CONTENTS

1. INTRODUCTION **1**

What is the Local Plan? **1**

Using the Local Plan **1**

Format of Part 2 **1**

Development Boundaries **2**

Development Standards **2**

2. BODMIN **5**

Introduction **5**

Town Development and Character **5**

Social and Community Facilities **5**

Planning Background **5**

Future Planning Approach **6**
Housing Development 6
Land to the south of Priory Road and north of Castle Canyke Road 6
Land bounded by Halgavor Road and Green Lane 7
Land at St Lawrence's Hospital 7
Industry and Employment 8
Town Centre and Retail Development 8
Education 9
Open Areas of Local Significance 9
The Town Leat 9

3. BLISLAND **11**

Introduction **11**

Village Development and Character **11**

Social and Community Facilities **11**

Planning Background **11**

Future Planning Approach **11**
Development Boundary 11
Housing Allocation 11

4. LANIVET **13**

Introduction **13**

Village Development and Character **13**

Social and Community Facilities **13**

Planning Background **13**

Future Planning Approach **13**
Development Boundary 13
Open Areas of Local Significance 13

5. NANSTALLON **15**

Introduction **15**

Village Development and Character **15**

Social and Community Facilities **15**

Planning Background **15**

Future Planning Approach **15**
Development Boundary 15
Housing Allocation 15
Open Area of Local Significance 15

6. ST MABYN **17**

Introduction **17**

Village Development and Character **17**

Social and Community Facilities **17**

Planning Background **17**

Future Planning Approach **17**
Development Boundary 17
Housing Allocation 17
Education Allocation 18
Open Areas of Local Significance 18

7. ST TUDY **19**

Introduction **19**

Village Development and Character **19**

Social and Community Facilities **19**

Planning Background **19**

Future Planning Approach **19**
Development Boundary 19
Housing Allocation 19

8. BUDE - STRATTON **21**

Introduction **21**

Town Development and Character **21**

Social and Community Facilities **21**

Planning Background **21**

Future Planning Approach **22**
Housing Development 22
Land at Broadclose Farm 22
Industry and Employment 22
Town Centre and Retail Development 23
Tourism 23
Open Areas of Local Significance 24

9. KILKHAMPTON **25**

Introduction **25**

Village Development and Character **25**

Social and Community Facilities **25**

Planning Background **25**

Future Planning Approach **25**
Development Boundary 25
Housing Allocation 25

10. MARHAMCHURCH **27**

Introduction **27**

Village Development and Character **27**

Social and Community Facilities **27**

Planning Background **27**

Future Planning Approach **27**
Development Boundary 27
Housing Allocation 27

11. POUGHILL **29**

Introduction **29**

Village Development and Character **29**

Social and Community Facilities **29**

Planning Background **29**

Future Planning Approach **29**
Development Boundary 29
Open Area of Local Significance 29

12. WEEK ST MARY **31**

Introduction **31**

Village Development and Character **31**

Social and Community Facilities **31**

Planning Background **31**

Future Planning Approach **31**
Development Boundary 31
Housing Allocation 31

13. WHITSTONE **33**

Introduction **33**

Village Development and Character **33**

Social and Community Facilities **33**

Planning Background **33**

Future Planning Approach **33**
Development Boundary 33
Housing Allocation 33

14. CAMELFORD **35**

Introduction **35**

Town Development and Character **35**

Social and Community Facilities **35**

Planning Background **35**

'Camelford: Focus on the Future' 36

Future Planning Approach **36**
Housing Development 36
Land to the east of Roughtor Drive 36
Industry and Employment 36
Town Centre and Retail Development 36
Tourism 36

15. BOSCASTLE **39**

Introduction **39**

Village Development and Character **39**

Social and Community Facilities **39**

Planning Background **39**

Future Planning Approach **40**
Development Boundary 40
Education Allocation 40
Tourism and The Environment 40

16. DELABOLE **41**

Introduction **41**

Village Development and Character **41**

Social and Community Facilities **41**

Planning Background **41**

Future Planning Approach **41**
Development Boundary 41
Local Economy 41

17. ST BREWARD **43**

Introduction **43**

Village Development and Character **43**

Social and Community Facilities **43**

Planning Background **43**

Future Planning Approach **43**
Development Boundary 43
Housing Allocation 43

18. ST TEATH **45**

Introduction **45**

Village Development and Character **45**

Social and Community Facilities **45**

Planning Background **45**

Future Planning Approach **45**
Development Boundary 45
Housing Allocation 45

19. TINTAGEL **47**

Introduction **47**

Village Development and Character **47**

Social and Community Facilities **47**

Planning Background **47**

Future Planning Approach **47**
Development Boundary 47
Car Park Allocation 47
Tourism and the Environment 47

20. LAUNCESTON **49**

Introduction **49**

Town Development and Character **49**

Social and Community Facilities **49**

Planning Background **49**

Future Planning Approach **50**
Housing Development 50
Land to the south of Dutson Road 50
Land to the north-west of Kensey View 51
Land to the south of the A30 51
Industry and Employment 52
Town Centre and Retail Development 52
Education 52
Open Areas of Local Significance 53

21. ALTARNUN & FIVE LANES **55**

Introduction **55**

Village Development and Character **55**

Social and Community Facilities **55**

Planning Background **55**

Future Planning Approach **55**
Development Boundary 55

22. COADS GREEN **57**

Introduction **57**

Village Development and Character **57**

Social and Community Facilities **57**

Planning Background **57**

Future Planning Approach **57**
Development Boundary 57

23. EGLOSKERRY **59**

Introduction **59**

Village Development and Character **59**

Social and Community Facilities **59**

Planning Background **59**

Future Planning Approach **59**

Development Boundary 59
Housing Allocation 59
Education Allocation 59

24. LEWANNICK 61

Introduction 61

Village Development and Character 61

Social and Community Facilities 61

Planning Background 61

Future Planning Approach 61
Development Boundary 61

25. NORTH HILL 63

Introduction 63

Village Development and Character 63

Social and Community Facilities 63

Planning Background 63

Future Planning Approach 63
Development Boundary 63
Housing Allocation 63

26. PETHERWIN GATE 65

Introduction 65

Village Development and Character 65

Social and Community Facilities 65

Planning Background 65
North Petherwin (Petherwin Gate) Future Development Guidelines 65

Future Planning Approach 65
Development Boundary 65

27. SOUTH PETHERWIN 67

Introduction 67

Village Development and Character 67

Social and Community Facilities 67

Planning Background 67

Future Planning Approach 67
Development Boundary 67
Housing Allocation 67

28. STOKE CLIMSLAND AND VENTERDON 69

Introduction 69

Village Development and Character 69

Social and Community Facilities 69

Planning Background 69

Future Planning Approach 69

Development Boundary 69
Housing Allocation 69
Open Areas of Local Significance 70

29. TREGADILLETT 71

Introduction 71

Village Development and Character 71

Social and Community Facilities 71

Planning Background 71

Future Planning Approach 71
Development Boundary 71

30. WARBSTOW CROSS 73

Introduction 73

Village Development and Character 73

Social and Community Facilities 73

Planning Background 73

Future Planning Approach 73
Development Boundary 73
Education Allocation 73

31. PADSTOW 75

Introduction 75

Town Development and Character 75

Social and Community Facilities 75

Planning Background 75
Padstow - An Action Plan 75

Future Planning Approach 76
Housing Development 76
Land between Raleigh Road and the B3276 76
Industry and Employment 76
Town Centre and Retail Development 77
Harbour Area 77
Tourism and the Environment 77
Recreation Allocation 77
Open Areas of Local Significance 77

32. ST ISSEY 79

Introduction 79

Village Development and Character 79

Social and Community Facilities 79

Planning Background 79

Future Planning Approach 79
Development Boundary 79
Housing Allocation 79

33. ST MERRYN/SHOP 81

Introduction **81**

Village Development and Character **81**

Social and Community Facilities **81**

Planning Background **81**

Future Planning Approach **81**
Development Boundary 81
Housing Allocation 81

34. TREVONE **83**

Introduction **83**

Village Development and Character **83**

Social and Community Facilities **83**

Planning Background **83**

Future Planning Approach **83**
Development Boundary 83

35. WADEBRIDGE **85**

Introduction **85**

Town Development and Character **85**

Social and Community Facilities **85**

Planning Background **85**
Wadebridge Environmental Enhancement Project 86

Future Planning Approach **86**
Housing Development 86
Land to the north of West Hill and south of Trevanson Road 86
Land to the north-east of Trevanson 86
Land between West Hill and Whiterock Road 87
Land to the south of St Matthew's Hill and north of Egloshayle Road 87
Land to the east of Bridge View and north of Egloshayle Road 88
Industry and Employment 88
Land between the A39 bypass and the B3314 89
Land to the north of Higher Trenant Road 89
Waterside Industrial Area 89
Town Centre and Retail Development 89
Town Quay Area 90
Bradford Quay Area 90
Education Allocation 91
Open Areas of Local Significance 91

36. POLZEATH / TREBETHERICK **93**

Introduction **93**

Village Development and Character **93**

Social and Community Facilities **93**

Planning Background **93**

Future Planning Approach **93**
Development Boundary 94
Open Areas of Local Significance 94

37. PORT ISAAC **95**

Introduction **95**

Village Development and Character **95**

Social and Community Facilities **95**

Planning Background **95**

Future Planning Approach **95**
Development Boundary 95
Tourism and the Environment 95

38. ST KEW HIGHWAY **97**

Introduction **97**

Village Development and Character **97**

Social and Community Facilities **97**

Planning Background **97**

Future Planning Approach **97**
Development Boundary 97

39. ROCK/TREDRIZZICK **99**

Introduction **99**

Village Development and Character **99**

Social and Community Facilities **99**

Planning Background **99**

Future Planning Approach **99**
Development Boundary 99

List of Inset Maps:

Inset 1- Bodmin
Inset 2 - Blisland
Inset 3 - Lanivet
Inset 4 - Nanstallon
Inset 5 - St Mabyn
Inset 6 - St Tudy
Inset 7 - Bude-Stratton
Inset 8 - Kilkhampton
Inset 9 - Marhamchurch
Inset 10 - Poughhill
Inset 11 - Week St Mary
Inset 12 - Whitstone
Inset 13 - Camelford
Inset 14 - Boscastle
Inset 15 - Delabole
Inset 16 - St Breward
Inset 17 - St Teath
Inset 18 - Tintagel
Inset 19 - Launceston
Inset 20 - Altarnun & Five Lanes
Inset 21 - Coads Green
Inset 22 - Egloskerry
Inset 23 - Lewannick
Inset 24 - North Hill

Inset 25 - Petherwin Gate
Inset 26 - South Petherwin
Inset 27 - Stoke Climsland & Venterton
Inset 28 - Tregadillett
Inset 29 -Warbstow Cross
Inset 30 - Padstow
Inset 31 - St Issey
Inset 32 - St Merryn/Shop
Inset 33 - Trevone
Inset 34 - Wadebridge
Inset 35 - Polzeath/Trebetherick
Inset 36 - Port Isaac
Inset 37 - St Kew Highway
Inset 38 - Rock/Tredrizzick

1. INTRODUCTION

What is the Local Plan?

1.1 The North Cornwall District Local Plan (hereafter referred to as the 'Local Plan' or the 'Plan') sets out the Council's policies and proposals for development and use of land in the District up to the year 2006. The Plan aims to control and influence the use of land in the public interest by identifying areas where development can and can not take place, the criteria against which proposals will be judged and the standards they should achieve. The job of local plans is summarised in Planning Policy Guidance Note 12, 'Development Plans' which states:

> *"Local Plans: produced by district councils, ... in which more detailed policies are set out to guide development in a particular local authority area. The plans cover the whole of a local authority area and may include detailed proposals for specific sites."*
> (PPG12, Paragraph 1.7)

Using the Local Plan

1.2 The Plan comprises two parts. Part 1 sets out the overall strategy of the Plan which is then carried forward through objectives, policies and proposals in chapters which deal with Housing, The Economy, The Environment, Services and Facilities, Transport and Utilities and Development Standards. The policies in these chapters generally apply to the District as a whole and are illustrated where appropriate on the Proposals Map.

1.3 Part 2 comprises six sections dealing with different areas of the District. These sections broadly reflect the catchment areas of the six towns - Bodmin, Bude, Camelford, Launceston, Padstow and Wadebridge. The purpose of Part 2 is to apply and develop some of the general policies and principles established in Part 1.

1.4 Dividing Part 2 into sections based on different sub-areas is intended to make it easier and more economical for people to obtain information about the areas they are most interested in. However as the Plan is incomplete without the general planning policies applicable to the whole District, individual sections in Part 2 should always be read in conjunction with Part 1.

1.5 The policies contained in the Plan are interrelated and should not be read in isolation from one another. **The Plan should be read as a whole.** This is very important as a development proposal is likely to be affected by several policies each dealing with a different aspect of planning. To avoid repetition and duplication, the detailed policies to protect the environment and achieve good standards in new development are contained in separate chapters, and are not reiterated in the chapters on Housing, The Economy, Services and Facilities and Transport and Utilities. All proposals for development will be considered in relation to any relevant policies in the Environment and Development Standards chapters.

1.6 The policies in the Plan are printed in bold type to distinguish them from the accompanying reasoned justification. The reasoned justification explains and justifies the policies and is therefore important in interpreting them.

Format of Part 2

1.7 Part 2 consists of individual statements and Inset Maps for each town and main village listed in Policy HSG1 of the Housing Chapter in Part 1. Individual statements and Inset Maps have not been prepared for minor villages and hamlets as the Council considers that all planning matters arising in these smaller settlements can be dealt with by applying the general policies in Part 1 of the Plan as and where necessary.

1.8 Included within the text for each settlement statement is a brief description of its main characteristics and features including the existing community and social facilities and a summary of its past development. A brief review of the planning background which highlights existing policies and constraints is then given. Each statement concludes with a section that considers the future of the settlement and includes specific planning policies where required.

1.9 The town and village statements are accompanied by Inset Maps which illustrate all the policies and proposals affecting a particular settlement. All maps are produced from the latest available Ordnance Survey maps.

Development Boundaries

1.10 Development boundaries are drawn around each town and all main village in order to regulate and control their growth and prevent the encroachment of development into the countryside. Within these boundaries, development is generally acceptable provided proposals comply with other policies in the Plan. Outside these boundaries, development will only be acceptable for uses which are necessary in the interests of the rural economy, including tourism and genuine affordable housing schemes, or are the subject of specific policies or proposals in the Plan.

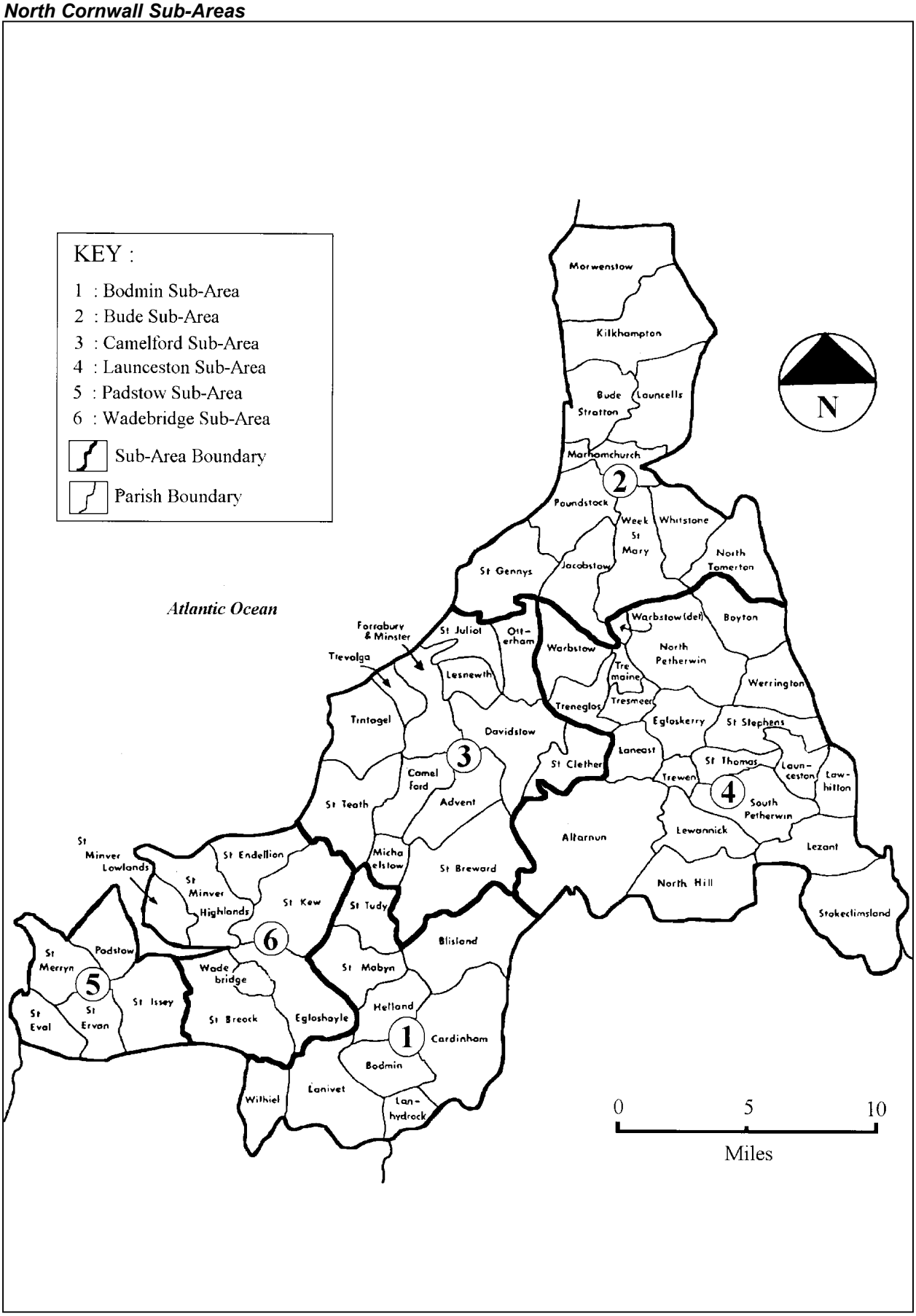
1.11 Development boundaries encompass the built-up areas of the six principle towns and all main villages, and all peripheral sites allocated or committed for built development. Only those parts of a settlement where development is likely to be acceptable in principle are included within the development boundary. However, the inclusion of land within a development boundary does not automatically mean that development will be permitted. All development proposals will be subject to other policies throughout the Plan, and integral features that contribute to the character or functioning of a settlement, such as recreational areas, allotments, car parks, school playing fields, and visually important open spaces, will be protected.

1.12 Where specific sites for development are proposed, these are identified on the Inset Maps. These sites are generally regarded as the best locations for a particular use having applied the general objectives, policies and principles of the Plan.

Development Standards

1.13 In considering any development proposal, the Council will look at all the relevant planning issues. Chapter 8 of Part 1 sets out the standards required of any development to meet basic planning requirements and to maintain or improve the quality of the local environment. These standards policies are intended to cover the main site planning considerations which should be taken into account when assessing development proposals. For example, all developments need to fit in well with their surroundings (having regard to siting, scale, design, materials and landscaping) and be in harmony with the local environment (taking account of noise, traffic and other potential disturbance to amenities).

North Cornwall Sub-Areas



2. BODMIN

Inset Map 1

Introduction

2.1 Bodmin is the largest town in North Cornwall and is located near the geographical centre of Cornwall. The two main roads into and through Cornwall, the A30 and A38, converge on the outskirts of Bodmin, giving the town an important strategic position within the road network. Bodmin also lies roughly midway between Plymouth (51 km or 32 miles east) and Truro (40 km or 25 miles west) - the main commercial and administrative centres in the sub-region.

Town Development and Character

2.2 Bodmin has a very significant history as a religious centre dating back to the 6th century. In the late 18th and 19th centuries Bodmin experienced a substantial increase in population and its importance as an administrative centre grew with the establishment of the County and Assize Courts, the County Asylum, the County Jail and the County Garrison. During this period Bodmin attained County Town status in place of Launceston. Bodmin's importance within the County was not sustained and since the late 19th century Truro has increasingly become the dominant centre.

2.3 Bodmin continued to grow in the 20th century and its population has more than doubled in the last 30 years to 12660 in 1991. In the 1960s and 1970s, significant new Council house developments and industrial estate developments took place in association with the Greater London Corporation overspill scheme. The building of a bypass for the A30 to the east of the town in the mid-1970s has encouraged development activity in this direction, particularly for industrial development.

2.4 The town's character owes much to its Victorian period of development which has been retained substantially intact from the St Petrocs Church area through to St Lawrence's Hospital. The built development is enhanced by the relatively large number of mature trees within and around the town. The environmental setting of the town is also important with hilly ground to the north and south, the distinctive feature of Bodmin Beacon and the attractive wooded valley running down to the River Camel.

Social and Community Facilities

2.5 Bodmin has a full range of facilities relating to education, health, shopping, leisure, recreation and public transport.

2.6 There are four junior and infants schools and one comprehensive school. The existing health facilities include the Health Centre and Bodmin Surgery off Dennison Road and two hospitals namely St Lawrence's (mental health) and East Cornwall (community). Bodmin has a reasonable level of shops and services, a public library and several large function halls including the Public Rooms, Shire Hall and Shire House. All the emergency services have stations in the town.

2.7 In terms of organised sport facilities the town is well equipped and includes the Cornwall Indoor Tennis and Sports Centre, a Leisure Centre, an indoor/outdoor bowls centre, indoor sports halls at Bodmin Community College and Walker Lines, numerous outdoor pitches and an 18 hole golf course. There are also many informal areas of open space including Priory Park, the Camel Trail and the Beacon Nature Reserve.

2.8 There are bus services to many of the nearby towns including Wadebridge, Padstow, St Austell, Camelford and Truro. There is also a regular bus service to the nearby Bodmin Parkway Station which is on the main London to Penzance railway line.

Planning Background

2.9 Recognising the importance of Bodmin particularly as a significant centre for employment, Structure Plan Policy H7 identifies the town as one of the main locations within North Cornwall where new housing should be located.

2.10 The local planning framework was revised in the early 1990s. The Bodmin Planning Guidelines was approved by the Council in September 1991 following a period of public consultation. The Guidelines identified areas for development, improvement and conservation within the town and most of these proposals are now incorporated into the Local Plan.

2.11 A conservation area was designated in 1991 based on the area covered by the Victorian period of development and further extended in 1999. An additional conservation area covering the old cemetery and land surrounding Berry Tower on the northern edge of the town was designated in 1994. Whilst the town and its immediate environs are not covered by any strategic landscape designations,

the areas to the north and east are designated Areas of Great Landscape Value.

