# APPENDIX

# to

# Report on the Examination of the Cornwall Site Allocations Development Plan Document

# SCHEDULE OF RECOMMENDED MAIN MODIFICATIONS

***Notes***:
New text is underlined and deleted text is indicated by ~~strikethrough~~.

| MM No | Page/ Para/ Policy | MAIN MODIFICATION |
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| | | **General Considerations** |
| MM1 | P 1, P1.5 | Add new paragraph to provide a single definition of 'Directions of Growth' as follows 'Future directions of growth are allocated sites which are not required to meet the levels of development within the plan period as set out in the Cornwall Local Plan: Strategic Polices document. They are however allocated to highlight the longer term strategy for a town, in terms of clarifying certain aspects of provision around strategic infrastructure, and/or, to provide an element of certainty around place making and masterplan considerations for current plan period site allocations. Specific considerations apply to the Future Direction of Growth allocation LAU-H2, to be brought forward in the event of a housing land shortfall'<br>Existing paragraphs 1.5 to 1.9 to be amended to 1.6 through to 1.10 |
| MM2 | P8, P2.17 | Add new heading 'Retail development' and paragraph 2.17 to clarify approach to retail as follow: 'In accordance with Policy 4 of the Cornwall Local Plan, Retail Evidence Base Reports have indicated that retail allocations in most towns are not required within the plan period due to either 'no' capacity requirements within the plan period, or, relatively low capacity requirements later in the plan period. Where sites including retail uses are allocated, within Penzance & Newlyn, Redruth, Newquay and St Austell, the reasoning for each allocation is set out within each retail strategy section of the relevant town. The Retail Evidence Base Reports can be viewed on the Councils website.'<br>Existing paragraphs 2.17 to 2.19.6 to be amended to 2.18 through to 2.19.7. |
| MM3 | | New para 1.11: '**Windfall Development**'<br><br>The intention of the Site Allocations DPD is to identify the strategic sites in the main towns to enable the delivery of the LPSP housing and commercial apportionments; however it is also expected that the ongoing delivery of the LPSP housing target requires delivery on unplanned (windfall) sites in the main towns including |

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| | | the towns named in the Site Allocations DPD. To reflect the criterion established within Policies 3 and 21 of the LPSP the windfall development element of the housing requirement for towns can be provided through<br><br>1. Existing sites with planning permission;<br>2. Infill development;<br>3. Small scale rounding off;<br>4. The development of previously developed land within or adjoining the named settlements.<br><br>Any of these opportunities need to be considered organic growth in the context of the existing settlement, and their layout, location, infrastructure and scale must not prevent planned sites from being delivered. Larger developments should be considered to be of a strategic nature, relative to the settlement, and should be plan led.<br><br>For any proposals to be considered under this policy context they must either be:<br>1 Existing sites with planning permission: an assessment should be made why an earlier grant of planning permission for a similar development on the same site did not start.<br>2 Small scale rounding off: appropriate proposals will provide a symmetry or completion to a settlement boundary, and not facilitate continued incremental growth. Proposals will not visually extend development into open countryside. Proposals must be adjacent to existing development and should be predominantly enclosed by long standing edging features, for example a road, Cornish hedge or stream. Suitable sites are likely to be surrounded on at least two sides by existing built development. Development resulting in the creation of a further site for rounding off is unlikely to be rounding off in itself.<br>3 Infill: appropriate proposals would fill a gap in an otherwise continuous frontage, which will normally be a road frontage. Development must not diminish a large gap that is important to the setting of the settlement. Large gaps between the urban edge of a settlement and other isolated dwellings are not appropriate locations for infill development.<br>4 Previously developed land: as defined by the National Planning Policy Framework.<br><br>**Policy 1: Windfall Development**<br>Housing growth will be delivered for the settlements named in the Site Allocations DPD through the policies in this plan and through:<br><br>1. Existing sites with planning permission that can help contribute in a timely manner to the housing supply;<br><br>2. Infill development that does not physically extend into the open countryside or diminish a large gap that is important to the setting of the settlement; |

<table>
<tr><td></td><td></td><td>3. Small scale rounding off that is appropriate to the size and role of the settlement and does not physically extend development into the open countryside;<br><br>4. The development of previously developed land within or adjoining the named settlements</td></tr>
<tr><td>MM4</td><td>P12, P 2.19.5</td><td>Add text to end of para: Developers must also consider crime and community safety in all proposals, and consideration should be given to proposals being designed in line with Sport England's 'Active Design' principles to secure sustainable design.</td></tr>
<tr><td></td><td></td><td>Penzance and Newlyn</td></tr>
<tr><td>MM5</td><td>P17, Strategy Map</td><td>Amend strategy map to incorporate the new allocation PZ-H14 and with PZ-H5, PZ-H6 and PZ-H7 deleted; also with a green buffer east of the Trannack allocation PZ-H4 / West of Gulval (Revised Map Annex 1k)</td></tr>
<tr><td>MM6</td><td>P29, Transport Map</td><td>Amend transport strategy map to incorporate the new allocation PZ-H14 and with PZ-H5, PZ-H6 and PZ-H7 deleted (Revised Map Annex 1l)</td></tr>
<tr><td>MM7</td><td>P32, Green Infrastructure Map</td><td>Amend GI strategy map to incorporate the new allocation PZ-H14 and with PZ-H5, PZ-H6 and PZ-H7 deleted; and with a green buffer east of the Trannack allocation PZ-H4 / West of Gulval (Revised Map Annex 1m)</td></tr>
<tr><td>MM8</td><td>P 39, PZ-H5</td><td>Delete the allocation PZ-H5 text and map:
<table>
<tr><td>~~Policy PZ-H5~~</td><td>~~Polmennor Road~~</td></tr>
<tr><td>~~Site area: 1.4 hectares~~</td><td>~~Allocation: Approx 33 dwellings~~</td></tr>
</table></td></tr>
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**~~Additional Policy Requirements:~~**

~~a) A residential development delivering approximately 33 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document~~

~~b) An off-site contribution to the delivery of open space should be provided, equivalent to 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy~~

~~c) A Sustainable Drainage Scheme must be provided on site, which seeks to reduce water run-off from the site~~

~~d) It is expected that the main vehicular link should be from the south-west of the site, off of Polmennor Road; the access should discourage traffic from going further east along Polmennor Road. The layout should also provide frontage, where possible, on to this road.~~

~~e) Boundary hedges and trees should be protected~~

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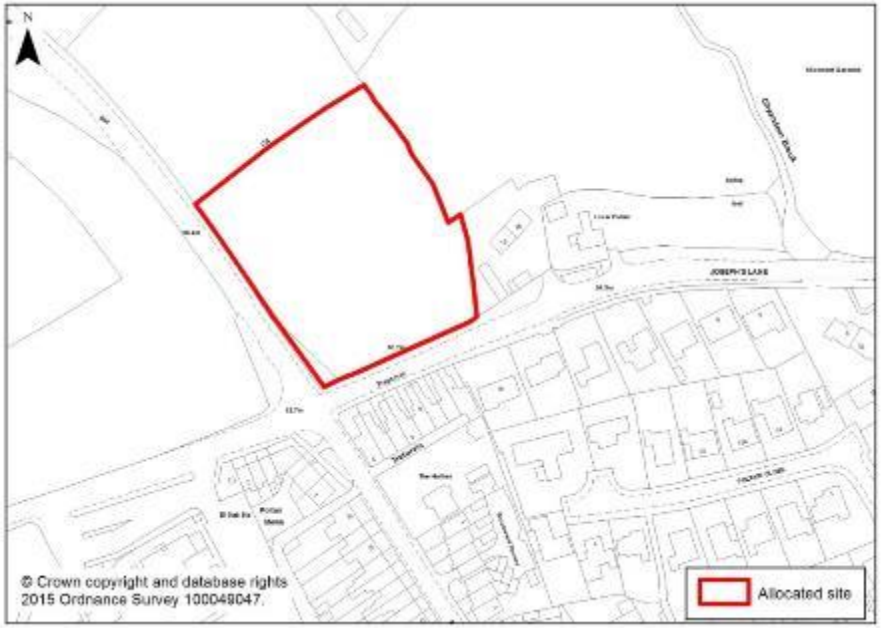
| | | ~~f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site~~ | |
| MM9 | P40, PZ-H6 | Delete the allocation map and text:<br>~~Policy PZ-H6~~ ~~Joseph's Lane~~<br>~~Site area: 0.58 hectares~~ ~~Allocation: Approx 16 dwellings~~<br>  <br><br>~~**Additional Policy Requirements:**~~<br>~~a) A residential development delivering approximately 16 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.~~ | |

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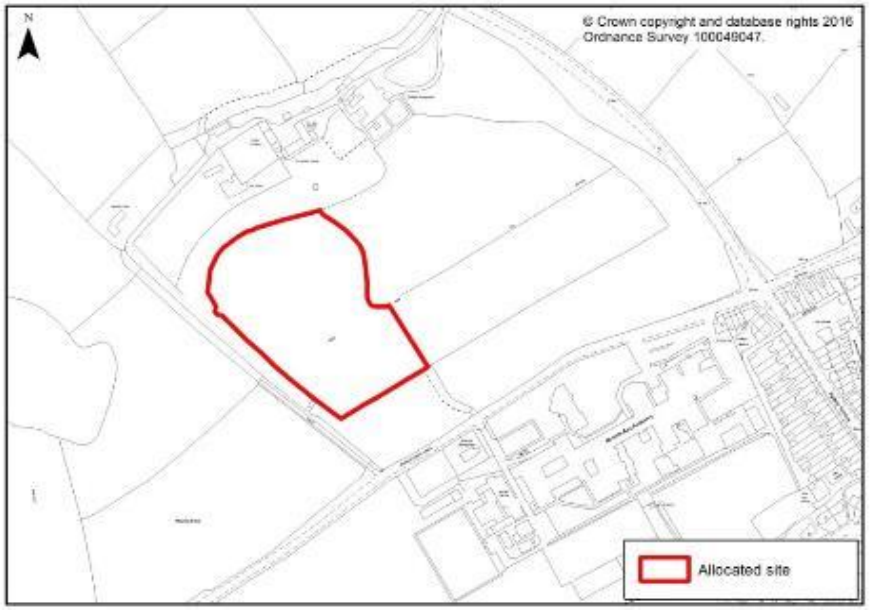
| | | ~~b) An off-site contribution to the delivery of open space should be provided, equivalent to 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy~~<br>~~c) The development of the site should protect the existing boundary hedges and trees, where possible~~<br>~~d) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site~~ | |
| MM10 | P41, PZ-H7 | Delete the allocation map and text:<br>~~Policy PZ-H7~~ ~~Poltair~~<br>~~Site area: 1.3 hectares~~ ~~Allocation: Approx 30 dwellings~~<br>  <br><br>~~**Additional Policy Requirements:**~~ | |

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| | | ~~a) A residential development delivering approximately 30 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.~~<br>~~b) The site is within the setting of the Grade II Poltair House. The design solution for the site must ensure the setting is conserved, and where appropriate enhanced~~<br>~~c) A contribution equivalent to the delivery of 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy. This money should be used to upgrade the lawned area to the east of the site, in front of the listed Poltair House. The open space should be enhanced to provide a formal park area, which will act as an enhancement to the setting of the historic asset.~~<br>~~d) Vehicular access should be provided from the south-west of the site, on to Boscathnoe Lane~~<br>~~e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site~~ |
| MM11 | | *Number not used* |
| MM12 | P30, P3.68 | Add new text to end of para: Consideration should also be given to the Mounts Bay Marine Conservation Area. |
| MM13 | P34, PZ-H1 | Add new text to criterion c) 4th Bullet: confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon the SPA and delete the following text: ~~An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Marazion Marsh SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document~~<br>Add new text to criterion e):'Vehicular access to the site should be from the south of the site, utilising a standard give way' |
| MM14 | P36, PZ-H3 | Add new text to criterion b): '…connect various parts of Gulval as indicated on figure PZ4,..' |
| MM15 | P37, PZ-H4 | Add new sentence at end of criterion c): 'Opportunities to enhance green infrastructure corridors along the northern and in particular southern boundary of the site should be identified as indicated on figure PZ4' |
| MM16 | P38, PZ-H4 | Add new text and delete existing text to criterion e): 'Vehicular access to the site should be via the A30, with only emergency access ~~pedestrian connections~~ on to Polmennor Road'. |
| MM17 | P42, PZ-H8 | Amend Policy text as follows: |

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| | | a) 'A residential development, delivering approximately 350 dwellings, incorporating public open space and ancillary community facilities. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.<br><br>b) The site is within the vicinity of various nationally heritage assets, which need to form a key consideration in the sensitive development of the site. In particular the site is located relatively close to Trengwainton, which comprises the Grade II listed Trengwainton Housing and the Grade II* Registered Park and Garden. Parts of the site are visible from the garden, so great attention needs to be given to minimising intrusion into the pastoral setting of this historic asset. ~~As a result, open space should be provided within area 3 on the plan above. This open space should be set out as parkland, in doing so minimising any built structure or lighting, so that intrusions into the landscape are minimised.~~<br><br>c) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.<br><br>~~d) The vehicular accesses should be via Roscadghill Road (ref 4 on the plan above). Opportunities to create a bus route through the site should also be considered, accessed on to Boscathnoe Lane using a bus gate.~~<br><br>d) Masterplanning of the site must also use the evidence and mitigation measure set out in Stages 4 and 5 of the Historic Assessment for Site Allocations – Heamoor (June 2017 and appendices), available on Cornwall Council's website. It is also recommended that the Trengwainton Setting Study January 2015 (prepared by Nicholas Pearson Partnership on behalf of the National Trust) is also used to support the preparation of the masterplan and applications for the site.<br><br>e) Particular attention must be given to vehicular accesses which should be via Roscadghill Road (ref 4 on the plan above). It is a requirement for a homezone approach to the site to minimise the width and impact of the road infrastructure, utilising the Heritage Impact Assessment for Heamoor 2017. Opportunities to create a bus route through the site should also be considered, accessed on to Boscathnoe Lane using a bus gate.<br><br>f) The development should seek to provide a pedestrian link to Heamoor School and Mounts Bay Academy; whilst consideration should be given to providing the primary vehicular access for the schools from the site, which will alleviate traffic congestion within the existing community<br><br>g) The development should create a community 'hub' which represents a focus for the new and existing residents. The hub should contain community facilities appropriate for a residential area (e.g. community |

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| | | hall, small shop, etc). The hub should be located in a position that the existing Heamoor community would also be able to easily access<br><br>h) At least 69.4sqm of public open space per dwelling should be provided on site, delivered primarily in area 3 on the plan above. This open space should be laid out as a predominantly grassed area where lighting will not be supported and play equipment and seating must be sensitively located, using natural materials, so that intrusions into the landscape and setting of the heritage assets are minimised<br><br>~~f) The site is within the vicinity of various heritage assets, which need to form a key consideration in the sensitive development of the site. In particular the site is located relatively close to Trengwainton, which comprises the Grade II listed Trengwainton Housing and the Grade II* listed Park and Garden. Parts of the site are visible from the garden, so great attention needs to be given to minimising intrusion into the pastoral setting of this historic asset. As a result, open space should be provided within area 3 on the plan above. This open space should be set out as parkland, in doing so minimising any built structure or lighting, so that intrusions into the landscape are minimised.~~<br><br>i) Tree planting also represents a key component in minimising any impact on the setting of Trengwainton. Firstly, landscaping ~~tree planting~~ is required on the northern edge of the open space, to help screen the access road; plus an appropriate lighting scheme is required to minimise the road's visual impact on the setting of Trengwainton. Furthermore, tree planting is required on the northern edge of the site, of at least 35 metres in depth (area 2 on the map above), to screen the development from the road, in doing so maintaining a green setting as the approach to Trengwainton. This should be implemented on site ~~ahead of the start of~~ when construction of the first houses commences, so that it has had time to mature by the time of occupation of dwellings in that part of the site ~~to provide minimal harm to the historic landscape.~~ This should follow the approach outlined in the assessment referred to in criterion d).<br><br>~~h) Masterplanning of the site must also be undertaken guided by the other mitigation measure set out in Stages 4 and 5 of the Historic Assessment for Site Allocations – Heamoor (Jan 2016), available on Cornwall Council's website. It is also recommended that the Trengwainton Setting Study January 2015 (prepared by Nicholas Pearson Partnership on behalf of the National Trust) is also used to support the preparation of the masterplan and applications for the site.~~<br><br>~~i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site~~ |
| MM18 | P44, PZ-H9 | Amend number of dwellings from ~~130~~ to 197 in both the allocation text box and at criterion a) |

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| MM19 | P47 | Add new allocation map and text PZ-H14 (before PZ-M1): |

| Policy PZ-H14 | Jennings Street |
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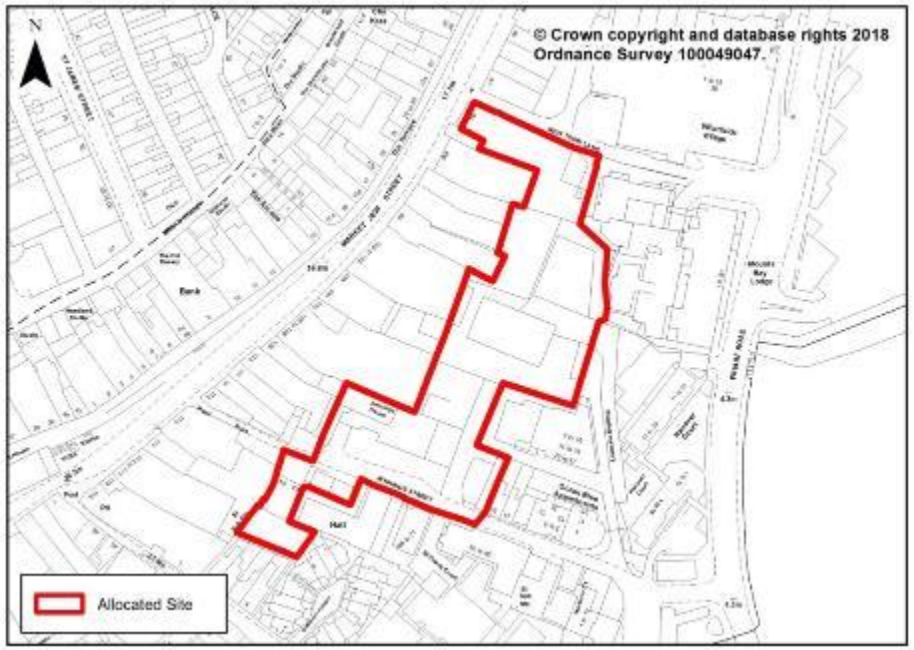
| Site area: 0.6 hectares | Allocation: Approximately 80 dwellings |




**Additional Policy Requirements:**

a) A residential development to deliver approximately 80 dwellings. In addition, the ground floor use of any property fronting on to Market Jew Street must be retained / reprovided for commercial purposes (A1-5, B1, C1, D1-2); with the preference for a retail use. Commercial uses within the remainder of the site will be acceptable, if they are compatible with adjacent residential uses

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| | | b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document<br>c) An off-site contribution should be provided for the delivery of new/upgraded open spaces. The sum sought will be equivalent to 69.4sqm of public open space per dwelling, in line with the Penzance & Newlyn Green Infrastructure Strategy.<br>d) The site is in the Penzance Conservation Area and within the setting of Grade II listed buildings which should be conserved in a manner appropriate to their significance. Particular regard must be given to the wider views of the harbour and the impact of development on Market Jews Street, which are important to the significance to the conservation areas special architectural and historic interest. The design, layout and quantum of development should be informed by an appropriate assessment of the historic assets' character and significance. The scheme should respond positively to these points utilising the existing evidence base that should inform the design, which includes the Penzance Conservation Area Appraisal; Cornwall & Isles of Scilly Urban Survey; and the Penzance THI Final Report.<br>e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site |
| MM20 | P46, PZ-H11 | Amend criterion c) as follows: 'At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance & Newlyn Green Infrastructure Strategy. This should be delivered as an equivalent off-site contribution, to support the delivery of an open space within Gulval. ~~Delivery of this space will also act as the mitigation necessary to address recreational impacts upon the Marazion Marsh Special Protection Area (SPA)~~ |
| MM21 | P47, PZ-M1 | Add following text to allocation text box above map: …'approximately 2,000 sqm of' B1 office 'and approximately 30 dwellings';… |
| MM22 | P49, PZ-M2 | Add following text to allocation text box above map: …'approximately 1,000 sqm of' B1a office 'and approximately 10 dwellings';… |
| MM23 | P50, PZ-M3 | Add following text to allocation text box above map: …'approximately 500 sqm of' B1 office and 500 sqm of B1c light industrial employment uses… |

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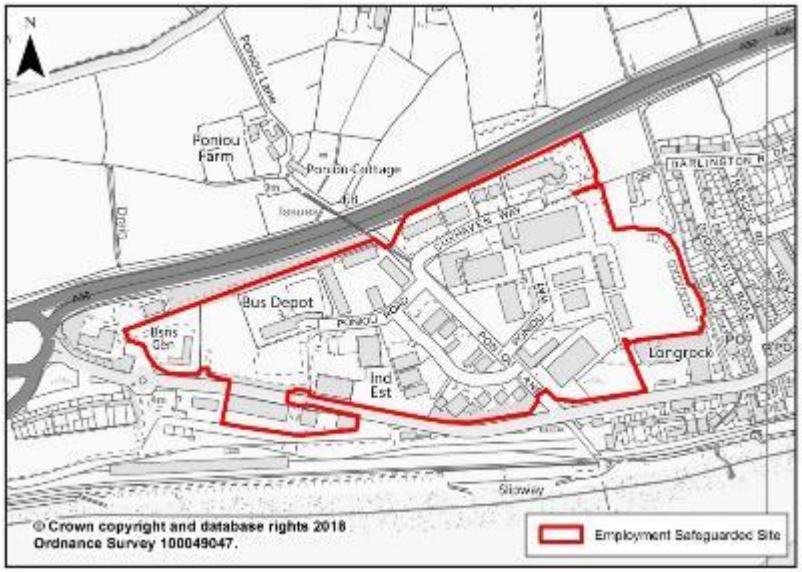
| | | Criterion a) delete reference to ~~B2a~~ and replace with B1c |
| MM24 | P51, PZ-E2 | Add following text to allocation text box above map: …'approximately 5,100 sqm of' B1c / B2 / B8 employment Uses<br>Amend criterion a) as above i.e. 5,100 sqm and B1c |
| MM25 | P52, PZ-E3 | Add following text to allocation text box above map: …'approximately 6,000 sqm of' B1c / B2 / B8 employment Uses<br>Amend criterion a) as above i.e. B1c |
| MM26 | P53, PZ-E4 | Add following text to allocation text box above map: …'approximately 8,600 sqm of' B1a/b and 4,200 sqm B1c B2 / B8 employment Uses<br>Amend criterion a) as follows: a) An employment site that should deliver approximately ~~9,400~~ 8,600 sqm of B1 a/b and 4,200 sqm B1c / B2 / B8 employment space ~~(B1, B2, B8)~~ |
| MM27 | P53, PZ-E4 | Add text at end of criterion c): 'using a standard give way'<br>and text at criterion d) 4th bullet: 'confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon the SPA' |
| MM28 | P56, PZ-E1 | Insert the following map into Policy box and reformat as other allocations<br>  <br> |

