



# **St Erth Neighbourhood Plan**

## **Changes document**

**Steering Group – 30 November 2016**

## Maps

Proviso added

**NB: All maps within the Plan are for illustrative purposes only. The relevant body should be consulted in every case where applicable to a planning application.**

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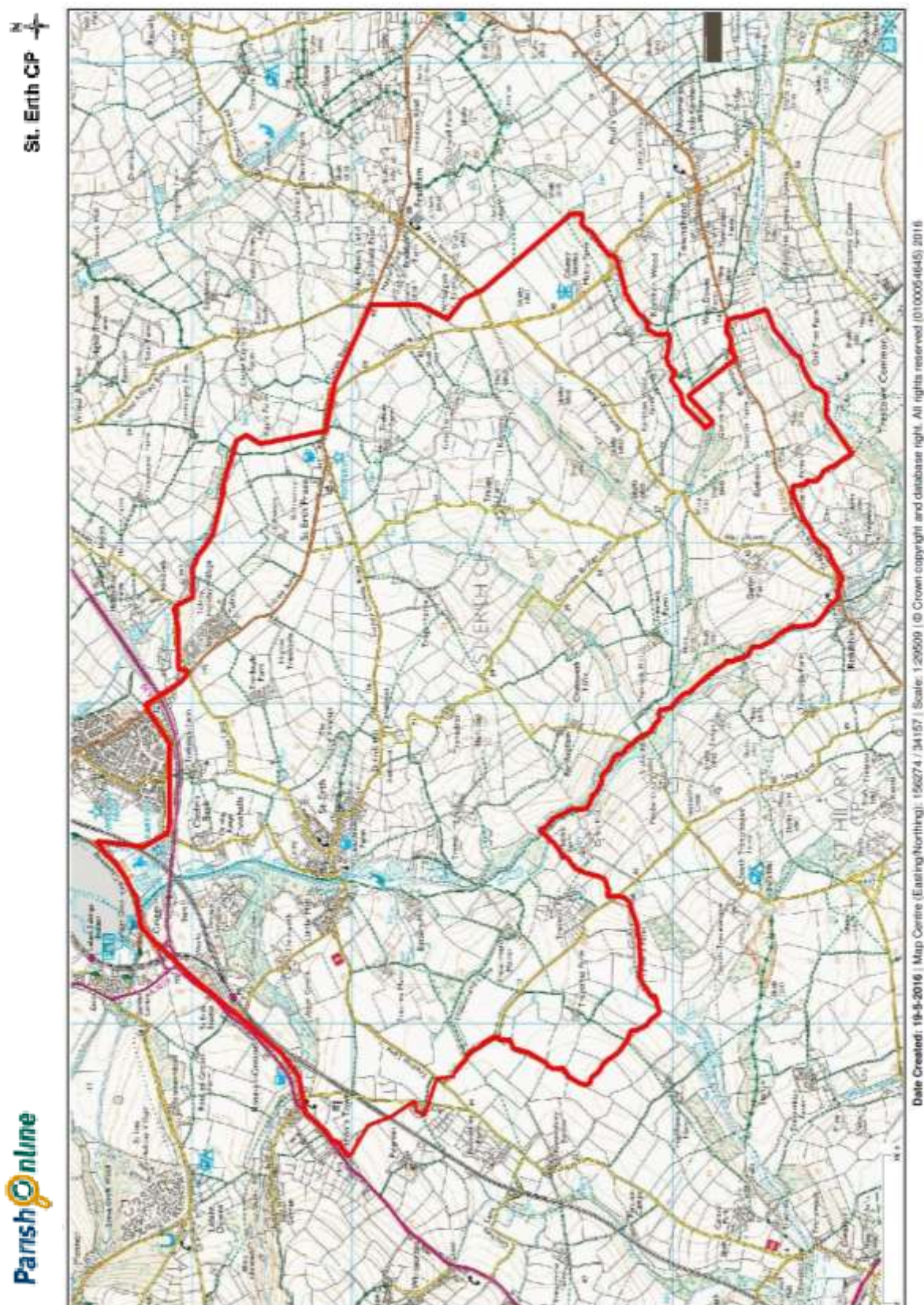
Proviso added

Corrected

**NB: All maps within the Plan are for illustrative purposes only. The relevant body should be consulted in every case where applicable to a planning application.**

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**NB:** All maps within the Plan are for illustrative purposes only. The relevant body should be consulted in every case where applicable to a planning application.



## GENERAL POLICIES

### PAGE 4

#### **0.1 *We recognise the need to minimise flood risk and are working with the Environment Agency to achieve this*** ***Some properties are at risk from flooding and require defending***

##### Introduction

Some areas in the River Hayle corridor and its tributaries are within Flood Risk Zones 2 and 3 as shown on the Environment Agency's Flood Risk Map **Flood Map for Planning (Rivers and Sea)** (EAFM). ...

Corrected

...

Corrected

New development within either the river floodplain or the coastal plain is at risk from flooding as shown on the **EAFM** ~~Environment Agency's Flood Risk Map (Appendix A)~~ and it could increase the possibility of flooding  
3 paragraph 3 of GP 1

The sites identified in the Plan for residential development are areas of low or no flood risk. Development in areas of Flood Risk Zones 2 and 3 as identified by the EAFM will only be ...

Both agreed and added

### **PAGE 6 – two additional policies**

#### **0.3 *Designing out Crime***

##### Introduction

The Crime and Disorder Act 1998 (CDA) established that the responsibility of reducing crime does not fall solely to the police. Section 17 of the CDA requires local authorities to consider the crime and disorder implications of all their activities and functions and do all that they reasonably can to reduce these problems. Designing out crime and designing in community safety through planning can be a vital tool in fulfilling this duty. Through careful design at the planning stage and discussion with the local public services the potential for crime and disorder in new developments can be reduced, together with road and fire safety being addressed. This applies to all forms of development not just housing. It is just as relevant for car parks, footpaths, play areas and any commercial/retail development.

##### Evidence/justification

Paper – Planning out Crime, Briefing from the LGA for prospective police and crime commissioners; <http://www.securedbydesign.com>; Secured by Design, Design Guides.