2.12 The main water and drainage services for the town are not expected to be a constraint on development during the plan period. The only significant infrastructure problem is the condition and capacity of the Town Leat. The Environment Agency has commenced a phased improvement scheme which will overcome the problem and is due to be completed during the plan period. The Council's approach towards future development which will increase surface water flows to the Leat is outlined in Policy BOD9.

Future Planning Approach

2.13 In the Bodmin Planning Guidelines, the overall aim identified is "to develop Bodmin's role as the main centre for job opportunities, services and facilities in mid-east Cornwall". This approach recognises that Bodmin has the strategic location, development opportunities and infrastructure to accommodate development without undue detriment to the environment. The growth of the town will also help to sustain and enhance services and facilities for the rural hinterland. This general approach is continued in the Local Plan Strategy and carried forward in this settlement statement.

Housing Development

2.14 In the period April 1991-March 1995, 198 dwellings were completed in Bodmin and at 31 March 1995 there were outstanding planning permissions and dwellings under construction amounting to about 360 dwellings. The permissions at St Lawrence's Hospital site, Scarletts Well Park, Respryn Road and Green Lane will meet housing requirements over the next few years. In addition, there are opportunities for housing developments on various sites within the built up area of the town.

Land to the south of Priory Road and north of Castle Canyke Road

POLICY BOD1:

1. Land to the south of Priory Road and north of Castle Canyke Road shown on Inset 1 is allocated for housing development.

2. Proposals for development should include:

(a) identification of a site for a new primary school within or near to the allocated site;

(b) extensive landscaping and open space provision within the site and the adjoining land including the nearby Open Area of Local Significance (Policy BOD8(d)); and

(c) a comprehensive scheme showing the overall layout and distribution of development for all of the allocated site.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

4. The Council will impose a Grampian condition to ensure that development does not commence before the necessary works have been undertaken to overcome the risk of flooding associated with the surface water flows to the Town Leat.

5. The Council will seek a planning obligation to secure the provision of the school site and satisfactory management and financial arrangements for the future maintenance of the open space.

2.15 This area of land measuring 8.8 ha (21.7 acres) and extending towards Castle Canyke hillfort, provides the main direction for housing development in the town. Access to the site can be achieved by a continuation of Gilbert Road. Any further housing development to the east beyond the plan period will require the provision of a new junction on Priory Road.

2.16 The County Education Authority has indicated that given the anticipated level of growth during the plan period, particularly associated with this site, a new primary school will be required to serve the east side of the town. A suitable site with adequate access arrangements will be identified within or in the vicinity of BOD1 in association with the preparation of the development brief for this allocation. Proposals for the school site will be considered under Policy SAF10 in due course.

2.17 As well as providing landscaping and open space within the site in accordance with Policies DVS2 and DVS4, the scheme should also include landscaping and open space within the adjoining land including the nearby Open Area of Local Significance (Policy BOD8(d)) in order to soften the impact of any development on the setting of Castle

Canyke. These issues will be addressed in the development brief for the housing allocation.

2.18 The Council considers that a proportion of the site would be suitable for providing affordable housing for local people and will negotiate for this provision in accordance with Policy HSG9.

2.19 As this land drains into the Town Leat the Council will impose a Grampian condition in accordance with Policy BOD9.

2.20 As this is a large and complex site to develop, the Council will require a comprehensive scheme which provides a framework for developing the whole area. A development brief should be prepared to facilitate the production of a satisfactory comprehensive scheme.

Land bounded by Halgavor Road and Green Lane

POLICY BOD2:

1. Land bounded by Halgavor Road and Green Lane shown on Inset 1 is allocated for housing development.

2. Proposals for development sould include a new road junction on Lostwithiel Road providing access to the site.

2.21 Planning permission for housing development was granted in April 1993 on part of the site previously used as school playing fields. A brief for the development of the whole area measuring 9 ha (22 acres) was agreed by the Council in March 1993. The brief indicates that all development should be served by a new access road from Lostwithiel Road. It also states that the land to the south-east of the site should be developed for low density housing in order to retain the high level of tree cover and provide a transition to the rural environment beyond.

Land at St Lawrence's Hospital

POLICY BOD4:

1. Land at St Lawrence's Hospital shown on Inset 1 is allocated for a mix of uses which will include the following:

(a) housing development;
(b) healthcare facilities; and
(c) public open space in connection with the existing and proposed development.

Employment generating uses in Use Classes B1, C1, C2 and D1 on a temporary or permanent basis will also be permitted on part of the site.

2. Proposals for development should include a comprehensive scheme showing the overall layout and distribution of development for all of the allocated site.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

4. The Council will seek a planning obligation to secure satisfactory management and financial arrangements for the future maintenance of the open space.

2.22 The Regional Health Authority's plans for the future use of the St Lawrence's Hospital site are of particular significance for the planning of future housing development in Bodmin. Whilst these plans are still being developed, it is clear that the continuing rationalisation of mental healthcare facilities will release a substantial area of land for new uses during the plan period. A high priority must be given to re-using this surplus land as it is currently occupied by a number of large redundant buildings, has roads and services infrastructure in place and is closely related to the built fabric of the town. The Council also recognises the historic and architectural importance of the site and will encourage the preservation and retention of existing buildings wherever possible.

2.23 The most realistic use for most of the surplus land and buildings is housing, although there would be no objection in principle to part of the site being used for business/office use on a temporary or a permanent basis. There might also be the opportunity for other uses, such as a residential or non-residential institutions which could take advantage of the existing buildings, and this would also be acceptable.

2.24 The Cornwall Healthcare Trust plan to concentrate healthcare services at the site. The intention is to create a new community hospital, which will eventually replace the existing East Cornwall Hospital, utilising some existing buildings and constructing a new unit. Other existing buildings will be retained for administrative functions and for service industrial uses.

2.25 A variety of appropriately located and landscaped public open spaces must be provided to serve the housing proposals for the site, and all the former St Lawrence's Hospital land between Dunmere Road and Westheath Avenue, in accordance with Policy DVS4. This requirement will help to compensate for the probable loss of the playing field which is an important facility to the local community in this part of the town.

2.26 The Council considers that a proportion of the site would be suitable for providing affordable housing for local people and will negotiate for this provision in accordance with Policy HSG9.

2.27 As this is a large and complex site to develop, the Council will require a comprehensive scheme which provides a framework for developing the whole area. A development brief should be prepared to facilitate the production of a satisfactory comprehensive scheme. The brief will need to address the feasibility of retaining and converting the substantial buildings on the site and how best to retain and integrate the many established trees within the development layout. The Council in conjunction with English Partnerships and Cornwall SRB, have commissioned consultants to undertake a feasibility study to consider the future development, redevelopment conversion of the site.

Industry and Employment

POLICY BOD5:

1. Land to east of the former A38 at Newtons Margate, shown on Inset 1 is allocated for employment development within Use Classes B1, B2 and B8.

2. Land to the west of Launceston Road and north of Love Lane, shown on Inset 1 is allocated for a business park. Proposals for development will only be permitted where they are low density, employment generating uses in Use Classes B1 and C1, within a landscaped setting which cannot be satisfactorily accommodated on other allocated employment land.

[As at April 1999 - allocated site (BOD5(1)) under construction]

2.28 Recent industrial development has concentrated on the east side of the town where there is good access to both the A30 and the A38. Planning permissions to the east and west of Launceston Road and to the east of the former A38 near Barn Park Lane provide a good reserve of industrial land for the short to medium term. A further 7.9 ha (19.5 acres) of land is proposed for industrial development to the east of the former A38 to meet requirements through the plan period.

2.29 In addition to conventional industrial estates, Bodmin is a location where a business park development could be appropriate during the plan period. Therefore a site to the west of Launceston Road and north of Love Lane measuring 4.6 ha (11.5 acres) has been identified for this purpose.

2.30 The site should cater for the special needs of high technology, research and development and high profile business establishments. An hotel development would also be acceptable. A high quality working environment is essential for the success of a business park and therefore the site should be developed at a low density with extensive landscaping and not as a conventional industrial estate.

Town Centre and Retail Development

POLICY BOD6:

1. In Bodmin Town Centre a Primary Commercial Area is identified on Inset 1 where Policy SAF1 will apply.

2. Land to the south of Fore Street shown on Inset 1 is allocated for car parking.

3. A pedestrian priority scheme is proposed for Fore Street.

4. Environmental improvements are proposed on Mount Folly.

2.31 Bodmin provides a reasonable range of shopping facilities, although its development has been held back partly by the influence of St Austell and Truro and partly by physical constraints which have led to most shops being dispersed in linear form along Fore Street.

2.32 The future success of the town centre will depend upon consolidating and increasing town centre activity within a well defined area; creating an attractive town centre environment; and providing plenty of convenient car parking. The widening of Turf Street enabled the County Council to implement an attractive pedestrianisation scheme on Honey Street. Further traffic management and environmental enhancement is taking place on Fore Street and Mount Folly. In addition, the District Council has

implemented a scheme for car parking to the rear of Fore Street.

2.33 The supermarket on Priory Road together with the long established supermarket off Dennison Road is expected to be sufficient to meet the convenience shopping needs of the catchment area for the foreseeable future.

Education

POLICY BOD7:

Land to the west of Berrycombe C.P. school shown on Inset 1 is allocated for education purposes.

2.34 The County Education Authority consider that some expansion of Berrycombe County Primary School will be required to serve new housing development on the west side of Bodmin. A new Infant and Junior School is also likely to be required to cater for growth on the east side of the town and this will be provided in association with the housing allocation in Policy BOD1.

Open Areas of Local Significance

POLICY BOD8:

The following areas shown on Inset 1 are designated as Open Areas of Local Significance where Policy ENV2 will apply:

(a) the Beacon Area;
(b) Scarletts Well Valley; and
(c) the Castle Canyke Area.

2.35 Around Bodmin there are a number of areas of local landscape importance which contribute to the visual quality and amenities of the town and therefore merit special protection.

- The Beacon Area, part of which is designated a Local Nature Reserve, is a highly visible area from within the town and all approaches to it and acts as a green wedge. Most of the area is owned by the District Council and Town Council and a management plan seeks to develop its landscape, conservation and recreation value to the town.

- The Camel Trail and adjoining land along Scarletts Well Valley links town and countryside with a superb recreational route, forming a green wedge into the built-up area.

- The Castle Canyke area includes an historic monument which creates an attractive entrance to the town from the A38 and A30 and land to the west provides an important setting to the monument.

2.36 These areas have been designated as Open Areas of Local Significance where Policy ENV2 applies. In addition the Camel Trail is protected by Policy SAF7.

The Town Leat

POLICY BOD9:

The Council will impose a Grampian condition on development proposals which are in accordance with the Plan but will create a significant net increase in the surface water flows to the Town Leat.

2.37 The Leat is the main watercourse taking surface water from the built up areas of the town to the River Camel. As a result of its poor condition and inadequate capacity, there are regular incidents of flooding in the town centre following intense periods of heavy rain. The District Council, the Environment Agency and the County Council commissioned studies to establish the nature and extent of the problem and possible solutions. As a result, an improvement scheme which will overcome the risk of flooding has commenced and is due to be completed during the Plan period.

2.38 Much of the future development planned for the town will generate surface water flows to the Leat. It is important that further development does not exacerbate the existing flooding problems pending the completion of the Environment Agency scheme. Consultation will take place with the Environment Agency and, where appropriate, development proposals on allocated and other sites will be subject to a Grampian condition preventing development taking place until improvement works to the Leat have been undertaken. The condition will normally be applied to sites of 0.4 ha (1 acre) or larger and developments of 10 dwellings or greater where the proposal is not a renewal of a valid planning consent.

3. BLISLAND

Inset Map 2

Introduction

3.1 Blisland lies 8 km (5 miles) to the north-east of Bodmin and is served by narrow country lanes from the A30. The village is relatively small and compact and occupies a secluded position on the western edge of Bodmin Moor.

Village Development and Character

3.2 The historic centre of Blisland, which focuses on the only village green with trees in the County, remains largely unspoilt and comprises a cluster of granite houses and cottages, many of which are listed. To the south of the village green is the Parish Church which has retained most of its pre-Reformation colour and grandeur.

3.3 During the 1960s Blisland experienced relatively rapid growth in the form of ribbon development, mainly along its eastern axis, and a Council estate which extended the village northwards. Further significant growth occurred in the 1980s with the completion of a private residential estate and a scheme by Cornwall Rural Housing Association, both of which adjoin the Council estate, and ribbon development along Tregenna Road. This growth is reflected in the increase in the population of the parish from 440 in 1971 to 600 in 1991.

Social and Community Facilities

3.4 There is a reasonable range of facilities within the village including a hall, village institute, post office and public house. The nearest primary school is located in the hamlet of Waterloo, approximately 1 km (0.6 miles) to its south-east. There is a bus service to Bodmin and Camelford.

Planning Background

3.5 Blisland fulfils the main village criteria as set out in Policy H9 of the Structure Plan. However as it lies within an Area of Outstanding Natural Beauty it is also subject to Structure Plan Policy ENV1.

3.6 A conservation area was designated in 1997 based on the historic core of the village. In addition, a conservation area statement for Blisland has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and controls and highlights the opportunities for enhancement.

3.7 The village is served by a small sewage treatment plant which is close to its operating capacity. With some modest upgrading works, there is scope for further limited development beyond that allowed by current planning permissions.

Future Planning Approach

3.8 In view of the amount of recent development, its location within an Area of Outstanding Natural Beauty and the infrastructure constraints, only a limited amount of additional housing land is proposed.

Development Boundary

3.9 The development boundary has been drawn relatively tightly so as to limit the amount of development and retain the village's character and setting.

Housing Allocation

POLICY BLS1:

Land to the west of Pentor Court shown on Inset 2 is allocated for housing development.

3.10 Land to the west of Pentor Court measuring 0.45 ha (1.1 acres) has been identified as being suitable for residential development. The site is well related to the existing built form and access can be achieved from Pentor. The Council owns the site and proposes to develop it for affordable housing.

3.11 Although it is recognised in paragraph 3.7 above, that Blisland is served by a small sewage treatment plant which is near capacity, South West Water Services Ltd considers that there is sufficient capacity to serve the allocated site, without the need for private sewage disposal facilities.

4. LANIVET

Inset Map 3

Introduction

4.1 Lanivet is near the geographical centre of Cornwall, lying 3 km (2 miles) to the south-west of Bodmin. Situated within half a mile of the A30, which formerly passed through the village prior to the completion of the Bodmin bypass, it is very accessible by road.

Village Development and Character

4.2 The historic centre of the village, which is dominated by the Parish Church dating back to the 12th century, is relatively small and known as Churchtown. A large village green provides an attractive foreground to Churchtown.

4.3 Lanivet has experienced considerable growth since the 1960's particularly off Rectory Road in the southernmost part of the village. During the 1960's and 1970's the Council developed a large estate which was expanded in the 1980's with the addition of St Benets Close. The extensive suburban estate of Woodland View was developed during the 1970's. With the exception of a housing scheme for 21 dwellings, development to the west of the Truro Road has mainly been restricted to infilling along the road frontage.

4.4 The population of the parish has increased significantly during the past 20 years, rising from 1115 in 1971 to 1595 in 1991.

Social and Community Facilities

4.5 Lanivet has a wide range of facilities including a post office, general food store, garage with shop, a fish and chip shop, a public house, two meeting halls and a primary school. However there is a notable lack of recreational facilities particularly playing fields. There are daily bus services to Bodmin, St Austell and Truro.

Planning Background

4.6 Lanivet fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The surrounding countryside is not covered by any national or countywide landscape designations.

4.7 Lanivet is subject to occasional flooding particularly in the vicinity of Churchtown due to inadequately sized culverts. This problem is exacerbated by any development which increases surface water run-off.

Future Planning Approach

4.8 Although Lanivet has no major infrastructure constraints, and good facilities and communication links, given the number of outstanding planning permissions, new housing allocations are not considered appropriate.

Development Boundary

4.9 Although the development boundary is drawn relatively tightly around the existing built form to avoid development encroaching into the countryside, limited opportunities exist for infilling. The boundary has been drawn particularly tightly in the north to avoid the village coalescing with the hamlet of Lamorick and to the south-west to protect an area of woodland which is of considerable importance to the setting of the village.

Open Areas of Local Significance

Policy LVT4:

THE FOLLOWING AREAS SHOWN ON iNSET 3 ARE DESIGNATED AS OPEN AREAS OF LOCAL SIGNIFICANCE where policy ENV2 will apply:

(a) land to the north of Churchtown;
(b) land between Truro Road and Woodland View;
(c) land to the west of Truro Road; and
(d) land to the south of Woodland Glade.

4.10 Around Lanivet there are a number of areas of local landscape importance which contribute to the visual quality of the village and therefore merit special protection:

- Land to the north of Churchtown is very prominent when approaching the village from the south and provides an attractive backdrop which adds to the setting of the village and helps to preserve the most attractive views of the settlement.

- The woodland areas between the A389 and Woodland View and to the west of the A389 both contribute to the setting and containment of Lanivet.

- The land to the south of Woodland Glade and including the rectory to the east of the village is predominantly open countryside abutting the development boundary which provides an integral part of the form and setting of the settlement.

4.11 These areas have been designated as Open Areas of Local Significance where Policy ENV2 applies.

5. NANSTALLON

Inset Map 4

Introduction

5.1 Nanstallon lies 3 km (2 miles) to the west of Bodmin. It is situated above the banks of the River Camel which meanders through the hilly farmland and wooded slopes that characterise the surrounding landscape. Immediately to the north of the river is the old Bodmin/Wadebridge railway line which has been reclaimed to form the popular recreational route known as the Camel Trail.

Village Development and Character

5.2 Nanstallon is a relatively small village with most of the built up area contained within a triangular area which is bounded by 3 roads. The oldest buildings are generally found in the north-west corner of this triangle. Further southwards development is ribboned along the road frontage.

5.3 Apart from the late 1960s when the development of 'Greenacres' (the only estate in the village) took place, Nanstallon has grown steadily on a piecemeal basis with the considerable infilling of frontages.

5.4 Located near to the village is the only known Roman fort in the County which dates back to AD 55.

Social and Community Facilities

5.5 There is a limited range of facilities within the village particularly since the closure of the post office/general store. Existing facilities include the Methodist school room, which is the venue for various organisations such as the WI, Sunday School and playgroups, and a primary school which has recently been expanded with the formation of a car park and playing field. There are daily bus services to Camelford and Bodmin.

Planning Background

5.6 Nanstallon fulfils the main village criteria as set out in Policy H9 of the Structure Plan. Although the village does not fall within any landscape designations, the Camel Valley extension to the Area of Outstanding Natural Beauty is just to the north.

Future Planning Approach

5.7 As Nanstallon has no significant environmental or infrastructure constraints and only a small number of outstanding planning permissions, some additional residential development is considered acceptable.

Development Boundary

5.8 The development boundary has been drawn to include an area of land to the south of the school which is considered a logical extension to the village. Elsewhere the boundary has been drawn relatively tightly around the existing built up area to protect the surrounding countryside from encroaching development. There are some opportunities for infilling.

5.9 Included within the development boundary is the school playing field although its continued recreation use is safeguarded by Policy SAF6.

Housing Allocation

POLICY NAN1:

1. Land to the south of the primary school shown on inset 4 is allocated for housing development.

2. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

5.10 A triangular piece of land to the south of the school measuring approximately 0.68 ha (1.7 acres) has been allocated for residential development. The site is well related to the existing built form and relatively secluded from distant views. If the access to the site requires the removal of the existing car parking layby located on the eastern boundary of the site, then replacement parking should be provided within the allocation. Part of the site may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

Open Area of Local Significance

POLICY NAN2:

Land to the north of Nanstallon shown on Inset 4 is designated as an Open Area of Local Significance where Policy ENV2 will apply.

5.11 The land to the north of Nanstallon is visually important to the setting of the village in views from the north. The existing housing forms a distinct northern settlement boundary and is reinforced by this area which therefore merits protection and has been designated an Open Area of Local Significance.

6. ST MABYN

Inset Map 5

Introduction

6.1 St Mabyn is situated just off the B3266, 9.5 km (6 miles) to the north-west of Bodmin and 6.5 km (4 miles) to the east of Wadebridge. The village is set in open undulating countryside with the attractive Allen Valley to the north west.

Village Development and Character

6.2 The historic core of the settlement is centred around the Grade 1 listed 15th century Church of St Mabena at the junction of Wadebridge Road and Station Road. Post-war development includes local authority housing along Chapel Lane and to the south of Wadebridge Road. During the 1980s, the village experienced growth in the form of ribbon development along the northern side of Station Road, with further private housing schemes at Mabena Close and Meadow Court. The population of the parish has increased from 510 in 1971 to 595 in 1991.

Social and Community Facilities

6.3 St Mabyn has a good range of facilities including a shop/post office, a village hall, primary school and public house. It has a well used recreation ground, with a children's play area, tennis courts and sports pitches, which is centrally located with good pedestrian access. The village also has a daily bus service to Bodmin and Camelford.

Planning Background

6.4 St Mabyn fulfils the main village criteria as set out in Policy H9 of the County Structure Plan.

6.5 The surrounding countryside does not have any national or countywide landscape designations, but it does contain some of the highest quality and most versatile agricultural land in North Cornwall. The Allen Valley to the north-west, contains a number of Cornwall Nature Conservation Sites and the wooded drive to the former Rectory ('Woodlands') to the south of the village, is protected by a Tree Preservation Order.

6.6 The village has no mains drainage and only St Kew Highway is connected to the nearby sewage treatment works, which was originally built to accommodate St Mabyn. However the costs of providing first time sewerage by connecting to this system make it unlikely that the village will have mains drainage during the plan period.

Future Planning Approach

6.7 The village has experienced steady growth during the past 10 years especially along Station Road and Wadebridge Road. Although the present lack of mains drainage is a constraint, some additional residential development is considered acceptable.

Development Boundary

6.8 The development boundary has been drawn to include two undeveloped areas of land to provide a choice of sites for further development. Elsewhere the development boundary is drawn relatively tightly around the existing built up area of the village to protect the surrounding high quality agricultural land from encroaching development.

Housing Allocation

POLICY MAB1:

1. Land to the south of Chapel Lane shown on Inset 5 is allocated for housing development.

2. Proposals for development should include a wide belt of landscaping on the northern boundary.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

6.9 A site of approximately 1 ha (2.5 acres) lying to the south of Chapel Lane is proposed for housing. Access should be obtained from the road to the south of the site. The northern part of the site is open to distant views, and therefore substantial new planting will be required in this area to soften the visual impact of new development. A proportion of the site should be developed for affordable housing in accordance with Policy HSG9 and a scheme for 10 dwellings has been approved subject to a planning obligation on the western half of the site.

POLICY MAB2:

Land to the south of Station Road shown on Inset 5 is allocated for housing development.

6.10 On the western side of the village, a second site of 0.5 ha (1.2 acres) to the south of Station Road has been allocated for residential development.

Education Allocation

POLICY MAB3:

Land to the south of the primary school as shown on Inset 5 is allocated for education purposes.