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| MM29 | P73, H-UE1 | Add following text to allocation text box above map: …'approximately 9,000 sqm of' B1a/b and 14,000 sqm B1c B2 / B8 employment Uses<br><br>Amend criterion g) as follows: g) The site must provide employment space primarily between the two A30 junction options (highlighted at location 4 on the above plan), to enable good vehicular access to the wider network in the long term. Employment uses should be higher quality ~~focusing on~~ providing approx. 9,000 sqm of office space and approx. 14,000 sqm of lower density / light industrial uses, plus storage and distribution. |
| MM30 | | *Number not used* |
| MM31 | P74, H-UE1 | Add new criterion: 'k) Confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon Marazion Marsh SPA'<br>Existing criterion k) amend to l) |
| MM32 | P74, H-UE1 | Amend criterion h) as follows: 'At least 34.~~2~~3sqm of net additional public open space…'<br><br>Amend current criterion k) as follows: Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which will be prepared by Cornwall Council. As well as preparing a masterplan that fits with the surrounding built form, it also needs to be integrated with the permitted development within the site (PA15/03787), marked as area 2 on the accompanying plan; as well as the Barview H-D1 future direction of growth beyond the current plan period (i.e. after 2030) |
| MM33 | P75, H-E2 | Add following text to allocation text box above map: …'Approximately 7,000 sqm of' B1a/b and 16,500 sqm B1c B2 / B8 employment Uses<br><br>Amend criterion a) as follows: a) An employment site that should deliver ~~B1 / B2 / B8~~ approximately 7,000 sqm of' B1a/b and 16,500 sqm B1c B2 / B8 employment Uses with a focus on B2 and B8 |
| MM34 | P75, H-E2 | Add new criterion: 'e) confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon Marazion Marsh SPA'<br>Existing criterion e) amend to f) |
| MM35 | P76, H-E3 | Add following text to allocation text box above map: Approximately 1,500 sqm B1 a / b and approx. 3,860 sqm B1c and B2 Employment Space |

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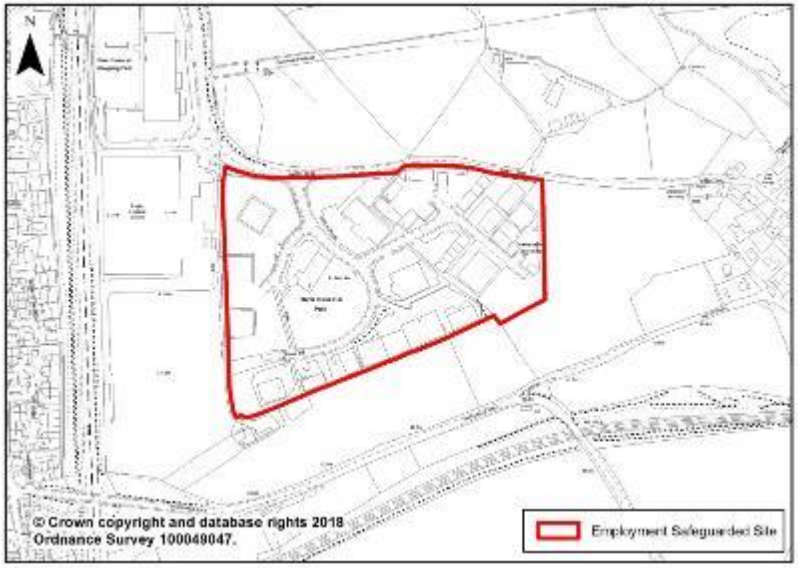
| | | Amend criterion a) as follows: a) An employment site to deliver approximately 1,500 sqm B1 a / b and approx. 3,860 sqm B1c and B2 ~~5360 sqm of additional B1 and B2~~ employment space… |
| MM36 | P76, H-E3 | Add new criterion: 'f) confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon Marazion Marsh SPA' |
| MM37 | P77, H-EM1 | Add following text to allocation text box above map: …'Approximately 800 sqm of' B1a/b and 3,200 sqm B1c/ B2 / B8 marine related employment Uses |
| MM38 | P77, H-EM1 | Add new criterion: 'd) confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon Marazion Marsh SPA'<br>Existing criterion d) amend to e) |
| MM39 | P78. H-E1 | Insert the following map into Policy box and reformat as other allocations<br>  |
| MM40 | P78, H-ED1 | Add new criterion: 'd) confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon Marazion Marsh SPA' |

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| MM41 | P81, H-D1 | Add new criterion: 'g) confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon Marazion Marsh SPA' |
| | | **Cambourne Pool Illogan Redruth – CPIR** |
| MM42 | P100, CPIR-UE1 | Amend text in the allocation text box above map: 'Approximately 280 dwellings and approx. 2,000 sqm of B1a and ~~3,000sqm of~~ 1,000 sqm B1c employment space |
| MM43 | | *Number not used* |
| MM44 | P101, CPIR-UE1 | Add new criterion i) as follows: ' i) Consideration should be given to the Minerals Safeguarding Area in relation to the New Tolgus Shaft; however this will not preclude delivery of the scheme. Proposals should refer to the Minerals Safeguarding DPD' and amend existing criterion i) to j) |
| MM45 | P102, CPIR-E1 | Amend text box above map: Employment site to deliver approx. 17,000 sqm of B1c, B2, B8 industrial space and 11,000 sqm of B1 a/b office space ~~(B1 / B2 / B8) space, delivering approximately 28,000sqm of floorspace~~ |
| MM46 | P103, CPIR-E5 | Amend allocation text box above map as follows: Mixed use site incorporating at least 6,000 sqm of B1a/b together with one ~~two~~ or more of the following uses: B1c, B2, B8 Employment space ~~(B1, B2, B8)~~; D1 and D2 uses; C1 Hotel |
| MM47 | P104, CPIR-E2 | Insert the following map into Policy box and reformat as other allocations |

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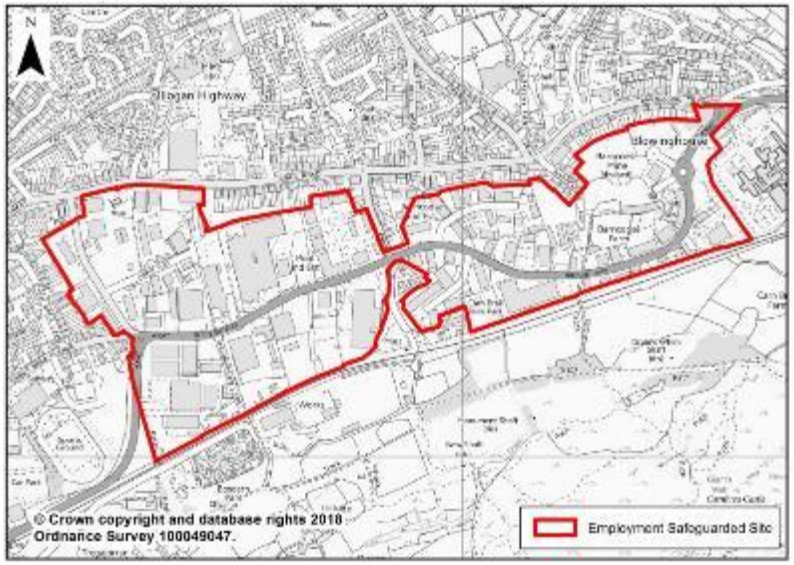
| | |  |
| MM48 | P104, CPIR-E3 | Insert the following map into Policy box and reformat as other allocations |

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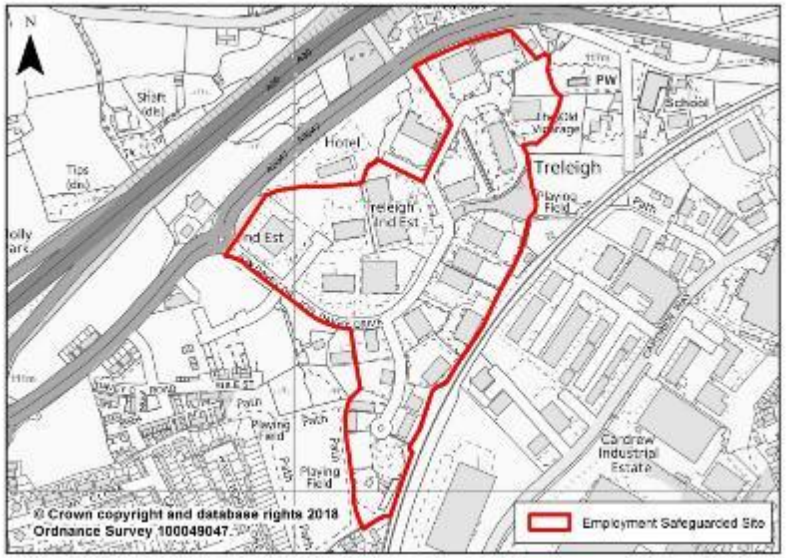
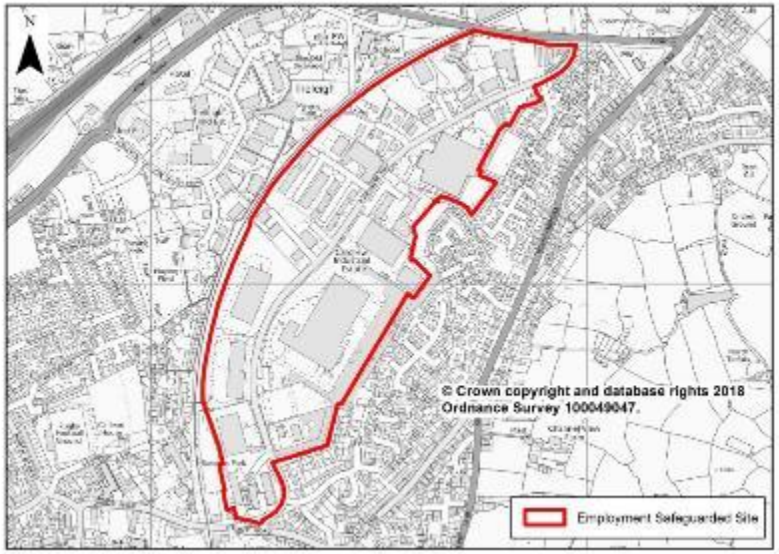
| | |  |
| MM49 | P104, CPIR-E4 | Insert the following map into Policy box and reformat as other allocations<br>  |

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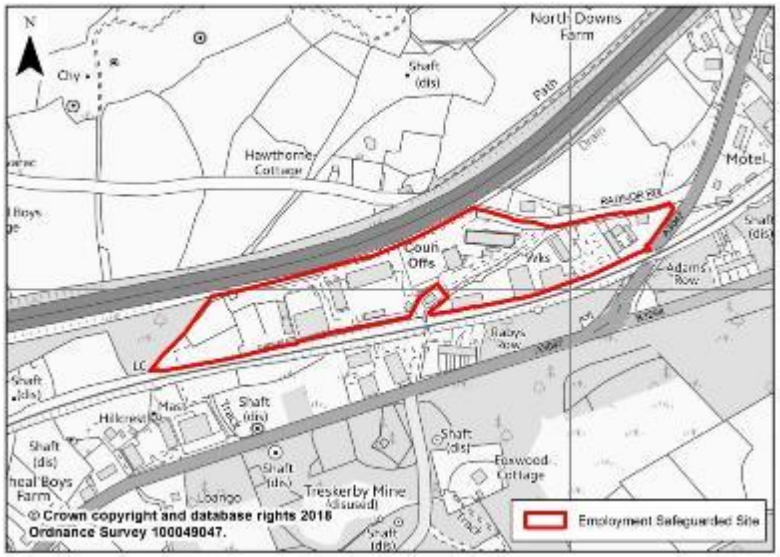
| MM50 | P104, CPIR-E8 | Insert the following map into Policy box and reformat as other allocations<br>  <br> |
| MM51 | P106, CPIR-E7 | Add following text to allocation text box above map: …'Approximately 15,000 sqm of' B1a/b Office use: |
| MM52 | | *Number not used* |
| MM53 | P106, CPIR-E7 | Amend criterion a) as follows: The site should deliver approximately 15,000sqm of office space; plus a D1 health centre. Other ~~ancillary~~ uses will be considered, if it is demonstrated that they are required to cross subsidise the delivery of the employment space |
| | | **Helston** |
| MM54 | P124, He-E2 | Amend text in the allocation text box above map as follows: …'Delivery of employment space, ~~predominantly B1 uses~~ approximately 1,200 sqm of' B1a/b Office use and approximately 1,200 of B1c light industrial uses |
| MM55 | P125, He-E3 | Amend text box above map as follows: ~~At least 13,000sqm~~ Deliver 6,317 sqm B1a/b office and 6,996 sqm of B1c, B2, B8 industrial space ~~(B1c / B2 / B8)~~<br>Amend criterion a): The site should deliver 6,317 sqm B1a/b office and 6,996 sqm of B1c, B2, B8 industrial space ~~at least 13,000sqm of B1 B2 B8 employment space~~ |
| MM56 | P126, He-E1 | Insert the following map into Policy box and reformat as other allocations |

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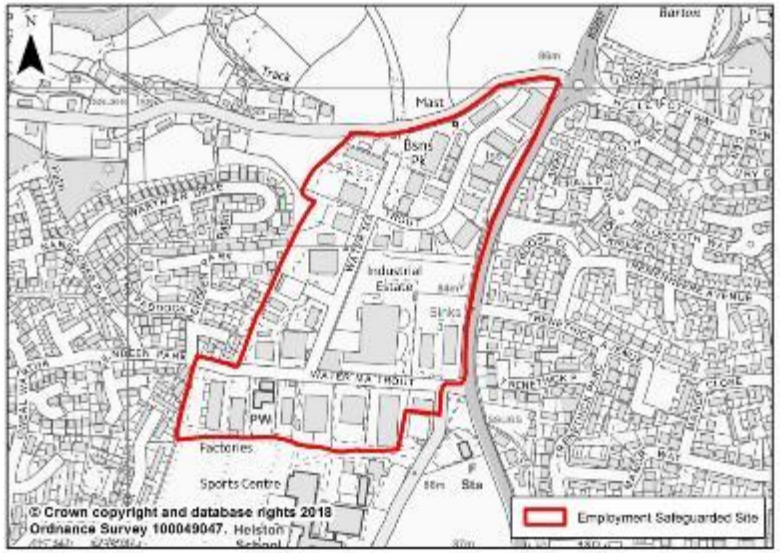
| | |  |
| MM57 | P125, He-E3 | Add new criterion 'f) Confirmation of capacity of local sewage treatment facility, or provision of alternative facilities is required prior to commencement of the scheme, to ensure there are no significant effects upon the SAC. An appropriately designed SUDs scheme is also required.' |
| | | **Falmouth and Penryn** |
| MM58 | P146, | Add new para: '7.74 Falmouth Penryn strategic gap and South East green buffer area: An area that separates the two settlements is identified as a green buffer area. This land is an important landscape feature which provides physical separation as important for retaining the settlements individual identities. It has also been identified as important in terms of the historical growth of the two towns by Historic England. A further area is identified south east of falmouth adjoining the coastal AONB. This is to ensure the separate identities of Falmouth and the rural settlement of Budock Water are maintained. There may be opportunities within these areas to enhance green infrastructure features.'<br>Amend existing para ~~7.74~~ to 7.75 and so on up to para 7.81 |
| MM59 | P151, FP-H2 | Amend criterion i) as follows: At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 2. |

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| | | ~~However,~~ ~~t~~This should be provided as an appropriate balance of on-site provision and ~~equivalent~~ off-site contribution~~,~~ to the regeneration and improvement of the adjoining Trescobeas open space. The intention is that the Trescobeas open space will become a central focus for the new neighbourhood being created through this site allocation; the adjacent allocation at Falmouth Road (FP-H4); and the existing communities at and around Lambs Lane, Oakfield Road and Ashfield Road |
| MM60 | P154, FP-H4 | Amend Policy text as follows which supersede all amendments proposed in MM52 above:<br><br>Amend allocation text box as follows: **Allocation:** ~~Approximately 210 C3 residential dwellings~~ Mixed use development comprising approximately 210 C3 residential dwellings, approximately 400 student beds (C1), and other land uses<br><br>Amend criterion a) as follows: A high density ~~residential~~ mixed use development that should deliver approximately 210 dwellings, ~~comprised of residential apartments and town houses~~ approximately 400 student beds and other land uses, where appropriate, to ensure a viable scheme can be achieved. The precise quantum and mix of uses on site will be informed by a masterplanning process and a viability assessment that will form part of any planning application.<br><br>Amend criterion e) as follows: The main pedestrian and vehicular access to the site would be from the existing access point at the Ponshardon roundabout. Pedestrian connections should also be explored and delivered where possible ~~provided that links~~ from the site to ~~with~~ the surrounding parts of the extended neighbourhood, including the proposed development at Falmouth North (FP-H2), and the existing communities around the Trescobeas open space (Lambs Lane, Oakfield Road and Ashfield Road), thereby ensuring that development of these sites and the new communities that are created complement and support one another.<br><br>Amend criterion h) as follows: Planning permission for the development of the site (or part of the site) will not be granted unless it is in general accordance with a masterplan that has been agreed in writing with the Council. This masterplan should be informed by an assessment of the constraints of the site, including the viability assessment and ~~a~~ Historic Impact Assessment, as set out in parts (a) and (g) above. |
| MM61 | P156, FP-H4 | Amend criterion m) as follows: 'An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Fal & Helford SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document. ~~Any development of the land will be required to provide an Habitat Regulations Assessment that sets out the potential for any impacts on the Fal and Helford SAC, and if~~ |

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| | | ~~necessary be expected to provide an appropriate contribution that mitigates against any potential water based recreational impacts at the SAC generated by the development.~~ |
| MM62 | P157, FP-M1 | Amend text in the allocation text box above map as follows 'Approximately 100 dwellings; approximately 2,000 sqm B1a Office space'<br><br>Amend criterion b): ~~At least~~ Approx. 2,000sqm of B1a office space should be delivered as part of the development |
| MM63 | P159, FP-M2 | Amend text in allocation text box map as follows: Approximately 1,000 sqm of B1~~ / B2~~ a/b and approximately 1,000 of B1c Employment Space and approx. 1,000 C1 Student beds ~~accommodation~~<br><br>Amend criterion b) as follows: Approximately ~~2~~1,000sqm of B1 a/b and approximately 1,000 sqm of B1c ~~/ B2~~ space should be delivered as part of the development.<br><br>Amend criterion c): ~~Up to 550 units of accommodation should be provided within the site~~ The site should deliver approximately 1000 beds of student accommodation. This would be comprised of approximately 850 - 870 beds of student accommodation within the site (but which does not assume the immediate availability of the Allen and Heath building coloured in blue). An additional 100-150 beds would become available with the release and development of the Allen and Heath building coloured blue, increasing the capacity of the site to approximately 1000 beds.<br><br>Add new text at the end of criterion e): …impacts arising from the operation and use of the development<br><br>Amend criterion l): ~~Sustainable Urban Drainage solutions will need to be provided as appropriate or necessary, that minimises the risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding properties in the vicinity of the site and the wider locality.~~ Any proposals for development should be accompanied by and respond in design to a detailed flood risk assessment for the site. Sustainable Urban Drainage solutions will need to be provided as appropriate , that minimise the risk of flooding both on and off the site. |
| MM64 | P160, FP-M2 | Amend criterion k) as follows: 'An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Fal & Helford SAC. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document. ~~Any development of the land will be required to provide an HRA assessment that sets out the potential for any impacts on the Fal and Helford SAC, and if necessary be expected to provide an appropriate contribution that mitigates against any potential water based recreational impacts generated by the development at the SAC.~~ |

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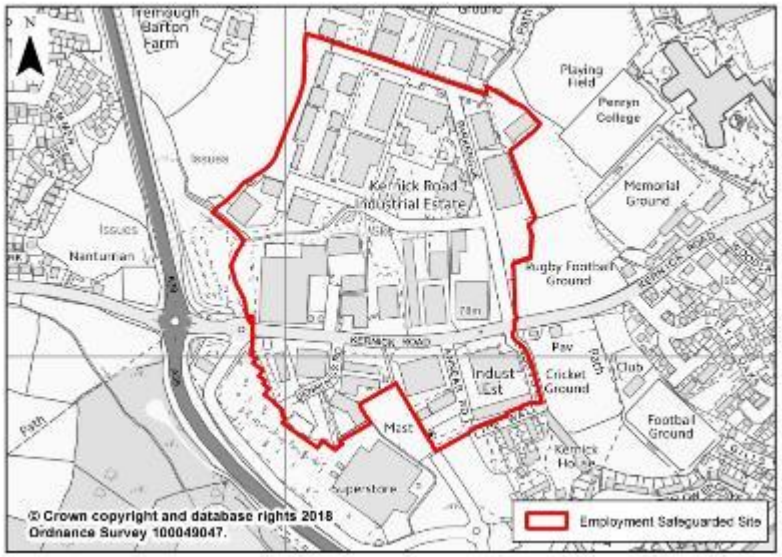
| MM65 | P161, FP-E1 | Insert the following map into Policy box and reformat as other allocations   |
| MM66 | P161, FP-E2 | Insert the following map into Policy box and reformat as other allocations |

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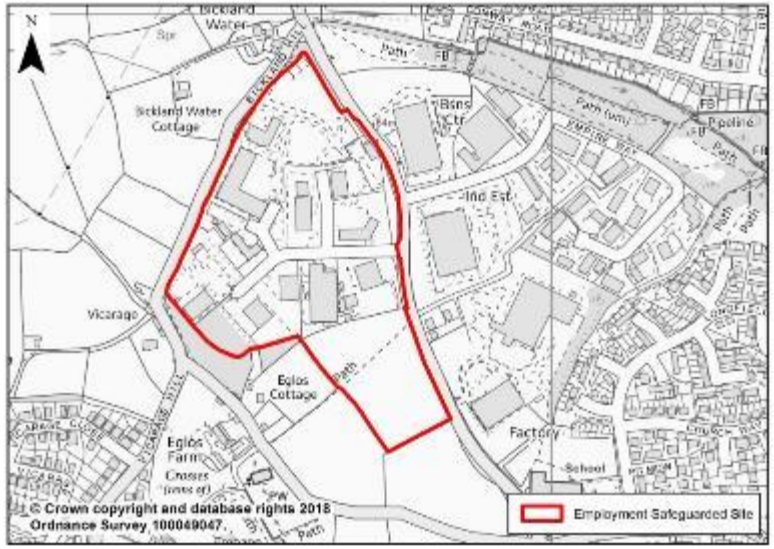
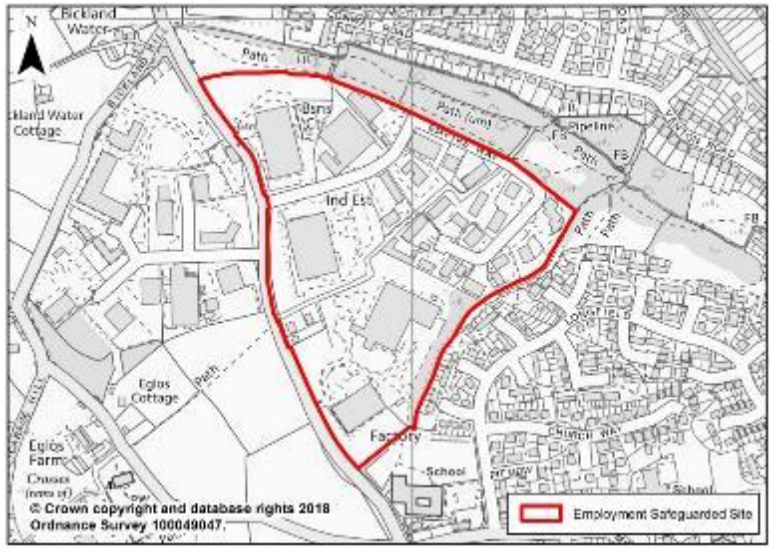
| | |  |
| MM67 | P161, FP-E3 | Insert the following map into Policy box and reformat as other allocations<br>  |