#### **POLICY GP 3 – Designing out Crime**

All development proposals should consider the need to design out crime, disorder and anti-social behaviour to ensure ongoing community safety and cohesion.

## 0.4 Traffic Safety - Development Transport Assessment, Statement and Plan

### Introduction

Intoduction Text added

It is necessary for developers to consider the cumulative transport impact on junctions, bridges and the narrow lanes within the parish and their ability to cater for heavy lorries and a significant increase in traffic both during the construction phase and after its completion. Suitable mitigation is required where there is potential adverse impact.

The provision of safe site access and ensuring the adequacy of the approach roads to accommodate likely levels and types of traffic including emergency vehicles are important factors in assessing the acceptability of development proposals. It is often the case that new developments and conversions of existing buildings involve associated access alterations, such as visibility splays, which have a greater impact than the development itself. The impact of such road and access improvements must be minimised and the assessment of highway alterations, including the cumulative effect of similar proposals in the same area, must form an integral part of the initial appraisal of a scheme.

In addition, in order to limit the likely incidence of heavy goods vehicle movements to and from the site, the developer should agree with the Parish Council and Cornwall Council a Transport Management Plan as part of the Construction Management Plan for the movement of construction traffic off-site, up to and including access to the development site to reduce potential conflict with rush hour traffic, school start and end times and construction vehicle restrictions to avoid extra strain on the roads, lanes and St Erth bridge. The agreement would be included in conditions created by Cornwall Council which enables its enforcement. The proposed Construction Management Plan should be submitted with relevant planning applications.

The location of the site in relation to nearby communities, access to public transport and the capacity of approach roads will also be relevant in terms of traffic and trip generation. The development of sites could result in additional traffic movement in other locations, rural and residential areas which needs to be considered.

### Evidence/justification

Added

2006-2016 St Erth Parish Plan; 2014 Residents' Survey Summary, Housing Development, Q5 response: demand on services; HM Government Building Regulations 2010 : Approved Document B, Volumes 1 and 2, section B5 in volumes 1 and 2: Access and facilities for the fire service.

### REWORDED EXTRACT FROM POLICY HI 1 PAGE 10

#### POLICY GP 4 – Traffic Safety

Development proposals should ensure that the type and volume of traffic generated by the proposal would not have an unacceptable impact within the village and where appropriate, include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks.

Prior to an application being approved, for developments of more than one dwelling and on

sites where access is currently restricted, the developer will agree with the Parish Council and submit to the Local Planning Authority, a Traffic Management Plan, as part of the Construction Management Plan for:

- i. the movement of construction traffic off-site, up to and including access to the development site; and
- ii. details of time of deliveries so as not to conflict with rush hour traffic, school start and end times and construction vehicle restrictions, for example, size/weight.

## OBJECTIVE 1: HOUSING AND INFRASTRUCTURE

### PAGE 7

#### Introduction

The siting and design of new development should always respect the qualities in the natural and built environment that provide local distinctiveness. The integration of development with its surroundings, in both rural and built up areas, is a significant factor in limiting its impact on both the immediate locality and wider landscape. It is essential therefore that, in pursuing a sustainable approach to the landscape and built environment, development proposals are of a scale appropriate to the area and located so as to minimise visual impact. In order to minimise adverse impact, the majority of sites identified are within or in close proximity to St Erth village. This also ensures that they are close to amenities. ~~They were carefully identified~~ The process of selection involved several meetings with lengthy discussion of candidate sites viewed on a large scale parish map and site visits where neighbours' views were sought. Following further discussion the sites put forward in the Plan were finally selected by the application of the St Erth Rural Exception Site Checklist (Appendix B) to ensure the least impact on infrastructure, existing settlements, listed buildings and other heritage assets, biodiversity, geodiversity, ecology and mitigate the loss of best and most versatile agricultural land. The selection of sites was also tested and received support at the 2015 Community Engagement Events.

Deletion and amendments agreed

### PAGE 8

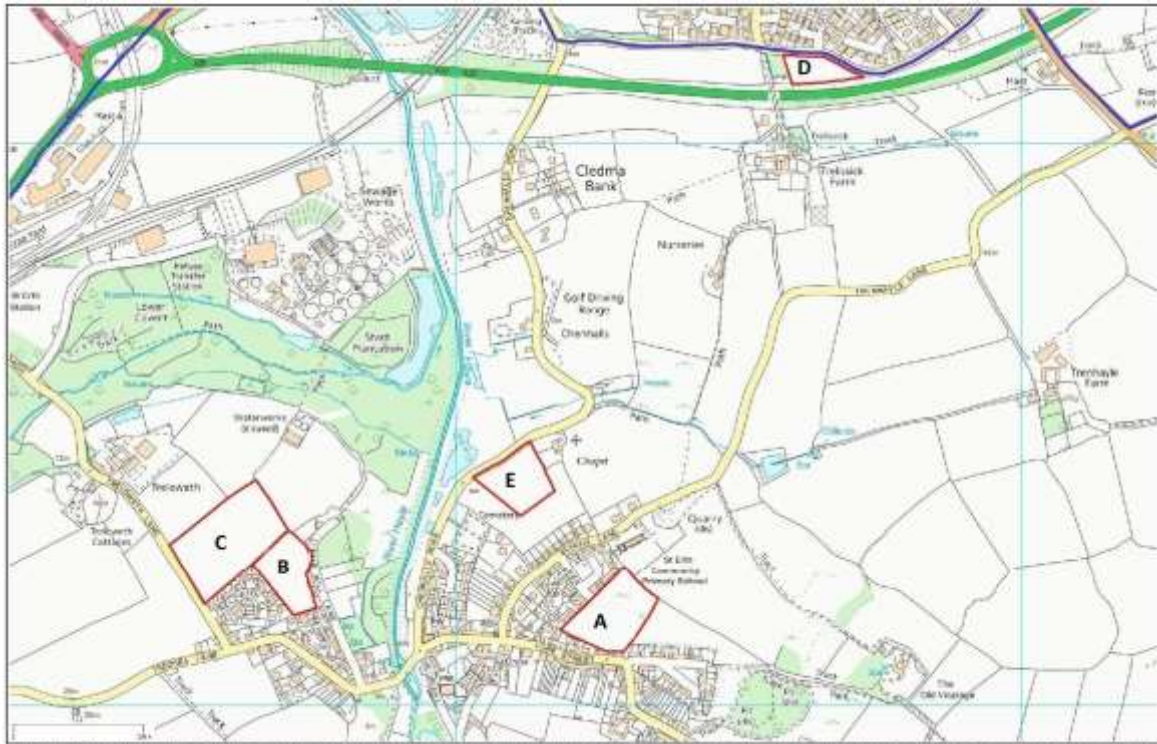
Boscarnek is particularly well situated for access to the school. Any proposal for this site must include provision for safe pedestrian access linking it, and by association Vicarage Gate, Fore Street, Ercus Way and Lanuthnoe, directly to the school without the need for the longer and more dangerous route via Fore Street and School Lane. However, it is recognised that development on this site will have an impact on the road network through the existing Boscarnek estate, School Lane and the rest of the village which will need addressing at the planning stage. Appropriate traffic measures will need to be incorporated into development plans to reduce impact on the local highway network and traffic and pedestrian safety as a result of the development.