6.11 A site measuring 1 ha (2.5 acres) to the south of the primary school is allocated for education purposes and excluded from the development boundary.

Open Areas of Local Significance

POLICY MAB4:

Land to the south-east of St Mabyn shown on Inset 5 is designated as an Open Area of Local Significance where Policy ENV2 will apply.

6.12 Viewed from the south-east, the open fields adjoining the village provide a significant foreground to the settlement and a setting for the church. This predominantly open countryside therefore provides an integral part of the form and setting of the village.

6.13 The area merits protection and therefore has been defined as an Open Area of Local Significance where Policy ENV2 will apply.

7. ST TUDY

Inset Map 6

Introduction

7.1 St Tudy is located almost mid way between the towns of Bodmin, Camelford and Wadebridge. Its close proximity to both the A39 and B3266 roads means it has relatively good road links which contribute to its growing role as a commuter/retirement settlement.

Village Development and Character

7.2 St Tudy is generally characterised by development ribboned along the roads which radiate from its unspoilt historic centre. At the heart of the village is the Parish Church, built in the 15th century. Around the church are a nucleus of historic buildings, many of which are listed, including numerous cottages, an old rectory, the primary school and a 19th century 'clink' which has been restored as a popular meeting place.

7.3 St Tudy has grown steadily over the years. Significant developments include 'Bodinnick Park' built by the Council in the 1950s and subsequently extended in the 1960s and 1970s, and 'Glebe Parc' which is a sheltered housing association scheme developed in the late 1980s. The population of the parish has increased from 395 in 1971 to 570 in 1991.

Social and Community Facilities

7.4 St Tudy has a good range of facilities including a post office/general store, a primary school, public house and two community halls. In the southern half of the village is a good sized playing field, multi purpose hard court and equipped playground. There are daily bus services to Bodmin and Camelford.

Planning Background

7.5 St Tudy fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The surrounding countryside is not covered by any landscape designations.

7.6 A conservation area was designated in 1997 based on the historic core of the village around the Parish Church. In addition, a conservation area statement for St Tudy has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and controls and highlights the opportunities for enhancement.

7.7 The village has no mains drainage and is therefore served by septic tanks. The costs of providing first time sewerage make it unlikely that the village will have mains drainage during the plan period.

Future Planning Approach

7.8 St Tudy is a village where some additional residential development is considered acceptable. However given its lack of mains drainage, only a limited amount of land has been allocated for housing.

Development Boundary

7.9 The proposed development boundary has been drawn to include land on the western edge of St Tudy. Elsewhere the boundary has been drawn relatively tightly around the existing built up area to protect the surrounding countryside from encroaching development. The land adjoining the property 'Butts Parc' has been deliberately excluded to protect this open space which is important to the setting of this listed building .

Housing Allocation

POLICY TDY1:

1. Land to the west of Oak Park shown on Inset 6 is allocated for housing development.

2. Proposals for development should include:

(a) access via Wadebridge Road; and
(b) a site layout which allows the access road to be extended to permit the development of land to the south and west if required in the future.

The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

[As at April 1999 - allocated site under construction]

7.10 Land to the west of St Tudy has been identified for residential development. The size of the allocation (0.8 ha or 2.0 acres) is appropriate

for the village during the plan period. However the release of additional land will be considered in subsequent reviews of this Plan. Any layout should therefore enable the access road to be extended allowing the land to the south and west to be developed if and when required. Access will be via Wadebridge Road and will require the demolition of the dwelling to the south of the parish hall to provide adequate width and visibility. Although no housing needs survey has been carried out, part of this allocation would be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

7.11 The continued recreation use of both the playing fields and playspace adjoining the Parish Hall are safeguarded by Policy SAF6.

8. BUDE - STRATTON

Inset Map 7

Introduction

8.1 Bude is the northern most town in Cornwall and is situated on the coast about 8 km (5 miles) from the County boundary with Devon. The town adjoins the A39 trunk road and is the main settlement between Bideford (43 km or 27 miles north) and Wadebridge (48 km or 30 miles south). Whilst road communications have improved in recent years with upgradings to the A39 and the construction of the North Devon Link Road providing connections to the M5, the town remains a relatively remote location even by Cornish standards.

8.2 The economy of the town is heavily based on tourism with over 50% of jobs dependent on this industry. Around 150,000 visitors a year stay in Bude or the parishes within about 12 km (8 miles) of the town. In addition, there is a much wider catchment of visitors who make use of the town's facilities or simply visit the town as a tourist destination.

Town Development and Character

8.3 Bude started to become a fashionable resort in the middle of the 19th century and the character of the town has been particularly defined by its Victorian development as a tourist destination. Fortunately the town has not been disfigured by larger scale 20th century tourism developments or excessive commercialisation. The extensive green areas of Maer, Summerleaze and Efford Downs, the golf course, the valley of the River Neet and Bude Canal and the agricultural land separating Stratton and Poughill create a distinctive pattern of countryside interspersing the built development areas.

8.4 The Bude Canal, Upper and Lower Wharf areas and the Nature Reserve are special features of the town. They provide a varied mix of uses in an attractive environmental setting. Progressive development and improvements in this area have enhanced the level of tourism and recreational activity.

8.5 Bude has grown steadily over the last 30 years with significant housing development in the Berries Avenue area and at Flexbury. This growth is reflected in the increase in the population of the parish from 5545 in 1971 to 8140 in 1991. Industrial development has been largely concentrated at Kings Hill where there has been good demand for small industrial units when the economy has been reasonably buoyant.

8.6 Although Bude is now the main town, Stratton is the parent settlement. Betjeman called Stratton 'the county town of northernmost Cornwall on a Roman road to Cornwall, the mother of Bude ...' The old town area of Stratton lies between the River Neet and St Andrews Church and is relatively unspoilt. Most 20th century development has taken place between the River Neet and the A39, particularly at Hillhead.

Social and Community Facilities

8.7 Bude has a good range of facilities relating to education, health, shopping, leisure and recreation.

8.8 There are two junior and infants schools and one comprehensive school. Health facilities include Stratton Hospital (community) and a health centre, both located at Hospital Road. Bude has a good level of shops and services, including a modern public library and the Parkhouse Centre which provides a public hall and a comprehensive set of meeting and function rooms. All the emergency services have stations in the town.

8.9 The town is particularly well equipped for sport and recreation, the major indoor facilities being the Splash leisure pool and the joint use sports hall at Budehaven. There are also various outdoor sports pitches, tennis courts and an 18 hole golf course. As well as the main beaches at Summerleaze and Crooklets, there are many informal recreation areas, notably the Downs and the Nature Reserve.

Planning Background

8.10 The planning framework for Bude was most recently reviewed in the late 1980's. The Bude Planning Guidelines was formally adopted by the District Council in July 1989 following a period of public consultation. The Guidelines identified areas for development, improvement and conservation within the town and most of these proposals are now incorporated into the Local Plan.

8.11 A conservation area was designated in Stratton in 1973 and extended in 1981. Bude Conservation Area, designated in 1988, incorporates the Bude Canal and the areas associated with its development in the 19th century together with the Victorian developments stimulated by the growth of tourism.

8.12 The coast and countryside to the north and east of both Poughill and Stratton, are designated Areas of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

8.13 The main water and drainage services for the town are not expected to be a constraint on development during the plan period. The sewage treatment works near Helebridge, together with a long sea outfall, were completed in 1992 and should ensure that local beaches meet EC Bathing Water Standards.

8.14 Scheduled within the DETR's Road Programme is a scheme to direct the A39 around Stratton. Initial options for this scheme are under consideration.

8.15 In recognition of its remote rural location and the economic problems associated with restructuring in the tourism and agricultural sectors, a European-funded economic development initiative - the North Tamar LEADER Project - has been established in the Bude Travel to Work Area. Arising from this Project, a Bude Action Plan and a series of design studies have identified schemes needed to regenerate the town. The main proposals have been incorporated into the Local Plan.

Future Planning Approach

8.16 Bude is the main town serving the north-west of the District and its rural hinterland also includes parts of the Torridge District. The general planning approach for the town is to allow for continuing growth of houses and jobs, support services and facilities, assist the development of Bude's role as a tourist resort, and preserve and enhance the built and natural environment. Development should be concentrated in Bude itself while in Stratton the emphasis should be on conservation and sensitive small scale development.

Housing Development

8.17 In the period April 1991-March 1995 90 dwellings were completed in Bude-Stratton and at 31st March 1995 there were outstanding planning permissions and dwellings under construction amounting to about 420 dwellings. The permissions at Broadclose Farm, Berries Avenue, and Vicarage Road will meet housing requirements over the next few years.

8.18 The development boundary for the town has been drawn to focus new development on the east side of the town which is the least environmentally sensitive area and has good road links to the A39. The boundary is drawn tightly around Stratton and Flexbury and on the coastal side of the town to prevent encroachment of developments into the most sensitive environmental areas. A large site with planning permission at Lynstone is located outside the development boundary.

Land at Broadclose Farm

POLICY BUS1:

1. Land at Broadclose Farm shown on Inset 7 is allocated for housing development.

2. Proposals for development should include extensive landscaping along the northern and eastern boundaries adjacent to the Open Areas of Local Significance (Policies BUS6(a) and BUS6(b)).

[As at April 1999 - part of the allocated site developed]

8.19 Land at Broadclose Farm measuring 7.0 ha (17.3 acres) has been identified for residential development. The site is well located to the nearby leisure facilities and supermarket, and access can be achieved from Stucley Road via Stratton Road. As well as providing landscaping within the site in accordance with Policy DVS2, the scheme should also include substantial landscaping along the northern and eastern boundaries to provide a transition to the rural environment beyond. The land is owned by the District Council and a development brief has been prepared to provide a framework for future development. The brief identifies parts of the site which will be developed for affordable housing.

Industry and Employment

POLICY BUS3:

1. Land to the east of the existing Kings Hill industrial estate adjacent to the A39 shown on Inset 7 is allocated for employment development in Use Classes B1, B2 and B8.

2. Proposals for development should include:

(a) access from the unclassified road between the A39 and the A3073; and

(b) extensive landscaping along the boundary with the A39.

3. The Council will impose a Grampian condition to ensure development does not commence until off-site highway improvements between the A39 and the site have been completed.

[As at April 1999 - allocated sited under construction]

8.20 The town's existing industrial estate at Kings Hill is nearly fully developed and there is very little industrial land available for new development. The Council has redeveloped its former depot site at Kings Hill to provide managed workspace which has increased the range of business units available in the area. The only other industrial area is in the vicinity of the Gas Works and this land is protected for employment uses by Policy ECN2.

8.21 A further area of land measuring 4.9 ha (12 acres) has been allocated for industrial development between the Kings Hill estate and the A39. A new access to this land will be required from the unclassified road between the A39 and the A3073. In addition, the junction with the A39 and the length of road to the site entrance will require improvements. The site is visually prominent being adjacent to the A39 and so special attention will be required to the standard of building design and landscaping.

Town Centre and Retail Development

POLICY BUS4:

1. A Primary Commercial Area in Bude Town Centre is identified on Inset 7 where Policy SAF1 will apply.

2. Environmental improvements are proposed in the Strand, Triangle and Belle Vue areas.

8.22 Bude Town Centre provides a good range of shopping facilities although the number and type of shops is clearly influenced by the tourist trade. The County Council has undertaken traffic management and environmental works during 1993 to improve road safety and create a more attractive and user friendly town centre. A Bude Town Centre Study has been undertaken which identifies a number of further traffic management, car parking and environmental improvements which could further enhance the town centre.

8.23 The priorities for the future are to reinforce the economic viability of the town centre by consolidating retail activity within a defined area, supporting further environmental improvements and maintaining an adequate level of convenient car parking.

8.24 The supermarket on Stratton Road together with existing provision in the town centre should be sufficient to meet the convenience shopping needs of the catchment area for the foreseeable future.

Tourism

8.25 Bude is a small seaside resort which developed to meet the traditional main season holiday market. Over recent years considerable efforts have been made to diversify the range of holiday opportunities and spread tourist business over a longer season. Progress has been made in the following areas:

- Investment in new infrastructure. For example, the construction of the Splash leisure pool and the development of the Bude Tourist Information Centre into a more comprehensive visitor centre;

- The development of programmes of events and 'green' tourism. For example, the Bude Jazz Festival and the work of the North Cornwall Heritage Coast and Countryside Service;

- Environmental improvements to sensitive areas such as the Lower Wharf.

8.26 The North Tamar LEADER Project has provided the impetus for more rapid progress to be made in all these areas. In particular studies have been undertaken at Crooklets, Summerleaze, the Town Centre and the Bude Canal which provide a framework for future action to upgrade the environment.

POLICY BUS5:

1. Environmental improvements are proposed at the Crooklets and Summerleaze beach areas and in the Lower Wharf/Castle area.

2. Proposals for the redevelopment or change of use of hotels to uses other than tourist accommodation in the Summerleaze Crescent/Hartland Terrace area shown on Inset 7 will not be permitted where they would adversely affect the tourism character of the area.

8.27 Within and around the town there are certain areas which are critical to its image and appearance as a resort. In some, such as the Downs and the Nature Reserve, the main priority is continued management. In others, like the Summerleaze and Crooklets beach areas, many of the buildings are of mediocre design and in poor condition, and the areas would generally benefit from a suitable mix of good quality redevelopment and improvement. The Lower Wharf/Castle area has benefited from some improvements but further works are needed to achieve its potential as an attractive, integrated area. In the conservation area as a whole, special attention must be paid to retaining its relatively uncommercialised character.

8.28 Structure Plan Policy TOUR4 seeks to prevent prime hotel areas in tourist resorts being changed into other uses, thereby undermining a key economic resource. The Council does not believe it is realistic to prevent changes of use across extensive areas of the town but has identified a small area based on Summerleaze Crescent and Hartland Terrace where there is a concentration of tourist accommodation which should be retained.

Open Areas of Local Significance

Policy BUS6:

The following areas shown on Inset 7 are designated as Open Areas of Local Significance where Policy ENV2 will apply:

(a) the open areas north of Flexbury and Stratton;
(b) Summerleaze Beach and Down, Crooklets and the golf course;
(c) Efford Down and the river/canal plain including the Nature Reserve; and
(d) land to the south of Stratton and Hillhead.

8.29 The importance of various open areas to the character of the town and its image as a tourist resort has already been noted. The following areas merit special protection:

- Land between Bude, Flexbury and Stratton forms a 'green gap' which maintains the separate identities of each settlement;

- Efford, Summerleaze and Maer Downs also forms part of the 'green gap' and contributes to the wider environmental setting to the town;

- The river/canal plain above the Crescent car park, including the Nature Reserve, provides a 'green wedge' right into the heart of the town and an archaeological and nature conservation resource of considerable significance.

8.30 These areas have been designated as Open Areas of Local Significance where Policy ENV2 applies. In addition the route of the Bude Canal is safeguarded from development by Policy SAF7.

9. KILKHAMPTON

Inset Map 8

Introduction

9.1 Kilkhampton is located close to the county boundary, some 8 km (5 miles) to the north-east of Bude astride the A39.

Village Development and Character

9.2 Kilkhampton is a sprawling village which has spread along the A39 and the minor roads within the vicinity. Despite its growth, the village centre has retained its traditional character comprising terraced properties, some of which are listed, fronting directly onto the A39 and West Street. This high density of development is relieved by an attractive square, which contains a war memorial, and the Parish Church which stands in spacious grounds.

9.3 The village has grown considerably in recent years particularly during the 1980's with the development of Priestacott and Rosecott Park. This growth is reflected in the increase in the population of the parish from 820 in 1971 to 1050 in 1991.

Social and Community Facilities

9.4 The village has a wide range of facilities including two public houses, two cafes/restaurants, two meeting halls, twelve shops including a post office, bakers, butchers and general food and grocery stores, petrol filling station, vehicle repair garage and a primary school. Recreational facilities include two football pitches and an equipped playground. The nearby Penstowe Park holiday centre also contains recreational facilities used by local people. There are daily bus services to Bude, Launceston, Bideford and Barnstaple.

Planning Background

9.5 Kilkhampton fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The village is an historic settlement and is therefore subject to Policy ENV3 of the Structure Plan. The western most edge of the village lies within an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

9.6 A conservation area was designated in 1997 based on the historic core of the village around St James' Parish Church and The Square. In addition, a conservation area statement for Kilkhampton has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and controls and highlights the opportunities for enhancement.

9.7 Scheduled within the DETR's Road Programme is a bypass scheme for Kilkhampton. This scheme will improve road safety by taking through-traffic from the A39 out of the village.

9.8 The sewage treatment works is operating at design capacity and is therefore unable to serve any further development proposals. A new sewage treatment scheme is programmed by South West Water Services Limited. There are also local distribution problems regarding water supply.

Future Planning Approach

9.9 As Kilkhampton has a range of facilities and good communications and a relative lack of environmental constraints, the village is considered suitable for some further residential growth when the current water services embargo is lifted.

Development Boundary

9.10 The development boundary has been drawn to include an area of land to the west of the village which is allocated for housing. In addition there are a number of sites with planning permission for residential development included within the boundary.

Housing Allocation

POLICY KHM1A:

1. Land to the west of Priestacott Park shown on Inset 8 is allocated for housing development.

2. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

9.11 A 0.58 ha (1.4 acres) site which lies immediately to the west of Priestacott Park is allocated for housing development. Access should be provided via Priestacott Park. Part of this allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

10.MARHAMCHURCH

Inset Map 9

Introduction

10.1 Marhamchurch lies close to the A39 approximately 1.5 km (1 mile) south of Bude. The village is situated on the old Bude Canal which was constructed in 1819 and used to transport sea sand and lime for use as fertiliser by local farms all the way up to Holsworthy. At Helebridge near Marhamchurch, tugboats were winched up an inclined plane, the remnants of which are still clearly visible.

Village Development and Character

10.2 The centre of Marhamchurch has a distinct historic identity and sense of spaciousness. It is dominated by St Marwenne's Church built mainly in the 14th century, and includes the Bray Institute, the Bullers Arms Hotel, Court Farm and the village store/post office and several houses which are listed buildings.

10.3 The village has grown considerably in recent years particularly westwards with the development of Morwenna Close throughout the 1980's, and northwards with the development of the Cricketers Estate during the late 1980's and early 1990's. In 1987 the Council built 10 dwellings in Old Canal Close. This growth is reflected in the increase in the population of the parish from 445 in 1971 to 655 in 1991.

Social and Community Facilities

10.4 Marhamchurch has a good range of facilities including a primary school with outdoor recreational space, the Bray Institute, two licensed premises and a general store/post office. There is a daily bus service to Bude.

Planning Background

10.5 Marhamchurch fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The surrounding countryside is not subject to any national or countywide landscape designations.

10.6 A conservation area was designated in 1997 based on the historic core of the village around St Marwenne's Church and the original farmsteads. In addition, a conservation area statement for Marhamchurch has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and controls and highlights the opportunities for enhancement.

Future Planning Approach

10.7 As Marhamchurch has a good range of facilities, no major environmental constraints and good communication links, it is considered suitable to accommodate some additional residential development.

Development Boundary

10.8 The development boundary has been drawn to provide a choice of sites for new housing. Included within the boundary is an undeveloped area of land to the south of the Cricketers estate. Elsewhere the boundary follows the existing built up area to protect the surrounding countryside from encroaching development. Opportunities for small scale residential development exist within this boundary which includes an area of land adjoining Old Canal Close. Also included within the development boundary is St Marwenne's Church, the primary school playing fields, whose continued recreational use is safeguarded by Policy SAF6. In addition the route of the Bude Canal is safeguarded from development by Policy SAF7.

Housing Allocation

POLICY MCH1:

1. Land to the south of the Cricketers Estate shown on Inset 9 is allocated for housing development.

2. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

10.9 A site measuring approximately 0.57 ha (1.4 acres) which lies to the immediate south of the Cricketers development has been allocated for housing. The access should be via the existing Cricketers estate road. Part of this allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

11.POUGHILL

Inset Map 10

Introduction

11.1 Poughill is located less than 1.5 km (1 mile) to the north-east of the resort town of Bude. Despite its close proximity to Bude, Poughill has retained its own separate identity although it is basically a dormitory village for the town.

Village Development and Character

11.2 Poughill, which is referred to in the Doomesday survey of 1086 as Pochehille, comprises two parts; the old village which straggles along Poughill Road and the modern estate developments to the north-west of Northcott Mouth Road. These two parts are separated by the extensive wooded grounds of 'Trelana' nursing home and 'Reeds'.

11.3 The old part of Poughill has retained its largely unspoilt character. At the heart of the village stands the 14th century Church of St Olaf. There are also several examples of 16th and 17th century buildings.

11.4 The extensive Moor Cross Estate, comprising Trelawney Avenue and Anthony Close was developed during the late 1960's and 1970's. Orchard Close, which is more closely related to the old part of the village, was developed from the late 1960's. More recently development has taken place at Reeds Nurseries.

Social and Community Facilities

11.5 Poughill has a good range of facilities including a post office and general store, public house, Parish and Methodist Churches, a village hall and the 'Mens Institute'. There are daily bus services to Bude.

Planning Background

11.6 Poughill fulfils the main village criteria as set out in Policy H9 of the Structure Plan. Although most of the countryside surrounding Poughill is not covered by any national or countywide landscape designation there is an Area of Great Landscape Value immediately to the north. To the east is an area of Grade 2 agricultural land.

11.7 Part of Poughill was designated a conservation area in 1973. This was extended in 1989 to include Burshill Manor and its setting and also the eastern approach to the village.

Future Planning Approach

11.8 Due to Poughill's close proximity to Bude which is the main focus for growth in the area, its conservation area status and the locally important landscape areas around the village, new housing allocations are not considered appropriate for the settlement.

Development Boundary

11.9 The development boundary has been drawn tightly around the existing built up area so as to retain the character and setting of the village and protect the surrounding countryside from encroaching development. A number of large properties set in relatively extensive grounds on the south side of the Poughill Road have been excluded from the boundary to protect their open character.

11.10 Excluding the extensive grounds to 'Reeds' and Trelana Nursing Home has split the development boundary into two parts. This will ensure the old village remains physically separate from the more modern part thereby maintaining its unspoilt character.

Open Area of Local Significance

Policy POU1:

The area surrounding Poughill on Inset 10 is designated as an Open Area of Local Significance where Policy ENV2 will apply.

11.11 Except for the Area of Great Landscape Value which is already recognised as being of environmental importance, all the land surrounding Poughill has been designated as an Open Area of Local Significance where Policy ENV2 applies. This designation, in conjunction with the tight development boundary, will ensure the settlement maintains a separate identity from Bude and in particular Flexbury. It will also protect the wider environmental setting of Bude which is important to the towns character and image as a tourist resort.

12.WEEK ST MARY

Inset Map 11

Introduction

12.1 Week St Mary lies some 11 km (7 miles) south of Bude, saddled in hilly farmland mid way between the A39 and the B3254. The village is therefore relatively remote and served by narrow country lanes.

