CORNWALL COUNCIL
one and all • onen hag oll

Climate Emergency Development Plan Document

Pre-Submission Consultation | February 2021

Strategic Planning

Woodland, wildflowers and flooding

www.cornwall.gov.uk

1 Foreword

We have all faced incredible challenges over the last year with the pandemic and the climate emergency impacting on our daily lives. It is vital that we continue with work to address climate change and get on a track to recovery with a green and sustainable economy.

Cornwall Council continues to work towards becoming carbon neutral by 2030. This is a massive task and needs a sustained effort from us all. We as a Council, are leading by example encouraging all other agencies, businesses, residents and visitors to Cornwall to help us take this huge step.

Each individual, organisation and business still have a part to play. By making even relatively small, everyday changes to how we live and work we can, when we act together make real and positive improvements.

The Planning service and the policies in this Development Plan Document (DPD) are just one small part of the work needed. 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.

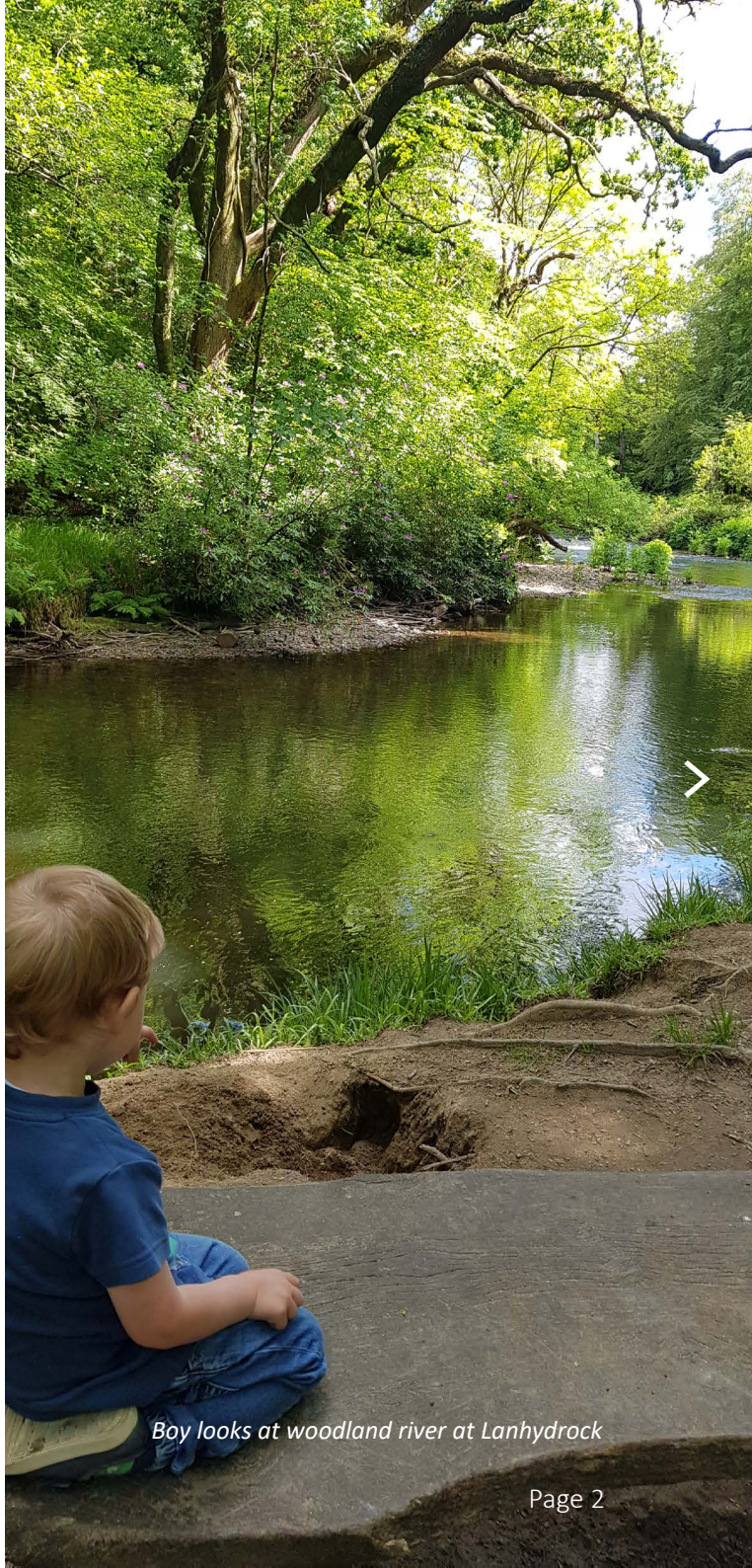
This plan supports all the work being carried out across the council to secure better prospects and to take advantage of higher rewards for jobs in the ever-growing green economy. The plan will help as we work to provide better quality housing and infrastructure for our residents, giving our children a Cornwall in which to live, work and thrive.

As the DPD has been developed we are investigating how the Community Infrastructure Levy (CIL) and other similar financial contributions could be used to make projects that actively support Cornwall in becoming carbon neutral a priority.

Thank you to everyone who has responded to our consultations so far. Whilst planning policy doesn't have the power to act on every suggestion, it is important that you were able to share your ideas for the future of a more sustainable and resilient Cornwall.

All information has been reviewed and has either informed the proposed policies or has been shared with the relevant teams across the council.

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



Boy looks at woodland river at Lanhydrock

Contents

1	**Foreword**	**2**
	Contents	**3**
2	**Climate Emergency DPD: Draft Policies Summary**	**5**
3	**Introduction to the DPD**	**6**
4	**Neighbourhood Planning and local actions for Climate Change**	**8**
5	**Our guiding principles**	**9**
6	**What we are aiming to achieve with the plan:**	**10**
7	**Our vision:**	**11**
8	**Pre-submission Consultation**	**12**
9	**Sustainability Appraisal**	**13**
10	**Habitats Regulations Assessment**	**14**
11	**Plan Conformity**	**15**
12	**Climate Change Principles for Cornwall**	**16**
12.1	Introduction	16
	Policy C1 – Climate Change Principles	***17***
13	**Natural Climate Solutions**	**18**
13.1	Introduction	18
13.2	Green Infrastructure Design and Maintenance	18
	Policy G1 – Green Infrastructure Design and Maintenance	***19***
13.3	Biodiversity Net Gain	19
	Policy G2 – Biodiversity Net Gain	***20***
13.4	Increasing Tree Canopy	20
	Policy G3 – Canopy	***21***
13.5	Local Nature Recovery Network	21
	Policy G4 - Local Nature Recovery Network	***22***
14	**Rural Development and Diversification**	**23**
14.1	Introduction	23
14.2	Rural Development and Diversification	23
14.3	Agricultural businesses	24
14.4	Privately managed estates	24
14.5	Forestry	24
14.6	***Policy AG1 – Rural Development and Diversification***	***24***
14.8	***Policy AL1 - Regenerative and Low Impact Development (One Planet Development)***	***26***
15	**Town Centres, Design and Density**	**27**
15.1	Introduction	27
15.2	Town Centre Development	28
	Policy TC1 - Town Centre Development Principles	***28***
15.3	Helping towns to diversify and thrive	29
	Policy TC2 – Place Shaping Vision and Priorities, including Town and Town Centre Renewal Priorities	***29***
15.4	Diversification of uses in Town Centres	30
	Policy TC3 - Diversification of Uses in Town Centres	***31***
15.5	Density of Development in Towns	31
	Policy TC4 – Density of Development in Town Centres	***32***
15.6	Rural service development	32
	Policy TC5 – Rural Service Development	***33***
16	**Sustainable Transport**	**34**
16.1	Introduction	34
	Policy T1 – Sustainable Transport	***35***
16.2	Parking	36
	Policy T2 Parking	***37***
16.3	Safeguarding and development of strategic transport infrastructure	38
	Policy T3 - Safeguarding of transport infrastructure sites and routes	***38***

Contents continues overleaf

Contents continued

17	**Renewable energy and sustainable construction**	**39**
17.1	Introduction	39
	Policy RE1 - Renewable and Low Carbon Energy	***40***
	Policy RE2 - Safeguarding strategic renewable energy sites	***41***
18	**Sustainable Energy and Construction**	**42**
18.1	Introduction	42
18.2	Sustainable Energy and Construction	43
	Policy SEC1 – Sustainable Energy and Construction	***43***
19	**Coastal Change and Flooding**	**46**
19.1	Introduction	46
19.2	Coastal Vulnerability Zones	46
	Policy CC1 - Coastal Vulnerability Zone	***47***
19.3	Coastal Change Management Areas	47
	Policy CC2 – Candidate Coastal Change Management Areas	***49***
19.4	Reduction in flood risk and drainage design	49
	Policy CC3 – Reduction of Flood risk	***49***
	Policy CC4 – Sustainable Drainage System Design	***50***
20	**Appendix 1 Glossary**	**51**
21	**Appendix 2 Monitoring Framework**	**58**
22	**Appendix 3 - Conformity grid**	**60**

2 Climate Emergency DPD: Draft Policies Summary

2.0.1 This document presents the policies that have been developed for the Climate Emergency DPD. A Sustainability Appraisal and Habitats Regulations Assessment are part of this process and the findings have been used to inform the policies.