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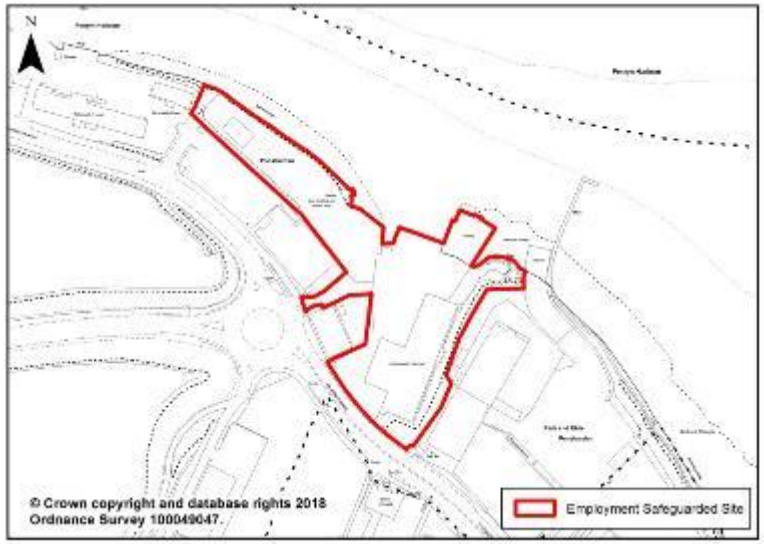
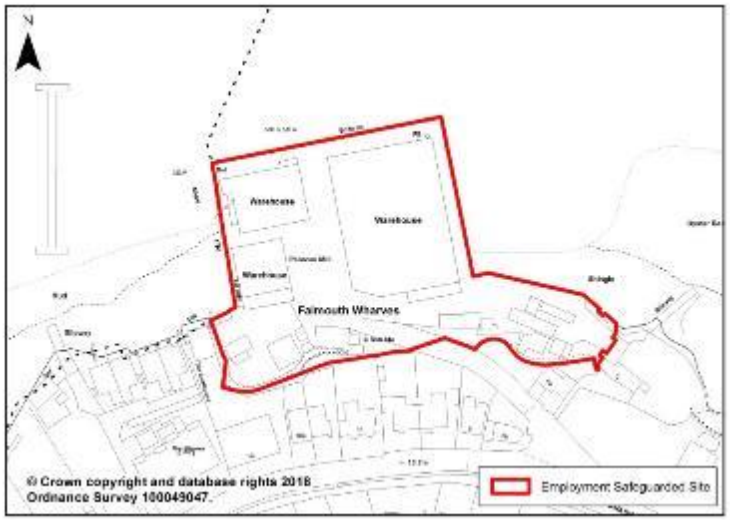
| MM68 | P161, FP-E4 | Insert the following map into Policy box and reformat as other allocations   |
| MM69 | P161, FP-E5 | Insert the following map into Policy box and reformat as other allocations   |

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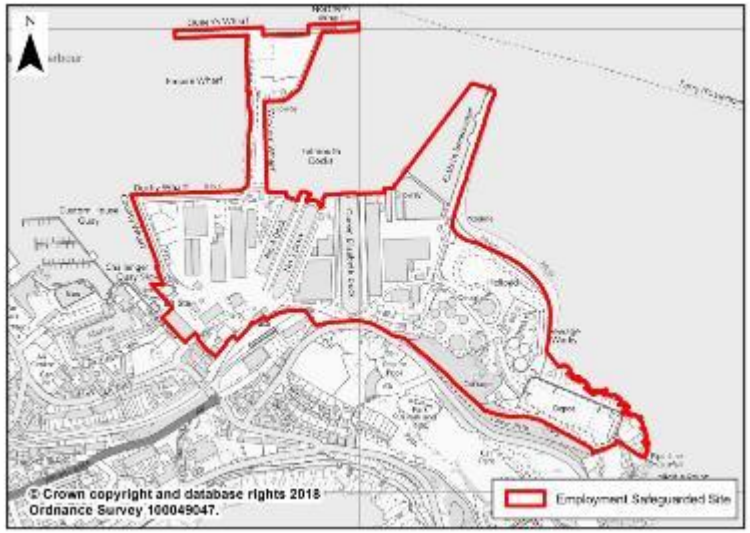
| MM70 | P161, FP-E6 | Insert the following map into Policy box and reformat as other allocations. Also add new text as follows: 'Safeguard for marine related employment uses delivering approx. 1,000 sqm of B1a/b and 23,800 sqm B1c, B2, B8.<br>  <br> |
| MM71 | P161, FP-M3 | Amend text in allocation text box above map: Approximately 18,000 sqm B1(a) and (b) office, technology and R&D space, plus approx. 6,000 sqm B1c, B2 & B8; D1 Education and…' |
| MM72 | P162, FP-M3 | Add additional text to criterion a) 3rd bullet and add a 4th bullets follows: '<br>• C1 Student Accommodation (focused on post graduates) and associated support facilities including academic support, shop, café and health provisions, and associated car parking provision<br>• Other associated development that supports the delivery of the economic aspirations for the site'<br>Add additional word in criterion d) as follows: 'Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan that has been agreed in writing with the Council. Any masterplan shall be informed by the Treliever Development Framework…'<br><br>Amend criterion f) as follows:<br>**a) ~~Student~~ Accommodation:**<br><br>~~Student~~ Accommodation shall be focused within the zones indicated within zones 3 and 8 of the policy plan above. |

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| | | **Zone 3** shall provide ~~in the region of 1100 units of~~ ~~student~~ accommodation (including post graduate accommodation) within a high density scheme, with building heights of predominantly three and four storey (maximum). This zone will also:<br>• deliver the key vehicular access to the southern half of the site (indicated at point 5 on the policy plan above) and wider movement infrastructure for the southern half of the land, which includes the delivery of a high quality and safe, north south pedestrian / cycle bridge between this land and the existing Penryn campus (indicated at point 1 on the policy plan above). The bridge must be delivered prior to occupation of any accommodation within this zone;<br>• Include the delivery of a core space that provides a central social and supporting hub area of services and facilities to support the employment and accommodation ~~student~~ uses on all of the land within the allocation, which should be located at point 7 on the policy plan above. Such key facilities should include social and leisure space, small shops and other facilities to support the uses on the land and should include health facilities to support the wider occupiers and users of the whole site allocation<br>• support the delivery of employment space (as referred to in paragraph (e) above) on the southern half of the site within zone 6 on the policy plan; and,<br>• The design quality, massing, and appearance of buildings shall respond appropriately to the landscape setting, prominence and topography of the landscape of the site and surrounding area.<br><br>**Zone 8** offers the opportunity to deliver some additional ~~student~~ accommodation, as part of an employment focused mixed use area within the site. ~~Student accommodation within t~~ This zone shall:<br>• be of a scale that responds appropriately to its location, being predominantly two and three story development;<br>• support the delivery of employment space within zone 8 (as referred to in paragraph 'e');<br>• The design quality, massing, and appearance of buildings shall respond appropriately to the landscape setting, prominence and topography of the landscape of the site and surrounding area |
| MM73 | P166, FP-M3 | Add additional text to criterion l): 'Any development will need to be supported by appropriate assessments that demonstrate how any ecological assets or natural habitat at the site can be appropriately provided for, including opportunities for enhancement within any development, and that any loss of trees or habitat from the site can be avoided, appropriately protected and retained, replaced or mitigated, and that there should be no net loss of trees and hedgerows across the land' |

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| MM74 | P168, FP-M3 | Add new criterion n as follows: 'n) Any development of the land will be required to provide the opportunity for the relocation of the combined agricultural and equine business (and associated accommodation) that currently operates within the land, to other land within the wider agricultural holding and land ownership of that business; to the west of this site allocation.' |
| MM75 | P161, FP-E6 | Add new text under Additional Requirements & Considerations: 'The Docks site FP-E6 is within the setting of the schedule monument and listed buildings that form part of the Pendennis fortifications. The setting of a number of listed buildings, including Pendennis Castle and its visual relationship with it sister castle should be sustained and where appropriate enhanced. The Port of Falmouth Masterplan, June 2011 forms a useful evidence base to applicants.' |
| | | **Newquay** |
| MM76 | P172, Map (& related Maps on pages 182 (Fig NQ2)& 185 (Fig 185) | Figure NQ1 should be amended in accordance with the enclosed/attached ADAM Architecture Proposed Strategy Map Rev B (July 2017) to show:- Correct planning permission boundaries; - Nansledan boundary; - Alignment of NSR at Hendra correctly drawn; - Inclusion of land adjacent to Quintrell Road and planning consent area (within NQ-H1); - Inclusion of land immediately south of Gusti Veor and land adjacent to High Street/NSR/Western Arm junction (within NQ-H2); - Inclusion of Newquay HWRC (within NQ-H2) for housing when the new HWRC facility is provided within NQ-M2; - Inclusion of land south of the allotments at Tretherras (within NQ-H2) in accordance with Newquay Growth Area Masterplan approved by Cornwall Council's Cabinet in June 2011. *(Revised Maps Annexes 1b-d)* |
| MM77 | P186, NQ-H1 | Amend site area as follows: '~~13.26~~ 11.37'<br>Amend criterion d) as follows: 'An appropriate off-site contribution may ~~will~~ be required to mitigate against adverse recreational impacts on the Penhale Dunes SAC where it is considered that the provision of an on-site Suitable Alternative Natural Greenspace provision cannot be made. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document |
| MM78 | P186, NQ-H1 | Amend criterion c) as follows: 42.7sqm of public open space per dwelling should be provided on site or within the wider Nansledan masterplan area, in line with the Green Infrastructure strategy ~~and the minimum size thresholds within Table 2; unless it can be demonstrated that higher than average levels of open space is being provided on adjacent sites within Nansledan, as defined in Figure NQ1; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted.~~ |

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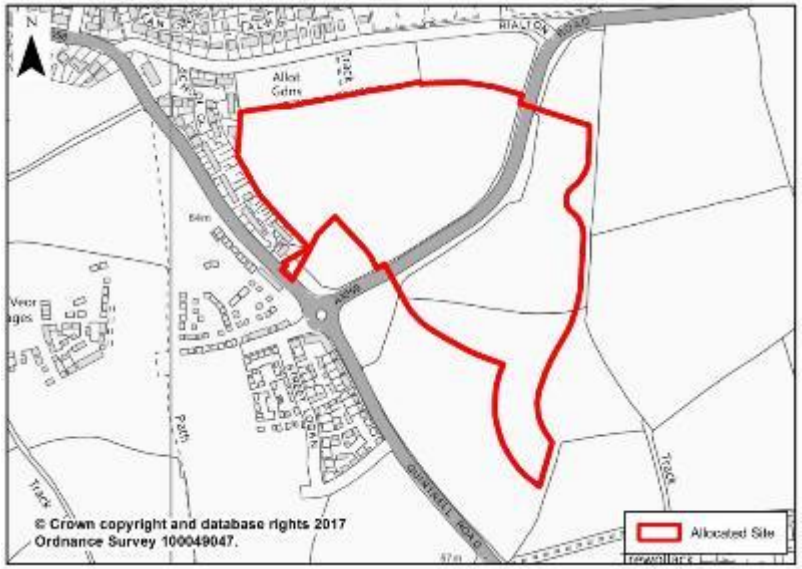
| | | To amend MM72 proposed change with regard to the deletion of the word 'will; as follows: 'An appropriate off-site contribution ~~may~~ will be required…' |
| MM79 | P182, Transport Map | Site boundaries need amending, Amend site capacity numbers as follows: NQ-H1 amend 280 to 420, NQ-H2 amend 860 to 1170 *(Revised map – Annex 1c)* |
| MM80 | P186, NQ-H1 | Amend map boundary in accordance with proposed amendments to the strategy map NQ1, as set out below   |
| MM81 | P187, NQ-H2 | Amend map boundary in accordance with proposed amendments to the strategy map NQ1, as set out below |

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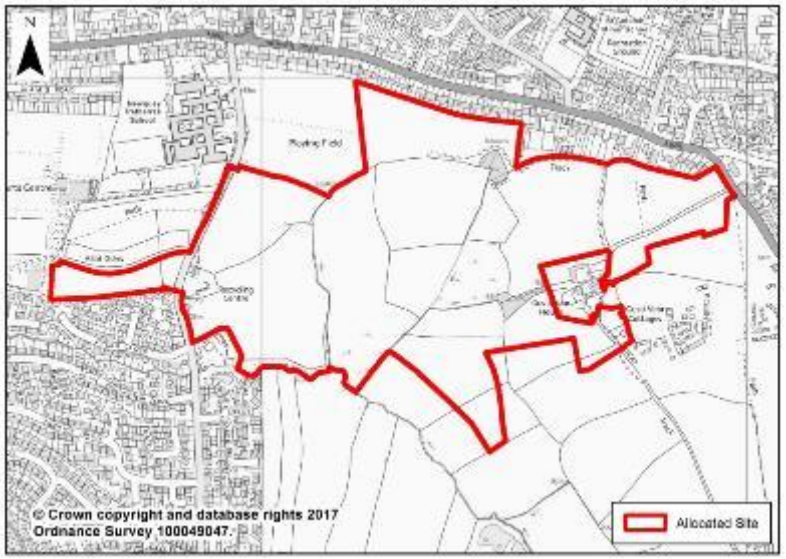
| | |  |
| MM82 | P187, NQ-H2 | Amend criterion d) as follows: 42.7sqm of public open space per dwelling should be provided on site or within the wider Nansledan masterplan area in line with the Green Infrastructure strategy ~~and the minimum size thresholds within Table 2; unless it can be demonstrated that higher than average levels of open space is being provided on adjacent sites within Nansledan, as defined in Figure NQ1; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted.~~ |
| MM83 | P188, NQ-M1 | Amend text in allocation text box above map: 'Mixed use site comprising approx. 150 dwellings, retail, commercial space including approx. 1,000 sqm B1a/b office, and new gateway to Newquay by rail' |
| MM84 | P189, NQ-M2 | Amend text in allocation text box above map: 'Mixed use site comprising approx. 375 dwellings; approx. 2,600 sqm B1 a/b office space and approx. 6,000 B1c, B2 and B8 employment uses; Park & Ride; Household….' |
| MM85 | P190, NQ-M2 | Amend criterion c) as follows: 42.7sqm of public open space per dwelling should be provided on site or within the wider Nansledan masterplan area in line with the Green Infrastructure strategy ~~and the minimum size thresholds within Table 2; unless it can be demonstrated that higher than average levels of open space is being provided on adjacent sites within Nansledan, as defined in Figure NQ1; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted.~~ |
| MM86 | P187, NQ-H2 | Add text at the end of criterion c) 'Pedestrian / cycle routes should also be created as indicated in figure NQ3.' |
| MM87 | P187, NQ-H2 | Amend site area as follows: '~~47.8~~ 43.64' |

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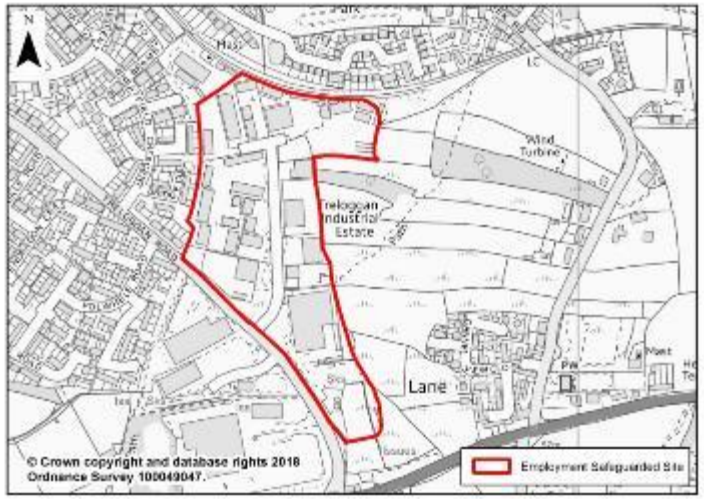
| | | Amend criterion e) as follows: 'An appropriate off-site contribution will be required to mitigate against adverse recreational impacts on the Penhale Dunes SAC where it is considered that the provision of an on-site Suitable Alternative Natural Greenspace provision cannot be made. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document |
| MM88 | P190, NQ-M2 | Add text to end of criterion c) 'Pedestrian / cycle routes should also be created as indicated in figure NQ3.' |
| MM89 | P190, NQ-E1 | Insert the following map into Policy box and reformat as other allocations   |
| | | **St Austell** |
| MM90 | P213, STA-M1 | Add new criterion: 'g) To ensure likely significant effects upon the SAC and pSPA are avoided or appropriately mitigated, an appropriately designed SUDs scheme must be provided' existing criterion g) amend to h) |
| MM91 | P214, STA-E3 | Amend text in allocation text box above map: 'Approximately 4,000 sqm B1 a/b uses and approx. 19,000 sqm of B1c, B2 and B8 employment space |
| MM92 | P214, STA-M2 | Add new criterion: 'e) To ensure likely significant effects upon the SAC and pSPA are avoided or appropriately mitigated, an appropriately designed SUDs scheme must be provided' existing criterion e) amend to f) |

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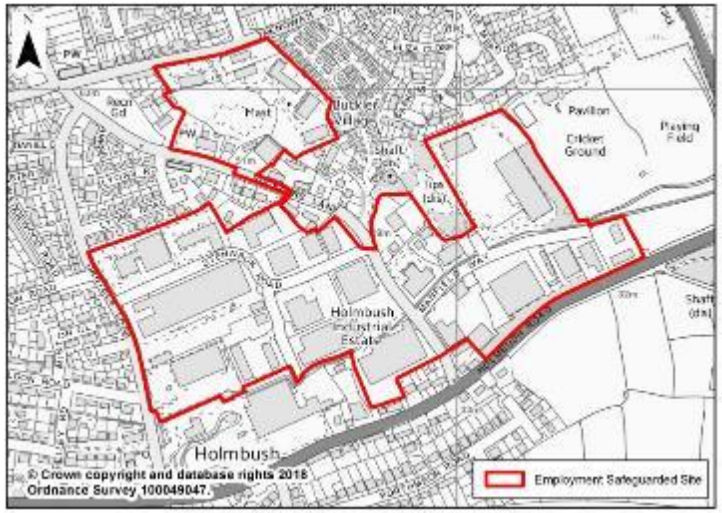
| MM93 | P214, STA-E3 | Add new criterion: 'd) To ensure likely significant effects upon the SAC and pSPA are avoided or appropriately mitigated, an appropriately designed SUDs scheme must be provided' existing criterion d) amend to e) |
| MM94 | P215, STA-R1 | Add new criterion: 'e) To ensure likely significant effects upon the SAC and pSPA are avoided or appropriately mitigated, an appropriately designed SUDs scheme must be provided' |
| MM95 | P216, STA-E1 | Insert the following map into Policy box and reformat as other allocations   |
| | | **Eco-communities** |
| MM96 | P223, ECO-M1 | Amend text in allocation text box above map: '1500 C3 residential dwellings; approximately 4,200 sqm B1 a/b uses and approx. 8,500 sqm of B1c, B2 / B8 Employment Uses; D1…. |
| MM97 | P223, ECO-M1 Map | Delete the two small dotted red lines from the larger red dot line (Revised map set out below) |

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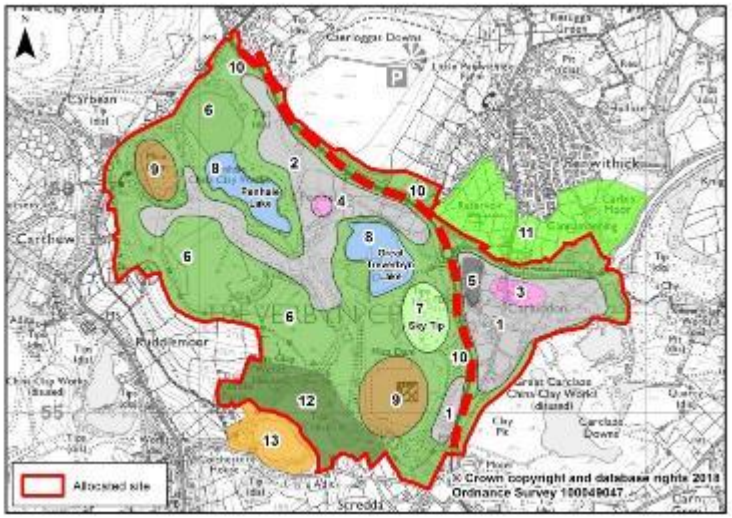
| | |  |
| MM98 | P224, ECO-M1 | Amend criterion d) as follows: '2ha of land must be reserved within the site to deliver a primary school; with the development also expected to either build, facilitate, or provide the funds to build, a one form of entry primary school, which ~~is~~ will need to be in place before occupation of the 150th dwelling. ~~opened early within the first phase of the development.~~ The school should be expandable to two form entry. The school should be located within the larger of the community hubs (3). |
| MM99 | P225, ECO-M1 | Add new criterion k) as follows: 'The development must ensure that it does not impact on the populations of Marsupella profunda, either within or outside the designated St Austell Clay Pits SAC, through:<br>• Avoiding the introduction of non-native species;<br>• Avoiding air pollution resulting in the deposit of nitrogen;<br>• Ensuring the right conditions for the Marsupella profunda populations remain in place through appropriate management within the site. |
| MM100 | P226, ECO-M2 | Amend criterion a) A residential focused mixed use development of approximately 500 dwellings, together with employment uses (B1 / B2 – quantum to be determined through masterplanning) and ancillary A3 / A4 retail space |
| MM101 | P227, ECO-M2 | Add 4th number to criterion h) as follows: 'iv No land take of the pSPA or functionally linked habitats' |
| MM102 | P227, ECO-M2 | Add new criterion as follows i) Ensure the protection and , where possible, enhancement of the priority habitat (mudflats) within the site |

