



To all members of Planning and Development Committee

Councillors : Val Bugden–Cawsey, Roger Creagh–Osborne, Dave Gordon, John Harris, Brian Hogan(Town Mayor) , Jane Nancarrow, Leighton Penhale, Rob Tremain, Margaret Young (Deputy Mayor)
cc All Councillors; Chairman, Chamber of Commerce; Amy Dennis (C&DPost)

You are summoned to an Extraordinary meeting of the Planning and Economic Development Committee on Thursday 3 November 2016 at 7.00 pm in the Otho Peter suite. The agenda is set out below.

A handwritten signature in black ink, appearing to read 'C. W. Drake'.

Christopher Drake
Town Clerk

28 October 2016

AGENDA

1 Apologies for Absence

2 Declarations of Interest

Councillors are reminded that if a councillor has a registered disclosable pecuniary interest, or a non-registerable interest, in any agenda item s/he must leave the room while that item is discussed, unless a written request for a dispensation has been agreed.

3 Public Representation Session

An opportunity for local residents to make representations to the Council or to ask questions relating to items on the agenda. (Please note that a maximum time of 15 minutes will be allowed for this session and there is a time constraint of 5 minutes per speaker)

4 Public Consultation on the Site Allocations DPD

To consider a response to the consultation on the Preferred Options version of the Site Allocations Development Plan Document (attached)

5 Cornwall Council – Planning Decisions to note

Application: PA16/08051

Proposal: Construction of a dwelling (amendments to approved scheme Ref PA16/00391)

Location: Land South West Of Rosehill Tavistock Road Launceston Cornwall

Decision: APPROVED

Town Council: Supported

Application: PA16/09061

Proposal: Application to modify planning obligation dated 21.10.2013 in respect of decision notice PA12/07683 to allow Launceston Town Centre Initiatives contribution to be paid prior to occupation of the foodstore, rather than on commencement of development

Location: Land South East Of Pennygillam Industrial Estate Slate Quarry Hill Launceston Cornwall

Decision: REFUSED

Town Council: The Town Council objected to the application as payment should be made on commencement of works to the food store

6 Correspondence and items to note:

1. Any correspondence received prior to the meeting

Dates of the next meetings, all at 7pm

Thursday 10 November

Thursday 1 December

Thursday 22 December

12. Launceston

12.1 Launceston lies to the east of Cornwall and is the historic gateway of the county. It is a relatively self-sufficient town and acts as a service centre for the surrounding parishes in both Cornwall and Devon. The town, with its prominent Norman Castle, sits in a strategically important location overlooking the Devon border and is centrally placed between the north and south coasts. The south of the town is bordered by the A30 trunk road and consequently benefits from good strategic road links to the rest of Cornwall, Exeter (the start of the M5) and other parts of Devon.

12.2 Key Facts:

Population (2011 Census) :	9,216
Dwellings (2011 Census):	4,164
Average house building rate (2005-2015):	97 per annum
Housing need (Bands A-E) October 2013:	516
Number of jobs (2011):	4,113 (full); 2,125 (part)
Average Wage (ONS Annual Survey 2013):	£418 per week

12.3 The following pages summarises the strategy for Launceston; more detail on the strategy can be seen in the Launceston Town Framework, which can be viewed on Cornwall Council's website.

Launceston: Vision, Objectives and Targets

Launceston's Vision

12.4 Launceston's vision is:

For the people of the historic capital of Cornwall and its surrounding area to enjoy an improving quality of life based on a thriving economy that respects the natural and built environment, with Launceston enhancing its role as one of Cornwall's economic hubs.

Launceston's Strategic Objectives and Targets

12.5 The Cornwall LP:SP sets out eight Strategic Objectives for the wider Launceston CNA, together with housing and economic targets for the plan period (through to 2030). The Strategic Objectives can be read in full in the Cornwall LP:SP and relate to issues such as: the provision of affordable housing; the enhancement of employment opportunities; and the delivery of infrastructure.

12.6 In relation to specific housing and economic targets, Cornwall LP:SP Policy 2a sets out the following targets over the plan period:

- Provision of around 1,800 dwellings for Launceston town in the period up to 2030; and,
- Provision of 14,083sqm of B1a office space and 28,167sqm of industrial space in the Launceston CNA.

12.7 To complement the Strategic Objectives of the wider CNA, Launceston has established a series of localised objectives as follows:

- 1 To facilitate economic growth and an improved quality of life, enhancing the attractiveness of the historic town as a place to live, work in and visit, for this and future generations;
- 2 To better use the town's location to its advantage, in respect to attracting more employers and visitors;
- 3 To encourage growth in employment by ensuring ample provision of land suitable for this purpose, together with the required supporting housing and infrastructure;
- 4 To deliver a range of housing stock and mixed communities, providing housing that will support the existing and future needs of the local community (including affordable housing);
- 5 To protect and enhance the natural and historic environment in and around Launceston and enhance the area's tourism offer;
- 6 To enhance the quantity and quality of Launceston's publicly accessible green infrastructure to improve health and wellbeing; and,
- 7 To deliver new development utilising the highest possible build and design standards, that looks to the future whilst is sensitive to its surroundings.



Launceston Castle incorporating a 13th century round tower built by Richard, Earl of Cornwall inside an earlier circular shell-keep.

Launceston: Overarching Strategy and Concepts

12.8 Launceston will build upon the town's strengths, strongly promoting itself as a strategic commercial centre for east Cornwall and parts of west Devon. There is an opportunity to further exploit Launceston's location on the A30 and enhance the town as one of Cornwall's economic hubs; in doing so offering a good location within Cornwall for businesses operating in the distribution / logistics sectors.

12.9 Launceston will also deliver a range of housing, which supports the delivery of mixed communities that will provide for the existing and future needs of the local community, including affordable housing. Housing delivery is prioritised to the existing urban area, but this alone will not cater for the targeted growth, so an urban extension is also required.

12.10 The main area for future growth is identified to the south of the A30, connecting to and reinforcing the existing communities and commercial development within these areas. Growth within this location, within and beyond the Plan period, will offer the opportunity to create the critical mass, and connections, to enable these expanded communities to become more sustainable neighbourhoods of Launceston. Furthermore, development in this location can link to many of the town's key facilities, such as the town's hospital, health centre and retail, which are already located in this area.

12.11 As well as providing residential growth, this southern location is also considered best placed to accommodate future economic growth. It provides good access to the A30, making it a commercially attractive location and a key requirement when aiming to enhance Launceston as a potential location for industry, including the distribution sector.

12.12 To support the growth of Launceston's economy, it is also important to protect its existing industrial base; as a result the town's three strategically important employment sites are safeguarded.

12.13 It is important for Launceston that future retail is focused towards the town centre, with a resistance against out of town development that would negatively impact upon the core of the town. Whilst there are limited opportunities to provide large footprint stores within the town centre, there are smaller redevelopment opportunities that would also support the regeneration of the town centre.

12.14 Figure Lau1 sets out the sites which this document allocates and safeguards. Furthermore, Figure Lau1 also identifies future directions of growth for both residential and commercial development. The future directions of growth highlight Launceston's growth beyond the Cornwall LP:SP targets and as such are not anticipated to be delivered until beyond the Plan period (2030); but their eventual delivery will support long-term aspirations for the delivery of new highway infrastructure.