Amendments agreed

### Map 3: Identified Sites

ParishOnline

St. Erth CP



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#### Key:

**Within Settlement Boundary:**      **Outside Settlement Boundary (Affordable housing led sites):**

A Boscarnek, B Little Mill

C Treloweth, D Water Lane, E Chenhalls Road

**PAGE 9**

Agreed and moved

**POLICY HI 1 - Sites for new housing**

~~NOW GP4 Prior to the commencement of an approved development the developer will submit to and agree with the Parish Council a transport plan for the movement of construction traffic off site, up to and including access to the development site. It must include details of time of deliveries so as not to conflict with rush hour traffic, school start and end times and construction vehicle restrictions, for example, size/weight.~~

~~All development proposals must provide and implement transport assessments that ensure the type and volume of traffic generated would:~~

- ~~i. not harm the countryside or the rural character of local roads; and~~
- ~~ii. include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks.~~

~~In respect of Boscarnek, in addition to Policy GP 4 in order to minimise any adverse impact on residents:~~

- ~~xvi. construction traffic during the development will have to be managed in accordance with details agreed with the Parish Council and submitted to the Local Planning Authority; and~~
- ~~xvii. appropriate traffic calming measures will need to be incorporated into development plans for once the development is completed.~~
- ~~xvii. the developer will be expected to enter into an agreement with the Highway Authority for the provision of appropriate and permanent highway safety measures at the Square.~~

Agreed and amended

**PAGE 11**

**1.3 The Neighbourhood Plan supports the 'Twenty is Plenty' campaign to ...**

**Introduction**

In the village, as across the whole parish, the roads are narrow and lack continuous pavements. In order to provide a safer environment for pedestrians and road users, roads in and around the village would benefit from 20mph speed limits and improved and new footpaths. ~~In line with recent developments, w~~We would expect provision of a minimum of two car parking spaces per household.

**PAGE 12**

**POLICY HI 3 – Highway safety**

Development proposals should contain transport layouts which are designed to minimise conflicts between traffic, cyclists, horse-riders and pedestrians and facilitate safe and efficient ~~adequate~~ parking for residents where possible.

## OBJECTIVE 2: HOUSING TYPES

PAGE 14

Introduction para 3

Deleted and replaced

~~Applications for a new permanent dwelling as replacement for a residential caravan, mobile home, portable cabin, temporary chalet style dwelling or other residential structure, which has an existing Certificate of Lawfulness for Existing Use or Development, should be of a size and scale similar to the existing dwelling and of a character suitable for its location.~~

REPLACED WITH

There are a number of non-permanent type residential dwellings within the parish such as mobile homes, residential caravans, prefabricated, modular and transportable buildings which have Certificate of Lawfulness for Existing Use or Development giving permanent residential use for the site.

It is important that any replacement permanent dwelling, whether replacing a non-permanent or permanent residential dwelling, is restricted in size and type to maintain the character of the plot and its location and minimise its impact. Unless there is a good reason for siting it elsewhere it should be located on the same footprint as the structure that it is replacing. A replacement dwelling, which is excessive in scale or massing and thereby physically and visually intrusive, can have the same impact as a new dwelling changing the character of a site and undermining both national and local policies on restrictions of new development in the countryside.

PAGE 15 middle section of policy

Deletion agreed and replaced with following text

### **POLICY HT 3 – Single dwellings**

~~The replacement of existing dwellings will be considered where:~~

- ~~i. the existing structure has an existing lawful residential use;~~
- ~~ii. the replacement dwelling would be broadly comparable to the size, scale and bulk of the existing dwelling and of an appropriate scale and character to its location.~~

The replacement of an existing dwelling with a lawful use will be supported where it is:

- i. broadly comparable to the size, scale and bulk of the existing dwelling with any increase in size limited to 25% of the original dwelling; and
- ii. in the same or a less prominent position as the original dwelling; and
- iii. would not adversely affect the neighbours' enjoyment of their homes and gardens; and
- iv. is no more obtrusive than the dwelling it replaces, is of an appropriate design for its location and setting, and would represent a visual improvement which would not harm the character of the area; and

the Parish Council will seek the application of the following condition to the approval:

- v. the removal of the existing dwelling prior to first occupation.

Permitted development rights will be removed for an extension of the replacement dwelling or the construction of outbuildings where this would otherwise be likely to reduce

unacceptably the amenity space available to occupants.