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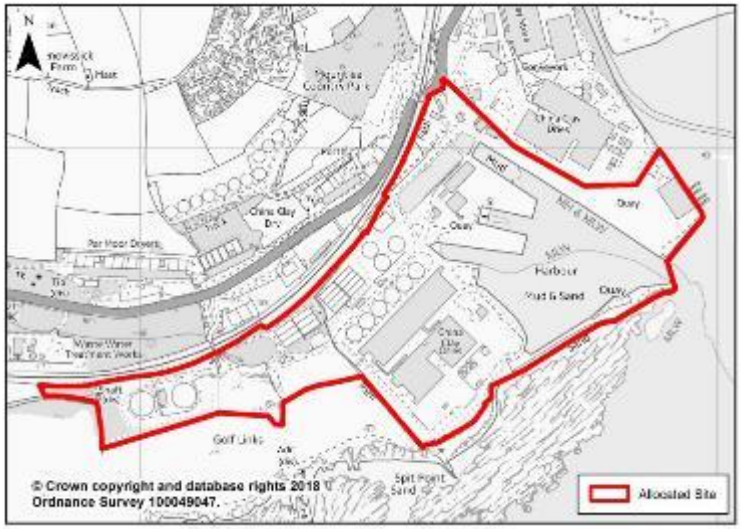
| MM103 | P226, ECO-M2 Map | Amend allocation boundary map slightly, revised map below   |
| | | **Bodmin** |
| MM104 | P 230, P11.13 | Last sentence of para 11.13 to be amended as follows: '~~Three~~ Five urban extensions have been identified, which offer the best opportunity to create sustainable neighbourhoods, whilst also protecting Bodmin's most important environmental assets.' |
| MM105 | P231, Strategy Map | Amend Strategy Map Bd1 to include new site allocation Westheath Rd (Bd-H1) and deleting Bd-UE2 and replacing with Bd-UE2a and Bd-UE2b<br>*(Revised Map Annex 1n)* |
| MM106 | P235, P11.34 | Amend para as follows: 'An assessment of land surrounding Bodmin was also undertaken, which has identified ~~four~~ six urban extensions: Priory Urban Extension (now permitted); Halgavor Urban Extension West (Bd-UE2a); Halgavor Urban Extension East (Bd-UE2b); St Lawrence's Urban Extension (Bd-UE3); ~~and~~ Callywith Urban Village (Bd-UE4); and Westheath Road (Bd-H1).' |
| MM107 | P235, P11.35 | Amend the first sentence as follows: 'Whilst the ~~four~~ five allocated sites, together with the recently permitted Priory Road site (PA12/12115), can accommodate growth in excess of the residual target in Table Bd2, it is anticipated that some, if not all of the urban extensions, will not be fully developed out by the end of the Plan period.' |

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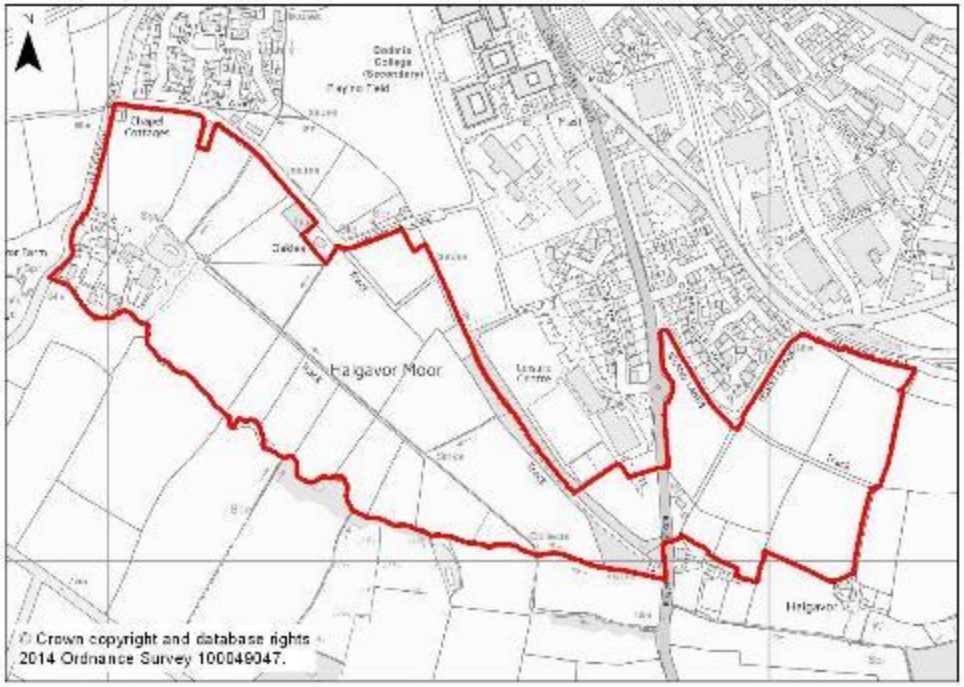
| MM108 | P240, Transport Map | Amend Transport Strategy Map Bd2 to include new site allocation Westheath Rd (Bd-H1) and deleting Bd-UE2 and replacing with Bd-UE2a and Bd-UE2b<br>*(Revised Map Annex 1o)* |
| MM109 | P243, GI Map | Amend Green Infrastructure Strategy Map Bd3 to include new site allocation Westheath Rd (Bd-H1) and deleting Bd-UE2 and replacing with Bd-UE2a and Bd-UE2b<br>*(Revised Map Annex 1p)* |
| MM110 | P224, Bd-UE2 | Delete allocation Bd-UE2 as follows, note this modification also supersedes modifications MM95, MM96 & MM96a below:<br>:<br>~~**Policy Bd-UE2**~~ ~~**Halgavor Urban Extension**~~<br>~~**Site area:** 37 hectares~~ ~~**Allocation:** Approximately 770 dwellings~~<br>  |

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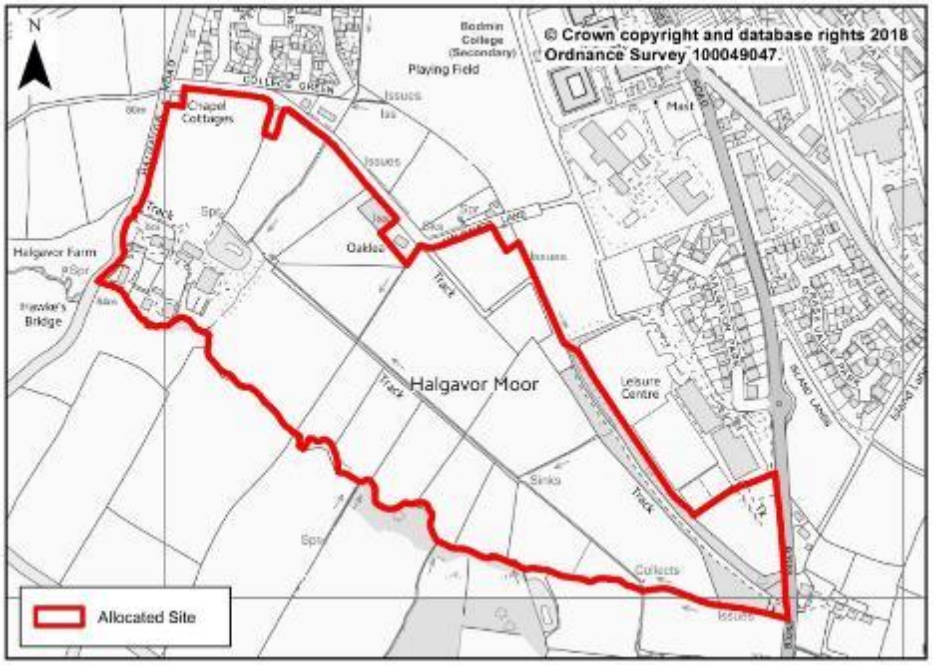
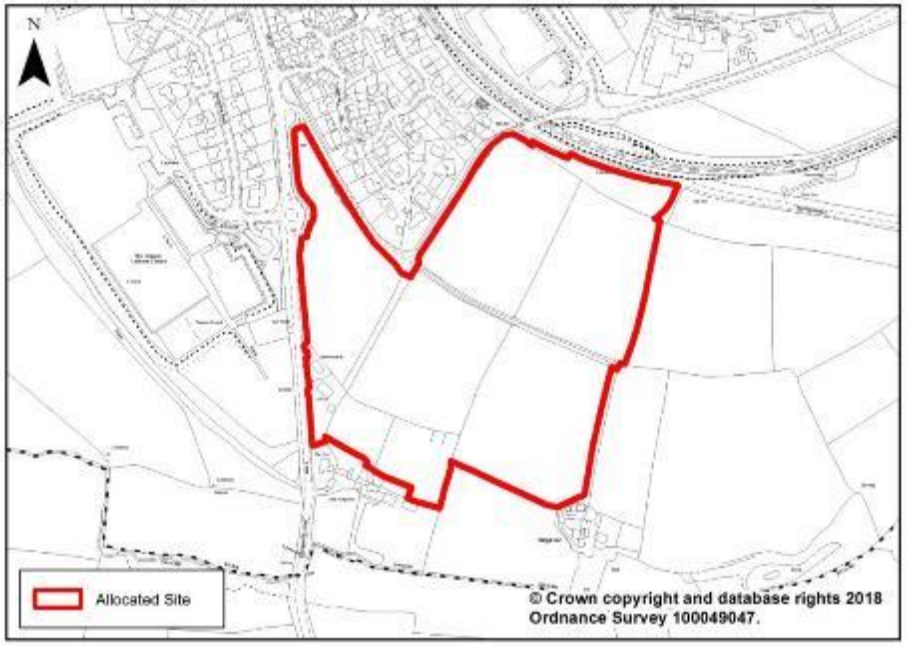
| | | ~~**Additional Policy Requirements:**~~<br><br>~~a) A residential development that should accommodate approximately 770 dwellings.~~<br>~~b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.~~<br>~~c) It is anticipated that the main vehicular access to the site will come via Carminow Road; which should include an improved railway crossing and a new junction on Lostwithiel Road. The site should also provide good walking and cycling routes through the site as indicated on figure Bd3.~~<br>~~d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2. Furthermore, a sustainable urban drainage scheme needs to be implemented, which precludes infiltration~~<br>~~e) An off-site education contribution will be sought to support the delivery of a new primary school within allocation Bd-UE3 or the upgrade of an existing primary school within Bodmin.~~<br>~~f) A small section of the western edge of the site is adjacent to a Flood Zone 3b area; built development must be drawn away from this area, to minimise the risk of flooding. Any application must undertake a full hydrological assessment of the site to inform the design and layout of the scheme,~~<br>~~g) To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, the following must be undertaken and delivered: a CEMP; and an appropriately designed SUDs scheme~~<br>~~h) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilties, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC~~<br>~~i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. The masterplan / concept plan should ensure the most important ecological features on the edges of the site are protected~~ |
| MM111 | P244 | Insert new allocation Bd-UE2a Halgavor West as follows, which also supersedes modifications MM95, MM96 & MM96a below:<br><br>**Policy Bd-UE2a** — **Halgavor Urban Extension – West**<br><br>**Site area:** 27.6 hectares — **Allocation:** Approximately 540 dwellings |




**Additional Policy Requirements:**

a) A residential development that should accommodate approximately 540 dwellings.
b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
c) The main vehicular access should be onto Lostwithiel Road, where the junction should be appropriately located to enable the delivery of a continued highway route into the Halgavor Urban Extension East allocation (Bd-UE2b); this new junction will enable early phases of this allocation to proceed. A highway contribution will be required from this development towards the delivery of a new junction from Carminnow Road, over the railway line, into the Bd-UE2b allocation. Delivery of this entire site will not be permitted until the new Carminnow Road junction and route through the Bd-UE2b site on to Lostwithiel Road is in place. The site should also provide good walking and cycling routes through the site, as indicated on figure Bd3.

<table>
<tr><td></td><td></td><td>d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2. Furthermore, a sustainable urban drainage scheme needs to be implemented, which precludes infiltration<br>e) An off-site education contribution will be sought to support the delivery of a new primary school within allocation Bd-UE3 or the upgrade of an existing primary school within Bodmin.<br>f) A small section of the western edge of the site is adjacent to a Flood Zone 3b area; built development must be drawn away from this area, to minimise the risk of flooding. Any application must undertake a full hydrological assessment of the site to inform the design and layout of the scheme.<br>g) To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, the following must be undertaken and delivered: a CEMP; and an appropriately designed SUDs scheme.<br>h) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC<br>i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. The masterplan / concept plan should ensure the most important ecological features on the edges of the site are protected</td></tr>
<tr><td>MM112</td><td>P245</td><td>Insert new allocation Bd-UE2b Halgavor Urban Extension - East as follows, which also supersedes modifications MM95, MM96 & MM96a below:
<table>
<tr><td>Policy Bd-UE2b</td><td>Halgavor Urban Extension - East</td></tr>
<tr><td>Site area: 9.6 hectares</td><td>Allocation: 230 dwellings</td></tr>
</table></td></tr>
</table>




**Additional Policy Requirements:**

a) A residential development that should accommodate approximately 230 dwellings.
b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
c) It is anticipated that the main vehicular access to the site will come via Carminow Road; which should include an improved railway crossing and a new junction on Lostwithiel Road; the junction on to Lostwithiel Road should be appropriately located to enable the delivery of a continued highway route into the Halgavor Urban Extension West allocation (Bd-UE2a). The site should also provide good walking and cycling routes through the site, as indicated on figure Bd3.
d) At least 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy and the minimum size thresholds within Table 2. Furthermore, a sustainable urban drainage scheme needs to be implemented, which precludes infiltration

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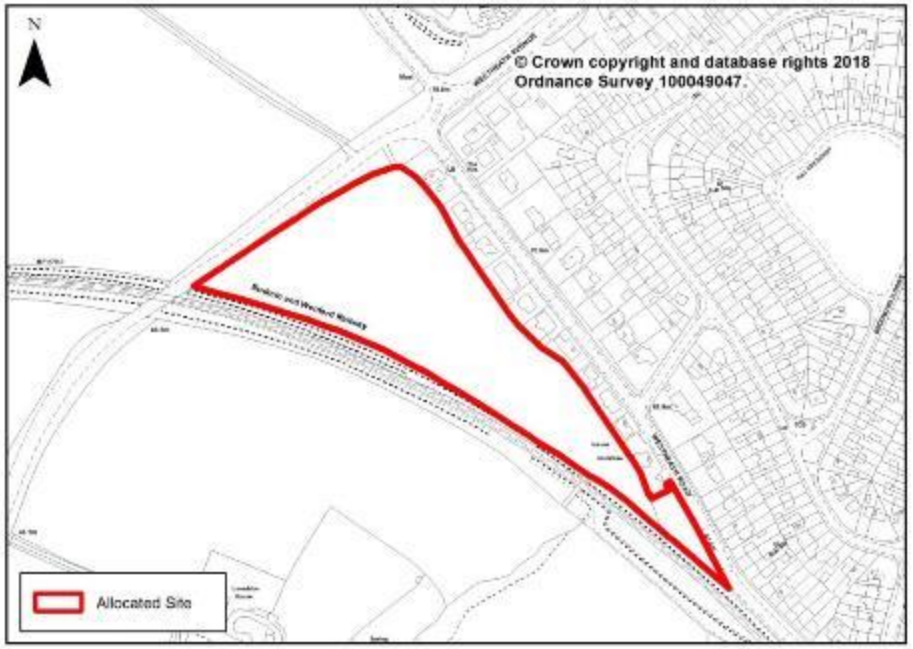
| | | e) An off-site education contribution will be sought to support the delivery of a new primary school within allocation Bd-UE3 or the upgrade of an existing primary school within Bodmin.<br>f) To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, the following must be undertaken and delivered: a CEMP; and an appropriately designed SUDs scheme<br>g) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC<br>h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. The masterplan / concept plan should ensure the most important ecological features on the edges of the site are protected |
| MM113 | P245, Bd-UE3 | Add new text to criterion c as follows: 'The site should offer multiple vehicular connections into the existing highway network, but with the primary link onto Westheath Avenue. Pedestrian/cycle links should be created as indicated in figure Bd3. The development should also make contributions towards the wider Bodmin Transportation Strategy' |
| MM114 | P246, Bd-UE4 | Amend text in allocation text box above map: 'Approximately 650 dwellings; ~~plus~~ approx. 9,100 sqm B1 a/b office uses and approx. 16,900 sqm of B1c / B2 / B8 ~~Employment~~ industrial Space |
| MM115 | P246, Bd-UE3 | Add two new criterion as follows: ' h) To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, the following must be undertaken and delivered: a CEMP; and an appropriately designed SUDs scheme'<br><br>'i)Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilties, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC'<br>Existing criterion h) amend to criterion j) |
| MM116 | | *Number not used* |
| MM117 | P247, Bd-UE4 | Add new text as a 2nd sentence to criterion i) '…An appropriately designed SUDs scheme is also required.' |
| MM118 | P248 | Add new allocation Bd-H1 Westheath Road as follows:<br><br>**Policy Bd-H1** — **Westheath Road**<br>**Site area:** 2.2 hectares — **Allocation:** Approximately 50 dwellings |




**Additional Policy Requirements:**

a) A residential development delivering approximately 50 dwellings.
b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
c) An off-site contribution should be provided for the delivery of new/upgraded open spaces. The sum sought will be equivalent to 50.3sqm of public open space per dwelling should be provided on site, in line with the Bodmin Green Infrastructure Strategy
d) Consideration should be given to the impact of development on the wider landscape setting and Bodmin Railway, with consideration of tree planting on the western side of the site to help address these issues
e) To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, the following must be undertaken and delivered: a CEMP; and an appropriately designed SUDs scheme.

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| | | f) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC<br>g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. This should be informed by a historic landscape assessment. |
| MM119 | P248, Bd-M1 | Amend text in allocation text box above map: Approximately 150 dwellings; ~~6,000sqm~~ approx. 3,000 sqm B1 a/b office space and approx. 3,000 sqm B1c and B2 industrial ~~Employment~~ Space |
| MM120 | P249, Bd-E1 | Amend text in allocation text box above map: Employment Uses providing approx. 3,600 sqm B1a office space. ~~(B1, B2, B8)~~ |
| MM121 | P249, Bd-M1 | Add new criterion as follows: 'g) To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, an appropriately designed SUDs scheme is required' and amend existing criterion g) to h) and )h to i) |
| MM122 | P249, Bd-E1 | Add two new criterion as follows: ' e)To ensure likely significant effects upon the SAC are avoided or appropriately mitigated, an appropriately designed SUDs scheme is required'<br><br>'f) Confirmation of capacity within the local sewage Treatment facility, or provision of alternative facilities, is required prior to commencement of the scheme, to ensure there is not a detrimental impact upon the River Camel SAC' |
| MM123 | P250, Bd-E2 | Insert the following map into Policy box and reformat as other allocations |

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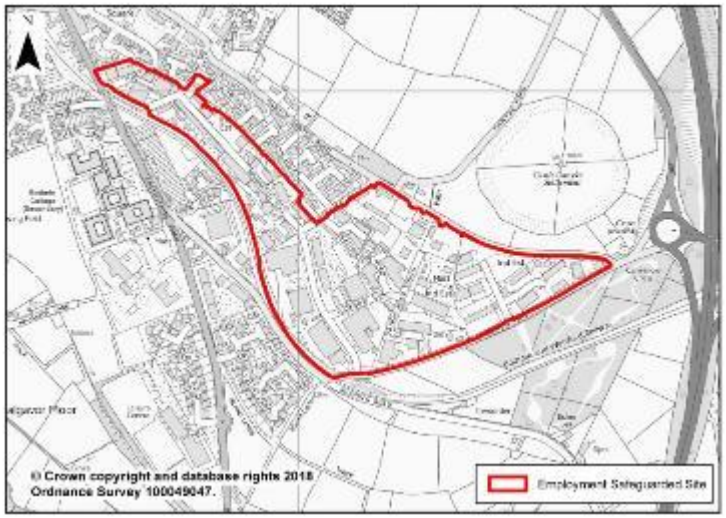
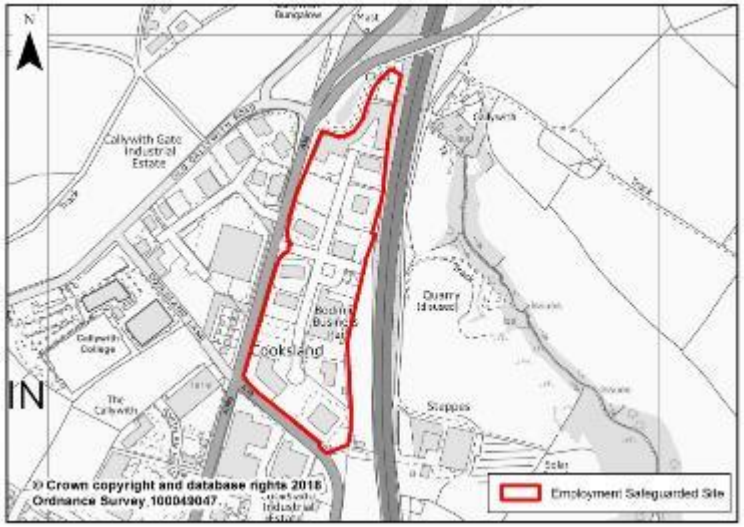
| | |  |
| MM124 | P250, Bd-E3 | Insert the following map into Policy box and reformat as other allocations<br>  |
| MM125 | P250, Bd-E4 | Insert the following map into Policy box and reformat as other allocations |