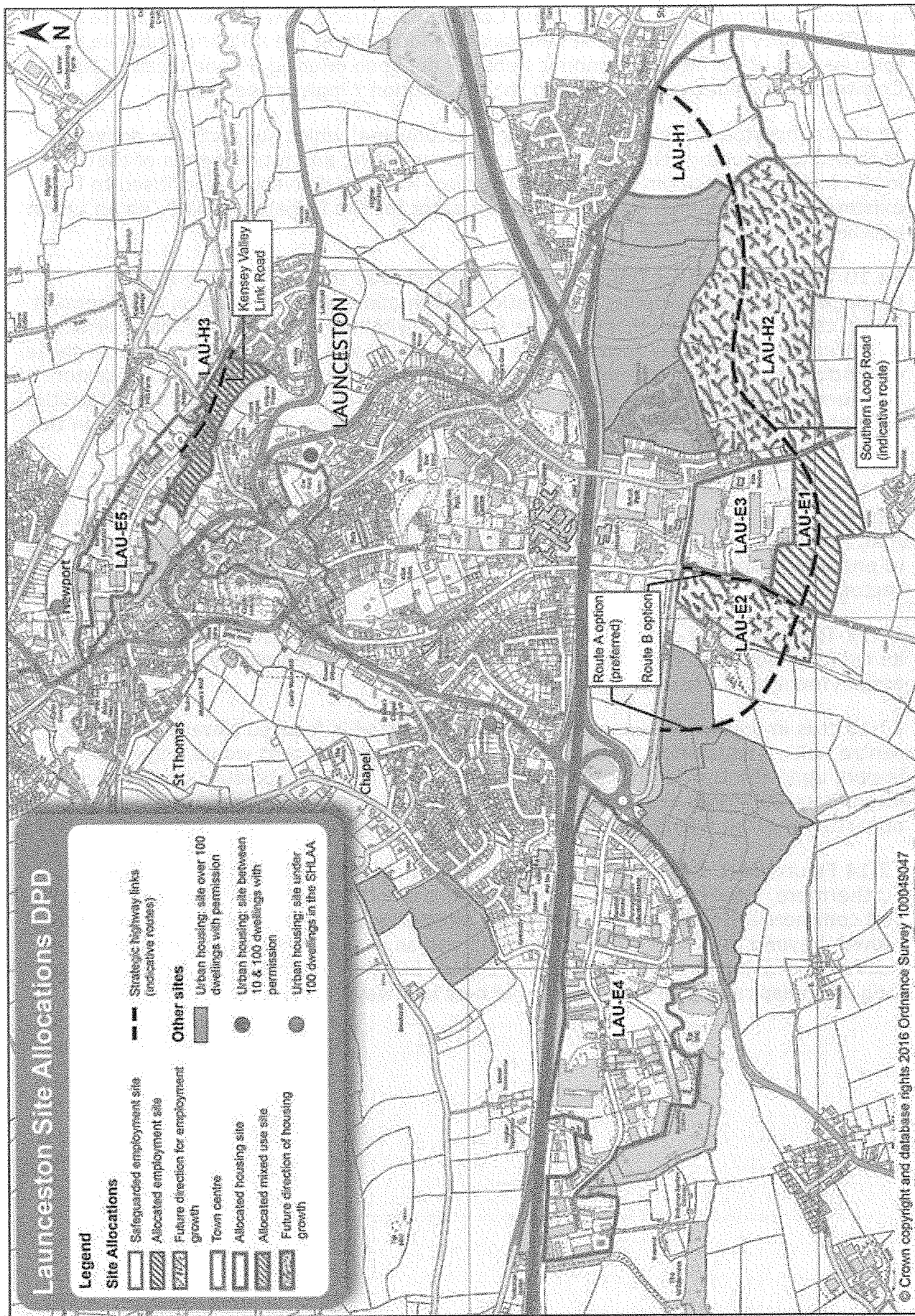


Figure Laun1. Launceston Strategy Map

Economic Growth

12.15 One of Launceston's key objectives over the Plan period is to encourage economic growth; in doing so, improving both the quantity and quality of jobs on offer.

12.16 Local employment is concentrated in industries such as manufacturing (food and drink), retail and services sectors, including education and health. The town is considered to be a key 'Gateway to Cornwall' but it is also conversely a key 'Gateway to the rest of England'. As a consequence of its location adjoining the A30, Launceston enjoys a better balance of travel distance to all parts of Cornwall and Devon by road than any other town in the two counties. Therefore there is an opportunity to take greater advantage of its location within Cornwall and the wider South West Peninsula.

12.17 Launceston's location on the strategic highway network represents a good location for industrial and particularly distribution related businesses, representing a location for national and regional businesses to access the South West market and for Cornish businesses to access the rest of the UK.

12.18 In addition to distribution, Launceston already has strong links to food manufacturing and agriculture and will continue to promote itself as a hub for these industries.

12.19 The Cornwall LP:SP document indicates that the Launceston CNA should deliver 14,083sqm of B1a office space and 28,167sqm of industrial space. Table Lau1 sets out progress towards delivery:

Launceston - Employment land (B use classes)		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	14,083	28,167
Net Completions Apr - 10 to Mar - 16	-658	11,021
Net extant planning permission / under construction (at Mar -16)	545	3,050
Residual Local Plan Target	14,196	14,096

Table LAU 1. Launceston - Employment Land

12.20 The assessment indicates that a further 28,000sqm of employment space needs to be provided to deliver the CNA's employment targets.

12.21 To achieve the stated economic aspirations, it is important to provide land that is well connected to the A30, is relatively flat, and offers the opportunity to link it to the existing urban area. As a result, Landlake Road (LAU-E3) is identified as Launceston's strategic location for future economic growth within the Plan period. The site represents a natural extension to the existing Scarne Industrial Estate.

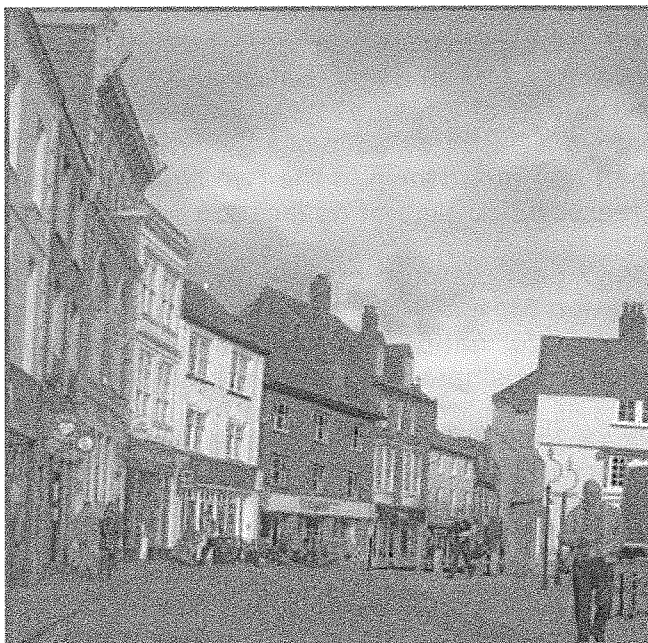
12.22 The importance of Launceston's existing industrial estates, as key employment generators for the town and surrounding area, are recognised. As a result, three existing sites are identified as being strategically important and should be safeguarded for employment uses in line with Policy 5 of the Cornwall LP:SP document; these are at Scarne (LAU-E3), Pennygillam (LAU-E4) and Newport (LAU-E5).

12.23 A future direction of employment growth has also been identified (LAU-E2), which links to Scarne Industrial Estate (LAU5) and the Landlake Road allocation

(LAU3). It is recognised that access to the A30 represents an important component of identifying commercially attractive employment sites, particularly industrial uses. This site represents one of the few remaining areas that can gain easy access to the strategic network, as a result this represents the best location for growth either beyond the Cornwall LP:SP target and / or beyond the Plan period (2030).

Retail

12.24 Launceston has an attractive town centre, characterised by the castle, medieval wall and numerous historic buildings. However, the historic nature of the town also brings its drawbacks, with a lack of medium to large retail units and the constrained vehicular routes. The nature of the retail offer within the town centre is focused on comparison shopping, from primarily independent retailers, with a small amount of top-up food shopping. On the periphery of the town is its main convenience retail offer, plus there is a small cluster of larger footprint comparison retail units on Hurdon Road.



Launceston town centre

12.25 The retail offer provides the convenience needs for the town and hinterland, as well as other day to day essentials; but the comparison offer is more limited, as a result of the town centre's constraints and its proximity to two of the south-west's largest retail centres, Plymouth and Exeter.