2.0.2 The policies have been defined using expert evidence and comments received following a series of public consultations during the last year. The DPD has been tested against the Council's decision-making wheel, which is derived from Kate Raworth's Doughnut Economics.

2.0.3 A policies map has been developed and is included with the DPD as part of this consultation. 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.

Climate Change Demonstration

3 Introduction to the DPD

3.0.1 The Cornwall Climate Emergency Development Plan Document (DPD) is part of Cornwall Council's response to the climate emergency and our commitment to reduce carbon as part of our post Covid-19 recovery. This response and growth need to use green, resilient and innovative ways to support economic recovery.

3.0.2 The Climate Emergency DPD is one of a number of key actions identified in Cornwall's Climate Change Action Plan (CCAP). These are the ways Cornwall Council is responding to the Climate Emergency and working to the goal of becoming carbon neutral by 2030.

3.0.3 Cornwall Council has an important role to play in achieving clean and green growth whether that's in setting strategy and policies or when it is commissioning and contracting work. The Council is reducing emissions in all day to day operations and will influence and help others reduce emissions across Cornwall with its programme of policies, procurement and through its supply chains.

3.0.4 A fundamental principle of the National Planning Policy Framework's (NPPF) environmental ambition is supporting a transition to the low carbon economy, by encouraging energy reduction. This will be done by using renewable resources and energy, reusing existing resources and helping people to live more sustainable lives to minimise our impact on climate change.

3.0.5 Planning is a vital part of the solution, making positive changes to policies around building 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.

3.0.6 Announcements on National Planning policies and key legislation related to the environment, agriculture, building standards and infrastructure provision are expected. All these measures will help to achieve the change that is needed for biodiversity gain with clean and green energy generation, using less energy, reducing the need to travel and supporting resilient communities and places.

3.0.7 Planning doesn't have control over all the actions that are needed to let us all lead more carbon neutral lives. Change is needed across many areas that fall outside planning rules:

- **We will lead by example** – The Council is a major landowner, owns and operates a significant portfolio of buildings and has an investment programme and funding responsibility. The Council has committed to carbon neutrality and to eliminate greenhouse gases in its new buildings.

Scarecrows at Carnon Downs

Our Investment plan contains a work stream for low carbon investment with potential for the Council to invest directly in renewable technologies and ensure that all new buildings are low carbon. Protecting our population from coastal erosion, flooding, storm events and pollution will be at the forefront of our decision-making.

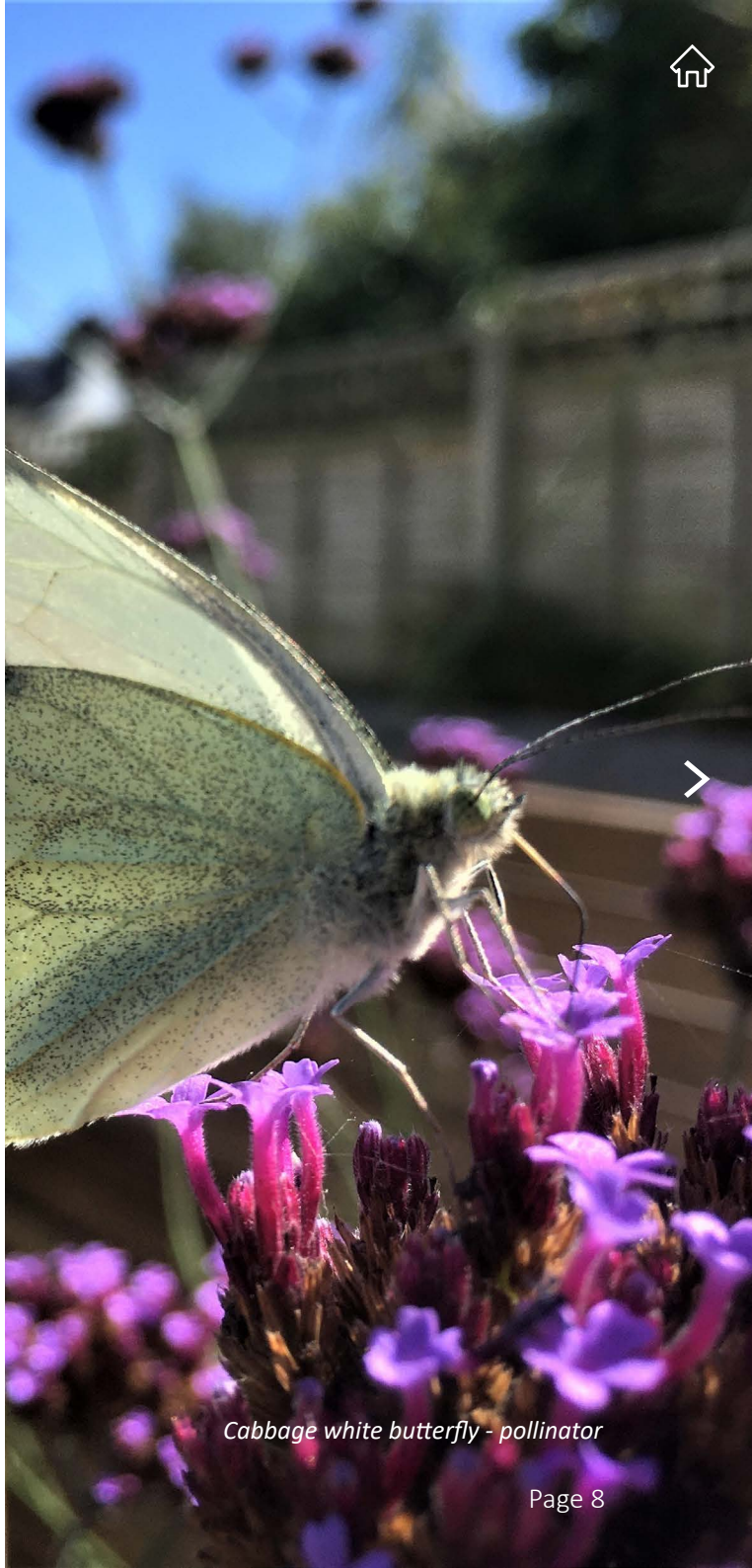
- **Energy efficiency standards** – these are controlled nationally under Building Regulations but Government has confirmed that higher standards may be used where justified. Cornwall and other Councils are calling for either a faster move to zero carbon in new buildings or for the power to raise and set our own standards;
- **Agricultural practice** – the planning system was not set up to control agricultural practice, which is regulated in other areas. We can use our policies to influence decisions where planning permission is required;
- **Funding** – funding and investment at local and national level is needed to help carbon neutral become normal. Becoming more efficient and supporting markets that make energy efficient and resilient places. This is critical to delivering a carbon neutral Cornwall. The changes needed won't happen instantly, needing a strong, focussed effort over the coming years to achieve. be low carbon;
- **Retrofitting or influencing existing buildings** – The council has a programme of investment in whole-house retrofitting (e.g. energy efficiency improvements) for existing buildings, but planning can't require this to happen unless buildings are being converted. We continue to lobby government for a sustained funding programme that would enable local the supply chain development required to make our existing housing stock more energy efficient and offer more incentives to retrofit and repurpose existing buildings in this way;
- **Reinforcement of the electricity network** – We can't force proactive growth in the network to allow more renewable technologies to be installed. This will need both substantial investment, and a coordinated strategic approach, from businesses and Government, as well as changes to OFGEM's regulatory framework – in-order to encourage system operators to prioritise the rapid decarbonisation of the UK's energy system. However, we can influence investment in the grid by creating certainty in areas where new renewable energy generation can be developed.

3.0.8 Cornwall Council has little direct control over the total emissions in Cornwall. Our Carbon Neutral Action Plan aims to develop and strengthen our local systems leadership role giving us more power to influence others. This will help us, our partners and communities to agree and develop a strong vision to talk about what we need from Government to help make the journey towards a carbon neutral Cornwall.

3.0.9 The overarching strategic framework for planning is set out within the adopted Cornwall Local Plan. This DPD sits underneath that Local Plan and supports the strategic policies.

4 Neighbourhood Planning and local actions for Climate Change

4.0.1 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 emerging 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.