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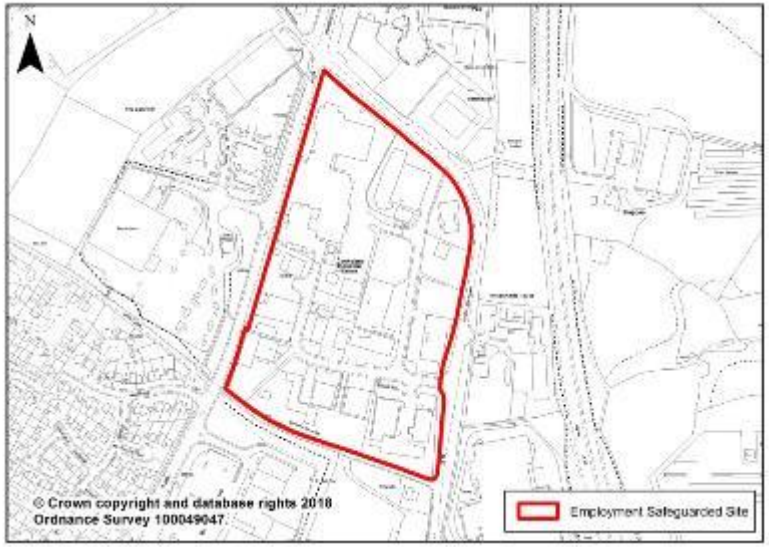
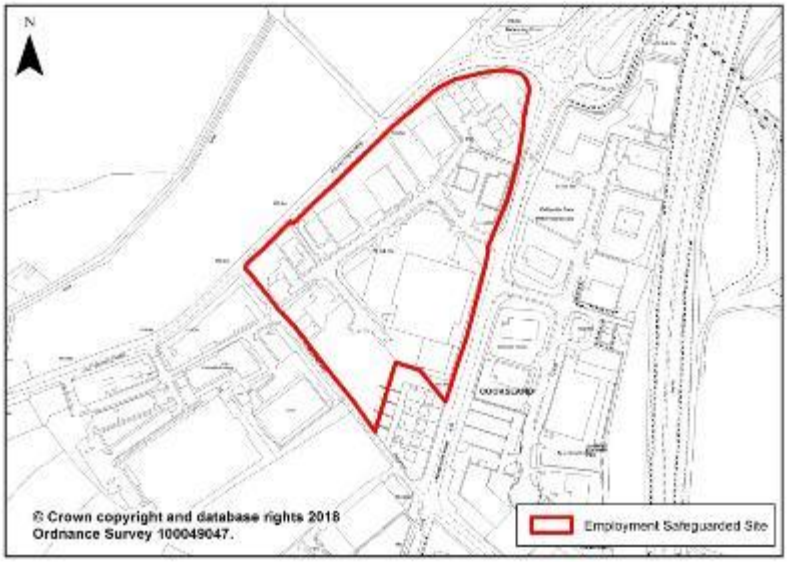
| | |  |
| MM126 | P250, Bd-E5 | Insert the following map into Policy box and reformat as other allocations<br>  |

| | | **Launceston** |
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| MM127 | P261, P12.51 | Add new text to end of the 1st sentence of para 12.51 as follows: '…trying to alleviate some of the existing issues that the town faces; which include that an Air Quality Management Area is in place.' |
| MM128 | P262 Table Lau3 | Amend text next to Highway Improvements: Kensey Valley Estate Road (~~to be delivered through~~ the development of the Kensey Valley allocation (LAU-H3) future proofs the ability to deliver the link) |
| MM129 | | *Number not used* |
| MM130 | P269, LAU-H1 | Add a new criterion h) as follows: 'To the south of the site is the Grade II listed Newton Farm; development of the site should ensure the listed buildings and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm 's significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm.'<br>Existing criterion h) and i) amend to i) and j) |
| MM131 | P268, LAU-H1 | To amend criterion d) as follows:<br>~~Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result,~~ Development of the site should deliver the start of the 'Southern Loop Road', in doing so providing an appropriate access on to Tavistock Road. ~~It is anticipated that the Southern Loop Road would start at an A388, Tavistock Rd junction.~~ The section of the Southern Loop Road within the site should represent the start of a vehicular route that will eventually provide a continuous link, east-west, through allocations / future directions of growth LAU-H2, LAU-E1 and LAU-E2. The road and junction within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites**,** but it is also expected that the route will be 20-30mph and appropriate for a residential setting, in line with Manual for Streets 2. Transportation related developer contributions from this scheme will be utilised to support the cost of delivering the junction and road within the site to a capacity beyond what this allocation alone would require. It is also anticipated that Cornwall Council would work in collaboration with the developer(s) to ensure the successful delivery of the Southern Loop Road. |
| MM132 | P270, LAU-H3 | In the allocation title box delete reference to '~~B1, B2, B8 Employment Space~~'. Criterion b) amend to correct spelling of '~~road~~' road, Criterion c) ii. Amend to correct spelling of '~~industrial~~' industrial |

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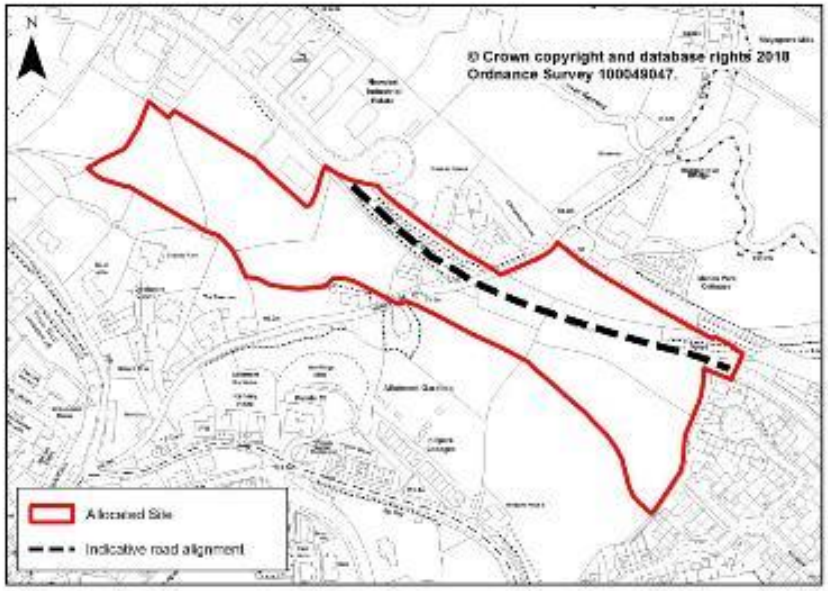
| MM133 | P270, LAU-H3 | Amend criterion b) as follows: b) 'Development of this site must contribute to the delivery of the Launceston Transport Strategy; specifically the development of the site must ~~deliver an additional raod access for residents, connecting Kensey Valley Meadow to Newport Industrial Estate.~~ provide part of the Kensey Valley Estate Road on either side of Ridgegrove Hill (with the indicative alignment set out on the above plan), with an alignment that would 'future proof' the ability to connect the two elements of the road either side of Ridgegrove Hill, as well as safeguard the land required to make the connection. |
| | | Replace existing allocation map with the following map below which indicates the alignment of the road, as referred to in the above amended policy text:   |
| MM134 | P270, LAU-H3 | Amend site area from ~~3.6 hectares~~ to 5.17 hectares |

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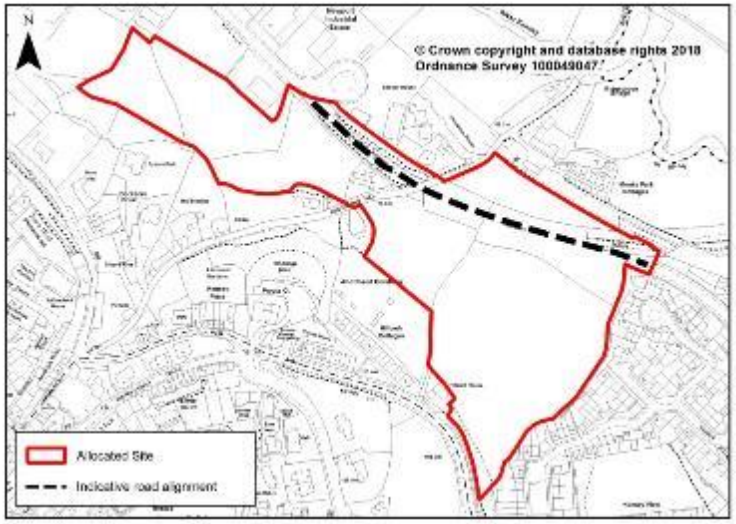
| | | Amend criterion d) as follows:<br>Development of this site should deliver elements of the Green Infrastructure Strategy for Launceston. This includes providing at least 114sqm of public open space per dwelling ~~on site~~, in line with the minimum size thresholds within Table 2. This provision should be focused predominantly in one location of the site, with other landowners providing off-site contributions to its development. A partial off-site contribution would be acceptable where the full quantum of open space provision on-site is unsuitable due to site constraints.<br><br>Amend site boundary as follows:<br>  |
| MM135 | P252 Strategy Map | Map updated to reflect amended site boundary of Kensey Valley LAU-H3 *(Revised Map Annex 1f)* |
| MM136 | P264 Transport Map | Map updated to reflect amended site boundary of Kensey Valley LAU-H3 *(Revised Map Annex 1e)* |
| MM137 | 267 GI Map | Map updated to reflect amended site boundary of Kensey Valley LAU-H3 *(Revised Map Annex 1g)* |
| MM138 | P270, LAU-H3 | Add the following new text to the end of criterion b):'Pedestrian / cycle links must be provided as indicated in figure Lau3.' |
| MM139 | P271, LAU-H3 | Add a new criterion e) as follows: 'Measures for the protection and, where possible, enhancement of the woodland priority habitat at the western edge of the site should be incorporated' |

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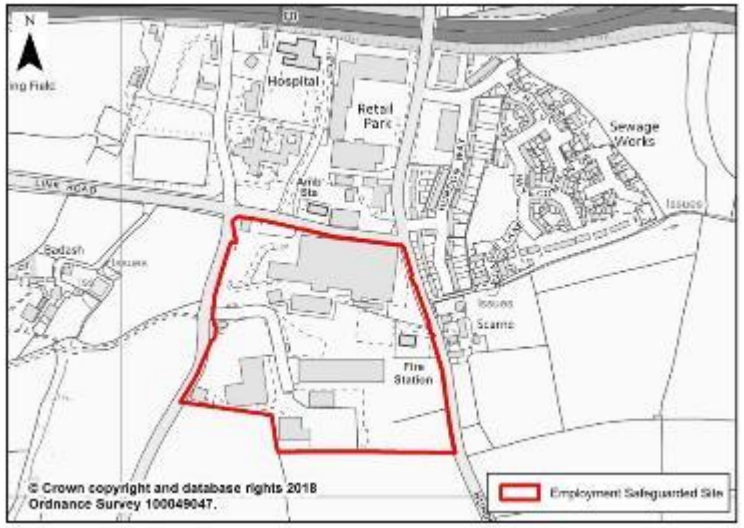
| MM140 | P271, LAU-E2 | Amend text in allocation text box above map: Employment Uses including approx. 14,000 sqm ~~(~~B1 a/b and approx. 10,000 sqm B1c, B2 and B8~~)~~ uses<br><br>Add text to the end of criterion a):…Other ancillary uses will be considered, if it is demonstrated that they are required to cross subsidise the delivery of the employment space |
| MM141 | P272, LAU-E2 | Add new text to criterion c) as follows: 'The development should provide appropriate sustainable movement connections through the site, linking to adjacent allocations as indicated on figure Lau3.' |
| MM142 | P272, LAU-E3 | Insert the following map into Policy box and reformat as other allocations<br>  <br> |
| MM143 | P272, LAU-E4 | Insert the following map into Policy box and reformat as other allocations |

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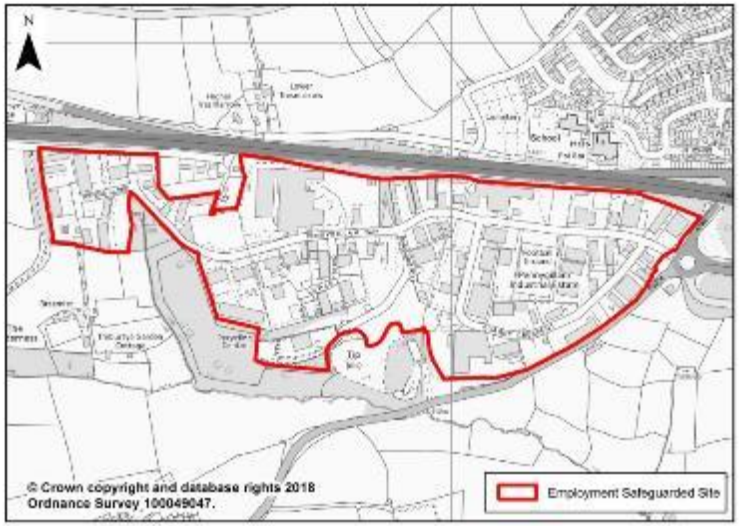
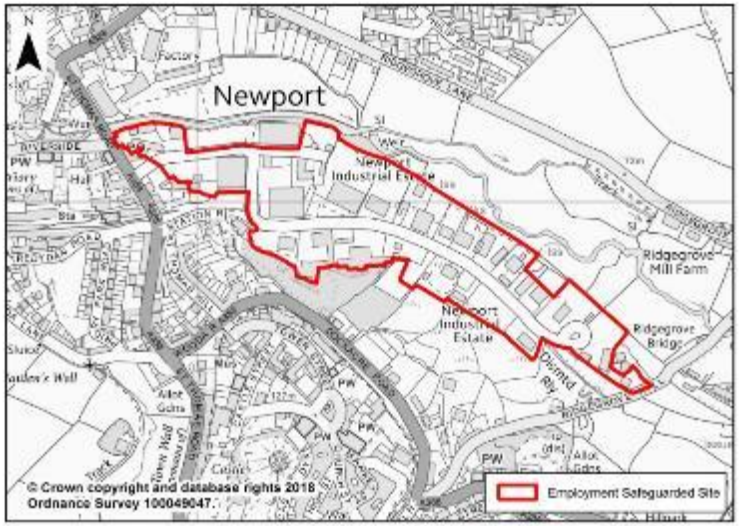
| | |  |
| MM144 | P272, LAU-E5 | Insert the following map into Policy box and reformat as other allocations<br>  |

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| MM145 | P273, LAU-H2 | Add new text to 2nd sentence of criterion d) as follows: '... The design solution for the site needs to ensure appropriate and sustainable movement linkages are created, as indicated in figure Lau3, between Withnoe (LAU-H1), the permitted developments at Hay Common (PA11/00339),…' |
| MM146 | P273, LAU-H2 | Add new text at end of criterion a): However if after 3 years from adoption of the Site Allocations DPD, it is recognised, through Cornwall Councils annual monitoring, that delivery of the Launceston housing apportionment is unlikely to be achieved, support would be given for the site to be brought forward within the plan period. |
| MM147 | P275, LAU-E1 | Amend text in allocation text box above map: Employment Uses providing approx. 15,000 sqm ~~(~~B1 a/b and approx. 15,000 sqm B1c, B2 and B8~~)~~ uses |
| MM148 | P275, LAU-E1 | At new text at criterion d) as follows: 'The development must provide appropriate sustainable movement connections through the site, linking to the adjoining allocations as indicated on figure Lau3.' |
| | | **Saltash** |
| MM149 | P277, P13.1 | Amend para 13.1 as follows: 'Saltash is situated on the eastern edge of Cornwall at the lowest bridging point on the Tamar River. The town acts as a gateway to Cornwall and as the main local service centre for many of the smaller settlements surrounding it. Saltash lies across the river from Plymouth and the town has a close relationship with the city. ~~close proximity of the city has a heavy influence on the town.~~ Saltash residents use the higher order facilities found in Plymouth, such as the availability or a range of employment opportunities, the schools, colleges and universities and the shops, the regional hospital at Derriford and cultural attractions in the City Centre. Plymouth residents also access Saltash for employment and facilities such as the Waitrose supermarket. A key characteristic of the town's population is the greater numbers of families with parents of a working age than retired people. Younger people tend to leave the area to seek training and employment.' |
| MM150 | P278, P13.7 | Amend para 13.7 as follows: 'Key to the strategy is unlocking the potential of its geographical and communicational strengths in order to address the current imbalance between the number of jobs and level of housing. In achieving this aim, the town's natural assets, such as ~~particularly~~ its waterfront location and proximity to Plymouth, can be used to its advantage. However, it is acknowledged that Saltash is not without its constraining features. In particular, the location of the town centre to the eastern side of town limits future expansion and accessibility. ~~Furthermore, whilst Saltash's~~ The proximity of Saltash to Plymouth offers significant economic opportunities, for example in providing access for residents to a range of high quality jobs in locations which can be reached by public transport or other sustainable modes of travel. In addition, Saltash can also be positioned as a location for businesses which are engaging in the wider Plymouth economic growth agenda. ~~it also acts as a potential constraint to the town's own economic potential'~~ |
| MM151 | P278, P13.8 | Amend para 13.8 as follows: 'The intention is to enable small scale growth within and around the existing urban area, whilst promoting the delivery of a new neighbourhood of Saltash on the north of the A38, at Broadmoor; reflected by the allocation of a housing site at North Pill (SLT-H1) and a mixed use development at Broadmoor |

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| | | (SLT_UE1). The~~is~~ new neighbourhood at Broadmoor will also offer Saltash its next strategic location for employment growth, in doing so providing a site with easy access to the strategic road network. Furthermore, Saltash's existing strategic employment sites will be safeguarded, to ensure these important economic assets for the town are maintained.' |
| MM152 | P279, Strategy Map | Amend Strategy Map Slt1 to include new site allocation North Pill (SLT-H1)<br>*(Revised Map Annex 1q)* |
| MM153 | P278, P13.10 | Amend para 13.10 as follows: 'Although Saltash lies within the administrative boundary of Cornwall, it is important that the cross border impacts of growth and the functional relationship with the neighbouring city of Plymouth are ~~is~~ recognised. For example, the town's major growth area will attract people working in Plymouth and residents of the city may also work in businesses locating in the new employment areas. It will therefore also be necessary to consider improvements to transport links to/from Plymouth including a range of measures that encourage the use of all modes of sustainable transport crossing the Tamar Bridge. Such projects will contribute to strengthening the existing links with the city.' |
| MM154 | P280, P13.11 | Amend para 13.11 as follows: 'Saltash has a close and positive relationship with the city ~~is heavily influenced economically by the presence~~ of Plymouth~~, on its~~ immediately to the east of the town ~~border~~. This relationship presents significant opportunities and benefits to the community of Saltash (for example shopping, leisure and health facilities, high value employment opportunities, further and higher level education). Nonetheless, Saltash ~~is not unlike most other towns and~~ still strives to provide additional employment opportunities within the town, to increase the opportunity for residents to both live and work within the town, in order to create a sustainable local community. |
| MM155 | P280, P13.12 | Amend para 13.12 as follows: 'The proximity of the A38 to the town represents a key asset for the town to exploit. Land in close proximity to this ~~and in turn~~ represents the most commercially attractive for employment, particularly industrial, development; which is highlighted by the location of the town's existing industrial estates. As a result, land will be prioritised for employment use that is within easy reach of the Strategic Road Network, as well as safeguarding ~~protecting~~ existing employment sites with good access to ~~the~~ this, in accordance with LP:SP Policy 5. ~~A38.~~ |
| MM156 | P281, P13.16 | Amend para 13.16 as follows: ' Saltash's retail offer is naturally influenced by the wide selection of retail provision offered by Plymouth. Residents of Saltash are able to easily access Plymouth City Centre, which has a wide and comprehensive range of retailers, as well as other retail outlets at locations such as Marsh Mills and the large supermarkets present within the city. Provision locally within Saltash complements the retail offer in Plymouth, and is split between the town centre, which sits on the east of the town, and the out of town convenience offer, which is located near to Carkeel; at Carkeel, land immediately the north-east and south-east of Carkeel Roundabout and outside of the safeguarded employment areas SLT-E4 and SLT-E5, is either already occupied by large national retailers or is planned to be. Because these are prime economic sites it is important to the town that retail/employment uses are maintained in these locations.' |

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| MM157 | P281, P13.20 | Amend last sentence of para 13.20 as follows: 'This necessitates the need for a second strand, which is to also deliver ~~an~~ two urban extensions to Saltash. |
| MM158 | P282, P13.24 | Amend para 13.24 as follows: '~~At the time of writing Broadmoor site was subject to a planning application~~ Planning approval has been granted at Broadmoor Farm (PA14/02447) ~~and it had been resolved to grant permission subject to outstanding highway issues being addressed. The planning application is~~ for a mixed use scheme that includes 1,000 dwellings. It is forecast that the site will be fully developed within the Plan period.' |
| MM159 | P282, P13.24 | Add the following sentence as the end of para 13.24: 'In addition to Broadmoor, a smaller scale site, for 85 dwellings (SLT-H1) is identified in order to provide flexibility in the plan and to ensure that the housing provision for Saltash is effective.' |
| MM160 | P284, P13.36 | Amend para 13.36 as follows: 'Situated on one of two trunk roads into Cornwall, Saltash is the gateway to Cornwall from Plymouth and for other users of the A38. There are over 9,000 daily commuter trips between South East Cornwall and Plymouth and the vast majority of these are from Saltash. Total daily eastbound and westbound flows through Carkeel junction reach around 14,000 in each direction. During the AM peak the dominance of east bound trips through the junction is clear (approximately 3,500 compared to 2,400 westbound). This is partly due to an imbalance between housing and jobs in the town with 43% of the town's working population commuting to Plymouth. This presents a challenge in reducing the number and length of trips generated in the town. The high frequency of bus services to Plymouth makes bus more attractive than rail for commuting. Consequently the rail network is underutilised (1% of the town's working population travel to work by rail). Despite the strong bus network, 67% of travel to work trips are still made by car. The demand to travel to Plymouth for employment and shopping puts pressure on the Tamar crossings and the road network on both sides of the River Tamar. Recent study work has identified a number of capacity improvements to the bridge and surrounding network capacity that will be required in the longer term. This includes improvements to the cycle routes between Plymouth and Saltash' |
| MM161 | P285, P13.37 | Add text to para 13.37 as follows: 'The Transport Strategy for Saltash is illustrated in Figure Slt2 and seeks to address a number of issues.~~:~~ Cornwall Council and Plymouth City Council share the ambition to increase levels of walking and cycling and recognise the importance of partnership working between the Local Authorities as being essential to try to solve common issues across the travel to work area. The proximity of Saltash to Plymouth City Centre, 5 miles, or 42 minutes by bicycle, suggests there is a significant opportunity to encourage an increase in non-motorised trips, in particular bicycle based trips. Although the Tamar Bridge provides a crossing, recent studies suggest there are gaps in network provision on both sides of the bridge, particularly in terms of linking key destinations. It is through this joint ambition that Cornwall Council and Plymouth City Council will seek to develop a sequenced programme of future investment. |

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| MM162 | P286, Station Frontage comment Box | Add the following text to the comment box of table after the existing text: 'Cornwall and Isles of Scilly Local Enterprise Partnership (LEP) have committed £0.5m towards Plymouth's scheme to increase capacity and upgrade passenger facilities at Plymouth station.' |
| MM163 | P286, Rail Service Improvements Comment Box | Add the following text to the comment box of table after the existing text: 'From December 2018, the Great Western Franchise includes a requirement to provide 2 trains per hour between Plymouth and Penzance including 2 trains per hour calling at Liskeard, St Germans and Saltash stations'. |
| MM164 | P286, Bus Service and Infrastructure / RTPI Comment Box | Add the following text to the comment box of table after the existing text: 'Investigate feasibility and demand for a Western Corridor Park and Ride (to/from Plymouth) to help manage demand for travel across the Tamar.' |
| MM165 | P287, Town wide cycle network including Comment Box | Add the following text to the comment box of table after the existing text: 'Cornwall Council and Plymouth City Council will continue to work together to develop a prioritised programme of investment to improve walking and cycling links between key destinations in Saltash and Plymouth.' |
| MM166 | P287, P13.43 | Amend para 13.43 as follows: 'Although not required for Cornwall's growth within this plan period (i.e. up to 2030), Cornwall Council will continue to work with Plymouth City Council to identify ~~examine~~ opportunities for managing existing and future demand for travel between Plymouth and South East Cornwall in a sustainable way. The commitment to this joint working is demonstrated by Cornwall Council and Plymouth City Council jointly commissioning in 2017 a South East Cornwall and Plymouth Travel Demand Study, investigating the potential and possible options for effectively and efficiently managing travel demand along the strategic A38 transport corridor across the Tamar. Future improvements could include a western corridor Park and Ride facility and improved cycling infrastructure to serve both the communities of Cornwall and Plymouth.' |
| MM167 | P288, Transport Map | Amend Transport Strategy Map Slt2 to include new site allocation North Pill (SLT-H1)<br>*(Revised Map Annex 1r)* |
| MM168 | P290, P13.55 | Amend para 13.55 as follows: Improved links between Broadmoor Urban Extension (SLT-UE1) and the rest of the town represents a key element of the strategy. Furthermore, improving links to destinations within the town will be prioritised, such as the town centre, secondary school, etc. Walking and cycling links between North Pill (SLT-H1) and Avery Way at Carkeel, will encourage residents to walk and cycle to/from the facilities in and around Carkeel and also at Broadmoor (SLT-UE1). Finally, improving linkages from the town into the rural hinterland will also be sought, which can include creating an improved network from the existing routes, such as those on the south and west of the town. |