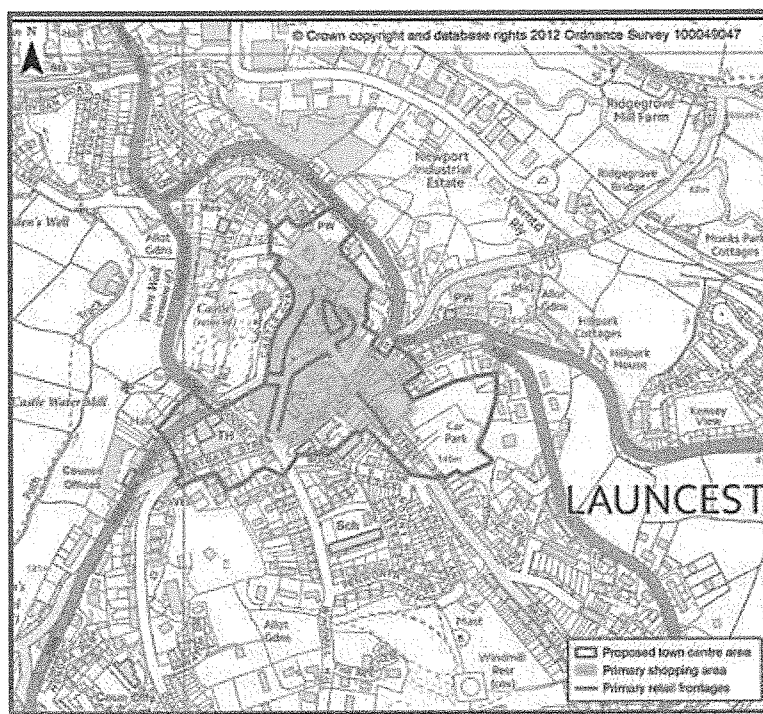


Figure Laun2. Launceston Town Centre

12.26 The Cornwall Retail Study Update 2015 indicated that there would be capacity for approximately 2,000sqm of convenience floorspace and 2,200sqm of comparison floorspace between 2015 and 2030; although the study indicates that capacity is very limited for the next 5 to 10 years¹.

12.27 The lack of available larger sites within or on the edge of the town centre, together with the timeframe when the additional retail capacity is estimated to come to fruition, means there is not the intention to allocate any sites for retail development at the current time; however this position will be monitored. Despite this, the Launceston Town Framework highlights some small town centre site options that might benefit from reuse / redevelopment for retail purposes, in doing so supporting regeneration activity for the town centre.

12.28 As well as delivery of new floorspace in the medium to long term, there is an opportunity to improve the quality of the town centre offer, to create an inviting location which enhances the town centre's leisure and tourism roles, which in turn can support the retail offer. Opportunities that exist include:

- Rationalise the on street parking provision within the town centre;
- Shopfront improvements scheme;
- Public realm improvements that give greater priority to pedestrians and cyclists;
- Extend the opening hours of the castle to cater for an increasing number of winter visitors; and
- Restore the historic open space known as Upper Walk and encourage its use as a public amenity

Housing Growth

12.29 The delivery of good quality housing that meets future demand represents a key strand of the overall strategy for Launceston. Delivery of housing growth in Launceston utilises two elements; with the first being the prioritisation of appropriate sites within the existing urban area. Whilst the majority of the growth can be accommodated from extant permissions and other sites within the existing urban areas, it is recognised that an urban extension is also required to meet the Cornwall LP:SP target.

12.30 The Cornwall LP:SP document targets the delivery of 1800 dwellings for Launceston and Table Lau2 sets out current and estimated delivery.

Launceston - Delivery against Housing Target	
Target	1,800
Net Completions (Apr -10 to Mar - 16)	367
Net Extant permissions (at Mar - 16)	906
Net windfall projection	90
Net additional urban capacity	90
Residual target to be delivered by allocations	347

Table LAU 2. Launceston Delivery against Housing Target

1 Cornwall Retail Study Update 2015. Figures represent net sales area

12.31 The outcome of these assessments demonstrates that there is a need for land to be allocated to accommodate at least 347 dwellings.

12.32 In identifying the most appropriate locations to accommodate housing development, an assessment was carried out which examined all potential land adjoining the built edge of the town. The details of this are contained within the Site Allocations DPD: Launceston Housing Evidence Report, which can be found at www.cornwall.gov.uk. As a result of this assessment, two sites have been identified to accommodate the residual requirement within the Plan period: Kensey Valley (LAU-H3) and Withnoe (LAU-H1).

12.33 Redevelopment of Kensey Valley (LAU-H3), located within the existing urban area, would deliver housing in a sustainable location, as part of a mixed use scheme that also incorporates employment space. The site must also facilitate the completion of the Kensey Valley Road, linking the A388 between Kensey Valley Meadow and Newport Industrial Estate.

12.34 Withnoe (LAU-H1) provides the opportunity to enhance links and facilities to the south of the town. Currently, the neighbouring area of Stourscombe suffers from a lack of community facilities and a core to the neighbourhood, which is exacerbated by it being located on the opposite side of the A30 from the majority of the town. However recent planning approvals to the south east of the town propose, as part of a residential development, a new primary school and a public house with ancillary letting rooms.

12.35 When the existing neighbourhood of Stourscombe is combined with the permitted development and Withnoe (LAU-H1), it will provide an extended neighbourhood that is more sustainable, containing more services and facilities for both the existing and future residents.

12.36 Finally, a future direction of housing growth (LAU-H2) has also been identified, which connects to Withnoe (LAU-H1). This represents growth that will deliver in excess of the Cornwall LP:SP target and, as a result, it is not required in the Plan period. However, the eventual delivery of this site will further strengthen the community to the south of the A30. One of the reasons for identifying the site at this stage, is the need to eventually deliver a new east-west 'Loop Road', to support longer term growth (i.e. beyond this Plan period). The Loop Road will go through the allocations at Withnoe (LAU-H1) and Landlake Road (LAU-E1); as well as the future directions of growth LAU-H2 and LAU-E2. The Loop Road would be delivered incrementally, but when complete will support longer term growth, as well as further enhance the accessibility of services and facilities within the various developments to the south of the A30, strengthening it as a sustainable neighbourhood.



New houses, Haye Common

Infrastructure

12.37 A fundamental element in the future regeneration and growth of Launceston will be the provision of supporting infrastructure, including improved healthcare and education facilities; investment in the area's utilities; plus the delivery of Transportation and Green Infrastructure (GI) projects.

12.38 Information on how the proposed growth for Launceston can be accommodated is set out on the following pages; whilst additional information is detailed within the Infrastructure Delivery Plan. Site specific requirements are contained within individual site allocation policies, where required. Please note that the following information relates to the delivery of the Cornwall LP:SP target; development of the Future Directions of Growth are likely to require further infrastructure.

Education

12.39 Primary: Launceston is served by three primary schools with a combined capacity to accommodate 630 pupils – Windmill Hill Academy (formerly known as Launceston CP), St Catherine's CE and St Stephens Academy. On the basis of current pupil forecasts and demand generated by the proposed housing growth, it is estimated that there will be a deficit of approximately 180 places by the end of the Plan period. Furthermore, the town's schools are currently experiencing capacity problems.

12.40 To address pressures within the Plan period, the development of a new primary school is planned, located to the south of the A30, where the town's growth is focused. This will be delivered as part of the approved development at Hay Common (PA11/00339). This will be a single form entry school, which will more than cater for the proposed growth.

12.41 Secondary: Launceston College is located on the outskirts of the town and has the capacity to accommodate 1385 pupils; by 2017 it is estimated that it will be operating with a spare capacity of approximately 150 places. It is anticipated that 200 additional secondary places could be required, over the Plan period, in order to meet demand generated by new housing in the CNA. A small increase in capacity at Launceston School might be required, near to the end of the Plan period, but is unlikely to require additional land.

Healthcare

12.42 Launceston has one healthcare facility, Launceston Medical Centre, which caters for 17,500 residents from within the town (approx. 60%) and surrounding villages. However, the facility is significantly undersized for its patient list. When factoring in the proposed housing growth for the town, it is estimated that a further 790sqm of healthcare facilities would be required to meet Premises Size Guidance; although only 250sqm is generated by the proposed growth. Furthermore, the proposed growth is estimated to generate demand for approximately 1.6 additional FTE GPs.

12.43 The Health and Care providers are looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the "bottom up" development of local care communities. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being

managed within 10 Localities across Cornwall. Launceston sits within the East Cornwall Locality (together with Liskeard, Looe, Callington and Saltash). Focus for this Locality has been on commissioning better support for frail, vulnerable patients living in the community. Its service development plans are based on providing an integrated community care team, based around GP Practices, providing services that meet the specific needs of individuals requiring support.

