Loss of Existing Employment Areas
- Policy BER2: Quality Employment Premises
- Policy BER3: Expansion of Employment Sites
- Policy BER4: New Technology and Hi-tech Industries
- Policy BER5: Digital Communication Infrastructure Improvements
- Policy BER6: Live / Work
- Policy BER7: Small Scale Business Initiatives
- Policy BER8: Business Opportunity Areas
- Policy BER9: Perranporth Village Centre Uses
- Policy BER10: Shop Front Design in Perranporth
- Policy BER11: Perranporth Village Centre Traffic, Circulation and Wayfinding
- Policy BER12: Perranporth Village Centre Areas of Intervention
- Policy BER13: Retail Expansion in Perranporth, Goonhavern and Bolingey
- Policy BER14: Provision for (Consumer) Waste Facilities at Hot Food Takeaways in Perranporth, Goonhavern and Bolingey
- Policy BER15: Supporting Community Shops, Food and Drink Premises and Services

11.2.1 Quality Employment Premises to Support a Sustainable Local Economy

Justification for our policies

Our starting point for growing a sustainable local economy is the protection of what we already have. Our existing main employment areas (which we have defined on Maps 22,23 and 24) should be protected for employment use, reflected in policy BER1. We recognise that changes to the planning system allowing conversion of some types of employment space into other uses without the need for planning permission (through permitted development rights) reduces the relevance of policy BER1, but for all cases where planning permission is required for change of use in our employment areas, policy BER1 applies. Community consultation and our business survey have demonstrated support for this policy¹²⁵.

¹²⁵ In addition to other references supporting the local economy, our business survey results suggested that there is demand for various types of premises, suggesting current supply should be protected from loss and also that the availability of premises will support business development with around 25% of respondents suggesting that this is important. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf>

Policies BER2 and BER3 reflect our desire in this Plan to encourage and support sustainable locations for businesses to be located where feasible and viable (recognising that some rural and coastal businesses will need to be located in those areas because of what they produce or offer) and also to see development come forward which is of high-quality design (alongside other design policies in this Plan) and does not take place at the expense of our valued natural environment or compromise our amenity enjoyed by existing businesses and residents. It also seeks to encourage employment development which is more likely to be used for year-round employment to reduce the seasonality of the local economy, although we recognise that it is not in our interests to support only this type of employment premises.

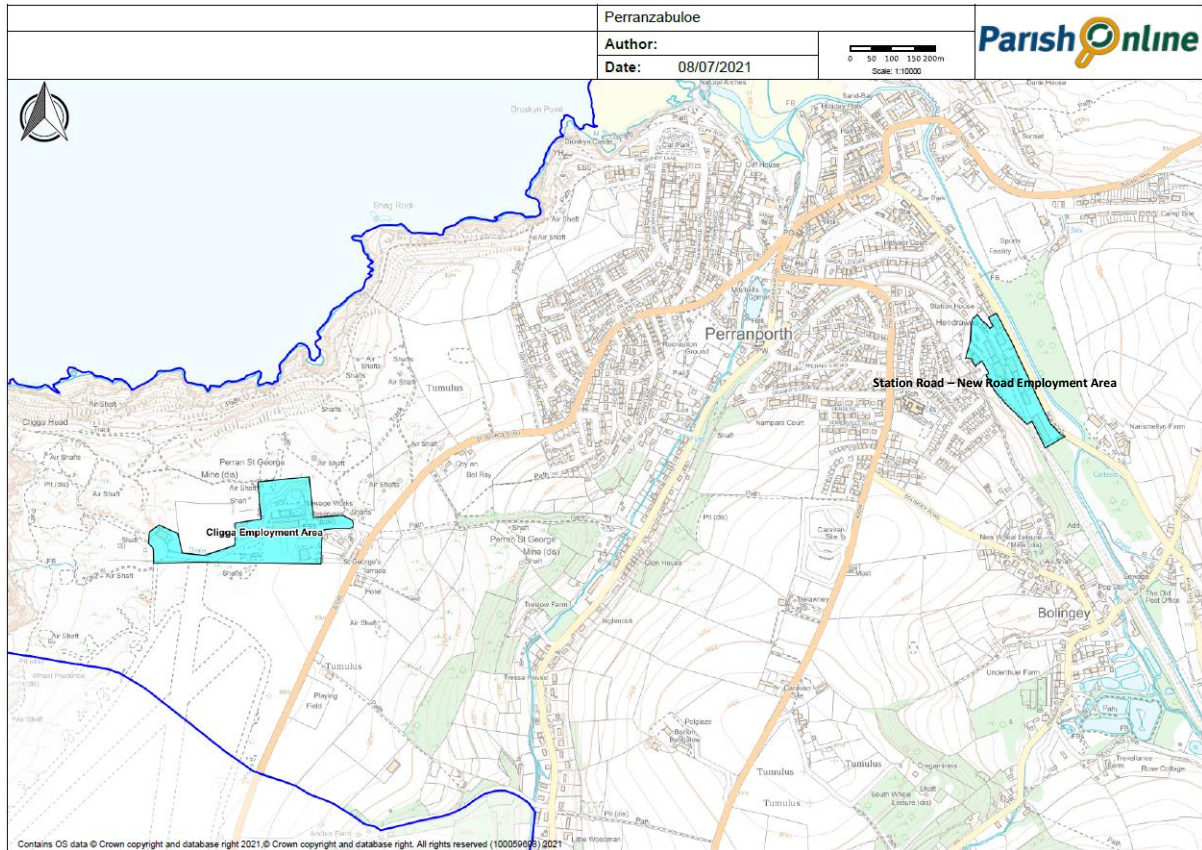
Policies also set out our desire to see previously developed (brownfield) and existing employment areas developed (and extended) for employment use where feasible, before greenfield sites which do not relate to existing employment areas are considered.

Community consultation and our business survey have informed and demonstrated support for this policy with responses suggesting a need to support quality employment opportunities to retain, diversify and grow the local economy¹²⁶. Having a high-quality stock and supply of employment premises has also been a factor highlighted from discussion with local commercial agents with regard to making the area attractive to businesses looking to relocate from other places and also in supporting small and new businesses in the Parish¹²⁷.

