



# **Response to Inspectors' Note INSP.S14**

In relation to Saltash

28 June 2018

# **Introduction**

This note sets out Cornwall Council's response to matters relating to Saltash raised by the inspectors in relation to note INSP.S14.

This note is set out in the form of two chapters:

- **Chapter 1** – sets out the Council's response to the request to identify additional housing supply, to provide additional flexibility (INSP.S14, paras 28 to 30).
- **Chapter 2** - summarises actions as a result of the assessments and the proposed modifications to the Saltash chapter of the CSADPD
- **Appendix 1** – Cornwall Council and Highways England Meeting Notes
- **Appendix 2** – Habitat Regulations Assessment for the site
- **Appendix 3** – Heritage Impact Assessment for the site
- **Appendix 4** – Strategic Flood Risk Assessment for the site
- **Appendix 5** - Sustainability Appraisal for the site
- **Appendix 6** – Updated Strategy Maps

## **Section 1: Addressing Housing Supply**

The Inspectors' note (INSP.S14) asked the Council to increase the level of housing surplus, by approximately 85 dwellings, to provide additional flexibility, to ensure the housing target for Saltash will be achieved.

To achieve the additional flexibility requested, the Council proposes to allocate a new site, to be referred to as Site Allocation SLT-H1 'North Pill' for approximately 85 dwellings.

In proposing the North Pill site as an allocation the council has reviewed the existing evidence base, in particular within the Saltash Housing Evidence Report (D16.1) and its appendices, and considered the evidence within the context of the Inspectors request for further flexibility in the region of 85 dwellings:

### **1.1 Review of Urban Capacity**

In reviewing the existing evidence, the first step was to revisit the urban capacity potential within the town, as set out within Section 1 of the Housing Evidence Report (D16.1) and the Saltash Housing Delivery Schedule (F.17), to gauge if there are further opportunities within the built area of the town on brownfield land. Through undertaking this review it is apparent that there are no brownfield opportunities, as redevelopment sites within town are already built out.

### **1.2 Review of land adjoining the existing urban area**

The next stage was to review the land adjoining the built area in terms of options development during the earlier plan making stages. Further development adjoining Saltash is constrained by its estuary location and topography. However, two options previously discounted as not being required, were reconsidered, see Figure 1:

- A site at Latchbrook – within original cell 10, subsequently referred to as option A7 (Latchbrook North) in Step 12 to Step13e in the Saltash Housing Evidence Report (D16.1)
- A site at North Pill – within original cells 3/4, and referred to as options A4 & A5

Figure 1: Map (taken from the Saltash Housing Evidence Report (D16.1)) showing former site options A4 and A7:



connections to, the existing urban area and facilities including the Salt Mill Park recreation ground. North Pill is located around 700 metres (0.4 miles) from the town centre area, and therefore could be considered to be within walking distance.

### **1.5 Transport considerations**

In order to further understand implications for the Strategic Road Network in relation to potential allocations at Latchbrook or North Pill; their locations and potential quantum of development for each site together with background evidence documents were forwarded to Highways England to review, prior to a meeting to discuss each site. As a result of this engagement between Cornwall Council and Highways England the following conclusions were arrived at:

- Highways England confirmed that in respect of any proposed allocation coming forward at the Latchbrook site, due to its location and potential scale, there would likely be impacts on the Strategic Road Network, when in combination with other permitted development. Plus, the impact of development on Latchbrook Junction and Carkeel Junction would need further assessment to be fully understood. A detailed and robust transport assessment would be required by Highways England, identifying capacity issues, and demonstrating how these capacity issues would be resolved; currently there is no assessment that highlights how any potential impacts could be appropriately mitigated.
- Highways England confirmed that due to its location and potential scale, they would consider an allocation of approx. 85 dwellings at North Pill to be acceptable based on the current evidence available, and would not seek further transport related evidence, to support the Allocations DPD, if a site was proposed as an allocation in this location.

These conclusions were reaffirmed by the Councils Transport Officers. Furthermore Council Transport Officers indicated that the local road network in the North Pill site area would likely be able to accommodate the level of traffic generated by 85 dwellings. The notes of the meeting between Cornwall Council and Highways England are set out in Appendix 1.

### **1.6 Designations and Landscape Review**

**Latchbrook** is not within any environmental designation. The Plymouth Sound & Estuaries SAC and Tamar Estuaries Complex SPA are to the west and east of the site. The AONB is to the east (beyond the settlement of Trematon) and south of the site. A listed building is located to the south of the site. Flood Zone 3a adjoins the eastern boundary of the site.

The Councils Landscape Assessment Appendix D of the Housing Evidence Report (Ref D16.1.4) identifies the area of Latchbrook as a prominent area of high ground of moderate value.