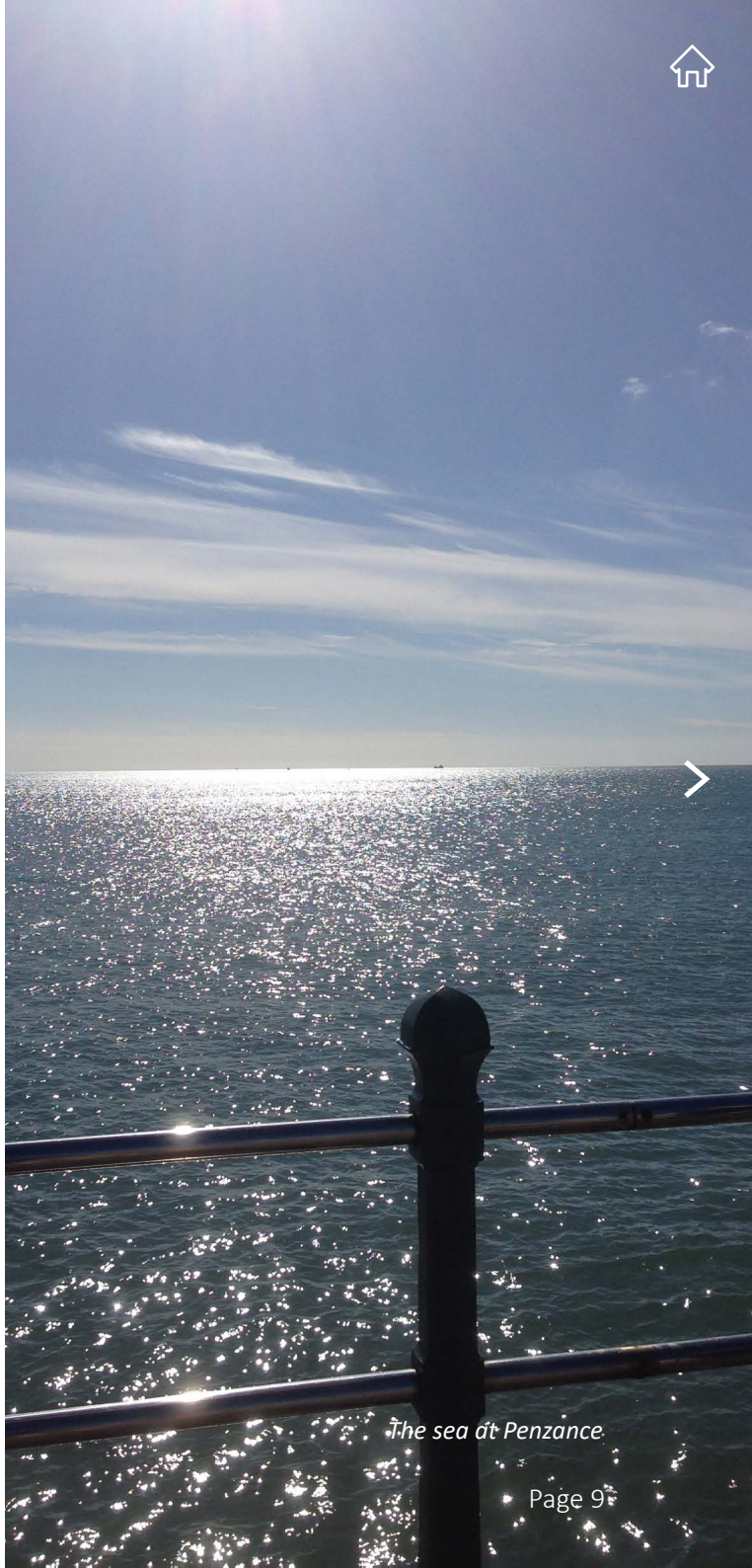


Cabbage white butterfly - pollinator

5 Our guiding principles

5.0.1 Our guiding themes for developing the DPD approach are that we will:

- Create policy that helps to develop the right things in the right location, supporting sustainable practice, environmental growth and carbon reduction;
- Develop approaches that recognise the current situation in terms of finances, technology and skills (including viability), but be forward looking and as adaptable as we can be, to get to where we need to be faster, particularly in terms of investments and practice;
- Be clear what we can and can't do – and what we need from Government and our partners both inside and outside of the Council to achieve the right change;
- Use the process of developing this plan to understand where we need to be now and what needs to inform the development of the next local plan;
- Balancing interventions. Our plans must reflect all three types of intervention noted above and ensure we carefully evaluate the balance of what they deliver and their impact against the relative return on investment in both the short and long term;
- We must consider carefully the balance between investing in incremental changes to the way we live now through mitigation measures and those needed to help Cornwall to address climate change. Some changes may be seen initially as radical and could feel a little uncomfortable but will rapidly come to feel normal.

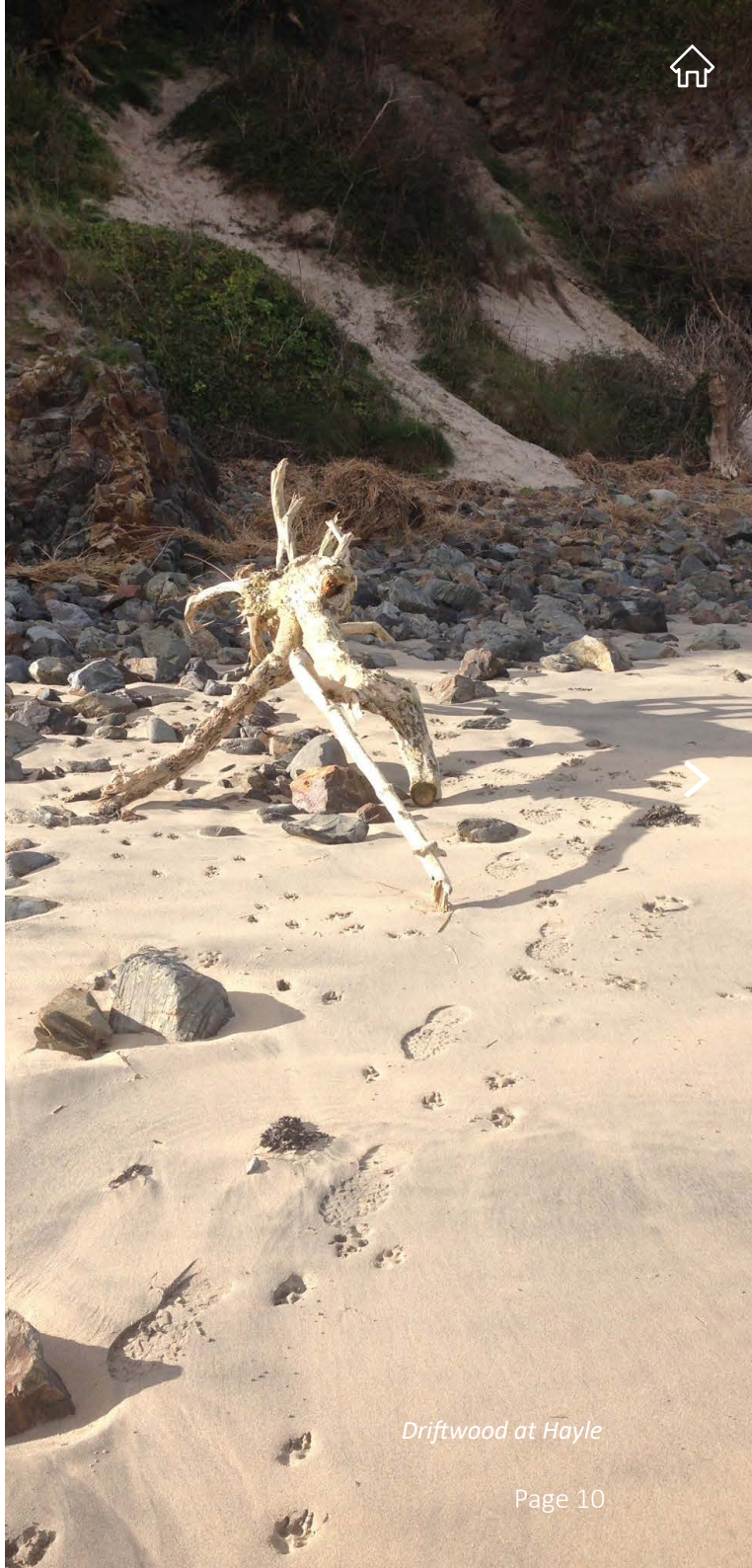


The sea at Penzance

6 What we are aiming to achieve with the plan:

6.0.1 This plan and the draft policies that it includes has been developed to help deliver the Council's Climate Change Action Plan. Policies have been developed with the following objectives in mind:

- Decarbonising our lifestyles – reducing carbon in our energy use, building methods, travel and leisure;
- Creating resilient communities and nature;
- Creating environmental growth and the development and reinforcement of natural systems to protect and enhance our environment;
- Rebalancing of the need to travel and how we move around and work;
- Ensuring the health and wellbeing of our residents;
- Embedding practice and standards around making buildings and places more efficient and reducing use of materials and waste rather than using 'green gimmicks';
- Developing a whole system approach.



Driftwood at Hayle

7 Our vision:

7.0.1 Our vision for the Development Plan document is to find ways to respond to the climate emergency by making 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. We will support clean, green energy and will actively work to reduce the energy used, reducing the need to travel and making both rural and urban areas more sustainable. We 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.

7.0.2 To achieve the vision of being carbon neutral by 2030 everyone in Cornwall will need to use less. The way we manage our land will need to change so it absorbs more greenhouse gas. In the long-term, we must build homes that are more thermally efficient, avoid building in flood plains and design roads and transport infrastructure that is climate resilient. Not all decisions will be popular and there will be costs to achieving change.

7.0.3 This is a climate emergency; we need to act now. We are consulting with interested parties throughout the process of developing this DPD. We know of the real benefit these new policies offer by improving health (better air quality, warmer homes, more opportunity to walk and cycle and supporting healthier diets) and creating a more resilient economy with better energy security and new green industries and practices.

Wildflower planting

8 Pre-submission Consultation

8.0.1 This pre-submission consultation seeks views on the draft policies relating to climate change. The consultation will commence at 9am on 26 February and close at 5pm on 16 April 2021. Only comments made during this period will have a statutory right to be considered by an Inspector.