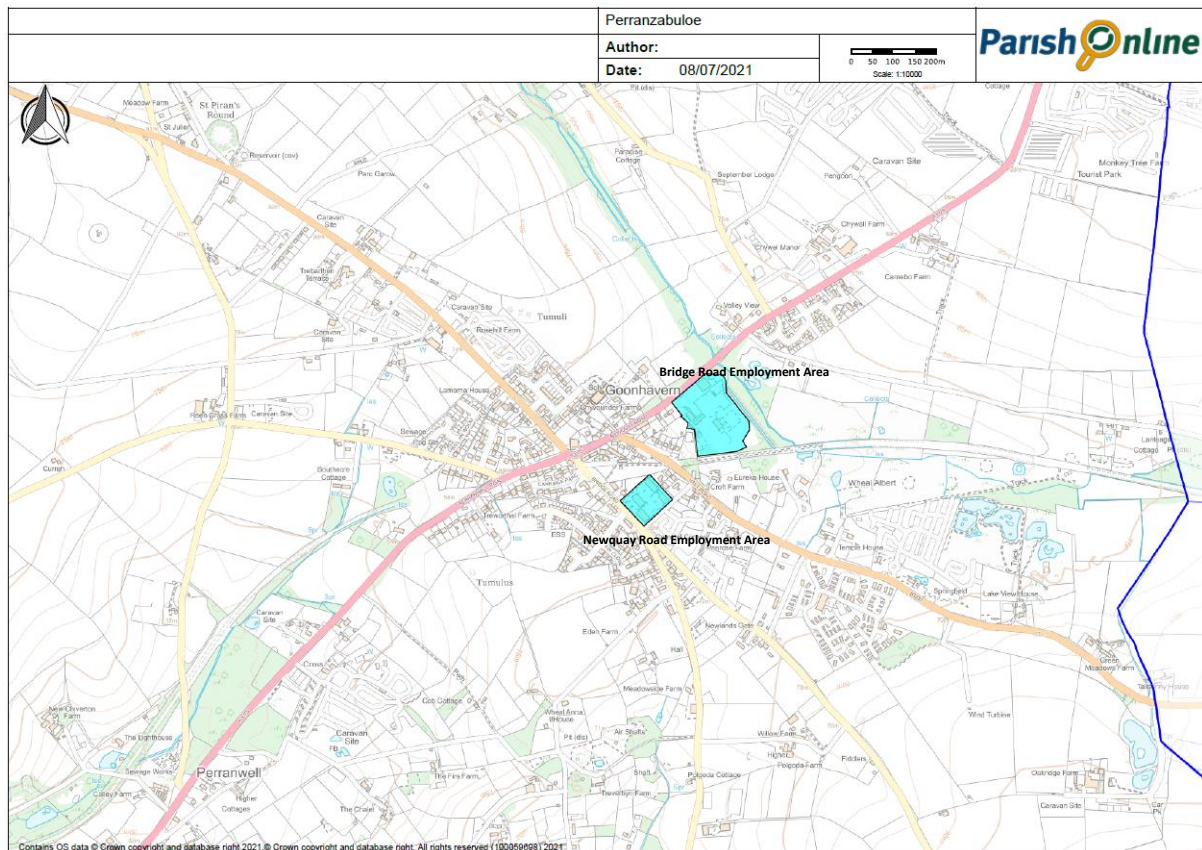
¹²⁶ Our business survey results suggested that improved telecommunications infrastructure such as broadband and mobile speeds and reception would help support their business, and transport issues were raised as needing improvement including traffic and public transport. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf> Respondents to the Community household survey highlighted that local employment opportunities should be protected, new technology and knowledge based industries should be supported to help the local economy and all-year-round employment should be supported. When asked about what types of employment provision is required, there was support for most types but with all-year-round traders receiving the most support at around 95% of people strongly supporting or supporting this type of employment. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

¹²⁷ See correspondence notes with local agents available to view here <https://www.perranplan.co.uk/documents/>

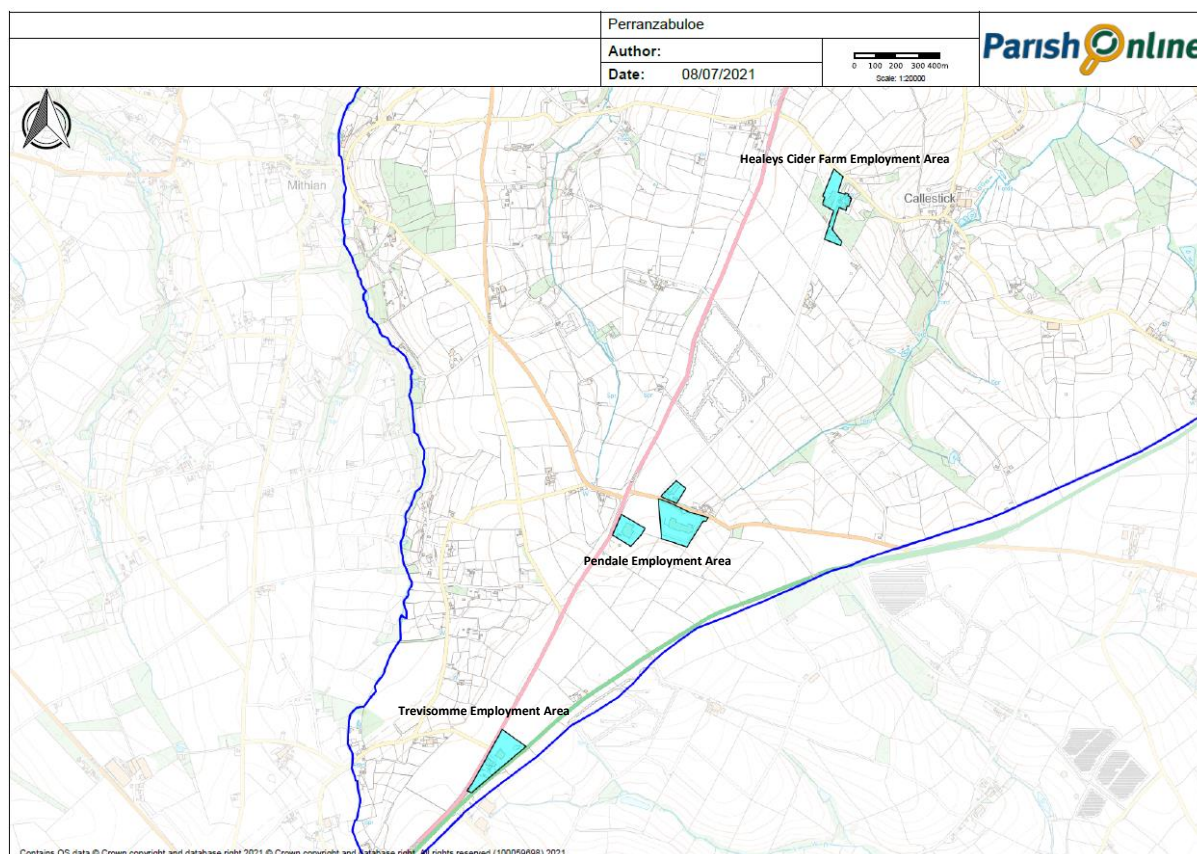
Map 22: Locations of Existing Employment Areas (Perranporth and Cligga)



Map 23: Locations of Existing Employment Areas (Bridge Road and Newquay Road, Goonhavern)



Map 24: Locations of Existing Employment Areas (A30 and Callestick)



Policy BER1: Preventing Loss of Existing Employment Areas

1. Existing employment areas (the locations of which are defined on Map 22, 23 and 24) will be safeguarded for employment uses (outside of permitted development changes of use) to retain and promote a diverse mix of businesses providing goods and services to the Community and visitors.
2. Loss of existing premises and employment use, outside of permitted development, will need to demonstrate that they meet the requirements of Local Plan Policy 5.2.

Policy BER2: Quality Employment Premises

1. Development proposals for employment uses will be supported where:
 - i) their design, size and unit type facilitate all year-round (not summer season dependent) employment uses and jobs;
 - ii) they are in locations that help to reduce the need of residents to travel to locations outside the Parish to access work; and,
 - iii) where viable and feasible, use of existing brownfield sites and employment areas is preferred, over greenfield sites.

2. Where proposals are not viable or feasible on brownfield sites or existing employment areas, greenfield sites will be supported where:
 - i) they are well-served by public transport or a sustainable travel plan is in place; and,
 - ii) they are well-served by good, high-speed telecommunications infrastructure or measures are taken to maximise connectivity speeds.
3. Development proposals for employment uses in all locations should demonstrate that there would be no adverse impact on the following or such impacts can be satisfactorily mitigated:
 - a) the character of the built environment;
 - b) the character of the natural environment and setting;
 - c) residential amenity and / or the amenity of other existing neighbouring uses;
 - d) flood risk;
 - e) traffic conditions;
 - f) noise;
 - g) light pollution; and,
 - h) heritage assets.
4. Developers are encouraged to provide one EV charging point per parking space. Where it is demonstrated that this is not viable or feasible, proposals should provide a reasonable number of EV charging points reflective of the scale of development, number of parking spaces for both employees and visitors and relevant to likely demand.