## PAGE 17

### 2.6 Introduction

~~A way to provide affordable housing for local people is to enable people to build their own homes, or have them custom built to their own specification by a community group. Government figures indicate that 53% of people would wish to be able to build or specify a new dwelling. Self-build and custom build affordable dwellings are likely to cost less than the open market equivalent and the dwellings that are built will tend to be of better quality with more innovative architecture than a standard affordable development. In line with policy for affordable homes, ownership of individual plots should be restricted to people with a local connection. Open market self-build dwellings must comply with the Plan.~~

### REPLACED WITH

An additional way to provide access to housing for local people is to enable them to build their own homes or have them built to their own specification as part of a community group. Government research indicates that 53% of people would like to build their own homes. Self-build can also form part of the affordable housing provision on a site to allow opportunities for people to use their skills and labour to reduce the cost of building. Such dwellings would be covered by an S106 agreement that sets out that these dwellings will remain affordable in perpetuity and allow for reversion to standard affordable housing should they not be commenced to reduce the incidence of plots remaining undeveloped for long periods and impact on local visual amenity or potentially unsafe sites. Cornwall Council already uses standard wording for legal agreements to ensure that mortgage finance can be made available for affordable self-build plots. Land owners may in addition consider imposing covenants to prevent units being commenced but left incomplete for extended periods of time. In line with policy for affordable housing, ownership of individual plots should meet the needs of people with a proven local housing need. Open market self-build dwellings must comply with the Plan.

### Evidence/justification

Additional text agreed

Government initiative "Community Right to Build" and 2014 Residents' Survey comments Q8 analysis; October 2016 Cornwall Council: Providing your own affordable home and self-build projects; Parish wide 6 week Consultation, 2016 feedback.

## PAGE 18

### POLICY HT 6 – Self-build

#### DELETED AND REWRITTEN as below

Subject to conforming with appropriate site design and relevant policies within the Plan, self-build proposals will be supported.

Proposals for affordable self-build dwellings on affordable plots within the sites identified in Policy HI 1, submitted by an individual, or a builder acting on behalf of an individual, or a community group of individuals such as a Community Land Trust, will be supported where applicants:

- i. demonstrate that they have a local connection in accordance with the Homechoice

Deletion agreed to be incorporated into Introduction along with following paragraph - reworded

- Policy; and
- ii. undertake in a S106 Agreement that the occupancy of the property will be restricted as affordable to people with a local connection in perpetuity as their main residence.; and
  - iii. ~~undertake in a S106 Agreement that once the development has commenced, they will complete the building of the dwelling within two years.~~

~~To help self build affordable housing projects to access mortgage finance more easily, S106 Agreements may include clauses which allow unrestricted resale of properties in the event of repossession.~~

In the interest of the visual amenity of the area and to ensure delivery of housing, affordable self-build plots should be commenced within two years of granting of permission. Where this is not the case, dwellings should revert back to affordable housing.

**Final paragraph amended to “In the interest of the visual amenity of the area and to ensure delivery of housing, affordable self-build plots should be commenced within two years of granting of permission. Where this is not the case, dwellings should revert back to affordable housing.”**

### OBJECTIVE 3: OPEN SPACES

#### PAGE 20

(Top of page) Local Green Spaces are areas which are demonstrably special to the local community for their beauty, historic significance, recreational value, tranquillity or richness of wildlife. **These are not always publically accessible.**

The Plan ... retain ecological corridors.

Additional text approved

The Open Space Assessment identified below average provision of public sports space; and low levels of provision for teens **for the anticipated growth of dwellings over the lifetime of the Plan.**

**Table 2: Typologies of Open Space requirement identified by Cornwall Council (Map 4)**

Type of open space	Future quantity provision standard parish wide (m <sup>2</sup> /person)	Minimum quantity needed for new housing (m <sup>2</sup> per dwelling)	Min size new (m <sup>2</sup> )
1. Parks, amenity	5.93	13.63	1000
2. Natural space	47.02	5.26	1000
3. Public sport	8.74	19.04	7000
4. Children's Equipped Play	0.7	1.61	500
5. Teen provision	0.1	0.46	500
6. Allotments	1.36	0.00	2500
Total	63.85	40.00	

Amendments accepted

PAGE 21

**POLICY OS 1 – Open space provision**

Development will only be supported where provision is made for the open space needs of the development, consisting of ~~63.85~~ **40.00** square metres per dwelling, made up of appropriate typologies. Play areas and sports facilities should be designed to be easily accessible by sustainable and active travel modes. Where there is access to alternative facilities, or the scale of the development will not allow for on-site provision, financial contributions to the development or ongoing maintenance and management of alternative facilities may be required. ...

**3.2 Protecting open space that is important to the character of St Erth and to the community**  
**Introduction**

~~Whilst included in Table 1, the following areas had previously been specifically identified by residents as locally important green space:~~

