

National Planning Policy Framework 2021: At the heart of the NPPF is the ‘presumption in favour of sustainable development’ identifying three interdependent roles – economic, social and environmental – delivered through the preparation and implementation of Plans. This means that planning strategies such as our Neighbourhood Development Plan must help to deliver sustainable development. This means taking a very careful approach so that we can meet our present day needs while not compromising the needs of future generations. The NPPF sets out sustainable development objectives to which all planning must respond.

Sustainability Principles set up in the National Planning Policy Framework 2021

- **The Economic Objective** is to help build a strong, responsive and competitive economy.
- **The Social Objective** is to support strong, vibrant and healthy communities.
- **The Environmental objective** is to protect and enhance our natural, built and historic environment:-
 - Delivering a sufficient supply of homes
 - Building a strong competitive economy
 - Ensuring the vitality of town centres
 - Promoting healthy and safe communities
 - Promoting sustainable transport
 - Supporting high quality communications infrastructure
 - Making effective use of land
 - Achieving well-designed places
 - Meeting the challenge of climate change, flooding and coastal change
 - Conserving and enhancing the natural environment
 - Conserving and enhancing the historic environment.

Cornwall Local Plan 2016. The strategic policies covering Redruth Parish are contained in the Cornwall Local Plan (CLP). Enabling sustainable development is also the main purpose of the Local Plan which aims to ‘Achieve a leading position in sustainable living’.... through ‘a balance of decisions around economic, social and environmental issues’. The Cornwall Local Plan Strategic Policies document interprets the NPPF at a county-wide strategic level, and so is the most important part of the town and country planning context for the Redruth Neighbourhood Development Plan. Redruth Parish is part of the Camborne, Pool, Illogan, Redruth and Mining Villages Community Network Area (CNA).

Cornwall Local Plan 2016 – A summary of the 4 themes

- Theme 1: To support the economy.
 - Remove unnecessary barriers to jobs, business and investment and support both new business and the traditional industries of fishing, farming and minerals.
 - Enhance the cultural and tourist offer in Cornwall as a year-round destination for tourism and recreation.
 - Provide and enhance retail provision that adds to economic growth and better economic performance.
- Theme 2: To enable self-sufficient and resilient communities.
 - Meet housing need for everyone in the community, supported by local community facilities.
 - Provide for jobs and deliver homes locally to meet needs, where they can best support the role and function of local communities as well as allow for further change and adaptation.

- Ensure that infrastructure is provided that will enable development to benefit the local community.
- Theme 3: To promote good health and wellbeing for everyone.
 - Meet local needs for community, cultural, social, retail, health, education, religious, and recreational facilities, to improve quality of life and reduce social exclusion.
 - Promote development that contributes to a healthy and safe population by opportunities for walking and cycling and appropriate levels of open space and the protection and improvement of air quality.
- Theme 4: To make the most of our environment.
 - Make the best use of our resources by:
 - Reducing energy consumption while increasing renewable and low carbon energy production.
 - Maximising the use of previously used land.
 - Supporting local food production.
 - Increasing resilience to climate change
 - Enhance and reinforce local natural, landscape and historic character and distinctiveness and raise the quality of development through:
 - Respecting the distinctive character of Cornwall's diverse landscapes;
 - Maintaining and enhancing an effective network of open space and environmental stewardship for our ecosystems services network for food production, flood control and wildlife.
 - Excellence in design to maintain the distinctive character and quality of Cornwall.

Cornwall Local Plan 2016 – Objectives for Camborne, Pool, Illogan & Redruth Community Network Area are set as follows:-

- **Objective 1 – Employment** - Enable higher quality employment opportunities by sustaining and enhancing the area's role as one of Cornwall's primary employment hubs.
- **Objective 2 – Housing** - Deliver housing growth that will help facilitate the area's economic aspirations, whilst also delivering much needed affordable housing for local residents.
- **Objective 3 – Retail** - Enhance the community network area's retail offer, providing different but complementary roles for Camborne, Pool and Redruth, strengthening comparison shopping in particular.
- **Objective 4 – Education** - Consolidate and enhance the community network area's education opportunities, including Cornwall College.
- **Objective 5 – Regeneration** - Reduce deprivation and support regeneration and growth through allocation of land for services, provision of infrastructure (including open space and enhanced sports and leisure facilities) and through high quality design.
- **Objective 6 – Transport** - Deliver the highway and sustainable transport infrastructure needed to support the delivery of the area's regeneration – including the east-west link road and improved access into Redruth town centre.
- **Objective 7 – Contaminated Land** - Continue remediation of the area's contaminated land, in doing so regenerating underused or derelict sites for housing, leisure and employment uses.
- **Objective 8 – Environment** - For CPIR to be renowned as a destination for cultural and heritage related tourism; in doing so acting as the hub for experiencing the World Heritage Site. Maintain the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength.

