

# Climate Emergency Development Plan Document

February 2023



*Woodland, wildflowers and flooding*

Strategic Planning  
*towlenna stratejek*



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# 1 Raglavar - Foreword



Konsel Kernow a dheklaryas Goredhom Hin yn 2019 ha Goredhom Ekologiethel yn 2022. Avel rann a'gan towlow rag Kernow Garbon Diduel, ni re bareusas an policis ma rag gweres dygthya an goredhommow hinek hag ekologiethel. An dhew a bresent chalenjys meur dhe'n fordhow may fewyn agan bewnans lemmyn hag y'n termyn a dheu.

Konsel Kernow a bes oberi may hallo bos karbon diduel. Hemm yw oberen gowrek a dhervyn ober sostenys ahanan ni oll. Yth eson ni ow ledya dre ri ensampel da, ow kenertha pub maynorieth, negys, anedhyas ha vysytyer dhe Gernow dhe wul an kamm kowrek ma genen.

Pub person, kowethyans ha negys a'n jeves rann dhe wari. Y hwirer gwellheansow gwir ha posedhek dre janjyow pubdedhyek, kyn fons i byghan, dhe'n fordhow may fewyn hag oberi.

An policis towlenna ma a yll gul effeyth meur y'n fordh may tyv ha chanjya tylleryow; ow tifres ha shapya Kernow a'n termyn a dheu. I a grefha ober a-dreus gonisyow an konsel dhe lehe kevrowh dhe janj hin, dygthya an strekys a janj hin keffrys ha kemeres prow a jonsyow gwell ha pewasow ughella rag sodhow y'n erbysiedh glas, prest ow tevi. An towl a wra agan gweres ha ni owth oberi rag provia anedhyans hag isframweyth gwell aga gnas rag agan anedhysi. Gwruthyl Kernow le may hallo agan flegthes bewa, oberi ha seweni ynni.

Ny via an towl ma possybyl heb pubonan a gevros dres an argerdh. Lemmyn res yw dhyn oll pesya bos an chanj a vynnyn, ha ni ow tesinya ha delivra displegyans rag Kernow moy sostenadow ha hebleth le may hyllyn oll bewa ha seweni.



Cornwall Council declared a Climate Emergency in 2019 and an Ecological Emergency in 2022. As part of our plans for Carbon Neutral Cornwall we have prepared these policies to help address the climate and ecological emergencies. Both present significant challenges to the way that we live our lives now and in the future.

Cornwall Council continues to work towards becoming carbon neutral. This is a massive task and needs a sustained effort from us all. We are leading by example, encouraging all agencies, businesses, residents and visitors to Cornwall to take this huge step with us.

Each individual, organisation and business can play a part. Even small, everyday changes to the ways we live and work will make real and positive improvements.

These new planning policies can have a major impact on the way that places grow and change; protecting and shaping the Cornwall of the future. They reinforce work across council services to reduce contributions to climate change, manage the impacts of climate change as well as taking advantage of better prospects and higher rewards for jobs in the ever-growing green economy. The plan will help as we work to provide better quality housing and infrastructure for our residents. Creating a Cornwall in which our children can live, work and thrive.

This plan would not have been possible without everyone who contributed throughout the process. We must now all continue to be the change we want, as we design and deliver development for a more sustainable and resilient Cornwall for we can all live and thrive.

**Olly Monk, Cornwall Council's Portfolio Holder for Housing and Planning**

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**Note: This document should be read in conjunction with the policies map and the Cornwall Local Plan – Strategic Policies 2010 - 2030**



## 2 Komendyans - Introduction to the DPD

- 2.1 The Climate Emergency Development Plan Document (CEDPD) is one of a number of key actions identified in Cornwall's Climate Change Action Plan (CCAP). It forms part of the Cornwall Local Plan and provides further direction on planning for a sustainable future. The CEDPD and the Local Plan: Strategic Policies are designed to be read as a whole. Appendix 3 sets out where the DPD replaces parts of existing policies. This DPD is supported by guidance which provides further explanation of the policies and how they are to be implemented.
- 2.2 The policies of this plan have been defined using expert evidence and comments received following a series of public consultations. The DPD has been tested against the Council's decision-making wheel, which is derived from Kate Raworth's Doughnut Economics. The Plan was informed by Sustainability Appraisal and Habitats Regulations Assessment.
- 2.3 A policies map has been developed and is included with the DPD. It shows areas where policies may have specific geographical impacts or need to be allocated (for things such as wind turbines) or for safeguarding sites to make sure they are used for the right things.
- 2.4 This DPD ensures that planning is a vital part of the solution, making positive changes to policies around development and the natural environment. Planning can make and enforce rules to help deliver greener growth with new or stronger policies on how land can be used. There are many things that planning can help with, but it can't achieve everything. As individuals we all need to take responsibility and make changes in the way we live so that we can move towards a more sustainable future.



*Climate Change Demonstration*



### 3 Neighbourhood Planning and local actions for Climate Change

- 3.1 A number of Parishes and Neighbourhood Plan groups in Cornwall have declared climate emergencies. The DPD will act as an umbrella document to help in the development of Neighbourhood Development Plans, creating a link between the Local Plan and the climate emergency. Cornwall Council is keen to put in place policies that create consistent standards to help applicants and communities. Whilst there will be a number of local actions that groups will wish to pursue, Neighbourhood Development Plans will be expected to follow the policies and guidance set out in this DPD when considering developing policies in their Neighbourhood Plan areas to help ensure later conformity. Further guidance has been developed by the Neighbourhood Plan team to help guide groups that wish to create local climate change policies and how they fit with the policies of this DPD.



Scarecrows at carnon downs



## 4 Ragwel hag amkanow - Vision and objectives

- 4.1 The vision for the Development Plan Document has been to find ways to respond to the climate emergency by expanding the Local Plan approach and supporting the action needed to help Cornwall become carbon neutral by 2030. To help achieve this, developments will need to show that they create energy efficient, sustainable buildings and places where communities can lead resilient and lower impact lives. The Council will support clean, green energy and will actively work to lower energy use, reducing the need to travel and making both rural and urban areas more sustainable. The Council will expect development, landscapes, buildings and communities to be more biodiverse. They should be safer and more resilient to the challenges of climate change, particularly flooding and coastal erosion.
- 4.2 To achieve the vision of being carbon neutral by 2030 everyone in Cornwall will need to use less. The way land is managed will need to change so it absorbs more greenhouse gas. In the long-term, building homes that are more thermally efficient, avoiding building in flood plains and designing roads and transport infrastructure that is climate resilient will be key. Not all decisions will be popular and there will be costs to achieving change but this is a climate emergency; action is needed now, and these new policies offer additional benefits to wellbeing (through air quality, warmer homes, lower bills and opportunities to walk, cycle and eat well) whilst creating a more resilient economy with greater energy security and expanding green industries.
- Decarbonising lifestyles by reducing greenhouse gas emissions from buildings, travel and leisure;
  - Creating resilient communities and nature;
  - Creating environmental growth and the development and reinforcement of natural systems to protect and enhance the environment;
  - Rebalancing of the need to travel and how people move around and work;
  - Ensuring the health and wellbeing of residents;
  - Embedding practice and standards to make buildings and places more efficient; and
  - reducing use of materials and waste rather than using 'green gimmicks'; and
  - Developing a whole system approach.





## 5 Climate Change Principles for Cornwall

- 5.1 In January 2019, Cornwall Council declared a climate emergency and set out its first Action plan in July of the same year. This included setting a very challenging, ambitious date of 2030 for carbon neutrality in Cornwall.
- 5.2 Climate change has been recognised as a significant challenge for an extended period of time. The Climate Change Act 2008 introduced a legally binding target for the UK to reduce its carbon emissions by at least 80% by 2050 compared to 1990 levels. In June 2019, the Prime Minister announced that this will be strengthened to a net zero target for 2050. Subsequent statements have been made by the Government regarding an earlier target for carbon neutrality by 2035.



*Boy looks at woodland river at Lanhydrock*



- 5.3 Climate change is expected to lead to increased incidence of flooding, storms and extended periods of heat. It presents significant challenges for Cornwall, which often acts as land fall for weather events. With a long and significant coastline there is a need to be particularly aware of the impacts of coastal change and sea level rises. There are other associated challenges that present significant issues, including the ecological emergency that has seen a rapid decline in biodiversity and growing issues with population health and reduced social equality.
- 5.4 Even with concerted action now, it is recognised that current levels of greenhouse gases in the atmosphere will lead to changes in the climate, such as increased average global temperatures, more extreme weather events and heightened flood risk. The widespread and potentially devastating impacts of climate change place a responsibility on us all to minimise our carbon emissions, and this must be seen as an essential component of all development.
- 5.5 It will be vital to the long-term sustainability of Cornwall and the health, safety and quality of life of its residents, that adaptations are made and new development is designed to deal with changes in the climate and reduce their greenhouse gas emissions. As well as taking action to reduce emissions, it will also be important to maximise natural processes that can take carbon out of the atmosphere, known as 'carbon sequestration'. Green infrastructure and nature recovery will have a major role to play in this, helping to mitigate the impacts of high temperatures, reduce flood risk, and maintain biodiversity.
- 5.6 Climate change is one of the most significant and fastest growing threats to people and their cultural heritage. Our historic environment is vulnerable to climate change through impacts on the built and natural heritage of Cornwall. The need for adaptation to and mitigation against climate change is essential, but it is recognised that consideration is needed in order to protect our historic environment and to adapt sustainably to a changing climate.
- 5.7 Changes to our environment affect cultural heritage, presenting challenges and opportunities for both physical remains and intangible cultural heritage, which includes traditional practices for managing land and structures. In the same way that cultural heritage is a fundamental component of the environment and therefore be threatened by climate change (and potentially planned adaptation or mitigation), it is also potentially part of the solution to how we respond to climate change.
- 5.8 Proposed mitigation can for instance reintroduce natural and built features that have been lost over tens or hundreds of years and help adapt our landscapes and buildings to climate change. However, adaptation or mitigation through natural climate solutions and other land management needs careful consideration as it can also have implications for our heritage, potentially leading to significant changes to our historic landscapes and impacting buried heritage.
- 5.9 Some of the necessary actions for tackling climate change, such as improving energy efficiency, reducing the need to travel, design improvement and increasing the provision of green infrastructure, could have direct benefits for residents by reducing energy bills and providing a better-quality environment. They may also open up business opportunities to help Cornwall develop a low carbon economy.
- 5.10 Policy C1 further develops the requirements of Policy 2 (Spatial Strategy) of the Cornwall Local Plan (2016). It sets out the key principles that development proposals should address to ensure that new development contributes to mitigating and adapting to climate change and the challenges most relevant to Cornwall. It is recognised that the exact response from development proposals will depend on their scale and that some issues will be less relevant, but all proposals will have a role in helping to deliver change.
- 5.11 This policy sets out the spatial strategy for the Climate Emergency DPD and sets out our expectations for new development in Cornwall. It provides a signpost to the other policies set out in more detail later in this DPD.

## **Policy C1 – Climate Change Principles**

Development in Cornwall should represent sustainable development and manage our natural, historic and cultural assets wisely for future generations, contributing in line with the scale and type of development to achieving the following objectives:

- 1) Make the fullest possible contribution to minimising greenhouse gas emissions in accordance with the energy and waste hierarchies through ensuring resource efficiency, minimisation of waste and the prioritisation of renewable energy;
- 2) Mitigate against and improve resilience to the effects of climate change;
- 3) Contribute positively to the health, wellbeing and resilience of our communities and the natural world;
- 4) Use and reuse land efficiently and minimise impact of development on soils through over compaction, pollution or reduction in the quality of soil and encourage regenerative practice to conserve the capacity of soils for sustainable production of food, water, raw materials and energy;
- 5) Contribute positively to environmental growth, protecting irreplaceable habitats and the integrity of ecosystems, restoring natural processes and strengthening nature recovery networks, and ensuring a net gain for biodiversity.
- 6) Maximise the ability to make trips by public transport, sustainable and active modes of transport in all developments through careful design and mix of uses that actively support walking and cycling rather than car use for day to day living;
- 7) Conserve and enhance our natural and historic environment and cultural heritage according to their international, national and local significance and increase built and natural environment distinctiveness through locally distinctive, high quality and sustainable design and multi-functional green infrastructure provision;
- 8) Avoid or minimise light, water, air and noise pollution and improve or maintain air and water quality;
- 9) Protect and enhance carbon storage in our natural environment (including the marine environment); and
- 10) Regenerate, improve or maintain the natural functioning of coastal and river processes, avoiding areas at risk of flooding and coastal change and further reducing flood risk elsewhere wherever possible.

## 6 Natural Climate Solutions

- 6.1 The decline in biodiversity in Cornwall and the rest of the United Kingdom has rightly raised great concern and has been described as an ecological emergency. Since 1970 the UK has suffered a decline in species of 41% with 15% of UK species threatened with extinction. Our lives depend on a thriving natural world, from pollination of plants for our food to healthy spaces that provide us with spaces to enjoy, flood prevention and fresh air and water.
- 6.2 These policies have been developed to protect and enhance the natural capital of Cornwall (this is a term for the collection of Cornwall's natural resources and includes biodiversity, vegetation, soils, air, water, habitats and geology). Increasing our natural capital and strengthening our eco-systems will help to improve our long-term adaptability to climate change by reducing and absorbing carbon emissions and increasing resilience to anticipated extremes of weather. The policies support and reinforce each other with Green Infrastructure and Tree Canopy requirements for new developments reducing the impact on the environment and providing Biodiversity Net Gain. Policies G1-G3 support measures to address declining nature in Cornwall by creating Local Nature Recovery Networks (Policy G4) which will help to improve and connect habitats at a local and regional level.





## Green Infrastructure Design and Maintenance

- 6.3 Green infrastructure (GI) is a well-established planning concept, defined as “a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.” However, it needs to become more central to the design of new places.
- 6.4 The aim of GI planning is not just the creation of new green spaces, but also the protection, enhancement and improved connectivity of existing green and blue infrastructure assets. The positive contribution that GI makes to creating sustainable communities and tackling climate change is becoming increasingly important. It balances built growth with environmental protection and growth and is a key theme in national planning policy and the Government’s 25 Year Plan to Improve the Environment. As such, policies for GI are linked through this document, the Cornwall Local Plan: Strategic Policies and supported by the Cornwall Design Guide to ensure sustainable design for new developments. By providing green stepping-stones or corridors within development sites, GI can help wildlife move from less favourable habitats to more favourable ones and support priorities for nature as identified by the wider Local Nature Recovery Network.
- 6.5 The Council is a keen advocate of the improvement of green infrastructure standards and endorses the use of tools such as Building for Nature in development.

### Policy G1 – Green Infrastructure Design and Maintenance

Green infrastructure should be central to the design of schemes, ensuring permeability of the site for wildlife and people and creating a multi-functional network of spaces and uses. All developments should be planned around the protection and enhancement of nature.