12.44 At the time of writing Launceston Medical Centre was working on proposals to provide a new facility, in doing so doubling the size of their premises. This would overcome the towns existing issues. To cater for the future growth, this can be accommodated through further expansion of this proposed facility, or the delivery of an outreach facility, which could form part of either the Withnoe Urban Extension (LAU-H1) or the future direction of growth (LAU-H2), depending upon when demand for a new facility is generated. Developers for each of these sites should liaise with Cornwall Council and NHS England on whether their site should provide the land necessary for a new surgery. Furthermore, the Locality team is continuing to progress initiatives that will provide local people with an alternative to visiting Plymouth's Hospitals.

Utilities

12.45 Water / Drainage - The proposed growth at Launceston raises some capacity issues for waste water treatment. The existing waste water works at Launceston are close to capacity, but its upgrade is within South West Water's 5 Year Business Plan.

12.46 Electricity - Western Power Distribution (WPD) has indicated that there will be no need to improve its strategic infrastructure to accommodate the proposed growth within the town. Furthermore, WPD has indicated that it is unlikely that the growth will trigger the need to upgrade the primary substations within the town. Cornwall Council will continue to work with WPD to review impacts of growth.

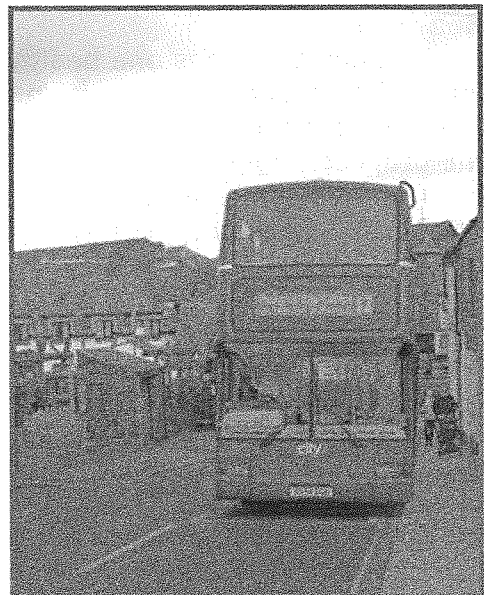
Transportation

12.47 Launceston's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, Connecting Cornwall – as set out in more detail in section 2.12.

12.48 The historic town centre of Launceston is situated to the north of the A30 and is largely built around the castle. Many of its streets are steep and narrow which can result in localised congestion and more challenging terrain for travel by bike and foot. The newer part of the town, including significant areas of employment, is situated to the south of the A30 and whilst it enjoys a more modern highway network, it is faced with the barrier of the A30 which can hinder travel by foot and bicycle, especially for journeys to the town centre and educational facilities.

12.49 Delivering a transport strategy, which sets out to maximise the highway capacity coupled with improved provision to support journeys by foot, bike and public transport, is fundamental to achieving the town's objectives over the plan period.

12.50 Assessments have identified the need to improve traffic flows on specific arms of



One Public Transport System for Cornwall

the Pennygillam roundabout, adjacent to the A30, which is the access point for Launceston's principal employment site. The works proposed include widening an approach and partial signalisation of Western Road offslip.

Elements of Launceston Transport Strategy	
Junction improvements	A30 Pennygillam Roundabout
	A30 Pennygillam off-slip/ Western Road priority junction
Bus improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, infrastructure, information, ticketing and branding that will significantly improving the offering to both existing passengers and non-users to improve the appeal of public transport, drive up patronage on bus and rail, making the network more financially viable. The improvements to bus, rail and ferry integration will be implemented to tie in with the delivery of a new rail timetable which provides 2 trains per hour on the mainline in Cornwall in December 2018.
Traffic Management	Improvements to traffic flows through Newport Square and Bridge
Walking & Cycling improvements	Town wide walking and cycling network
	Two new pedestrian bridges across the River Kensey at Newport and St Thomas
	Pedestrian crossing
Strategic Highway Improvements	Kensey Valley Link Road (to be delivered through the development of the Kensey Valley allocation (LAU-H3))
	Southern Loop Road (full link not required within Plan period)

Table LAU 3. Elements of Launceston Transport Strategy

12.51 Critical to the success of the transport strategy is the delivery of sustainable transport measures to support more trips by walking, cycling and bus. This is particularly important to overcome the barrier that the A30 presents between the communities located to the north and south of the road. Walking and cycling routes have been identified which will support access to employment, education and retail facilities.

12.52 Figure Lau2 and Table Lau3 identify the high level measures that will be required in Launceston to support future development. It should be noted that due to the cumulative impact of development across the town, the whole strategy will need to be delivered to ensure future resilience of the town's transport network. Developers of larger schemes will also be expected to produce comprehensive travel plans as part of their planning application' these will identify the specific, detailed on site improvements that may also be required as a result of more detailed transport modelling.

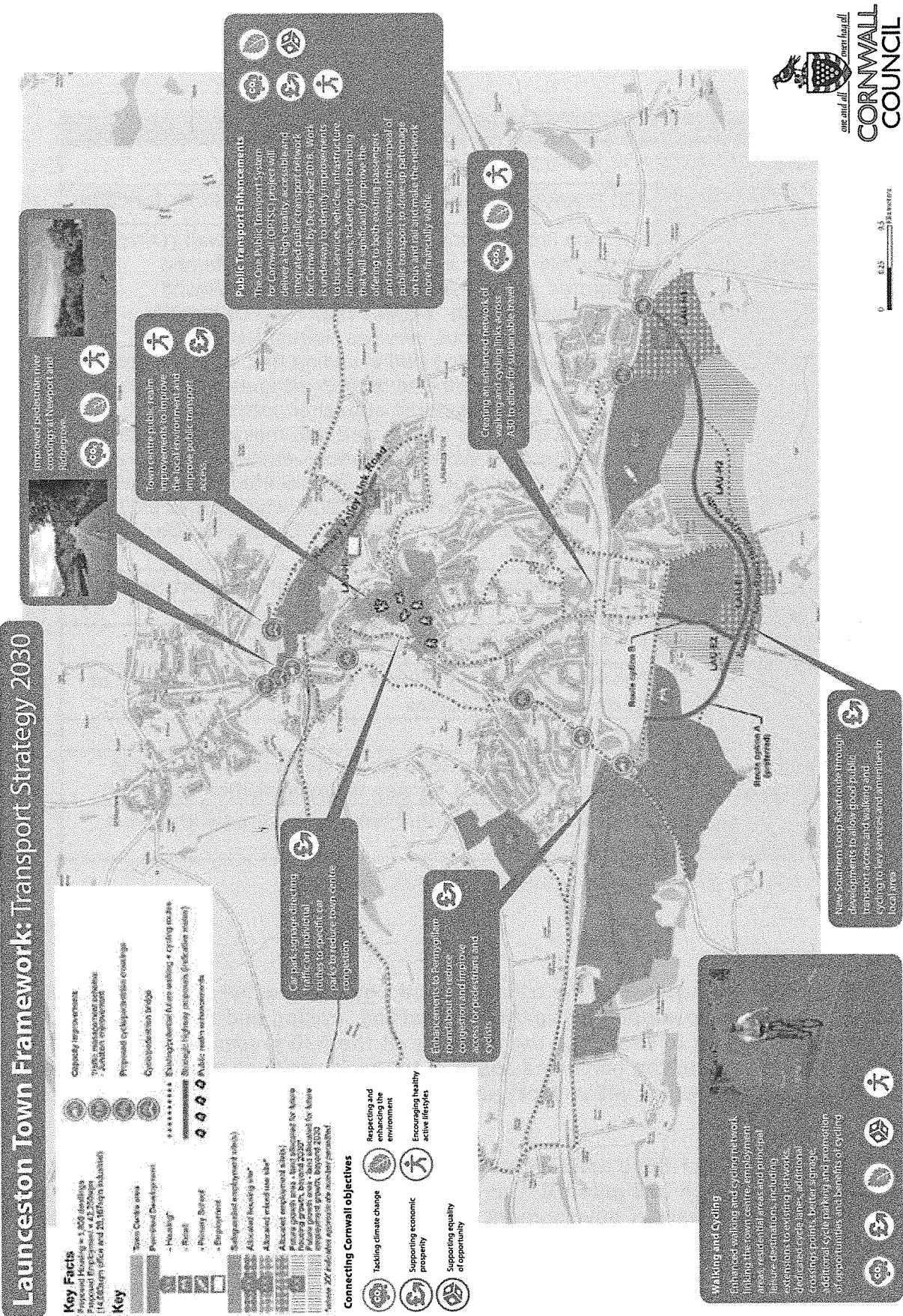


Figure Laun3. Launceston Transport Strategy Map

12.53 The delivery of a Kensey Valley Link Road will offer businesses operating from Newport Industrial Estate an alternative access to the A30, instead of going through the town centre. The route, connecting Newport Industrial Estate with the Kensey Valley Meadow, would be delivered through the development of the Kensey Valley mixed use allocation (LAU-H3).