The Site Allocations Development Plan is in addition to the Cornwall Local Plan & deals with specific uses for specific sites, with a section which covers Redruth Parish. This gives a vision for ‘Camborne Pool Illogan and Redruth to come together to re-establish itself as Cornwall’s economic powerhouse’.

For CPIR to achieve this vision there are various strategic aims which include, of relevance to Redruth Parish:

- Continuing the regeneration of CPIR, prioritising the reuse of the area’s derelict and underutilised brownfield land assets
- Raising the quantity and quality of employment opportunities within CPIR, by providing the land, workspace and infrastructure
- Becoming renowned as a destination for cultural and heritage related tourism and the hub for experiencing the World Heritage Site
- Delivering an improved retail / leisure offer
- Providing good quality affordable housing for local residents
- Maintaining the separate identities of Camborne, Pool, Illogan and Redruth, whilst utilising their collective strength

The DPD goes on to note that the area has ‘many important historic assets, primarily as a result of its mining history and the area represents one of Cornwall’s most significant locations for its World Heritage Site. As a result, the aim is to ensure this history is used as an opportunity to attract more visitors to the area; whilst new development needs to respect these important assets and their setting, whilst making a positive contribution, wherever possible.’

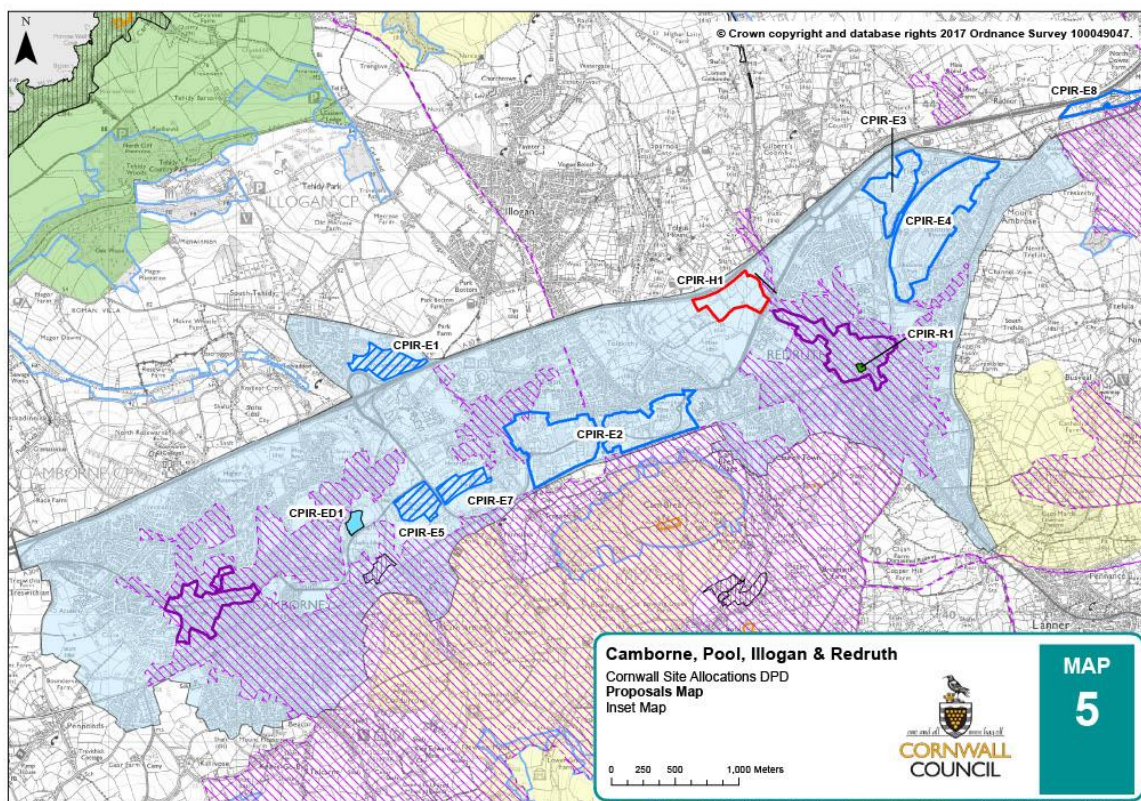
The DPD notes that Redruth provides a significant amount of CPIR’s existing employment, particularly industrial employment and it is important that this resource is safeguarded and enhanced, where appropriate. Furthermore, the renewal of the town centre is a high priority, which includes the regeneration of underused sites, as well as improving the entrance into the town.

