

# **St Ives Area Neighbourhood Plan**

## **Draft Proposed Policy Options**

### **Housing**

Any new development which results in a net increase of 2 or more units, or where the site is over 0.1 ha:

- H1 All developments should have at least 50% affordable housing (as defined in the Local Plan).
- H2 The affordable housing component must be provided on the development site and not elsewhere.
- H3 The Neighbourhood Plan does not support the development of open market housing without restrictions on occupation, which could be used as second or holiday homes. New development is to be provided for resident occupiers only.
- H4 Funding for amenity spaces (and other similar provision) provided by developers should be spent within the development site or immediate neighbourhood.
- H5 Planning permission should not be granted unless a local need can be established.
- H6 Should the current demand for affordable housing be demonstrated to be less than 50% for a specific development, the development should be phased so that supply matches affordable demand, rather than using this as a pretext for reducing the percentage of affordable dwellings.

H7 Sites should not be developed without fully meeting their infrastructure needs – e.g. access, drainage, education etc.

H8 Encouragement is to be given to innovative methods of provision of affordable housing, e.g. shared equity and self-build.

*All residential development:*

H9 Priority for affordable housing should be given to local need as defined by Cornwall Council's Affordable Housing Policy.

H10 The Neighbourhood Plan supports the Cornwall Council policy of pursuing the release of unoccupied properties for use by local people.

H11 A presumption for the protection and incorporation of existing significant trees and hedgerows within development schemes.

H12 The development must not extend outside the areas designated for development in the Neighbourhood Plan, except as applies under Protocol (16).

H13 Brownfield sites should be developed before open countryside is built over.

H14 Design guidance is to be provided on density, estate layout, scale, space standards, materials and elevational treatment, open and garden spaces and landscaping etc.

H15 Site Identification/Allocation: The total number of dwellings allocated for development in the Neighbourhood Plan should not be accommodated on one or two large sites. They should be distributed

in smaller developments over a number of sites. These might be of around 25 – 50 houses each, as appropriate to each site.

H16 'Exceptions Policy': Once all of the sites identified for development in the Neighbourhood Plan have received planning permission, further significant development proposals (e.g. more than 1 or 2 dwellings) outside on green-field sites shall be considered only if:

- They provide a minimum of 50% affordable housing (as defined by Cornwall Council's Affordable Housing Policy).
- All policies relating to the identified/allocated sites are followed.
- The site forms a logical extension to the existing built up area and is not an isolated development in the countryside.

If these requirements cannot be economically met, then either the scheme is inappropriate, or the site should not be considered appropriate for development.

## **Built Environment**

BE1 HISTORIC CORE: Recognise and respect the essential elements of the towns unique character and preserve and *protect its architectural history and integrity. (Down'long, Harbour, Terraces, passageways, etc)*

- Preserve and enhance the towns distinctive streetscape (Cobbled paving, Cast-iron rails, Granite gulleys)
- Preserve individual buildings of architectural or historical importance

- Preserve areas where distinctive character relies on a grouping of a series of buildings that makes a streetscape or character area of the town
- Respect the different character areas within the town and acknowledge and reinforce the urban hierarchy and diversity they represent
- Preserve views, open spaces, gardens, trees, walls and floorscapes which make an important contribution to the character of the historic core areas

BE2 NEW HOUSING, DEVELOPMENT, & RENOVATION: Ensure all new development is fully informed by the distinctive elements of the town character and its specific site and immediate surroundings. (The steep terrain provides extensive views over the town and sea but the high visibility also means that changes will often have town wide implications).