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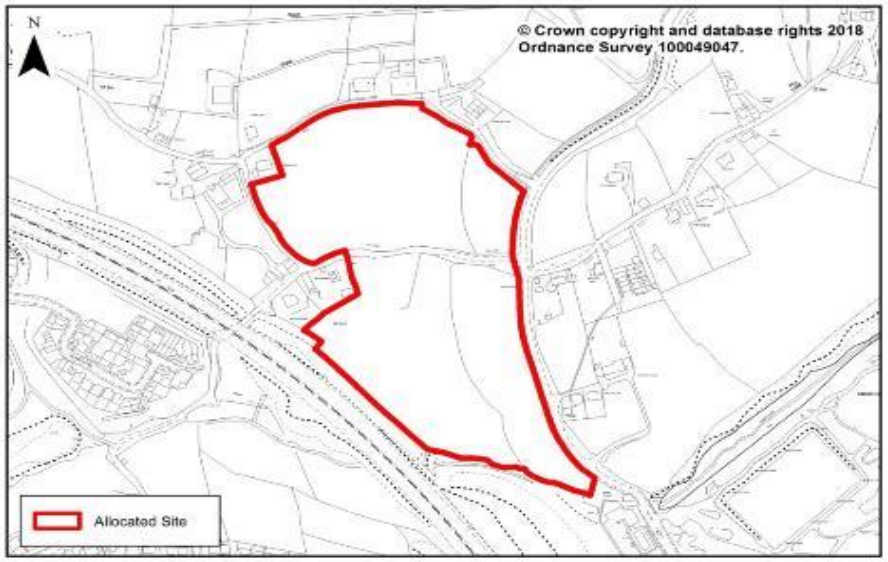
| MM169 | P292, GI Map | Amend Green Infrastructure Strategy Map Slt3 to include new site allocation North Pill (SLT-H1)<br>*(Revised Map Annex 1s)* |
| MM170 | P293, SLT-UE1 | Delete the following text from criterion d): 'provide an appropriate upgrade to the A38 / Manadon north bound junction, to mitigate against increased accident risk and potential delay on the A38 strategic network; ~~this should be done~~ also in conjunction with the Stoketon Cross allocation (SLT-E1); |
| MM171 | P294, SLT-UE1 | Amend criterion 2.l) as follows: 'ensure the protection, and where possible, enhancement, of Broadmoor Wood and Ball Wood (a priority habitat and CWS designated site) together with all potentially affected streams, such as the Latchbrook and its tributaries ; and, |
| MM172 | P294, SLT-UE1 | Delete the following text from point 5: 'Any development shall ~~seek to~~ avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewage undertaker.' |
| MM173 | P295 | Insert new allocation SLT-H1 North Pill as follows:<br>**Policy SLT-H1** — **North Pill**<br>**Site area:** 5.9 hectares — **Allocation:** Approximately 85 dwellings |




**Additional Policy Requirements:**

a) Land identified at North Pill offers the opportunity to accommodate approximately 85 dwellings, which includes self or custom build homes.
b) In lieu of an affordable housing contribution, 30% of the plots should be given over to the Council to progress a self or custom build scheme, which will be offered to the market by the Council at a discounted rate
c) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document
d) At the design stage, proposals must:

   i) extend the existing pavement at the south east of the site and provide and encourage sustainable movement connections through the site, particularly walking and cycling to/from the town centre and to/from Avery Way, Carkeel (via Pill Lane);
   ii) ensure that elements of the Green Infrastructure Strategy for Saltash are delivered, as an off-site contribution, in line with the minimum size thresholds set out within Table Slt4.; and,
   iii) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for

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| | | Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased, and also to ensure no detrimental impact on Tamar Estuaries Complex Special Protection Area (SPA), including as a result of changes in water quality or flow.<br><br>e) All development shall incorporate a Construction Environment Management Plan (CEMP) which is agreed with the Council prior to commencement on site. The CEMP must ensure that:<br>i) likely significant effects upon the Tamar Estuaries Complex SPA are avoided or appropriately mitigated; and,<br>ii) impacts on the China Fleet Club are appropriately mitigated.<br><br>f) The site will be expected to provide an appropriate off-site contribution to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document<br>g) Any development shall avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewage undertaker.<br>h) Development should be drawn away from the northern boundary of the site, or consideration given to single storey dwellings in this location, to ensure that the development sits below the landscape ridgeline. Site layout should be of a density and form that reflects the sites urban fringe character and estuary location, east of the A38<br>i) To the North West of the site is the Grade II listed Pill Farm House; development of the site should ensure the listed building and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm's significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm.<br>j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site. |
| MM174 | P295,SLT-E1 | Amend text in allocation text box above map: Employment uses providing approx. 8,500 sqm ~~(~~B1 a/b and approx. 25,500 sqm B1c, B2 and B8~~)~~ uses |
| MM175 | P296, SLT-E2 | Insert the following map into Policy box and reformat as other allocations |

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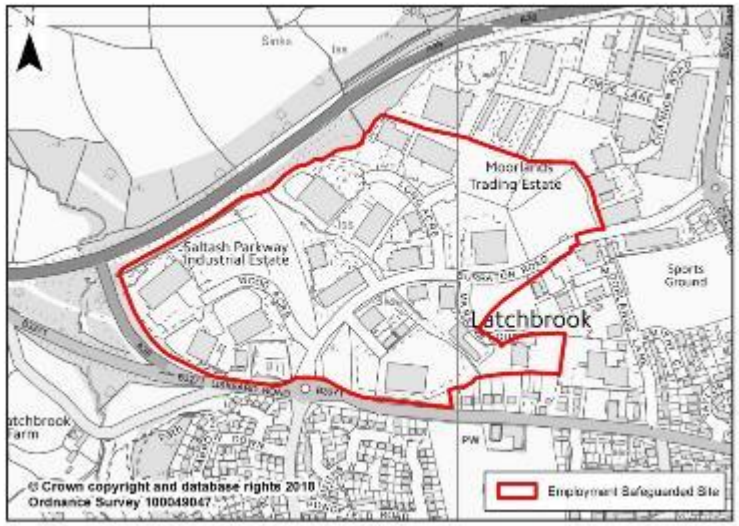
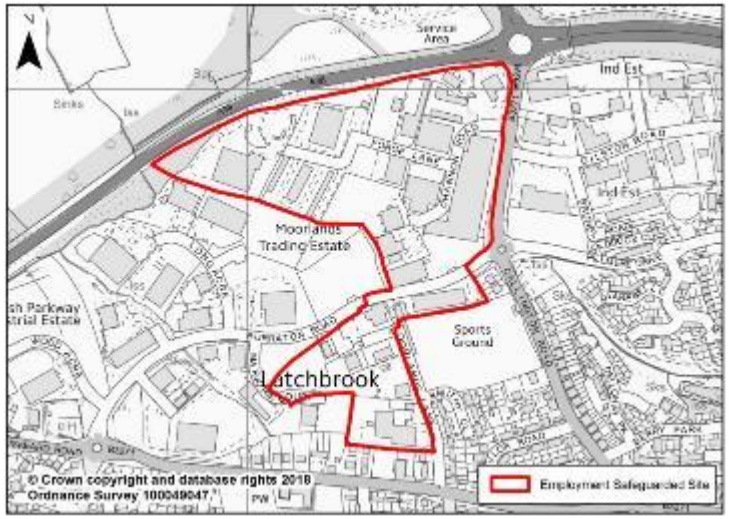
| | |  |
| MM176 | P296, SLT-E3 | Insert the following map into Policy box and reformat as other allocations<br>  |
| MM177 | P296, SLT-E4 | Insert the following map into Policy box and reformat as other allocations |

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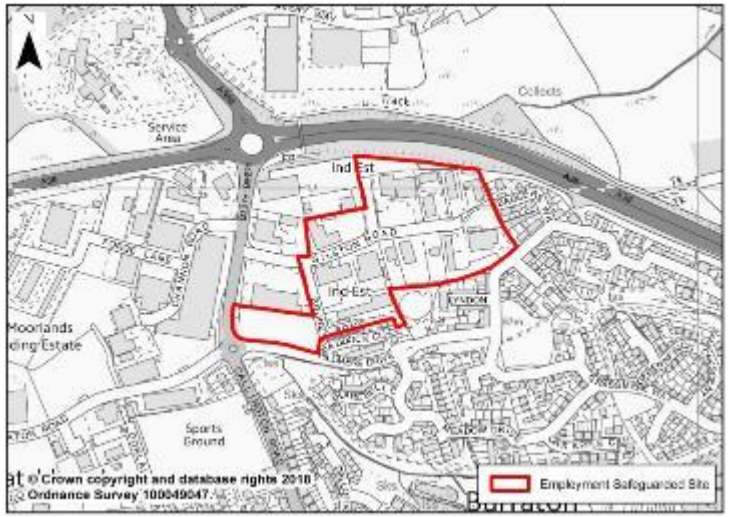
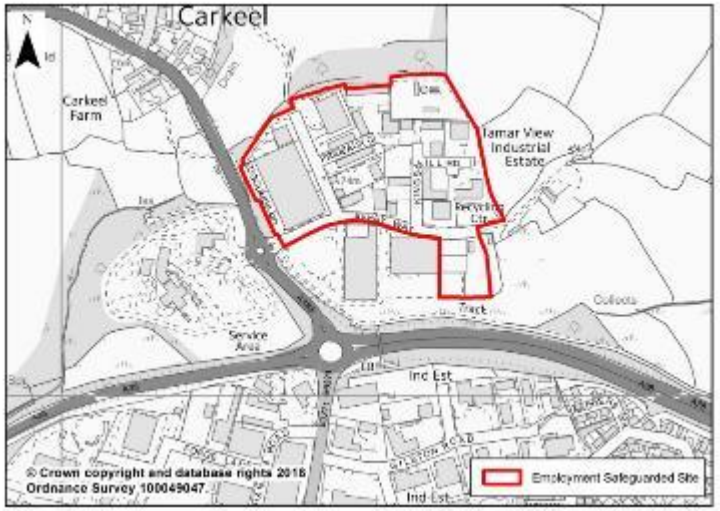
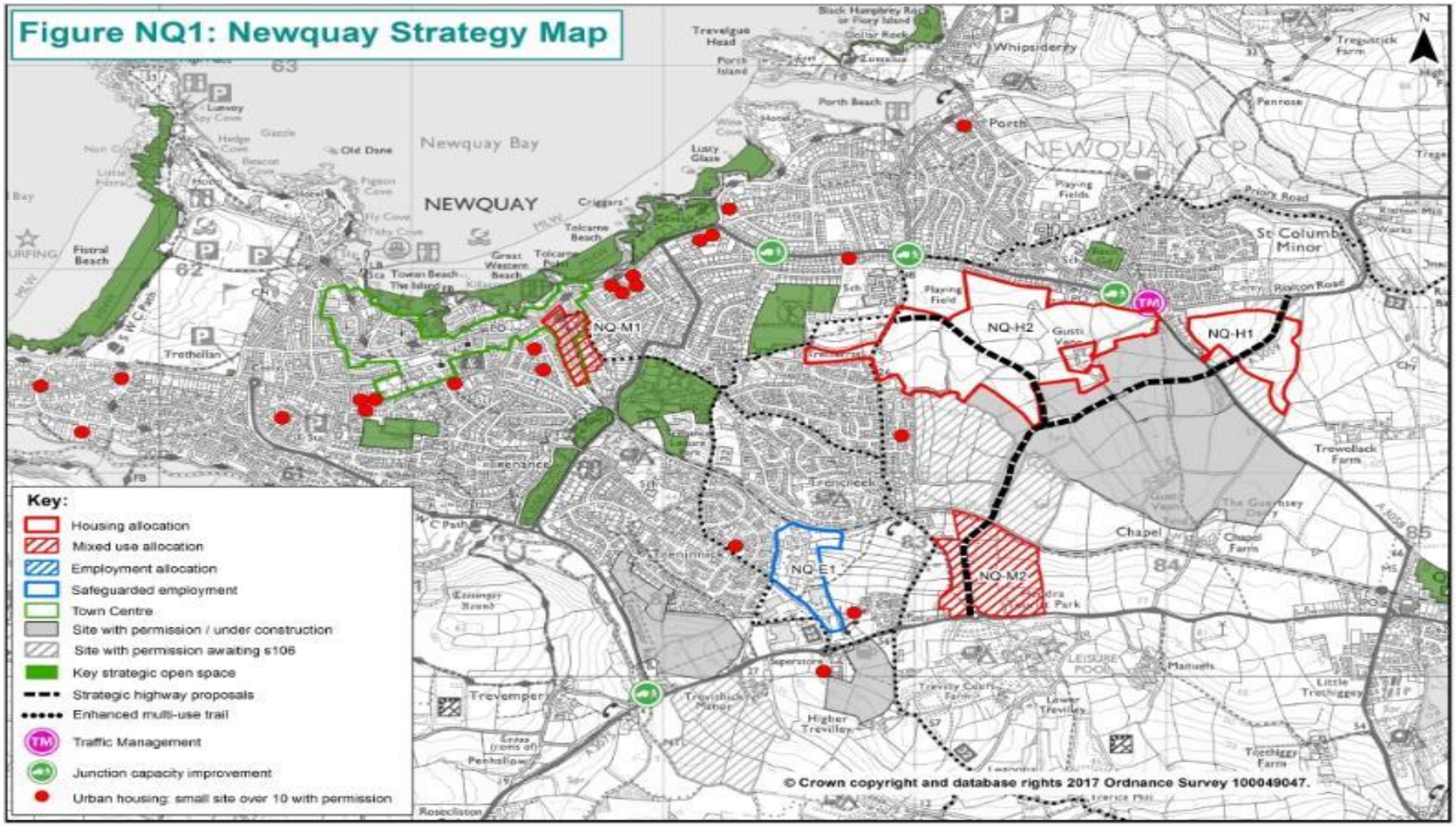
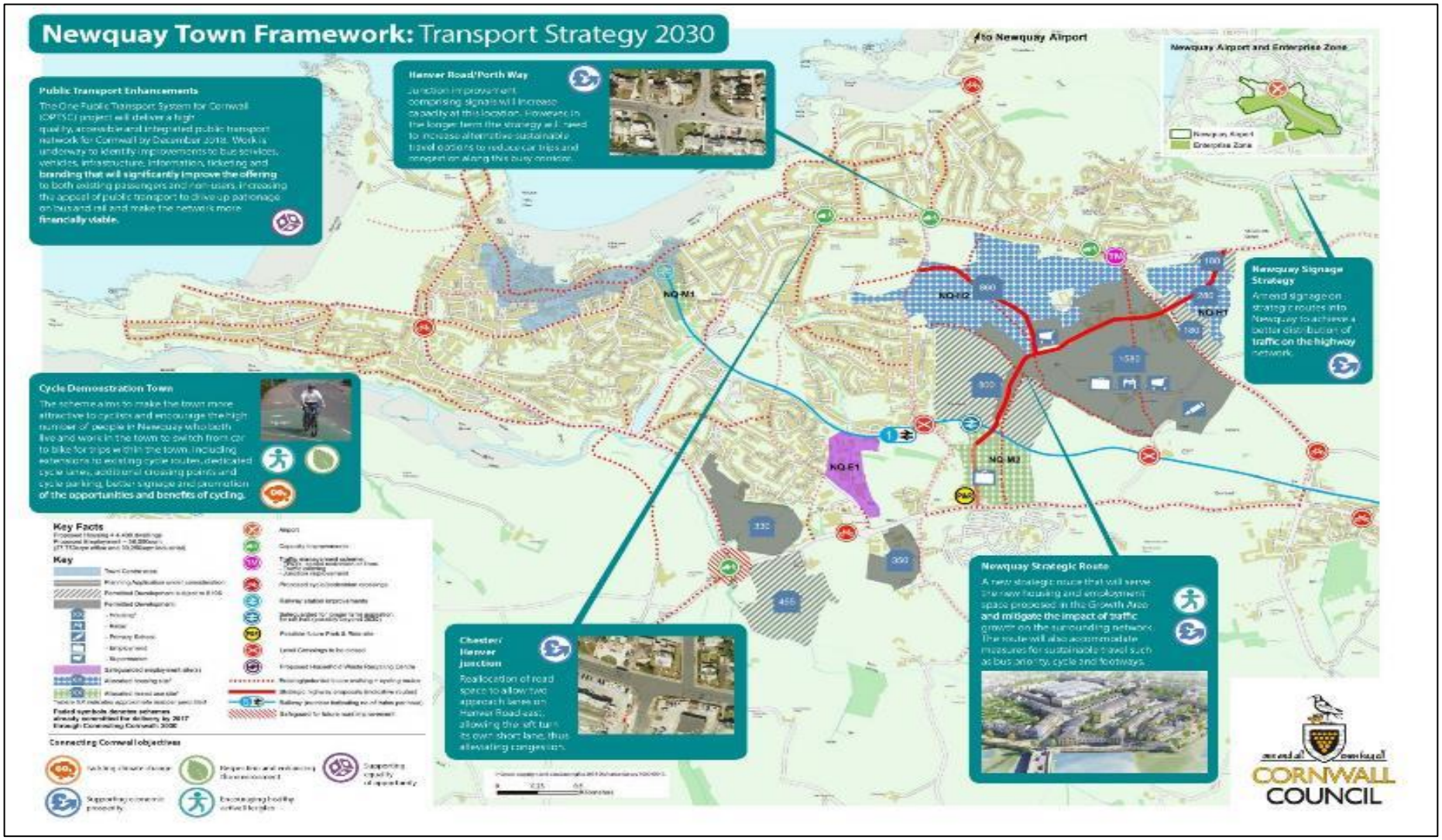
| | |  |
| MM178 | P296, SLT-E5 | Insert the following map into Policy box and reformat as other allocations<br>  |

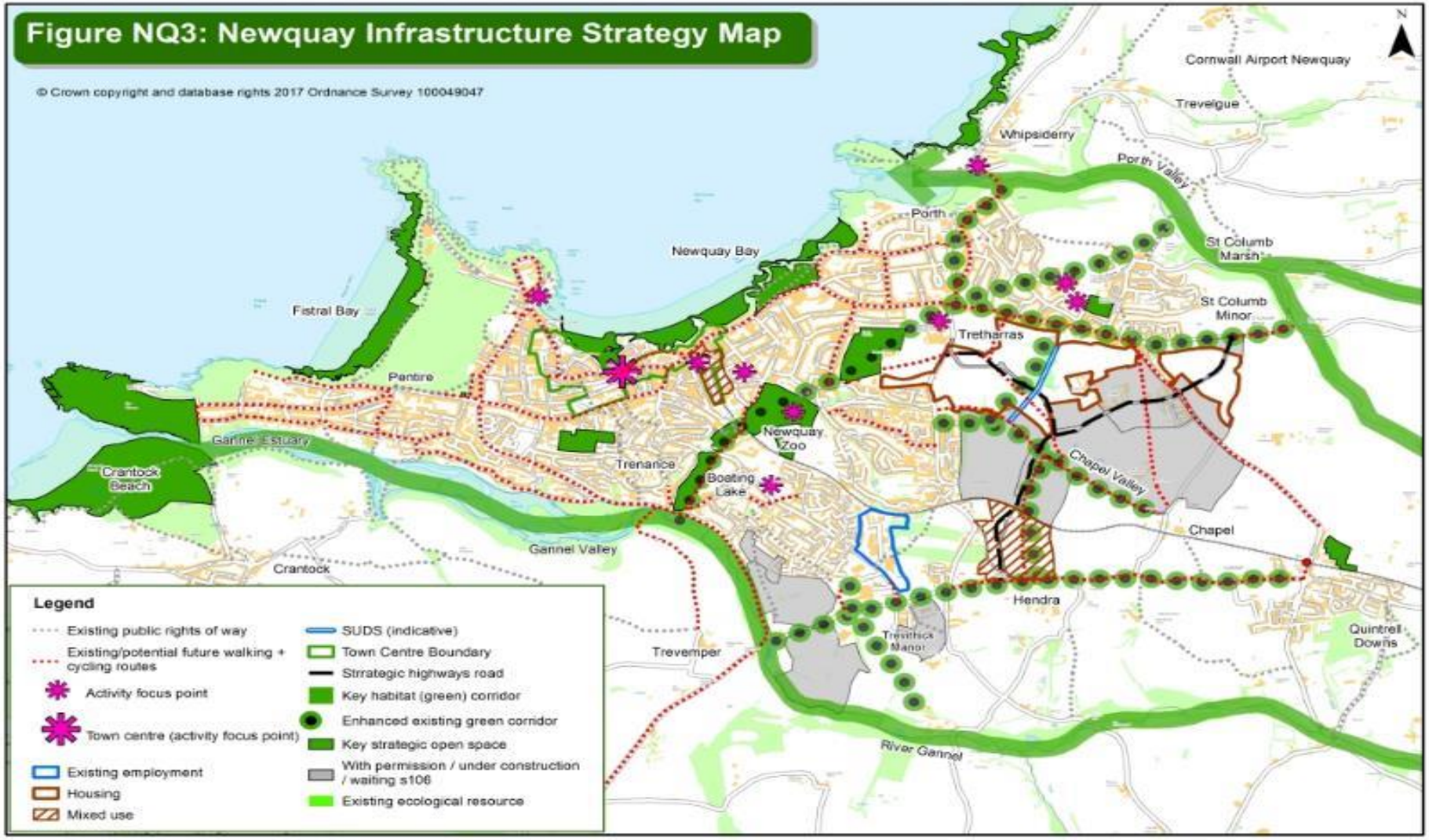
**Annex 1b: Newquay Strategy Map** (*Annex No 1a not used*)