The DPD makes specific allocations within the Redruth NDP area as shown in **figure 2**.

Figure 2: CORNWALL LOCAL PLAN SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT ALLOCATIONS WITHIN REDRUTH NDP AREA

DPD Policy Number	Policy Provision
CPIR – H1 – Tolgus Urban Extension Phase 2.	Site area: 10.6 hectares. Allocation: Approx 280 dwellings and approx. 2,000 sqm of B1a and 1,000 sqm B1c employment space. A residential focused development, that should be delivered as a second phase to the permitted development to its south-west (PA12/09717). Approximately 280 dwellings should be delivered on site. At least 25% of the dwellings should be provided as ‘accessible homes’; plus some of the dwellings should be specialised housing (including extra care housing).
CPIR – R1 – Fairmeadow Car Park	Site area: 0.3 hectares. Allocation: A1 Retail uses.) The site should deliver an A1 retail focused development. Other ancillary uses will also be permitted, if it can be demonstrated that it will support the delivery of the retail space on site. The site is within the World Heritage Site and Redruth Conservation Area and is adjacent to a number of listed buildings. As a result the height, massing

	and design of the proposals must be informed by a Heritage Impact Assessment.
Policy CPIR-E3 Treleigh Industrial Estate	Site area: 12.62 hectares Allocation: Safeguarded for employment uses (B1, B2, B8). Any new development within the sites should be B1, B2, B8 uses; with a focus on B1c, B2 and B8 uses encouraged on Treleigh (CPIR-E3) and Cardrew (CPIR-E4)
Policy CPIR-E4 Cardrew Industrial Estate	Site area: 38.73 hectares Allocation: Safeguarded for employment uses (B1, B2, B8)
Policy CPIR-E8 Radnor Road, Scorrier	Site area: 5.43 hectares Allocation: Safeguarded for employment uses (B1, B2, B8)



Map 2 Cornwall Site Allocations DPD for Camborne, Pool, Illogan & Redruth

Much of the road transportation strategy outlined in the DPD for Redruth has been delivered. This includes the East-West link road connecting Camborne & Redruth to remove commercial and through traffic from the existing A3047, & the Tolgus Gateway improvements scheme which was successfully awarded Growth Deal funding. The Tolgus Gateway Improvement scheme creates a much better entrance for Redruth & unlocked the potential of the Tolgus Urban Extension, including the allocated site (CPIR-H1). The project provides greater permeability between the site and the rest of Redruth. This route is the primary link into the town, supporting the aspiration for greater legibility for visitors in attracting them to the town centre and its car parks.

The Green Links element of the transportation strategy is still on-going for delivery. Green Links is defined as 'In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, an improved network will provide an important recreational resource. By connecting the area's

heritage assets into the network, this will also support CPIR's economic ambition of promoting a heritage related tourism offer.

The Redruth Action Plan Project (RAPP) 2011, is the Redruth element of The Camborne, Pool, Illogan & Redruth Framework [March 2017] which supports the DPD and sets out a vision and integrated strategy for the future sustainable growth and regeneration of Redruth Brewery Site and the Town Centre.

Camborne Pool Illogan and Redruth (CPIR) Green Infrastructure Strategy 2020-2030, published June 2021 was adopted by Cornwall Council in 2021. To support and invest in green infrastructure projects that will benefit residents across the Camborne, Pool, Illogan and Redruth (CPIR) area and beyond, reducing car use, increasing activity levels, fostering community and connecting us all with nature. The delivery of all new Green Infrastructure must align with the policies in the Cornwall Local Plan, particularly Policies 16 (Health and Wellbeing) and policy 25 (Green Infrastructure), and policies in the Climate Emergency DPD

Green infrastructure is a planned network of multi-functional green spaces and other green features designed, developed and managed to deliver quality of life and environmental benefits to local communities. It includes:

- Green Places – including parks, woodlands, informal open spaces, allotments, street trees, multi-use trails
- Blue places – rivers waterways and lakes
- Post-industrial mining areas.

The principles of the strategy are:-

- Encourage everyday activity & inter urban connectivity. Have active travel routes to the coast & countryside
- Protect and enhance existing valued green infrastructure & enhance biodiversity.
- Incorporate the historical & create greener more attractive town centre.
- Utilise existing routes and facilities
- Make green space useable. Create useable, multifunctional, multigenerational green spaces
- Maximise economic benefits.