12.54 Finally, delivery of a southern loop road needs to be developed to cater for housing and economic growth to the south of the A30, beyond the Plan period. However, elements of the road will need to be constructed as part of the growth proposals within Withnoe (LAU-H1) and Landlake Road (LAU-E1), so as to not constrain its future delivery. As a result, allocations LAU-H1, LAU-H2, LAU-E1 and LAU-E2 all need to support the delivery of a continuous vehicular route from the A388 to Link Road; with each allocation providing its element of the road, which will be constructed to provide the capacity necessary to accommodate the level of growth from the combined set of sites.

Green Infrastructure

12.55 Launceston's Green Infrastructure (GI) Strategy takes its lead from the Cornwall-wide GI strategy, as set out in more detail in section 2.13. The principle is to deliver a range of integrated functions from Launceston's GI assets and features, with the aim of increased use, more efficient maintenance, and environmental benefits. Whilst the GI elements will split into the four key elements, as set out below, their successful delivery will be through their integration. Elements of the overall GI Strategy are illustrated in Figure Lau3.

Biodiversity

12.56 The protection and enhancement, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as the ones listed below all provide important links which need to be protected, and enhanced where possible:

- The River Kensey Valley and its tributaries (although problems in connections exist where urban development encroaches on this link, particularly around the Newport area);
- The road verges of the A30; and,
- Lowley Brook and its tributaries, to the south of the town.

12.57 The existing network provides predominantly east to west connections and opportunities to enhance north to south linkages between these need to be sought.

12.58 Links out into the surrounding area should also be enhanced where possible. These include links to Landlake Wood, West Petherwin Wood, Trevallet Wood, Werrington Park and Higher Bamham Wood.

12.59 The key habitat corridors identified on the accompanying map have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.



Countryside walks along green corridors

Public Open Space

12.60 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. In comparison to the other main towns in Cornwall, Launceston has a significant under supply of some of these types of open space².

Launceston Open Space Requirements	
Type of space	Minimum Quantum expected per dwelling (where defined) sqm
Parks & Amenity Space	19.98
Natural & Semi-Natural Green Spaces	32.78
Public Accessible Sports Pitches	57.68
Children's Play Spaces	1.61
Teenager's equipped Spaces	0.58
Allotments	1.36

Table LAU 4. Launceston Open Space Requirements

12.61 Whilst there are various categories of open spaces, most highlighted within Table Lau4, the principles of multi-functionality will be sought, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role. The categories presented in Table Lau4 highlight the minimum open space required from future development. More detail on the assessment and requirements for future open space can be viewed within the Cornwall Open Space Strategy for Larger Towns in Cornwall.

12.62 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

Green Links

12.63 In line with the Transport 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. In addition to the benefits relating to reduced congestion, the improved network will provide an important recreational resource. The maintenance, upgrade and expansion of the area's green links form an important part of the overall strategy for the area. Principles of this improved network can be seen in Figure Lau3. Major development sites, including the site allocations, should come forward with pedestrian and cycle links incorporated, which help improve the network and make the developments and existing communities more permeable.

Flood Attenuation

12.64 A surface water management plan has been prepared which details the requirements and options available. This should be referred to when bringing forward development. It is estimated that some flood prevention and mitigation work is required in the Newport area. Options being considered include a culvert bypass and the repair of the bank and floodwall.

12.65 For more information on Launceston's Green Infrastructure Strategy, including a GI Strategy Map, please refer to the Launceston Town Framework.

² The provision of accessible open space in Launceston is approximately 13m² per person, significantly lower than 41m² per person which is the average of the main Cornish towns.

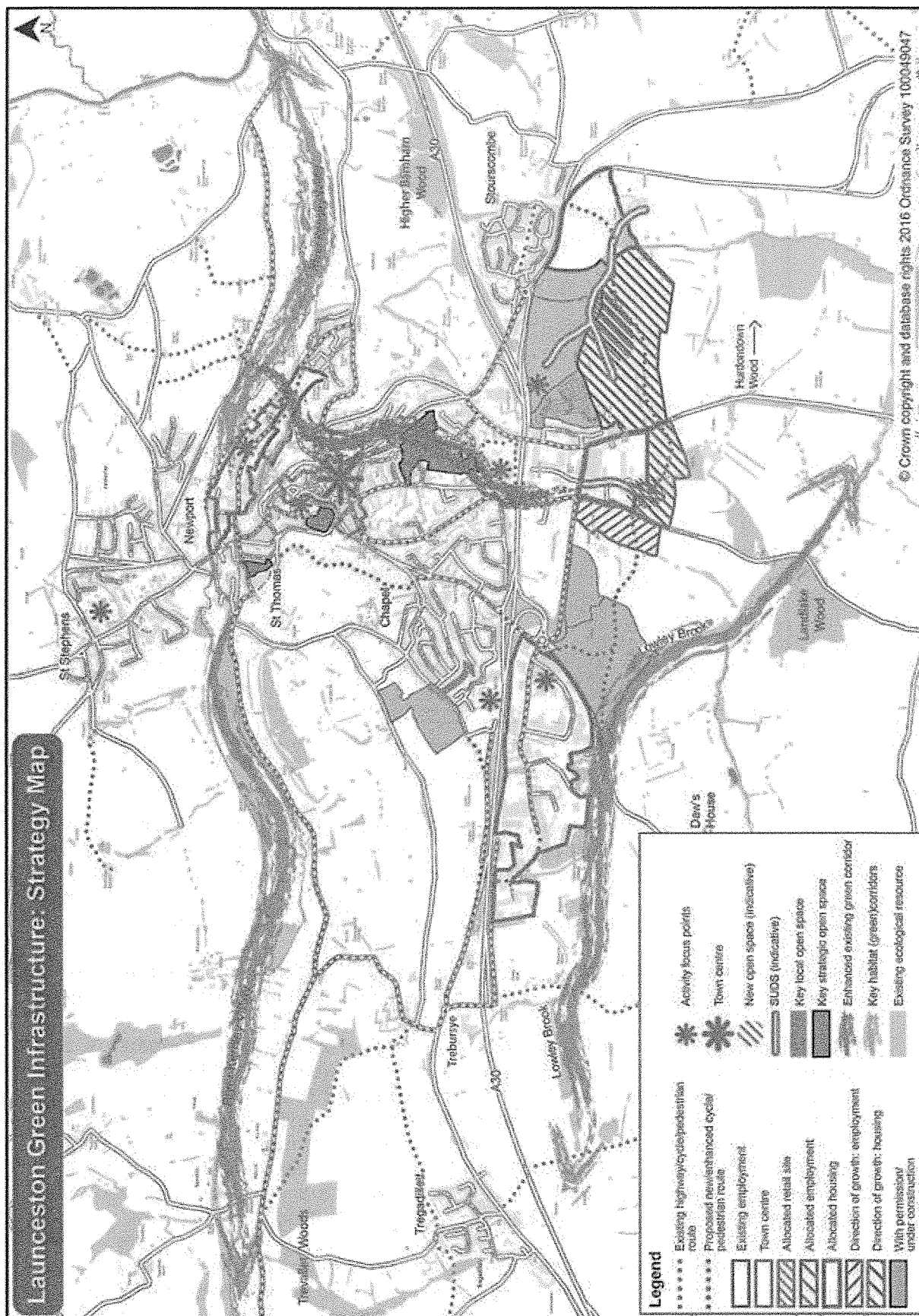
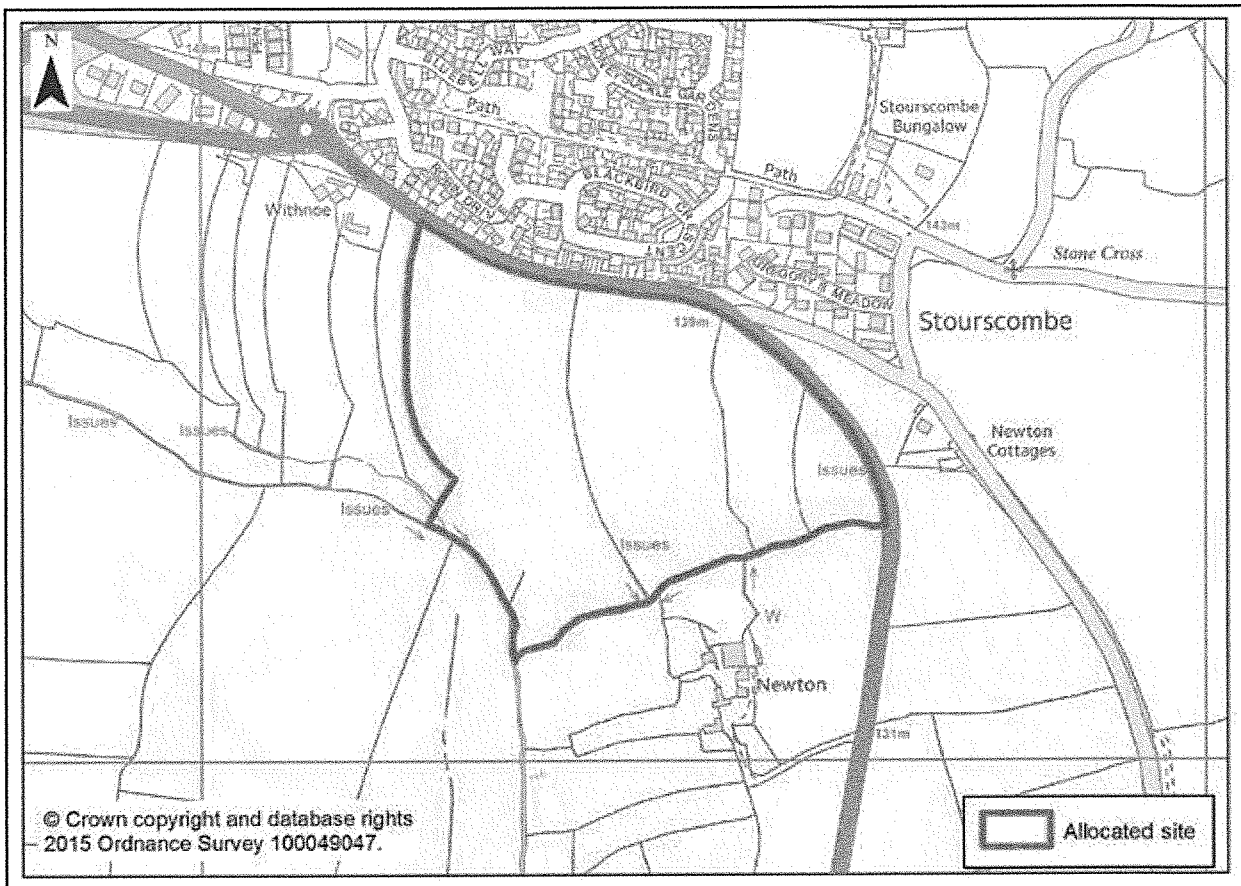