Development proposals will be expected, where appropriate to the scale and nature of the development, to meet the following principles of green infrastructure design:

- 1) The green infrastructure should form a multifunctional network through the creation of linear and other green infrastructure features to provide and enhance natural connections using important local character features, including existing planting, trees, groups of trees, copses, wetland, hedgerows and opportunities for wild food foraging as the key starting point for green infrastructure proposals and retain, reinforce and embed them into the design of the development to create distinctive places with permeable boundaries that reference, reflect and enhance the local environment; and
- 2) The green infrastructure shall be accessible for all with high levels of accessibility in public areas, and promote health, wellbeing, community and cohesion and active living; and
- 3) The green infrastructure shall incorporate sustainable drainage and blue infrastructure wherever possible and create better places for people and wildlife; and
- 4) The green infrastructure shall be resilient to climate change, minimise the development’s environmental impact and enhance the quality of water, soil and air, aiding resilience and adaptation to climate change; and
- 5) Priority shall be given in landscaping schemes and natural planting to at least 50% pollinator friendly planting of predominantly native species; and
- 6) Street trees and other greening shall be integrated into street design and public open spaces wherever possible while remaining sympathetic to the historic environment. Streets should be designed to accommodate tree pits, whilst maintaining the space for the necessary runs of services (e.g. water, electric, sewerage); and,
- 7) The design and maintenance of green infrastructure shall conserve and enhance the historic environment and contribute to local distinctiveness; and
- 8) Homes should have access to a well-proportioned and well-orientated garden (generally equal in size to the footprint of the house) or other communal green space that provides a cohesive and useable space which is suited to a range of activities and space for nature; and,

- 9) The development shall make provision for long-term, post-development management and maintenance for all green infrastructure, including provision for community representation and management; and,
- 10) The development proposal shall include a scheme for the provision of bird and bat boxes and bee bricks tailored to habitat conditions existing on or being created on and/or adjoining the site including the location and clustering (as appropriate) of those measures. These should normally be provided at the rate of one measure per unit, provided in the most suitable locations, either as single units or a cluster of such (e.g. close to hedgerows and flightpaths).

## Biodiversity Net Gain

- 6.6 Biodiversity Net Gain is a process whereby existing biodiversity within a site boundary is protected and enhanced as a result of the development process. The Council wishes to see biodiversity thrive as a result of development. The DEFRA Biodiversity Metric calculator allows a qualified ecologist to measure the onsite pre-development and post-development biodiversity. Using Biodiversity Units this demonstrates whether the development will harm or enhance biodiversity.
- 6.7 All development proposals will be required to provide a measurable increase in biodiversity. Major development proposals should secure a minimum 10% measurable biodiversity net gain over the pre-development Biodiversity Unit score using the latest DEFRA Biodiversity Metric or any subsequently approved metric. The Council will not tolerate the deliberate clearing of habitats before the application process. Where there is evidence of activities after January 30th 2020, not in accordance with a planning permission or development order, the pre-development biodiversity value of the onsite habitat is to be taken to be its biodiversity value immediately before the carrying out of the activities.
- 6.8 Minor development proposals will be subject to a simplified net gain process based on a Cornwall Council approved Small Sites Biodiversity Metric. This will guide smaller sites to achieving a similar level of onsite net gain as the 10% requirement for major developments.
- 6.9 As a pre-requisite for achieving net gains, proposals must retain as much of the existing onsite habitat as possible. Using the mitigation hierarchy proposals must demonstrate how the onsite layout design of the development has:
  - a) Explored options to avoid causing harm to existing biodiversity onsite;
  - b) Explored options to reduce harm to existing biodiversity onsite;
  - c) Explored options to restore biodiversity on site;
  - d) Explored all options to provide required net gains on site before proposing it outside of the site boundary.
- 6.10 DEFRA Biodiversity Metric Unit scores will be affected either positively or negatively by whether the application site or receptor site is located within the various zones of the Local Recovery Network.

## Policy G2 – Biodiversity Net Gain

All development proposals (except those defined as exempt in secondary legislation) must achieve a minimum of 10% Biodiversity Net Gain (or any higher percentage mandated by national policy/legislation) over the pre-development site value as measured by the latest version of the DEFRA Biodiversity Metric.

In advance of national mandating of biodiversity net gain, this policy shall only apply to major development proposals.

- 1) Proposals for Biodiversity Net Gain must:
  - a) be supported by core biodiversity gain information;
  - b) be secured for at least a 30 year period from the substantive completion of the development;
  - c) be delivered in accordance with an agreed management plan;

- d) follow the mitigation hierarchy set out in National Policy and Local Plan Policy 23(3) and (4) and demonstrate evidence of adequate avoidance and mitigation measures. Biodiversity net gain should be additional to any habitat creation required to mitigate or compensate for impacts; and
  - e) aim to achieve the required net gain onsite within the site boundary.
- 2) where a proposal adequately demonstrates in the Biodiversity Gain Plan that the mitigation hierarchy has been followed and the required net gain, or any compensation for lost biodiversity cannot be achieved onsite within the site boundary, it must secure the alternative provision of the required biodiversity units as registered offsite gains through:
- a) the purchase of registered offsite biodiversity units to enable provision to be made by an approved biodiversity provider; provided the in-perpetuity management and monitoring of the receptor site can be assured; or
  - b) direct provision of the habitat types in a suitable location by the applicant provided the in-perpetuity management and monitoring of the offset site can be assured; or
  - c) a Biodiversity Offset Contribution to the Cornwall Council Habitat Bank.
  - d) the purchase of statutory Biodiversity Credits from National Government.
- 3) The receptor site for any local offsite biodiversity gains should have regard to the local priorities for nature as set out in any adopted Local Nature Recovery Strategy to be provided, be in a suitable location where local climatic conditions suit the type of offset offsite habitat to be provided, informed by a comprehensive understanding of habitats and species associated with the site and should avoid the best and most versatile agricultural land.

Minor development (as defined in secondary legislation) shall demonstrate biodiversity net gains in accordance with a Cornwall Council approved Small Site Biodiversity Metric.

## Increasing Tree Canopy

- 6.11 Whilst all trees absorb carbon dioxide in the atmosphere, the right trees in the right places also provide wide ranging resilience to climate change by intercepting and slowing storm water, filtering air pollution, providing shade canopies and cooling the urban environment during periods of excess heat. Canopy comprised of a balanced mix of climate resilient species is required to deliver enhancements for native wildlife, helping wildlife to adapt to change, providing resilience to pests and diseases and mitigating the impacts of climate change.
- 6.12 When existing trees are retained, or new trees planted in development consideration is needed to their spatial requirements including that new tree are provided with suitable rooting environments to ensure that canopy provides sustained and long- lasting benefits to our residents.
- 6.13 Trees provide valuable habitats for wildlife and contribute to the wider landscape and the overall amenity of development. While all trees absorb carbon dioxide in the atmosphere, the right trees in the right places also provide wide ranging resilience to climate change by soaking up excess rainwater, filtering air pollution, reducing noise pollution and cooling the urban environment during periods of excess heat.
- 6.14 A balance of climate resilient species will be required that target enhancements for native wildlife, helping wildlife to adapt to change, resilience to pests and diseases and mitigate the impacts of climate change. When existing trees are retained, or new trees planted in development consideration is needed to their spatial requirements including that new trees are provided with suitable rooting environments to ensure that canopy provides sustained and long-lasting benefits to our residents.
- 6.15 The average canopy cover in Cornwall Parishes has been as assessed by Cornwall Council. As part of its approach to improving this, Cornwall Council has committed to creating a 'Forest for Cornwall' by planting up to 8,000 hectares of new woodland by 2030. However, it also wishes to ensure that the loss of trees through development and infrastructure projects are reduced and reversed. In order to both encourage onsite retention of existing trees and to plant new trees, the Council has determined that a 15% canopy coverage, as measured by the overhanging spread of a



mature tree, is an achievable aim for major developments in the Cornish climate and fits generally within the character of the Cornish landscape.

- 6.16 Tree Canopy provision shall be measured according to a Cornwall Council approved Tree Canopy Calculator and can be counted towards the Biodiversity Net Gain (described in policy G2) calculation for the site. While 15% is not a formal canopy metric requirement for minor developments, proposals are expected to prioritise the protection, retention and the planting of trees on site. Trees on minor development are measured by their biodiversity value according to the Small Sites Biodiversity Metric (described in Policy G2) alongside other onsite habitats.
- 6.17 Using the canopy mitigation hierarchy proposals must demonstrate how the onsite layout design of the development has:
- a) Explored options to avoid causing harm to existing canopy;
  - b) Explored options to reduce harm to existing canopy;
  - c) Explored the above options before canopy is removed and restored.

### **Policy G3 – Canopy**

All major development should provide, through the retention of existing and or / the establishment of new, canopy coverage equal to at least 15% of the site area (excluding areas of the site that are priority habitat types) in accordance with a Cornwall Council approved calculator or metric.

- 1) Any proposal to remove canopy on the site should be justified in accordance with the canopy mitigation hierarchy.
- 2) Where a pre-development site already contains canopy that exceeds the 15% requirement, the development proposal should ensure the retention of as much canopy as possible on site in line with the mitigation hierarchy and should justify the losses proposed. An alternative canopy cover percentage, as evidenced by a council approved canopy metric, should be agreed with the Local Authority.
- 3) Where there are significant ecological, historical, landscape or operational reasons to justify a canopy requirement of less than 15% on site and this can be fully evidenced, an alternative percentage of canopy provision shall be agreed with the Council.
- 4) Minor development sites (with the exception of householder development and Change of Use (not creating new dwellings or additional floorspace) are not required to demonstrate the 15% canopy target but should explore all options in relation to canopy provision, and take appropriate measures to both avoid or reduce harm to existing onsite trees. Proposals shall include where appropriate and practicable provision of new canopy.
- 5) New canopy should provide a mix of species that are resilient to pests, diseases and climate change and should be delivered in sustainable locations, in a manner that supports the growth and spatial requirements of canopy. New canopy should positively contribute to the climate resilience of the site in a manner which protects and enhances existing canopy.

### **Local Nature Recovery Network**

- 6.18 Fragmented pockets of good quality green infrastructure, biodiversity net gains and canopy will deliver enhancements for nature within the confines of a site development boundary and its immediate area. However, to address the ecological emergency and strengthen the climate resilience of biodiversity, nature must again function as a network. New development therefore must be aware of how it impacts the connectivity of the wider ecological network across Cornwall.
- 6.19 Cornwall Council has drafted a Local Nature Recovery Strategy with a vision to “Work in partnership with one and all to deliver more, bigger, better and more joined up natural habitats so that 30% of our land and seas are well managed for nature by 2030.” Once adopted following the regulatory requirements for Nature Recovery Strategies, the Green Infrastructure design must

reflect, where appropriate to the location of the development, the aims and objectives of the strategy, including its main nature recovery principles.

- 6.20 The draft Local Nature Recovery Network includes a set of mapped land areas (Zones 1-3) that reflects the overall priorities of the Strategy and can be viewed on ([www.lagas.co.uk](http://www.lagas.co.uk)). Once adopted following the regulatory requirements for Nature Recovery Strategies, the aim is to use high quality existing habitats as core wildlife hubs (Zone 1) and connect them together through the restoration and creation of strategically placed habitats (Zone 2), thereby creating one larger network.
- **Zone 1:** Existing Network: Includes statutorily protected areas and other high quality unprotected land.
  - **Zone 2:** Habitat Opportunity Areas: Strategically identified areas with no existing statutory protection but which have the potential to be improved and provide connectivity between the Zone 1 areas.
  - **Zone 3:** Outside of the network: Everything else.
- 6.21 Development proposals in Zones 1 and 2 should use green infrastructure principles to reflect the site's location within the network and protect and enhance connectivity within and between the zones. Development in Zone 3 areas must identify opportunities to enhance the network where adjacent to Zones 1 and 2.
- 6.22 The zoning approach is reflected in the calculations of the Biodiversity Metric (Policy G2). This disincentivises development within Zone 1 and 2, while incentivising receptor sites to be located within them.

### Policy G4 – Local Nature Recovery Network

Where development is sited within or adjacent to an adopted Local Nature Recovery Network it should demonstrate how the proposal will maintain and enhance the integrity and connectivity of the network and support the principles of the Local Nature Recovery Strategy.



*Cabbage white butterfly - pollinator*



## 7 Rural Development and Diversification

- 7.1 Planning plays a key role in supporting a transition to a low carbon economy which is central to the economic, social and environmental aspects of sustainable development. In tackling climate change and transition to a lower carbon Cornwall, the plan will need to take an inclusive approach to sustainable development, supporting the varied needs of Cornwall's communities, landowners and food producers and businesses.
- 7.2 Policies AG1 and AL1 have been developed to support the further sustainability of our rural areas and to provide opportunities for development, agricultural diversification and regenerative land management and ecosystem service provision. They seek to identify ways that planning can help influence land management to reduce greenhouse gas emissions and increase carbon absorption. There are strong links to the provision of ecosystems in other policies in the document and these may provide opportunities for landowners and farmers to diversify and provide services to the community including natural flood management through tree planting and re-establishing hedge lines as well as increasing soil carbon through land management techniques. Biodiversity Net Gain offsetting also provides an opportunity for landowners to create new habitat.



*View from Tremenheere towards St Michael's Mount*



- 7.3 Rural communities also need to be provided with opportunities to help support their sustainability. Whilst there remain clear relationships between rural communities and towns for services and employment, it makes sense that day to day needs can also be met locally to reduce the need to travel. There has also been a particular demand for opportunities for small groups of dwellings to be established in more rural locations, offering an opportunity for off grid living, similar to existing policies in Wales (known as ‘one planet development’) and Dartmoor National Park.
- 7.4 We want diversification proposals for agricultural and land based rural businesses to help sustain the rural economy and enhance, restore or maintain the character of the landscape and environment, including such measures as re-establishing hedge-lines, reducing run off pollution, particularly of waterways and increasing soil carbon through land management techniques.
- 7.5 Agriculture is regulated by a number of regimes, including the Agriculture Act (2020). It is recognised that planning has fewer controls over agriculture, particularly around management regimes. However, there are clear ecosystem links provided on farms and estates that impact on wider public goods such as pollinator habitat, natural flood management, biodiversity, food and fuel growing and countryside access for active lifestyles. These may be linked to development proposals as a way of increasing their provision or effectiveness.
- 7.6 Whole Estate Plans help influence the management of estates and land and to identify eco-system services that land managers may be able to offer to the wider community. They consist of a plan prepared by individual land- owning estates that may justify exceptions to usual planning policy, for instance to permit larger buildings than might normally be supported or other diversification or non-agricultural uses of the land.
- 7.7 The plans set out the assets of the estate and the opportunities and threats which the estate may encounter and describes their plans for the future. A Whole Estate Plan would normally include environmental and social assets, public benefits, and issues as well as economic development projects. Whilst they don’t guarantee planning permission, endorsed Whole Estate Plans can be a material consideration in determining planning applications or the assignment of offsetting monies from contributions made from other development and will provide a solid understood contextual background to any development proposals being made.
- 7.8 **Agricultural businesses:** We will support proposals that demonstrate sustainable practices that do not compromise the long-term running of the farm. To ensure that proposals for new development do not compromise the working of the farm business we will expect proposals to consider the overall viability of farm holdings.
- 7.9 **Privately Managed Estates:** Diversification proposals on privately managed estates will be supported where a proposal demonstrates sustainable practices and outcomes. This may be supported by an up to date endorsed Whole Estate Plan that delivers and secures multiple wider public benefits such as employment and enterprise opportunities, sustainable access, social and cultural facilities, environmental enhancements, biodiversity increases, conserving and enhancing cultural and heritage assets (including a focus on saving heritage assets that are ‘at risk’), and improvements to land management.
- 7.10 **Forestry:** Appropriate scale diversification proposals for forestry businesses will be supported where a proposal demonstrates sustainable practices and outcomes, sustains the long-term operation of the business and secures multiple wider public and environmental benefits.