Village Development and Character

12.2 Week St Mary is a straggling linear settlement which has grown around three historic areas; Lower Square in the north, The Square which is in the heart of Week St Mary and Week Green to the south. In between these three areas there has been development, mainly along the road frontage. Significant residential developments include 'The Glebe' built in the early 1970's and West Week Close developed by the Council in the early 1980's. Since 1971 the parish population has increased from 380 to 530 in 1991.

Social and Community Facilities

12.3 In spite of the closure of the primary school, Week St Mary has a reasonable range of facilities including a post office/general store, a small art gallery and antique shop, an electrical shop, public house and meeting hall. Public transport is limited to a bus service to Bude operating on school days only and a service to Launceston five days a week.

Planning Background

12.4 Week St Mary fulfils the main village criteria as set out in Policy H9 of the Structure Plan. It is an historic settlement and is therefore subject to Policy ENV3 of the Structure Plan. The village lies within an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies. To the north-west of the settlement lies earthworks which are scheduled as an ancient monument and therefore protected by Policy ENV2 of the Structure Plan.

12.5 A conservation area was designated in 1997 to encompass the historic core of the village around St Mary's Church, Lower Square and The Square. In addition, a conservation area statement for Week St Mary has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and controls and highlights the opportunities for enhancement.

Future Planning Approach

12.6 Week St Mary has a good range of facilities and is a natural focus fo the surrounding area. It has therefore been identified as a settlement which can accommodate some residential development during the plan period.

Development Boundary

12.7 The development boundary has been drawn to include an undeveloped area of land which lies to the south of West Week Close. Elsewhere the boundary has been drawn relatively tightly around the existing built up area to protect the surrounding countryside from encroaching development. The holiday chalets in the north-west of the village have been excluded from the boundary to retain this tourist facility.

Housing Allocation

POLICY WSM1:

1. Land to the south of West Week Close as shown on Inset 11 is allocated for housing development.

2. Proposals for development should include:

(a) provision of sufficient car parking to serve the village hall;
(b) adequate separation between the village hall and the housing development to protect the amenities of future residents; and
(c) a site layout which allows the access road to be extended to permit the development of land to the south if required in the future.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

12.8 A site of approximately 1.2 ha (3 acres) which lies to the south of West Week Close has been identified for residential development. It's well related to the centre of the village and the available social and community facilities.

12.9 If access to the site is necessary through the existing village hall car park, then replacement parking space should be provided within the allocation. The layout of the site should ensure that

there is sufficient separation between the housing and the village hall in order to protect the amenities of future residents. The layout should also enable the access road to be extended to allow the land to the south to be developed if and when required. Part of this allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

13.WHITSTONE

Inset Map 12

Introduction

13.1 Whitstone is located some 9.5 km (6 miles) to the south-east of Bude astride the B3254 Launceston to Kilkhampton road.

Village Development and Character

13.2 Whitstone is a settlement which straggles along the B3254 and tends to lack a focal point. The most important historic buildings, the primary school and St Anne's Church, are divorced from the main built up area and situated to the north-west of the village.

13.3 The village has grown in the past twenty years with the intermittent development of Paradise Park, a large suburban estate with a mixture of house types and designs, which was first conceived in the 1970's and is still incomplete. In the mid 1980's the Council developed part of St Anne's Close which included the provision of small workshop units. This growth is reflected in the increase in the population of the parish from 290 in 1971 to 435 in 1991.

Social and Community Facilities

13.4 The village has a reasonable range of facilities; a primary school, a church hall, and two general stores one of which contains a post office. There is a daily bus service to Launceston, Plymouth and Tavistock and a service to Bude four days a week.

Planning Background

13.5 Whitstone fulfils the main village criteria as set out in Policy H9 of the Structure Plan. Most of the village lies within an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

13.6 The village is served by a small sewage treatment plant which is operating in excess of its design capacity. A sewage treatment scheme is being investigated by South West Water Services Ltd. There are also localised deficiencies with regard to water supply although proposed works should resolve this problem.

Future Planning Approach

13.7 Given Whitstone's reasonable range of facilities, its good communications links and its focal position in a sparsely populated area, the village is considered suitable to accommodate some residential development during the plan period. However before the land allocated for housing is developed, the sewage deficiency will need to be addressed.

Development Boundary

13.8 The development boundary has been drawn to include an undeveloped area of land at St Anne's Close. Elsewhere the boundary has been drawn tightly around the existing built up area to protect the surrounding countryside from encroaching development. The exclusion of the wooded area around the Rectory has meant that the development boundary is divided into two separate parts.

Housing Allocation

Policy WHI1:

Land to the west of St Annes Close as shown on inset 12 is allocated for housing development.

13.9 To the west of St Annes Close a site of 0.5 ha (1.2 acres) has been allocated for residential development. This land has been partly serviced in association with the construction of six dwellings and three small workshop units. The site is owned by the District Council and the Council proposes to develop it for affordable housing.

13.10 Due to the sewage infrastructure deficiencies, development on the allocated site would not normally be permitted until this problem has been overcome. However in accordance with Policy DVS8 a suitable alternative sewage disposal system may be acceptable providing it will not have an adverse environmental effect on residential amenities or pollute groundwater or watercourses.

14. CAMELFORD

Inset Map 13

Introduction

14.1 Camelford is the smallest town in North Cornwall. Lying astride the A39 midway between Wadebridge and Bude, Camelford is situated at the centre of the District. The town is set on the banks of the River Camel on the north-western edge of Bodmin Moor and four miles inland from the North Cornwall coast.

Town Development and Character

14.2 The earliest remains of a settlement in the area are the stone circles on Rough Tor which date from the Bronze Age and bear witness to the District's attraction as a rich source of minerals. However it was not until the medieval period that a settlement at Camelford was first documented, its establishment resulting from an easy crossing point on the River Camel.

14.3 In 1669 Camelford was granted a charter which confirmed the significance of the town as a centre for trade and administration for the surrounding area. Following the Reform Act of 1832, Camelford lost its status and suffered from a period of decline. However with the coming of the railway in the late 19th century Camelford experienced a period of growth.

14.4 During the 20th century Camelford has continued to grow and in the last 20 years the population has increased from 1525 in 1971 to 1975 in 1991. Throughout this period significant new Council house developments took place to the west of the A39 on the southernmost part of the town together with industrial development at Highfield Road. The most recent private housing schemes have mainly occurred in the northern part of the town.

14.5 The character of the town owes much to the historic buildings which front Fore Street, Chapel Street and Market Place and provide the main focus for the town. The town's environment and character is enhanced by the penetrative green wedges of Enfield Park and Jackson Meadow which follow the River Camel into the heart of the town.

Social and Community Facilities

14.6 Camelford has a full range of facilities including a junior and infants school, secondary school, health centre, dental surgery, public library, museum, function hall, police and ambulance stations. The town has a reasonable level of shops including a small supermarket, post office, banks, bakery, chemist, greengrocers and also a public house and hotel.

14.7 In terms of organised sport facilities the town is well equipped and includes an indoor swimming pool and sports hall at the Camelford Sports Centre, football pitch at Tregoodwell, an 18 hole golf course near Lanteglos and a bowling green. There is also a well used informal open space within the town at Enfield Park which includes a children's play area. There are daily bus services to Wadebridge, Launceston, Bodmin and Plymouth.

Planning Background

14.8 Less than a mile to the east of Camelford is an Area of Great Historic Value which bears testimony to the area's archaeological significance. Indeed Camelford is designated as an Historic Settlement where Policy ENV3 of the Structure Plan applies. Further west lies Bodmin Moor which is designated as an Area of Outstanding Natural Beauty and Site of Special Scientific Interest.

14.9 A conservation area was designated in 1997 to encompass the historic core of the town close to the river crossing. In addition, a conservation area statement for Camelford has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and controls and highlights the opportunities for enhancement.

14.10 The A39 through Camelford is extremely narrow in parts and causes traffic problems particularly during the summer months. These problems will be alleviated following the completion of a bypass which is within the DETR's Road Programme. In June 1994, the Highways Agency announced that the preferred route selected would pass to the east of the town (purple route).

14.11 There are both sewerage and sewage treatment difficulties affecting the town. The sewage treatment works are overloaded and the sewerage storm overflows are deficient resulting in sewage flooding. South West Water Services Ltd have advised that development should be limited to allocated land and single dwelling infilling. Both a sewerage scheme and a sewage treatment plant are included in the capital programme of South West Water Services Ltd.

'Camelford: Focus on the Future'

14.12 In 1992 consultants (PIEDA) were invited by South West Water Services Ltd to produce a study focusing on the economic performance and prospects of the town. The study was a response to the 1988 water contamination incident which was perceived as having a detrimental effect on the economic well being of the town. The PIEDA study culminated in the formation of the Camelford Forum which has drawn together a range of organisations and individuals committed to achieving improvements to the town.

Future Planning Approach

14.13 Whilst the other towns in North Cornwall are located near the boundaries of the District, Camelford holds an important central position. The town contains a good range of facilities for its size, and therefore provides an important service and employment centre for a large geographical area, albeit a sparsely populated one. The future planning approach will reinforce this role by providing for further development during the plan period.

Housing Development

14.14 In the period April 1991-March 1995, 40 dwellings were completed in Camelford and at 31st March 1995 there were outstanding planning permissions and dwellings under construction amounting to about 225 dwellings. The permissions at Valley Truckle, Victoria Road and Dark Lane provide a good choice of locations for development and are sufficient to meet most of the housing requirements of Camelford during the plan period. In addition, there are opportunities for affordable housing development as an exception to normal policies of restraint provided they comply with Policy HSG10.

14.15 If the permissions at Valley Truckle and Victoria Road require renewal during the plan period, they will be reconsidered in the light of the relevant policies in the Local Plan.

Land to the east of Roughtor Drive

POLICY CAM1:

Land to the east of Roughtor Drive as shown on Inset 13 is allocated for housing development.

[As at April 1999 - allocated site developed]

14.16 To the east of Roughtor Drive a site of 0.8 ha (2.0 acres) has been allocated for residential development. The Council owns the site and proposes to develop it for affordable housing.

Industry and Employment

14.17 Industrial development within Camelford is concentrated on the Highfield Industrial Estate which is situated to the west of the A39. Although 7 units totalling 600 sq. metres were completed on this estate in the early 1990's, helping to meet short-term demands, there are very limited reserves of industrial land for the longer term. It is not easy to identify a new site for employment land because of environmental and highways constraints. This matter will be examined in the First Review of the Local Plan in conjunction with any progress concerning the Camelford ByPass. In the meantime, opportunities will be available for employment development under Policy ECN4.

Town Centre and Retail Development

POLICY CAM3:

In Camelford Town Centre a Primary Commercial Area is identified on Inset 13 where Policy SAF1 will apply.

14.18 Camelford provides a good range of shopping facilities for the size of the town. However, the growth of the town's facilities has been held back by the influence of the surrounding towns, particularly Bodmin, Wadebridge and Launceston, the problems of traffic congestion and the physical constraints which have led to most shops being dispersed in linear form from the bridge over the River Camel to the supermarket opposite Clease Road.

14.19 The future of the town centre will depend upon consolidating and increasing town centre activity within a well defined area, creating an attractive town centre environment and retaining plenty of convenient parking. The completion of the by-pass will enhance the shopping environment of the town and open up the opportunity to carry out further improvements.

Tourism

14.20 Camelford's location which offers convenient access to both Bodmin Moor and the North Cornwall coast means it attracts a significant number of visitors. The town and its immediate surroundings offer a number of facilities which appeal to tourists. These include a golf course, sports centre and swimming pool, the North

Cornwall Museum, the Cycling Museum, and Crowdy Reservoir which is used for water sports. In addition, a site on the north eastern side of the town has planning permission for a hotel. Due to its economic importance, special attention will be given to initiatives which support and strengthen tourism within the town.

15.BOSCASTLE

Inset Map 14

Introduction

15.1 Boscastle is a picturesque fishing village situated approximately mid way between Bude and the Camel estuary and lies 8 km (5 miles) to the north of Camelford via the B3266.

15.2 During the 20th century, tourism has played an increasingly important role in the local economy with the village attracting an estimated 300,000 visitors annually.

15.3 Much of the surrounding countryside and the harbour area is in the ownership of the National Trust who have been influential in maintaining and enhancing the attractive setting of the settlement.

Village Development and Character

15.4 The original settlement was associated with the area known as Forrabury Common which lies between St Symphorian's Church and the cliff promentary of Willapark. It is characterised by the clearly defined but unbounded strips of land known locally as stitches and typical of the open field method of farming.

15.5 The medieval core located in the sheltered steep sided valley of the River Jordan, extends from the top of High Street, along Fore Street to the bottom of Dunn Street and lies close to the site of the 12th century Bottreaux Castle from which the name of Boscastle is derived.

15.6 A further distinctive part of the settlement is the harbour area where the breakwater was built in the late 16th century to provide shelter in the narrow creek. The harbour flourished for a brief period during the 18th and early 19th centuries and a large number of the buildings in the village belong to this period.

15.7 Communication between the harbour and inland was made easier by the construction of New Road (B3263), which provides a gentler gradient for traffic up and down from the harbour, than the route through the village.

15.8 The 20th century has seen a further period of change with substantial residential development especially during the 1980's, extending the original settlement westwards onto higher and more level land to the south of St Symphorian's Church. This area is both visually and physically separated from the original core by the topography and tree growth on the sheltered valley sides. The population of the parish has increased from 650 in 1971 to 835 in 1991.

Social and Community Facilities

15.9 Boscastle has a wide range of shops including a post office, bakery, general store/butcher, hairdresser, garage/petrol filling station and numerous gift shops and cafes catering for the needs of the holiday visitor. Other facilities include a health centre, primary school, hotel, two public houses, social club and a meeting hall. The main outdoor recreation facility is a sports pitch located on the edge of the village to the west of Green Lane. There are daily bus services to Bodmin, Camelford, Launceston, Bude, Wadebridge and Plymouth.

Planning Background

15.10 Boscastle fulfils the main village criteria as set out in Policy H9 of the Structure Plan. It lies within an Area of Outstanding Natural Beauty and Heritage Coast where Structure Plan Policy ENV1 applies. In addition the surrounding countryside is designated as a Site of Special Scientific Interest and an Area of Great Scientific Value and is therefore subject to Structure Plan Policy ENV5.

15.11 The village has also been defined as an Historic Settlement where Structure Plan Policy ENV3 applies and contains two scheduled ancient monuments namely Bottreaux Castle and Forrabury Cross.

15.12 In 1970 the village and harbour area was designated a conservation area and, in accordance with the District Council's policy document for the area, it was further extended in 1980.

15.13 The present sewerage system is overloaded and unable to serve any further development. The provision of a new sewage treatment scheme is being investigated by South West Water Services Ltd following the completion of a drainage study of the area.

15.14 The village is also prone to occasional flooding in the vicinity of the Wellington Hotel and Marine Terrace due to inadequately sized culverts. There is also flooding at Gunpool Lane.

Future Planning Approach

15.15 In view of the amount of recent development, the number of outstanding planning permissions and the various environmental and infrastructure constraints, new housing allocations are not considered appropriate for the settlement.

Development Boundary

15.16 The development boundary has therefore been drawn tightly around the existing built up area so as to retain the village's character and setting as well as protecting the surrounding countryside from encroaching development.

15.17 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need and it is in accordance with Policy HSG10.

Education Allocation

POLICY BOS1:

Land to the east of Green Lane shown on Inset 14 is allocated for education purposes.

15.18 A site of 0.72 ha (1.8 acres) to the east of Green Lane is reserved for the County Council for a replacement primary school. Although it is not part of the County Education Authority's current capital programme, the site may be required during the plan period.

Tourism and The Environment

15.19 Boscastle is one of the most popular tourist destinations for day visitors along the North Cornwall coast and consequently the local economy is very dependent upon tourism. However, Boscastle is a prime example of where the relatively unspoilt buildings and the natural environment are the main attractions and therefore priority will be given to implementing conservation Policy ENV13 to ensure that commercialisation does not undermine the qualities of the village. In addition, due to the physical character and access limitations, it is unlikely that further commercial development in the harbour area will be permitted.

15.20 The District Council's visitor centre in the public car park which opened in 1994, demonstrates the type of tourism development which can complement and enhance the natural and built environment.

16.DELABOLE

Inset Map 15

Introduction

16.1 Delabole straddles the B3314 road approximately 3 km (2 miles) to the west of Camelford and 1.5 km (1 mile) east of the coast. Since the 15th century the village has been inextricably linked with the quarrying of slate. The quarry is over 150 metres deep and 1.5 kilometres in circumference and produces a bluish slate which is of a very high quality.

Village Development and Character

16.2 Prior to the late 19th century Delabole consisted of three separate hamlets; Pengelly, Medrose and Rockhead. These three hamlets gradually merged following the arrival of the railway and were given the collective name 'Delabole', after the quarry. Indeed the settlement's growth has been closely linked with the activities of the quarry. Today the settlement straggles along the B3314 road for at least a mile. The most significant recent developments have occurred to the east of High Street in the area of Pengelly with the construction of council and private houses in Penmead Road.

16.3 The settlement has experienced a steady increase in population in the past 20 years, increasing from 1095 in 1971 to 1305 in 1991.

Social and Community Facilities

16.4 The village has a wide range of facilities including a primary school, two doctors surgeries, two public houses, five meeting places and about ten shops. It has a well used recreation ground which includes a football pitch and equipped children's play area. There is a daily bus service to Bodmin, Camelford, Launceston, Wadebridge and Plymouth.

Planning Background

16.5 Delabole fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The surrounding countryside is designated an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies. An Area of Outstanding Natural Beauty and Heritage Coast lies less than a kilometre to the west.

16.6 Although a new sewage treatment scheme has recently been completed there is considerable surface water infiltration into the main sewers in High Street, Medrose and the railway embankment. This constraint means no additional development can be adequately serviced within this part of the settlement.

Future Planning Approach

16.7 In view of the large number of outstanding planning permissions and the current infrastructure constraints, new housing allocations are not considered appropriate for the settlement.

Development Boundary

16.8 The development boundary has been drawn tightly around the existing built up area which includes all of the land with unimplemented planning permission.

16.9 The residential caravan park in the extreme south of the village has been included within the development boundary. This will allow the caravan park to be redeveloped with permanent housing if required.

16.10 The playing fields, whose continued recreational use is safeguarded by Policy SAF6, has been excluded from the boundary.

Local Economy

16.11 In view of its economic importance to the settlement, support will be given to quarrying and its associated industrial activities. Planning permission exists for the erection of 6 workshop units on land at Pengelly which will help to diversify the local economy. In addition, the redevelopment of the Council's former depot site could provide an opportunity for new employment development.

17.ST BREWARD

Inset Map 16

Introduction

17.1 St Breward lies almost mid way between Bodmin and Camelford and is served by narrow lanes from the B3266. The village overlooks the Camel Valley to the west and lies on the western edge of Bodmin Moor.

Village Development and Character

17.2 The village descends from the exposed Parish Church on the edge of Bodmin Moor down to Limehead in a linear pattern interspersed with areas of common land. Until comparatively recent times, the settlement consisted of separate groups of houses at Churchtown, Row, Limehead, Lower Penquite and Higher Penquite. Churchtown is the oldest part which is centred around the Grade 1 listed Church of St Bruerdus which has Norman origins and it also includes a public house which claims to be the highest in Cornwall.

17.3 The areas of Row and Limehead expanded at the end of the last century in conjunction with granite quarrying at Tor Down and De Lank. During the post-war period there has been a steady rate of growth, including local authority housing at Rylands Terrace. The 1980's saw private residential development take place at Hill Close and Coombe Road, and further local authority housing and 4 small workshops completed at Chyryn Drive. With infilling of frontages on a piecemeal basis, Churchtown to Limehead now forms a virtually continuous straggle of development.

17.4 The population of the parish has increased from 755 in 1971 to 890 in 1991.

Social and Community Facilities

17.5 St Breward has a wide range of facilities including a post office, general food store, repair garage, a public house, two meeting halls, doctor's surgery and a primary school. The Parish Church is situated at Churchtown and the Methodist Chapel and Sunday School buildings are located at Row. There is a football pitch and social club located to the east at Higher Penquite. Within the village, there are limited recreational facilities with a small children's play area located adjacent to Rylands Terrace. There is a daily bus service to Bodmin and Camelford.

Planning Background

17.6 St Breward fulfils the main village criteria as set out in Policy H9 of the Structure Plan. However as it is within both an Area of Outstanding Natural Beauty and an Area of Great Landscape Value, it is subject to Structure Plan Policy ENV1.

17.7 The Camel Valley to the west contains a number of Tree Preservation Orders and a Cornwall Nature Conservation Site. The settlement also lies within an Area of Great Scientific Value and an Area of Great Historic Value and is therefore subject to Structure Plan Policies ENV5 and ENV2.

Future Planning Approach

17.8 In view of the amount of recent development together with the various environmental constraints and poor road network serving the village, only a limited amount of additional housing is proposed.

Development Boundary

17.9 The proposed development boundary is in three parts. The largest covers the area from Hill through to Limehead and includes Row and Mount Pleasant. The two smaller parts are drawn around Churchtown and Rylands/Lower Penquite which are both physically separate from each other and the rest of the village.

17.10 In all cases the development boundary is drawn relatively tightly around the existing built up area of the village in order to protect the surrounding high quality countryside from encroaching development. Limited opportunities exist for infilling and for further development around Chyryn Drive.

Housing Allocation

POLICY BRD1:

Land to the east of Chyryn Drive shown on Inset 16 is allocated for housing development.

17.11 Land to the east of Chyryn Drive measuring 0.52 ha (1.3 acres) has been identified as being suitable for residential development. The site is well related to the existing built form and access can be achieved from Chyryn Drive. It rises to the east and is open to distant views, and this should be taken into account in the design and landscaping of the development. The Council

owns the site and proposes to develop it for affordable housing.

18.ST TEATH

Inset Map 17

Introduction

18.1 St Teath is situated approximately 5 km (3 miles) to the south-west of Camelford and 11 km (7 miles) to the north-east of Wadebridge. The village enjoys relatively good road links with the A39 to the east and the B3314 to the west.

Village Development and Character

18.2 St Teath is a compact settlement with a strong historic centre which developed as the focus for the surrounding area. Its name derives from the 14th century Parish Church of St Tetha.

18.3 During the 1970s the village grew rapidly southwards with the extensive estate development of Valley View. This was further extended in the 1980s with Trehannick Close and additional local authority housing was completed at Teathadene. This growth is reflected in the increase in the population of the parish from 535 in 1971 to 785 in 1991.

Social and Community Facilities

18.4 St Teath has a good range of facilities such as a primary school, six shops including a newsagents and greengrocers, butchers and general store, a community centre/snooker room, church hall and public house. There are daily bus services to Bodmin, Camelford, Launceston, Wadebridge and Plymouth.