Figure Laun4. Launceston Green Infrastructure Strategy Map

Policy: LAU-H1	Withnoe Urban Extension
Site area: 11.9 hectares	Allocation: Approx. 300 dwellings



Additional Requirements & Considerations

- Land identified as Withnoe offers the opportunity to develop a neighbourhood extension to the south east of Launceston, connecting to the existing community of Stourscombe and the permitted development at Hay Common (PA11/00339)
- Development of this site should deliver approximately 300 dwellings.
- 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).
- Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, development of the site should deliver the start of an 'east-west Loop Road'. It is anticipated that the Loop Road would start at the Tavistock Rd / A388 junction. The road should represent the start of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H2, LAU-E1 and LAU-E2. The road and junction within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.
- The development should also provide appropriate sustainable movement connections through the site and into adjoining areas. Appropriate links should also be created into the existing community of Stourscombe.

f) Off-site contributions should be provided to enable the expansion of the school to be developed within the Hay Common site (PA11/00339).

g) At least 116sqm of public open space per dwelling should be provided on site, in line with the Launceston Green Infrastructure Strategy and the minimum size thresholds within Table XX. Some or all of this should be placed to the south of the site, to link with the open space provided by the Hay Common development.

h) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased. Linking the SUDS infrastructure with the open space to the south of the site, will support the GI aims of multi-functionality and also link with the two watercourses on the edge of the site.

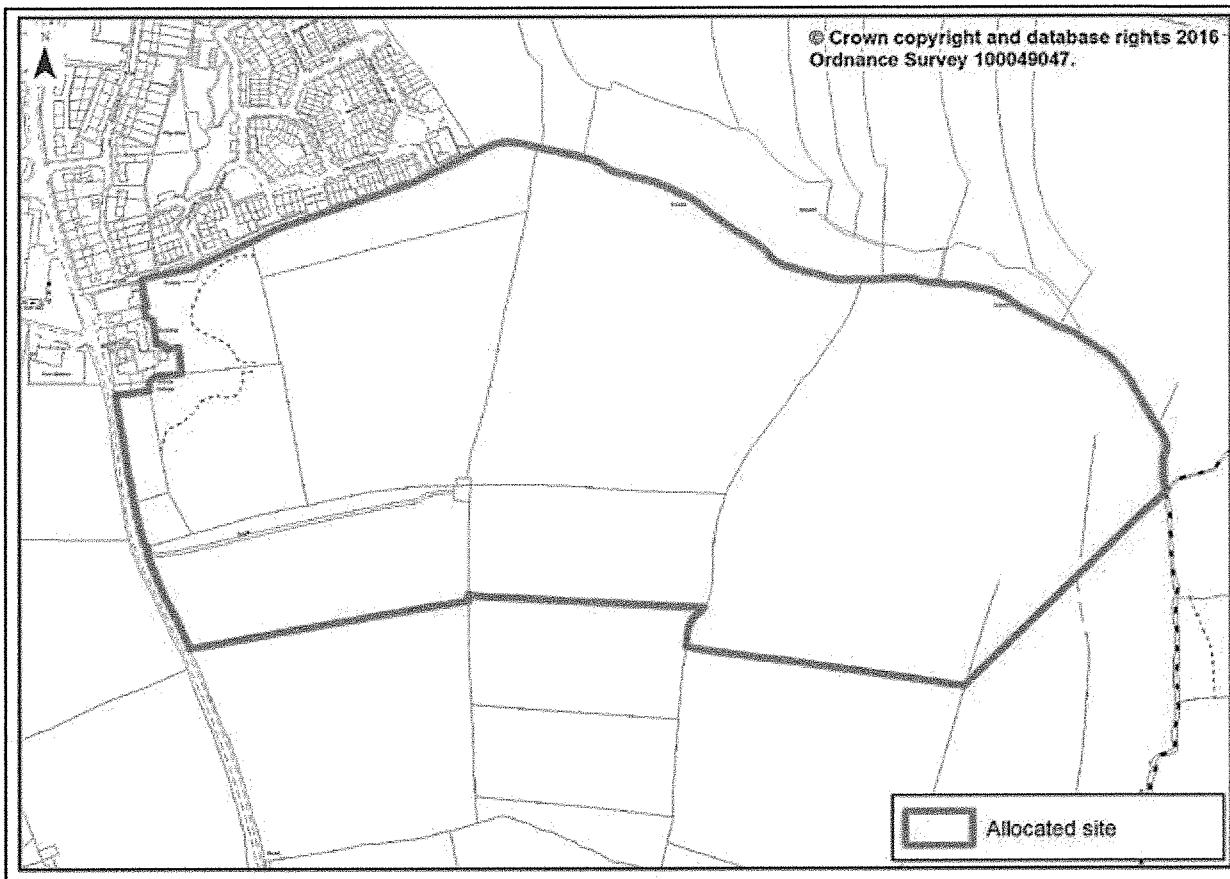
i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

f) The site abuts the World Heritage Site on its eastern boundary, which includes the Grade II* Sara's Foundry Town Mill and the Grade II Foundry House. Development of the site must ensure the setting of the World Heritage Site, particularly Sara's Foundry, is appropriately respected. This should include delivering some of the open space on the east of the site, to draw the built development away from this more sensitive area. The development should also deliver a planting / screening scheme, based upon a landscape/setting analysis

g) Consideration should also be given to creating appropriate high quality frontage along the A3047; plus providing noise attenuation for residential uses adjacent to the A30.

h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. Furthermore, the plan should link with the extant permission PA12/09717, to create a single neighbourhood with good pedestrian and vehicular permeability within the site.