Policy BER3: Expansion of Employment Sites

Development proposals to extend existing employment areas will be supported where:

- i) the proposal meets the requirements of Local Plan Policy 5;
- ii) the proposal demonstrates flexibility / adaptability in use of the space; and,
- iii) there would be no adverse impact on the following or such impact can be satisfactorily mitigated:
 - a) the character of the built environment;
 - b) the character of the natural environment, landscape and setting;
 - c) residential amenity and / or the amenity of other existing neighbouring uses;
 - d) flood risk;
 - e) traffic conditions;
 - f) noise;
 - g) light pollution; and,
 - h) heritage assets.

11.2.2 New Technology and Hi-tech Industries

Justification for our policy

Our interest in helping to diversify the local economy extends to providing support for high-tech and new technology businesses to add value, increase productivity and help sustain the economy into the future. Support for this sector also links closely to our desire to contribute positively towards the climate emergency, the Cornwall zero carbon by 2030 target and wider economic strategies of the Cornwall and Isles of Scilly Local Economic Partnership (LEP)¹²⁸. Community consultation and our business survey have demonstrated support for this policy¹²⁹ and discussion with local commercial agents has also mirrored these views¹³⁰.

Policy BER4: New Technology and Hi-tech Industries

- 1. To help broaden and develop an all-year-round sustainable local economy (not summer season dependent), development proposals for industries and businesses falling within E(g)(i) and E(g)(ii) of the Uses Classes Order. In particular those based on digital technology and communications and renewable technologies will be supported.**
- 2. Proposals will be supported where there is no adverse impact on the following or such impact can be satisfactorily mitigated:**
 - i) the character of the built environment;**
 - j) the character of the natural environment, landscape and setting;**
 - k) residential amenity and / or the amenity of other existing neighbouring uses;**
 - l) flood risk;**
 - m) traffic conditions;**
 - n) noise;**
 - o) light pollution; and,**
 - p) heritage assets.**

¹²⁸ See <https://www.cioslep.com/assets/file/Final%20CioS%20DRAFT%20Industrial%20Strategy%20-%202009.03.20.pdf> and the “10 Opportunities” prospectus for the Cornwall economy (<https://www.cioslep.com/vision/10-opportunities>). The 10 areas all link to and are part of what we consider to be “hi-tech” and “new technology”. The LEP states that “10 Opportunities was our ‘21st Century’ pitch to Government and business for future investment. It focused on 10 key sectors that play a critical role in growing the economy of Cornwall and the Isles of Scilly now and in the future: Creative, Space, Energy, Agri-Food, Tourism, Marine, Mining, Aerospace, eHealth and Location. It showcases how technology is helping to drive new industries like space, e-health and marine energy, and can transform existing sectors like agriculture and mining.”

¹²⁹ When asked about what types of employment provision is required, there was support through the Community household survey for most types but with all-year-round traders receiving the most support at around 95% of people strongly supporting or supporting this type of employment. Over 95% of respondents agreed or strongly agreed with the statement that new technology and knowledge based industries will become increasingly important. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

¹³⁰ See correspondence notes with local agents available to view here <https://www.perranplan.co.uk/documents/>

11.2.3 Digital Communication Infrastructure Improvements

Justification for our policy

Community consultation and our business survey have demonstrated strong support for improvements to the broadband and mobile phone infrastructure¹³¹. There are clear benefits, also, to accessibility to services online and for social connection across all age groups with improved broadband and mobile connectivity.

The provision of good telecommunications infrastructure to support business also helps to reduce the need to travel and can present a lower carbon option to help reduce the impact of climate change, particularly where electricity grid sources of energy generation are from low carbon and / or renewable technologies. However, there remain some concerns about potential health implications of 5G transmission¹³² and we are keen to ensure that any infrastructure which requires planning permission takes fully into account our valued local landscape and built and natural environment. The infrastructure for delivering 5G (with the benefit of around 10 times current mobile data speeds) or improved broadband connectivity, should not result in the removal of, or damage to, existing trees, hedgerows, wildlife areas and wildlife corridors.

While planning policies cannot require improved broadband or mobile phone signal speeds or bandwidth, we can influence land-use issues such as the location and type of masts used.

Our policy sets out the criteria for such improvements to be acceptable in the Parish, but it should be noted that not all telecommunications infrastructure requires planning permission and so the policy will not apply in all circumstances.

Policy BER5: Digital Communication Infrastructure Improvements

Development proposals (which require planning permission) for infrastructure to support improvements to broadband and other telecommunications which serve residents and businesses in the Parish, particularly the delivery of fibre connectivity and the 5G network, will be supported where they:

- i) are sensitively sited within the landscape and sympathetically designed;**
- ii) do not result in the removal of or damage to trees and hedgerows; and,**

continued >>

¹³¹ Our business survey results suggested that e-business is important with between 50% and 60% of respondents stating that e-business is very useful in relation to purchasing, marketing and sales and a further 20% or so saying that it is useful. Around 10% of respondents to the business survey suggested that live-work units are likely to be needed in the next 3 years. Over 40% said that better broadband will be important for their business development. Around 30% of businesses surveyed said that they classed themselves as “live-work”, although respondents may have identified in this way if they worked from home as an office-based job. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf>
Respondents to the Community household survey highlighted that the new technology and knowledge based industries should be supported, that there is currently inadequate broadband (speeds), all meaning that improved IT communications should be supported through this Plan. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

¹³² As there are considerable health and environmental concerns associated with this technology, on 14th October 2019 the Parish responded to a government consultation exercise which essentially asked whether local parishes were in favour of making the roll out easier by removing planning conditions for mast/infrastructure provision (no mention of trees). The Parish Council responded as follows: “Councillors discussed the issue of 5G installation in detail and feel that any new mast installations and/or changes to existing mast installations should be subject to the usual planning process to enable public scrutiny and ensure as far as possible that installations are in keeping with the local environment. They also expressed concern relating to the potential removal of considerable amounts of greenery and health concerns”. (see minutes 14.10.19)

- iii) do not have an adverse impact on the following or impacts can be satisfactorily mitigated:**
- a) biodiversity and wildlife on the site or its setting;**
 - b) residential amenity and / or the amenity of other existing neighbouring uses; and,**
 - c) health and well-being of the local Community.**

11.2.4 Live-work

Justification for our policy

Policy BER6 adds additional support for a localised and more sustainable economy. National policy supports the opportunity to help support local economies through flexible working practices such as live-work units¹³³. Community consultation and our business survey have both demonstrated support for live-work opportunities¹³⁴.

These types of units can have the beneficial effect of facilitating flexible working practices in the interests of building a stronger local economy, but at a small scale. They will be suitable where there is no adverse effect on the day to day living environment and where the business uses do not impose an unacceptable loss of existing supply of employment space. They typically comprise one floor for use as a workshop and one floor as a one or two-bedroom dwelling, often a flat. They are not the same as a dwelling in which someone simply uses a spare bedroom or study from which they operate their business.