**North Pill** is not within any environmental designation. The estuary which is a SSSI, and the Plymouth Sound & Estuaries SAC and Tamar Estuaries Complex SPA is located to the east of the site; the site has been subject to a Habitats Assessment (Appendix 2). The AONB is approx. 400m to the north-west of the potential location beyond a ridge line and golf course. A listed building is located to the north west of the site. Flood Zone 3a adjoins the southern boundary of the site.

The Council's Landscape Assessment Appendix D of the Housing Evidence Report (Ref D16.1.4) identifies the North Pill site within a wider area of high landscape value as a whole, but notes that the south of the area and adjoining the A38 (where the potential allocation is located) is of low tranquillity due to noise from the A38 and that the landscape in the south and east, due to existing housing, creates a more urban than rural landscape.

### **1.7 Site Availability**

Both Latchbrook and North Pill are potential sites that are available now, and were both promoted through representations to the Council and at the Saltash Examination Hearing session.

### **1.8 Conclusions**

In reviewing the existing evidence base in relation to Saltash, the Council has concluded that the most appropriate strategy to provide additional flexibility, to ensure the housing target for Saltash will be achieved is to allocate a site at North Pill (previous option A4 within original cell 3) for approximately 85 dwellings.

The site at Latchbrook would not be an appropriate location for development in the region of 85 dwellings; it would require between 300 and 400 dwellings to create a more sustainable form of development and to ensure that development was not an isolated housing estate, due to its physical separation from the existing urban area. With this higher level of housing there are also potential capacity constraints on the strategic road network as confirmed by Highways England, with a lack of available robust transport assessment evidence to progress a site with confidence or certainty (at this time) as a proposed allocation.

In comparison the site at North Pill is more suited as a proposed allocation for approximately 85 dwellings, with no impacts on the strategic road network as indicated by Highways England. The site at North Pill is relatively close to existing facilities and relatively well related to the existing urban area and Salt Mill Recreation Park, with relatively good links to the town centre area.

## Chapter 2

### Summary of Modifications

2.1 As a result of the assessment work, the Council propose to allocate a site at Saltash:

- SLT-H1 North Pill – 85 dwellings

The site is 5.9 ha, so could accommodate approximately 85 dwellings. The assumption is that this area east of the A38 is more appropriate for a lower density scheme, due to its setting and location nearer to the estuary, and in part would lend itself to a self and custom build project, which is an aspiration in the area by landowners. For these reasons the site area has assumed 25dph, based upon 60% of the area being developed to allow flexibility.

The policy for the site, which would represent a main modification to the Allocations DPD, is set out below.

2.2 The proposed policy for the site is as follows:

<b>Policy SLT-H1</b>	<b>North Pill</b>
<b>Site area:</b> 5.9 hectares	<b>Allocation:</b> Approximately 85 dwellings

The map shows a large, irregularly shaped area outlined in red, representing the allocated site. The site is located in a rural area with fields and some buildings. A north arrow is in the top left corner. A legend in the bottom left corner indicates that the red outline represents the 'Allocated Site'. Copyright text in the top right corner reads: '© Crown copyright and database rights 2018 Ordnance Survey 100049047.'

**Additional Policy Requirements:**

- a) Land identified at North Pill offers the opportunity to accommodate approximately 85 dwellings, which includes self or custom build homes.
- b) In lieu of an affordable housing contribution, 30% of the plots should be given over to the Council to progress a self or custom build scheme, which will be offered to the market by the Council at a discounted rate
- c) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document
- d) At the design stage, proposals must:
  - i) extend the existing pavement at the south east of the site and provide and encourage sustainable movement connections through the site, particularly walking and cycling to/from the town centre and to/from Avery Way, Carkeel (via Pill Lane);
  - ii) ensure that elements of the Green Infrastructure Strategy for Saltash are delivered, as an off-site contribution, in line with the minimum size thresholds set out within Table Slt4.; and,
  - iii) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased, and also to ensure no detrimental impact on Tamar Estuaries Complex Special Protection Area (SPA), including as a result of changes in water quality or flow.
- e) All development shall incorporate a Construction Environment Management Plan (CEMP) which is agreed with the Council prior to commencement on site. The CEMP must ensure that:
  - i) likely significant effects upon the Tamar Estuaries Complex SPA are avoided or appropriately mitigated; and,
  - ii) impacts on the China Fleet Club are appropriately mitigated.
- f) The site will be expected to provide an appropriate off-site contribution to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document
- g) Any development shall avoid any detrimental impact on the Tamar



Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewage undertaker.

- h) Development should be drawn away from the northern boundary of the site, or consideration given to single storey dwellings in this location, to ensure that the development sits below the landscape ridgeline. Site layout should be of a density and form that reflects the sites urban fringe character and estuary location, east of the A38
- i) To the North West of the site is the Grade II listed Pill Farm House; development of the site should ensure the listed building and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm's significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm.
- j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site.