Information relating to Redruth is included in the green infrastructure section of this document.

Cornwall Council Climate Change DPD was formally adopted on 21st February 2023. Policies relevant to all development are noted below in summary form.

Policy SEC1 – Sustainable Energy and Construction Development

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

- **1 The Energy Hierarchy** All proposals should embed the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation and landscaping in order to minimise energy demand for heating, lighting and cooling. All proposals should consider opportunities to provide solar PV and energy storage.
- **2a New Development – Major Non-Residential Development** proposals for major (a floor space of over 1,000m²) non-residential development should demonstrate how they achieve BREEAM 'Excellent'.

- **2b - New Development – Residential development proposals** will be required to achieve Net Zero Carbon and submit an ‘Energy Statement’ that demonstrates how the proposal will achieve:
 - Space heating demand less than 30kWh/m² /annum;
 - Total energy consumption less than 40kWh/m² /annum; and
 - On-site renewable generation to match the total energy consumption, with a preference for roof-mounted solar PV.

Where the use of onsite renewables to match total energy consumption is demonstrated to be not technically feasible (for example with apartments) or economically viable renewable energy generation should be maximised as much as possible; and/or connection to an existing or proposed district energy network; or where this is not possible the residual is 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 and encouraged where they:
 - a) conserve (and where appropriate enhance/better reveal) the design, character, appearance and historical significance of the building; or
 - b) facilitate their sensitive re-use where they have fallen into a state of disrepair or dereliction (subject to such a re-use being appropriate to the specific heritage asset).
- **4 Domestic and Non-Residential Renewables** -The Council will seek to support domestic and non-residential renewables such as solar panels where they require planning permission. Proposals should seek to minimise visual impact wherever possible. Proposals affecting heritage assets, including their settings, shall seek to avoid and minimise negative impacts on their significance and conserve the character of historic townscapes, landscapes and seascape.
- **5 Water** - All dwellings (including conversions, reversions and change of use) should achieve an estimated water consumption of no more than 110 litres/person/day through the incorporation of water saving measures where feasible. Development proposals for 50 or more dwellings and non-residential development with a floor space of 1,000 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 developments can be adapted to meet changing needs and how materials can be recycled at the end of their lifetime;

f) Providing adequate space to enable and encourage greater levels of recycling. Space requirements for residential developments should follow those outlined in the Cornwall Design Guide.

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.

A summary of new housing policy advice since the Cornwall Local Plan which is considered relevant to Redruth.

These are:-

- **Cornwall Council Climate Change DPD**
- **Chief Planning Officer's Advice Note on Providing Homes May 2023**
- **Chief Planning Officer's Advice Note on Affordability September 2022**

Cornwall Council Climate Change DPD

Policy AL1 Regenerative, Low Impact Development

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

- 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
- is demonstrably linked to a use of the land that will support a sustainable lifestyle for the development's occupants, be their principal residence and make a positive environmental and social contribution to Cornwall; and
- 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
- 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
- leads to the environmental and biodiversity regeneration of the site through a binding action plan and conserves and enhances the landscape character, heritage assets and heritage at risk and biodiversity of the site and surroundings; and
- is tied directly to the land on which it is located and new buildings are designed to have a low impact on the land and be removable and the land restored to an acceptable use at the end of an agreed period of time, or when the regenerative or low impact use ceases; and
- the proposal demonstrates a robust justification and improvement plan for the land use and sufficient land is available which can provide for the livelihood and substantially meet the needs of all residents on the site within a reasonable period of time and no more than 5 years from first occupation; and
- provides a trust or other bona fide mechanism for the management and running of the enterprise and the selection of any future residents or activity; and
- demonstrates that the proposals will have no unacceptable adverse impacts upon residential amenity or other neighbouring uses.
- where the above is satisfied permission will first be granted for a temporary period of up to 6 years subject to the condition that at five years from the developments first occupations, a Monitoring Report is submitted to the Authority reporting on how the requirements of this policy have been achieved. Following the grant of temporary permission, permanent permission will only be granted where the Authority is satisfied that the policy requirements have been and will continue to be met.

Policy TC5 of the Climate Emergency DPD enables small scale housing to support employment and community facilities.

Chief Planning Officer's Advice Note on Providing Homes May 2023.

Cornwall is experiencing a housing crisis. The cost of buying or renting a decent home has risen faster than wages, leaving many households priced out of the market. Cornwall also experiences competition for its housing stock because of its popularity as a holiday destination which also impacts on the availability and affordability of existing homes. There are not enough affordable homes to meet local people's needs. These problems are currently significantly worse than before the pandemic. This is reflected by the number of people who are becoming homeless and needing help to find a home. Before the pandemic around 250 households were in temporary and emergency accommodation at any one time. In May 2023 there are now 719 households across Cornwall in temporary and emergency accommodation.