Policy BER6 is designed to facilitate the appropriate development of live-work space. These units will often come about from the conversion of an employment unit or space. We consider that for conversion of existing employment space to form a live-work unit not to be to the detriment of the local economy, proposals should seek to minimise any negative impact on it. This is difficult to demonstrate as space is not necessarily an indicator of how an employment use either benefits or impacts negatively on the economy, while jobs, profit of a company or turnover (which are not necessarily considered as material to a planning application) might. We would suggest, however, that a business owner should be able to live comfortably in the live-work unit and that, depending on the size of the unit in question may equate to 30% – 40% of the internal floorspace area. Another indicator that an applicant might use would be the degree of change in employment space that will be introduced by the proposal and how a proposed business type might outweigh the loss of space in a rural area which needs to retain a core of its employment uses to help maintain the rural sustainability of our economy. Our policy also aims to safeguard the use of live-work units and not for the

¹³³ Paragraph 81 d) states that planning policies should: “be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.” See

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

¹³⁴ Our business survey results suggested that e-business is important with between 50% and 60% of respondents stating that e-business is very useful in relation to purchasing, marketing and sales and a further 20% or so saying that it is useful. Around 10% of respondents to the business survey suggested that live-work units are likely to be needed in the next 3 years. Over 40% said that better broadband will be important for their business development. Around 30% of businesses surveyed said that they classed themselves as “live-work”, although respondents may have identified in this way if they worked from home as an office-based job. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf> Respondents to the Community household survey highlighted that the new technology and knowledge based industries should be supported, that there is currently inadequate broadband (speeds), all meaning that improved IT communications should be supported through this Plan. See <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

development of such units to be an alternative route to an aim of obtaining permission for a dwelling without employment use attached.

Policy BER6: Live / Work

- 1. Development proposals which enable or facilitate working and living in the same building or site will be supported and should demonstrate that:**
 - i) where relevant, they meet the criteria of policy SD2;**
 - ii) the proposed units would be well-related to the uses of the surrounding land and buildings;**
 - iii) the employment floorspace would be equal or greater than that of the residential living space;**
 - iv) the proposed uses would not cause unacceptable nuisance to and would be compatible with neighbouring premises / properties;**
 - v) the proposed development would provide satisfactory living conditions for future occupants; and,**
 - vi) there would be no adverse impact on the following or such impact can be satisfactorily mitigated:**
 - a) the character of the built environment;**
 - b) the character of the natural environment, landscape and setting;**
 - c) residential amenity and / or the amenity of other existing neighbouring uses;**
 - d) flood risk;**
 - e) traffic conditions;**
 - f) noise; and,**
 - g) light pollution.**
- 2. Proposals which seek the change of use of existing employment space to form a live-work unit must demonstrate that such changes:**
 - i) retain existing ground floor employment space; and,**
 - ii) the occupancy of the living space is restricted to a person directly involved with the business being operated.**

11.2.5 Small Scale Business Initiatives

Justification for our policy

Within the context of the need to support the sustainable growth of our local economy and recovery in the future, we have developed the policy below to respond positively to the support for small and micro businesses which are aiming to start-up in the Parish and to developers and landowners wishing to convert or develop new premises for this specific use. Community consultation and our business

survey have demonstrated support for this policy¹³⁵. As with other policies, the policy also sets out criteria which must be followed in order for proposals to be acceptable, in order to protect the quality of our environment.

Policy BER7: Small Scale Business Initiatives

Development proposals for premises for small-scale start-up, micro and small businesses occupying premises of up to 500 sq. metres will be supported where they:

- i) are located in existing employment areas (defined on Maps 22, 23 and 24); or,**
- ii) are located within development boundaries; or,**
- iii) make best use of redundant buildings;**

And,

- iv) there would be no adverse impact on the following or such impact can be satisfactorily mitigated:**
 - a) the character of the built environment;**
 - b) the character of the natural environment, landscape and setting;**
 - c) residential amenity and / or the amenity of other existing neighbouring uses;**
 - d) flood risk;**
 - e) traffic conditions;**
 - f) noise; and,**
 - g) light pollution.**

11.2.6 Business Opportunity Areas

Justification for our policy

Within the context of supporting a sustainable local economy, we wish to respond in a supportive way to the Local Plan's identified need for additional employment floorspace across the CNA¹³⁶ as a whole and also the role that the Parish can and does play in a wider functional economic area.¹³⁷

¹³⁵ For example, our business survey results suggested that we have a good base of established local businesses and that most local businesses are small and medium sized enterprises. As previously identified around 30% of respondents identified as "live-work" which indicates also likely office-based jobs working from home but also that these could be smaller and medium sized businesses. A combined 10% operate out of a studio or workshop which also indicates smaller scale businesses. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf>

¹³⁶ See section 1 of this Plan. In summary, the Local Plan requires 15,167 m² of office floorspace and 9,333m² of industrial floorspace to be delivered in the St. Agnes and Perranporth CNA between 2010 and 2030. Discounting completions and commitments between 2010 and 2015, this leaves 8,668m² of office and 3,846m² of industrial floorspace to be accommodated (although it must be noted that these figures do not apply just to Perranzabuloe Parish). At the time of drafting this Plan up-to-date figures were not available from Cornwall Council.

¹³⁷ Economic zones do not operate to Parish boundaries and the NPPF supports the need for planning policies to reflect the nature of how rural economies work and act in a wider than Parish context. NPPF paragraph 84 states that "Planning policies and decisions should recognise that sites to meet local business and Community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist." See

Community consultation and our business survey have demonstrated support for providing a range of types and sizes of employment premises.¹³⁸ Discussions with local commercial agents and promoters of employment development have suggested that while demand for office space is not increasing across the Parish as a whole, gaps which could be filled in both office but also light industrial and distribution businesses are most likely to be preferred, from a market perspective, in strategic locations with good access. For our Parish this means along the A30 corridor which will see road improvements along the route between Carland Cross and Chiverton Cross¹³⁹. Businesses across the county often prefer good connection to the main county spine road to enable good accessibility to the rest of the county and beyond.

While our existing main employment areas provide supply of larger format accommodation, responding to the Local Plan's identified additional floorspace needs which should be delivered across the CNA, we have identified two areas along the A30 corridor which could, therefore, be suitable for additional supply of employment floorspace where this cannot be accommodated within the defined development boundaries in this Plan. As a contribution to the identified strategic need for additional employment floorspace in the Local Plan, the A30 corridor is likely to be a more attractive opportunity to a growing or incoming large business than the edge of Perranporth given the ease of access. Any proposals coming forward in this location must be complementary to the size and format of employment space (and particularly vacant premises) in Perranporth (rather than providing accommodation in direct competition) and also align with Policy BER2, which includes the need for a sustainable travel plan to be in place for the proposal to be acceptable. We have also identified an opportunity to extend employment uses at Cligga, although any proposals in this location should take particular note of other policies in this Plan relating to the various landscape and heritage sensitivities along the coastline.

We would expect any development coming forward in these locations to be supported by an appropriate assessment of traffic impacts which should consider the operation of the SRN in line with national planning practice guidance and DfT Circular 02/2013.