The additional assessments undertaken to support the inclusion of the policy are set out in the following appendices:

Appendix 1 – Meeting Note, Cornwall Council and Highways England

Appendix 2 – Habitat Regulations Assessment for the site

Appendix 3 – Heritage Impact Assessment for the site

Appendix 4 – Strategic Flood Risk Assessment for the site

Appendix 5 - Sustainability Appraisal for the site

Appendix 6 – Strategy Maps

2.3 As a result of the amendments set out above, the updated strategy maps are set out in Appendix 6.

2.4 Finally, to clarify the position with regard to Saltash Strategy text, the Council proposes the inclusion of a Minor Modification to the Allocations DPD at the following CSADPD Saltash chapter paragraphs, with the modification underlined and in bold and deletions as strikethrough:

- 13.8 The intention is to enable small scale growth within and around the existing urban area, whilst promoting the delivery of a new neighbourhood of

Saltash on the north of the A38, at Broadmoor; reflected by the allocation of a housing site at North Pill (SLT-H1) and a mixed use development at Broadmoor (SLT UE1). This new neighbourhood at Broadmoor will also offer Saltash its next strategic location for employment growth, in doing so providing a site with easy access to the strategic road network. Furthermore, Saltash's existing strategic employment sites will be safeguarded, to ensure these important economic assets for the town are maintained.

- 13.20 The delivery of housing growth in Saltash utilises two strands; with the first being the prioritisation of appropriate sites within the existing urban area. However, with the constrained nature of the existing urban area and a lack of available sites, it is recognised that the urban area will only be able to provide a relatively small proportion of the overall housing target. This necessitates the need for a second strand, which is to also deliver an two urban extensions to Saltash.
- 13.24 Planning approval has been granted at Broadmoor Farm (PA14/02447) for a mixed use scheme that includes 1,000 dwellings. It is forecast that the site will be fully developed within the Plan period. In addition to Broadmoor, a smaller scale site, for 85 dwellings (SLT-H1) is identified in order to provide flexibility in the plan and to ensure that the housing provision for Saltash is effective.
- 13.55 Improved links between Broadmoor Urban Extension (SLT-UE1) and the rest of the town represents a key element of the strategy. Furthermore, improving links to destinations within the town will be prioritised, such as the town centre, secondary school, etc. Walking and cycling links between North Pill (SLT-H1) and Avery Way at Carkeel, will encourage residents to walk and cycle to/from the facilities in and around Carkeel and also at Broadmoor (SLT-UE1).

# **Appendix 1**

## **Meeting Notes Cornwall Council and Highways England, June 18<sup>th</sup> 2018 Cornwall Site Allocations DPD**

**Present:** Sally Parish (SP) HE, Matthew Brown (MB) CC, Marcus Healan (MH) CC, Rebecca Lyle (RL) CC

Note: Prior to the meeting two site options in Saltash (locations and potential quantum of development) were forwarded to Highways England to review, together with some background evidence documents

### **Meeting Notes**

- MB provided an update on the current position regarding the Examination of the Cornwall Site Allocations DPD, including an outline of the Inspectors Note INSP.S14 requesting further work by the Council on 3 towns: Penzance, Bodmin and Saltash.
- MB outlined the nature of the further work for each town. In response SP confirmed that Highways England are content that the scale and nature of the further work on Penzance and Bodmin are not likely to materially change the transport evidence base already reviewed by Highways England and that HE have no further comment.
- MB and MH outlined that the Inspectors were seeking flexibility around delivery of housing numbers in Saltash in the way of additional allocation(s) or a future direction(s) of growth to provide in the region of approx. 85 dwellings. In doing so CC were reviewing the existing evidence base for Saltash, which was suggesting that there are two potential options for further delivery of housing; a site known as Latchbrook, and a site at North Pill. MB mentioned that CC is seeking an initial response from HE in order to assist in determining an appropriate option and way forward.
- Due to the location of Latchbrook which is separate from the existing urban area it would require in the region of 350 dwellings to ensure it would be a sustainable location and not be isolated. The North Pill site could provide in the region of 85 dwellings and is less separate / isolated from the existing urban area.
- SP confirmed that HE was consulted on a pre-application at Latchbrook in 2013/14 including a transport assessment. A circa 350 / 400 dwelling development at Latchbrook would generate circa 260 vph in the peak periods. In terms of the A38, these trips would primarily impact on Carkeel Roundabout and Latchbrook Junction.
- SP confirmed that in respect of any proposed allocation coming forward at the Latchbrook site, due to its location and potential scale, the impact of development on Latchbrook Junction and Carkeel Junction, would need further assessment to be fully understood, through a detailed and robust transport assessment, identifying capacity issues, and demonstrating how any capacity issues would be resolved; as currently there is no assessment that highlights how any potential impacts could be appropriately mitigated to ensure the safe operation of the SRN at this location.
- SP confirmed that CC have been provided with a copy of HE's microsimulation model (together with relevant assumptions and caveats) and it is recommended that this model is developed and used as the evidence

base for assessing any proposed allocation site at Latchbrook. Further details on what is necessary to develop the model can be provided by HE if required.