- Promotion of architectural excellence
- Use of traditional materials such as granite and slate along other materials in a similar palate is of importance
  - Use of plastic windows and cladding is discouraged
  - Use of metal guttering and drainpipes is encouraged
  - Use of lime pointing and rendering is encouraged
  - Pastiche and 'token' local distinctiveness should be avoided
- Natural and existing site features, such as trees, shrubs, stone boundaries and walls, etc. should be retained whenever possible
- New self-catering accommodation should only be permitted where it can be proven that the need for such facilities cannot already be met within the local area

BE3 PUBLIC SPACES WITHIN URBAN AREAS: Public spaces throughout the town and surrounding areas should be well functioning and preserved, improved and maintained for community use

- Improve and enhance main public areas:

**Sloop Car Park** – create a town square for public events with increased community facilities such as:

addition of a boathouse

enhanced Craft Market

creation of open-air performance space

outdoor markets (antiques, food, etc)

**Royal Square** – re-configure area to make better use as an urban public space (pedestrian surfaces, seating, re-route buses, ...)

**Malakoff Bus Station** – improve pedestrian route across 'mouth' for safety, and visual enhancement of vehicle barrier and service building

**Railway Station** – improve pedestrian route from platform to town entry

**Harbour front** – ensure long-term viability as both a place of work, and a place of leisure, whilst safeguarding the historic fabric and preserving the character. (seasonal or part-time pedestrianisation, street surfaces, improve litter facilities, shop signage, etc)

- Improve the flow through the town
  - integrate Fore Street with the rest of the commercial town
- Improve and enhance the Streetscape
  - reduce clutter (street signs, signs on pavements, etc)

BE4 RETAIL AND SHOP ENVIRONMENT: Ensure a locally distinctive and well-maintained shopping centre in order to achieve a better prospect of retaining, or even improving its economic well being.

- Create a thriving town centre including retail shops and other businesses that meet the needs of residents and visitors
- Encourage a diversity of retail businesses into St Ives town centre
- Retain shop fronts which contribute to the historic character of the area
- Support new retail spaces which serve local residents in areas outside of the main town

BE5 WORK AND BUSINESS SPACES: Encourage creative industries and small businesses into the area and support renovation and new *development of work units for this purpose.*

BE6 TOURIST EXPERIENCE: Present, interpret and promote St Ives as an historic Cornish town of quality, character, and significance

### **Open Spaces**

OS1 Proposals which maintain, enhance and facilitate the enjoyment and understanding of landscape character, amenity, nature conservation, archaeological , historic and geological values of the coast and countryside will be permitted.

OS2 Development will not be permitted where it would significantly harm the landscape character, amenity, historic, nature conservation, archaeological or geological values of the coast and countryside.

- OS3 Proposals for development conflicting with the objective to conserve and enhance any areas with a local or national designation will not be permitted. These include Areas of Outstanding Natural Beauty, Areas of Great Landscape Value, Sites of Special Scientific Interest, local Nature Reserves, and county wildlife sites within the St Ives Neighbourhood Plan Area.
- OS4 Proposals for development which would cause significant harm to a protected species or its habitat will not be permitted.
- OS5 Proposals for development which would have a significant adverse effect on the integrity or continuity of landscape features and habitats of major importance for wild flora and fauna will not be permitted.
- OS6 The creation and management of landscape features and habitats which are of major importance for wild flora and fauna will be encouraged by: (1) management agreements with landowners and occupiers; and (2) establishing local nature reserves.
- OS7 Proposals for development which would result in the loss of or damage to trees, woodland, hedgerows and Cornish hedges which make a significant contribution to the character of the landscape, settlements, nature conservation, local amenity or environmental character of their surroundings will not be permitted.
- OS8 Tree planting, the replacement of dead, dying and diseased trees and hedgerow schemes which are in keeping with the character of the landscape and the town and villages will be acceptable subject to: (1) the use of native species where appropriate; and (2) appropriate aftercare and management measures.

OS9 Proposals for development which would have a significant adverse effect on the shoreline or adjacent coastal waters in terms of its landscape character, amenity, nature conservation, archaeological and geological values will not be permitted.

OS10 New development will be expected to make a contribution towards the provision of additional open space for recreation, amenity, and growing purposes.

OS11 The provision of new or improved recreational and sports facilities will be permitted in or on the edge of the town and villages provided that: (1) the proposal is in keeping with the character and amenity of its surroundings; and (2) the scale of the facility is related to the needs of the locality.