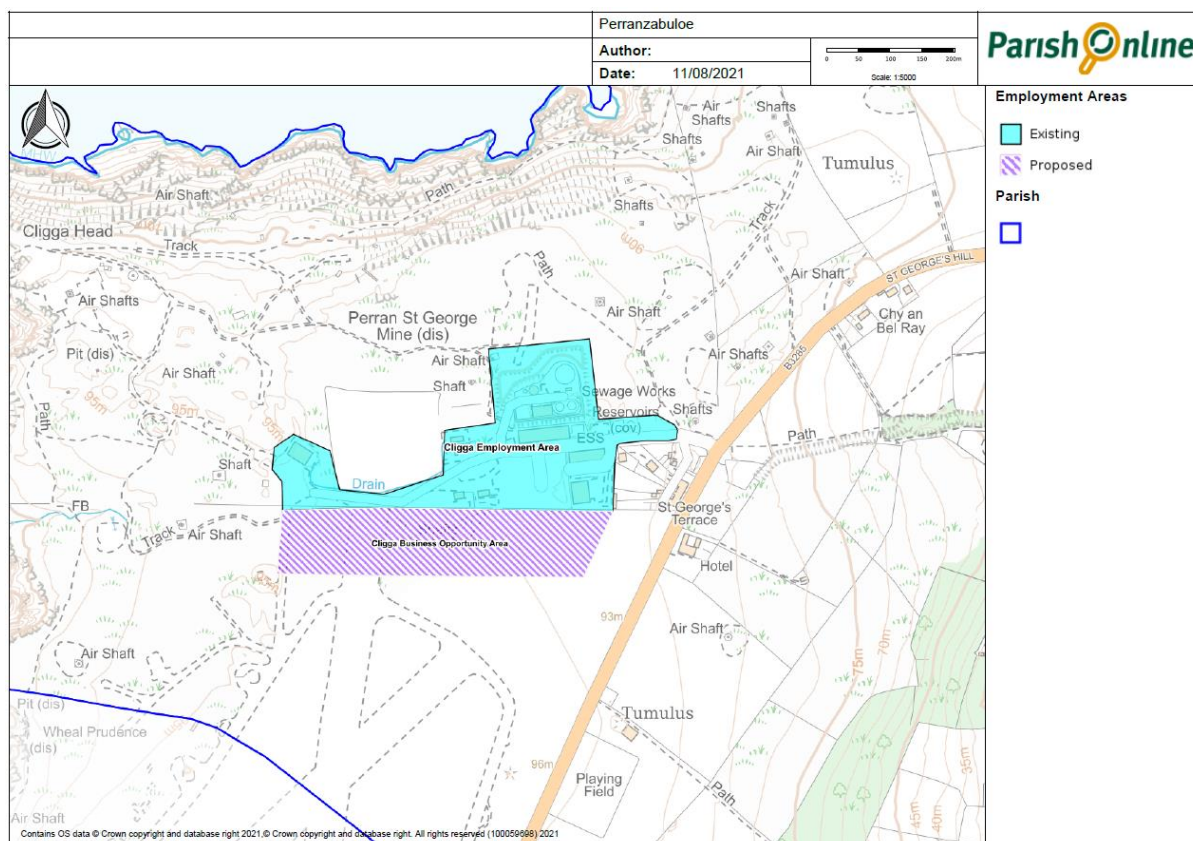
It should be noted that the Business Opportunity Areas are not an allocation of land for employment uses but an indicative area (marked by pink hatching on Maps 25, 26 and 27) within which employment use could be acceptable subject to fulfilling criteria in Policy BER8 and other development Plan policies.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

¹³⁸ For example, our business survey results suggested that there is some demand for larger units in the Parish. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf>

¹³⁹ For example, there are understood to be plans to bring forward an extension of the existing employment space at Trevisson Park.

Map 27: Indicative Cligga Business Opportunity Areas (not allocated land)



Policy BER8: Business Opportunity Areas

1. The Business Opportunity Areas identified on Maps 25, 26 and 27 are our preferred indicative locations for the expansion of employment premises where provision cannot be made within the development boundaries. These areas are not allocated sites but indicate an “in principle” preference.
2. Development proposals for E(g)(i), E(g)(ii), E(g)(iii), B2 and B8 and related Sui Generis uses of a scale not appropriate in the defined settlement areas will be supported within the indicative Business Opportunity Areas where they:
 - i) demonstrate demand for the proposed use;
 - ii) complement and do not directly compete with existing vacant employment space of a similar type in Perranzabuloe;
 - iii) demonstrate that the proposed use will create employment opportunities for residents of the Parish;
 - iv) meet the requirements of Policy BER2: Quality Employment Premises and Policy BER3: Expansion of Employment Sites;
 - v) meet the requirements of Local Plan Policy 5.2 and,
 - vi) can demonstrate that the development will not cause harm to heritage assets.

11.2.7 Supporting Village Centre Uses, Retail, Food and Drink and Services

Justification for our policies

The retail sector is an important part of the local economy, not only for the day-to-day needs of residents but also to support the needs of visitors during the tourism season. Prior to the Covid-19 pandemic, we had already seen a degree of contraction in recent years¹⁴⁰, due in part to growth of online sales. The pandemic accelerated this impact with retail businesses unsure of how the future of trading in the Parish (both local and national chain retailers) will be affected. Despite this, data suggests that visitor numbers were high during the summer of 2020 and we have seen good recovery since that time, with the growth in ‘staycations’ despite changes to the economy nationally and a cost of living crisis during 2023. Overall, it seems likely that footfall in the village centre will be consistent with past trends and it seems unlikely that larger major national retailers will be attracted to Perranporth, equating to a need for continued support for smaller traders and independents.

Our “bottom line” needs to be to protect what we have while supporting positive change. This does not mean stopping the conversion of all vacant retail units (which planning policies cannot do anyway) but providing policy support which helps to enable the retention of retail uses where the market will support viability of such businesses. We have therefore identified a ‘primary shopping area’ which defines the main shopping area in Perranporth within which we see the retention and enhancement of retail provision, but also other complementary main “town centre uses” as a priority¹⁴¹. In this area, our preference is for the main and majority of uses to be year-round businesses which fall into the use class categories of E(a), E(b) and E(c)¹⁴². Alongside this, however, the Plan is supportive of extending the tourism and visitor season where proposed uses do not compromise but add to the retail and other services offer in the centre.

Our policies also aim to help diversify the local economy by providing support to retail which will not be confined to trading during the tourism season and support the expansion and diversification of existing retail premises subject to meeting criteria which are consistent with other aims and objectives of this Plan. By protecting a strong and varied cluster of year-round businesses in the heart of the village centre, it will enhance its overall trading strength, viability and longevity.

Supporting the economy of the Perranporth village centre and increasing footfall will be pursued through a variety of measures, with planning policies and the **Perranporth Strategic Masterplan** (see Appendix 4) guiding and supporting their implementation. These include:

- Improving accessibility for pedestrians;

¹⁴⁰ See notes of meetings with local commercial agents for further information available here <https://www.perranplan.co.uk/documents/>

¹⁴¹ The NPPF provides policy support for the definition of primary shopping areas in paragraph 85 b). See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf. The NPPF defines “main town centre uses” as “retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).”

¹⁴² Use class E(a) are those premises which see the display or retail sale of goods, other than hot food. E(b) is the sale of food and drink for consumption (mostly) on the premises. E(c) is the provision of financial services, professional services (other than health or medical services) or other appropriate services in a commercial, business or service locality. Use classes are defined by Government. They can be seen in full here - https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use. Change from some use classes to others are classed as permitted development not requiring planning permission and therefore not subject to planning policies to determine their appropriateness.

- Improving the quality of exterior appearance of buildings, for example, through improved shopfronts;
- Creation of areas for improved off-street loading and unloading for retailers;
- Improvements to facilities and spaces which support seasonal or event-based trading;
- Bringing retail, food and drink ‘into the outdoors’ through active shopfronts; and,
- Introducing environmental improvements such as ‘greening’ through planting, partial or full pedestrianisation and improved wayfinding.

The Masterplan focuses on the High Street and surrounding area and suggests various improvements to the village centre through a Public Realm Strategy. Proposals and guidance are grouped around:

- traffic, circulation and wayfinding;
- “Areas of Intervention” to improve pedestrian routes and crossings, the streetscape and open spaces; and,
- shop front design guidance to help guide improvements to the façades and character of shopping areas.