8.0.2 The pre-submission consultation draft, together with copies of all the supporting documents can be viewed:

- Online at Climate Emergency Development Plan Document - Cornwall Council

8.0.3 Responses to this consultation should be submitted using the response form, available from Climate Emergency Development Plan Document - Cornwall Council. Completed forms should be returned by email or post using the details on the form.

Tree in blossom at the Lost Gardens of Heligan

9 Sustainability Appraisal

9.0.1 The pre-submission draft report is accompanied by a Sustainability Appraisal (SA) Report, available at Climate Emergency Development Plan Document - Cornwall Council and sets out the conclusions from the assessment of the policies within this DPD.

9.0.2 The SA appraised various reasonable alternatives relating to the topics in the DPD. This explored the potential significant environmental effects and informed the development of the DPD.

9.0.3 The SA Report reviewed the DPD policies to determine which are likely to have a positive or negative environmental effect under each SA theme. This assessment has concluded that the policies in the pre-submission DPD would have a positive environmental effect on the different SA themes.

Vegetable growing at Perranuthnoe

10 Habitats Regulations Assessment

10.0.1 A Habitats Regulations Assessment (HRA) Screening Report accompanies the pre-submission draft report, it is available at Climate Emergency Development Plan Document - Cornwall Council and sets out the results of the HRA screening process for the Climate Change DPD.

10.0.2 The HRA has assessed the policies in the pre-submission DPD for likely significant environmental effects and impact pathways linked to European protected sites. Given the high-level strategic nature of the DPD, definitive conclusions and mitigation measures are deferred to project-level HRA The HRA makes several recommendations in the form of additional wording to policy RE1 to ensure that adequate ecological surveys or mitigation measures are delivered by developers at the planning application stage. The policy wording recommendations have been incorporated into this pre-submission DPD. Therefore, the HRA concludes that no adverse effects on the integrity of European sites will result from the DPD.

Spring in St Austell

11 Plan Conformity

11.0.1 The Cornwall Local Plan was adopted in 2016 and provides the strategic context for the Climate Emergency DPD. The DPD and the Local Plan are designed to be read as a whole. The table in Appendix 2 shows the conformity chain of each policy to the Cornwall Local Plan and highlights any content or policy that will be replaced by this DPD.

11.0.2 The Local Plan sets out the spatial strategy for development across Cornwall over the plan period. Policy CC1 shows the basis for the development of Climate Change Principles and policy priorities for addressing climate change in Cornwall.

Views at Trelissick

12 Climate Change Principles for Cornwall

12.1 Introduction

12.1.1 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 date of 2030 for carbon neutrality in Cornwall.

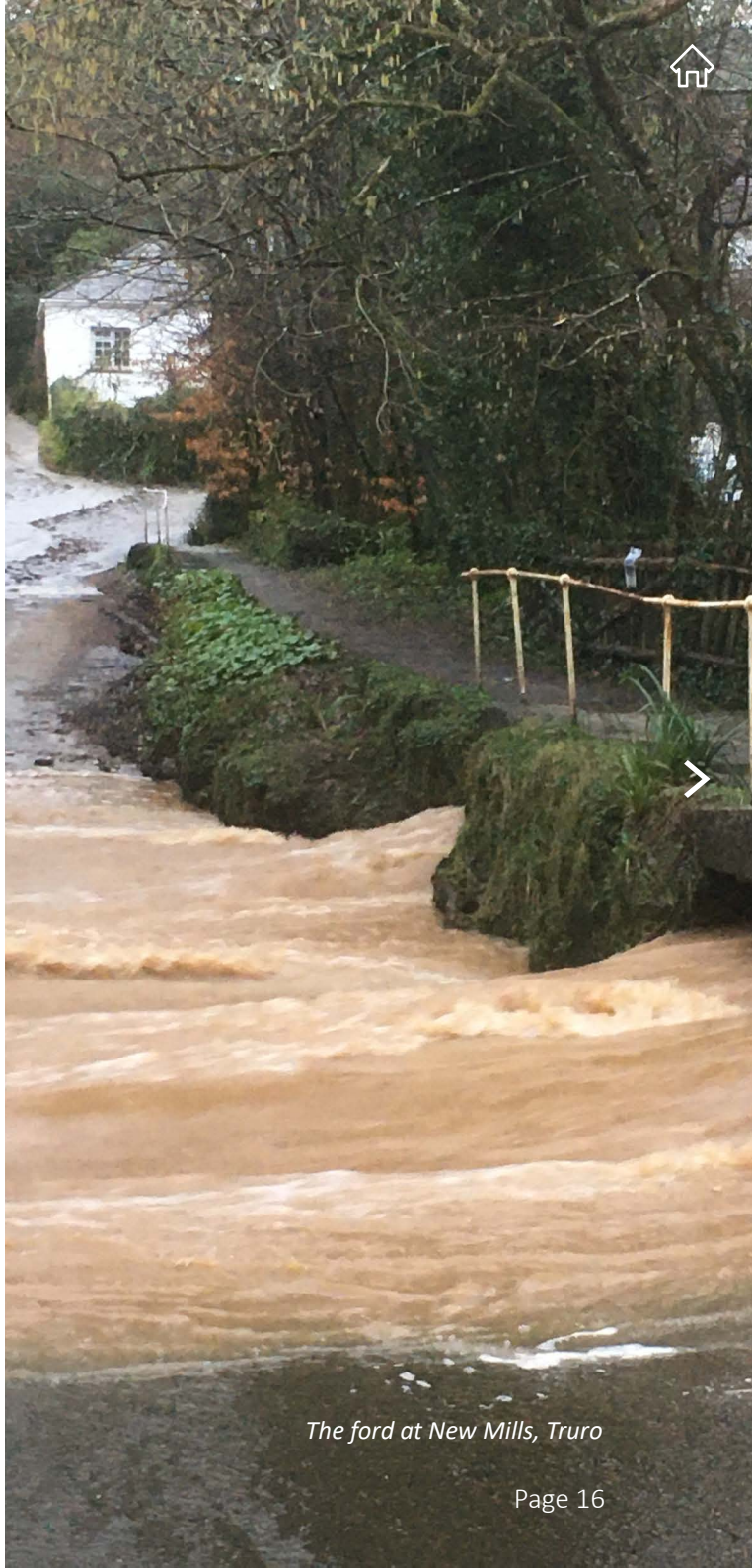
12.1.2 Climate change has been recognised for an extended period of time. The Climate Change Act 2008 introduced a legally binding target for the UK to reduce its carbon emissions by at least 80% by 2050 compared to 1990 levels. In June 2019, the Prime Minister announced that this will be strengthened to a net zero target for 2050.

12.1.3 Climate change presents significant challenges for Cornwall, which often acts as land fall for weather events. With a long and significant coastline, we are 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.

12.1.4 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.

12.1.5 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 and increase biodiversity.

12.1.6 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.



The ford at New Mills, Truro

12.1.7 Policy CC1 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.

12.1.8 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 of the 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 reduction in embodied carbon;
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 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 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 and increase built and natural environment distinctiveness through locally distinctive, high quality and sustainable design and multi-functional green infrastructure provision;
8) Minimise or avoid light, water, air and noise pollution and improve or maintain air quality;
9) Protect and enhance carbon storage in our natural environment (including the marine environment); and
10) 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.

13 Natural Climate Solutions

13.1 Introduction

13.1.1 The decline in nature and biodiversity in Cornwall and the rest of the United Kingdom has rightly raised great concern and has been described as an ecological emergency. 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.

13.1.2 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 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 increase space for nature.

13.2 Green Infrastructure Design and Maintenance

13.2.1 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.

13.2.2 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 and Cornwall Design Guide to ensure sustainable design for new developments. Helping to restore and increase wildlife and habitat through Local Nature Recovery Networks.

13.2.3 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.

The beach at Pentewan

Policy G1 – Green Infrastructure Design and Maintenance

Green infrastructure should be central to the design of schemes, ensuring 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. Major development proposals will be expected 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 that reference, reflect and enhance the local environment; and
2) The green infrastructure shall be accessible for all and promote health, wellbeing, community and cohesion and active living; and
3) The green infrastructure shall incorporate sustainable drainage 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 enhances 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 built 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) 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,
8) 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,
9) The development shall include a minimum of one Bird Box, One Bat Box and One Bee Brick per dwelling or unit.

13.2.4 The Council encourages all development to be designed in line with the free-to-access Building with Nature Standard and achieve accreditation where possible

13.3 Biodiversity Net Gain

13.3.1 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.

13.3.2 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 valuable habitats before the application process. Where there is evidence of deliberate neglect or damage to any of the habitats and species their deteriorated condition will not be taken into consideration and the ecological potential of the site will be used to decide the acceptability of any development proposals.

13.3.3 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.

13.3.4 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

b) Explored options to reduce harm to existing biodiversity

c) Explored the above options before biodiversity is removed and restored

d) Explored all the above options before proposing that onsite biodiversity is offset outside of the site boundary

Policy G2 – Biodiversity Net Gain

1) All major development types must achieve a minimum of 10% Biodiversity Net Gain (or any higher percentage mandated by national policy/legislation) over the pre-development site score as measured by the latest version of the DEFRA Biodiversity Metric or any subsequent Biodiversity Metric on the application site within a 30 year period from the commencement of the development.