OS12 The provision of children's play space to serve residential development will be permitted in locations which are appropriate in terms of safe access and visibility.

OS13 Proposals for development which would result in the loss of existing or proposed open areas in formal or informal recreational use will not be permitted unless: (1) enhanced sports and recreational facilities would result from the development of a small part of the site; or (2) equivalent alternative provision which would be accessible, convenient and attractive can be secured through the use of a planning obligation.

OS14 Proposals for development which involve the use of land in the countryside will be permitted provided that: (1) there would be no significant adverse impact on the character of the landscape; (2) the site is capable of being effectively screened by landform, trees

or planting; and (3) there would be no adverse environmental impact in terms of the number of trips generated or over-reliance on cars.

OS15 Proposals for development which are likely to generate disturbance by noise, light, fumes or dust will not be permitted unless they are compatible with surrounding uses.

OS16 Proposals for development related to tourism must respect the primary environmental resource of the area.

OS17 Proposals to improve existing holiday sites, in terms of type of accommodation, facilities, layout and landscaping will be permitted provided that: (1) improved facilities are intended to serve visitors staying on the site; and (2) there would be no harm to the character of the countryside and its natural resources, and to local infrastructure.

OS18 Development which would have a significant adverse effect on the setting or character of the town or villages will not be permitted. Proposals for development in or on the edge of a settlement should: (1) be well integrated into the form of the settlement; (2) not have an adverse effect on areas of amenity, recreational or wider environmental value; and (3) be of a scale and design which is in keeping with the character of the settlement. ( The open areas of countryside between Halsetown and St Ives and Carbis Bay, and between Lelant and Carbis Bay should be safeguarded.)

OS19 Proposals for development which would result in the loss of or have an adverse effect on the local environmental value of the following open areas will not be permitted:

- a) Beach Road, St Ives
- b) The Island, St Ives
- c) Trenwith, St Ives
- d) Tregenna, St Ives
- e) Treloyhan, St Ives
- f) Land above Porthminster Beach, St Ives
- g) Carbis Valley, Carbis Bay
- h) Steeple Fields

OS20 Proposals for development which would result in the loss of or have a significant adverse effect on any open areas, including domestic gardens, in the town or villages which contribute to the character, local amenity or environmental quality of their surroundings will not be permitted.

OS21 Proposals for development which would directly or indirectly affect existing rights of way must not result in their use being less safe, convenient or attractive. Proposals for the improvement of existing rights of way are acceptable.

OS22 Development which would result in the irreversible loss of agricultural land graded 1, 2, and 3a in the Department for Environment, Food and Rural affairs classification will not be permitted unless there is no practicable alternative and the importance of the development outweighs the need to protect the best and most versatile land.

## **Local Economic Development**

LED1 Support will be given to proposals for development (new or conversions) that:

- Promote the St Ives Bay Area as an excellent business location
- Respond to the needs of established businesses and support Start -Up
- Respond to new Funding Opportunities to secure inward investment.
- Make best use of land and property to support a robust and sustainable economy balanced with protection and enhancement of the area environment.
- Support the provision of a range of jobs that enable people to participate in the labour market in a way that best reflects their needs at different life stages.
- Support local people to acquire the skills that the local economy needs.

## **Transport**

T1 Priority will be given to developments that incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes maximised, by the provision of safe access by walking, cycling and public transport, and the inclusion of new facilities and services to minimise car travel.

T2 Proposals to manage and limit traffic flows into and within St Ives Town Centre will be supported. Such proposals may include:

- a. Electric signage at key junctions and access points showing real-time parking availability.
- b. Signage and traffic calming at gateway points to deter through traffic.
- c. Introduce entry permits at the town gateways of the Harbour Hotel and Stennack Surgery junctions, for residents and those working in the town centre, and for access to car-parks.
- d. No access for towed caravans and large camper vans entering the town centre beyond the town gateways (other than for permit holders) as there is no end destination for them there.
- e. Size restriction or timed delivery for heavy freight vehicles entering the town centre.