Securing Homes for All: A Plan to respond to Cornwall's Housing Crisis, was considered by Cabinet on 15th December 2021 & agreed. It is a material planning consideration in applications relating to the delivery of housing. Four main objectives were proposed:-

- homelessness prevention,
- increased availability of homes for local residents,
- a step-change in affordable housing provision,
- assuring delivery of the new homes needed under the Local Plan.

Cornwall Council recognises the impact of the housing crisis on the ability to recruit employees. This note recognises that this issue is not fully addressed by the current Cornwall Local Plan and it therefore sets out how accommodation can be delivered to meet those needs by businesses and future employees.

The Cornwall and the Isles of Scilly Local Skills and Labour Market Strategy, 2022 – 2030 sets out that their Employer Survey showed that 77% of employers have had difficulty recruiting. Those most affected are employers in Hospitality, Adult Social Care, Agriculture, Manufacturing and Construction. **Appendix 5 Redruth in Numbers** shows these are significant employment sectors for Redruth.)

Permitted Development Rights. Planning permission is not required for certain changes of use of buildings to residential use, subject to first seeking prior approval from the local planning authority. For example, change of uses from Class E (commercial, business and service) to dwellinghouses, and agricultural buildings to dwellinghouses. There are limitations and conditions that any such proposals will need to comply with to be eligible. Please see Planning Permission - Change of use - Planning Portal for a simple guide to the legislation.

The Chief Planning Officer's Advice Note on Residential Uses in Town Centres (Chief Planning Officer's Advice Note - Residential Uses in Town Centres cornwall.gov.uk) provides further guidance on permitted development rights in town centres, and guidance on dealing with planning applications for changes of use in town centres.

Where planning permission is required, the Council will give significant weight to the benefits of bringing vacant premises back into use. In some circumstances, it may be appropriate to support the reuse of entire buildings or blocks of buildings. The Climate Emergency DPD contains policies (TC1, TC2, TC3 and TC4) that set out support for diversification of uses and increases in residential uses as part of a more balanced town centre approach. This is in recognition of the Government's policy aims behind the permitted development rights and the flexibilities promoted by them and the use class order.

Annexes. Cornwall Council recognises the role that annexes can play in providing homes for the extended household. The Cornwall Council Annexe Guidance Note provides advice on the policy considerations, validation of such applications: Annexe Guidance Note May 2020 (cornwall.gov.uk)

Policy AL1 of the Climate Emergency Development Plan Document makes provision for homes adjoining or well related to settlements, comprising an existing farm or whether the location can be justified in terms of the activity being undertaken where travel patterns for day-to-day needs can be met sustainably. This is for low impact housing, that is broadly self-sufficient and bringing about positive environmental enhancements. Policy TC5 of the Climate Emergency DPD enables small scale housing to support employment and community facilities.

Use of Modular Units Modular units within towns or other settlements to provide short-term accommodation for employees would accord with the housing strategy set out in Policies 2 and 3 of the CLP, and Policy 1 of the Site Allocations Development Plan Document (DPD). It will be important to ensure that this approach does not result in substandard accommodation in the short term.

Applications should demonstrate that the internal and external spaces are appropriate, having regard to the likely time periods for occupation.

Build to rent is an opportunity for employers to manage both the affordable and private market rental units within a new development. Build to Rent is a product that may be suitable to meeting particular needs such as employment rather than a substitute for traditional rental delivery. Affordable rented housing is owned and rented by Registered Providers unless part of a Build to Rent Scheme. Affordable private rent and private market rent units within a development should be managed collectively by a single build to rent landlord. A minimum 3-year tenancy will need to be offered by 'family friendly tenancies'. Eligibility for occupation of the affordable private rent units should be agreed between scheme operator and LPA. Cornwall Council would require the local connection criteria and would assess the affordability of the homes. The affordable units would be capped at local housing allowance, in order to ensure affordability.

Options for housing delivery outside existing settlements -There may be opportunities to provide staff accommodation at existing businesses, or there may be opportunities elsewhere where sustainable transport links can be provided between the accommodation and the business.

Temporary Accommodation: Applications for temporary uses of land, including the stationing of caravans for staff accommodation will be looked upon favourably by the LPA where it is demonstrated that the accommodation will meet an urgent need for staff accommodation where those needs cannot be met by existing housing provision. The Council expects these types of applications to demonstrate that the residents will be able to access their place of work and services by a range of sustainable transport modes. The homes should be well located in relation to the existing business they are seeking to support. Any permissions would be subject to conditions requiring the units to be occupied by the staff/ removed from the site when no longer in use/time limited to a reasonable period which reflects the accommodation needs.