2) Where a major proposal adequately demonstrates in the Biodiversity Gain plan that the mitigation hierarchy has been followed and the required net gain cannot be achieved onsite within the site boundary, it must provide for the Biodiversity Offsetting of any habitat types to be lost alongside the percentage gain required either through:

   a) the purchase of biodiversity offsetting units to enable provision to be made by an approved biodiversity offset provider; 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.

The receptor site for any biodiversity offsetting must be in a suitable location where local climactic conditions suit the type of offset habitat and should avoid the best and versatile land most of the time.

1) Minor development (with the exception of householder development and Change of Use (not creating new dwellings)) shall demonstrate biodiversity net gains in accordance with a Cornwall Council approved Small Site Biodiversity Metric.

13.4 Increasing Tree Canopy

13.4.1 Beyond simply providing valuable habitats for wildlife, trees provide resilience and adaptation to climate change. They absorb carbon, soak up excess rainwater, filter air pollution, reduce noise pollution and provide urban cooling during periods of excess heat.

13.4.2 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.

13.4.3 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% will not be a specific metric requirement for minor developments, proposals are expected to prioritise the retention and the planting of trees on site which count towards the Small Sites Biodiversity Metric (described in Policy G2).

Policy G3 – Canopy

2) 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 priority habitat types) in accordance with a Cornwall Council approved metric.

3) Any proposal to remove trees on the site should be justified with reference to the mitigation hierarchy which should demonstrate that the proposal has explored all options to avoid or reduce harm to canopy before any removal, replacement or compensation is proposed.

4) Where a pre-development site already contains canopy that exceeds the 15% requirement, the development must not result in any net loss of that existing Canopy Cover, as evidenced by the canopy calculator.

5) Where there are significant ecological, historical or landscape reasons to justify a canopy requirement of less than 15% on site and this can be fully evidenced, the proposal should ensure no net loss and use the existing canopy coverage as the percentage to be maintained.

6) Minor development sites (with the exception of householder development and Change of Use (not creating new dwellings) must demonstrate where necessary that it has explored all options to avoid or reduce harm to onsite trees.

13.5 Local Nature Recovery Network

13.5.1 The Local Nature Recovery Network is a network of wildlife-rich places; places with valuable existing biodiversity but also areas ripe for restoration or that have the strategic potential to create new functional links between fragmented habitats. The Local Nature Recovery Network is a national initiative from DEFRA and draws on the Lawton principle of 'bigger, better and more connected habitat' and aims to expand, improve and connect such habitats into regional scale nature networks which will ultimately allow wildlife to move across our towns, cities and countryside.

13.5.2 The aim of this policy is to ensure that the development process does not impinge on the ability of this network to function. The Nature Recovery Strategy for Cornwall and local statements of green infrastructure priorities will help to guide actions that are required to assist nature recovery through the identified networks. Biodiversity Net Gain will feed into the Local Nature Recovery Network through proposals within the network providing biodiversity net gain and the investment of Biodiversity Offsetting into these areas. A successful network will improve the wider Cornish landscape's resilience to climate change, providing natural solutions to reduce atmospheric carbon and manage flood risk. It will sustain vital ecosystems such as improved soil, clean water and clean air.

Policy G4 - Local Nature Recovery Network

Where development is sited within or adjacent to the identified Local Nature Recovery Network it should demonstrate how the proposal will maintain and enhance the ability of the network to restore habitat and provide eco-system services in line with the Local Nature Recovery Strategy.

14 Rural Development and Diversification

14.1 Introduction

14.1.1 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.

14.1.2 These policies 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 though 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.

14.1.3 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.

14.2 Rural Development and Diversification

14.2.1 We want diversification proposals for agricultural and land based rural businesses to help sustain the rural economy and maintain the character of the landscape and environment.

14.2.2 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.

Spring in St Austell

14.2.3 Other planning authorities have explored the use of Whole Estate Plans to 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. 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.

14.3 Agricultural businesses

14.3.1 To achieve this, 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.

14.4 Privately managed estates

14.4.1 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, conserving and enhancing heritage assets, and improvements to land management.

14.5 Forestry

14.5.1 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.

14.6 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 that 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 can help 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 especially where this has the potential to reduce or remove impact on European Protected sites or a Site of Special Scientific Interest.

4) The design, location and specification of equipment installed can all help to 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).

5) 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.

14.7 Policy AL1 - Regenerative and Low Impact Development (One Planet Development)

14.7.1 Supporting innovative, low carbon development that supports self-sufficient lifestyles could be part of our approach to help reduce greenhouse gas emissions. This is based on the Welsh 'One Planet Development' policy that has been supported by a number of respondents to the Scoping version of the Climate Change DPD.

14.7.2 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.

14.7.3 This policy option sets out an approach for Cornwall, that aims to support the development of low impact, easily removable homes that would support the restoration of regenerative land management techniques. This would be aimed at small groups and potentially private estates providing affordable, low impact housing tied to the restorative use of land and controlled by conditions regarding measurable environmental net gain.

14.7.4 Low impact means not only being broadly self-sufficient but doing so in a way that brings positive environmental enhancements. This includes respecting the landscape and cultural heritage of the site and its surroundings, whilst improving and increasing biodiversity, 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.

14.7.5 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.

14.7.6 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. 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.

14.8 Policy AL1 - Regenerative and Low Impact Development (One Planet 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 self-sufficient lifestyle for the development's occupants 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) leads to the environmental and biodiversity regeneration of the site through a binding action plan and conserves and enhances the landscape character, heritage and biodiversity of the site and surroundings; and
6) 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 at the end of an agreed period of time; and
7) demonstrates a management plan for the activity proposed and includes sufficient land to substantially meet the needs and ensure the livelihood of all residents on the site; 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.

15 Town Centres, Design and Density

15.1 Introduction

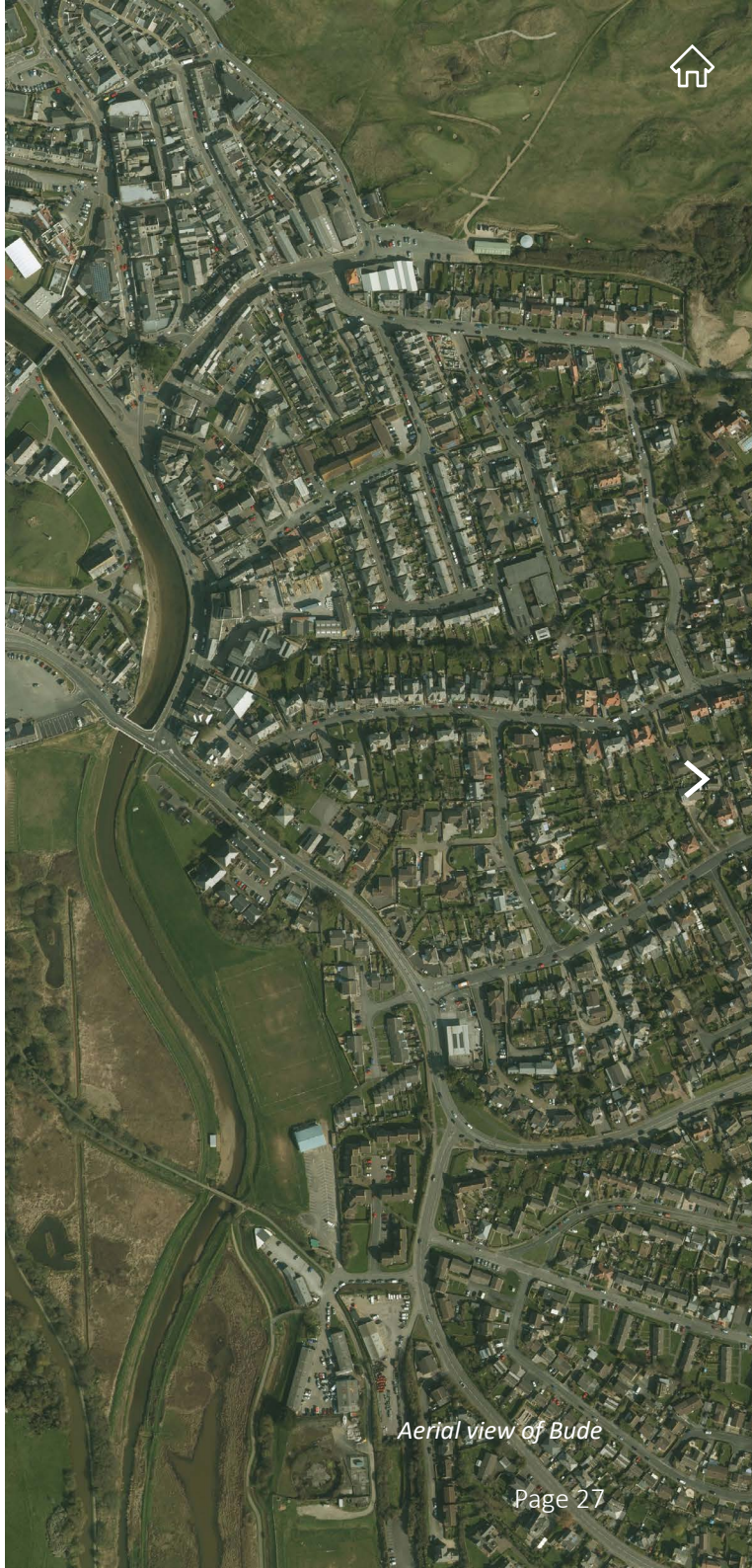
15.1.1 Our town centres have long been the focus of community and commercial life often with historic buildings forming part of their core. Town centres are also often the focus of public transport routes and community facilities. In the past decades the focus of town centres has changed as travel patterns 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 in town centres. The function of our 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 policies for town centres have been drafted to help secure their function as vital community hubs, secure new uses and to address opportunities for adaptation and change to ensure that our towns are thriving places to live and work, whilst not eroding their vitality and viability.