Policy: LAU-H2	Hurdon Road - FUTURE DIRECTION OF GROWTH
Site area: 26.6 hectares	Allocation: Approximately 650 dwellings



Additional Requirements & Considerations

- a) The site represents a future direction for housing growth, which is not anticipated to come forward until after the Plan period (2030).
- b) Development of this site should deliver approximately 650 dwellings.
- c) 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)
- d) The site represents an opportunity to strengthen this area of Launceston as a sustainable neighbourhood to the south of the A30, offering the opportunity to create more facilities and services for the new and existing residents within this area. The design solution for the site needs to ensure appropriate and sustainable movement linkages are created between Withnoe (LAU-H1), Hay Common (PA11/00339) and existing development to the east of Hurdon Way and, where possible, to other existing and planned community facilities which may not be within these areas.
- e) Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, development of the site should deliver part of the 'east-west Loop Road', connecting to other sections of the road that

have or will be created through Withnoe (LAU-H1) and Landlake Road (LAU-E1). The road should represent part of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H1, LAU-H2, LAU-E1 and LAU-E2. As a result, the road within this Future Direction of Growth needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.

f) Off-site contributions should be provided to enable the expansion of the school to be developed within the Hay Common site (PA11/00339).

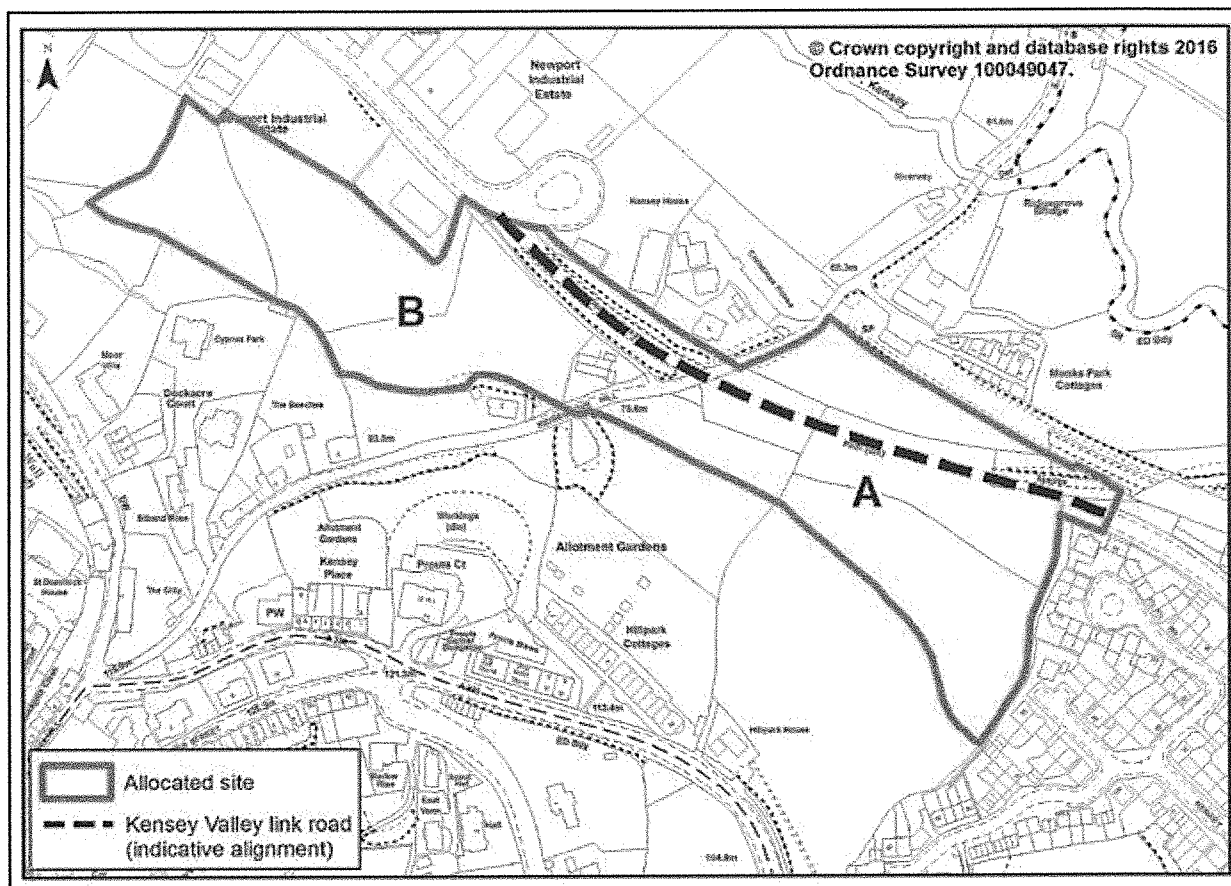
g) On the north-western edge of the site is the Grade II listed Scarne Farm complex; development of the site must give due consideration to this heritage asset.

h) Development of this site should deliver elements of the Green Infrastructure Strategy for Launceston. This includes providing at least 116sqm of public open space per dwelling on site, in line with the minimum size thresholds within Table 1.

i) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased.

j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which sets out the pedestrian and particularly vehicular connections through the site.

Policy: LAU-H3	Kensey Valley
Site area: 3.6 hectares	Allocation: B1, B2 & B8 Employment space; Approximately 60 dwellings