The associated improvements in the village centre will also contribute positively to reduced local pollution and cleaner air, safer movement and increased carbon absorption. The Masterplan’s proposals for the village centre have been tested against the Health Streets Guide healthy streets indicators¹⁴³.

Inclusion of the Masterplan in this Plan and reference in our policies give it statutory weight in the planning system.

Outside the heart of the village centre (i.e. the primary active shopping frontage area defined on Map 28) we have identified a secondary active shopping frontage area within which there could be a broader variety of retail and leisure types and service providers including those dependent on or trading with a seasonal offer such as ‘bucket and spade’ shops. These form an important part of the centre’s economy, particularly in the summer months. Our preference of uses in the secondary area include E(a), E(b), E(c), E(e), E(g)(i)¹⁴⁴ and others which are in their own class (or *sui generis*)¹⁴⁵.

It is recognised that the Plan can have only a limited role in structuring the village centre and location of “town centre uses” given that the Government’s planning policy has introduced increasing flexibility, for example, with the conversion of many types of uses to dwellings and other uses now not requiring planning permission. However, where proposals do require planning permission, our policies will apply.



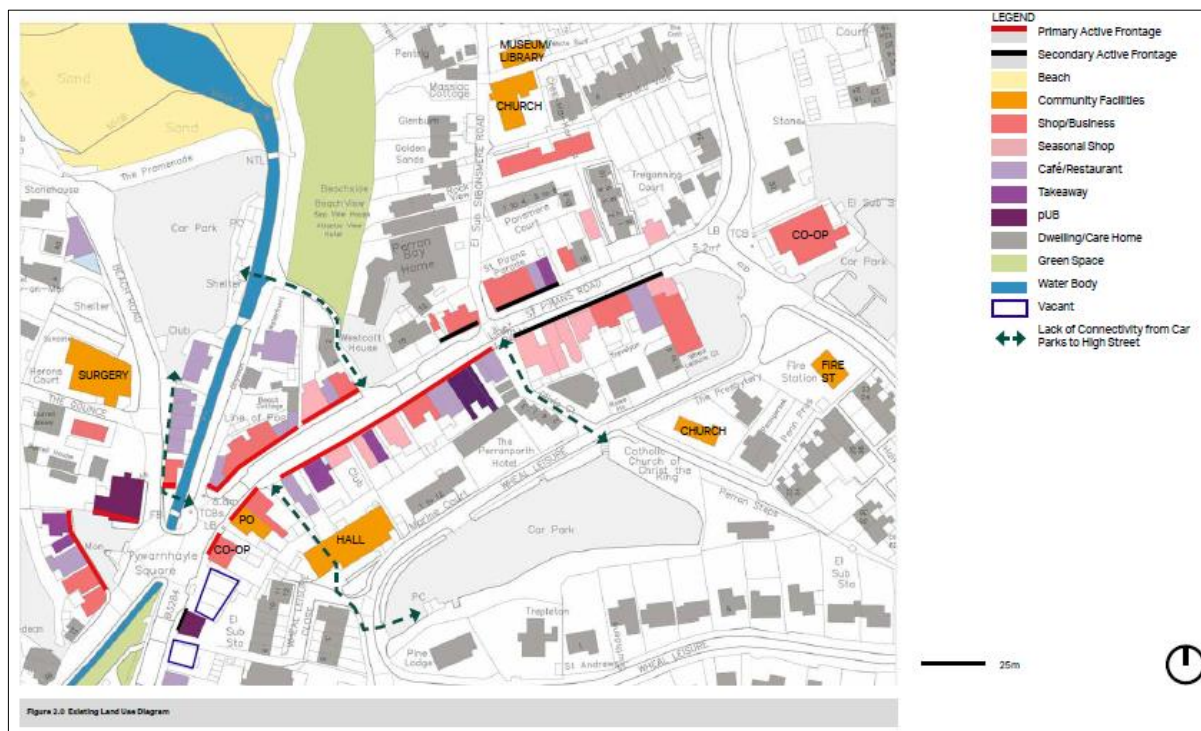
Healthy Streets Guide Indicators

¹⁴³ Healthy Streets Guide indicators are explained further in the Strategic Masterplan in Appendix 4.

¹⁴⁴ Use class E(e) is for provision of health or medical services (except the use of premises attached to the residence of the consultant or practitioner). E(g)(i) is for offices to carry out any operational or administrative functions.

¹⁴⁵ Such as theatres, launderettes, taxi businesses, public houses, wine bars, or drinking establishments, drinking establishments with expanded food provision, hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises), venues for live music performance, and cinemas.

Map 28: Perranporth Primary and Secondary Active Frontage Shopping Areas and Other Uses



Source: p.15, Existing Land Use Plan, Perranporth Strategic Masterplan, AECOM

Within this context, in the Perranporth village centre, it is critical that ground floor units are retained for some form of business use to help retain and grow the local economy. The importance of this measure is reflected in policy BER9.

In the wider Community, extension of existing and new Community shops and premises which provide essential products and services which help to retain sustainability, Community life and reduce inequalities will be supported in principle.

Community consultation and our business survey have demonstrated support for these policies¹⁴⁶ and with the future uncertain for local retailers our policies are designed to be as supportive as they can be within the remit of our plan and planning policies on supporting and helping to regulate positive change in retail.

Policy BER9: Perranporth Village Centre Uses

- 1. Perranporth’s primary and secondary active shopping frontage areas are defined on Map 28.**
- 2. The preferred uses within:**
 - i) the primary active shopping frontage area are E(a), E(b) and E(c); and,**
 - ii) the secondary active shopping frontage area are E(a), E(b), E(c), E(e) and E(g)(i) and sui generis uses for theatres, launderettes, taxi businesses, public houses, wine bars, or drinking establishments, drinking establishments with expanded food provision, hot food**

continued >>

¹⁴⁶ For example, our business survey results suggested that there is some support for additional retail premises being needed for retail in the next 3 years with around 8% of respondents identifying this as a need, although a low level of support this still suggest need for a supportive policy. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf>

takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises), venues for live music performance, and cinemas.

3. Development proposals (which require planning permission) for the conversion of existing premises to and development of new premises:
 - i) Within either the primary or secondary active retail frontage areas will be supported where it is demonstrated through a business plan or as part of the Planning Statement, that the proposed use will be in operation /open for more than 9 months (continuously) of the year.
4. Within the primary and secondary active shopping frontage areas, loss of existing ground floor premises in E(a), E(b) and E(c) use will only be supported where it can be demonstrated by the applicant that pro-active marketing has taken place for these use classes for a minimum period of 9 consecutive months without new occupation.

Policy BER10: Shop Front Design in Perranporth

Development proposals for new and alterations to existing shopfronts in Perranporth should demonstrate in a Planning Statement how they have taken full account of and align with the shop front design principles set out in the Perranporth Strategic Masterplan (see Appendix 4).

Policy BER11: Perranporth Village Centre Traffic, Circulation and Wayfinding

Development proposals which support, deliver or help enable delivery of the traffic, circulation and wayfinding proposals which form part of the Perranporth Public Realm Strategy and are detailed in the Perranporth Strategic Masterplan (see Appendix 4) will be supported in principle where they respond positively to the requirements of policy TT1: Transport Plan.

Policy BER12: Perranporth Village Centre Areas of Intervention

Development proposals which support, deliver or help enable delivery of the proposed Areas of Intervention which form part of the Perranporth Public Realm Strategy and are detailed in the Perranporth Strategic Masterplan (see Appendix 4) will be supported in principle where they respond positively to the requirements of policy TT1: Transport Plan. These proposals include:

- i) Saint Piran's Road pedestrian crossings and routes;
- ii) Saint Piran's Road streetscape upgrade;
- iii) Beach Lane open space upgrade; and,
- iv) Tywarnhayle Square public realm upgrade.