PAGE 22

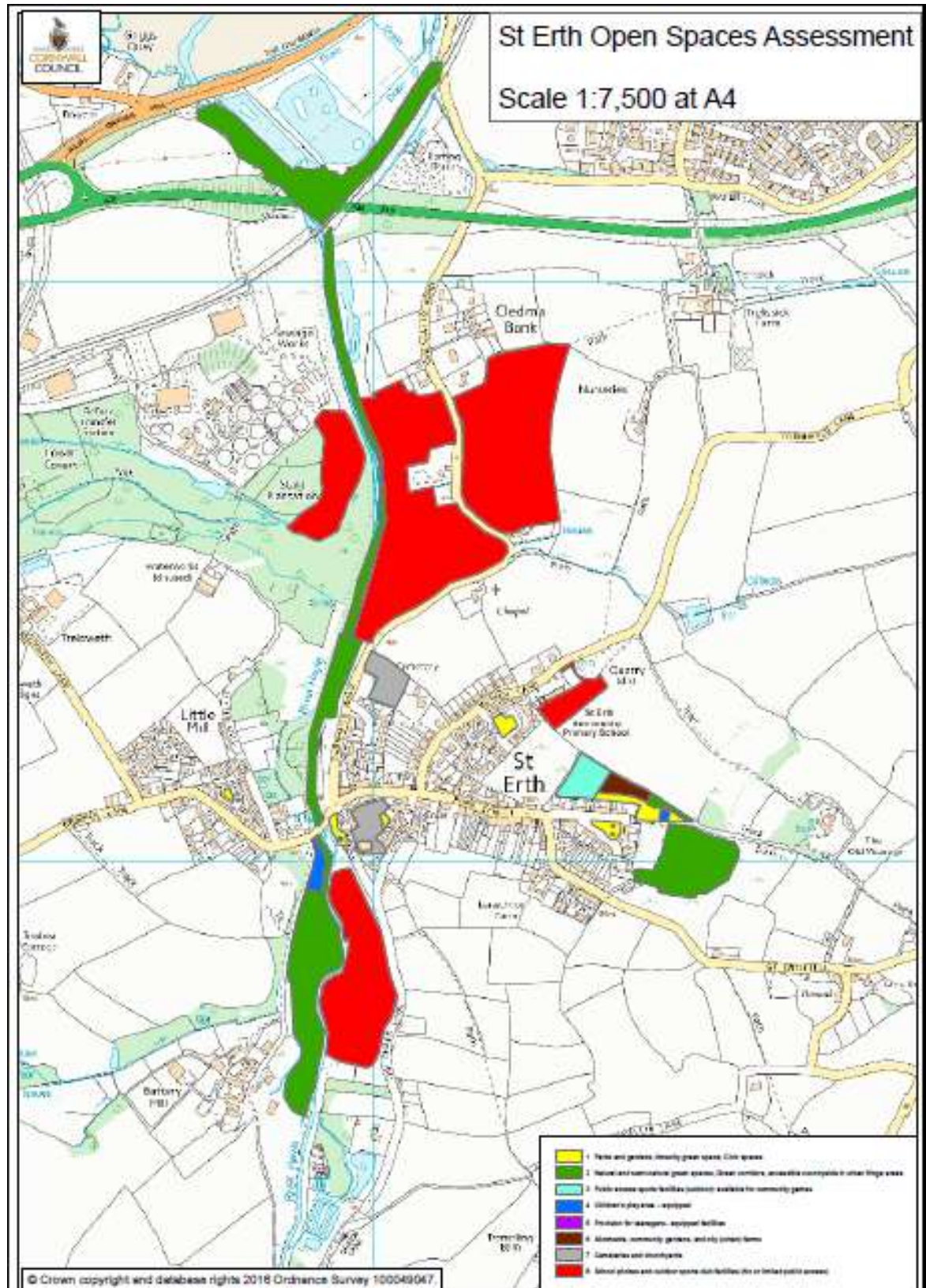
**Table 3: Green Spaces**

Map ref	Green space	Reason for protection
5	Green Lane Park	Public green space, providing a youth shelter and community activities area.; <del>this space was reclaimed from scrubland and has been well-used since being opened in 2014.</del>
12	Karting track	Community recreation; health and well-being <b>A valued, privately owned tourist attraction.</b>
17	Well Field off Church Street	Community activities. <b>Privately owned, used for occasional community activities by permission of the landowner.</b>

Additional text approved

Map 4: Location of Open Spaces

Clearer map approved



**POLICY OS 3 – Allotments**

The provision of new allotments will be supported where there is evidence of an unmet demand.

Proposals for the redevelopment of the existing allotment site (Map 4) will only be permitted where the applicant can demonstrate that the proposal would **not** lead to a **reduction** of allotment provision to meet the requirements of the local community ~~or there is no demand.~~

**3.5 Preserve the natural environment and biodiversity****Introduction**

Deletion and new text approved

Residents wish to protect wildlife and habitats in the parish. ~~The policies in the Plan meet the aims of both national and local planning policy, seeking to protect and enhance the quality of the natural environment and local biodiversity, habitats, flora and fauna from inappropriate development. Whilst the Plan does not seek to repeat those policies, protection and enhancement of biodiversity is a high priority for the parish. The Plan aims to establish and maintain coherent ecological networks that are resilient to current and future pressures.~~ St Erth Parish supports a rich and diverse natural environment of national importance for its biodiversity and geodiversity interest, reflected in the designation of Hayle Estuary and Carrack Gladden Site of Special Scientific Interest (SSSI) noted for its biological interest and St Erth Pits SSSI, a geological reserve close by Vicarage Gate. The policies in the Plan adhere to national and local planning policy to protect such designated areas, but also aim to protect the wider natural parish environment from inappropriate development, and to conserve and enhance local biodiversity and geodiversity.

**PAGE 26**

Deletion and new text agreed

~~The management, restoration and re-creation of habitats is a priority, both within and outside the designated sites, to avoid a decline in biodiversity.~~ The management, restoration and re-creation of habitats is a priority and the Plan's aim is to establish and maintain coherent ecological networks that are resilient to current and future pressures. Locally important habitats, including semi-natural habitats, and the integrity of wildlife corridors should not be compromised. Retention, restoration, re-creation or enhancement of semi-natural habitat, or habitat linkages such as Cornish hedges, should be planned for through prior assessment and demonstrated in proposals for development.

**Evidence/justification**

2015 Community Engagement Event; RSPB Management Plan; EA Plan, location map: BAP and Red Data species in parish; West Cornwall recorder for Botanical Society for Britain and Ireland; **2005 Geodiversity Action Plan Cornwall and the Isles of Scilly**; and Cornwall Wildlife Trust Wildlife Resource map.

Additional text approved

**POLICY OS 5 – Wildlife and wild places**

Proposals that would result in a significant net loss in biodiversity **and/or geodiversity** across the Plan area will not be accepted.

Additional text approved

Proposals which achieve a net biodiversity gain across the Plan area will be supported, subject to the other policies of the Plan.

Any sites identified by Cornwall Wildlife Trust or other environmental bodies as having particularly high wildlife potential **and/or geological importance** will be protected from development.

**PAGE 27**

Amendment approved

#### **POLICY OS 6 – Trees and hedgerows**

Proposals for development ~~must seek~~ **should** to retain and incorporate existing trees, woodland, hedgerows and Cornish hedges into the site layout and design.

### **OBJECTIVE 4: COMMUNITY BUILDINGS AND FACILITIES**

**PAGE 28**

Source included

#### **Map 5: Community Buildings and Facilities**

ParishOnline

St. Erth CP



### **OBJECTIVE 5: ECONOMIC DEVELOPMENT**

**PAGE 35**

#### **Evidence/justification**

Additional text approved

**October 2016 CloS Strategic Economic Plan - Consultation Draft; 2006-2016 St Erth Parish Plan; 2015 Community Engagement; 2014 Residents' Survey Q23, Q24 and 25; 2011 Census**

number of people in the parish with higher level qualifications; visits to Industrial Estate speaking with a range of businesses to solicit views; Cornwall Council Economic Monthly Monitoring Update relevant to all Objective 5.