Planning Background

18.5 St Teath fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The surrounding countryside is designated as an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

18.6 A conservation area was designated in 1997 to encompass the historic core of the village around the church and the 19th century development radiating out from it. In addition, a conservation area statement for St Teath has been adopted by the Council as supplementary planning guidance. This identifies the special character of the area, outlines the relevant planning policies and highlights the opportunities for enhancement.

18.7 An inadequate short length of sewer causes flooding in the field adjacent to the sewage treatment works. South West Water Services Ltd have no scheme in their current capital programme to overcome the problem.

Future Planning Approach

18.8 St Teath has a range of facilities and a location which is considered suitable to accommodate some residential growth. However this has to be balanced against the need to assimilate the extensive development that occurred in the 1970s and early 1980s and the large number of outstanding planning permissions that exist nearby in Delabole.

Development Boundary

18.9 The development boundary has been drawn to include an undeveloped area of land which is suitable for housing. Elsewhere the boundary follows the existing built up area to protect the surrounding countryside from encroaching development.

Housing Allocation

POLICY TTH1:

1. Land to the south of Tethadene shown on Inset 17 is allocated for housing development.

2. Proposals for development should include an area of a village playing field/public open space.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

4. The Council will seek a planning obligation to secure:

(a) the provision of a footpath link from the allocated site to North Road; and
(b) assistance towards the cost of the necessary improvements to overcome the flooding problems in the village.

18.10 Land to the south of Teathadene measuring 1.2 ha (3 acres) has been allocated for housing. Provision should be made within the site for a

village playing field. Part of this allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

18.11 Whilst access off North Road would be most appropriate, problems exist with sight lines. For this reason, vehicular access may have to be from the south. If so safe provision should be made by the developer for pedestrian movements from the allocated site to North Road.

18.12 Before development can take place on this site the flooding problem must be resolved if necessary by seeking assistance from the developers through a planning obligation in accordance with Policy ENV10. The scale of the financial assistance will be fairly and reasonably related to the scale of development proposed.

19.TINTAGEL

Inset Map 18

Introduction

19.1 The coastal village of Tintagel is situated about 8 km (5 miles) to the north-west of Camelford on the B3263 road. Tintagel is a popular destination for tourists who are mainly drawn by the Arthurian legend and the ancient castle with its spectacular setting. In 1998 192,000 people visited Tintagel Castle and 41,000 the Old Post Office.

Village Development and Character

19.2 Tintagel is a sprawling settlement which straggles along the B3263 road parallel to the coast. The settlement has developed considerably during the post-war period mainly as a consequence of the growth in tourism. Its popularity with tourists has given rise to a large number of seasonal businesses which are concentrated along Fore Street.

19.3 Most of the growth in housing has been along road frontages particularly between the historic centres of Tintagel and the smaller settlement of Bossiney. Significant estate developments include Merlin Way and Westground Way which were built in the 1970s and 1980s respectively. This growth is reflected in the parish population which has increased from 1315 in 1971 to 1735 in 1991.

Social and Community Facilities

19.4 Tintagel has a good range of facilities including two doctors' surgeries, six licensed premises and about 70 shops, although most of these are aimed at the tourist market. The local primary school is situated just outside the village at Treven. It has a well used recreation ground which includes a football pitch, cricket square and clubhouse and an equipped children's play area. There are daily bus services to Bodmin, Bude, Camelford, Launceston, Wadebridge, Plymouth and Exeter.

Planning Background

19.5 Tintagel fulfils the main village criteria as set out in Policy H9 of the Structure Plan. It lies within an Area of Outstanding Natural Beauty and Heritage Coast, where Structure Plan Policy ENV1 applies.

19.6 Tintagel is an historic settlement and therefore Policy ENV3 of the Structure Plan is applicable.

Future Planning Approach

19.7 In view of the number of outstanding planning permissions and its location within a landscape of national importance, new housing allocations are not considered appropriate.

Development Boundary

19.8 The development boundary has been drawn around the existing built up area to protect the surrounding countryside from encroaching development. However there are opportunities for residential development within the boundary especially to the west of Molesworth Street within the triangular area of land which is bounded by Bossiney Road, Molesworth Street and Fosters Lane.

19.9 The playing fields have been excluded from the development boundary although their continued recreational use is further protected by Policy SAF6. Their exclusion has meant that the development boundary has been divided into two parts.

19.10 The historic part of Bossiney on the south side of the road has also been excluded so as to protect this sensitive area from development.

Car Park Allocation

POLICY TIN1:

Land to the north of Bossiney Road shown on Inset 18 is allocated for car parking.

19.11 As most visitors to Tintagel are car-borne it is important for the local tourist industry that adequate car parking facilities are provided. A site of 0.6 ha (1.5 acres) to the north of Bossiney Road has been identified as being suitable for about 50 additional car parking spaces.

Tourism and the Environment

19.12 Tintagel is one of the most popular tourist destinations along the North Cornwall coast. Consequently the local economy is very dependent on tourism. The village has become very commercialised and this has had a detrimental impact on the character and appearance of the built

environment. The District Council in partnership with the Parish Council and local interests has commissioned a study which sets out proposals for upgrading the built environment whilst still sustaining the tourism economy of the village.

19.13 The District Council's visitor centre which opened in 1999, demonstrates the type of tourism development which can complement and enhance the natural and built environment.

20.LAUNCESTON

Inset Map 19

Introduction

20.1 Launceston is located at the eastern boundary of Cornwall approximately mid-way between the north and south coasts. It is the gateway into Cornwall, being situated astride the A30, the main spine road into and through the County. The town lies about 64 km (40 miles) west of Exeter and the national motorway network and 32 km (20 miles) north-west of Plymouth.

20.2 The strategic significance of the town derives not only from its gateway position but also because it occupies the central location within the two counties of Devon and Cornwall. Thus there are considerable flows of traffic through the town, both north-south as well as east-west, and the town is an attractive location for businesses serving the two counties.

Town Development and Character

20.3 The original Celtic settlement at Launceston was to the north of the town at the present-day St Stephens. In Saxon times it was important not only as a wealthy ecclesiastical foundation but also as a royal mint.

20.4 The Castle which dominates the town was built following the Norman Conquest. By the 12th century, the town itself had become walled; the only walled town in Cornwall. The town developed as a commercial centre and became the capital of Cornwall, only relinquishing that title in 1838 when the Right of Assize passed to Bodmin.

20.5 The town has grown steadily over the last 30 years with housing development to the north and south of the town centre. The population of the parish has increased significantly since 1971, rising from 4890 to 6320 in 1991. Industrial development has taken place on the former railway land at Newport and to the south of the town at Pennygillam and Scarne. The construction of a new dual carriageway route for the A30 in the mid-1970's did not really bypass the town but severed it so that recent development has had to be directed beyond the bypass to the south.

20.6 The Castle and the original walled town remain the dominant features of Launceston with many fine historic buildings set around narrow streets. Away from the town centre, the St Thomas and St Stephens areas contribute a different type of historic environment with many 18th and 19th century cottages based around their respective religious centres. The character of the town is also defined by important undeveloped areas, notably the Windmill Hill area, the Kensey Valley and the hilly land around the town.

Social and Community Facilities

20.7 Launceston has a full range of facilities relating to education, health, shopping, leisure and recreation.

20.8 The town has three junior and infants schools and Launceston College located at Dunheved Road. The existing health facilities include the Health Centre adjacent to Landlake Road, Launceston General Hospital, and the medical centre and nursing home at Scarne. Launceston has a good level of shops and services, a public library and several function halls including the Town Hall. All the emergency services have stations in the town.

20.9 In terms of organised sports facilities, the town has a well equipped Leisure Centre, football pitch at Pennygillam, 18 hole golf course at St Stephens and numerous other outdoor pitches. There are also many informal areas of open space including Coronation Park and Priory Park.

20.10 There are bus services to Callington, Saltash, Bude, Camelford, Bideford, Okehampton and to the nearby cities of Exeter and Plymouth.

Planning Background

20.11 Recognising the importance of Launceston as a market town serving a wide rural area, Structure Plan Policy H7 identifies the town as one of the main locations within North Cornwall where new housing should be located.

20.12 The local planning framework was revised in the early 1990s. The Launceston Planning Guidelines was approved by the Council in April 1990 following a period of public consultation. The Guidelines identified areas for development, improvement and conservation within the town and most of these proposals are now incorporated into the Local Plan.

20.13 There are three conservation areas in the town based on the original settlements. The town centre was originally designated a conservation area in 1969 and this was subsequently extended in 1987 and 1990. The Council in conjunction with English Heritage have in the past jointly financed a Town Scheme for this conservation area since the

1970's to encourage the repair and restoration of historic buildings. Conservation areas at St Stephens and St Thomas were designated in 1990.

20.14 The town and its immediate environs are not covered by any strategic landscape designations. However the land to the west and north of the town is designated Areas of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

20.15 Development in the town has been constrained by various deficiencies in sewage treatment, water supply and the capacity and condition of sewers in certain parts of the town. However, during 1993 major upgrading works were undertaken at St Leonards sewage treatment works and improvements have also been made to water supply. Thus water services infrastructure is not expected to be a constraint on development during the plan period.

20.16 The Department of Transport completed the dualling of the A30 between Launceston and Okehampton during 1993 and so there is now continuous dual carriageway from Launceston to the M5 at Exeter. However significant problems remain with north-south traffic movements through the town. Considerable delays are experienced on St Thomas Road and at Newport Square. The Council has sought to relieve some of the through traffic by securing the provision of a link road between the eastern end of Newport Industrial Estate and the A388 near Kensey View in association with residential development.

20.17 Following a detailed transportation study and extensive public consultation, the County Council adopted a transport strategy for Launceston in 1997. The strategy outlines a number of short and medium term measures which will address various important transport related issues. The District Council will continue to press for a high priority to be given to resolving the town's traffic problems.

Future Planning Approach

20.18 Launceston occupies an important strategic position on the boundary of Cornwall and Devon and is the main town serving a wide rural hinterland in this area. The general planning approach is to develop Launceston's role as a centre for jobs, services and facilities, taking advantage of its geographical position whilst retaining the best features of the built and natural environment.

Housing Development

20.19 In the period April 1991-March 1995, 131 dwellings were completed and at 31 March 1995 there were outstanding planning permissions and dwellings under construction amounting to about 580 dwellings. The existing permissions at Kensey View and Eastfield will meet housing requirements for part of the plan period.

20.20 Whilst there are opportunities for development to the north of the A30, environmental constraints combined with the limited capacity of the road network mean that a significant proportion of future housing development in the town will have to be directed to the south of the A30.

Land to the south of Dutson Road

POLICY LAU1:

1. Land to the south of Dutson Road shown on Inset 19 is allocated for housing development.

2. Proposals for development should include:

(a) an access from Dutson Road to the southern boundary of the site which is capable of linking to the Newport Industrial Estate;
(b) a riverside walkway along the southern boundary of the site; and
(c) no building or other works raising the level of the land adjoining the river.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

20.21 This 2.4 ha (5.8 acres) site is an in-town location where development is dependent on the relocation of certain industrial activities. The main access road from Dutson Road should be of appropriate width and alignment to enable it to be extended across the river to Newport Industrial Estate in due course. The County Highway Authority consider these works could contribute towards reducing congestion at Newport Square.

20.22 Provision should be made for a landscaped riverside walkway which can eventually form a route from St Thomas Road through the fields to the east of the site and to Ridgegrove Lane. The lower lying land adjoining the river is within the floodplain and this must be taken into account when development proposals are prepared.

20.23 The Council considers this site to be suitable for providing some affordable housing for local people and will negotiate for this provision in accordance with Policy HSG9.

Land to the north-west of Kensey View

POLICY LAU2:

1. Land to the north-west of Kensey View shown on Inset 19 is allocated for housing development.

2. Proposals for development should include:

(a) access from the housing development proposed to the east of the site;
(b) a pedestrian link to Ridgegrove Hill.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

20.24 This site measuring 2.3 ha (5.7 acres) lies between land with planning permission for housing development at Kensey View and Ridgegrove Hill. Vehicular access should be from the development proposed to the east. A pedestrian link only should be provided to Ridgegrove Hill. The Council considers this site to be suitable for providing some affordable housing and will negotiate for this provision in accordance with Policy HSG9.

Land to the south of the A30

POLICY LAU3:

1. Land to the south of the A30 shown on Inset 19 is allocated for housing development.

2. Proposals for development should include:

(a) identification of a site for a new primary school within or near to the allocated site;
(b) adequate separation distances and associated landscaping around the sewage pumping station to protect the amenities of future residents;
(c) a comprehensive scheme showing the overall layout and distribution of development for all of the allocated site.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

4. The Council will seek a planning obligation to secure assistance towards the necessary improvements to overcome the off-site flooding problems at Little Comfort associated with the surface water run-off from the site.

20.25 This area of land to the east of Scarne measuring 5.3 ha (13.1 acres) provides one of the main long term directions for housing development in the town. Access to the site for a limited amount of development can be achieved from Hurdon Road. Any further housing development to the east beyond the plan period will have to be served from Tavistock Road.

20.26 The County Education Authority has indicated that given the anticipated level of growth during the plan period, a new primary school will be required to serve this side of the town. A suitable site with adequate access arrangements will be identified within or in the vicinity of LAU3 in association with the preparation of a development brief for this allocation. Proposals for the school site will be considered under Policy SAF10 in due course.

20.27 The provision of landscaping and open space within the site in accordance with Policy DVS2 and DVS4 will need to be planned to provide adequate separation distances around the sewage pumping station within the site. These issues will be addressed in the development brief for the housing allocation.

20.28 The Council considers that a proportion of the site would be suitable for providing affordable housing for local people and will negotiate for this provision in accordance with Policy HSG9.

20.29 Before development can take place on this site, the existing flooding problems at Little Comfort, which would be exacerbated by the additional surface water run off from this site must be resolved, if necessary by seeking assistance from the developers through a planning obligation.

20.30 As this is a large and complex site to develop, the Council will require a comprehensive scheme which provides a framework for developing

the whole area. A development brief should be prepared to facilitate the production of a satisfactory comprehensive scheme.

Industry and Employment

POLICY LAU4:

1. Land to the south of Pennygillam Industrial Estate shown on Inset 19 is allocated for employment development in use Classes B1, B2 and B8.

2. Land at Badash Farm shown on Inset 19 is allocated for a business park. Proposals for development will only be permitted where they are low density, employment generating uses in Use Classes B1, C1, C2 and D1 within a landscaped setting which cannot be satisfactorily accommodated on other allocated employment land.

3. The Council will seek a planning obligation to secure assistance towards the necessary improvements to overcome the off-site flooding problems at Little Comfort associated with the surface water run-off from both sites.

20.31 Recent industrial development in the town has focused on the extension to Pennygillam industrial estate. Roads and services have been provided to allow development to extend westwards as far as the lane to Trebursye House. In 1993, the Council purchased land to the south of Scarne and obtained planning permission for industrial development. The land at Pennygillam and Scarne with planning permission provide a good reserve of industrial land for the medium term. There is one remaining area of land measuring 3.3 ha (8 acres) which is suitable for industrial development at Pennygillam and this has been allocated to complete industrial development in this area.

20.32 In addition to conventional industrial estates, Launceston is a location where a business park development could be appropriate during the plan period. Therefore a site to the south of the Link Road around Badash Farm, measuring 9.3 ha (23 acres) has been identified for this purpose. The site should cater for the special needs of high technology, research and development and high profile business establishments. Other uses such as an hotel, hospital or non-residential institution would also be acceptable. A high quality working environment is essential for the success of a business park and therefore the site should be developed at a low density with high quality and extensive landscaping and not as a conventional industrial estate.

20.33 Before development can take place on this site, the existing flooding problems at Little Comfort, which would be exacerbated by the additional surface water run off from this site must be resolved. Assistance will be sought from the developers through a planning obligation in accordance with Policy ENV10.

Town Centre and Retail Development

POLICY LAU5:

1. In Launceston Town Centre a Primary Commercial Area is identified on Inset 19 where Policy SAF1 will apply.

2. Environmental improvements are proposed on High Street and around the War Memorial.

20.34 Launceston provides a good range of shopping facilities reflecting its importance as a service centre for a large rural hinterland. The town centre is reasonably compact in form and has been able to sustain an extensive number of small shops. However its historic character and topography has meant that it cannot accommodate large new developments.

20.35 The future success of the town centre will depend upon retaining town centre activity within a defined area; conserving the area's historic character and undertaking environmental enhancements where possible; and maintaining an adequate level of car parking. There is a particular opportunity for environmental improvement around the War Memorial.

20.36 The town's three main supermarkets have been developed away from the town centre at Newport, Scarne and at the former St Mary's Hospital site. These developments should be sufficient to meet the convenience shopping needs of the catchment area for the foreseeable future.

Education

20.37 The County Education Authority consider that a new Infant & Junior School is likely to be required to cater for growth on the south-east side of the town. A preferred location has been

identified to the east of Hurdon Way and this will be provided in association with the housing allocation in Policy LAU3.

Open Areas of Local Significance

POLICY LAU6:

The following areas shown on Inset 19 are designated as Open Areas of Local Significance where Policy ENV2 will apply:

(a) land to the west of the Castle;
(b) land to the west of St Stephens and St Thomas;
(c) the Kensey Valley east of Launceston; and
(d) land to the east of Tavistock Road.

20.38 Around Launceston, there are a number of areas of local landscape importance which contribute to the visual quality and amenities of the town and therefore merit special protection.

- The valley to the west of the Castle and the Kensey Valley east of the town provide attractive green wedges into the heart of the town.

- Land to the west of St Stephens and St Thomas forms an attractive area of countryside leading into the Area of Great Landscape Value.

- The land to the east of Tavistock Road forms a green wedge and is part of an attractive view of the town when approached from the east.

20.39 These areas have been designated as Open Areas of Local Significance where Policy ENV2 applies.

21.ALTARNUN & FIVE LANES

Inset Map 20

Introduction

21.1 Altarnun and Five Lanes are located close to the A30 approximately 13 km (8 miles) south-west of Launceston on the eastern edge of Bodmin Moor. The two settlements are closely linked lying less than a mile apart, and are therefore dealt with together in this statement.

Village Development and Character

21.2 Altarnun is one of the most attractive villages in the District containing numerous historic buildings many of which are listed. The most impressive building is the 15th century church which is known as the 'Cathedral of the Moor' and is dedicated to St Nonna. Altarnun has won the tidy village section of the Britain in Bloom competition three times which is testimony to its attractive and unspoilt character. The tranquil atmosphere of the villages has been enhanced following the re-routing further southward of the A30 as part of the improvements to the Plusha-Bolventor section in the early 1990's.

21.3 Whilst Altarnun has experienced little modern development with the exception of St Nonnas Close built in the 1970's, there has been significant growth at Five Lanes which is reflected in the growth of the parish population from 735 in 1971 to 860 in 1991. The Council developed Penpont View Estate in the 1960's and 1970's and other estate developments include Hendra Tor View and Thorn Close which were developed during the 1970's and 80's respectively. A further estate at Sunnyside Close is in the process of being developed as is the former cattle market site at Five Lanes.

Social and Community Facilities

21.4 There is a good range of facilities in the settlements including three shops, a Methodist Church and village hall, a church, licensed hotel and primary school. There is a daily bus service to Launceston.

Planning Background

21.5 Together the settlements of Altarnun and Five Lanes fulfil the main village criteria as set out in Policy H9 of the Structure Plan. Moreover as they lie in an Area of Outstanding Natural Beauty they are also subject to Structure Plan Policy ENV1. To the west is an Area of Great Scientific Value. Within the settlement there are two scheduled ancient monuments namely a cross in the churchyard and the bridge. In 1980 most of Altarnun was designated as a conservation area.

21.6 The sewage treatment works is operating to design capacity. Sewage treatment and sewerage improvement schemes are being investigated by South West Water Services Ltd.

Future Planning Approach

21.7 Further residential development is not considered appropriate in Altarnun given its conservation area status within an Area of Outstanding Natural Beauty. However Five Lanes is considered more suitable to accommodate development although no specific allocations have been made because of the infrastructure constraints, the number of outstanding planning permissions and its location in an Area of Outstanding Natural Beauty.

Development Boundary

21.8 The development boundary around Altarnun has been drawn relatively tightly so as to limit both the amount of development within the settlement and protect the surrounding countryside.

21.9 The development boundary around Five Lanes has been drawn to include the sites with existing planning permission. Although no new sites have been identified specifically for housing, there are opportunities for residential development within the development boundary and an affordable housing scheme may be permitted outside the boundary provided there is a proven local need in accordance with Policy HSG10.

22. COADS GREEN

Inset Map 21

Introduction

22.1 Coads Green is a relatively small and compact village approximately 10 km (6 miles) to the south-west of Launceston. Its situation on the B3257 road, which links to the A30 to the north and the A388 and A390 in the south, means it has good road links.

Village Development and Character

22.2 Since the mid 1950's the village has grown steadily mainly in the form of small cul-de-sacs particularly to the west of the B3257 road. The most significant developments include the Oakfield Council estate and Tregarland Close which were built in the mid 1950's and early 1970's respectively. The parish population has increased steadily since 1971 from 670 to 845 in 1991.

Social and Community Facilities

22.3 Coads Green has a reasonable range of facilities particularly given its size. These include a general store, a social centre, church and a primary school. There is a daily bus service to Launceston and Callington.

Planning Background

22.4 Coads Green fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The surrounding countryside is not covered by any national or countywide landscape designation.

22.5 The small sewage treatment works, which is designed for less than 150 persons, is operating in excess of its capacity and is therefore unable to serve any further development proposals.

Future Planning Approach

22.6 Coads Green has a range of facilities, no major environmental constraints and good communications. However, given the outstanding number of commitments for residential development and current infrastructure constraints, no further residential development is considered appropriate.

Development Boundary

22.7 The development boundary has been drawn relatively tightly around the existing built up area to include all existing planning permissions and to protect the surrounding countryside from encroaching development.

22.8 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

23.EGLOSKERRY

Inset Map 22

Introduction

23.1 Egloskerry lies 6 km (4 miles) to the west of Launceston and is situated above the banks of the River Kensey which meanders through the undulating farmland that characterises the surrounding landscape.

Village Development and Character

23.2 Egloskerry is a relatively small and compact village with most of the built up area surrounding the junction of two roads. The oldest buildings are located around St Corantius's Church which has Norman origins, but the main construction dates from the 15th century.

23.3 The North Cornwall railway, which ran along the Kensey Valley, arrived at Egloskerry in 1892. The line finally closed in 1966 and the former station yard provided the site for three rural workshops which were built by the District Council in the late 1970's.

23.4 The village has a long established primary school, which has been housed in temporary buildings since the First World War, with the former 19th century school building now being the village hall.

23.5 Egloskerry has grown steadily on a piecemeal basis with Well Meadow being the only estate in the village which has taken nearly 20 years to be fully developed. This steady growth is reflected in the parish population rising from 285 in 1971 to 340 in 1991.