## Policy AG1 – Rural Development and Diversification

Proposals for diversification and/or improvements to agricultural holdings that help to manage, reduce or absorb carbon or other emissions, provide public benefits and help to maintain a viable and active countryside within farms and land holdings will be given particular support where:

- 1) The proposed development helps to encourage the development and sustaining of low carbon and wider sustainable practices that deliver a demonstrable reduction in greenhouse gas emissions, water and air pollution from the production process; and
- 2) Diversification and development proposals deliver multiple social, environmental and economic

benefits such as employment and enterprise opportunities, sustainable access, social and cultural facilities, environmental enhancements, conserving and enhancing heritage and landscape assets, and providing improvements to land management in line with the spatial strategies of the Climate Emergency DPD and Cornwall Local Plan and particularly in relation to providing or enhancing ecosystem services and support the long-term sustainable operation of the farm business.

- 3) Proposals for agricultural buildings to house livestock, any new or expanded pit, tank or lagoon for storing slurry and anaerobic digesters deliver measures to resolve potential adverse impacts on air quality from ammonia and other air and water pollutants, including the covering of slurry pits and installation of waste-water treatment systems. Particular weight will be given to proposals that specifically include measures designed to reduce and/or capture and process fugitive emissions from the development.
- 4) Where development could have a likely significant impact on the integrity of a European protected site or a Site of Special Scientific Interest it must provide mitigation measures in line with an Appropriate Assessment or SSSI Impact Assessment.
- 5) The design, location and specification of equipment installed helps reduce the overall carbon emissions of the holding, including the installation of solar panels on the roof to supply energy and the choice of equipment (for example chilling systems or grain drying equipment).

The creation of Whole Farm or Estate Plans setting out a transition to net zero carbon and/or reduction plan for Methane and Nitrous Oxide emissions by 2040 will be encouraged and given weight in the determination of applications.

## Regenerative and Low Impact Development (One Planet Development)

- 7.11 Supporting innovative, low carbon development that enables more self-sufficient lifestyles could be part of our approach to help reduce greenhouse gas emissions. This is similar to the Welsh 'One Planet Development' policy and had significant support from respondents to the Scoping version of the Climate Emergency DPD.
- 7.12 The One Planet movement seeks to encourage society to live within the capacity of the planet, and to raise awareness of the continuous depletion of Earth's resources. One Planet Developments (OPD) are proposals on sites that seek to enable off-grid lifestyles that minimise the ecological footprint of the inhabitants to sustainable levels. OPD is low impact, highly sustainable development that either enhances or does not significantly diminish environmental quality. A One Planet Development should be broadly self-sufficient in terms of energy, water and waste, whilst also providing a significant proportion of food and income directly from the land.
- 7.13 Policy AL1 sets out an approach for Cornwall, to meet a local need for development of low impact, easily removable homes that enable sustainable lifestyles. These proposals should utilise regenerative land management techniques and make a significant contribution to carbon sequestration. The policy is aimed at small groups and potentially private estates to provide affordable, low impact housing and other buildings necessary to support the proposed activities, tied to the restorative use of land and controlled by conditions regarding measurable environmental net gain.
- 7.14 Low impact can mean not only being broadly self-sufficient but doing so in a way that brings positive environmental enhancements. This includes respecting, conserving and enhancing the landscape and cultural heritage of the site and its surroundings, whilst improving and increasing biodiversity, carbon sequestration, air, water and soil quality and other relevant environmental enhancements on-site. The use of the land may be experimental, in which case it should include elements of education and research.
- 7.15 This policy allows for a departure from national and local policy preventing development in the open countryside, so it is critical that proposals clearly demonstrate a truly low impact approach. They will therefore undergo rigorous assessment and ongoing monitoring. In order for proposals to clearly demonstrate the achievability of the project, permissions will only be granted initially

on a temporary basis. Applicants will need to confirm in a statement that this will be the principal residence for the proposed occupants.

7.16 Proposals must be supported by robust evidence, including:

- **A justification and improvement plan** – setting out the need to live on the site, quantifying how the inhabitants’ requirements in terms of income, food, energy and waste assimilation can be met directly from the site, and demonstrating that land use activities proposed are capable of supporting the needs of the occupants within a reasonable period of time and no more than 5 years from first occupation. A baseline survey of the biodiversity and ecological state of the site and proposals that will lead to a measured improvement in biodiversity and carbon capture improvements.
- **Ecological Footprint Analysis** - providing a figure for the land area required to support an individual, a family or a community in terms of food, resources, energy, waste assimilation, and greenhouse gas mitigation. Developments should demonstrate that they will achieve an Ecological Footprint consistent with this type of low impact living.
- **Zero Carbon Analysis** - demonstrating that a zero-carbon status will be achieved for the construction and use of buildings.
- **Travel Plan and Transport Statement or Assessment** – to demonstrate the suitability and sustainability of its location through ready access to other services and facilities by walking or cycling.
- **Statements of Heritage Significance and Heritage Impact Assessments** (where relevant) to inform the contents of the various plans required under this policy so that they conserve and enhance the significance and settings of affected heritage assets and historic landscape character.

### **Policy AL1 – Regenerative, Low Impact Development**

Low impact residential development as part of a regenerative use of land will be permitted where the proposal:

- 1) Is located adjoining, or well-related to a settlement or comprises an existing farm or the location can be justified in terms of the activity being undertaken and that travel patterns required for day to day needs can be met sustainably; and
- 2) Is demonstrably linked to a use of the land that will support a sustainable lifestyle for the development’s occupants, be their principal residence and make a positive environmental and social contribution to Cornwall; and
- 3) Can demonstrate through a carbon statement a clear zero-carbon approach to both construction and operation and demonstrate self-sufficiency in energy, waste and water; and
- 4) Can demonstrate that all activities and structures on site will have a low impact in terms of the environment and use of resources. The need for new structures and buildings on the site is minimised and suitable redundant buildings are used before constructing any new buildings; and
- 5) Is tied directly to the land on which it is located and new buildings are designed to have a low impact on the land and be removable and the land restored to an acceptable use at the end of an agreed period of time, or when the regenerative or low impact use ceases; and
- 6) Leads to the environmental and biodiversity regeneration of the site through a binding action plan and conserves and enhances the landscape character, heritage assets and heritage at risk and biodiversity of the site and surroundings; and
- 7) The proposal demonstrates a robust justification and improvement plan for the land use and sufficient land is available which can provide for the livelihood and substantially meet the needs of all residents on the site within a reasonable period of time and no more than 5 years from first occupation; and
- 8) Provides a trust or other bona fide mechanism for the management and running of the enterprise



and the selection of any future residents or activity; and

- 9) Demonstrates that the proposals will have no unacceptable adverse impacts upon residential amenity or other neighbouring uses.
- 10) Where the above is satisfied, permission will first be granted for a temporary period of up to six years subject to the condition that one year prior to the end of that agreed period, taken from the developments first occupation, a Monitoring Report is submitted to the Authority reporting on how the requirements of the management plan agreed by the Authority have been achieved. Following the grant of temporary permission, permanent permission will only be granted where the Authority is satisfied that the policy requirements have been and will continue to be met.



*New housing, Nansledan, Newquay (Image courtesy of the Duchy of Cornwall)*



## 8 Town Centres, Design and Density

- 8.1 Cornwall's town centres have long been the focus of community and commercial life, often with historic buildings forming part of their core. Town centres are also often the focus of public transport routes and community facilities. The emphasis of town centres has changed over the decades, as travel patterns have shifted and retail models have changed. A move to out of town retail sheds and internet shopping has changed the dominance of shopping as a main focus of town centres. The function of the primary shopping area is changing as retail stores close with many national companies downsizing or ceasing to trade. The vitality of many town centres is under threat. The following policies for town centres will help secure their function as vital community hubs, encourage new uses and address opportunities for adaptation and change to ensure that towns are thriving places to live and work, whilst not eroding their vitality and viability.
- 8.2 Cornwall's settlement pattern is made up of one small city and a large number of dispersed market towns, villages and smaller settlements. The spread of Cornish towns is linked to the historic economic focus of particular roles and industries. This gives Cornwall's towns their local distinctiveness and historic character. The challenges faced by Cornwall's towns and high streets and their rural hinterlands are not unusual in the UK, but they are exacerbated by additional



*Rainy day in St Ives*

economic challenges including lower than average pay, geographical remoteness and the seasonality of tourism. The changes are leading to an increasing number of empty shops which in turn is leading to reduced footfall in most of our towns.

- 8.3 The National Planning Policy Framework retains the 'town centre first' principle and the sequential approach to site selection. This is reflected in the Local Plan. National policy sets out some principles for development densities, stating that local authorities should optimise the use of land. There should be a significant uplift in average densities of residential development in these areas. The NPPF also recognises the transport infrastructure opportunities in relation to density of development.
- 8.4 Government changes to permitted development have sought to address the issue of town centre decline and make it easier to introduce other uses such as residential into town centres. They enable a change of use without any application process or with prior approval from the local planning authority, and are aimed at encouraging flexible use.
- 8.5 There is considerable evidence available regarding the decline of town centres. Whilst it is recognised that increasing density and encouraging other uses into towns can assist their vitality, it has also been acknowledged that this could help mitigate the impacts of climate change. Evidence suggests that compact, connected and co-ordinated places are more productive, socially inclusive, resilient, cleaner and have lower greenhouse gas emissions.
- 8.6 Increasing economic activity within towns would support high street vitality, reduce the need to use cars and encourage more sustainable forms of transport. Mixed-use buildings which are well served by public transport and with green spaces interspersed create a more vibrant town. More housing in town centres would also enable a night-time economy and generate greater footfall.
- 8.7 Each town centre is unique; they have their own economic geographies, specialisms, character and distinctiveness. They are changing in different ways and have different relationships with the areas around them. The Council recognises that there are opportunities to create priorities through place-shaping and town centre renewal, setting a clear vision accounting for each town's characteristics and opportunities for growth and regeneration.

## Town Centre Development

- 8.8 Town centre support and diversification is needed to encourage a range of uses including innovative and temporary uses, events and residential particularly in underused properties and floorspace. The Council will support a change of use where it is compatible with other town centre uses and it enhances the vitality and viability of the settlement, including work hubs, community facilities, events and temporary uses.
- 8.9 In locations where retail or commercial demand no longer exists or has been significantly reduced, there is an opportunity for the conversion of retail and other commercial premises to appropriate alternatives such as housing, business, leisure, entertainment and community uses.
- 8.10 There are opportunities to increase residential density in and around town centres, including the reuse and redevelopment of buildings where high-quality living environments can be provided. In some cases, this will be a more traditional living over the shop use, but in other areas it will support the reuse of entire buildings including retail units or even the redevelopment of whole buildings or blocks of buildings.
- 8.11 New development must be low carbon and ensure that it protects, enhances and contributes to improvement of the public realm, green infrastructure assets, the historic environment and improves facilities for inclusive use. This includes the development of high quality, safe and secure facilities that support active travel, public transport, accessibility and cycling facilities in town centres, linked to the sustainable transport policies.

## Policy TC1 – Town Centre Development Principles

Development in town centres should support, maintain or enhance the viability and vitality of the settlement, recognising that they are at the heart of the communities that they serve and may act as a wider service centre for a number of other settlements.

Support will be given for the diversification of uses and increase in the number of residential dwellings in town centres to support its long term sustainable, social and economic stability. This will be achieved through change of use, redevelopment, enhancement of the public realm and conservation and enhancement of the historic environment and heritage assets and promotion of sustainable lifestyles by, for example, reducing the need to travel and improving access to public transport. Regard should be given to how the development proposed would help deliver or support the town's Place Shaping Vision and Priorities, where such a document exists.

Development of community facilities and appropriate temporary uses that maintain or increase footfall and vitality will be supported. The provision of a range of high-quality residential dwellings using underused or redundant space will be supported.

All development should complement the local distinctiveness of our town centres, responding to the culture of the community and enhancing the historic environment, including public realm; where possible improving conditions for active travel, public transport, play and general amenity including green infrastructure and open space and be designed for safety and security. The conversion of ground-floor retail units or redevelopment of buildings should encourage activity and vitality; where these are converted to residential use consideration should be given to retaining the historic street frontage and keeping an active use, such as for workspace or home office.

### Helping towns to diversify and thrive

- 8.12 There are often considerable opportunities to increase density and reuse land and buildings in urban areas. Policy TC2 recognises opportunities for intensification of uses including residential at high density and where it is well located, where these fall outside any permitted development regulations. Town centres are generally very accessible and often well served by public transport, creating opportunities for a diverse mix of uses including shared workspace, residential and community uses.
- 8.13 Town centres can no longer rely on a purely retail focus, but care should be taken to maintain the vitality and viability of the centre to ensure that retail, commercial and community facilities and uses are not further impacted.
- 8.14 The Town Fund and other initiatives in Cornwall are creating strategies to help our town centres adapt to new uses and functions for town centres that move away from a pure retail model. This has been discussed for a considerable time and highlighted in the Grimsey and Portas Reviews. The resultant Town Centre Renewal Priorities will form material considerations for changes of use and development in towns and policy TC2 will help lead the development of those strategies. The Council has also adopted a Chief Planning Officer Advice Note<sup>1</sup> detailing the process for assessing town centre priorities. Where a strategy has not yet been developed, the Council will expect development proposals to be informed by the criteria in TC2 to assist an understanding of the likely impact of the proposals on the future of the town centre.

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<sup>1</sup> [Chief Planning Officer's Advice Note: Town Renewal and Priorities Assessment \(cornwall.gov.uk\)](https://www.cornwall.gov.uk/Chief-Planning-Officer-Advice-Note-Town-Renewal-and-Priorities-Assessment)



## Policy TC2 – Place Shaping Vision and Priorities, including Town and Town Centre Renewal Priorities

The Council supports the development of locally led Place Shaping Visions and Priorities to help manage the transition of town centres to community focused and sustainable spaces. Locally produced town centre strategies will be material to determining planning applications.