Change of use of existing holiday units: it is proposed that a new use class is developed for second/holiday homes which would give the council control over the future of local housing stock. In addition, in the longer term, the Council hopes some of the homes that are currently being used as holiday lets to revert back to permanent homes. It may be appropriate to change the use of existing holiday accommodation to permanent residential accommodation. The Council will support the use of existing holiday accommodation on a temporary basis to address the urgent affordable housing need. There are Chief Officer Planning Advice Notes for both topics.

Live/work units outside of settlements: The development plan allows new business development where it is well related to settlements and makes specific provision for live-work units. The Council will take a supportive approach to proposals for on-site accommodation for employees as part of a live-work proposal where the employment element accords with Policy 5 of the CLP. The need to travel would be reduced by working and living at home, and residents should also have option to travel by a range of sustainable transport modes. This is not intended to permit isolated homes in the countryside.

Local needs homes: There are existing homes that are restricted by local connection criteria but are not subject to any price restriction. Due to the lack of price restriction these are of less benefit to meet affordable housing needs. In these cases, the Council would be happy to waive their nomination rights to enable employers to rent these out to qualifying employees (i.e. those that meet the local connection criteria).

Self-build: The Securing Homes for All: A Plan to address Cornwall's Housing Crisis identifies the need to support the increased supply of sites and accelerated delivery of housing including custom and self-build. Self-build or custom build helps increase consumer choice, diversify the housing market and could contribute towards addressing Cornwall's Housing Crisis. The basic premise of self-build housing is that if a site is suitable for housing, it is suitable for self-build housing. Affordable self-build may provide a solution for those people whose needs may not be met by the market and who are unable to find a suitable affordable home in their area. Policy 9 of the Cornwall Local Plan 2016 supports the provision of affordable led developments outside but adjacent to the existing built-up area of smaller, villages and hamlets. The Council has published a Chief Officer note providing more detail on the provision of self and custom-build homes.

First Homes: Cornwall Council are not actively requiring First Homes as part of an affordable housing scheme; however, these schemes remain an option for developers. First Homes are designed to allow people to get on the housing ladder in their local area, and to ensure that key workers providing essential services can buy homes in the areas where they work. Cornwall Council has not identified a definition of key worker. Cornwall Council's Chief Officer Note on First Homes applies Cornwall's local connection criteria, meaning that housing should meet a need in the primary parish or town in which the development is located before cascading out (the local eligibility criteria applies for a maximum period for 3 months). First Homes are available to purchase by anyone meeting the definition of a 'first-time buyer' for stamp duty purposes and should have a combined household income of less than £80,000.

Exception sites: Policy 9 requires that the occupation of the affordable homes must be to those with a housing need and local connection to the settlement or parish. However, this will not help employers or employees if potential workers do not already have a local connection. A local lettings plan (subject to first meeting the eligibility criteria in the s106) could include priority to be given to the local employment sector where this is justified by the housing needs that the development is seeking to address. The section 106 could also include provisions for employers to enable priority of intermediate forms of affordable housing to go to workers who also fulfil the local connection criteria, again where this is justified by the application.

Where open market housing is shown to be essential for the successful delivery of the site based on a detailed financial appraisal, this could be rented by the employer with no restriction. The Council encourages schemes that come forward which are employer led to ensure that all homes on exceptions sites are meeting the needs of the local community and businesses. Registered providers can apply for grants to deliver additional affordable housing beyond that required by policy. An employer could work in partnership with a registered provider to deliver a site as an 100% affordable housing scheme.

Chief Planning Officer's Advice Note on Affordability September 2022

Policy 8 of the Cornwall Local Plan 2016 sets out the requirements for affordable housing. Policy 8 explains that the Council will typically seek a split of 70% affordable rented and 30% intermediate housing for rent or sale. The policy does not specify which rented tenure is required but restricts the initial rent level (inclusive of any relevant service charges) to not exceed the housing allowance. This is typically associated with affordable rented homes.

Affordable rented homes are restricted to no more than 80% of the local market rates. Social rented tenure is linked to affordability for people in housing need. The rent is typically lower than affordable rent. The Housing Supplementary Planning Document (Housing Supplementary Planning Document (SPD) - Cornwall Council) sets out that the rent will vary depending on location and house type, but the evidence shows that typical rents were equivalent to 45-55% of open

market rents. The Council expects developments to deliver their rented proportion of affordable homes as social rented housing.