Social and Community Facilities

23.6 The village has a reasonable level of facilities including a post office/general store, village hall and a primary school. There is a daily bus service to Launceston, Okehampton and Exeter.

Planning Background

23.7 Egloskerry is one of the smallest settlements to be considered as a main village in accordance with Policy H9 of the Structure Plan. However it is the recognised focus for the surrounding community and as it contains a primary school the limited development opportunities arising from its main village status will contribute to its retention. The village lies within an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

Future Planning Approach

23.8 As Egloskerry has a reasonable range of facilities, and a relative lack of infrastructure constraints, the village is considered suitable to accommodate some additional residential development during the plan period.

Development Boundary

23.9 The development boundary has been drawn to include an undeveloped area of land. Elsewhere the boundary has been drawn around the existing built-up area to protect the surrounding countryside from encroaching development. The children's play area to the rear of the churchyard has been excluded from the boundary and is protected by Policy SAF6.

Housing Allocation

POLICY EKY1:

Land to the south of Well Meadow as shown on Inset 22 is allocated for housing development.

23.10 On the southern side of the village a site of 0.4 ha (1 acre) to the south of Well Meadow has been allocated for housing. Access should be gained from the adopted estate road of Well Meadow.

23.11 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

Education Allocation

POLICY EKY2:

Land to the west of the primary school shown on Inset 22 is allocated for education purposes.

23.12 A site of 0.25 ha (0.6 acres) to the west of the primary school is allocated for educational purposes. As this site is required for a school playing field, it is excluded from the boundary so as to protect it from development. Its continued

recreational use will also be safeguarded by Policy SAF6.

24. LEWANNICK

Inset Map 23

Introduction

24.1 Lewannick lies just off the A30 approximately 10 km (6 miles) to the south-west of Launceston. It is situated in an elevated position on the edge of Bodmin Moor.

Village Development and Character

24.2 The earliest buildings of the settlement are located around the church and include a number of cottages dating from the 17th century. The grade II* listed St Martin's Church has Norman remains and has been the site of a church since the 5th century.

24.3 Lewannick experienced relatively rapid growth during the late 1960's and 1970's with the completion of Hawk's Tor Drive, Lewannick Close and local authority dwellings at St Martin's Close. Further growth occurred throughout the 1980's and early 1990's with the Council completing 12 dwellings at Cottage Garden. This growth is highlighted by the fact that the population of the parish has doubled from 360 in 1971 to 720 in 1991.

Social and Community Facilities

24.4 Lewannick has a good range of facilities including a public house, village hall, garage, a post office/general store and a primary school. Recreation facilities include a cricket ground and an equipped children's play area. There is a daily bus service to Launceston.

Planning Background

24.5 Lewannick fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The countryside to the north is designated an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

24.6 Many of the trees in the village, especially around Lewannick Manor and the cricket ground, are protected by Tree Preservation Orders. The village also contains three scheduled ancient monuments namely Blaunder's Well near Dingleys and two Ogram stones in the churchyard.

24.7 The village is served by a sewage treatment works which is overloaded and unable to serve any further development.

Future Planning Approach

24.8 Lewannick has a wide range of facilities, no major environmental constraints and good proximity to the A30. However given the infrastructure constraints, no land has specifically been allocated for housing.

Development Boundary

24.9 Although the development boundary has been drawn relatively tightly around the existing built-up area of the village in order to protect the surrounding countryside from encroaching development, it does include all existing planning permissions and also provides some scope for limited infilling.

24.10 An affordable housing scheme may be permitted outside the boundary as an exception to the normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

25. NORTH HILL

Inset Map 24

Introduction

25.1 North Hill is situated above the River Lynher on the eastern edge of Bodmin Moor, some 11 km (7 miles) to the south-west of Launceston.

Village Development and Character

25.2 North Hill is a relatively small and unspoilt village. Its compact historic centre comprises the church of Turney, which dates from around 1289, a Victorian terrace and stone cottages.

25.3 The village has grown steadily, particularly during the 1970's, with small piecemeal developments mainly along the road frontage. The parish population has increased since 1971 from 670 to 845 in 1991.

Social and Community Facilities

25.4 North Hill has a reasonable range of facilities including a general store and post office, public house, village hall, church and recreation area. The nearest primary school is situated at Coads Green. There is a daily bus service to Plymouth, Launceston and Liskeard.

Planning Background

25.5 North Hill fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The western side of the village lies within both an Area of Great Landscape Value and an Area of Great Scientific Value where Policies ENV1 and ENV5 of the Structure Plan apply.

Future Planning Approach

25.6 As North Hill has a reasonable range of facilities and a relative lack of environmental or infrastructure constraints, some additional residential development is considered acceptable during the plan period.

Development Boundary

25.7 The development boundary has been drawn to include an area of land to the north-west of the village for housing. Elsewhere the boundary generally follows the existing built up area to protect the surrounding countryside from encroaching development. However opportunities for some residential development exist within the boundary which includes an area of semi-derelict land where the former corn mill was situated.

Housing Allocation

POLICY NHL1:

1. Land to the north-west of Lynher Close shown on Inset 24 is allocated for housing development.

2. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

25.8 A site of approximately 0.4 ha (1 acre) lying to the north-west of Lynher Close is allocated for housing. The site is well related to existing built development and relatively secluded from distant views. Access should be obtained from Lynher Close. Part of the site may be suitable for affordable housing if a need is identified in accordance with HSG9.

26.PETHERWIN GATE

Inset Map 25

Introduction

26.1 Petherwin Gate is situated approximately 10 km (6 miles) to the north-west of Launceston in a relatively remote rural area. The village of Petherwin Gate is closely linked to two hamlets; Navarino and North Petherwin Barton. The former is a short ribbon of dwellings lying to the east of Petherwin Gate whilst the latter is a loose collection of larger dwellings and buildings adjacent to the Parish Church on higher ground to the north.

26.2 The area is becoming increasingly popular with visitors who are attracted to the twenty acres of woodland known as 'Wild Woods' and the Tamar Otter Park, the only place in the West Country regularly breeding otters.

Village Development and Character

26.3 The oldest buildings in Petherwin Gate are centred around the crossroads in the form of ribbon development. The older farmhouses and cottages display a distinctive architectural style which reflects the influence of the Dukes of Bedford who owned much of the land in the area.

26.4 There has been considerable growth in the last ten years. The large estate known as Mayna Parc was developed during the 1980's whilst seven detached bungalows were built in the early 1990's in the north-eastern part of Petherwin Gate. The population of the parish has increased from 475 in 1971 to 665 in 1991.

26.5 Six rural workshop units were built in the late 1980's in the settlement of North Petherwin Barton.

Social and Community Facilities

26.6 The village has a limited range of facilities including a church and church school, which is used on occasions as a meeting hall, a general store/post office, an antique shop and nursery. The parish Church and hall are located at North Petherwin Barton. The local primary school is located in the hamlet of Brazzacot which is approximately two miles north-west of the village. There is a daily bus service to Launceston.

Planning Background

26.7 Petherwin Gate does not fully meet the main village criteria as set out in Policy H9 of the Structure Plan. However it functions as a main village in that it is the recognised focus for the surrounding sparsely populated area. The surrounding countryside is designated an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

26.8 Due to the small size of the sewage treatment plant, which is designed for a capacity of less than 250 persons, consultation regarding any development proposals is requested from South West Water Services Ltd.

North Petherwin (Petherwin Gate) Future Development Guidelines

26.9 These guidelines were adopted by the Council in February 1986 in order to control the rate of development within the North Petherwin area. In view of the high number of outstanding planning permissions at this time, the guidelines stipulated that further development should be modest, at least until this reserve had been reduced. The guidelines further stated that Petherwin Gate should be the main centre for development and its coalescence with Navarino and North Petherwin Barton should be avoided. These principles have been carried forward in the Local Plan.

Future Planning Approach

26.10 Although Petherwin Gate has been identified as a main village and is a focus for the surrounding area, it is subject to environmental and infrastructure constraints, and has experienced considerable housing growth during the 1980's and early 1990's. As a consequence, no land has specifically been allocated for housing.

Development Boundary

26.11 The development boundary has been drawn to include some undeveloped areas of land, one of which is in the ownership of the District Council. Elsewhere the boundary follows the existing built up area to protect the surrounding countryside from encroaching development and to retain the separate identities of the three settlements.

26.12 An affordable housing scheme may be permitted outside the boundary as an exception to the normal planning policies but only if there is a

proven local need in accordance with Policy HSG10.

27.SOUTH PETHERWIN

Inset Map 26

Introduction

27.1 South Petherwin is situated in an agricultural area some 3 km (2 miles) to the south-west of Launceston. Straddled on the B3254 Launceston to Liskeard road it has good road links.

Village Development and Character

27.2 The oldest buildings in South Petherwin are mostly along the main road in the vicinity of St Paternus Church. This grade 1 listed church, which is in the heart of the village, has Norman origins. Also included in the centre of the village is a large farm which underlines the importance of agriculture to the immediate locality.

27.3 Since the 1960's the village has rapidly expanded with the development of three estates; Trelinnoe Close in the late 1960's, Tiny Meadows in the early 1970's and Trelinnoe Gardens in the 1980's. This is reflected in the increase in the parish population from 705 in 1971 to 875 in 1991.

Social and Community Facilities

27.4 South Petherwin has a good range of facilities including a primary school, two churches, a public house, a village hall, general store/post office and a garage. There are daily bus services to Launceston, Liskeard and Callington.

Planning Background

27.5 South Petherwin fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The countryside to the south of the village is designated an Area of Great Landscape Value where Structure Plan Policy ENV1 applies.

Future Planning Approach

27.6 South Petherwin has a wide range of facilities, no significant environmental constraints and good communication links, and so it is considered suitable to accommodate some additional residential development.

Development Boundary

27.7 The development boundary has been drawn to provide a choice of sites for housing. Included within the boundary is an area of undeveloped land which is well related to the existing estate at Tiny Meadows and is therefore suitable for residential development. Also included within the boundary is a large site with planning permission for 36 dwellings.

27.8 Elsewhere, the boundary follows the existing built up area to protect the surrounding countryside from encroaching development.

Housing Allocation

POLICY SPN1:

Land to the south of Tiny Meadows shown on Inset 26 is allocated for housing development.

27.9 A site measuring approximately 0.5 ha (1.2 acres) which lies to the immediate south of the Tiny Meadows estate has been allocated for housing. Access should be via the existing estate road serving Tiny Meadows.

28. STOKE CLIMSLAND AND VENTERDON

Inset Map 27

Introduction

28.1 Stoke Climsland and Venterdon are situated just off the A388, 5 km (3 miles) to the north of Callington and 13 km (8 miles) to the south of Launceston. The settlements lie to the east of the attractive Tamar Valley close to the County boundary with Devon.

28.2 The area has strong royal connections, with much of the surrounding land in the ownership of the Duchy of Cornwall.

Village Development and Character

28.3 Stoke Climsland was first mentioned in the Domesday Book of 1086 and by the mid 13th century, the village had its first rector based at the Grade II* listed All Saints Church which forms the historic core of the village.

28.4 After the First World War the then Prince of Wales constructed the Duchy Cottages for soldiers returning from the war. The early 1960's saw the completion of local authority housing at Trevendon followed by private housing at Dingle Close in the 1970's. During the mid to late 1980's, further development took place at Kyl Cober Parc located to the north of the historic centre of Stoke Climsland, which included a mixture of private and District Council housing. This period also saw the construction by the Duchy of small industrial units within the settlement. The population of the parish has increased from 1110 in 1971 to 1480 in 1991.

28.5 The village also serves the adjacent Duchy College of Agriculture, which is important to the local economy.

Social and Community Facilities

28.6 Stoke Climsland and Venterdon have a wide range of facilities including a post office/general store, village hall, community resource centre, sports club and primary school. It also has a well used sports ground to the north which contains a football pitch, cricket square and a pavilion. The village green adjacent to the Duchy Cottages includes a small children's play area. There is also a daily bus service to Launceston, Callington, Saltash and Plymouth.

Planning Background

28.7 Together the settlements of Stoke Climsland and Venterdon fulfil the main village criteria as set out in Policy H9 of the Structure Plan. The immediate surrounding countryside is not subject to any national or countywide landscape designations, although land to the north is designated an Area of Great Landscape Value where Structure Plan Policy ENV1 applies.

Future Planning Approach

28.8 As Stoke Climsland and Venterdon have a range of facilities, it is considered suitable to accommodate some additional residential development.

Development Boundary

28.9 The development boundary has been drawn to include an undeveloped area of land at Kyl Cober Parc. Elsewhere the boundary has been drawn around the existing built-up area so as to retain the character and setting of both settlements as well as protecting the surrounding countryside from encroaching development.

28.10 The exclusion of the sports ground, whose continued recreational use is safeguarded by Policy SAF6, has meant that the development boundary is divided into two separate parts.

Housing Allocation

POLICY STO1:

1. Land to the west of Kyl Cober Parc as shown on Inset 27 is allocated for housing development.

2. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

[As at April 1999 - allocated site under construction]

28.11 To the west of Kyl Cober Parc a site of 1.2 ha (2.8 acres) has been allocated for residential development. The land has already been partly serviced, with access from the adopted Kyl Cober Parc Road. Part of this allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

Open Areas of Local Significance

POLICY STO2:

Land to the south of Venterdon and west of Stoke Climsland shown on Inset 27 is designated as an Open Area of Local Significance where Policy ENV2 will apply.

28.12 The land between Stoke Climsland and the Duchy College provides an important foreground in approaches from both the south and west. It also contributes to the setting of the college and the Sweet Chestnut avenue along its approach. This area has therefore been designated as an Open Area of Local Significance where Policy ENV2 will apply.

29.TREGADILLETT

Inset Map 28

Introduction

29.1 Tregadillett lies close to the A30 less than 5 km (3 miles) to the west of Launceston. The village is set in open undulating countryside with the attractive Kensey Valley to the north.

Village Development and Character

29.2 The oldest part of the village is situated around the Eliot Arms public house, the old post office and adjoining cottages.

29.3 Tregadillett experienced substantial growth during the 1970's and early 1980's with the development of the extensive suburban estates of Compass West, Tor View, Dennis Gardens and Prouts Way. This growth is reflected in the increase in the parish population which has increased during the 20 year period from 265 in 1971 to 820 in 1991.

29.4 The village was bypassed in 1989 as part of the A30 improvement scheme between Launceston and Plusha. Traffic calming measures were later implemented on the former A30.

Social and Community Facilities

29.5 Tregadillett has a wide range of facilities including a primary school, public house, a general store and Post Office, day centre, church and hall, Methodist chapel and a children's play area. There are daily bus services to Camelford, Launceston, Plymouth and Exeter.

Planning Background

29.6 Tregadillett fulfils the main village criteria as set out in Policy H9 of the Structure Plan. The countryside to the north of the village lies within an Area of Great Landscape Value where Policy ENV1 of the Structure Plan applies.

29.7 The wooded area to the western edge of the settlement is protected by a Tree Preservation Order.

Future Planning Approach

29.8 Although Tregadillett has a wide range of facilities and a relative lack of environmental constraints, it experienced extensive growth in the 1970's and 1980's which needs to be assimilated. As a consequence, no land has specifically been allocated for housing.

Development Boundary

29.9 The development boundary has been drawn relatively tightly around the existing built up area so as to protect the surrounding countryside from encroaching development.

29.10 The Trekestle residential caravan park in the west of the village has been included within the development boundary. This will allow the caravan park to be redeveloped with permanent housing if required.

29.11 An affordable housing scheme may be permitted outside the boundary as an exception to the normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

30.WARBSTOW CROSS

Inset Map 29

Introduction

30.1 Warbstow Cross is a small but compact village set in remote hilly farmland approximately 13 km (8 miles) north-west of Launceston. The village is surrounded by a number of smaller and straggling settlements which are ribboned along the country lanes which serve the village.

Village Development and Character

30.2 As its name suggests, the village has developed around a crossroads where the oldest buildings are clustered. The estate developments of Trelawney Close and Knapmedown, which were built in the early 1970's and late 1970's respectively, have expanded the village considerably. The population of the parish has increased from 285 in 1971 to 415 in 1991.

Social and Community Facilities

30.3 The primary school is the only facility within the village although there is a church and hall in Warbstow and a shop and post office in Canworthy Water, both of which are in close proximity. There is a limited bus service to Launceston and Bude.

Planning Background

30.4 Warbstow Cross does not fully meet the main village criteria as set out in Policy H9 of the Structure Plan. However it functions as a main village in that it is the recognised focus for the surrounding sparsely populated area. Moreover as it contains a primary school, the limited development opportunities arising from its main village status will contribute to its retention.

30.5 There are two scheduled ancient monuments in close proximity to the village, namely a prehistoric earthworks known as Warbstow Bury or Barrow to the west and a pound to the south at Downinney.

30.6 The sewage treatment plant is operating at capacity and is therefore unable to serve additional development proposals.

Future Planning Approach

30.7 As Warbstow is a focus for the surrounding area, it is considered suitable for some additional residential development. However given the large number of outstanding planning permissions, no specific housing allocations are required.

Development Boundary

30.8 The development boundary has been drawn relatively tightly around the existing built up area to protect the surrounding countryside from encroaching development. Included within the boundary is an area of undeveloped land at the heart of the village which is suitable for residential development. Also included within the boundary is land to the west of the village with planning permission for 26 dwellings. This proposal is subject to a planning obligation specifying that 10 dwellings should be for local people. Together these sites should provide a sufficient choice of sites for housing to cover the plan period.

Education Allocation

POLICY WAR1:

Land to the north-west of the primary school as shown on Inset 29 is allocated for education purposes.

30.9 A site of 0.8ha (2.0 acres) is allocated for education purposes to the north-west of the school. It is to be used for a playing field, car park and hard play area and its continued recreational use will be safeguarded by Policy SAF6.

31.PADSTOW

Inset Map 30

Introduction

31.1 Padstow is an ancient port situated on the western banks of the Camel estuary. It is the most remote town in the District, lying 10 km (6 miles) west of Wadebridge and 14 km (9 miles) north-east of Newquay. Padstow is linked to each of these towns by the A389 and B3276 coastal road respectively.

31.2 Tourism and fishing are the main industries of Padstow. It is estimated that over 150,000 visitors a year stay in the town and the nearby parishes to the south and the number of day visitors to Padstow itself is probably over 500,000 a year. Although fishing activity is small by comparison, Padstow is nevertheless the sixth largest fishing port in Devon and Cornwall in terms of the value of fish landed (MAFF 1990).

Town Development and Character

31.3 It is likely that from the earliest times, and perhaps as early as 2,500 BC, Padstow has been used as a natural harbour linking Brittany to Ireland along 'The Saints Way' from Fowey to Padstow. However the town really became established in the 6th century AD with the arrival of St Petroc who founded an important monastery. Padstow developed in the Middle Ages as a trading port and fishing town. However its status as a trading port declined with the build up of sand on the Doom Bar across the mouth of the River Camel.

31.4 The old town, which has retained much of its compact medieval and Elizabethan character, is set in a small valley and surrounded by a "semicircle of wind slashed elms which run as a dark belt around the top of the town". (Betjemen). Padstow contains 104 listed buildings of which St Petrocs Church, Prideaux Place, Abbey House and Trenearne are the most significant.

31.5 The tourism industry began with the arrival of the railway in 1899. Within a year the Metropole Hotel was built. Today the official Padstow Guide lists about 30 hotels and guesthouses and around 70 self-catering cottages and flats in Padstow and the surrounding area. The influence of tourism is most pronounced around the harbour where shops and cafes aimed at tourists are clustered.

31.6 Since the 1950's Padstow has experienced considerable growth in the form of large residential estates. Fortunately this has occurred to the south and, to a lesser extent, the west of the old town. Since the lifting of the sewage embargo in the mid 1980's, more than 300 dwellings have been built which has increased the number of dwellings in the town by over 35%. The population of the settlement has increased from 2160 in 1971 to 2340 in 1991.

31.7 Within the old town the only significant recent developments have been the reconstruction of the Red Brick Building and sixteen flats at Waters Edge both of which are on the North Quay.

Social and Community Facilities

31.8 Padstow has a wide range of facilities including a primary school, a medical centre, dental surgery, residential nursing home, police and fire stations, a cinema, community hall, two churches, various clubs, six public houses, numerous cafes and restaurants and a reasonable level of shops.

31.9 The town has a range of recreational facilities including a formal playing field adjacent to the B3276, hard tennis courts and an equipped children's play area located in the car park area off New Street. At Dennis Cove there is an outdoor swimming pool. Padstows football ground is located at Tremorvah, just under a mile to the south-west of Padstow.

31.10 There are daily bus services to Bodmin, Wadebridge and Newquay and less frequent services to Truro and Plymouth.

Planning Background

31.11 Padstow is sandwiched between two Areas of Outstanding Natural Beauty to its north and south. The Camel estuary is designated as an Area of Great Scientific Value. Most of the old town is included in a conservation area and is identified as an historic settlement where Policy ENV3 of the Structure Plan applies. Within this area are three scheduled ancient monuments; two crosses in the churchyard of St Petrocs and a cross in Prideaux Place.

Padstow - An Action Plan

31.12 In 1991 the Civic Trust Regeneration Unit were appointed by the District Council, Cornwall County Council, Padstow Town Council, the Rural Development Commission and the Harbour Commissioners to produce an Action Plan for Padstow. The plan, which was published in March 1992 following extensive community participation,

is primarily concerned with economic development and conservation issues. Particular attention is given to the harbour area in terms of the maritime activities, tourism and the historic buildings and environment. A forum has been set up comprising the organisations which sponsored the Action Plan to oversee the implementation of the various recommendations and policies contained within this document.

Future Planning Approach

31.13 Padstow acts as a service and employment centre for a relatively small area. However it attracts a large number of visitors which is reflected in the high proportion of shops which are aimed at the tourist market. The town has experienced particularly rapid growth since the mid-1980's and is more environmentally constrained than other towns in North Cornwall due to its close proximity to the Area of Outstanding Natural Beauty. These factors combined with the town's relative remoteness from the main road network mean the general planning approach is to only allow for a limited amount of further development during the plan period.

Housing Development

31.14 In the period April 1991-March 1995, 160 dwellings were completed and at 31 March 1995 there were outstanding planning permissions and dwellings under construction amounting to about 50 dwellings. These permissions and commitments together with opportunities for residential development within the built-up area will meet the housing requirements over the next few years.

31.15 As Padstow has a high proportion of seasonal properties (about 3 times the County average) and one of the highest proportions of pensioner headed households in Cornwall, there is a need for affordable housing for local people. Genuine affordable housing schemes as an exception to normal policies of restraint will therefore be allowed on the edge of the development boundary provided they comply with Policy HSG10.