Vision and Priorities should take a proactive approach to planning for retailing and related community and cultural facilities and services to:

- 1) support the role of the town centre to secure a sustainable mix of retail, facilities, housing and cultural facilities set within an attractive public realm to create strong, lifetime neighbourhoods;
- 2) provide a decision-making framework that helps maintain, manage and enhance the vitality of the town and provide a mix of uses including shopping and facilities which provide local goods and services, especially essential convenience and specialist shopping or valued local community assets, including pubs and social facilities;
- 3) identify areas where it would be appropriate to promote changes of use from retail to other uses and facilities, including the development of high-quality housing for a variety of residents, especially where they are accessible by walking, cycling and public transport and would support the town centre;
- 4) support attractions and uses that bring people into town such as markets including any facilities or changes to road systems and the creation of pedestrian focused spaces necessary to accommodate them and to contribute to the vitality of town centres;
- 5) manage and support distinctive clusters of uses to create diversity in town centres;
- 6) support:
  - a) the broader vitality and viability of the centre and add to its quality and diversity of offer;
  - b) sense of place, local distinctiveness and identity;
  - c) community safety or security;
  - d) supporting transport through creating opportunities for accessing a number of facilities and services;
  - e) health and well-being and the social, cultural and heritage value of the centre;
  - f) improved public realm through conservation, maintenance and enhancement of heritage assets and buildings and their setting, green infrastructure provision designed to enhance the character and distinctiveness of each town centre, including where appropriate street trees, pocket parks and orchards and biodiverse public spaces;
  - g) opportunities for promoting shared travel solutions and co-mobility, including through the locations for car club vehicles and to support cycling including the provision of well- located suitable, highly accessible and safe and secure bike parking, charging and storage.

### Diversification of uses in Town Centres

- 8.15 Cornwall's town centres are well located and often well served by public transport, creating opportunities for a diverse mix of uses including shared workspace, residential and community uses.
- 8.16 Town centres can no longer rely on a retail focus to remain viable. As our town centres have shifted away from a focus on retail and large retail chains there has been a rise of vacant units and persistently vacant units that impact on the diversity and appearance of our town centres. This policy will provide a reinterpretation and replace part of Local Plan Policy 4 to create greater flexibility for non-retail uses in town centres.
- 8.17 There are often considerable opportunities to increase density and reuse land and buildings in urban areas. Policy TC3 recognises opportunities for intensification of uses including residential at high density and where it is well located.

- 8.18 Continued protection of the vitality and viability of the centre requires diversity and activity from a variety of uses that attract visitors and residents. Decisions need to ensure that a mixture of residential, employment and retail uses help to create active places and support remaining retail, restaurants, cultural and entertainment and other facilities.

### **Policy TC3 – Diversification of Uses in Town Centres**

- 1) Development in town centres, including in primary retail areas, will be supported where they will positively contribute to a mix of uses so that centres become community hubs that people want to visit.
- 2) Proposals for redevelopment or larger scale reuse in town centres will be supported where they will help to provide the following benefits:
  - a) sustain and enhance the vitality and viability of the centre;
  - b) accommodate economic and/or housing growth through intensification of existing buildings and spaces;
  - c) support and enhance the competitiveness, quality and diversity of the town centre offer of retail, leisure, employment, heritage and cultural, other consumer services and public services;
  - d) are of a scale in keeping with the centre;
  - e) promote access by public transport, walking and cycling;
  - f) promote safety, security and lifetime neighbourhoods;
  - g) contribute towards an enhanced natural environment, urban greening, public realm and links to green infrastructure;
  - h) conserve and enhance the historic environment and heritage assets and their setting;
  - i) reduce delivery, servicing and road user conflict, including the creation of pedestrian dominated areas.
- 3) Splitting of large retail or commercial units that are no longer required or sustainable will be supported where it will create a supply of unit sizes responsive to the local market, support innovation in creating economic resilience and cultural heritage and facilities and maintain or enhance the character and appearance of the host building. The creation of flexible space and mixed uses for temporary or collective uses will be encouraged to bring buildings back into use.
- 4) The provision of cultural facilities, community and non-residential institution uses such as clinics, nurseries or schools should be encouraged and located in places that maximise footfall to surrounding town centre uses.
- 5) New housing uses should be provided in redevelopment of buildings or sites at a density that maximises the benefits of being sustainably located whilst ensuring that residential amenity is provided for, ensuring that they do not lead to conflict with existing permitted uses or premises in the area.

### **Density of Development in Towns**

- 8.19 Increasing the density of development in town centres can help to mitigate the impacts of climate change by locating people closer to facilities, shops and places of work, thereby reducing the need to travel. There are often considerable opportunities to increase density and reuse land and buildings in urban areas. A number of our town centres contain under used spaces and unused buildings. The potential for new housing can be realised through conversion of existing buildings and well-designed new mixed- use development. Town centres are generally very accessible and often well served by public transport, creating opportunities for a diverse mix of uses including shared workspace, residential and community uses. Policy TC4 recognises opportunities for intensification of uses including residential at high density and where it is well located, where these fall outside any permitted development regulations.
- 8.20 The redevelopment, change of use and intensification of surplus office or retail space into other uses including housing is already encouraged through a range of existing permitted development



rights, but this policy seeks to realise opportunities for conversion, redevelopment and new build accommodation in our towns. The conversion or redevelopment of town centre buildings also provides an opportunity to secure the future of underused or redundant historic buildings, but conversely there is a potential for the reuse of these buildings and the increase in density to impact on the historic environment and therefore care is required in the design of conversions and other schemes.

- 8.21 Due to their accessibility and range of services, there are opportunities for different types of residential development within town centres. The range of buildings available will create opportunities for larger family homes and apartments as well as dwellings for smaller households, older people's housing, extra care housing and student accommodation. The provision of residential development should be well-balanced in terms of tenure and range of size of unit, high quality and follow the principles set out in the Cornwall Design Guide.
- 8.22 Residential development in town centres should not be predicated on a lack of noise from other uses, particularly restaurant and drinking establishments and other forms of entertainment and should make provision for this in their design and layout to prevent conflicts.
- 8.23 The desire to increase density in town centres needs to be balanced with retaining important historic features, open spaces and drainage within towns, which will become more important with changes to temperatures and increased storm events. Development must be well planned and make provision for green infrastructure and contribute where appropriate to the creation of new spaces or gardens for residents. The green points system will apply to conversions and new build property in towns.

#### **Policy TC4 – Density of Development in Town Centres**

- 1) New residential development in town centres should make best use of land and buildings, taking into account the availability of services within walking and cycling distance and accessibility by public transport.
- 2) Development proposals that provide a well-balanced and diverse range of high-quality housing, providing a range of tenures and sizes will be supported. A mix of family homes, smaller households, older people's housing and student accommodation are encouraged.
- 3) Development proposals shall conserve and enhance the significance and settings of heritage assets and historic townscape character.
- 4) Development in town centres should not result in the loss of green space and should create opportunities for enhanced green infrastructure and green spaces in line with a Cornwall Council approved metric. Where appropriate developments should contribute to the planting of street trees and the creation of pocket parks.

#### **Rural service development**

- 8.24 Cornwall has a largely dispersed population. Rural communities are frequently portrayed as unsustainable due to a travel pattern that has developed through the loss of local employment, shops and services over past decades. This position is changing with the increase in online shops and services along with many more people, especially office workers now working from home. This change was accelerated as a result of Covid-19 and will have an impact on all our places. This combined with improvements to broadband connectivity is likely to mean that more people can work at home but will potentially still need to make frequent journeys for day to day needs. Therefore, measures to help increase sustainability, digital connectivity and reduce the need to travel are essential to decreasing carbon emissions.
- 8.25 Policy TC5 aims to provide greater certainty for rural facilities where they may not have been permitted previously to help to address this issue. Clustered uses and facilities, potentially to be shared by a number of smaller settlements may also help to reduce the need to travel and distances travelled.

- 8.26 This policy allows for limited exceptions to housing policy to allow for a very small proportion of market housing to ensure the delivery and operation of community facilities, including employment and flexible working and service hubs. The proposal must be able to demonstrate a demand for the services and facilities proposed. The functional link between the community facilities and other uses and the housing or other enabling development will be strictly controlled so as to enable continued rural service provision and prevent misuse of the provision.

### **Policy TC5 – Rural Service Development**

The provision of new rural service and employment hubs (including small scale day to day retail facilities to meet the needs of the settlement or cluster of settlements) will be permitted where they:

- 1) Are located within or adjoining the settlement that they are intended to serve and do not materially extend the form of the settlement; and
- 2) Enable local employment opportunities and facilities that support the rural economy and/or economy and scale of the settlement and can evidence demand of their need; and
- 3) The scale of any retail components is in scale for the settlement that it services and meets local shopping needs; and
- 4) Deliver digital connectivity and/or working accommodation including hot desking and flexible accommodation that supports the rural economy; and
- 5) Reduce the need to travel and/or well related to public transport provision; and
- 6) Conserve and enhance the local distinctiveness, character and form of the settlement.

Any housing and retail provision required to enable delivery must be subservient to the main use for employment and community facilities. Any permission granted will be required to ensure the delivery and a mechanism to ensure the ongoing functioning of the community facilities.



## 9 Sustainable Transport

- 9.1 The policies for sustainable transport address the contribution of travel to climate change impacts and aim to encourage more sustainable transport modes and active travel.
- 9.2 Sustainable transport aims to reduce the need to travel by car, encourage a hierarchy of modes (walking, cycling, public transport) but also recognises that due to rurality some form of private and/ or shared vehicles are likely to still be necessary.
- 9.3 To achieve the goal of reducing the need for travel by private vehicle, particularly for shorter journeys, active travel needs to be embedded in design of new places, promoted by parking and design standards.



*Electric vehicle charging point*

- 9.4 Road transport greenhouse gas emissions represent a fifth of total UK emissions, the biggest contributor being private vehicle trips. Only 0.5% of vehicles in the UK at the end of 2018 were ultra-low emission vehicles. Cornwall has continued to see a growth in road trips. Current private vehicle trips and predicted growth represents a significant challenge in meeting national and local carbon reduction targets. It is not expected that mass take-up of low emission vehicles will solve the problem alone, nor will it solve the challenges of capacity, congestion, deteriorating health and well-being and pressure on space. One of the biggest challenges in reducing highway transport emissions is achieving behaviour change, convenience is one of the main drivers of human behaviour. Planning of new developments offers an important opportunity to influence behaviour from day one.
- 9.5 The dominance of vehicles on streets is a significant barrier to walking and cycling, they also reduce the appeal of streets as public places. Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles.
- 9.6 New developments provide an opportunity to influence behaviour change and achieve necessary modal shift. To successfully achieve this modal shift, new development should:
- Be located in areas that are connected by public transport, walking and cycling links as far as possible,
  - Offer a mix of uses to support a reduction in car journeys i.e. live, work, services,
  - Provide appropriate densities that reduce distances and promote walking and cycling trips,
  - Reflect the hierarchy of uses through the site layout and streetscape as established in national guidance and the Cornwall design guide,
  - Be permeable for pedestrians, cyclists and buses,
  - Provide off-site sustainable links to the surrounding network,
  - Limit parking spaces whilst allowing space for car club cars,
  - Provide electric charging points for cars and bicycles, cycle parking and storage,
  - If appropriate establish robust travel plans.
- 9.7 The approach to Transport Assessments and travel plans is vital in driving the change needed to create less car dependent places. Travel plan guidance is being developed with transport colleagues and will be based around physical features necessary to enable a shift to more sustainable transport modes.
- 9.8 The NPPF states that transport issues should be considered at the earliest stages so that the potential impacts on transport networks can be addressed. Opportunities to promote walking, cycling and public transport use are identified. Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places. The NPPF also states that “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health” although it does recognise that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.
- 9.9 UK Transport Investment Strategy aims to create a more reliable, less congested, and better-connected transport network that works for the users who rely on it. This is also reflected in the UK Industrial Strategy. The draft Cornwall & Isles of Scilly Local Industrial Strategy notes that “Our people are heavily reliant on car travel and that Improved public transport would improve access to services and jobs for everyone”.
- 9.10 The ambition of the Government’s Local Cycling and Walking Investment Strategy is to make walking and cycling the natural choices for shorter journeys or as part of longer journeys. It advocates the development of local walking and cycling infrastructure plans to inform investment. The Council secured technical assistance funding to develop Local Cycling and Walking



Infrastructure Plans; these will help developers to anticipate planned infrastructure improvements on the wider network and ensure their proposals are complementary. It will also help secure contributions towards delivery. Ideally similar plans need to be developed for all Cornwall's main towns.

## **Policy T1 – Sustainable Transport**

New development should be designed and located in order to minimise the need to travel and support a modal hierarchy which prioritises walking, then cycling, then public transport, then car clubs, electric vehicles and lastly private fossil-fuelled vehicles.

Development should be designed to:

- 1) Facilitate integration between different modes of travel, especially walking, cycling and public transport. Every opportunity should be taken to connect to, and benefit from, existing walking and cycling networks and to maximise permeability for these modes within and outside of sites;
- 2) Integrate with the existing settlement through inclusive, active travel networks ensuring easy and sustainable connections to community facilities and infrastructure and enabling connections to potential future travel modes;
- 3) Provide conveniently located and secure cycle parking, including private home provision throughout the development, including close to the development access points, and benefiting from natural surveillance;
- 4) Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to policy T2 and reflecting principles set out in the Cornwall Design Guide and the level of accessibility by walking, cycling and public transport;
- 5) Deliver more sustainable streets including by;
  - Making it easier and more attractive to walk, cycle and considering access only streets to create green networks;
  - Enabling greater use of public transport;
  - Making streets accessible for users with disabilities;
  - Providing varied spaces for people to meet and rest, and for children to play, enabling greater social interaction;
  - Incorporating high levels of green and blue infrastructure.
- 6) Support the use of electric vehicles (including electric bikes) by providing electric vehicle charging points.

## **Parking**

- 9.11 Whilst the Council is committed to encouraging sustainable transport modes, it is recognised that car travel will remain a significant mode of travel for the foreseeable future. As such getting the level of car parking right is particularly important. Local authorities can set local parking standards, the NPPF says that policies should take into account the accessibility of the development, the type, mix and use of development, the availability of public transport, local car ownership levels and the need to ensure an adequate provision of spaces for charging electric vehicles.
- 9.12 Well planned residential parking involves delivering the right number of spaces in the right places. In order to anticipate cycle and car parking demand and achieve the right parking solutions it is important to understand the nature of surrounding uses, opportunities for active travel, public transport connections and frequency and local car ownership trends.
- 9.13 Over provision of car parking should be avoided as it can lead to unattractive streets, smaller gardens, less green infrastructure, unsustainable transport habits and unhealthy lifestyles. Car parking should be well integrated within developments, recognising that people may still need a car for some journeys, but located in purposely designed on- street spaces and off-plot and should not dominate in any development. Innovative parking solutions including clustering of spaces will be supported where it enables the creation of car-free environments. Potential future reductions

in demand for parking as a result of potential modal shifts mean that spaces may need to be repurposed and the layout chosen for development must anticipate and allow for alternative uses of these spaces.