Cornwall Council has undertaken viability testing to ensure that the delivery of social rented homes rather than affordable rented homes maintains the same viability. The viability testing was undertaken across Zones 1 – 5 and across a range of typologies. **Redruth is Value Zone 5. The split is 50% social rented and 50% intermediate housing.**

A summary of new Town Centre policy advice since the Cornwall Local Plan which is considered relevant to Redruth.

Cornwall Council Climate Change DPD adopted in 2023 contains 5 policies relating to Town Centre development. The four policies relevant to Redruth NDP policies are detailed in summary here.

Policy TC1 - Town Centre Development Principles

1. 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.
2. 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 conservation and enhancement of the historic environment and heritage assets and promotion of sustainable lifestyles by, for example, reducing the need to travel and improving access to public transport. Regard should be given to how the development proposed would help deliver or support the towns' Place Shaping Vision and Priorities, where such a document exists.
3. 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.
4. All development should complement the local distinctiveness of our town centres, responding to the culture of the community and enhancing the historic environment, including public realm; where possible improving conditions for active travel, public transport, play and general amenity including green infrastructure and open space and be designed for safety and security. The conversion of ground-floor retail units or redevelopment of buildings should encourage activity and vitality; where these are converted to residential use consideration should be given to retaining the historic street frontage and keeping an active use, such as for workspace or home office.

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

The Council supports the development of locally led Place Shaping Visions and Priorities to help manage the transition of town centres to community focused and sustainable spaces. Locally produced town centre strategies will be material to determining planning applications. Vision and Priorities should take a proactive approach to planning for retailing and related community and cultural facilities and services to:

1. support the role of the town centre to secure a sustainable mix of retail, facilities, housing and cultural facilities set within an attractive public realm to create strong, lifetime neighbourhoods;
2. provide a decision-making framework that helps maintain, manage and enhance the vitality of the town and provide a mix of uses including shopping and facilities which provide

local goods and services, especially essential convenience and specialist shopping or valued local community assets, including pubs and social facilities;

3. identify areas where it would be appropriate to promote changes of use from retail to other uses and facilities, including the development of high-quality housing for a variety of residents, especially where they are accessible by walking, cycling and public transport and would support the town centre;

4. support attractions and uses that bring people into town such as markets including any facilities or changes to road systems and the creation of pedestrian focused spaces necessary to accommodate them and to contribute to the vitality of town centres;

5. manage and support distinctive clusters of uses to create diversity in town centres;

6. support:

a) the broader vitality and viability of the centre and add to its quality and diversity of offer; b) sense of place, local distinctiveness and identity;

c) community safety or security;

d) supporting transport through creating opportunities for accessing a number of facilities and services;

e) health and well-being and the social, cultural and heritage value of the centre;

f) improved public realm through conservation and enhancement of historic assets and their setting, green infrastructure provision designed to enhance the character and distinctiveness of each town centre, including where appropriate street trees, pocket parks and orchards and biodiverse public spaces;

g) opportunities for promoting shared travel solutions and co-mobility, including through the locations for car club vehicles and to support cycling including the provision of well-located suitable, highly accessible and safe and secure bike parking, charging and storage.

Policy TC3 - Diversification of Uses in Town Centres

1. Development in town centres, including in primary retail areas, will be supported where they will positively contribute to a mix of uses so that centres become community hubs that people want to visit.

2. Proposals for redevelopment or larger scale reuse in town centres will be supported where they will help to provide the following benefits:

a) sustain and enhance the vitality and viability of the centre;

b) accommodate economic and/or housing growth through intensification of existing buildings and spaces;

c) support and enhance the competitiveness, quality and diversity of the town centre offer of retail, leisure, employment, heritage and cultural, other consumer services and public services;

d) are of a scale in keeping with the centre;

e) promote access by public transport, walking and cycling;

f) promote safety, security and lifetime neighbourhoods;

g) contribute towards an enhanced natural environment, urban greening, public realm and links to green infrastructure;

h) conserve and enhance the historic environment and heritage assets and their setting;

i) reduce delivery, servicing and road user conflict, including the creation of pedestrian dominated areas.

3. Splitting of large retail or commercial units that are no longer required or sustainable will be supported where it will create a supply of unit sizes responsive to the local market, support innovation in creating economic resilience and cultural heritage and facilities and maintain or enhance the character and appearance of the host building. The creation of

flexible space and mixed uses for temporary or collective uses will be encouraged to bring buildings back into use.