15.1.2 Cornwall's settlement pattern is made up of one small city and a large number of dispersed market towns. The spread of Cornish towns is linked to the historic economic focus of particular roles and industries. 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 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 foot fall in most of our towns. Government changes to permitted development and the Use Class Order have sought to address the issue of town centre decline.

15.1.3 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.

15.1.4 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.

15.1.5 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.



Aerial view of Bude

15.1.6 There are permitted development rights and the Use Class Order has sought to address the issue of town centre decline, which enable a change of use without any application process or with prior approval from the local planning authority, these are aimed at encouraging flexible use. These are set out in the town centre topic paper.

15.1.7 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 service 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.

15.1.8 Each town centre is unique, they have their own economic geographies, specialisms and character. 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 the town's characteristics and opportunities for growth and regeneration.

15.2 Town Centre Development

15.2.1 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. We will support 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.

15.2.2 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.

15.2.3 There are opportunities to increase residential density in and around town centres, including 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.

15.2.4 New development must be low carbon 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 would be achieved through change of use, redevelopment, enhancement of the public realm and built historic environment 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 towns' 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 historic built environment, including public realm; where possible improving conditions for active travel, particularly providing a number of well located, safe and secure facilities for parking and charging of bicycles, 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.

15.3 Helping towns to diversify and thrive

15.3.1 Each town centre is unique, they have their own economic geographies, specialisms and character. They are changing in different ways and have different relationships with the areas around them. The Council recognises that there are opportunities to create place visions and priorities through place-shaping and town centre renewal priorities, these will set a clear vision taking into account the town's role, characteristics and opportunities for growth and regeneration.

15.3.2 There are often considerable opportunities to increase density and reuse land and buildings in urban areas. This policy 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.

15.3.3 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.

15.3.4 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 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.

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 and to support:

   a) the broader vitality and viability of the centre and add to its quality and diversity of offer;
   b) sense of place and local 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 and maintenance of historic buildings and other assets, 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.

15.4 Diversification of uses in Town Centres

15.4.1 Our 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.

15.4.2 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.

15.4.3 There are often considerable opportunities to increase density and reuse land and buildings in urban areas. This policy recognises opportunities for intensification of uses including residential at high density and where it is well located.

15.4.4 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 and historic environment, urban greening, public realm and links to green infrastructure
   h) 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.

15.5 Density of Development in Towns

15.5.1 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. This policy 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. A number of our town centres contain under used spaces and unused buildings and spaces. 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.

15.5.2 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.

15.5.3 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.

15.5.4 Residential development in town centres should not be predicated on a lack of noise form 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.

15.5.5 The desire to increase density in town centres needs to be balanced with retaining important open spaces and green space 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 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.

15.6 Rural service development

15.6.1 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 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 are now working from home. This change is being 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.

15.6.2 This policy 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.

15.6.3 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) Protect 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.

16 Sustainable Transport

16.1 Introduction

16.1.1 The policies for sustainable transport have been drafted to address the climate change impacts of travel and aim to encourage more sustainable transport modes and active travel.

16.1.2 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.

16.1.3 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.

16.1.4 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 internationalisation of trips 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 Cornwall's 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 clubs cars
- Provide electric charging points for cars and bicycles, cycle parking and storage

Electric vehicle charging point

- If appropriate establish robust Travel Plans.

16.1.5 In terms of transport issues the NPPF states that these should be considered at the earliest stages so that the potential impacts on transport networks can be addressed, opportunities from transport infrastructure and changing transport and usage are realised, opportunities to promote walking, cycling and public transport use are identified and 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.

16.1.6 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".

16.1.7 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 a Local Cycling and Walking Infrastructure Plan for Truro which is near completion. This 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.

16.1.8 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. The aim is still to reduce the number of these trips.

16.1.9 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. This needs to be made easy to use, creating routes that follow desire lines and provide easy to access and well located, safe and secure cycle parking in both new development and in existing work, shopping and recreation locations to make cycling a realistic and easy to use mode for many more people. As the number of electric bikes is increasing, this provision needs to make available easy charging for the bikes in a wide number of locations.

16.1.10 The approach to Transport assessments and travel plans is vital in driving change in the way the development plans for travel and change is needed to create less car dependant places. Travel plan guidance and philosophy is being developed with transport colleagues but will be based around physical provision of features necessary to enable a shift to more sustainable transport modes.

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 Cornwall Design Guide and the level of accessibility by walking, cycling and public transport.

5) Deliver more sustainable streets including by;

   a) Making it easier and more attractive to walk, cycle and considering access only streets to create green networks;
   b) Enabling greater use of public transport;
   c) Making streets accessible for users with disabilities;
   d) Providing varied spaces for people to meet and rest, and for children to play, enabling greater social interaction;
   e) Incorporating high levels of green and blue infrastructure.

6) Support the use of electric vehicles (including electric bikes) by providing electric vehicle charging points with regard to the requirements of Policy T2

16.2 Parking

16.2.1 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.

16.2.2 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. 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. 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. 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.

16.2.3 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. The policy reflects the Government's consultation proposal

for Building Regulations to require one electric vehicle charging point per ten spaces. For existing non-residential the Government is considering requiring at least one charging point for car parks with more than 20 spaces.

16.2.4 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.

16.2.5 The Cornwall Design Guide[1] sets out further detail on the Council's expectation for parking provision, layout and design.

16.2.6 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) The following of the travel hierarchy 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 (including electric bike charging), 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 predominately 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. Layouts should not increase pressure for parking for off-site parking and should contribute to on-street parking controls where necessary; and
6) Provide electric charging points for cars and bicycles in line with the following as a minimum:
   i) New residential building - where there is associated car parking (including buildings undergoing a material change of use to create a dwelling(s)) provision will be made for infrastructure for electric vehicle charging on-street or in communal spaces; or
   ii) New non-residential development with 10 car parking bays or more - at least one charging point per 10 spaces and the infrastructure to enable future installation of charging points in every parking bay. Consideration should be given to grouping parking bays to optimise provision of charging infrastructure.

The council will support the provision of electric charging apparatus for electric vehicles and electric bikes in existing development and as part of redevelopment proposals.

1 https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/planning-policy-guidance/cornwall-design-guide/

16.3 Safeguarding and development of strategic transport infrastructure

16.3.1 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. This policy 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.

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.

17 Renewable energy and sustainable construction

17.1 Introduction

17.1.1 Cornwall benefits from a significant range of renewable energy resources, including onshore wind, solar, deep geothermal, biomass and marine energy potential.

17.1.2 Cornwall is not starting from scratch on its journey towards becoming net 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 needed the most.