- 9.14 Developments with no car parking are also encouraged where they are carefully planned and in appropriate locations with a range of services and infrastructure to enable a car-free lifestyle.
- 9.15 Electric charging points for cars and bicycles and provisions for other low emission vehicles are encouraged. Where they are not initially provided, car parking spaces and roads should be designed to be able to offer electric charging in the future. Requirements for electric vehicle charging are managed by the Building Regulations.
- 9.16 In order to support a shift towards more active travel such as cycling, cycle parking needs to be introduced in the same manner as car parking; if there isn't somewhere secure and safe for people to leave their bikes at the end of a journey they will be unlikely to make that journey by bike.
- 9.17 The Cornwall Design Guide<sup>2</sup> sets out further detail on the Council's expectation for parking provision, layout and design.
- 9.18 Neighbourhood Development Plans will be expected to follow the guidance set out in this DPD, the Council's Parking Standards Guidance and the Cornwall Design Guide when considering policies regarding the provision of parking in the neighbourhood plan area.

## Policy T2 – Parking

Development proposals will be expected to meet the following parking requirements:

- 1) Follow the travel hierarchy by prioritising parking and storage for non-vehicular modes in terms of proximity to dwellings, followed by car club spaces, electric vehicle charging spaces and finally parking for other vehicles; and
- 2) Proposals should meet the Council's parking standards, including the provision of dedicated cycling facilities, as set out in the Parking Standards Guidance, taking into account opportunities for reducing the need to travel, creating opportunities and incentives for active travel and the local context; and
- 3) Provide accessible, secure, and convenient cycle parking for all users, located in prominent locations; and
- 4) Parking provision for vehicles and bicycles should incorporate integrated green infrastructure, street trees and sustainable drainage in line with the Cornwall Design Guide; and
- 5) Cars should be accommodated in, but not dominate layouts. Residential car parking should generally be provided off-plot in specifically designed on-street parking bays or other purposely designed spaces that are well designed in terms of safety, supervision, circulation, appearance and assist access by pedestrians and cyclists taking into account any particular user or site conditions that might indicate otherwise. Layouts should not increase pressure for off-site parking and should contribute to on-street parking controls where necessary; and
- 6) Parking and charging infrastructure should be carefully sited and designed so as to conserve and enhance the significance of heritage assets, including their settings, and historic streetscapes.

## Safeguarding and development of strategic transport infrastructure

- 9.19 Cornwall has a number of disused rail branch lines and associated infrastructure. Whilst some of these routes have been lost partially to development, others offer opportunities for railway or other public transport use or the creation of generally level commuting or leisure routes. If the railway had a historical use there may also be opportunities for greater public understanding and appreciation of that use, for example a mineral tramway, through interpretation.
- 9.20 Policy T3 is designed to ensure land remains available for an expanded public transport system or car free travel, including cycling and walking routes and the creation of green networks.

2 [https://www.cornwall.gov.uk/media/vzkd4iaj/cornwall\\_design\\_guide\\_v2-0.pdf](https://www.cornwall.gov.uk/media/vzkd4iaj/cornwall_design_guide_v2-0.pdf)



### **Policy T3 – Safeguarding of transport infrastructure sites and routes**

Former railway track beds and other railway land should be protected from development that would be prejudicial to the re-use of railway, creation of new travel or distribution networks or the creation of sustainable transport links and facilities.

Where a disused railway line passes through a development site and has the potential for rail reuse or to form part of Cornwall's walking and cycling green network (or does so at present), developers will be required to incorporate/deliver the rail/pedestrian/cycle route as part of their application or provide an acceptable alternative that delivers at least equivalent transport and green network benefits.

## 10 Renewable energy

- 10.1 Cornwall benefits from a significant range of renewable energy resources, including onshore wind, solar, deep geothermal, biomass and marine energy potential.
- 10.2 Cornwall is not starting from scratch on its journey towards becoming carbon neutral or on adapting to climate change impacts. There has been a transformation of our energy sector that now provides around 40% of our electricity from renewables, significantly higher than the national average of 33% in 2018, and up from around 9% in 2009. By making it possible to store more of the renewable energy that we generate, we can help to make sure we can use it in Cornwall, at times when it is needed the most.
- 10.3 Policies RE1 and RE2 set out the main principles with regard to renewable energy to ensure that this significant resource is maximised, while ensuring that any adverse impacts are addressed satisfactorily. They replace Policies 14 and 15 of the Cornwall Local Plan: Strategic Policies.



*Wind Turbines*

- 10.4 Additional guidance will provide more detail on the planning considerations for renewable energy, with additional guidance on community benefits; community-led energy; on community support requirements and considerations for the various renewable energy technologies and energy storage.
- 10.5 The DPD recognises that there are opportunities for numerous types of renewable energy installations in Cornwall, including deep geothermal and hydropower. These have not been identified specifically on the Policies Map but are supported by the policy.
- 10.6 The Policies Map identifies broad areas that may be suitable for wind energy. Falling within the broad areas does not mean that proposals will automatically be granted planning permission. They are essentially an 'area of search' within which the Council will consider whether turbines should be granted permission in line with local and national policy which sets out a series of technical tests (including distances from homes and heritage assets (including Scheduled Monuments and Listed Buildings)) and demonstrate the acceptability of their visual impact).
- 10.7 An interactive mapping resource sets out constraints against which proposals will be considered, including requirements for Statements of Heritage Significance and Heritage Impact Assessments where relevant.
- 10.8 To avoid adverse effects on the integrity of European sites designated for anadromous fish species (the River Camel Special Area of Conservation and the Plymouth Sound & Estuaries Special Area of Conservation), it is advised that developers should liaise with the Environment Agency at the earliest opportunity. The potential impacts of in-river hydroelectricity schemes will be assessed in Habitat Regulation Assessments of relevant planning applications.
- 10.9 Any potential impacts on the migratory behaviour of these fish or the continuity of riverine habitats will require mitigation in the form of minimum 'Hands Off' flows and upstream / downstream fish passes. Fish passes are both river, topography and species- specific, and require ecological input at an early point in the development stage of hydroelectricity schemes.

## **Policy RE1 – Renewable and Low Carbon Energy**

- 1) Proposals for renewable and low carbon energy-generating and distribution networks, will be supported in the context of sustainable development and climate change, where:
  - a) they contribute to meeting Cornwall's target of 100% renewable electricity supply by 2030; and
  - b) they balance the wider environmental, social and economic benefits of renewable electricity, heat and/or fuel production and distribution; and
  - c) It will not result in significant adverse impacts on the local environment that cannot be satisfactorily mitigated, including cumulative landscape and visual impacts, the special qualities of all nationally important landscapes, and the significance of heritage assets including their settings, including the outstanding universal value of Cornwall and West Devon Mining Landscape World Heritage Site and the character of wider historic townscapes, landscapes and seascapes; and
  - d) In and within the setting of Areas of Outstanding Natural Beauty and undeveloped coast, developments will only be permitted in exceptional circumstances and should generally be very small scale giving due regard to the natural beauty of these areas; and
  - e) Where the current use of the land is agricultural, the use allows for the continuation of the site for some form of agricultural activity proportionate to the scale of the proposal and provides for 10% biodiversity net gain; and
  - f) Commercial led energy schemes with a capacity over 5MW shall provide an option to communities to own at least 5% of the scheme subject to viability; and
  - g) There are appropriate plans and a mechanism in place for the removal of the technology on cessation of generation, and restoration of the site to its original use or an acceptable alternative use; and
  - h) Opportunities for co-location of energy producers with energy users, in particular heat will be supported.



Significant weight will be given to community led energy schemes where evidence of community support can be demonstrated, with administrative and financial structures in place to deliver/ manage the project and any income from it. Encouragement will be given to schemes to provide for a community benefit in terms of profit sharing or proportion of community ownership and delivery of local social and community benefits.

In addition, the following criteria will be used to assess each of the specific generation types:

2) **Wind energy development** proposals will be permitted where they:

- a) Are located in a 'broad suitable area' identified on the Policies Map or in an area identified in a made Neighbourhood Plan or Neighbourhood Development Order or are for the repowering of an existing wind turbine/farm; and
- b) Demonstrate that the planning impacts identified by the affected local community have been made acceptable by the proposal; and
- c) Avoid or adequately mitigate shadow, flicker, noise and adverse impact on air traffic operations, radar and air navigational installations; and
- d) Do not have an overshadowing or overbearing effect on nearby habitations.
- e) Demonstrate that proposals would be outside of the 1km buffer zone for Special Areas of Conservation and Special Protection Area sites shown on the policies map and can be delivered without resulting in adverse effects on the integrity of European Sites and ensure that potential implications of wind farm development on the migratory flightpaths and core foraging zones and other functionally linked land for SPA birds of the Marazion Marsh SPA, Tamar Estuaries Complex SPA and the Falmouth Bay to St Austell Bay SPA are fully considered.

3) **Solar energy development** proposals for building mounted installations will be supported and encouraged wherever possible. Standalone ground mounted installations and extensions or repowering of solar installations will be supported where they are focussed on previously developed land and away from best and most versatile agricultural land unless exceptionally justified.

4) **Hydroelectricity** development proposals will be supported as part of the transition to a low carbon economy where they can demonstrate that they would not have significant adverse impacts on the water regime, landscape and nature conservation. Schemes should prioritise rivers that are not designated for migratory fish species.

- a) Hydroelectricity schemes in estuaries (e.g. tidal barrages or tidal stream technologies) will need to demonstrate that they do not unacceptably impact the hydrodynamic regime in intertidal habitats. Any identified impacts will need to be addressed in consultation with the Environment Agency and Marine Management Organisation.
- b) Applications should provide an assessment of the potential impacts of in-river hydroelectricity schemes in their Habitat Regulations Assessment. Any potential impacts on the migratory behaviour of Anadromous fish or the continuity of riverine habitats (including, but not exclusively within the River Camel SAC and the Plymouth Sound and Estuaries SAC) will require HRA and should propose appropriate mitigation measures to avoid adverse effects on the integrity of European sites.

5) **Deep geothermal and mine water energy development** proposals will be supported as part of the transition to a low carbon economy where:

- a) The outstanding universal value of the Cornwall and West Devon Mining Landscape World Heritage Site, the significance of heritage assets and their settings, and the character of historic townscapes, landscapes and seascapes are conserved and, where appropriate, enhanced;
- b) There would not be a significant adverse impact on the water regime and water quality impacts are assessed and adequately mitigated; and
- c) The visual impact of associated buildings and equipment is minimised.

6) **Energy storage:** There is a presumption in favour of energy storage where it meets one or more of the following:

- a) It is co-located with an existing or proposed renewable energy development;

- b) It can be shown that it alleviates grid constraints or contributes to meeting Cornwall's renewable energy supply target;
  - c) It allows further renewable developments to be deployed.
- 7) Infrastructure to support offshore renewable energy: Associated land-based infrastructure to support offshore renewable energy schemes will be supported where they meet the requirements of 1 b), c), d), f) and g) of this policy and other policies of the Local Plan.

Proposals for non-renewable energy generation will only be supported as an exception for the purposes of temporarily supporting energy needs for a specified and limited temporary period of time and demonstration that their operation will be as low carbon as possible and comply with criteria 1 b) – g) inclusive.

## **Policy RE2 – Safeguarding strategic renewable energy sites**

Planning permission for proposals that are not renewable energy installations within areas identified on the Policy Map as being potentially suitable for wind energy will only be granted where it can be demonstrated that the proposal would:

- 1) Not introduce adverse impacts within close proximity or interfere with the operation of any installed or permitted or proposed (at planning applications) renewable energy installation and enabling infrastructure; or
- 2) is a temporary use that will be re-located or removed prior to the renewable energy proposal commencing and there is a mechanism to ensure that this happens; or
- 3) It can be demonstrated that there is no reasonable likelihood of a renewable energy installation coming forward on or within reasonable proximity to the application site or that an exception should be made based on substantial public benefits of the proposal.

# 11 Sustainable Energy and Construction

- 11.1 In recognition of the climate emergency, Cornwall Council has set an ambitious target of becoming 'net zero' by 2030. If we are to achieve this, it is essential that new development in Cornwall reflects this ambition through measures to address its embodied and operational impacts. In addition to the environmental imperative, there are also socio-economic pressures. In Cornwall, fuel poverty affects almost 13% of all households which is just over 31,800 homes (BEIS Fuel Poverty statistics, 2018 data). This is above the England average of 10%.
- 11.2 To address both the environmental and socio-economic issues, this policy has been developed with the energy hierarchy as its core principle. This means improving fabric standards, energy efficiency and minimising space heating requirements, before installing renewable energy and then offsetting residual energy if required. Not only is this the most sustainable approach, but it can also make an important contribution to addressing fuel poverty and improving social equity.
- 11.3 In addition to the energy considerations, we want to encourage the highest standards of sustainable design and construction in Cornwall: improving the environmental performance of new developments; minimising contribution to climate change; and adapting to the effects of climate change over their lifetime. Sustainable construction is about taking a 'life cycle' approach to development. This encompasses location, design, materials, construction management, the life and long-term stewardship of developments.
- 11.4 The Climate Change Act commits the UK Government to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050. The Government expects each local authority to contribute to meeting the targets and reducing overall demand for energy. In January 2019, Cornwall Council declared a 'climate emergency' in recognition of the need to take urgent action.





- 11.5 Planning plays an important role in minimising our contribution to/increasing resilience to the effects of climate change. It can provide a positive and encouraging framework for change and can resist harmful development. Ensuring the highest possible standard of energy and thermal efficiency from new buildings is a key element of reducing the carbon footprint of Cornwall.
- 11.6 For environmental and socio-economic reasons, it is essential that all new development minimises energy demand and carbon emissions by adopting the energy hierarchy. In recognition of the Climate Emergency and the very real need to meet net zero as soon as possible, Cornwall Council has collaborated with the South West Energy Hub and sustainability consultants Etude to carry out energy modelling work tailored specifically to Cornwall. This has been combined with cost modelling and a viability assessment to generate a new policy approach for Cornwall. All new residential development is required to achieve net zero carbon (subject to viability considerations) and for major non-residential development to achieve BREEAM 'Excellent' (subject to viability considerations) which has been shown to be generally viable through modelling.
- 11.7 Measures are also needed to address emissions from existing buildings. In a residential property this means insulating every available loft and cavity walled building, along with the majority of solid walled buildings. Much of this falls outside the remit of planning, however, there are opportunities where applications are made for change of use, conversions, reversions and extensions.
- 11.8 It is acknowledged that sometimes there can be conflicts between energy efficiency/renewable technology and preserving our historic environment/heritage. However, retaining, reusing, refurbishing and retrofitting historic buildings is undeniably an important part of meeting the Government's net zero carbon target.
- 11.9 Historic England offers information and advice on many related topics including energy efficiency and historic buildings, including historic buildings and traditional homes, Part L of the Buildings Regulations and renewable energy generation, as well as to help advise on how this can be undertaken while minimising negative impacts on the historic environment. Where improvements relate to historic buildings, we also want to encourage applicants to refer to Cornwall Council's ['Improving Energy Efficiency in Historic Cornish Buildings'](#) guidance (or any subsequent revision).
- 11.10 There is more to this policy than the energy performance of buildings and we want to ensure that developments follow the principles of sustainable construction. It is essential to think of the lifecycle of a development and how adaptable it can be to environmental and socio- economic changes. The policy also provides a link to the priorities and design outcomes in the Cornwall Design Guide.