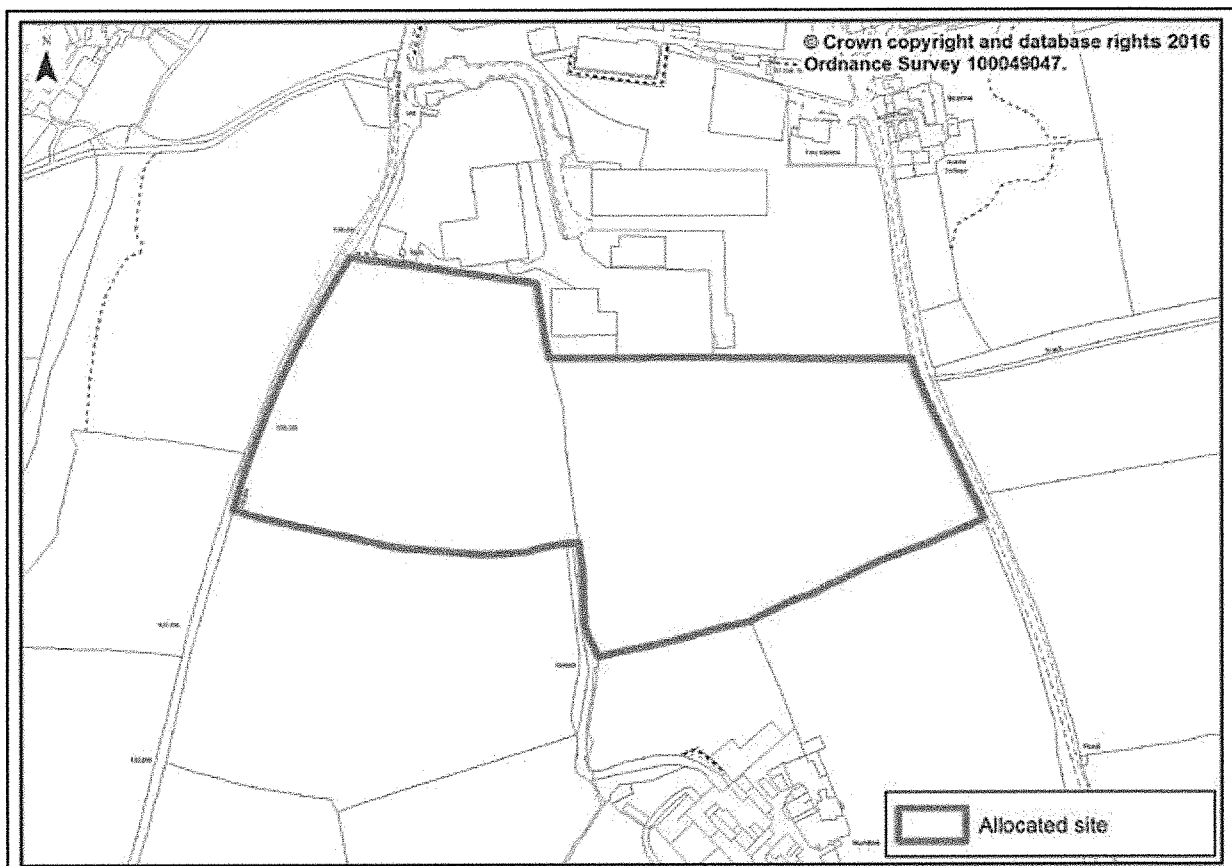


Additional Requirements & Considerations

- Land identified at Kensey Valley to accommodate housing and employment space, with a link road connecting Kensey Valley Meadow residential area with Newport Industrial Estate,
- Employment space should be provided on the land within the site to the north of Ridgegrove Hill, linked to the existing Newport Industrial Estate
- Approximately 60 dwellings should be delivered on the remainder of the site
- Development of this site must contribute to the delivery of the Launceston Transport Strategy; specifically the development of the site must deliver the 'Kensey Valley Link Road', connecting Kensey Valley Meadow and Newport Industrial Estate.
- Care must be taken not to increase vehicle movements on Ridgegrove Hill and/or Dockacre Road, with vehicular access being directed via Newport Industrial Estate and Kensey Valley Meadow.

- f) Development of this site should deliver elements of the Green Infrastructure Strategy for Launceston. This includes providing at least 116sqm of public open space per dwelling on site, in line with the minimum size thresholds within Table 1.
- g) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased.
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which sets out the pedestrian and particularly vehicular connections through the site.

Policy: LAU-E1	Landlake Road
Site area: 7.6 hectares	Allocation: Employment Uses (B1, B2, B8)



Additional Requirements & Considerations

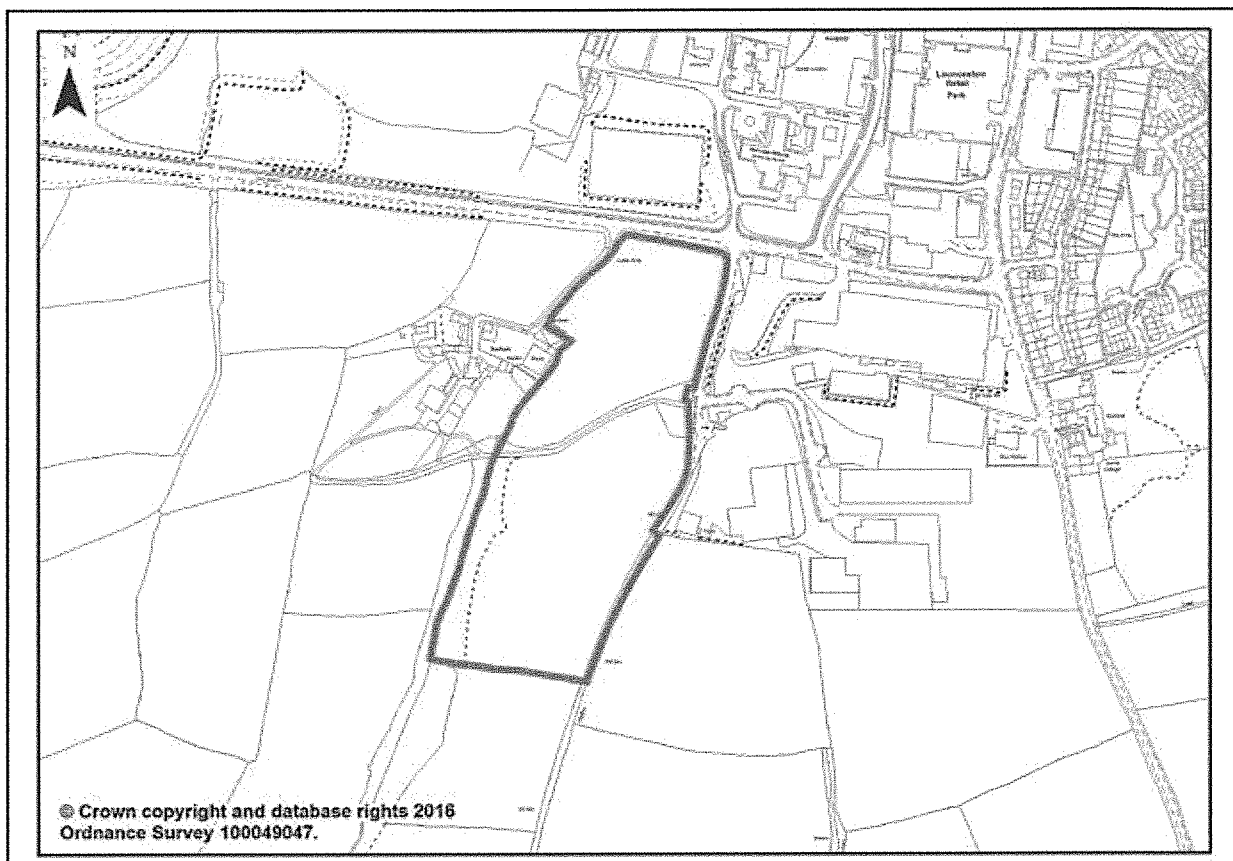
- a) Development will only be permitted for B1, B2 and B8 uses, with the site aiming to deliver in the region of 15,000sqm of office space and 15,000sqm of industrial space.
- b) Uses on the eastern edge of the site should be delivered in a form that would not have a detrimental impact upon the delivery of residential uses on future direction of growth LAU-H2
- c) Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, the development of the site should deliver part of the 'east-west Loop Road', connecting to other sections of the road that have or will be created through Hurdon Road (LAU-H2) and Badash (LAU-E2). The road should represent part of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H1, LAU-H2, LAU-E1 and LAU-E2. As a result, the road within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.
- d) The development must provide appropriate sustainable movement connections through the site, linking to the adjoining allocations
- e) Due regard should be given to the Grade II listed Hurdon Farm complex, which is located to the south of the site. This should include drawing buildings away from

the southern boundary of the site (on the eastern side of the site); plus retaining and enhancing the tree planting on the southern boundary of the site

f) Surface water drainage must be designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased

g) Development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which sets out appropriate and sustainable movement connections through the site and also to existing and planned residential areas.

Policy: LAU-E2	Badash - FUTURE DIRECTION OF GROWTH
Site area: 5.8 hectares	Allocation: Employment Uses (B1, B2, B8)



Additional Requirements & Considerations

- a) Development will only be permitted for B1, B2 and B8 uses; plus is expected to come forward after 2030.
- b) Development of this site must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, development of the site should deliver part of the 'east-west Loop Road', connecting to the section of the road that has or will be created through the Landlake Road allocation (LAU-E1). It is expected that the road will connect to Link Road. The road should represent part of a route that will eventually provide a continuous link through allocations / future directions of growth LAU-H1, LAU-H2, LAU-E1 and LAU-E2. As a result, the road within this allocation needs to be constructed to a capacity that can accommodate the traffic that will be generated by the combined set of sites.
- c) The development should provide appropriate sustainable movement connections through the site, linking to adjacent allocations
- d) Surface water drainage must be designed in accordance with the SUDS principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased. The SUDS design should make best use of the existing water features and geography, linking into the adjoining watercourse

e) To the west of the site is the Grade II listed buildings relating to Badash Farm; development of the site should ensure the listed buildings and immediate setting are appropriately respected. This should be achieved, in part, by locating buildings on the eastern half of the site, drawing them away from the historic assets.

f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which sets out appropriate and sustainable movement connections through the site and also to existing and planned residential areas.

Policy LAU-E3: Scarne Industrial Estate	<p>Allocation: Safeguarded for employment uses (B1, B2, B8)</p> <p>Additional Requirements & Considerations: The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p> <p>(See Figure Lau1 for site boundaries)</p>
Policy LAU-E4: Pennygillam Industrial Estate	
Policy LAU-E5: Newport Industrial Estate	