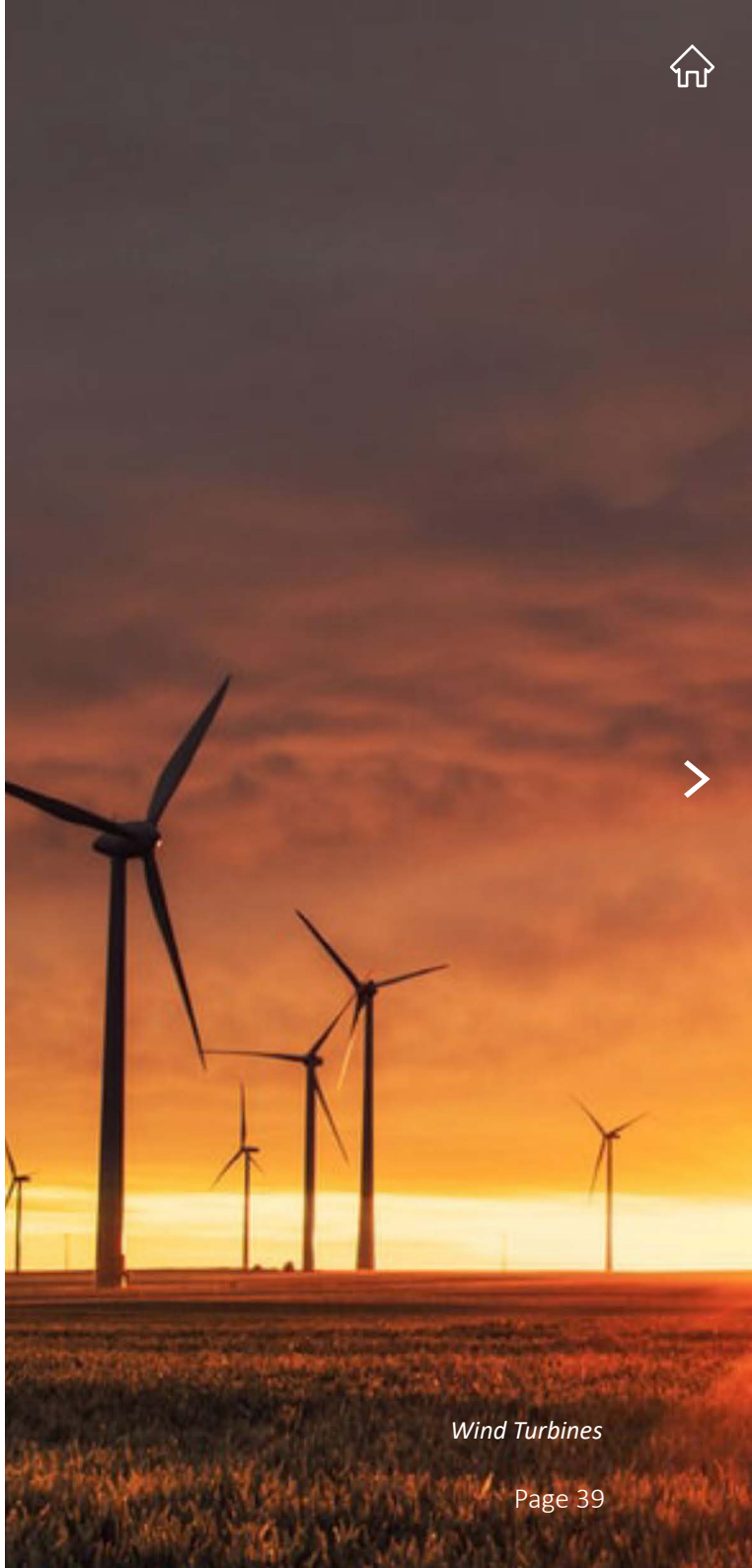
17.1.3 It is anticipated that on formal adoption of the DPD, the following renewable energy policies will replace Policies 14 and 15 of the Cornwall Local Plan: Strategic Policies

17.1.4 These policies set out the main principles with regard to renewable energy to ensure that its significant renewable energy resource is maximised, while ensuring that any adverse impacts are addressed satisfactorily.

17.1.5 Additional guidance on renewable energy alongside this document will set out in more detail including 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.

17.1.6 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.

17.1.7 To avoid adverse effects on the integrity of European sites designated for anadromous fish species (the River Camel SAC and the Plymouth Sound & Estuaries SAC), 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 HRAs of relevant planning applications. 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.



Wind Turbines

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, and 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, which must be conserved or enhanced; and
   d) 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
   e) It provides for a community benefit in terms of profit sharing or proportion of community ownership and delivers local social and community benefits. Commercial led energy schemes with a capacity over 5MW shall provide an option to communities to own at least 5% of the scheme; and
   f) 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;
   g) 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.

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 are for the repowering of an existing wind turbine/farm; and
   b) Demonstrate that, following consultation, the planning impacts identified by the affected local community have been fully addressed 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) Ensure that potential implications of wind farm development on the migratory flightpaths of birds in Special Protection Areas (SPAs) are considered where they would be within a 3km buffer of the Marazion Marsh SPA, Tamar Estuaries Complex SPA and the Falmouth Bay to St Austell Bay SPA.

3) **Solar energy development** proposals, including both building mounted and 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.

a) Hydroelectricity schemes in estuaries (e.g. tidal barrages or tidal stream technologies) will need to demonstrate that they do not 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 should be addressed through proposed mitigation accompanying the application.

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;

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 renewable 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 planned 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.

18 Sustainable Energy and Construction

18.1 Introduction

18.1.1 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. In addition to the environmental imperative, there are also socio-economic factors at play. 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%.

18.1.2 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 carbon emissions. Not only is this the most sustainable approach, but it can also make an important contribution to addressing fuel poverty and improving social equity.

18.1.3 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.

18.1.4 National planning policy specifically relating to energy efficiency and building standards and renewable energy is set out in Section 14 'meeting the challenges of climate change, flooding and coastal change' paragraphs 148 to 153 of the NPPF.

18.1.5 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.

18.1.6 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.

18.1.7 Ensuring the highest possible standard of energy and thermal efficiency from new buildings is a key element of reducing the carbon footprint of Cornwall, but local plan policy does not currently require standards higher than those of current building regulations.

Rooftop solar photo voltaic array on Dolcoath Council Offices

18.1.8 Increasing numbers of Local Authorities around the UK are developing more ambitious energy policies.

18.1.9 In January 2021, the government confirmed that Local Authorities will be allowed to continue to set their own energy standards for the time being.The policy is based on advice and evidence provided by the South West Energy Hub, sustainability consultants Etude, economic viability assessment and consultation feedback.

18.2 Sustainable Energy and Construction

18.2.1 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 any further viability testing required) and for non-residential development to achieve BREEAM 'Excellent', which has been shown to be viable through testing.

18.2.2 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.

18.2.3 It is acknowledged that sometimes there can be conflicts between energy efficiency/renewable technology and preserving our historic environment/ heritage. Therefore, where improvements relate to historic buildings, we want to encourage applicants to refer to Cornwall Council's 'Improving Energy Efficiency in Historic Cornish Buildings' guidance (or any subsequent revision).

18.2.4 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 – Non-Residential

Development proposals for non-residential development should demonstrate how they achieve BREEAM 'Excellent'.

2b. New Development – Residential

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

proposal will achieve:

- Space heating demand less than 30kWh/m2/annum;
- Total energy use less than 40kWh/m2/annum; and
- On-site renewable generation to match the total energy use, 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 district energy network; or where this is not possible the residual carbon offset by a contribution to Cornwall Council's offset fund.

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 where they:

- conserve (and where appropriate enhance/better reveal) the design, character, appearance and historical significance of the building; or
- 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 (including ground mounted) where they require planning permission. Proposals should seek to minimise visual impact wherever possible.

Where fixed to a listed building, proposals must ensure that: technology will not cause significant harm to the appearance and special historic character of the building; require minimal intervention with the fabric of the building; and shall be easily reversible.

5. Water

All dwellings (including conversions, reversions and change of use) should aim to 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 m2 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) Prioritising the use of previously developed land and buildings, 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, including how they can be adapted to meet changing community 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 across residential and non-residential developments. Space requirements for residential developments should follow those outlined in the Cornwall Design Guide.

19 Coastal Change and Flooding

19.1 Introduction

19.1.1 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. 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.

19.1.2 These policies have been developed to support:

- Coastal Vulnerability and candidate Coastal Change Management Areas
- Flood risk requirements, natural flood solutions and sustainable drainage design

19.2 Coastal Vulnerability Zones

19.2.1 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.

19.2.2 A Cornwall Coastal Vulnerability Zone is designated around the whole of the Cornish coast and 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.

19.2.3 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.

Coastal erosion at the Lizard

19.2.4 Coastal Change Management Areas

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 to adapt sustainably to the impacts of coastal change; 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 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.
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.

19.3 Coastal Change Management Areas

19.3.1 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.

19.3.2 With storms becoming more severe 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':

- Bude
- Downderry & Seaton
- Polkerris & Par Sands & Par Docks
- Portmellon
- Coverack
- Praa Sands
- Marazion
- Long Rock, Eastern Green and Chyandour
- Gwithian Beach
- Portreath
- Perranporth
- Polzeath
- Looe
- Mullion Cove
- Newquay (currently designated under a Neighbourhood Plan)

19.3.3 This will allow communities to start to identify plans and opportunities to adapt their settlement.

19.3.4 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 costal change including roads, 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 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: -

i) 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

ii) 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

iii) The site of the building or use to be replaced is cleared and restored; and

iv) 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.

19.4 Reduction in flood risk and drainage design

19.4.1 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. 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.

19.4.2 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.

19.4.3 Sustainable drainage 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.

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;

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.

5) Proposals for more than 50 dwellings or non-residential structures of 1000 square metres 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 Sustainable Drainage Systems (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.