## Policy SEC1 – Sustainable Energy and Construction

Development proposals will be required to demonstrate how they have implemented the principles and requirements set out in the policy below.

### 1) The Energy Hierarchy

All proposals should embed the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation and landscaping in order to minimise energy demand for heating, lighting and cooling. All proposals should consider opportunities to provide solar PV and energy storage.

### 2a) New Development – Major Non-Residential

Development proposals for major (a floor space of over 1,000m<sup>2</sup>) non-residential development should demonstrate how they achieve BREEAM 'Excellent' or an equivalent or better methodology.

### 2b) New Development – Residential

Residential development proposals will be required to achieve Net Zero Carbon and submit an 'Energy Statement' that demonstrates how the proposal will achieve:

- Space heating demand less than 30kWh/m<sup>2</sup>/annum;
- Total energy consumption less than 40kWh/m<sup>2</sup>/annum; and
- On-site renewable generation to match the total energy consumption, with a preference for roof-mounted solar PV.

Where the use of onsite renewables to match total energy consumption is demonstrated to be not technically feasible (for example with apartments) or economically viable renewable energy generation should be maximised as much as possible; and/or connection to an existing or proposed low carbon district energy network; or where this is not possible the residual energy (the amount by which total energy demand exceeds the renewable energy generation) is to be offset by a contribution to Cornwall Council's Offset Fund.

Where economic viability or technical constraints prevent policy compliance, proposals should first and foremost strive to meet the space heating and total energy consumption thresholds. Proposals must then benefit as much as possible from renewable energy generation and/or connection to an existing or proposed low carbon district energy network. As a last resort, any residual energy is to be offset by a contribution to Cornwall Council's Offset Fund, as far as economic viability allows.

While this policy does not require the application of these standards to reserved matters applications that relate to outline planning permissions that predate the adoption of this climate Emergency DPD, developers are encouraged to apply these standards on a voluntary basis, where it is feasible to do so and not within breach of existing permissions.

### 3 Existing Buildings

Significant weight will be given to the benefits of development resulting in considerable improvements to the energy efficiency and reduction in carbon emissions in existing buildings.

Proposals that help to increase resilience to climate change and secure a sustainable future for historic buildings and other designated and non-designated heritage assets will be supported and encouraged where they:

- a) conserve (and where appropriate enhance/better reveal) the design, character, appearance and historical significance of the building; or
- b) facilitate their sensitive re-use where they have fallen into a state of disrepair or dereliction (subject to such a re-use being appropriate to the specific heritage asset).

### 4 Domestic and Non-Residential Renewables

The Council will support domestic and non-residential renewables such as solar panels where they require planning permission. Proposals should minimise visual impact wherever possible.

Proposals affecting heritage assets, including their settings, shall seek to avoid and minimise negative impacts on their significance and conserve the character of historic townscapes, landscapes and seascapes.

## **5 Water**

All dwellings (including conversions, reversions and change of use) should achieve an estimated water consumption of no more than 110 litres/person/day through the incorporation of water saving measures where feasible.

Development proposals for 50 or more dwellings and non-residential development with a floor space of 1,000 m<sup>2</sup> or more should incorporate water reuse and recycling and rainwater harvesting measures.

## **6 Materials and Waste**

All development proposals should minimise use of materials and creation of waste and promote opportunities for a circular economy through:

- a) Wherever possible reusing or adapting existing buildings as part of the development, whilst maintaining and enhancing local character and distinctiveness;
- b) Reuse and recycling of appropriate materials that arise through demolition and refurbishment, including the reuse of non-contaminated excavated soil and hardcore within the site;
- c) Prioritise the use of locally sourced and/or sustainable materials and construction techniques that have smaller ecological and carbon footprints;
- d) Using locally distinctive, resilient, low maintenance materials that are appropriate for Cornwall's damp maritime climate, for example locally won materials such as slate and granite (particularly for areas that will be harder to maintain once the building is occupied) as described in the Cornwall Design Guide;
- e) Considering the lifecycle of the development and surrounding area, actively prioritise design that delivers longevity and reparability including how developments can be adapted to meet changing needs and how materials can be recycled at the end of their lifetime;
- f) Providing adequate space to enable and encourage greater levels of recycling. Space requirements for residential developments should follow those outlined in the Cornwall Design Guide.



## 12 Coastal Change and Flooding

- 12.1 Cornwall is distinctive with a coastline of around 700km long. Many of the existing settlements in Cornwall are coastal communities, some of which will be the focus for growth. It is important that coastal erosion and coastal change issues are taken into account in determining the appropriateness of development. Evolution of the shoreline represents a threat to some coastal communities. Rates of erosion and incidents of flooding are expected to increase throughout this century because of the increasing frequency and magnitude of storms and rising sea levels as a result of global warming.
- 12.2 Coastal change is different to flooding; flooding occurs periodically, whereas coastal change will lead to permanent changes to the position and form of Cornwall's coastline. The planning process seeks to ensure that development in areas subject to coastal change will be sustainable and safe. It must also ensure that development does not increase third party risks by impacting on the coastal processes.
- 12.3 Whilst damage to the built environment is highly visible, erosion also impacts the natural environment and erosion can create 'coastal squeeze', where areas of natural habitat and



biodiversity between the coastal edge and existing structures are reduced in area or quality by erosion impacting on the ability of habitat to move further inland.

12.4 Policies CC1-4 have been developed to support:

- Coastal Vulnerability and candidate Coastal Change Management Areas.
- Improvements to the policy and guidance for flood risk requirements, natural flood solutions and sustainable drainage design.

## Coastal Vulnerability Zones

- 12.5 Predicting rates of future coastal erosion is particularly difficult. Erosion is rarely slow and constant but occurs episodically. Despite the uncertainty in predicting future erosion rates it is necessary to define a potential coastal erosion zone to identify planning proposals that might be vulnerable to coastal erosion.
- 12.6 A Cornwall Coastal Vulnerability Zone is designated around the whole of the Cornish coast. This shows the predicted 100 year erosion zone. It is based on the NCERM (National Coastal Erosion Risk Mapping) prediction assuming Shoreline Management Plan policies are followed with a 5% probability. The zone is set out within the Policies Map.
- 12.7 The Coastal Vulnerability Zone contains a number of heritage assets that are vulnerable to the effects of climate change. These assets have been mapped in the Historic Environment Record alongside the creation and updating of the Shoreline Management Plan. Policy CC1 recognises that inclusion within the Coastal Vulnerability Zone may in some cases create uncertainty and disuse for heritage assets. In line with Policy 24 of the Cornwall Local Plan continued or alternative uses may need to be considered where it would be safe to do so to address their continued conservation and ensure people's continued access to and enjoyment of them.
- 12.8 Where partial or whole loss is unavoidable, we will encourage their recording as well as requiring recording and monitoring of buried archaeological and palaeoecological resource where relevant.
- 12.9 Dunes are dynamic systems, subject to constant change and are particularly vulnerable. Permanent and fixed structures in these areas should be avoided, unless it can be demonstrated that the impacts would not impair the natural environment to adapt sustainably to the impacts of a changing climate.

### Policy CC1 – Coastal Vulnerability Zone

The Coastal Vulnerability Zone is defined on the Policies Map.

- 1) New development including replacement buildings (unless classified as exempt) within the Coastal Vulnerability Zone will only be permitted where it can be demonstrated through a Coastal Vulnerability Assessment that it:
  - a) Is consistent with policy statements for the local policy unit in the current Shoreline Management Plan; and
  - b) would not impair the ability of communities and the natural environment /biodiversity to adapt sustainably to the impacts of coastal change (including coastal squeeze); and
  - c) will be safe through its planned lifetime, without increasing risk to life or property; and
  - d) provides safe access and egress for the site and its users; and
  - e) would not affect the natural balance and stability of the coastline or exacerbate the rate of shoreline change to the extent that changes to the coastline are increased nearby or elsewhere; and
  - f) where applicable, makes provision for coastal access and the South West Coast path to be rolled back (moved inland).

Exceptions will only be granted within the Vulnerability Zone for the creation of garden or open space or where it can be demonstrated that a time limited permission would be operationally necessary for a coastal compatible use and consistent with the above criteria.



- 2) Private sea defences or cliff stabilisation works will only be permitted where it can be demonstrated that the works would accord with wider coastal management objectives and are:
  - a) consistent with the Shoreline Management Plan; and
  - b) required for public health and safety purposes or;
  - c) are intended to conserve heritage at risk and remain consistent with the Shoreline Management Plan;
- 3) Soakaways and other infiltration based sustainable systems within 5 metres of the Cornwall Coastal Vulnerability Map (CCVM) zone or discharge of surface water over or down the face of a cliff will not be permitted unless demonstrated through a Coastal Vulnerability Assessment that the proposed drainage method would not adversely affect coastal stability.

## Coastal Change Management Areas

- 12.10 The purpose of Coastal Change Management Areas (CCMAs) is to highlight issues of coastal change and allow them to be planned for. They are identified in the Shoreline Management Plan with an expectation that as risks emerge and planning for change is needed that they will be designated. Our Local Plan currently leaves this to Neighbourhood Plans to decide.
- 12.11 The proposal to identify candidate areas at a community level creates a further level of precaution in terms of decision making beyond the immediate Coastal Vulnerability Zone. This reflects that changes in these normally built up areas will, often impact the whole community in terms of critical infrastructure and uses such as housing and community facilities. Our guidance will set out more about this process and how communities can designate and prepare CCMAs.
- 12.12 With storms becoming more frequent and additional erosion and flooding threats, we believe that it will be important that the communities that will need to plan for coastal change management are identified. However, we do not believe that this document is the right place to plan for that change for each of the settlements. Therefore, we propose to designate the following areas as 'Candidate CCMAs', however, note that this list is not exhaustive and other candidate CCMAs may be identified through appropriate evidence:
  - Bude.
  - Downderry and Seaton.
  - Polkerris and Par Sands and Par Docks.
  - Portmellon.
  - Coverack.
  - Praa Sands.
  - Marazion.
  - Long Rock, Eastern Green and Chyandour.
  - Gwithian Beach.
  - Mawgan Porth.
  - Portreath.
  - Perranporth.
  - Perranuthnoe.
  - Polzeath.
  - Looe.
  - Mullion Cove.
  - Newquay (currently designated under a Neighbourhood Plan).
- 12.13 This will allow communities to start to identify plans and opportunities to adapt their settlement.



- 12.14 We will identify resources to support communities to produce a 'Coastal Change Management Plan' setting out how the community will adapt to coastal change. These plans will support community-led local solutions to the management of coastal change. Coastal Change Management Plans should be managed by the local Town or Parish Council and included in their Neighbourhood Development Plan. The plans should consider the inclusion of the following:
- Triggers for formal designation of Coastal Change Management Area
  - Infrastructure at risk from coastal change including roads and community facilities
  - Areas for relocation of dwellings and infrastructure at risk from coastal change

### **Policy CC2 – Candidate Coastal Change Management Areas**

Areas designated as candidate Coastal Change Management Areas are listed above. Proposals for development within these areas will be subject to the precautionary principle and determined in accordance with Policy CC1 where they fall within the Coastal Vulnerability Zone or the provisions of any Coastal Change Management Plan prepared for the area.

Where existing development and infrastructure is at risk or vulnerable and needs to be relocated away from an unsafe area within the Coastal Change Management Area and a Coastal Change Adaptation Plan has not been prepared or adopted, development may be permitted as an exception subject to the following criteria:

- 1) The new development is located in an area demonstrated to be at less risk of coastal erosion and meets the requirements of policies on the undeveloped coast or open countryside; and
- 2) The replacement property is located close to the community from which it is displaced and has an acceptable relationship with it in terms of character, setting, and local amenity (normally adjacent to the urban area or development boundary, where it exists); and
- 3) The site of the building or use to be replaced is cleared and restored; and
- 4) Replacement buildings should be broadly comparable to the size, scale and bulk of that being replaced and of an appropriate scale and character to its location.

### **Reduction in flood risk and drainage design**

- 12.15 These policies sit alongside Policy 26 of the Cornwall Local Plan and provide further detail on the expectations relating to reduction of flood risk and the design of new drainage systems. New development should be sustainable. In flood risk terms, this means that development should be directed to areas at the lowest risk of flooding. Development should not make existing flood risk worse and should reduce existing overall flood risk where possible.
- 12.16 Climate change and extremes of weather have made what were once irregular flooding events more regular and more unpredictable. It is vital that proposals are based on the latest flood risk maps and assessments and take into account predictions for climate change.
- 12.17 Development has the potential to change surface water and ground water flows, depending upon how the surface water is managed within the development proposed. Proposals must be able to demonstrate that the proposed surface water management proposal is consistent and integrated with other appropriate planning policy and flood risk management measures that are required.
- 12.18 Sustainable drainage (SuD) systems are designed to control surface water as close to its source as possible. Wherever possible they should also aim to closely mimic the natural, pre-development drainage across a site. A well-designed sustainable drainage approach also provides opportunities to reduce the causes and impacts of flooding; remove pollutants from urban run-off at source; and combine water management with green space with benefits for amenity, recreation and wildlife.
- 12.19 It should be noted that any SuD system will require changes to sites and have the potential to change the appearance of the site and expose or cause harm to buried heritage assets or to known heritage assets. There are also heritage features such as drainage ditches and ponds within sites that could be carefully utilised and enhanced as part of any scheme. Where there are

or it is believed that there are, heritage assets that could be impacted heritage assessments for applications must be prepared and responded to. The Council will seek recording and monitoring of buried archaeological and palaeoecological resource where relevant. In line with Policy 24 of the Local Plan all proposals shall conserve and enhance the significance of heritage assets, including their settings, as well as wider townscape, landscape and seascape.