4. The provision of cultural facilities, community and non-residential institution uses such as clinics, nurseries or schools should be encouraged and located in places that maximise footfall to surrounding town centre uses.

5. New housing uses should be provided in redevelopment of buildings or sites at a density that maximises the benefits of being sustainably located whilst ensuring that residential amenity is provided for, ensuring that they do not lead to conflict with existing permitted uses or premises in the area.

Policy TC4 – Density of Development in Town Centres

1. New residential development in town centres should make best use of land and buildings, taking into account the availability of services within walking and cycling distance and accessibility by public transport.

2. Development proposals that provide a well-balanced and diverse range of high-quality housing, providing a range of tenures and sizes will be supported. A mix of family homes, smaller households, older people’s housing and student accommodation are encouraged.

3. Development proposals shall conserve and enhance the significance and settings of heritage assets and historic townscape character.

4. Development in town centres should not result in the loss of green space and should create opportunities for enhanced green infrastructure and green spaces in line with a Cornwall Council approved metric. Where appropriate developments should contribute to the planting of street trees and the creation of pocket parks.

A summary of new Transport policy advice since the Cornwall Local Plan which is considered relevant to Redruth.

The Transport Local Cycling and Walking Infrastructure Plans for CPIR, (LCWIP) completed 2022.

The LCWIP team were provided with our transport consultation work gathered through the 2020 & 2021 Issues Consultation & also The Issues Consultation Draft V8 of Redruth NDP document.

The LCWIP document sets the strategic walking and cycling route improvements for the whole CPIR area including Redruth. The LCWIP makes the following specific proposals for Redruth:-

- The Neighbourhood Development Plan draft policies are referenced on page 17.
- The HSHAZ masterplan town centre improvements are included on page 34.
- Cycling routes CO2, CO6 & CO7 are the strategic proposals for Redruth with route CO6 including proposals to complete the Tolgus Trail with the Phase 2 connection from The Gold Centre to Redruth Town Centre.
- Walking route WO8 is the strategic walking route proposal for Redruth.

Camborne Pool Illogan and Redruth Green Infrastructure Strategy 2020-2030. This strategy adopted in 2021, supports inter-urban connectivity and active travel routes to the countryside and coast.

This strategy identified ‘Being able to move around without using a car’ as the single most important ambition for this strategy – both across the urban area and further afield, particularly to the coast. Encouraging people to walk or cycle has huge health benefits, reduces carbon emissions, and can increase social interaction. People are more likely to walk or cycle if there are safe and pleasant routes to key destinations. CPIR already has many cycle and walking routes, but they do not always connect well; there are already plans to improve many of these routes, both across the urban area and out to the coast and countryside.

Cornwall Council Climate Change DPD has 3 policies relating to transport. These are:-

Policy T1 – Sustainable Transport

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

Development should be designed to:

1. Facilitate integration between different modes of travel, especially walking, cycling and public transport. Every opportunity should be taken to connect to, and benefit from, existing walking and cycling networks and to maximise permeability for these modes within and outside of sites;
2. Integrate with the existing settlement through inclusive, active travel networks ensuring easy and sustainable connections to community facilities and infrastructure and enabling connections to potential future travel modes;
3. Provide conveniently located and secure cycle parking, including private home provision throughout the development, including close to the development access points, and benefiting from natural surveillance;
4. Provide an appropriate level of safe, secure, accessible and usable parking provision having regard to policy T2 and reflecting principles set out in the Cornwall Design Guide and the level of accessibility by walking, cycling and public transport.
5. Deliver more sustainable streets including by;
 - 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.

Policy T2 Parking

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

- 1) Follow the travel hierarchy by prioritising parking and storage for non-vehicular modes in terms of proximity to dwellings, followed by car club spaces, electric vehicle charging spaces and finally parking for other vehicles; and
- 2) Proposals should meet the Council's parking standards, including the provision of dedicated cycling facilities, as set out in the Parking Standards Guidance, taking into account opportunities for reducing the need to travel, creating opportunities and incentives for active travel and the local context; and
- 3) Provide accessible, secure, and convenient cycle parking for all users, located in prominent locations; and
- 4) Parking provision for vehicles and bicycles should incorporate integrated green infrastructure, street trees and sustainable drainage in line with the Cornwall Design Guide; and
- 5) Cars should be accommodated in, but not dominate layouts. Residential car parking should 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) Parking and charging infrastructure should be carefully sited and designed so as to conserve and enhance the significance of heritage assets, including their settings, and historic streetscapes; and.

7) Provide electric charging points for cars and bicycles in line with the following as a minimum:

- 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
- 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.

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.