20 Appendix 1 Glossary

Active living	a way of life that integrates physical activity into your everyday routines, such as walking to the store or biking 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.
Active travel networks	Cycle, footpaths, bridleways connecting settlements.
Amenity grassland	Lawns, verges, recreational fields and parks
Anadromous fish	Fish that spend most of their lives in the sea but migrate to fresh water to spawn such as Atlantic salmon.
Anaerobic digesters	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.
Baseline site score	The status of a site before any work is carried out. A starting point that allows improvements to be made and measured.
BEIS	Department for Business Energy and Industrial Strategy
Biodiversity Net Gain	An approach to development that leaves biodiversity in a better state than before the development
Biodiversity offsetting	a system used predominantly by planning authorities and developers to fully compensate for biodiversity impacts associated with economic development, through the planning process.
Blue infrastructure	Water elements rivers, canals, wetlands, flood plains, water treatment facilities etc.
BOA	Biodiversity Opportunity Areas
BREEAM	Building Research Establishment Environmental Assessment Method
Building Regulations Approved Document	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.
Building with Nature Standard	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.
BWN	Building with Nature
Candidate Coastal Change Management Areas	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
Canopy cover	The layer of leaves, branches, and tree stems that cover the ground

Glossary

Car club	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.
Carbon Neutral	If a person, organization, event, etc. is carbon-neutral, it does things such as planting trees to reduce carbon dioxide by the same amount as it produces it.
Carbon Storage (Sequestration)	the process of capturing waste carbon dioxide (CO 2) 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.
CIL	Community Infrastructure Levy
Circular Economy	Circular systems employ reuse, sharing, repair, refurbishment, remanufacturing and recycling to create a closed-loop system, minimising the use of resource inputs and the creation of waste, pollution and carbon emissions. The circular economy aims to keep products, equipment and infrastructure in use for longer, improving the productivity of these resources. All "waste" should become "food" for another process: either a by-product or recovered resource for another industrial process or as regenerative resources for nature (e.g., compost). This regenerative approach is in contrast to the traditional linear economy, which has a "take, make, dispose" model ofproduction.
Coastal Change Management Plan	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.
Community Ownership	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.
Cornwall Design Guide	An information document for development. The Design Guide boosts design quality with particular emphasis on environmental growth, health and wellbeing, inclusivity, climate change resilience
Cornwall Green Points system	TBC
CPIR	Camborne, Pool, Illogan and Redruth
Critical Drainage Area	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.
Decentralised Energy Networks	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.
Densities of Development	Substantial and compact residential and business community within easy walking distance of an urban or neighbourhood centre is the principal platform for sustainable development.

Glossary

Department for Environment, Food and Rural Affairs (DEFRA)	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.
Domestic Renewables	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.
Doughnut Economics.	From the book by Kate Raworth - Seven Ways to Think Like a 21st-Century Economist Hardcover
DPD	Development Plan Document
Ecosystem Services	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.
EiP	Examination in Public
EIZ	Rural Energy Innovation Zone
Embodied Carbon	The carbon dioxide emitted during the manufacture, transport and construction of building materials.
Energy and Carbon Statement	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.
Energy Hierarchy	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.
Environmental Growth	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.
EPC	Energy Performance Certificate
European Protected sites	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.
FHS	Future Homes Standard
Flood Risk maps	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 managementplans.
Geothermal/Mine Water	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.
GI	Green Infrastructure

Glossary

GIS	Geographic Information Systems
Green Infrastructure	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.
Greenhouse Gas Emissions (GHG)	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.
Greening	A general term for the appropriate selection and planting of plants on, in, or next to buildings and in public parks.
HRA	Habitat Regulations Assessment
HTL	Hold the Line
HWB	Health and Wellbeing Board
IPCC	International Panel on Climate Change
IPHB	Informal Portfolio Holders Briefing
LCA	Landscape Character Assessment
LDO	Local Development Order
LEP	Local Enterprise Partnership
LIS	Local Industrial Strategy
LNP	Local Nature Partnership
LP	Local Plan
Major Development	Over 10 units/ homes
Mechanical and Battery Storage	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.
MEES	Minimum Energy Efficiency Standards
Minor Development	Below 10 units/homes
NAI	No active intervention
Nature Recovery Network Areas	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.
NCERM	National Coastal Erosion Risk Mapping
NDP	Neighbourhood Development Plan

Glossary

Neighbourhood Plan	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.
NFM	Natural Flood Management
NPPF	National Planning Policy Framework
NRN	Nature Recovery Network
OSC	Overview and Scrutiny
PACE	Pre-Application Community Engagement
Parking Standards Guidance	Parking guidelines should be followed when considering the design and location of car parking within developments.
PID	Project Initiation Document
Pocket Parks.	helping communities transform unloved, neglected or derelict areas into new green spaces
PPG	Planning Practice Guidance
Pre-App	Pre-Planning application
Public Realm	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.
Regenerative, Low Impact Development	Sustainable design has begun to establish green building standards and rating systems intended to create buildings that respond to the environment.
Renewable Energy	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.
Repowering	Replacing existing energy generating equipment with new more efficient devices.
RTPI	Royal Town Planning Institute
Rural service and employment hubs	Shops, services and workspace with good links that serve a rural community or several rural communities
SA	sustainability appraisal
SEA	strategic environmental assessment
Settlement	Town, Village or estate
Shoreline Management Plan	Plans to manage the threat of coastal change. Developed by coastal groups with members from local councils and the Environment Agency

Glossary

Site of Special Scientific Interest (SSSI).	SSSI are the finest sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features.
Soakaways	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.
Solar Arrays	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).
Solar PV	Photo Voltaic
Spatial Strategies	Gives geographical expression to the economic, social, cultural and ecological policies of society.
SPC	Strategic Planning Committee
SPD	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.
SPD	Supplementary Planning Documents
SRO	Senior Responsible Officer
SuDS	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.
Sustainable Development	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.
Sustainable Practices	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.
SVA	Strategic Viability Assessment
TCPA	Town and Country Planning Association
Transport Statement or Transport Assessment	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

Glossary

Tree Pits	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
Vehicle Charging Points	Supply electric energy for the recharging of plug-in electric vehicles.
Wetland	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
Whole Estate or Farm Plan	a process for short-term and long-term decision making and evaluation that considers the whole farm.
Wind Energy	Wind energy refers to capturing the energy from moving air, i.e., wind, and converting it into electricity.

21 Appendix 2 Monitoring Framework

21.4.1 To enable the Council to assess whether the Climate Emergency DPD is being implemented effectively ad that the Plan's objectives are being met, monitoring will be undertaken through the proposed framework below; the emerging indicators set out in the table are subject to change.

Theme	Indicator
Natural Climate Solutions	• Amount of green infrastructure provided • Amount of green space provided (formal and informal) • % of major development providing at least 10% biodiversity net gain • Number of major applications with a Biodiversity Net Gain plan • Biodiversity gains by habitat type • Biodiversity losses by habitat type • % of major development providing at least 15% canopy coverage • Number of planning applications within Local Nature Recovery Network
Rural Development and Diversification	• Number of applications supported by Whole Farm or Estate Plans • Number of applications approved for low impact residential development (one planet)
Town Centres	• Vacancy rates in main town centres • Amount of residential development permitted in town centres through prior approvals or full planning applications • Number of Place Shaping Visions and Priorities and Town Centre Strategies in place/adopted • Number of applications approved for services/employment in rural areas
Sustainable Transport	• % 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 • Number of EV charging points provided in non-residential development • Net amount of green travel networks provided including footpaths and cycle paths

Theme	Indicator
Renewable Energy and Sustainable Construction	• Amount of renewable energy capacity and low carbon energy generation installed • % of our annual electricity consumption generated from Cornwall's renewable electricity capacity • % of our projected annual electricity consumption in 2030 generated from Cornwall's current renewable electricity capacity • Number or proportion of applications refused on grounds of potentially effecting Renewable energy capacity of existing installations • Number and % of approved non-residential applications demonstrating BREEAM 'Excellent' • Number and % of residential applications approved which were supported by an Energy and Carbon Statement and achieving Net Zero Carbon
Coastal Change and Flooding	• Number of applications approved within the Coastal Vulnerability Zone • Number of applications refused within the Candidate Coastal Change Management Areas • Number of applications approved contrary to Environment Agency advice on flood risk? • Number of approved applications for SuDS

22 Appendix 3 - Conformity grid

22.4.1 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 'Gyllyn Warbeth – together we can' which sets out a vision for Cornwall up to 2050.

Policy area	Future Cornwall	Cornwall Plan	Policy number	Local Plan policy	Notes on conformity
Climate Change Principles	• Support the economy • Enable self-sufficient and resilient communities • Promote good health and wellbeing • Make the most of our environment	• A creative, carbon zero economy • Sustainable food, land and seas • Thriving places with decent homes • Healthy, safe, resilient communities	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
Natural Climate Solutions	• Protect and enhance the natural environment • Create integrated green infrastructure • Provide net gains for biodiversity through development	• Sustainable food, land and seas • Thriving places with decent homes • Healthy, safe, resilient communities	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
Rural Development and Diversification	• support the economy • enable self-sufficient and resilient communities • promote good health and wellbeing for everyone • to make the most of our environment.	• A creative, carbon zero society • Sustainable food land and seas	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	• Support our economy • Enable self-sufficient and resilient communities • Promote good health and wellbeing for everyone	• Thriving places with decent homes • Healthy, safe, resilient communities	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.
Sustainable Transport	• Support our economy • Promote good health and wellbeing for everyone	• Thriving places with decent homes • Healthy, safe, resilient communities	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	• support the economy • enable self-sufficient and resilient communities • promote good health and wellbeing for everyone • to make the most of our environment	• A creative, carbon zero economy • Thriving places with decent homes	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.
			SE1 – 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	• support the economy • enable self-sufficient and resilient communities • promote good health and wellbeing for everyone • to make the most of our environment.	• Healthy, safe, resilient communities	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 CCMAs. Further guidance will be developed to help communities with this process
			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

We'd like to hear your views

Ni a vynnsa agas prederow

www.cornwall.gov.uk
enquiries@cornwall.gov.uk
@cornwallcouncil
@forCornwall
0300 1234 100

If you would like this information in another format please contact:

Climate Emergency DPD Team
Cornwall Council
3B Pydar House, Pydar Street
Truro, Cornwall. TR1 1XU

Telephone: Tel: 0300 1234 151

Email: climateemergencydpd@cornwall.gov.uk

www.cornwall.gov.uk

21_008