T3 Support will be given to the provision of sufficient convenient, safe and secure cycle parking and storage facilities at key locations throughout the area.

Development proposals must take advantage of all possible opportunities to contribute to the establishment or enhancement of cycle routes in the St Ives Neighbourhood Plan Area and links to cycle routes in adjacent parishes, in particular to the National Cycle Network Route 3.

New residential or commercial development proposals must provide wherever possible safe, accessible and attractive cycle routes through the site and connecting the site to local schools, shops and stations. Development proposals that will limit the potential to enhance local cycle routes should not be permitted.

T4 Support would be given to any longer-term proposal for additional Park & Ride facilities and/or freight transshipment hub, provided such facilities do not have a significantly negative environmental impact.

T5 Proposals for housing development will be required to provide a minimum of one off-street parking space for units with 1-2 bedrooms and a minimum of two off-street parking spaces for units with 3 or more bedrooms. Proposals accompanied by a parking provision of less parking spaces per unit than the above will only be permitted if:

- alternative and reasonably accessible car parking arrangements can be demonstrated and which themselves do not add to on-street parking; or
- otherwise acceptable and well-designed new build or conversion schemes in conservation areas would be incapable of meeting the parking provision.

All other forms of development will be expected to provide a level of off-street parking which adequately serves the use proposed.

Development proposals that would result in the loss of off-street car parking

will not be permitted unless:

- in relation to existing public car parks an equivalent or better capacity is provided elsewhere in the neighbourhood; or
- in relation to private car parks or similar off-street parking areas an equivalent or better capacity is provided elsewhere or the need for the private parking capacity can be shown to be reduced as a result of the implementation of the development proposal.

## **Amenities and Facilities**

- AF 1 Provision in the form of a site allocation, for an indoor sports hall, located in the current site of St Ives leisure centre staff car park (plans and map attached)
  
- AF 2 Provision in the form of a site allocation, for a Heritage Boat Centre, located in the current site of the Sloop Car Park toilets (plans and map attached)
  
- AF 3 Provision in the form of a site allocation, for the continued use of land by St Ives Sailing Club on the site they are presently occupying (map attached)

## **Culture and Heritage**

- CH1 Requirement for x workspaces and/or live/work units to be created in St Ives to support creative industries.
  
- CH2 x of the 350 remaining dwellings are designated as live/work units for year round residential use.
  
- CH3 Support for the creation of a public creative hub either in the town of with the new live/work units.

- CH4 Cornwall Council and other public bodies to use their powers to facilitate Community Asset Transfers where requested, enabling communities, social enterprises and not for profit groups to acquire properties at less than market rates when the community value to St Ives is evident.
- CH5 Buildings in public or private ownership, which were established for or are being used for community purposes, e.g. places of worship, are to be offered to the community and not for profit groups (St Ives Community Land Trust) at the market rate before being sold on the open market.
- CH6 The list of public and community buildings in Appendix...should be preserved for community use and offered for community use as a Community Asset Transfer (2.4) or at market rates (2.5).
- CH7 Policy promoting the use of Cornish Language in the parish.

## **Renewable Energy**

- RE 1 The Neighbourhood Plan will look favourably on the development of local power generation schemes where these
- a) fit acceptably with Cornwall Council guidelines on wind and solar power sites, and
  - b) fit acceptably with the Neighbourhood Plans assessment of sites suitable for such purposes, and
  - c) are acceptable in the light of a site visit by interested parties.

## **General**

- G1 St Ives Area Neighbourhood Plan supports the creation of St Ives Community Land Trust (CLT). The St Ives CLT will form part of the delivery mechanism for the NDP.
- G2 The St Ives Area NDP will be reviewed one year after its adoption and every five years after that. It will be reviewed primarily to assess the extent to which its aims have been implemented in practice, and also to identify and rectify any errors and omissions. Each review will be subject to a small scale public consultation, and where such amendments or additions cause significant public concern, a further larger public consultation must be undertaken in order to be sure that over 50% of the voters accept the changes.