Policy BER13: Retail Expansion in Perranporth, Goonhavern and Bolingey

Development proposals for new or expanded E(a), E(b) or E(c) premises above permitted development thresholds within the defined settlement areas of Perranporth, Goonhavern and Bolingey which create a total combined gross internal area of less than 1,500 sq. metres will be supported provided:

- i) the scale and nature of the development will be appropriate to the size and character of the immediate surroundings; and,
- ii) that the business will not adversely affect the locality and amenities of local residents.

Policy BER14: Provision for (Consumer) Waste Facilities at Hot Food Takeaways in Perranporth, Goonhavern and Bolingey

1. Development proposals for Sui Generis (hot food takeaways) use will only be supported within the defined development boundaries of Perranporth, Goonhavern and Bolingey.
2. Proposals must demonstrate, as part of a Planning Statement, that provision has been made for adequate facilities on-site for waste management for both the occupier and customers and storage (including to aid the recycling of all bulk and product packaging).

Policy BER15: Supporting Community Shops, Food and Drink Premises and Services

Development proposals for new and extension of existing Community or neighbourhood convenience retail shops, food and drink and premises providing essential services such as (but not limited to) pharmacies in Goonhavern and Bolingey (which fall within use classes E(a) to E(f) inclusive and sui generis (such as public houses, hot food takeaways and launderettes)) will be supported in principle.

11.3 Community Actions and Projects

For this theme, the projects and actions which will be explored and pursued are to:

- Engage in a dialogue with key stakeholders and partners to identify opportunities to deliver the suggested environmental enhancements set out in the Perranporth Strategic Masterplan.
- Encourage the use of the Shopfront Design Guidance in the Perranporth Strategic Masterplan on premises where planning permission is not required for improvements to shopfronts.

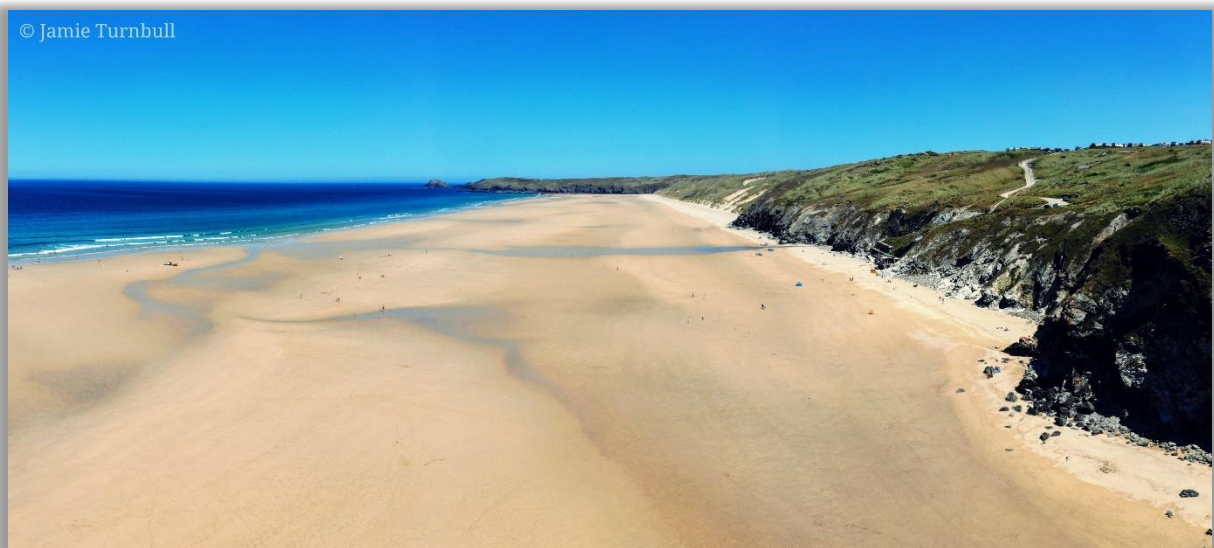
12. Tourism

12.1 Introduction

As we have set out above, tourism is a key sector in the local economy. In the wider context, the economic benefits of tourism to the Cornish economy and the assets, too numerous to mention, are well documented¹⁴⁷.

The Parish benefits from many assets which attract visitors focusing around the dunes, beach and coast and heritage landscape. Away from the offer of the natural and historic environments, the Parish has several sports and leisure facilities, a museum, a library and many outdoor activities (sea and land side) operators in the area. The Parish has a wide variety of accommodation options for tourists, from the traditional self-catering, hotel and bed & breakfast establishments to camping, glamping, caravan and static caravan sites. The Parish also hosts popular events including the annual triathlon and the annual music festival “Tunes in the Dunes” which is held on the beach. The Parish also acts as a well-located base for tourists wishing to explore much of the rest of Cornwall.

Perranporth Beach



Managing the tourism economy in a positive way to continue to benefit the local economy, growing its offer in a sustainable way, lengthening the season and supporting indoor and other wet weather options for visitors and tourists staying in the Parish are all important moving forward. At the same time, we need to broaden our economy to make it more resilient to change and any future shocks and continue to improve the high quality offer we have, meaning that tourism needs to work alongside and as part of a wider offer in the Parish.

The Local Plan provides the strategic policy backdrop through Policy 5: Business and Tourism, and as set out in section 1, the objectives for the wider Community Network Area (CNA) include: “to support

¹⁴⁷ For example, see <https://www.cornwall.gov.uk/leisure-and-culture/tourism-and-travel/>, <https://businesscornwall.co.uk/latest-news/2019/03/tourism-sector-growing-report/>, <https://www.cioslep.com/about/lep-chair-blog/article/42/2019/07/22/tourism> and <https://www.cornwalllive.com/news/cornwall-news/what-tourism-look-like-cornwall-2668685?cmpredirect=>.

the tourist industry and enable employment opportunities”¹⁴⁸. National policy also provides a positive policy framework for supporting tourism through a prosperous rural economy¹⁴⁹.

Outside the planning system, we are conscious that the Parish, and Perranporth in particular, could do more to self-promote, an action which can be carried forward outside the planning process, but which is integral to improving and diversifying the offer.

Perranporth, behind Boating Lake



12.2 Policies

The policies which follow in this section and which respond to the aims and objectives in section 2.2 are:

- Policy TO1: Existing and New Static Caravan, Camping, Glamping and Towing Caravan Sites
- Policy TO2: New Built Tourist and Visitor Accommodation (Bed and Breakfast, Hotels, Guest Houses and Purpose-built Holiday Lets and Lodges)
- Policy TO3: Broadening the Visitor and Tourism Offer through Sustainable and Wet Weather Attractions

12.2.1 Supporting a Sustainable and Rounded Local Tourism Economy

Justification for our policies

We have built a suite of policies which support a sustainable tourism economy which also encourages opportunities to diversify within the sector while setting criteria to ensure that any growth takes place in a way which protects and enhances the quality of our environment and alongside a diversifying economy which is less reliant on the tourist season.