Land between Raleigh Road and the B3276

POLICY PAD1:

1. Land between Raleigh Road and the B3276 shown on Inset 30 is allocated for housing development.

2. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

[As at April 1999 - allocated site developed]

31.16 This area of former allotment land which measures 0.4 ha (1 acre) is allocated for housing development. The Council considers this site to be suitable for providing some affordable housing and will negotiate for this provision in accordance with Policy HSG9.

Industry and Employment

POLICY PAD2:

1. Land to the south of Trecerus Industrial Estate shown on Inset 30 is allocated for employment development in Use Classes B1, B2 and B8.

2. Proposals for development should include access from the existing estate and not the B3276.

3. The Council will impose a Grampian condition to ensure that development does not commence before the necessary works have been undertaken to overcome the risk of flooding at Treator.

31.17 Apart from a small industrial estate owned by the Town Council near the harbour area, employment development within Padstow is primarily concentrated at Trecerus. With the aid of the Rural Development Commission (now Countryside Agency), English Estates (now South West of England Regional Development Agency) have completed nine small industrial units since 1985. The major on-site expansion of a local printing company has taken up most of the remaining serviced employment land at Trecerus.

31.18 A further 2.2 ha (5.4 acres) of land has therefore been allocated for employment

development at Trecerus in order to meet the requirements through the plan period. Access should be from the existing estate. Surface water from the allocated site is likely to drain to the watercourse leading to Treator where the culvert under the B3276 has inadequate capacity and causes flooding. The proposed development should not commence until this culvert has been improved in accordance with Policy ENV10.

Town Centre and Retail Development

Policy PAD3:

1. In Padstow Town Centre a Primary Commercial Area is identified on Inset 30 where Policy SAF1 will apply.

2. Traffic management and a pedestrian priority area is proposed for the town centre.

31.19 Padstow contains a large number of shops for the size of the town. However most of these shops are geared towards the tourist market. The level of conventional shopping facilities has been limited by Padstow's relatively isolated location, its small catchment area and the influence of the surrounding towns particularly Newquay and Wadebridge.

31.20 The future of the town centre will depend upon consolidating and increasing town centre activity within a well defined area and maintaining an attractive town centre environment. One of the main problems affecting the town centre is the amount of extraneous traffic during the peak months which leads to the blockage of narrow streets. Some traffic management measures have been implemented by the County Council to manage the traffic in the old town and create a pedestrian priority area. This has contributed to an enhancement of both the conservation area and shopping environment of the town centre.

Harbour Area

POLICY PAD4:

Land within the harbour area as shown on Inset 30 is allocated as a waterside industrial site where proposals for development will only be permitted where they involve maritime industrial or leisure activities requiring such a location for operational reasons.

31.21 The mainstay industries of Padstow, fishing and tourism, both focus on the harbour area. Indeed one of the town's main visitor attractions is the fishing industry and associated activities. In order to sustain this sector of the economy and retain the character of the harbour, the Council will normally only permit marine related industries particularly where they improve the viability of the fishing industry. Opportunities to increase the use of the harbour such as using the inner harbour as a small marina and encouraging dredging and shipment activities will also be supported provided the fishing industry and the environmental quality of the town is safeguarded.

Tourism and the Environment

31.22 Padstow is one of the most popular tourist destinations in the District. Its main attraction derives from its unspoilt character, particularly around the harbour area. Priority will therefore be given to implementing Policy ENV13 to ensure that commercialisation does not undermine the qualities of the town.

31.23 The Council has prepared a conservation area statement for Padstow which identifies the special townscape and landscape qualities of the conservation area and how best to preserve and enhance these features. This statement, which has been the subject of public consultation, will be used as supplementary planning guidance for operating conservation policies in the town.

31.24 The Civic Trust Action Plan identified the need to improve reception facilities for visitors and since that time a new Tourist Information Centre has been established in the Red Brick Building. Further enhancement of visitor facilities is desirable combining if possible the TIC, museum and other complementary services. The Council supports such a proposal in principle subject to a carefully designed building being put forward.

Recreation Allocation

POLICY PAD5:

Land adjoining the B3276 to the west of Padstow shown on Inset 30 is allocated for recreation purposes.

[As at April 1999 - allocated site implemented]

31.25 A site measuring approximately 1.2 ha (3 acres) to the west of Padstow is allocated for recreation purposes. This site, which is linked to the town by a public footpath, will provide a much needed formal playing field.

Open Areas of Local Significance

POLICY PAD6:

Land to the south of the old town including the Plantation area shown on Inset 30 is designated as an Open Area of Local Significance where Policy ENV2 will apply.

31.26 The woodland known as the Plantation provides a green backdrop to the old town and helps to preserve the most attractive views of the town from the east, especially from the Camel Estuary at Rock. In addition it forms a green wedge which penetrates the built-up area, providing separation between the old town to the north and recent development to the south.

31.27 In addition to the above areas, there are various sites within the conservation area which although capable of accommodating some infill development, need to be developed in a particularly careful manner to retain the character of the conservation area. These sites are identified in the Padstow conservation area statement and the Council will follow the guidance in this statement when dealing with any proposals for development.

32.ST ISSEY

Inset Map 31

Introduction

32.1 St Issey is situated mid way between Wadebridge and Padstow astride the A389. It is located about 1.5 km (1 mile) to the south of the Camel estuary.

Village Development and Character

32.2 St Issey is a relatively compact settlement which has developed mainly on the south side of the A389. The oldest buildings are clustered along a narrow road and its junction with the A389 in the vicinity of the church. Some historic buildings are also located in the adjoining hamlet of Trevance.

32.3 Since the 1960's the village has grown steadily particularly with the development of three estates; Sentry Close in the late 1960's, Glebe Crescent in the late 1980's and Gardeners Way in the 1990's. The population of the parish has increased from 600 in 1971 to 770 in 1991.

Social and Community Facilities

32.4 St Issey has a good range of facilities including a primary school, a public house, two shops including a post office and general store, a village hall and Parish church. There is a daily bus service to Bodmin, Padstow, Wadebridge and Newquay.

Planning Background

32.5 St Issey fulfils the main village criteria as set out in Policy H9 of the Structure Plan. Immediately to its north lies the Camel Valley extension to the Area of Outstanding Natural Beauty.

Future Planning Approach

32.6 In view of the amount of recent development and outstanding commitments and the environmental constraints, only a limited amount of additional housing is proposed.

Development Boundary

32.7 The development boundary has been drawn to include two undeveloped areas of land in the north and south-east corner of the settlement to provide a choice of sites for housing during the plan period. Elsewhere the boundary follows the existing built-up area to prevent development encroaching into the countryside.

32.8 The small hamlet of Trevance, which is separated from the main village by the large grounds of 'Little Acre', has been excluded from the boundary. This area is not considered suitable for development due to its rural nature and narrow roads. The recreation area has also been excluded from the boundary and its continued recreational use is further safeguarded by Policy SAF6.

Housing Allocation

Policy ISY1 :

1. LAND between Gardeners Way and the village hall as shown on Inset 31 is allocated for housing development.

2. Proposals for development should include adequate separation between the village hall and the housing development to protect the amenities of future residents.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

[As at April 1999 - allocated site under construction]

32.9 A site measuring 0.5 ha (1.2 acres) between Gardeners Way and the village hall has been allocated for housing. The layout should ensure that there is sufficient separation between the housing and the village hall in order to protect the amenity of future residents. Part of the allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

POLICY ISY1A:

Land to the north of the A389 between Hazeldene and Chapel Cottage as shown on Inset 31 is allocated for housing.

32.10 A site measuring 0.56 ha (1.38 acres) to the north of the A389 has been allocated for housing. The site is well related to existing built development and is served by an existing access required as part of a planning permission.

33.ST MERRYN/SHOP

Inset Map 32

Introduction

33.1 The settlement of St Merryn is located just over 3 km (2 miles) to the south-west of Padstow on the B3276. It is set in flat open countryside within a mile of the coast.

Village Development and Character

33.2 The historic core is centred around the Grade II* listed Church of St Merryn, a number of 17th century cottages and a public house. Collectively this area is known as Churchtown. However the main centre of the village is situated around the crossroads at Shop to the west.

33.3 Early post-war development included local authority housing at Trevithick which has gradually been expanded by the District Council throughout the 1980's and more recently by housing association development. Significant estate developments include Daisy Park and Parc Eglos which were built in the early 1960's and 1970's respectively. From the mid 1980's onwards residential development has taken place at Peguarra Close.

33.4 With infilling of frontages on a piecemeal basis, further development straggles along the B3276 towards Trehemborne and includes the listed primary school, school house and Methodist chapel.

33.5 The population of the parish has increased significantly over the past 20 years, rising from 950 in 1971 to 1405 in 1991.

Social and Community Facilities

33.6 St Merryn is a recognised focus for the surrounding community. In addition it caters for the needs of the seasonal visitor attracted to the numerous beaches that lie within a three mile radius of the village. This role is reflected in the wide range of facilities which include both veterinary and doctors surgeries, two public houses, a village hall, Methodist chapel, church and a primary school. There are about 15 shops including a post office and a petrol filling station, although some are seasonal. It has a well used recreation ground which includes a football pitch, children's play area and pavilion. There is a daily bus service to Newquay, Padstow, Wadebridge and Bodmin.

Planning Background

33.7 St Merryn fulfils the main village criteria as set out in Policy H9 of the County Structure Plan. The part of the village which lies to the north of the B3276 is within an Area of Outstanding Natural Beauty and is subject to Structure Plan Policy ENV1.

Future Planning Approach

33.8 Although the village has experienced steady development in recent years and is partly located within a landscape of national importance, it has no infrastructure constraints, and therefore only a limited amount of additional housing land is proposed.

Development Boundary

33.9 The development boundary is in two parts. The largest part covers the crossroads at Shop and includes the Harlyn Road area to the north, including the undeveloped land to the north-east of Peguarra Close, and the Trevithick estate to the south. The smaller part extends westwards along the B3276 and includes the primary school.

33.10 In both cases the boundary has been drawn relatively tightly around the existing built-up area of the village in order to protect the surrounding high quality countryside from encroaching development.

33.11 The playing fields, whose continued recreational use is safeguarded by Policy SAF6, and the area around St Merryn's Church, have both been excluded from the boundary.

Housing Allocation

POLICY SMN1:

1. Land to the north east of Peguarra Close as shown on Inset 32 is allocated for housing.

2. Proposals for development should include comprehensive landscaping along the north-eastern and north-western boundaries.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

33.12 A site measuring 1.15 ha (2.8 acres) which lies to the north-east of the existing Peguarra Close development has been allocated for housing. Access will be achieved via Peguarra Close. In order to help screen and assimilate any development on the site into the local landscape, substantial landscaping along the north-western and in particular, north-eastern boundaries will be required. Part of this allocation may be suitable for affordable housing if a need is identified in accordance with Policy HSG9.

34.TREVONE

Inset Map 33

Introduction

34.1 The coastal settlement of Trevone is located about 1.5 km (1 mile) to the west of Padstow. The village is set in an open valley and spreads from the B3276 down to a sheltered sandy cove.

Village Development and Character

34.2 Trevone has grown due to its coastal location attracting both the retired and seasonal visitor. This is shown clearly by the proliferation of second homes which remain vacant out of season.

34.3 Trevone's earliest known origins date back 2000 years with evidence of a Roman burial ground situated on the cliffs at the western edge of the village.

34.4 The once separate hamlets of Trevone and Windmill have now merged. Windmill derived its name from the 17th century windmill which still stands, denuded of its sails. The oldest part of Trevone is situated around the Methodist Chapel, including the post office and adjoining cottages, and is the focal point of the village.

34.5 Since the late 19th century the settlement has gradually expanded. The main post war developments include Parkenhead Lane and Trevone Road during the 1950's and 1960's, and Dobbin Lane and Homer Park Road which have both developed on a piecemeal basis since the 1960's. However the population has remained fairly static over the last 20 years.

Social and Community Facilities

34.6 Trevone has a good range of facilities including a church, chapel, two residential nursing homes, a public house, two meeting halls, post office/general store and four other shops although two of these are seasonal. The primary school at Padstow serves the village and at Windmill there is a cricket pitch and pavilion. There is a daily bus service to Newquay, Padstow, Wadebridge and Bodmin.

Planning Background

34.7 Trevone fulfils the main village criteria as set out in Policy H9 of the Structure Plan. However as it lies within an Area of Outstanding Natural Beauty it is also subject to Structure Plan Policy ENV1. In addition the surrounding countryside is designated as an Area of Great Scientific Value and an Area of Great Historic Value and is therefore subject to Structure Plan Policies ENV5 and ENV2.

Future Planning Approach

34.8 In view of the various environmental constraints, allocations are not considered appropriate for the settlement.

Development Boundary

34.9 The development boundary has therefore been drawn tightly around the existing built up area so as to protect the surrounding countryside from encroaching development. Limited opportunities exist for infilling in the Dobbin Road area.

34.10 The car parks are important local resources for tourism which should be retained. They have therefore been excluded from the development boundary. The cricket pitch has also been excluded although its continued recreational use is further protected by Policy SAF6.

34.11 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

35.WADEBRIDGE

Inset Map 34

Introduction

35.1 Wadebridge stands at the head of the Camel estuary about 13 km (8 miles) from the coast and is the first inland crossing point of the river. This busy market town lies at the junction of the A39 and A389 and is some 48 km (30 miles) to the south-west of Bude and 11 km (7 miles) to the north-west of Bodmin.

35.2 The town is a popular focal point for tourists due to its convenient location for exploring the beautiful Camel estuary and the North Cornwall coast, together with its unique river setting and the wide range of commercial and community services available.

Town Development and Character

35.3 Wadebridge is considered to be one of the newer towns of Cornwall having no Celtic or ancient origins. The name of the town is said to be derived from the Roman word 'Vadum' meaning a ford. The crossing was often dangerous and at each end of the ford was a chapel, St Michael's on the west and King's on the east, one in which to pray for a safe crossing and the other in which to give thanks.

35.4 A 17 arch bridge was constructed in about 1468 financed by Thomas Lovybond the vicar of Egloshayle. Richard Carew in his 'The Survey of Cornwall' (1602) describes it as 'the longest strongest and fairest that the shire can muster'.

35.5 The town owes much of its development to the river and during the 18th century, Wadebridge was one of the principal corn exporting ports in the county. The development of the town was helped in the 19th century by the considerable mining and quarrying activity in the area and above all by the coming of one of Britain's earliest railways in 1834, linking the town with Bodmin, which was later extended to Padstow. The railway took lime rich sand, brought up by tidal barges, to the farms along the line for fertiliser. From De Lank quarry, granite was moved by rail and shipped from the Town Quay.

35.6 The 19th century saw the beginning of substantial growth in the town especially on the west side of the bridge, with the building of Whiterock Terrace, Park Place, Molesworth Street and the surrounding side streets.

35.7 Wadebridge has continued to grow throughout the 20th century despite local economic setbacks including the demise of its port facilities and the closure of the railway in the 1960's. Development activity has been particularly strong in recent years, partly because of the latent demand created by the sewage embargo in the 1970's which was lifted in 1984 and partly because of the attractive setting of the town. Since 1971 the town's population has increased from 3585 to 5335 in 1991 and during this 20 year period significant housing development took place at Marshall Avenue, St Matthew's Hill, Guineaport Parc, Southern Way, West Hill and the Trevanion Road area. Industrial development has been largely concentrated at Trenant Vale which is now fully developed.

35.8 The town has been renowned as a traffic bottleneck. However, the opening of the long-awaited A39 bypass and the interrelated A389 Egloshayle bypass during July 1993 have both served to alleviate the town of a significant volume of through traffic.

Social and Community Facilities

35.9 Wadebridge has a full range of facilities relating to education, health, shopping, leisure and recreation.

35.10 The town has both a primary school and a comprehensive school located at Gonvena Hill and a further primary school at West Hill soon to be completed. It has a wide and varied range of shops, a number of public houses and clubs, two health centres, public library, Betjemen Centre, and numerous function halls including the Town Hall. All the emergency services have stations in the town.

35.11 In terms of organised sports facilities the town is well equipped with the joint use Wadebridge Sports Centre, which includes an indoor swimming pool, football pitch at Bodieve Park, tennis courts, bowling green, cricket square and rugby pitches at Egloshayle. There are also many informal areas of open space, including Egloshayle Playing Fields, Coronation Park, Jubilee Field and the Camel Trail.

35.12 There are daily bus services to many of the nearby towns including Padstow, Bodmin and Camelford. There is also a regular bus service to the nearby Bodmin Parkway Station which is on the main London to Penzance railway line.

Planning Background

35.13 The planning framework for Wadebridge was most recently reviewed in the late 1980's. The Wadebridge Planning Guidelines was formally adopted by the District Council in April 1989 following a period of public consultation. The Guidelines identified areas for development, improvement and conservation within the town and most of these proposals are now incorporated into the Local Plan.

35.14 In 1990 the Wadebridge Riverside Study was published in recognition of the impact of the Camel Trail on the town and the opportunities for environmental improvement, especially relating to the Jubilee Field.

35.15 A conservation area was designated in 1992 based on the riverside corridor including the town centre and Egloshayle village. The town is also designated as an Historic Settlement where Policy ENV3 of the Structure Plan applies.

35.16 Whilst the town and its immediate environs are not covered by any national or countywide landscape designations, the area to the west is part of the Camel Valley extension to the Area of Outstanding Natural Beauty, while to the east is the Camel and Allen Valleys Area of Great Landscape Value. To the north the countryside contains some of the highest quality and most versatile agricultural land in North Cornwall.

35.17 The National Rivers Authority (now the Environment Agency) completed a major scheme to protect the town from tidal flooding by means of raised and improved river frontages, including the Town and Bradford Quay areas, together with the provision of a pumping station and flood control gate at the Polmorla River outfall.

35.18 The main water and drainage services for the town are not expected to be a constraint on development during the plan period.

Wadebridge Environmental Enhancement Project

35.19 In 1990, the District Council and County Council set up the Wadebridge Environmental Enhancement Project to ensure that the town obtained the maximum benefit from the A39 and A389 bypasses and the Environment Agency's tidal defence scheme. A package of traffic management, environmental and economic improvements were developed to complement the removal of through traffic.

35.20 At a national level, the Department of Transport set up a demonstration project to explore the best ways of taking advantage of the opportunities provided by bypass construction. Wadebridge was selected as one of only six towns to take part in the project and receive additional funding for innovative traffic management measures.

35.21 The schemes implemented as part of the project include the link road (Goldsworthy Way), a pedestrian priority scheme for Molesworth Street, traffic calming measures on the approach roads, environmental improvements to the Old Bridge and The Platt, and extensive cycle lanes throughout the town.

Future Planning Approach

35.22 Wadebridge is the main town serving the Camel estuary and has an extensive catchment area. The general planning approach for the town is to allow for a steady population growth which will support services and generate employment. The aim is also to preserve and enhance the special character of both the built and natural environment including the unique riverside setting, and to develop the town as a service centre providing the best possible facilities for the surrounding rural hinterland.

Housing Development

35.23 In the period April 1991-March 1995 121 dwellings were completed and at 31st March 1995 there were outstanding planning permissions and dwellings under construction amounting to about 170 dwellings.

Land to the north of West Hill and south of Trevanson Road

POLICY WAD1:

Land to the north of West Hill and south of Trevanson Road shown on Inset 34 is allocated for housing development.

35.24 This 1 ha (2.4 acre) site provides an extension to the Westcott development to the east and will form a logical rounding off to the built environment in this area. Access can be achieved from the Westcott estate. All surface water should be piped direct to the River Camel and not discharged to any intermediate watercourse.

Land to the north-east of Trevanson

POLICY WAD2:

1. Land to the north-east of Trevanson Road shown on Inset 34 is allocated for housing development.

2. Proposals for development should include:

(a) a site layout which allows the access road to be extended to permit the development of land to the north-west if required in the future; and
(b) retention of existing hedges and trees particularly to the north of the site.

35.25 Land to the north-east of Trevanson Road measuring 2 ha (5.1 acres) has been identified for residential development. The main access should be from Trevanson Road and the access road should be designed so that it may eventually serve land further to the north-west, if required for development in a future review of the Plan. This area is fairly prominent with views across the Camel Valley and, therefore, the existing hedges and trees must be retained particularly to the north of the site. All surface water should be piped direct to the River Camel and not discharged to any intermediate watercourse.

Land between West Hill and Whiterock Road

POLICY WAD3:

1. Land between West Hill and Whiterock Road shown on Inset 34 is allocated for housing development.

2. Proposals for development should include extensive landscaping provision within the adjacent Open Area of Local Significance (Policy WAD13(f)) on the south-western boundary of the site.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

35.26 This 4.5 ha (11.3 acres) site between West Hill and Whiterock Road has been allocated for housing. Roads and services have been provided as part of the social housing scheme completed in 1993 and this allocation will allow for an extension to the development. A development brief for the whole area was agreed by the District Council in 1998.

35.27 The site is very visible from various points within the town and especially in views from the north. As well as providing landscaping within the site in accordance with Policy DVS2, the scheme should also include extensive landscaping within the adjacent Open Area of Local Significance (Policy WAD13(f)) in order to soften the impact of the proposed housing and provide a landscape buffer to the highly prominent land to the south-west of the allocation. All surface water should be piped direct to the River Camel and not discharged to any intermediate watercourse.

35.28 The Council considers this site to be suitable for providing some affordable housing and will negotiate for this provision in accordance with Policy HSG9.

Land to the south of St Matthew's Hill and north of Egloshayle Road

POLICY WAD4:

1. Land to the south of St Matthew's Hill and north of Egloshayle Road shown on Inset 34 is allocated for housing development.

2. Proposals for development should include a maximum of 100 dwellings.

3. The Council will negotiate for the provision of an element of affordable housing on this site if a need is identified in accordance with Policy HSG9.

4. The Council will impose a Grampian condition to ensure that development does not commence before the appropriate traffic calming measures on the allocated land and through St. Matthews Hill to the junction with the former A39 have been fully implemented.

5. The Council will seek a planning obligation to secure:

(a) appropriate traffic calming measures on the main access road;
(b) the completion and satisfactory management and financial arrangements for the future maintenance of the partially implemented landscaping structure for the site; and
(c) the provision of a footpath link from the allocated site to Egloshayle Road.

[As at April 1999 - allocated site under construction]

35.29 This area measuring 4.1 ha (10 acres) forms an extension to the development at St. Matthews Hill. The existing access road is adequate to serve no more than an additional 100 dwellings and therefore no further development beyond this site will be accessed through St. Matthews Hill. In addition, before any further development takes place, appropriate traffic calming measures will be introduced through St. Matthews Hill to the junction with the former A39.

35.30 The Council considers this site to be suitable for providing some affordable housing and will negotiate for this provision in accordance with Policy HSG9.

35.31 As this is a prominent site within the town, an extensive landscaping scheme is a requirement. A landscaping structure for the site has already been agreed and partially implemented. This work must be completed before any further development takes place.