### **Policy CC3 – Reduction of Flood risk**

Development proposals shall be designed to reduce flood risk to the application site and its surroundings. Proposals should:

- 1) Use the latest Flood Risk maps approved by the Environment Agency or LPA, including predictions for climate change; and
- 2) Use the latest surface water flood risk map approved by the Environment Agency or LPA to identify and constitute existing flow exceedance routes and demonstrate how these routes are diverted and maintained as part of their Flood Risk Assessments; and
- 3) Be informed by an assessment of and respond to existing and proposed ground conditions, groundwater conditions and provision of natural flood management features; and
- 4) Demonstrate how the design of buildings and the surrounding environment (including pavements, highways, parking areas, driveways, gardens, public green spaces, planting and drainage) has been planned to be resilient to the ongoing and predicted impacts of climate change, including the design of road surfaces and drainage systems to cope with more frequent episodes of extreme heat and rain; and
- 5) Proposals for more than 50 dwellings or non-residential structures of 1000sqm within a Critical Drainage Area should demonstrate Natural Flood Management measures such as land management, tree planting, hedge restoration etc or exceptionally make provision for them offsite.

### **Policy CC4 – Sustainable Drainage System Design**

Sustainable Drainage Systems (SuDS) proposals shall prioritise the use of above non-buried SuDS, including retrofit SuDS and where feasible within existing town centres, commercial and retail areas, and redevelopment projects and shall be designed to achieve the following criteria:

- 1) Maximise the benefits to the sense of place, amenity and biodiversity; and
- 2) Reduce the overall level of flood risk on the site and the surrounding areas; and
- 3) Provide attractive, biodiverse and non-buried systems; and
- 4) Incorporate SuDS within greenspace, blue and green infrastructure, amenity, and biodiversity schemes to manage surface water flows, improve water quality, educate and improve the wellbeing of communities; and
- 5) Where built into public green or open space have sufficient room to provide a safe, naturalised system without the need for fencing or barriers; and
- 6) Provide for simple and straightforward maintenance, including the provision of a plan and mechanism for on-going maintenance.





*The ford at New Mills, Truro*



# 13 Appendices

## 1. Glossary

<b>Active living</b>	A way of life that integrates physical activity into your everyday routines, such as walking to the shops or cycling to work. Active living brings together urban planners, architects, transportation engineers, public health professionals, activists and other professionals to build places that encourage active living and physical activity.
<b>Active travel networks</b>	Cycle, footpaths, bridleways connecting settlements.
<b>Amenity grassland</b>	Lawns, verges, recreational fields and parks.
<b>Anadromous fish</b>	Fish that spend most of their lives in the sea but migrate to fresh water to spawn such as Atlantic salmon.
<b>Anaerobic digesters</b>	A sequence of processes by which microorganisms break down biodegradable material in the absence of oxygen. The process is used for industrial or domestic purposes to manage waste or to produce fuels.
<b>BEIS</b>	Department for Business Energy and Industrial Strategy.
<b>Biodiversity Net Gain</b>	An approach to development that leaves biodiversity in a better state than before the development.
<b>Biodiversity offsetting</b>	A system used predominantly by planning authorities and developers to fully compensate for biodiversity impacts associated with economic development, through the planning process.
<b>Blue infrastructure</b>	Water elements rivers, canals, wetlands, flood plains, water treatment facilities etc.
<b>BOA</b>	Biodiversity Opportunity Areas.
<b>BREEAM</b>	Building Research Establishment Environmental Assessment Method – a certification systems to promote a sustainable built environment.
<b>Building Regulations Approved Document</b>	Building Regulations approval is required for most building work in the UK. Building regulations that apply across England and Wales are set out in the Building Act 1984 while those that apply across Scotland are set out in the Building (Scotland) Act 2003.
<b>Building with Nature Standard</b>	Defines high quality green infrastructure at each stage of the development process, from planning and design, through to long- term management and maintenance. The Standards enable nature- friendly features to be integrated throughout the development. The Standards are free to use and can assist with the planning and development of new places and communities.
<b>BWN</b>	Building With Nature.
<b>Candidate Coastal Change Management Areas</b>	An area identified in plans as likely to be affected by physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.
<b>Canopy cover</b>	The layer of leaves, branches, and tree stems that cover the ground.
<b>Car club</b>	A Car Club can be a group of people who have an arrangement to share a car. Fundamentally a Car Club is a rental company but instead of being restricted to offices and opening hours, it allows its users to hire a car as and when they need to drive.

<b>Carbon Neutral</b>	Being "carbon neutral" means that you, or the operations of your business or your national economy, emit the same amount of carbon dioxide into the atmosphere that you offset by some other means.
<b>Carbon storage (Sequestration)</b>	The process of capturing waste carbon dioxide (CO <sub>2</sub> ) usually from large point sources, such as a cement factory or biomass power plant, transporting it to a storage site, and depositing it where it will not enter the atmosphere, normally an underground geological formation.
<b>CIL</b>	Community Infrastructure Levy - a planning charge, introduced by the Planning Act 2008, as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.
<b>Circular Economy</b>	Circular economy is based on the principles of designing out waste and pollution, keeping products and materials in use, and regenerating natural systems.
<b>Climate Change Adaptation and Mitigation</b>	There are two main policy responses to climate change mitigation and adaptation. Mitigation addresses the root causes, by reducing greenhouse gas emissions, while adaptation seeks to lower the risks posed by the consequences of climatic changes. Both approaches will be necessary, because even if emissions are dramatically decreased in the next decade, adaptation will still be needed to deal with the global changes that have already been set in motion.
<b>Coastal Change Management Plan</b>	These are recognised through the Shoreline Management Plan. The purpose of Coastal Change Management Areas (CCMAs) is to highlight issues of coastal change and to allow them to be planned for.
<b>Coastal Vulnerability Zone (CVZ)</b>	Threats to coastal communities often include natural weather extremes, coastal erosion and sea level rise due to climate change. These changes can be predicted to a degree and a CVZ sets a zone in which applications must demonstrate that they would not be at risk from changes before permission is granted for uses such as homes and other vulnerable uses.
<b>Community Ownership</b>	Owned and controlled through some representative mechanism that allows a community to influence their operation or use and to enjoy the benefits arising. Benefits of ownership in some infrastructure projects are claimed to include increased responsiveness to needs of that community and the community valuing the projects more highly.
<b>Cornwall Design Guide</b>	An information document for development. The Design Guide boosts design quality with particular emphasis on environmental growth, health and wellbeing, inclusivity, climate change resilience.
<b>Critical Drainage Area</b>	A Critical Drainage Area (CDA) is an area that has critical drainage problems, and which has been notified to the local planning authority as such by the Environment Agency. In a CDA we expect new development to actually reduce flood risks downstream, rather than having just neutral impact.
<b>Decentralised Energy Networks</b>	Decentralised energy is energy that is generated off the main grid and produced close to where it will be used rather than at a large plant elsewhere and sent through the national grid.
<b>Densities of Development</b>	Substantial and compact residential and business community within easy walking distance of an urban or neighbourhood centre is the principal platform for sustainable development.

<b>Department for Environment, Food and Rural Affairs (DEFRA)</b>	The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the United Kingdom of Great Britain and Northern Ireland.
<b>Domestic Renewables</b>	A range of renewable energy technologies are now available for domestic use which can help you meet your energy requirements. These make use of the sun, wind or renewable fuels to generate heat and electricity.
<b>Doughnut Economics.</b>	From the book by Kate Raworth - Seven Ways to Think Like a 21st-Century Economist Hardcover.
<b>DPD</b>	Development Plan Document.
<b>Ecosystem Services</b>	Benefits from the natural environment and from healthy ecosystems. Ecosystems include, for example, agroecosystems, forest ecosystems, grassland ecosystems and aquatic ecosystems. These ecosystems, functioning in healthy relationship, offer such things like natural pollination of crops, clean air, extreme weather mitigation, human mental and physical well-being. Collectively, these benefits are becoming known as 'ecosystem services', and are often integral to the provisioning of clean drinking water, the decomposition of wastes, and resilience and productivity of food ecosystems.
<b>Embodied Carbon</b>	The carbon dioxide emitted during the manufacture, transport and construction of building materials.
<b>Energy and Carbon Statement</b>	An energy or Sustainability statement is a supporting document to a planning application. A reduction in carbon emissions and low energy technologies can be expected.
<b>Energy Hierarchy</b>	A classification of energy options prioritised to help progress towards a more sustainable energy system. It is a similar approach to the waste hierarchy for minimising resource depletion, and adopts a parallel sequence.
<b>Environmental Growth</b>	Environmental Growth means creating the space and conditions for more abundant, productive and healthier habitats, species and natural systems. These, in turn, improve the lives of people.
<b>European Protected sites</b>	The EU's Natura 2000 network and the Bern Convention's Emerald Network are ecological networks of protected areas, set up to ensure the survival of Europe's most valuable species and habitats.
<b>FHS</b>	Future Homes Standard.
<b>Flood Risk maps</b>	The flood risk regulations require the Environment Agency to produce flood risk maps for rivers and the sea and review them every six years. These maps are used by the Environment Agency to inform the production of flood risk management plans.
<b>Geothermal/Mine Water</b>	The term 'geothermal energy' refers to any heat derived from the ground, from depths of a few metres to multiple kilometres beneath the Earth's surface.
<b>GI</b>	Green Infrastructure.
<b>GIS</b>	Geographic Information Systems.
<b>Green Infrastructure</b>	Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities.



<b>Greenhouse Gas Emissions (GHG)</b>	Any gas that has the property of absorbing infrared radiation (net heat energy) emitted from Earth's surface and reradiating it back to Earth's surface, thus contributing to the greenhouse effect. Carbon dioxide, methane, and water vapour are the most important greenhouse gases.
<b>Greening</b>	A general term for the appropriate selection and planting of plants on, in, or next to buildings and in public parks.
<b>HRA</b>	Habitat Regulations Assessment.
<b>HTL</b>	Hold The Line.
<b>HWB</b>	Health and Wellbeing Board.
<b>IPCC</b>	International Panel on Climate Change.
<b>IPHB</b>	Informal Portfolio Holders Briefing.
<b>LCA</b>	Landscape Character Assessment.
<b>LDO</b>	Local Development Order.
<b>LEP</b>	Local Enterprise Partnership.
<b>LIS</b>	Local Industrial Strategy.
<b>LNP</b>	Local Nature Partnership.
<b>LP</b>	Local Plan.
<b>LPA</b>	Local Planning Authority.
<b>Major Development</b>	Housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000sqm or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
<b>Mechanical and Battery Storage</b>	Energy storage is the capture of energy produced at one time for use at a later time. A device that stores energy is generally called an accumulator or battery. Energy storage involves converting energy from forms that are difficult to store to more conveniently or economically storable forms.
<b>Minor Development</b>	Below 10 units/homes.
<b>NAI</b>	No Active Intervention.
<b>Natural Capital</b>	Natural capital can be defined as the world's stocks of natural assets which include geology, soil, air, water and all living things.
<b>Natural Climate Solutions</b>	Natural climate solutions are actions to protect, sustainably manage and restore natural and modified ecosystems in ways that mitigate climate change, while also addressing other societal challenges. The term is more or less interchangeable with nature-based solutions.
<b>Nature Recovery Network Areas</b>	Nature Recovery Network puts space for nature at the heart of our farming and planning systems; to bring nature into the places where most people live their daily lives.
<b>NCERM</b>	National Coastal Erosion Risk Mapping.
<b>NDP</b>	Neighbourhood Development Plan.

<b>Neighbourhood Plan</b>	A Neighbourhood plan gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Neighbourhood planning provides a powerful set of tools for local people to plan for the types of development to meet their community's needs and where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.
<b>Net Zero</b>	Put simply, net zero refers to the balance between the amount of greenhouse gas produced and the amount removed from the atmosphere. We reach net zero when the amount we add is no more than the amount taken away.
<b>NFM</b>	Natural Flood Management.
<b>NPPF</b>	National Planning Policy Framework.
<b>NPPF</b>	National Planning Policy Framework.
<b>NRN</b>	Nature Recovery Network.
<b>OSC</b>	Overview and Scrutiny.
<b>PACE</b>	Pre-Application Community Engagement.
<b>Parking Standards Guidance</b>	Parking guidelines should be followed when considering the design and location of car parking within developments.
<b>PID</b>	Project Initiation Document.
<b>Pocket Parks.</b>	Where a community has transformed an unloved, neglected or derelict area into a new green space.
<b>PPG</b>	Planning Practice Guidance.
<b>Pre-App</b>	Pre-Planning application.
<b>Public Realm</b>	Relates to all parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or civic uses.
<b>Regenerative, Low Impact Development</b>	Sustainable design has begun to establish green building standards and rating systems intended to create buildings that respond to the environment.
<b>Renewable Energy</b>	Renewable energy is energy that is collected from resources, which are naturally replenished on a human timescale, such as sunlight, wind, rain, tides, waves, and geothermal heat.
<b>Repowering</b>	Replacing existing energy generating equipment with new more efficient devices.
<b>RTPI</b>	Royal Town Planning Institute.
<b>Rural service and employment hubs</b>	Shops, services and workspace with good links that serve a rural community or several rural communities.
<b>SA</b>	Sustainability Appraisal.
<b>SEA</b>	Strategic Environmental Assessment.
<b>Settlement</b>	Town, Village or estate.
<b>Shoreline Management Plan</b>	Plans to manage the threat of coastal change. Developed by coastal groups with members from local councils and the Environment Agency.

<b>Site of Special Scientific Interest (SSSI).</b>	SSSI are the finest sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features.
<b>Soakaways</b>	Soakaways are a traditional way of disposing of surface water from buildings remote from a suitable public sewer or watercourse. A soakaway must have capacity to store immediate run-off from roofs and hard surfaces and the water must then be able to disperse into the surrounding soil quickly enough for the soakaway to be able to cope with the next storm.
<b>Solar Arrays</b>	A solar array is a group of connected solar modules intended to collect and convert sunlight into energy. These arrays can be made up of either photovoltaic modules (for generating electricity) or solar thermal modules (for heating water).
<b>Solar PV</b>	Solar PV (Solar Photovoltaics) is the generation of electricity using energy from the sun.
<b>Spatial Strategies</b>	Gives geographical expression to the economic, social, cultural and ecological policies of society.
<b>SPD</b>	Supplementary Planning Documents - Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
<b>Street Trees</b>	A tree planted at the side of a street or place.
<b>SuDS</b>	Sustainable drainage systems (SuDS) are drainage solutions that provide an alternative to the direct channelling of surface water through networks of pipes and sewers to nearby watercourses.
<b>Sustainable Development</b>	Sustainable development is the organising principle for meeting human development goals while simultaneously sustaining the ability of natural systems to provide the natural resources and ecosystem services on which the economy and society depend.
<b>Sustainable Practices</b>	Practice in the design, installation, management and maintenance of landscapes that minimize the inputs needed (water, energy, etc.) and maximize the benefits (shade, habitat, carbon storage) of landscaping.
<b>SVA</b>	Strategic Viability Assessment.
<b>TCPA</b>	Town and Country Planning Association.
<b>Transport Statement or Transport Assessment</b>	Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.
<b>Tree Pits</b>	Tree pit systems are designed to provide an attractive porous paving system, using a variety of natural or recycled aggregates. The open texture provides a highly porous surface allowing tree roots access to both air and water penetration.