Additional text approved

#### PAGE 36

##### **POLICY ED 1 – Support of employment**

In addition, proposals for development of larger employment sites well related to the Industrial Estate, as defined on Map 6, for industrial and business uses defined in use classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended) must provide for:

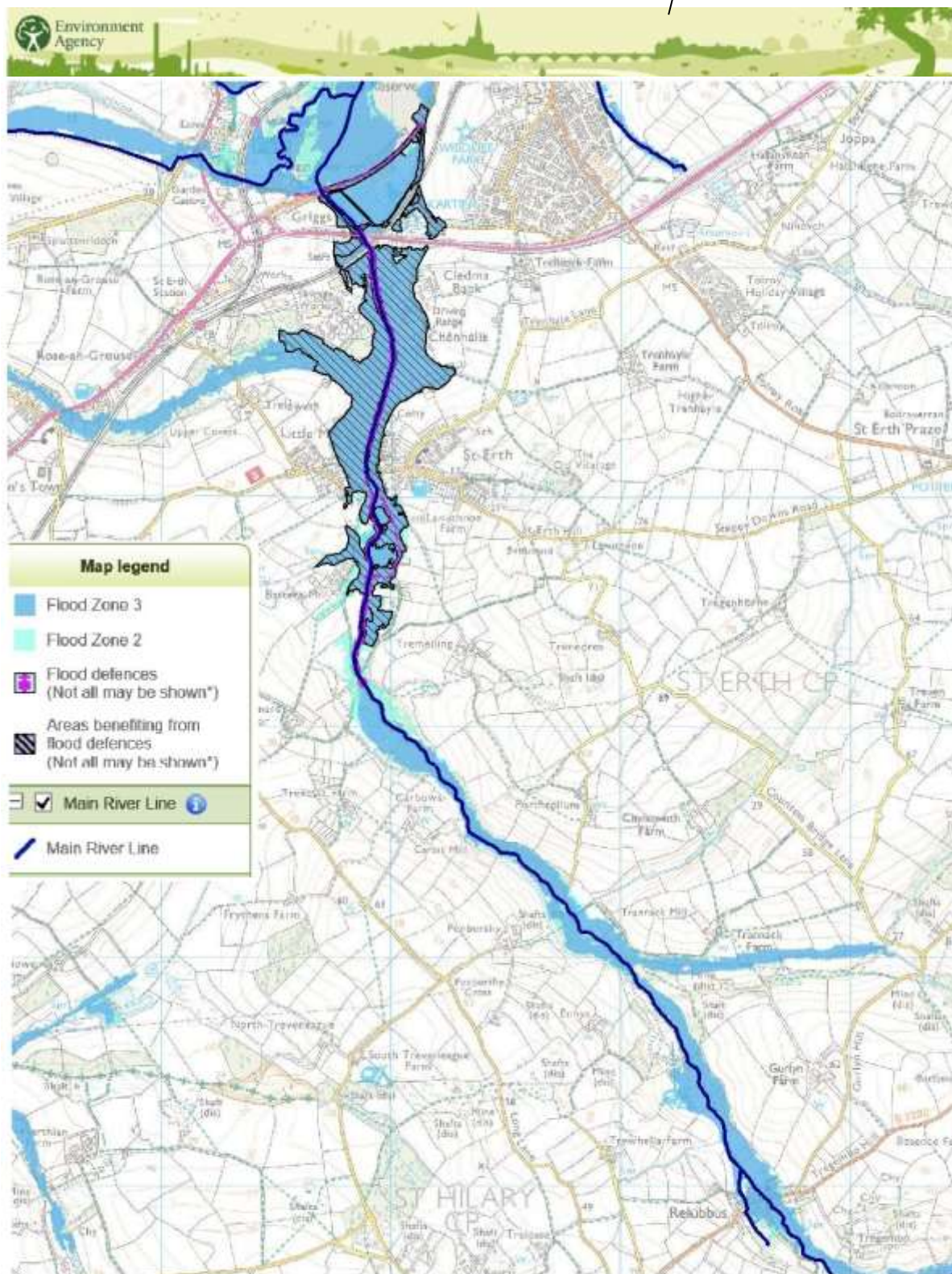
- vii. safe access to and from the site supported by a suitable assessment of traffic impact and mitigation measures where appropriate;

#### PAGE 40

##### **POLICY ED 7 – Trans-shipment facilities**

Proposals for trans-shipment facilities use class B8 at the Industrial Estate should demonstrate:

- i. ease of access supported by a suitable assessment of traffic impact and mitigation measures where appropriate; and
- ii. the economic and environmental benefits and where they meet the requirements of other policies.



Customers in Wales - From 1 April 2013 Natural Resources Wales (NRW) has taken over the responsibilities of the Environment Agency in Wales.  
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## Appendix D Conservation Areas