35.32 Whilst vehicular access will be through St. Matthews Hill, safe provision should be made by the developer for pedestrian movements from the allocated site to the nearby shops and recreation facilities on Egloshayle Road.

Land to the east of Bridge View and north of Egloshayle Road

POLICY WAD 5:

1. Land to the east of Bridge View and north of Egloshayle Road shown on Inset 34 is allocated for housing development and public open space.

2. Proposals for development should include:

(a) vehicular access from Bridge View only;
(b) a maximum of 50 dwellings; and
(c) extensive landscaping throughout the site and open space provision in the northern part of the site.

3. The Council will seek a planning obligation to secure:

(a) the upgrading of the existing Bridge View access road;
(b) satisfactory management and financial arrangements for the future maintenance of the open space; and
(c) the provision of a footpath link from the allocated site to Egloshayle Road.

35.33 Land to the east of Bridge View and north of Egloshayle Road measuring 3.9 ha (9.6 acres), including the former primary school site, has been identified for residential development and public open space. Access to the site can be served by the extension of the existing Bridge View access road. With upgrading, the access road would be of sufficient capacity to serve a maximum of 50 dwellings. No vehicular access will be permitted via St. Matthews Hill (Policy WAD4) but there should be pedestrian links to the adjoining development.

35.34 This site is visible from various points within the town, especially in views from the south-west and therefore the development should include extensive landscaping within the site. In addition, the high and relatively flat ground in the northern part of the site should be laid out as a playing field.

35.35 As the land is well related to the centre of the town and all its facilities, a footpath link from the allocated site to Egloshayle Road should be provided by the developer, possibly via the former school site.

Industry and Employment

35.36 The town's existing industrial estate at Trenant is now fully developed and there is currently very little serviced industrial land available for development in the town.

35.37 Planning permission has been granted to the south of West Hill and east of the A39 bypass intersection for a mix of retail and employment uses, with 7.2 ha (17.9 acres) of the site given over to industry and warehousing in Use Classes B1, B2 and B8.

35.38 Two further areas of land are proposed for industrial development which are all well related to the A39 bypass where good access to the road network can be achieved.

Land between the A39 bypass and the B3314

POLICY WAD6:

1. Land between the A39 bypass and the B3314 shown on Inset 34 is allocated for employment development in Use Classes B1, B2 & B8.

2. Proposals for development should include extensive landscaping along the northern boundary and in the eastern corner of the site.

35.39 Part of this 6.2 ha (15.3 acres) site is currently occupied by the local football club and therefore development is dependent on the football club deciding to relocate to another site. Access to the site should be from the former A39 and as the area is visually prominent, special attention will be required to the siting and design of development and the provision of structural landscaping.

Land to the north of Higher Trenant Road

POLICY WAD7:

Land to the north of Higher Trenant Road shown on Inset 34 is allocated for employment development in Use Classes B1, B2 and B8.

35.40 This area measuring 1.2 ha (3 acres) is already partly serviced with access to the District Council Offices and this road will serve the remainder of the site. The site is particularly suitable for the development of new industries in high technology and office based activity which do not want either a town centre or a traditional industrial estate location.

Waterside Industrial Area

POLICY WAD8:

Land adjacent to Trevilling Road shown on Inset 34 is allocated as a waterside industrial site where development proposals will only be permitted where they involve:

(a) maritime industrial or leisure activities requiring such a location for operational reasons; or

(b) extensions or other improvements required for the continued operation of an existing business.

35.41 Within the area at Trevilling Road defined as a waterside industrial site, the majority of existing uses require the river frontage for operational purposes. By their very nature, such locations are in short supply and are subject to demands for alternative use. Therefore only development proposals for businesses which require a waterfront location for operational reasons will normally be permitted. There are, however, some existing businesses in the defined area with no maritime associations. The policy allows for extensions and other improvements which may be needed by these businesses providing there is no significant adverse environmental or traffic impact.

Town Centre and Retail Development

POLICY WAD9:

1. In Wadebridge Town Centre, a Primary Commercial Area is identified on Inset 34 where Policy SAF1 will apply.

2. The existing cattle market site and the former abattoir site, including the land to the north-west, shown on Inset 34 is allocated for car parking.

35.42 Wadebridge has a good range of shopping facilities based around Molesworth Street and The Platt. Environmental improvements have created a high quality shopping centre. There is scope for retail development in the Eddystone Road area. The priorities for the future are to reinforce the viability of the town centre by consolidating retail activity within a defined area and provide scope for future growth, and to maintain an adequate level of convenient car parking.

35.43 In addition to the existing off-street car parks, whose retention is safeguarded by Policy TRU3, the site of the cattle market is proposed for car parking if it becomes available during the plan period. The site of the former abattoir and the fields to the rear, is also allocated for car parking.

Town Quay Area

POLICY WAD10:

1. Land between Eddystone Road and the Town Quay shown on Inset 34 is allocated for a mix of housing and commercial development in Use Class A.

2. Proposals for development should include:

(a) a cycle lane along the Eddystone Road boundary;
(b) a riverside walkway; and
(c) a design which will respect the traditions of the river frontage.

35.44 The Town Quay area is presently occupied by a variety of industrial and commercial developments interspersed with tracks of unused and under-utilised land. A few buildings are a reminder of the area's past industrial importance. However their original use and character has largely disappeared. The quayside has been improved as part of the Environment Agency's tidal defence scheme.

35.45 The Council recognises the scope for the sensitive redevelopment of this visually important area with its close proximity to both the town centre and Camel Trail. It is therefore considered appropriate to allocate the site for a mix of commercial and residential uses which should incorporate a riverside walkway and a cycle lane. New buildings should be carefully designed to reflect the former use of the quayside area, the riverside setting and the adjoining conservation area. Part of the site has planning permission for a retail development which incorporates the main requirements of the policy. A development brief for the whole area was agreed by the District Council in 1992.

35.46 In considering proposals for development in the vicinity of Harbour Road, the access arrangements will require particular attention. Further investigations are necessary to establish whether a new route from Harbour Road to Eddystone Road, suggested in the Wadebridge Environmental Enhancement Project, should be pursued.

Bradford Quay Area

POLICY WAD11:

1. Land between Bradford Quay Road and the River Camel shown on Inset 34 is allocated for housing development. Some commercial uses in Use Classes A, B1 and C1 will be permitted where they are compatible with the primary residential use and do not detract from the vitality and viability of the town centre.

2. Proposals for development should include:

(a) a riverside walkway; and
(b) a design which will respect the traditions of the river frontage.

35.47 The Bradford Quay area is presently occupied by a mix of industrial and commercial uses, which no longer require a waterside location for operational purposes and would be better located elsewhere in the town. The quayside has been improved as part of the Environment Agency's tidal defence scheme.

35.48 Like the Town Quay, this is a visually important area which is open to views from the south-west and the bypass. The site provides scope for redevelopment and it is therefore appropriate to allocate it for residential development. In addition the site also offers the opportunity for a limited amount of office, retail or hotel development as long as it is compatible with the primary residential use of land and would not have a detrimental impact on the vitality and viability of the town centre.

35.49 New buildings should be carefully designed to reflect this important setting and any proposal should include the provision of a riverside walkway.

35.50 As this is a sensitive and complex site to develop, a development brief should be prepared to facilitate the preparation of a comprehensive scheme for the area.

Education Allocation

POLICY WAD12:

The following areas shown on Inset 34 are allocated for education purposes:

(a) land to the south of West Hill; and
(b) land between Wadebridge School and the A39 bypass.

[As at April 1999 - allocated site (WAD12(a) under construction]

35.51 Although the Junior and Infants School at Gonvena Hill was opened in 1991, the County Education Authority consider that it will not satisfy the demand for primary school places in Wadebridge during the plan period. As much of the existing and proposed housing development is on the west side of the town, a site measuring 1.3 ha (3.3 acres) is allocated for a new Junior and Infants School located to the rear of the former Junior Boys' School at West Hill.

35.52 The Education Authority also consider that the existing playing field provision at the comprehensive school is deficient and would be improved by the purchase of land between the existing playing fields and the A39 bypass.

Open Areas of Local Significance

POLICY WAD13:

The following areas shown on Inset 34 are designated as Open Areas of Local Significance where Policy ENV2 will apply:

(a) the floodplain between Piggy Lane and the River Camel;
(b) land between Gonvena Hill, Trevilling Road and the A39 bypass;
(c) Jubilee Field;
(d) Egloshayle Playing Fields;
(e) Trenant Valley;
(f) the woodland and floodplain of the Polmorla valley including Coronation Park and land to the north east of Dunveth Farm;
(g) the Treraven valley and floodplain including the Camel Trail; and
(h) the floodplain between Egloshayle Church and Clapper.

35.53 Within and around Wadebridge there are a number of areas of local landscape importance which contribute to the visual quality and amenities of the town and therefore merit special protection:

- The floodplains of the River Camel including the important informal recreation areas of Jubilee Field and Egloshayle Playing Fields.

- The area between Trevilling and the back edge of development off Gonvena Hill including the wooded area around Gonvena House.

- The main tree lined valleys which form important green wedges between development.

35.54 These areas have been defined as Open Areas of Local Significance where Policy ENV2 will apply. The Camel Trail is also safeguarded from development by Policy SAF7.

36. POLZEATH / TREBETHERICK

Inset Map 35

Introduction

36.1 Polzeath, New Polzeath and Trebetherick, which are closely linked, form a straggling settlement at the mouth of the Camel estuary some 11 km (7 miles) to the north-west of Wadebridge. Polzeath is a popular destination with tourists who are attracted to its fine beach which is ideal for surfing.

Village Development and Character

36.2 This sprawling settlement has grown with the coalescence of Polzeath, New Polzeath and Trebetherick following considerable piecemeal and estate development.

36.3 Polzeath is situated around a small stream which flows into Hayle Bay and was used to drive the 16th century Shilla Mill. Apart from a small number of cottages, most of the residential development occurred in the 20th century, especially during the 1960's and 1970's when Trenant Close, Tinners Hill and the Higher Tristram area were completed.

36.4 New Polzeath to the north, consists mainly of large detached houses and bungalows built since the 1920's together with a terrace of seaside villas of late Victorian character. It also includes an unusual Flemish gable house built in the early 1900's.

36.5 In 1936, land between New Polzeath and Pentire Head was put on the market and divided into building plots. Local protesters aroused national concern and enough money was raised to buy the land and present it to the National Trust.

36.6 Between Polzeath and New Polzeath a collection of temporary structures including wooden shacks and railway wagons, sprang up during the 1920's and 1930's, some of which still survive today and are used for holiday accommodation.

36.7 To the south-east of Polzeath lies Trebetherick which consists mainly of large houses and bungalows built on a piecemeal basis since the 1920's. Many, especially in the Greenaway area, are set in relatively spacious plots often fronting poorly surfaced roads.

36.8 The growth of the settlement is closely linked to retirement migration and tourism. A high proportion of the dwellings are occupied by retired in-migrants or are used as holiday homes. Interspersed between the more permanent dwellings are numerous holiday chalets and two caravan sites. The most recent holiday development has been the construction of self-catering units adjoining the St Moritz Hotel. A commercial cluster of shops and cafes around the beach in Polzeath demonstrate the tourism bias of the local economy.

Social and Community Facilities

36.9 Polzeath and Trebetherick have a good range of facilities including a Methodist church, three public houses and approximately 25 shops although many of these are geared towards the tourist industry.

36.10 The settlement also contains a range of recreation facilities including a putting green, miniature golf course, tennis courts and a play area. There is a daily bus service to Wadebridge, Bodmin, Camelford and Newquay.

Planning Background

36.11 Polzeath, New Polzeath and Trebetherick fulfil the main village criteria as set out in Policy H9 of the Structure Plan.

36.12 The settlement is not covered by any national or countywide landscape designations. However an Area of Outstanding Natural Beauty, Special Site of Scientific Interest, an Area of Great Historic Value and an Area of Great Scientific Value lies to its immediate north. To the east of Trebetherick is a Site of Special Scientific Interest. An Area of Great Scientific Value and an Area of Great Historic Value lies to its south. These designations are subject to the Structure Plan Policies ENV4, ENV5 and ENV2.

36.13 Only New Polzeath has mains drainage. However South West Water Services Ltd have implemented an improvement scheme which has the necessary capacity to treat the unconnected areas of Polzeath and Trebetherick.

Future Planning Approach

36.14 Polzeath's attractive coastal location creates pressure for development that stimulates either retirement migration or seasonal occupation. The impact of further development on the environment means that new housing allocations are not considered appropriate. The Inset Map for

Polzeath/Trebetherick is on the reverse of the Wadebridge Inset Map contained within the folder.

Development Boundary

36.15 The development boundary has been drawn tightly around the built-up area to limit the opportunities for development and to protect the surrounding countryside. In addition, certain areas of the settlement have been excluded from the development boundary, in particular the low density area around Trebetherick, part of which is known as Greenaway. This will prevent the sub division of these large plots which would lead to development on an unacceptable scale. Moreover most of this area is served by poorly surfaced narrow roads which are considered unsuitable to serve any additional development.

36.16 Also excluded from the development boundary are holiday chalets, caravan and car parks on the periphery of the settlement. This will limit the opportunities for further residential development and protect these important resources for tourism.

36.17 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

Open Areas of Local Significance

POLICY POL1:

The following areas shown on Inset 35 are designated as Open Areas of Local Significance where Policy ENV2 will apply:

(a) the valley running north-east between New and Old Polzeath;
(b) the wooded valley side in Old Polzeath running south-east from Coronation Park to Shilla Mill;
(c) Tristram car park and adjoining land.

36.18 Within and adjoining the development boundary are a number of open spaces which contribute to the visual character of the settlement and merit protection.

- The valleys running north-east and south-east which help to retain the separation between Polzeath, New Polzeath and Trebetherick.
- Tristram car park area is a prominent green space which should be protected from development.

36.19 These areas have been designated as Open Areas of Local Significance where Policy ENV2 applies.

37.PORT ISAAC

Inset Map 36

Introduction

37.1 Port Isaac is an attractive fishing village located 16 km (10 miles) to the north of Wadebridge and 14 km (9 miles) to the west of Camelford via the B3267.

37.2 From a peak in the mid 19th century, the importance of the local fishing industry has declined with tourism playing an increasingly important role in the economy of the village.

Village Development and Character

37.3 Port Isaac has been a fishing port since the Middle Ages. The historic core contains an unspoilt mixture of 18th and 19th century rendered and painted cottages, many of which are listed. They are grouped together along narrow alleyways or 'drangs' winding down the steep side of the valley to the harbour and small shingle beach.

37.4 The 20th century has seen further residential development extending the settlement to the east onto higher and more exposed land. Significant estate developments include the local authority housing at Mayfield Road which was expanded by the District Council in the mid 1970's, Silvershell Road and View built during the 1970's and Hillson Close which was completed during the early 1990's by the Westcountry Housing Association.

37.5 The parish population has increased steadily over the 20 year period from 760 in 1971 to 880 in 1991.

Social and Community Facilities

37.6 Port Isaac has a wide range of shops including a post office, supermarket, baker, pharmacy, petrol filling station and numerous cafes and gift shops catering for the holiday visitor. Other facilities include a doctor's surgery, primary school, public house, several licensed hotels and restaurants, Methodist chapel, church and village hall. The main outdoor recreation facility is a sports pitch and children's play area located on the edge of the village at Trewetha Lane. There is a daily bus service to Wadebridge, Bodmin, Bude and Newquay.

Planning Background

37.7 Port Isaac fulfils the main village criteria as set out in Policy H9 of the Structure Plan. However as it lies within an Area of Outstanding Natural Beauty and Heritage Coast, it is also subject to Structure Plan Policy ENV1. In addition the surrounding countryside is designated an Area of Great Scientific Value and is subject to Structure Plan Policy ENV5.

37.8 In 1971 the village and harbour area were designated a conservation area and the District Council subsequently produced design guidelines that provide advice on repairs and alterations to the built environment.

Future Planning Approach

37.9 In view of the amount of recent development and the various environmental constraints, new housing allocations are not considered appropriate for the settlement.

Development Boundary

37.10 The development boundary has therefore been drawn tightly around the existing built-up area so as to retain the village's character and setting as well as protecting the surrounding countryside from encroaching development.

37.11 The main public car park at New Road is an important local resource for tourism which should be retained. The playing fields have been excluded from the development boundary although their continued recreational use is protected by Policy SAF6.

37.12 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need in accordance with Policy HSG10.

Tourism and the Environment

37.13 Port Isaac is an important tourist destination for day trippers and staying visitors and consequently the local economy is very dependent upon tourism. However Port Isaac is a prime example of where the relatively unspoilt buildings and the natural environment are the main attractions. Priority will therefore be given to implementing conservation area Policy ENV13 to ensure that commercialisation does not undermine the qualities of the village.

38.ST KEW HIGHWAY

Inset Map 37

Introduction

38.1 St Kew Highway lies just over 5 km (3 miles) north-east of Wadebridge adjacent to the A39 and therefore has good road links. The village is set in open countryside with the attractive Allen Valley to the east.

Village Development and Character

38.2 The linear shape of the village has been influenced by the local transportation routes. The embankment of the former North Cornwall railway line, closed in 1967, has provided a boundary to development on the north and west, while the A39 bypass completed in the late 1970's, has had a similar influence to the south. The limited historic core is centred on a number of cottages situated along the Trelill Road.

38.3 The settlement has grown steadily over the years with the first significant development being the Whitehall Estate which was completed by the former Wadebridge Rural District Council in the early 1950's and extended by the District Council in the 1970's. During the early 1970's Kenwyn Park was completed and the 1980's saw further residential development, mostly in the form of bungalows at Allen Park, Syra Close, Tretawn Close and along the approach road off the A39. The population of the parish has increased from 705 in 1971 to 940 in 1991.

Social and Community Facilities

38.4 St Kew Highway has a wide range of facilities including a post office/general store, small supermarket, petrol filling station, cafe, hairdresser, takeaway, public house, community hall and doctor's surgery. A golf driving range, 9 hole golf course and archery facilities are located close to the former Methodist Chapel to the south-west of the settlement.

38.5 The nearest primary school and church is located at St Kew about 1.5 km (1 mile) to the north-west. There is a daily bus service to Camelford, Bude and Wadebridge.

Planning Background

38.6 St Kew Highway fulfils the main village criteria as set out in Policy H9 of the County Structure Plan**.** The surrounding countryside does not have any national landscape designations, although to the north and south there is an Area of Great Landscape Value. The settlement is set within an area that contains some of the highest quality and most versatile agricultural land in North Cornwall.

Future Planning Approach

38.7 In view of it location, range of facilities, and good communications, St Kew Highway has potential to accommodate some limited residential development. However due to the recent level of development taking place in the village, no land has specifically been allocated for housing at the present time.

Development Boundary

38.8 The proposed development boundary follows the railway embankment to the north west which is protected by SAF7, and the A39 to the south. On the eastern side the development boundary is drawn relatively tightly around the existing built-up area to protect the surrounding countryside and high quality agricultural land from encroaching development. Within the boundary, limited opportunities exist for infilling. There may also be an opportunity for a small new development to the north of the existing Whitehall Estate, subject to the creation of a new access.

39.ROCK/TREDRIZZICK

Inset Map 38

Introduction

39.1 St Minver Lowlands lies on the eastern side of the attractive Camel estuary, opposite Padstow and some 10 km (6 miles) to the north-west of Wadebridge.

39.2 It is an important destination for golfers, sailing and watersports enthusiasts and provides one of the few sheltered areas on the North Cornwall coast for the mooring of small craft.

Village Development and Character

39.3 St Minver Lowlands is the collective name used to describe this settlement which until comparatively recent times consisted of separate groups of houses at Tredrizzick, Pityme, Splatt, Penmayne, Stoptide, Porthilly and Rock. With the exception of Tredrizzick, the settlement lies entirely within the parish of St Minver Lowlands. These areas have now merged through a combination of infilling of frontages and a number of residential estates, to form a continuous linear settlement based around the Rock Road.

39.4 The oldest buildings are found at Porthilly with the grade II* listed 12th century Church of St Michael and the nearby 16th century Porthilly farmhouse. Across Porthilly Cove stands a 19th century warehouse and quay which was converted to a sailing clubhouse during the mid 1970's and is one of the few historic industrial buildings within the settlement to survive.

39.5 The settlement has developed considerably since the mid 20th century mainly due to its attraction to both the retired and seasonal visitors. The early post war period saw the completion of local authority houses at Penmayne and steady growth continued throughout the 1950's and 1960's. Boat builders established new premises at Pityme during this period, which later expanded with additional light industrial units throughout the 1980's and early 1990's to become Higher Pityme Industrial Estate.

39.6 The settlement experienced substantial growth during the 1970's with a number of residential estates including Forlaze Road, Brea Road, Trelyn, Rockhaven Gardens, Meadow View and Greenbank Road. The former Rock Hotel was also demolished and replaced with a public house and self contained holiday flats and cottages.

39.7 The settlement has continued to expand during the 1980's and early 1990's with the completion of Lower Elms at Tredrizzick, further local authority housing at Rock Villas and frontage development along Rock Road.

Social and Community Facilities

39.8 Rock/Tredrizzick has a good range of facilities including two public houses, two clubs, two Methodist chapels, Rock Institute hall, doctor's surgery, and a primary school. It has over twenty shops including a post office, bakery, butchers, general food stores, and a petrol filling station. Recreation facilities include a football pitch, equipped children's play area and two 18 hole golf courses at St Enodoc. There is a daily bus service to Wadebridge, Bodmin, Bude and Newquay.

Planning Background

39.9 The settlement fulfils the main village criteria in Policy H9 of the Structure Plan. The settlement lies outside the Area of Outstanding Natural Beauty to the east, Structure Plan Policy ENV1 applies.

39.10 The area between Rock and Daymer Bay is designated as a Site of Special Scientific Interest, Area of Great Scientific Value and an Area of Great Historic Value and is therefore subject to the Structure Plan Policies ENV4, ENV5 and ENV2 respectively.

39.11 The settlement is served by the sewage treatment works at Porthilly which is currently discharging treated waste water of a satisfactory quality.

Future Planning Approach

39.12 The settlement's attractive coastal location creates pressure for development that stimulates either retirement migration or seasonal occupation. The impact of further development on the environment means that new housing allocations are not considered appropriate. The Inset Map for Rock/Tredrizzick is on the reverse of the Wadebridge Inset Map contained within the folder.

Development Boundary

39.13 The development boundary has been drawn tightly around the existing built-up area to limit the opportunities for development and to protect the surrounding countryside. Areas of very low density housing have been excluded from the development boundary. However there are some opportunities for infilling within the confines of the settlement.

39.14 The quarry car park is an important resource for tourism which should be retained and has therefore been excluded from the development boundary. The playing fields at Trewint Lane have also been excluded although their continued recreational use is protected by Policy SAF6.

39.15 An affordable housing scheme may be permitted outside the boundary as an exception to normal planning policies but only if there is a proven local need in accordance with Policy HSG10.