<b>Use Class Order</b>	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.
<b>Vehicle Charging Points</b>	Supply electric energy for the recharging of plug-in electric vehicles.
<b>Wetland</b>	Wetlands are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year, including during the growing season.
<b>Whole Estate or Farm Plan</b>	A process for short-term and long-term decision making and evaluation that considers the whole farm.
<b>Wind Energy</b>	Wind energy refers to capturing the energy from moving air, i.e., wind, and converting it into electricity.

## 2. Monitoring Framework

To enable the Council to assess whether the Climate Emergency DPD is being implemented effectively and that the Plan's objectives are being met, monitoring will be undertaken through the annual Monitoring Report.

Policy	Indicator
Policy C1 – Climate Change Principles	<ul style="list-style-type: none"> <li>The achievement of all indicators for policies in the whole DPD collectively contribute to the delivery of Policy C1.</li> </ul>
Policy G1 – Green Infrastructure Design and Maintenance	<ul style="list-style-type: none"> <li>Biodiversity gains by habitat type Biodiversity losses by habitat type.</li> <li>% overall gain provided.</li> <li>% overall gain provided offsite.</li> </ul>
Policy G2 – Biodiversity Net Gain	
Policy G3 – Canopy	<ul style="list-style-type: none"> <li>Average canopy score across major development types.</li> </ul>
Policy G4 - Local Nature Recovery Network	<ul style="list-style-type: none"> <li>No indicator specified at this time.</li> </ul>
Policy AG1 – Rural Development and Diversification	<ul style="list-style-type: none"> <li>Number of applications supported by Whole Farm or Estate Plans.</li> </ul>
Policy AL1 - Regenerative and Low Impact Development	<ul style="list-style-type: none"> <li>Number of applications approved.</li> </ul>
Policy TC1 - Town Centre Development Principles	<ul style="list-style-type: none"> <li>Vacancy rates in main town centres.</li> <li>Amount of residential development permitted in town centres.</li> </ul>
Policy TC2 – Place Shaping Vision and Priorities, including Town and Town Centre Renewal Priorities	<ul style="list-style-type: none"> <li>Number of Place Shaping Visions and Priorities and Town Centre. Strategies in place/adopted.</li> </ul>
Policy TC3 - Diversification of Uses in Town Centres	<ul style="list-style-type: none"> <li>Mix of uses per town as a proportion (including vacancies).</li> </ul>
Policy TC4 – Density of Development in Town Centres	<ul style="list-style-type: none"> <li>Amount of residential development permitted in town centres.</li> </ul>
Policy TC5 – Rural Service Development	<ul style="list-style-type: none"> <li>Number of applications approved for services/employment in rural areas.</li> </ul>
Policy T1 – Sustainable Transport	<ul style="list-style-type: none"> <li>% of people living within 30 minutes of an employment centre, employing more than 500 people that use public transport or walk access to services and facilities by public transport.</li> </ul>
Policy T2 Parking	<ul style="list-style-type: none"> <li>Proportion of adults walking or cycling 5 times a week.</li> </ul>
Policy T3 - Safeguarding of transport infrastructure sites and routes	<ul style="list-style-type: none"> <li>Number of schemes where railway land or former railway land has been lost or protected.</li> </ul>
Policy RE1 - Renewable and Low Carbon Energy	<ul style="list-style-type: none"> <li>Amount of renewable energy generation and capacity by energy type.</li> <li>The percentage of our annual electricity consumption generated from Cornwall's renewable electricity capacity.</li> <li>Current renewable electricity capacity.</li> </ul>

Policy	Indicator
<b>Policy RE2 - Safeguarding strategic renewable energy sites</b>	<ul style="list-style-type: none"> <li>• Number or proportion of applications refused on grounds of potentially effecting Renewable energy capacity of existing installations.</li> </ul>
<b>Policy SEC1 – Sustainable Energy and Construction</b>	<ul style="list-style-type: none"> <li>• Number and % of approved major non-residential schemes that comply with BREEAM Excellent (or equivalent/better).</li> <li>• % of homes where space heating target is met.</li> <li>• % of homes where total energy target is met.</li> <li>• % of homes where renewable energy meets total energy Kwh energy offset.</li> </ul>
<b>Policy CC1 - Coastal Vulnerability Zone</b>	<ul style="list-style-type: none"> <li>• Number of applications refused within the Coastal Vulnerability Zone due to the development being considered vulnerable to coastal change.</li> </ul>
<b>Policy CC2 – Candidate Coastal Change Management Areas</b>	<ul style="list-style-type: none"> <li>• Number of NDPs including a coastal change management area.</li> </ul>
<b>Policy CC3 – Reduction of Flood risk</b>	<ul style="list-style-type: none"> <li>• Number of applications approved contrary to Environment Agency advice on flood grounds.</li> </ul>
<b>Policy CC4 – Sustainable Drainage System Design</b>	<ul style="list-style-type: none"> <li>• No indicator specified.</li> </ul>



### 3. Conformity grid

This table shows the conformity chain between proposed DPD policies with the Cornwall Local Plan, the 'Future Cornwall' sustainable community strategy which sets the vision of the Council to 2030 and the Cornwall Plan which sets out a vision for Cornwall up to 2050.

Policy area	Future Cornwall	Cornwall Plan	Policy number	Local Plan policy	Notes on conformity
<b>Climate Change Principles</b>	<ul style="list-style-type: none"> <li>• Support the economy</li> <li>• Enable self-sufficient and resilient communities</li> <li>• Promote good health and wellbeing</li> <li>• Make the most of our environment</li> </ul>	<ul style="list-style-type: none"> <li>• A creative, carbon zero economy</li> <li>• Sustainable food, land and seas</li> <li>• Thriving places with decent homes</li> <li>• Healthy, safe, resilient communities</li> </ul>	CC1 - Climate Change Principles	2	Draws on spatial strategy of local Plan and NPPF to create a series of principles for new development and context for policies of the DPD.
<b>Natural Climate Solutions</b>	<ul style="list-style-type: none"> <li>• Protect and enhance the natural environment</li> <li>• Create integrated green infrastructure</li> <li>• Provide net gains</li> <li>• for biodiversity through development</li> </ul>	<ul style="list-style-type: none"> <li>• Sustainable food, land and seas</li> <li>• Thriving places with decent homes</li> <li>• Healthy, safe, resilient communities</li> </ul>	G1 - Green Infrastructure	2, 23, 25	Draws on the spatial strategy to create a series of principles for new development and context for policies of the DPD.
			G2 - Net Gain	23, 25	Provides additional context and clarity around GI requirements.
			G3 - Canopy Cover	23, 25	Provides a measurable net gain requirement to supplement policy 23.
			G4 - Nature recovery Networks	23, 25	Provides specific target for canopy cover gain as part of net gain introduced in policy 23.
<b>Rural Development and Diversification</b>	<ul style="list-style-type: none"> <li>• support the economy</li> <li>• enable self-sufficient and resilient communities</li> <li>• promote good health and wellbeing for everyone</li> <li>• to make the most of our environment.</li> </ul>	<ul style="list-style-type: none"> <li>• A creative, carbon zero society</li> <li>• Sustainable food land and seas</li> </ul>	AG1 - Rural development and diversification	23, 25	
			AL1 - Low impact living	7*	Replaces part of Policy 7 by introducing an additional type of housing that may be permitted as an exception in the open countryside.

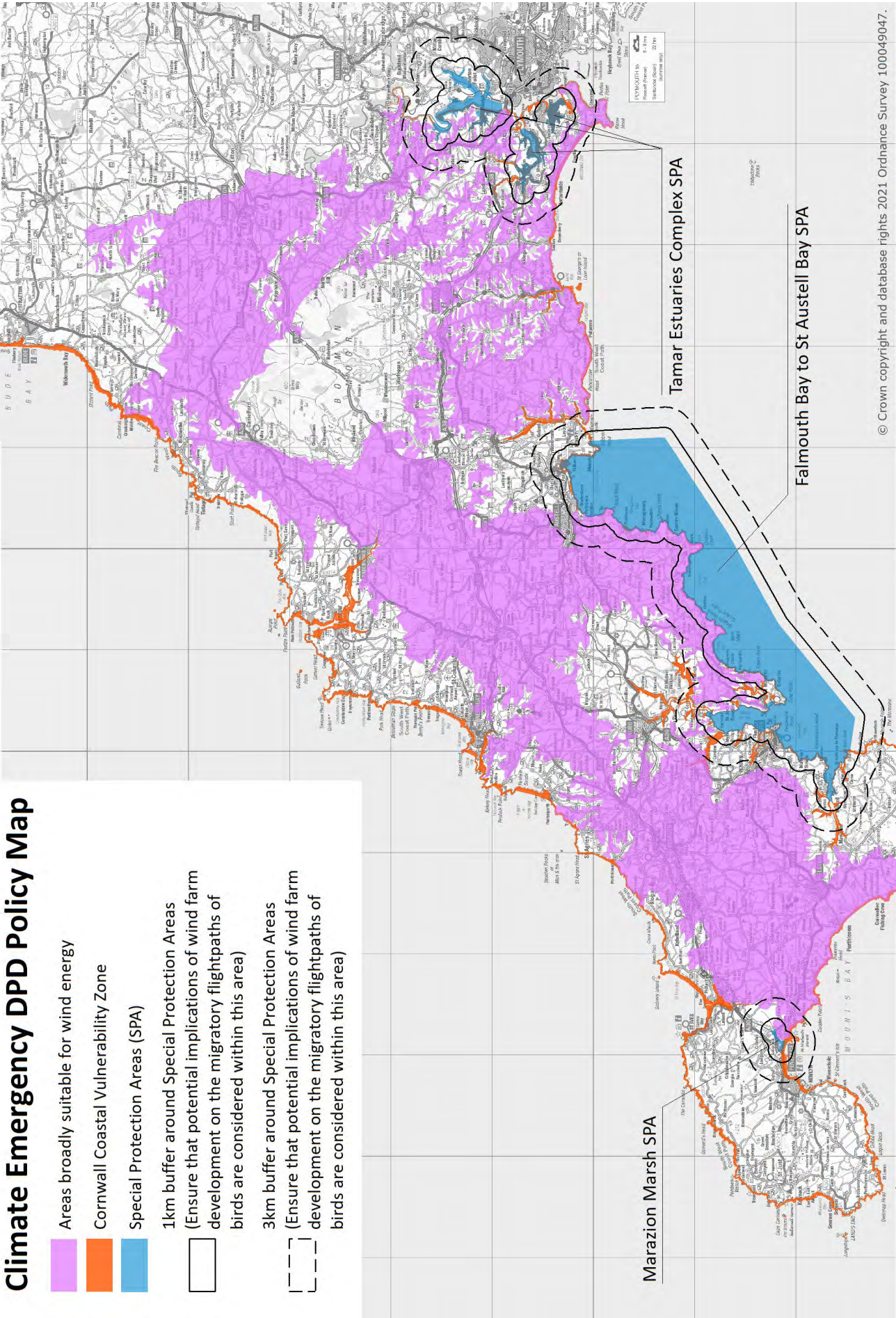
Policy area	Future Cornwall	Cornwall Plan	Policy number	Local Plan policy	Notes on conformity
Town Centres, Density and Design	<ul style="list-style-type: none"> <li>Support our economy</li> <li>Enable self-sufficient and resilient communities</li> <li>Promote good health and wellbeing for everyone</li> </ul>	<ul style="list-style-type: none"> <li>Thriving places with decent homes</li> <li>Healthy, safe, resilient communities</li> </ul>	TC1 – Town centre development principles	4, 21, 27	Sets principles to aid an up to date interpretation of town centre uses and permitted changes of use
			TC2 - place shaping vision and priorities	4, 21, 27	Supports the development of principles for individual towns to supplement policy 4.
			TC3 - diversification of uses in town centres	4*, 21, 27	Use class order changes and extension of permitted development mean that Policy 4 is largely out of date. This policy replaces and supplements parts of policy 4.
			TC4 - density in town centres	4, 21, 27	Supports policies 4 and 21 in terms of best use of land.
			TC5 - Rural service development	4, 7, 21, 27	Provides additional support for rural services and facilities in line with policy 4 and as a limited exception to policy 7.
Stainable Transport	<ul style="list-style-type: none"> <li>Support our economy</li> <li>Promote good health and wellbeing for everyone</li> </ul>	<ul style="list-style-type: none"> <li>Thriving places with decent homes</li> <li>Healthy, safe, resilient communities</li> </ul>	T1 - Sustainable Transport	27, 28	Further develops principles for sustainable transport in line with policy 27.
			T2 - Parking	12, 13, 27	Supplements policy 13.
			T3 - safeguarding of transport infrastructure	27, 28	Supplements safeguarding text in policy 27.

Policy area	Future Cornwall	Cornwall Plan	Policy number	Local Plan policy	Notes on conformity
Renewable Energy and Sustainable Construction	<ul style="list-style-type: none"> <li>support the economy</li> <li>enable self-sufficient and resilient communities</li> <li>promote good health and wellbeing for everyone</li> <li>to make the most of our environment<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>A creative, carbon zero economy</li> <li>Thriving places with decent homes</li> </ul>	RE1 - renewable and low carbon energy	14*	Replaces policy 14 in its entirety and allocates broad areas for turbines in addition to facilitating allocation for small turbines by communities.
			RE2 - safeguarding strategic renewable energy sites	15*	Additional to the safeguarding proposals of policy 15.
			SEC1 - sustainable construction	1, 12, 13, 14* , 16	Develops energy efficiency and domestic renewable standards to further support design and development standard policies.
Coastal Change and Flooding	<ul style="list-style-type: none"> <li>support the economy</li> <li>enable self-sufficient and resilient communities</li> <li>promote good health and wellbeing for everyone</li> </ul>	<ul style="list-style-type: none"> <li>Healthy, safe, resilient communities</li> </ul>	CC1 - Coastal vulnerability zone	26	Supports further interpretation and delivery of policy 26 by designating the coastal Vulnerability Zone.
			CC2 - Candidate Coastal Change Management Areas (CCMA)	26	Supports further interpretation and delivery of policy 26 by identifying candidate CCMA's. Further guidance will be developed to help communities with this process.
	<ul style="list-style-type: none"> <li>to make the most of our environment.</li> </ul>		CC3 - Reduction of flood risk	26	Supports further interpretation and delivery of policy 26.
			CC4 - SUDs Design	26/28	Supports further interpretation and delivery of policy 26 by setting principles for drainage design.

<sup>3</sup> \*policy is being replaced in part or full



4. Policies Map



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