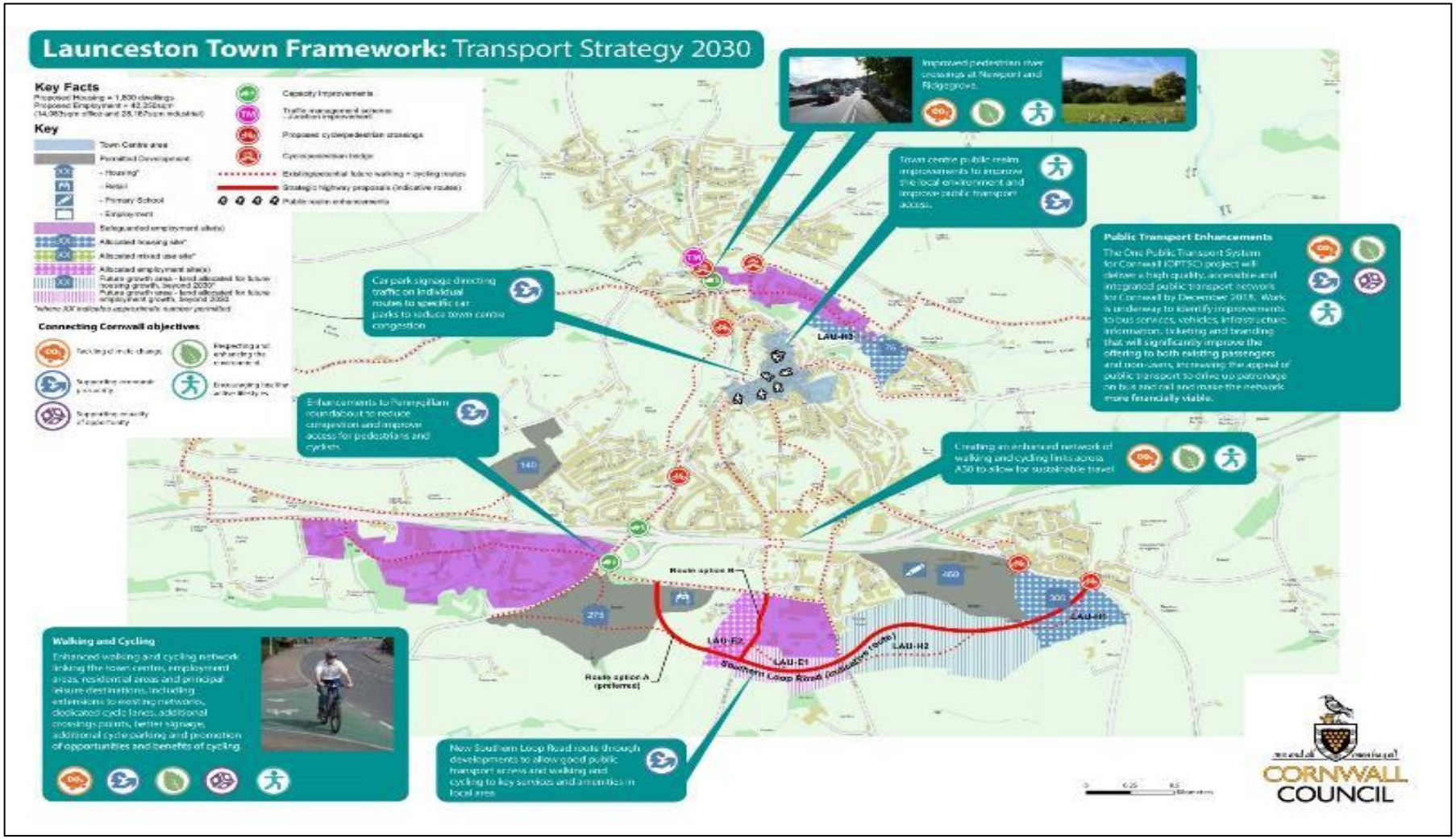
## Newquay 1c: Newquay Transport Strategy Map



## Annex 1d: Newquay GI Strategy Map



## Annex 1e: Launceston Transport Strategy Map



## Annex 1f: Launceston Strategy Map

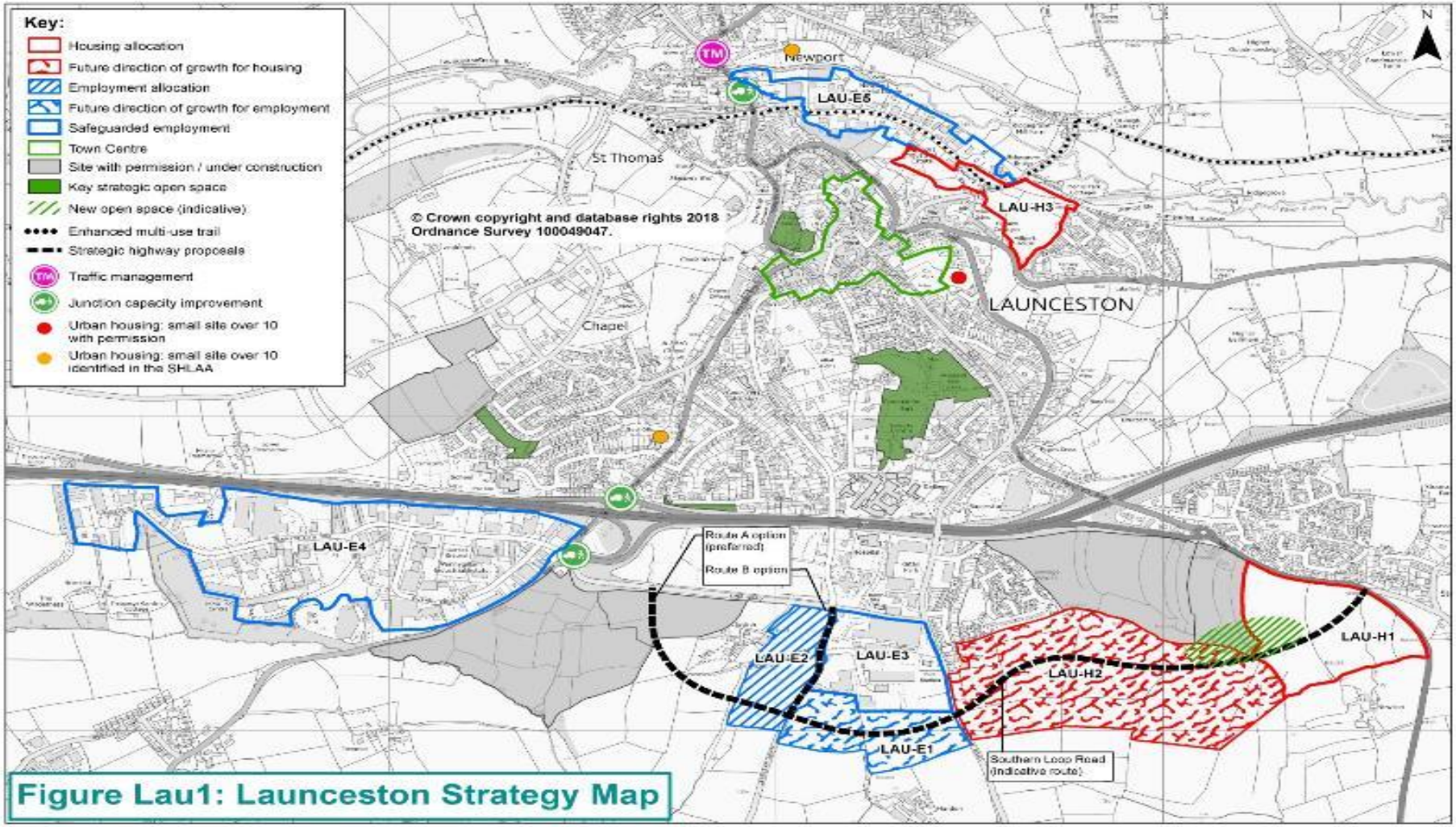
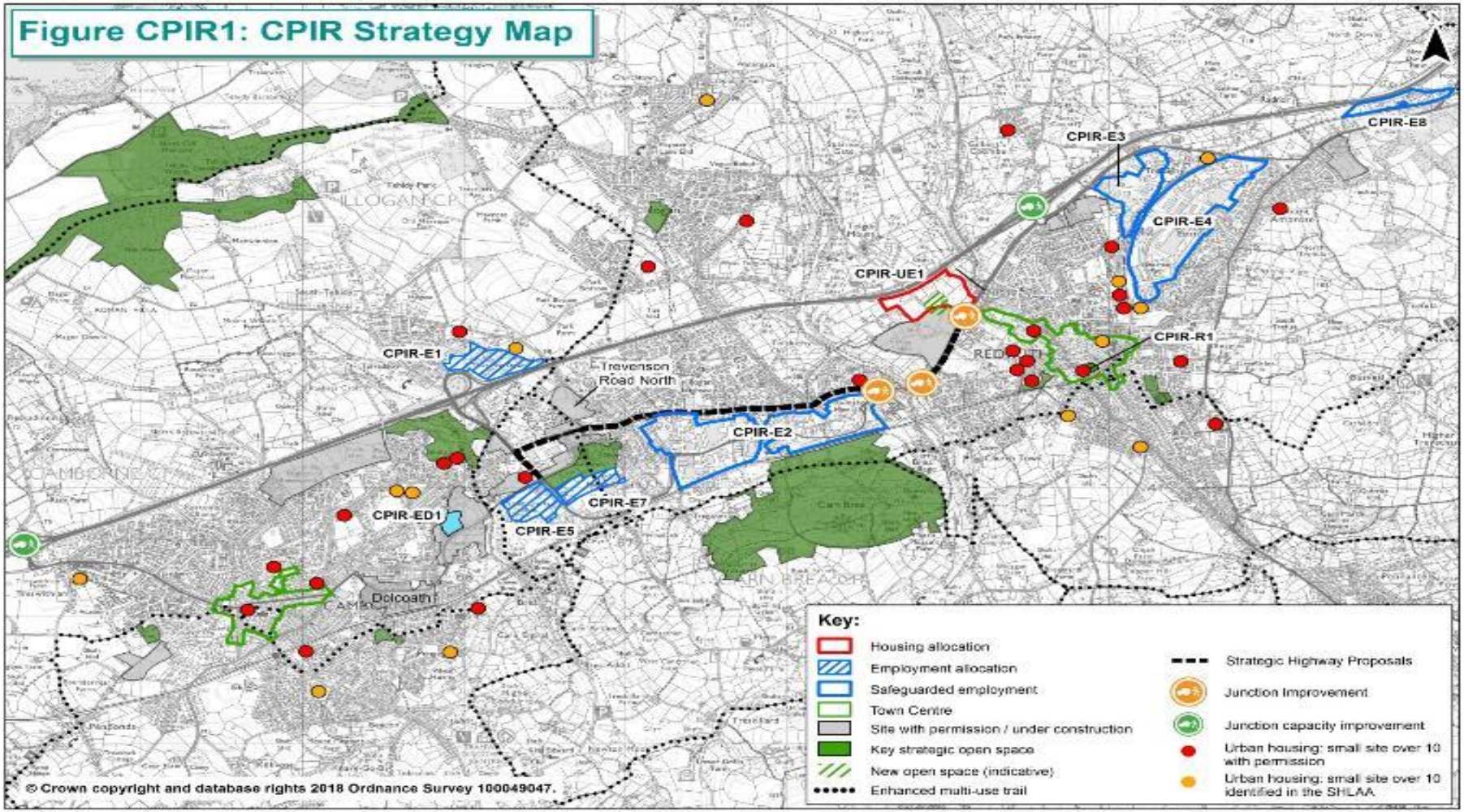


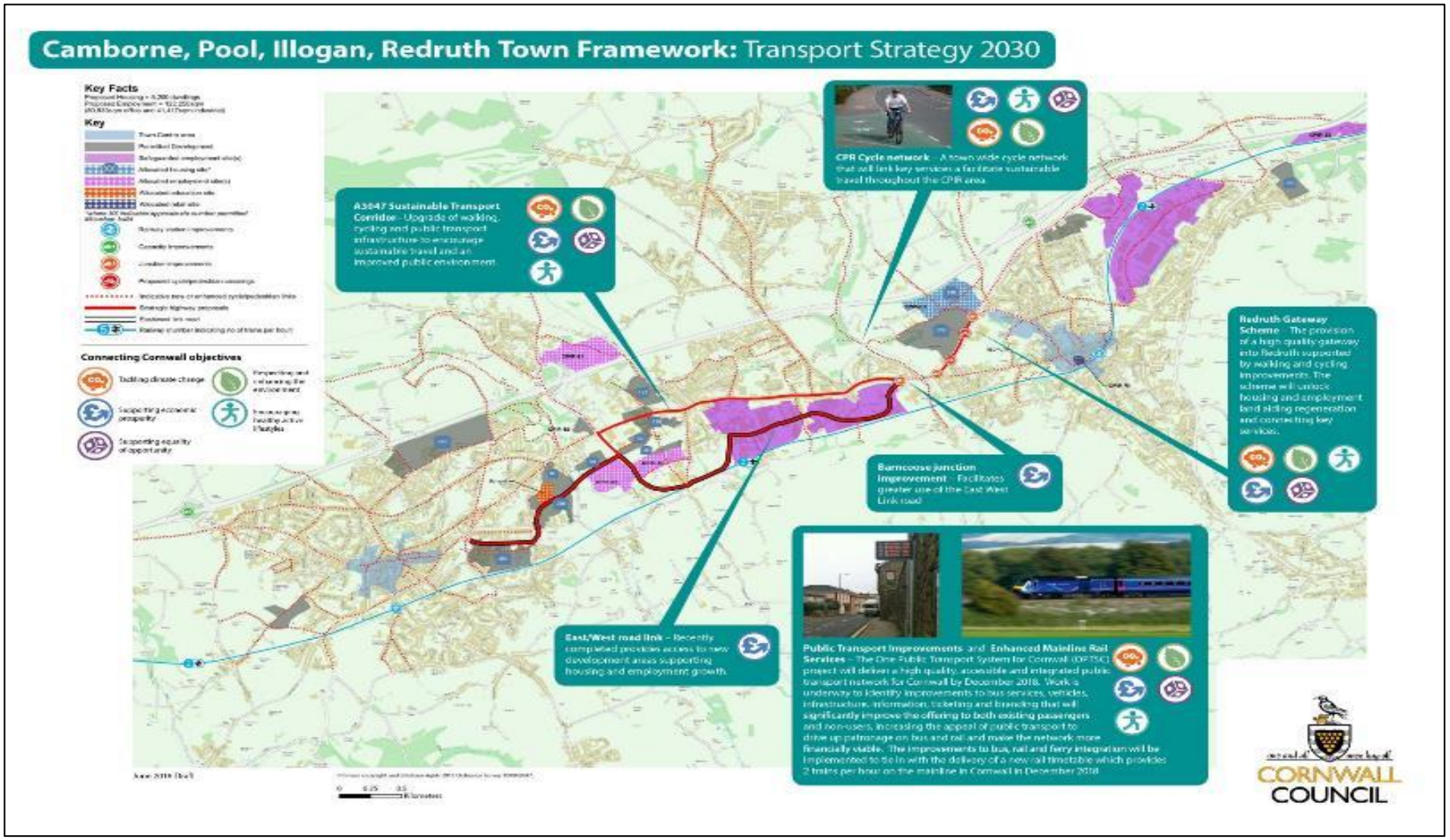

Figure Lau1: Launceston Strategy Map

## Annex 1g: Launceston Green Infrastructure Strategy Map

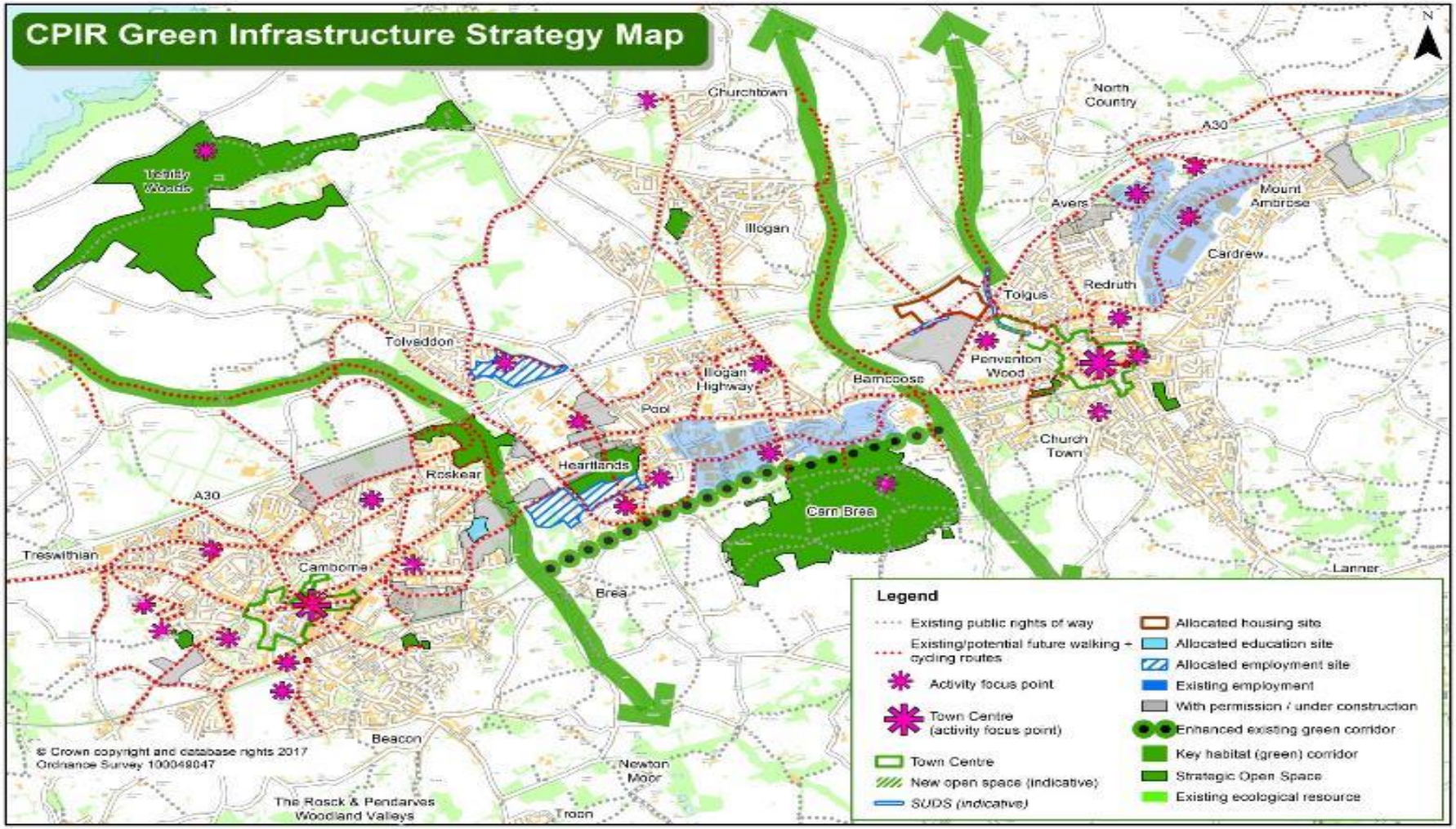
## Annex 1h: CPIR Strategy Map



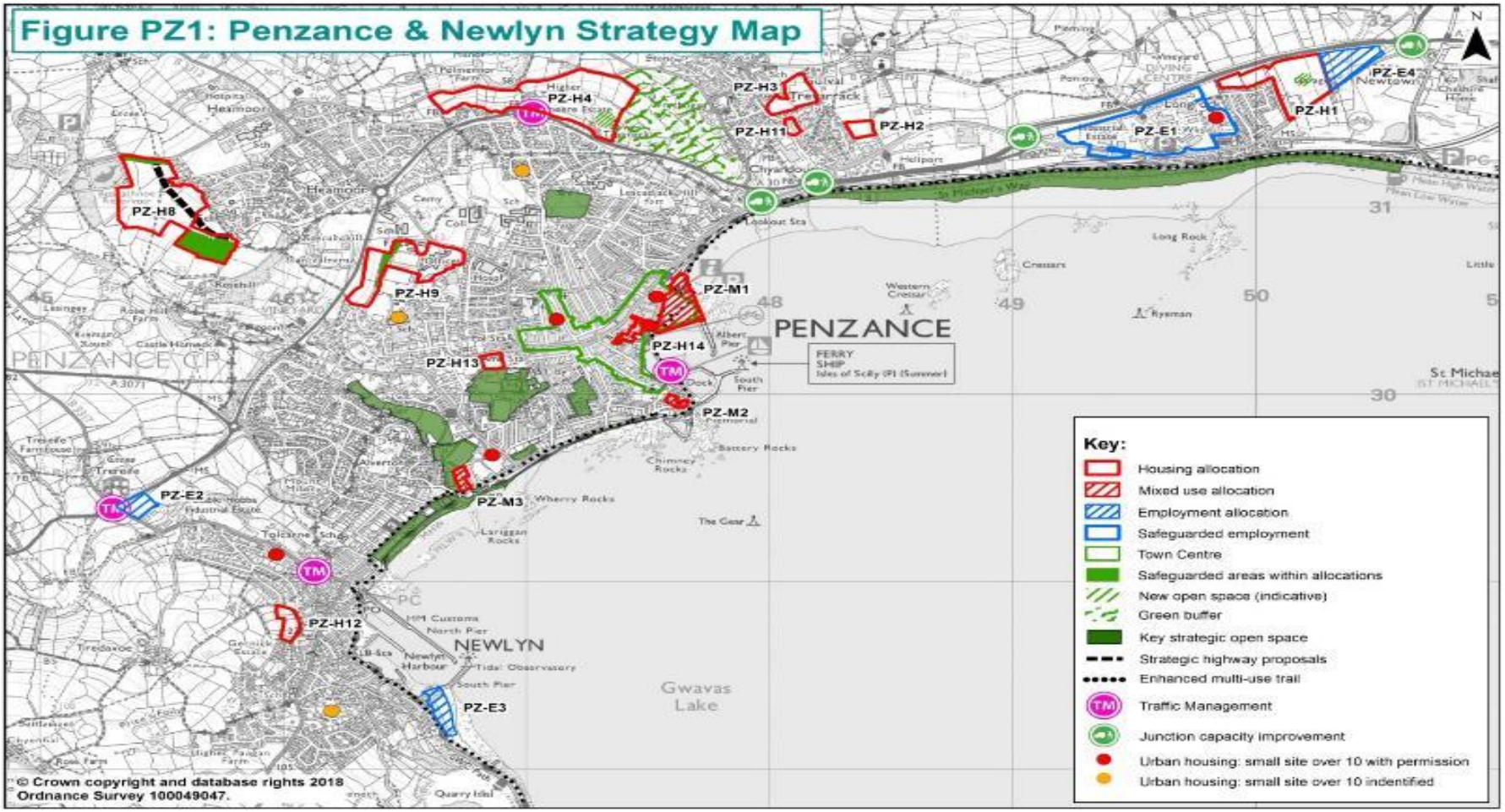
## Annex 1i: CPIR Transport Strategy Map