Conservation Area: St Erth Village

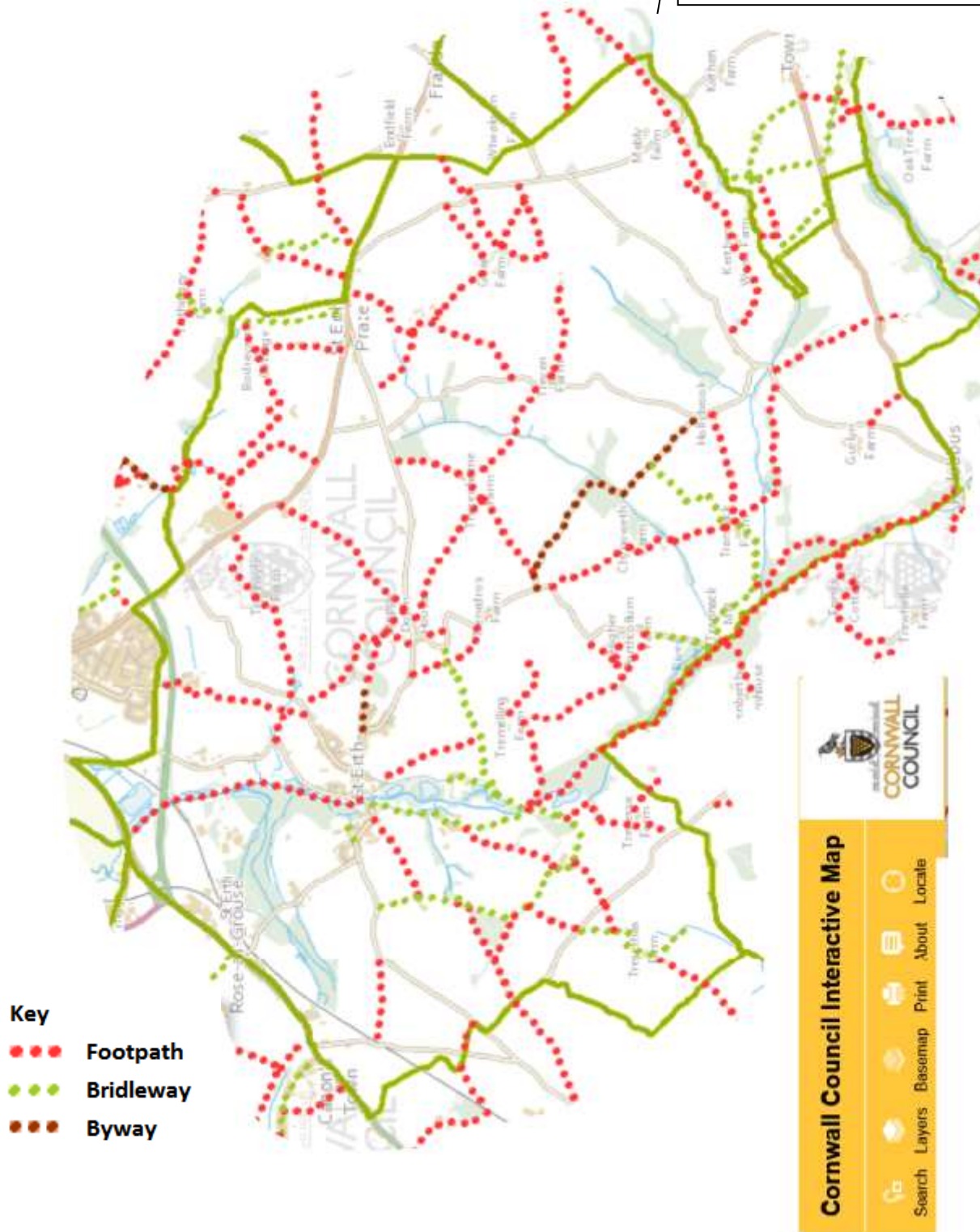
Corrected map approved



## Appendix E

### Rights of way, footpaths, bridleways and byways

Corrected map approved

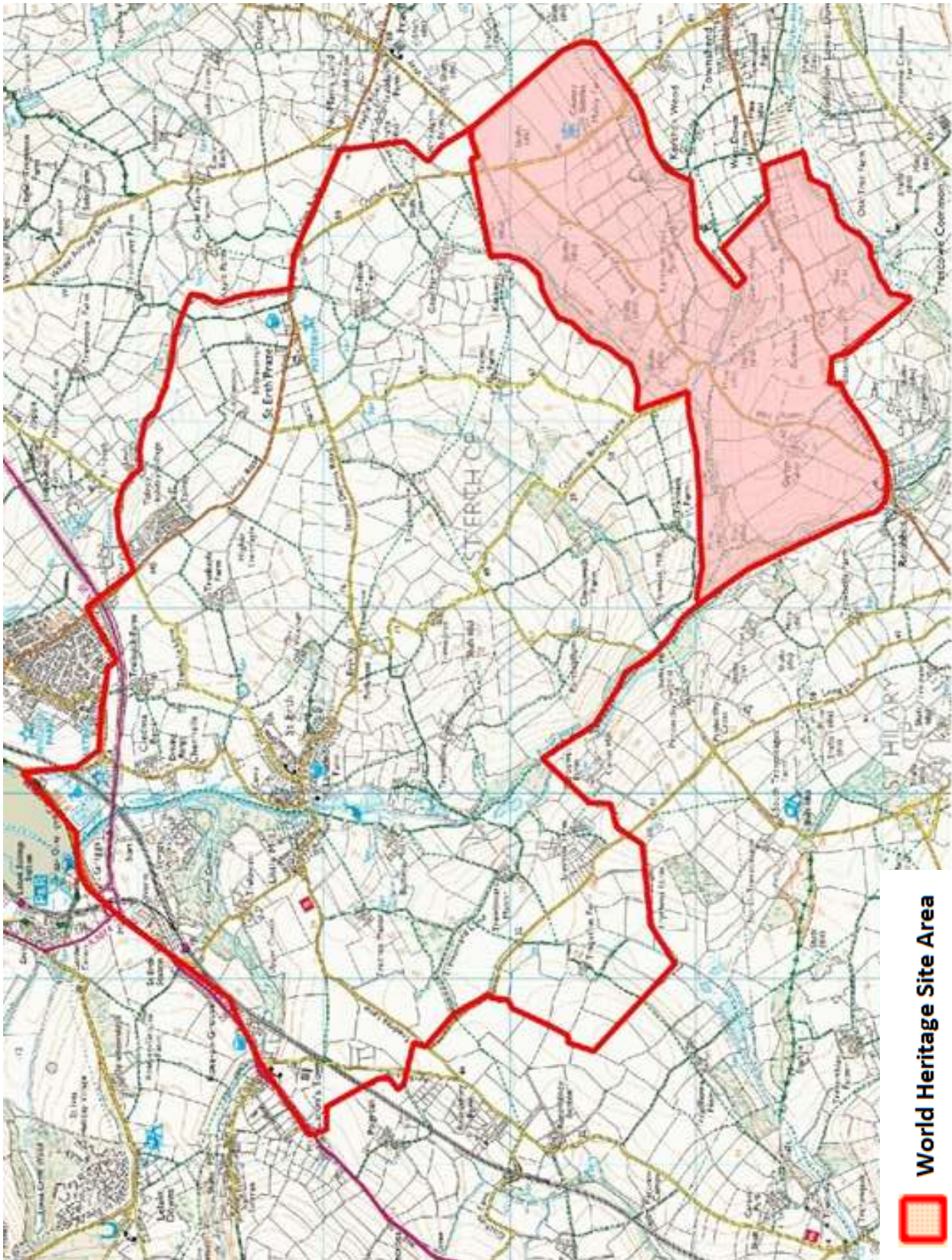


# Appendix I World Heritage Site

Corrected map approved

St. Erth CP

PanishOnline

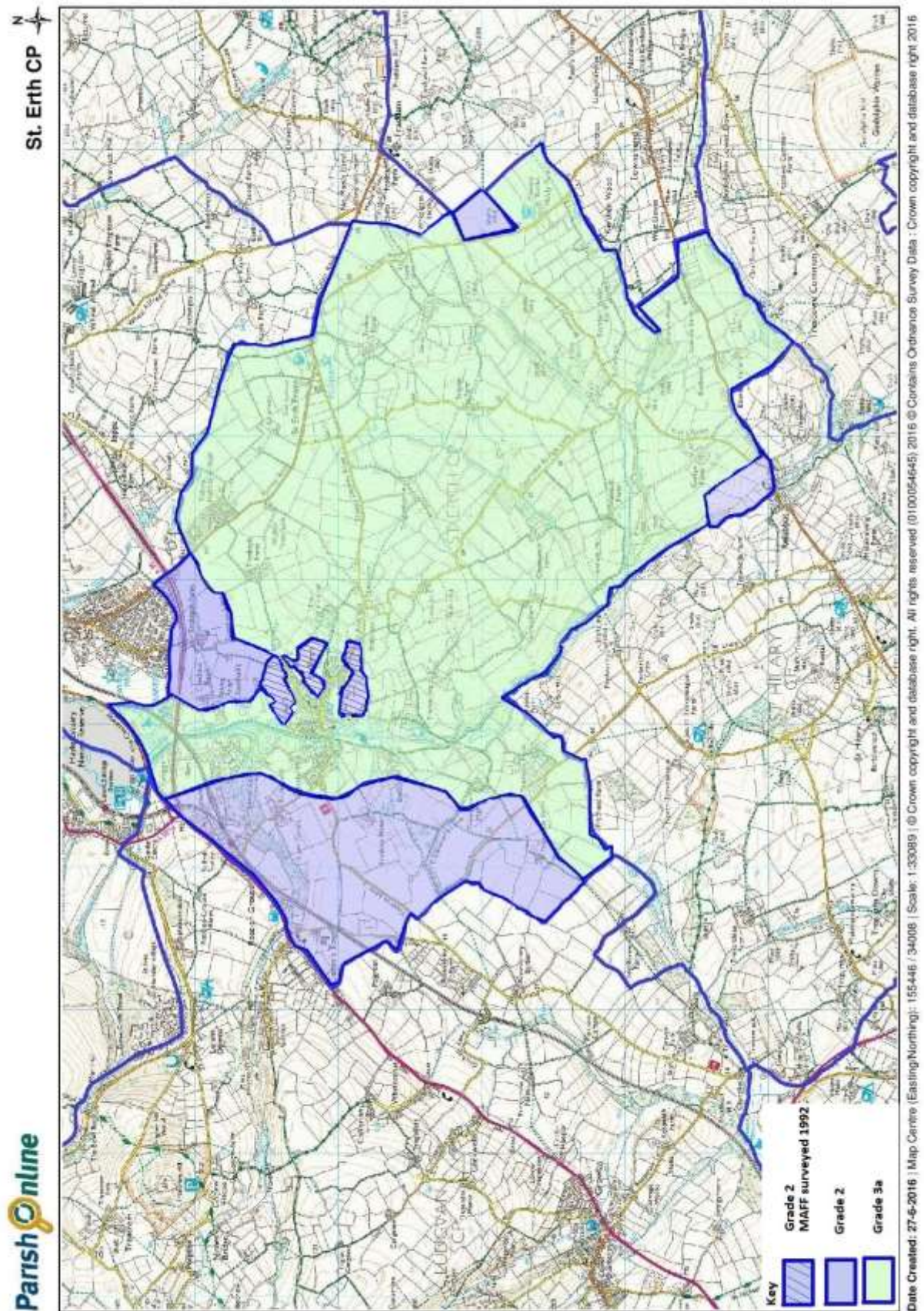


 World Heritage Site Area

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## Appendix J Agricultural Land Classification

Corrected map approved



## Glossary

PAGE 70 ADD

Additions to Glossary agreed

### Flood Zone 2

All developments need a Flood Risk Assessment with Environment Agency data in. All development deemed acceptable based on flood risk. Highly vulnerable development such as park homes, basement flats and emergency service stations will need to pass the Exception test (a combination of the FRA and Design & Access Statement).

### Flood Zone 3

**3a** – Highly vulnerable development such as park homes, basement flat and emergency service stations not permitted. Most vulnerable development such as houses, hospitals, pubs and hotel and essential infrastructure such as substations will need to pass the Exception Test. Water compatible less vulnerable uses deemed acceptable. Drainage works needed for 10+ unit developments and major applications

**3b** – Deemed functional floodplain, highly vulnerable (basement flats, caravans etc), more vulnerable (houses, hospitals, pubs etc) and less vulnerable (commercial, churches etc) developments not permitted. Essential infrastructure will need to pass the exception test. Water compatible use acceptable. Drainage works needed for 10+ unit developments and major applications.

### Geodiversity

Geological diversity is the variety of rocks, minerals, fossils (ie the geology), together with the variety of soils, natural processes and landforms (the geomorphology) found within a particular region. These all combine with a region's biodiversity and human activities (farming, town-building, mining etc) to provide the landscapes or scenery.