The policies tie-in closely with those in the Natural Environment, Traffic and Transport and Business, Employment and Retail sections. Similar to previous sections and policies, our policies for tourism seek

¹⁴⁸ See paragraph 8.1, <https://www.cornwall.gov.uk/media/28188310/local-plan-cna-sections-pr2.pdf>

¹⁴⁹ Paragraph 83 c) of the NPPF

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf) states that planning policies and decisions should enable “sustainable rural tourism and leisure developments which respect the character of the countryside”.

to protect existing assets from loss, and provide positive support for additional, higher density and extended facilities and accommodation, subject to meeting criteria which prevent adverse impact to the things that we value the most. All of the policies which follow seek to improve connectivity to and from tourist facilities and sites via footpath and cycle routes, connecting them to the surrounding countryside or settlements. Community consultation and our business survey have demonstrated support for these policies¹⁵⁰.

Policy TO1: Existing and New Static Caravan, Camping, Glamping and Towing Caravan Sites

- 1. Development proposals which result in the loss of the whole or part of existing static caravan, camping, glamping and towing caravan sites to alternative uses, not associated with its main or ancillary uses, will not be supported. Where loss is unavoidable, the preferred use of such sites is to return it (or allow it to return to) natural landscape and habitat.**
- 2. Development proposals for new static caravan, camping, glamping and towing caravan sites on land which is previously undeveloped, agricultural or open space will not be supported.**
- 3. Development proposals for the extension or intensification of use (through increased occupancy or density of units) of existing sites for statics, camping and caravans will only be supported where proposals demonstrate that:**
 - i) there would be no adverse visual impact to cross-country views and the landscape character of the area or impacts can be satisfactorily mitigated;**
 - ii) the site has direct access to the public footpaths, cycle tracks and public transport; and,**
 - iii) the proposal meets the requirements of Local Plan Policy 5.**

Policy TO2: New Built Tourist and Visitor Accommodation (Bed and Breakfast, Hotels, Guest Houses and Purpose-built Holiday Lets and Lodges)

- 1. Development proposals for new built tourist and visitor accommodation (Bed and Breakfast, Hotels, Guest Houses and Purpose-built Holiday Lets and Lodges) will only be supported where proposals demonstrate that:**
 - i) they are accessible by a wide range of transport modes;**
 - ii) they are appropriate in scale and character to their setting and location;**
 - iii) there would be no adverse impact on the landscape character of the area or impacts can be satisfactorily mitigated;**
 - iv) the site has direct access to the public footpaths, cycle tracks and public transport; and,**

continued >>

¹⁵⁰ Our business survey results (Question 16) suggested that there is not significant demand for new additional tourist accommodation, replicated in the Community household survey responses where most respondents disagreed or strongly disagreed that there is a need for more B&Bs (including "Air B&B"), 2nd homes, static caravans or more hotels. However, almost 40% of respondents support a longer tourist season. The household survey results also supported greater diversification of the tourism economy with strong support for more outdoor activities, cultural activities and some support for more event space. At the same time, over 90% agreed or strongly agreed that a longer season would be beneficial, suggesting that wet weather / indoor opportunities would help to achieve this. Comments also suggested that there is a need for improved marketing for Perranporth, although this is outside the remit of this Plan. See <http://www.perranplan.co.uk/uploads/2019-10-BETI-presentation.pdf> and <https://www.perranplan.co.uk/2019/10/21/public-survey-results-initial-findings/>

- v) the proposal meets the requirements of Local Plan Policy 5.
2. Such proposals should have regard to the need to maintain a range of tourist accommodation types in the Parish.

Policy TO3: Broadening the Visitor and Tourism Offer through Sustainable and Wet Weather Attractions

1. Development proposals for sustainable / green tourism visitor facilities and opportunities (for example: heritage trails, cycle trails and coastal activities) will be supported where:
 - i) they are accessible by sustainable transport;
 - ii) they have no adverse impact on the undeveloped coast area; and,
 - iii) can demonstrate there will be no detrimental impact on the natural or landscape asset or the overall character of the natural environment and its wildlife or impacts can be satisfactorily mitigated.
2. Development proposals for the creation of wet weather leisure facilities will be supported where they:
 - i) are accessible by public transport;
 - ii) are in or adjacent to existing settlements and / or within existing holiday parks;
 - iii) are intended to be available to residents and visitors; and,
 - iv) have no adverse impact on neighbouring properties through visual, noise and / or light impact or such impacts can be satisfactorily mitigated.

13. Delivery, Monitoring and Review

While there is no statutory requirement for the impact of this Plan and its policies to be monitored, the Parish Council will periodically monitor the impact of policies on change in the Parish by considering the policies' effectiveness in the planning application decision making process.

A full or partial review of this Plan is unlikely to be considered necessary during its lifetime unless triggered by changes to legislation, changes to national or Cornwall-wide planning policies or significant planning issues being raised by the local Community which cannot be dealt with effectively by a combination of national, local authority and / or existing Neighbourhood Development Plan policies.

14. Glossary

We know that not everyone knows about the planning system or the planning terms used. We have set out, below, some of the most commonly used terms and what they mean. Some of these are used in this Plan, others are not.

“Affordable housing” - Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). In broad terms, it normally includes affordable housing for rent, starter homes, discounted market sales, shared ownership, relevant equity loans, other low-cost homes for sale and rent to buy.

“Allocation / allocated land” - An allocation in a Local Plan or Neighbourhood Development Plan is a specific area of land (site) which is defined on a map by a boundary. A planning policy defines what type and scale of development should take place there. It is not the same as planning permission and proposals on the site still has to be taken through the planning application process.

“Approvals” - When a development receives planning permission, it is considered as an approval.

“Commitments” - All land with current planning permission or allocated in adopted development plans (Local Plans or Neighbourhood Development Plans) for development (particularly residential development).

“Completions” - When housing development which has required planning permission, has been finished it is considered a completion.

“Deprivation” - The Government identifies deprivation in its Index of Multiple Deprivation which measures, in small areas, relative deprivation using various indicators (income, education, employment, health, crime, barriers to housing & services and the living environment).

“Design Guide” - A document providing guidance on how development can be carried out in accordance with good design practice with a view to retaining local distinctiveness.

“Permitted development” - Permission to carry out certain limited forms of development without the need to make an application to a local planning authority, as granted under the terms of the Town and Country Planning (General Permitted Development) Order.

“Planning application” - A planning application is made to a local planning authority to seek planning permission.

“Planning permission” - Formal approval sought from a local planning authority allowing a proposed development to proceed. Permission may be sought in principle through outline planning applications or be sought in detail through full planning applications.

“Previously developed land / brownfield land” - Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

“Public realm” - The public realm embraces the external places in our towns and cities that are accessible to all. These are the everyday spaces that we move through and linger within, the places where we live, work and play. It includes everything which is not private including roads and footways, pedestrianised areas, green spaces, the seafront, public parks and gardens and so on.

“Development” - Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.

“Major development” - For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

“Sustainable development” - At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The National Planning Policy Framework (Government planning policy) explains in greater depth what this means in the English planning system.

Appendix 1 – Policy Matrix (identifying links between policies and cross-cutting issues) *(see separate document)*

Appendix 2 –Development Boundaries (*see separate document*)

Appendix 3 – Perranzabuloe Design Code (*see separate document*)

Appendix 4 – Perranporth Strategic Masterplan (*see separate document*)

Appendix 5 – Natural England (MAGIC) Designation and Habitat Mapping and Cornwall Council Mapping (*see separate document*)

Appendix 6 - Cornwall Wildlife Trust Mapping (defined habitat and hedgerow areas of protection) *(see separate document)*

Appendix 7 – Landscapes of Local Significance (detailed maps) (*see separate document*)

Appendix 8 –Settlement Gaps and Green Buffers (detailed site area maps) *(see separate document)*

Appendix 9 – Local Green Space - detailed site areas and locations
(see separate document)