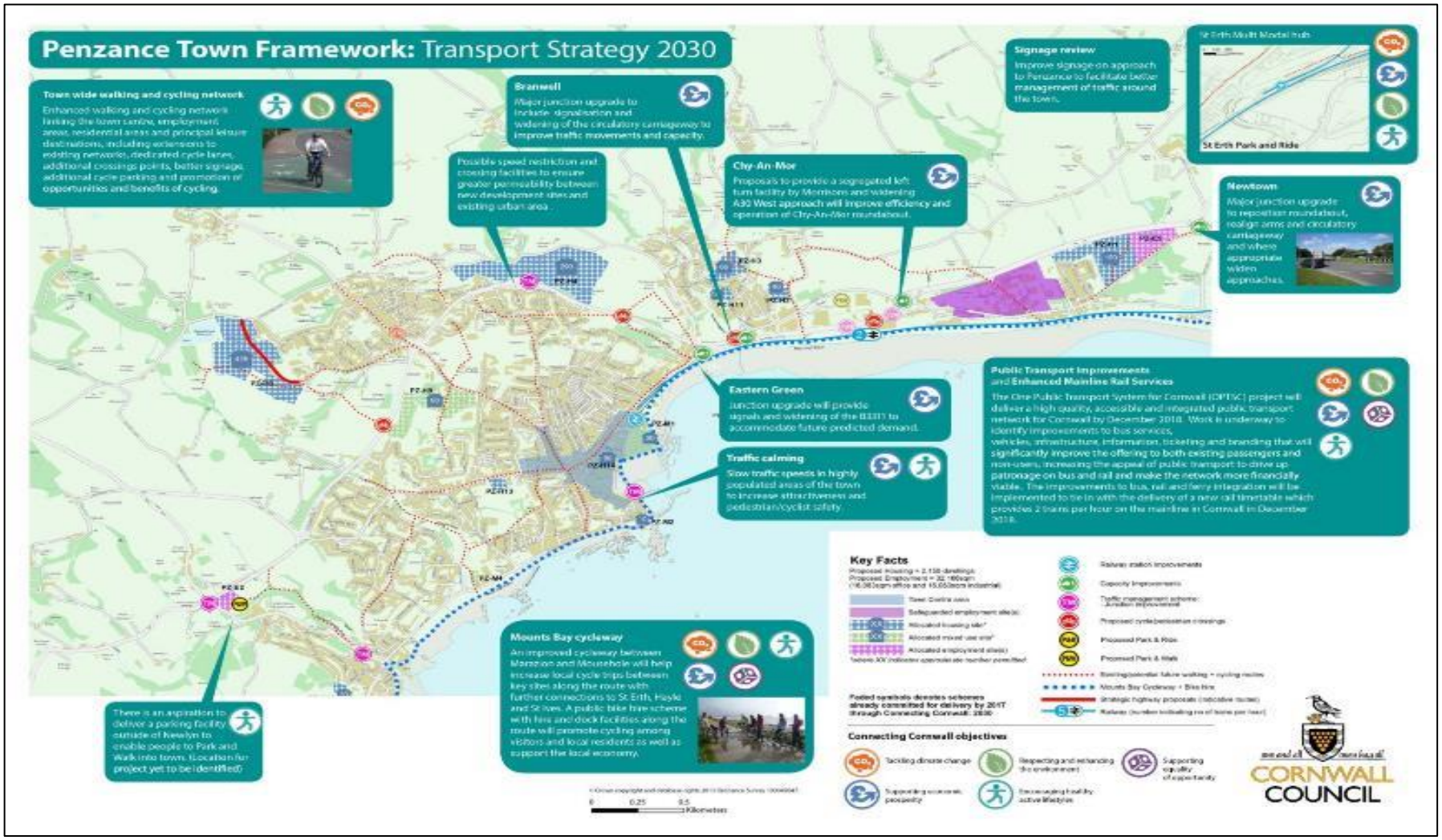
## Annex 1j: CPIR Green Infrastructure Strategy Map



## Annex 1k: Penzance Strategy Map

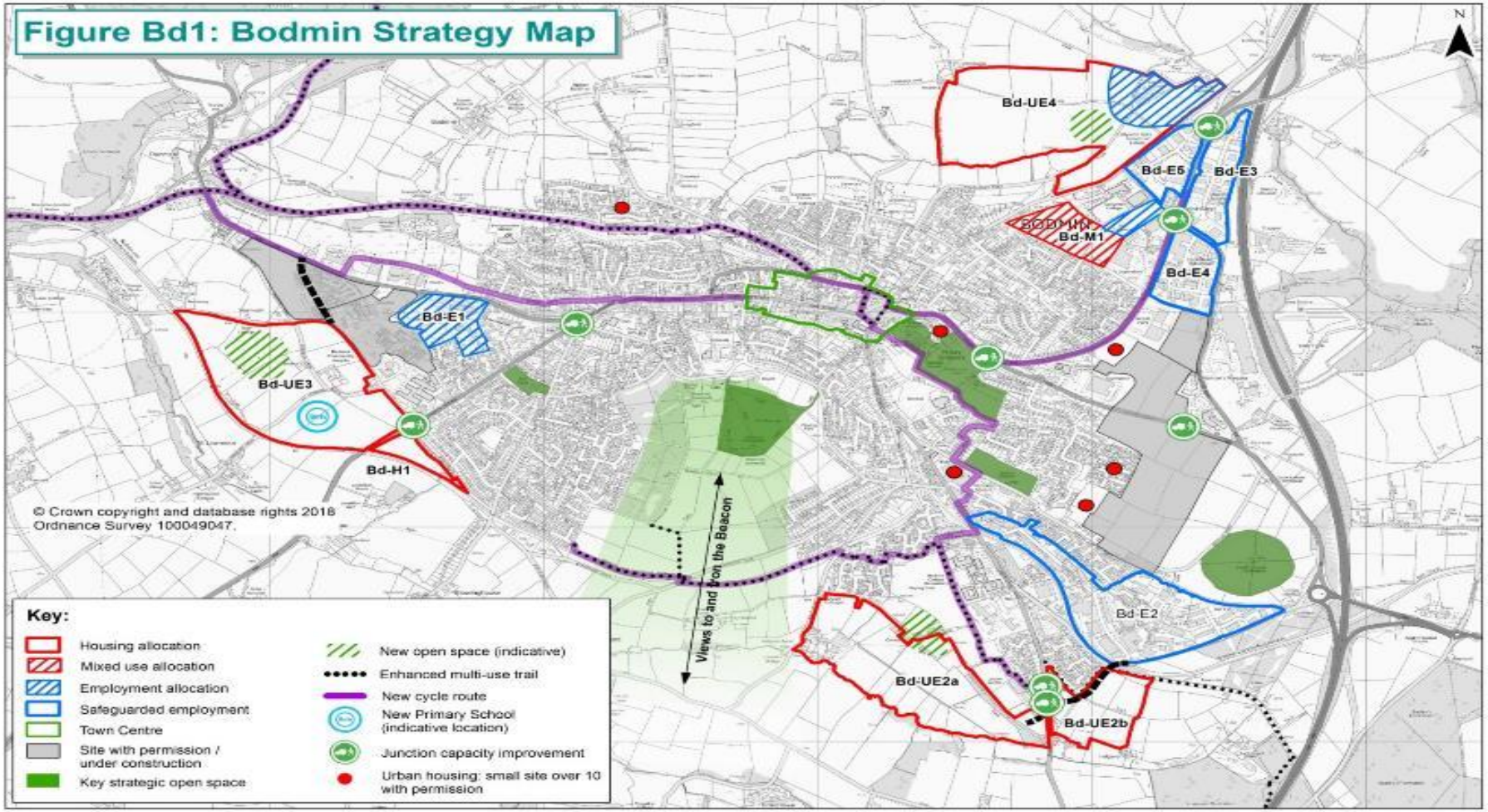


## Annex 1l: Penzance Transport Strategy Map

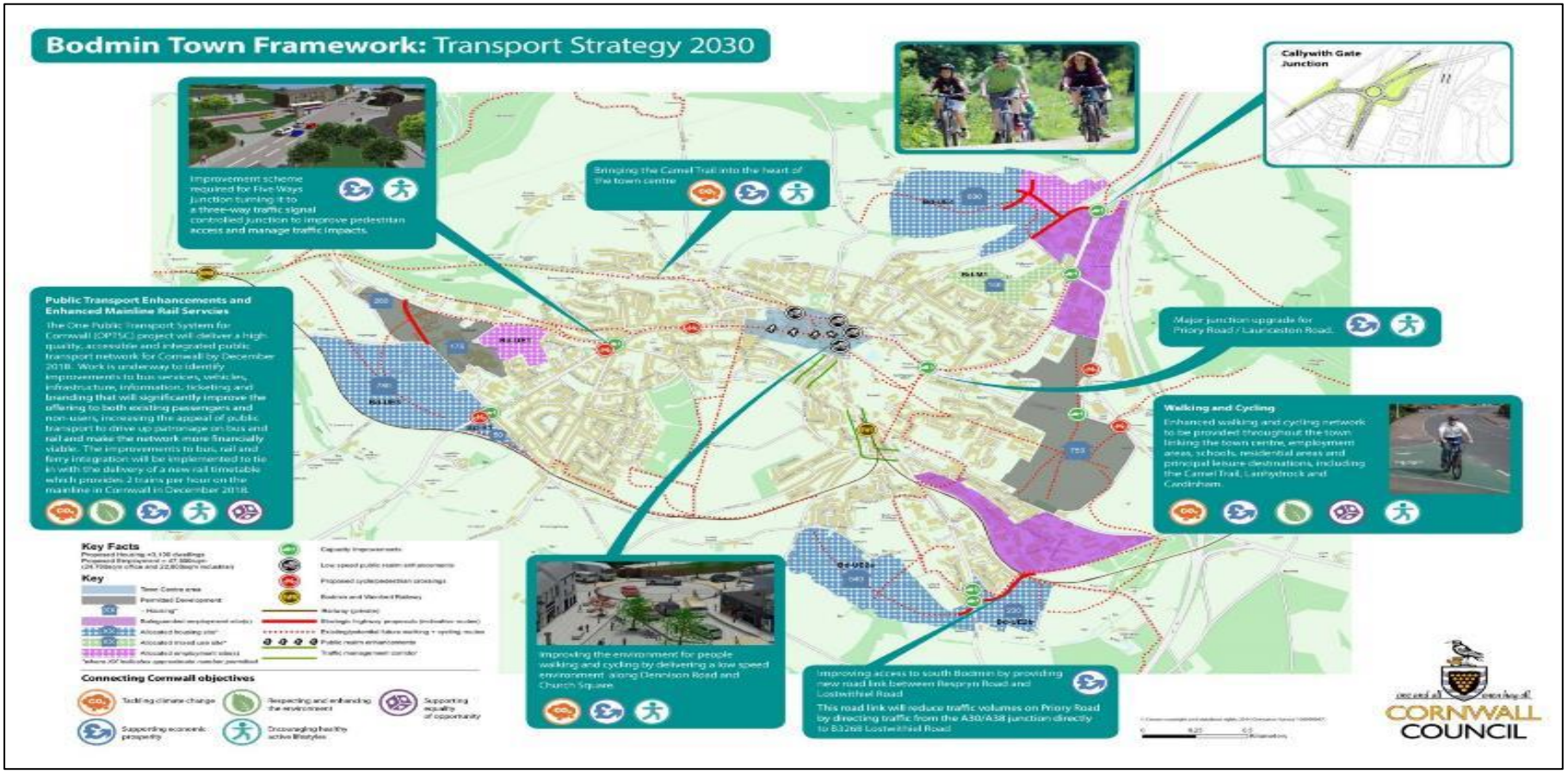


## Annex 1m: Penzance Green Infrastructure Strategy Map

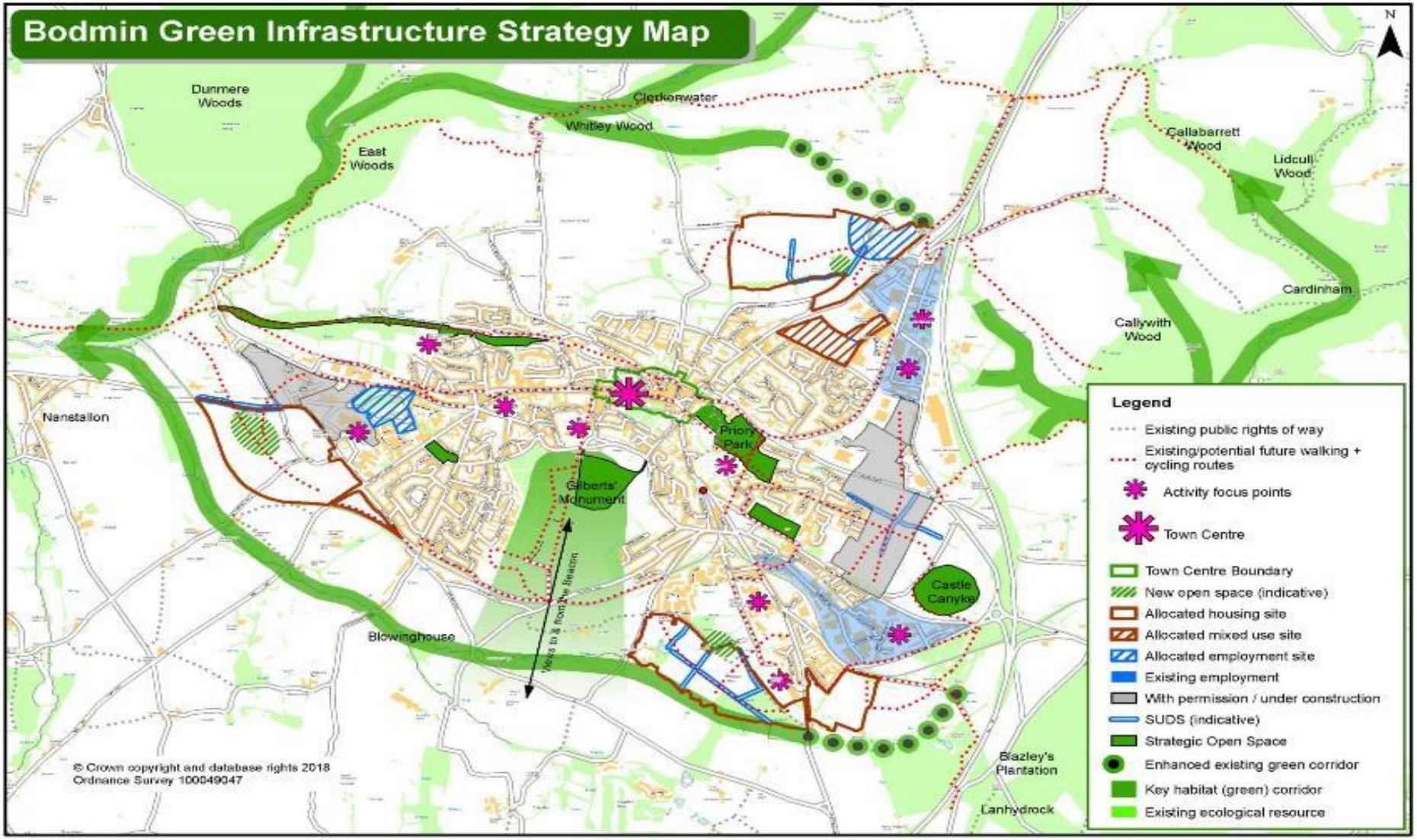
## Annex 1n: Bodmin Strategy Map



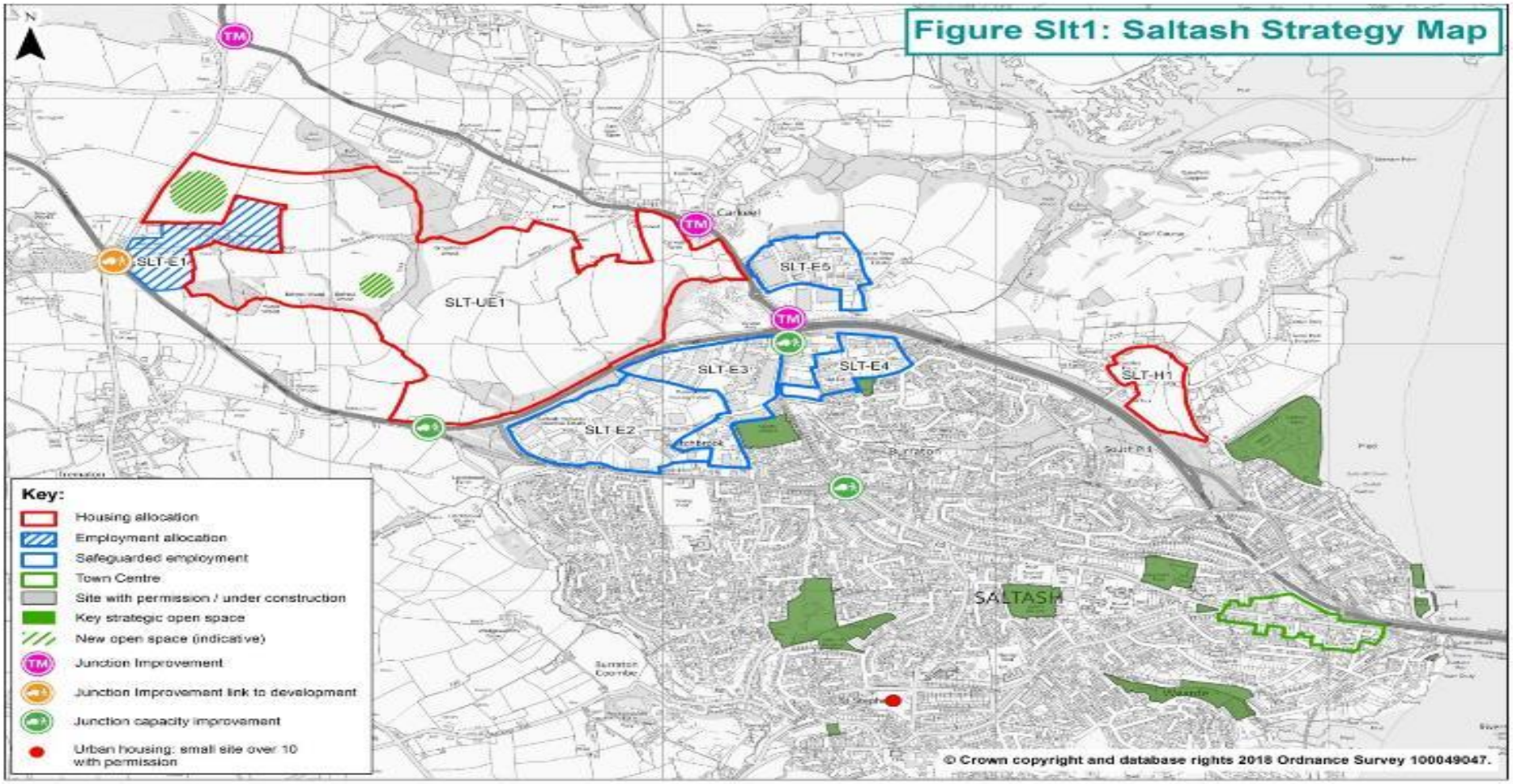
## Annex 1o: Bodmin Transport Strategy Map



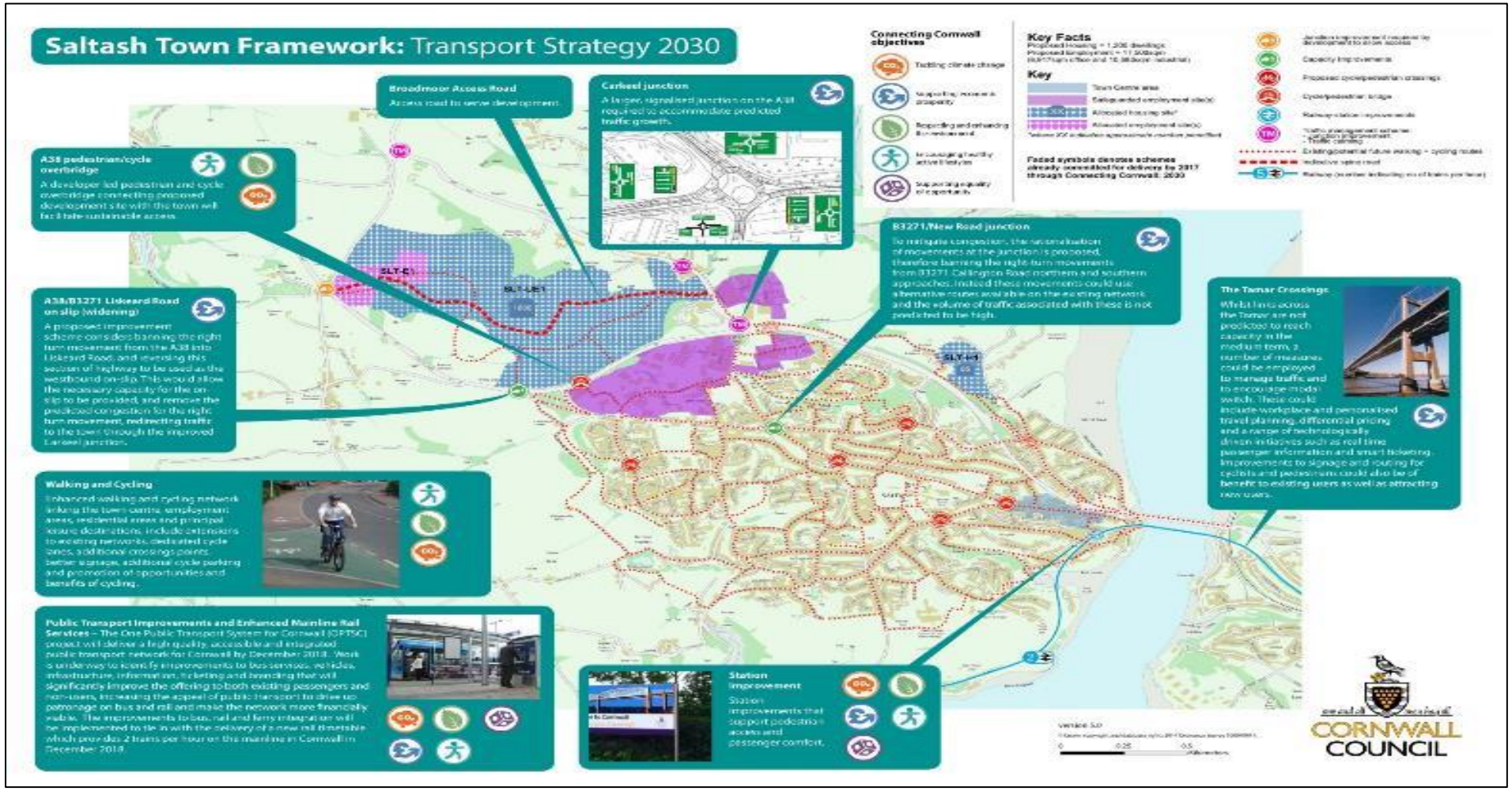
## Annex 1p: Bodmin Green Infrastructure Strategy Map



## Annex 1q: Saltash Strategy Map



## Annex 1r: Saltash Transport Strategy Map



## Annex 1s: Saltash Green Infrastructure Strategy Map