- Highways England could, if required, provide the scope/requirements of the further evidence that would be required to assess the impact of the Latchbrook Allocation option, to ensure that it can be demonstrated that development traffic can be safely accommodated on the Strategic Road Network, which at present is not known.
- In relation to the site at North Pill, SP confirmed that by using traffic data from the Transport Assessments of other planning applications, it is known that an approx. 80/85 unit residential development at Pill would generate around 50 vehicle trips per hour in the peak periods. Using the same traffic distributions as for Latchbrook, around 60% of the traffic generated by (approx. 30 vph) would pass through Saltash Junction on their way to or from Plymouth. The main impact of concern would be the westbound traffic returning to the development in the PM peak. The predicted traffic impact on this movement would be around 20 vph.
- The off-slip at Saltash junction, although quite short, consists of two lanes with a signal controlled stop line. SP confirmed that HE are not aware of any existing operational issues at this location and it is likely that the development traffic impacts arising from a site at North Pill could be accommodated by the existing highway network or by minor improvements to the highway network
- SP confirmed that HE would consider an allocation of approx. 85 dwellings at North Pill to be acceptable based on the current evidence available, and HE would not seek further transport related evidence, to support the Allocations DPD, if a site was proposed as an allocation in this location.
- MB thanked SP for HE reviewing the two site options in Saltash in regard of the Strategic Road Network and involvement at the meeting. CC will update HE of the eventual site option to be progressed at Saltash once further work in response to the Inspector note INSP.S14 is completed.

## **Appendix 2: Habitat Regulations Assessment for the North Pill Allocation (SLT-H1)**

### **1. Introduction**

This note sets out the HRA Screening / Appropriate Assessment and conclusions for the North Pill site in Saltash (SLT-H1), which is proposed as a modification in response to an interim note from the Inspectors conducting the Examination in Public of the Cornwall Site Allocations DPD (CSADPD). The report has been prepared in (informal) consultation with Natural England.

This report and the following table is an addendum to the Habitats Regulations Screening Report for the CSADPD Feb 2017 (within the submitted evidence base, (ref: D2); which it should be read alongside and as an addendum to, including its appendices and mapping.

### **2. HRA Screening and Appropriate Assessment**

**Table 3.6.6 Site Allocation**

<b>Allocation Site Name, Number and Size (ha)</b>	<b>Description</b>
SLT-H1 North Pill, approx. 85 dwellings (5.9 ha)	A residential development that will deliver approximately 85 dwellings adjacent to the A38 on arable land at the east of Saltash

**Table 4.1.3 Relevant European Sites**

Site Name, Designation, Size and Code Conservation Objectives	Qualifying Feature / Interest Feature		Site Vulnerabilities / Key Issues and Threats to Integrity
	Habitat	Species	
Plymouth Sound and Estuaries SAC, UK9010141 (6402.03 ha) CO (i) described in footnote <sup>10</sup> .	<i>Primary:</i> Sandbanks which are slightly covered by sea water all the time; Estuaries; Large shallow inlets and bays; Reefs; Atlantic salt meadows ( <i>Glauco-Puccinellietalia maritimae</i> ). <i>Secondary:</i> Mudflats and sand-flats not covered by seawater at low tide.	<i>Primary:</i> Shore dock ( <i>Rumex rupestris</i> ) <i>Secondary:</i> Allis shad ( <i>Alosa alosa</i> )	Recreation; port development; maintenance dredging are all identified as key issues. Shore dock specifically, requires habitat created through coastal erosion and slumping. Maintenance of hydrological balance and in particular 'good water quality' is a key issue (unpolluted and absence of nutrient enrichment and maintenance of freshwater input/balance of saline input). The loss of natural coastal processes and dynamics is a key threat (coastal squeeze). The site is considered vulnerable to recreational disturbance, in particular, bait digging and crab tiling. In addition, private anchoring on seagrass may be an issue. Identified in the Local Plan HRA as requiring a strategic approach to mitigation for in-combination effects as a result of recreational disturbance. In-combination visits from residents occupying housing within 12 km are considered to result in significant effects.

<p>Tamar Estuaries Complex, SPA, UK9010141 (1955 ha) CO (iv) described in footnote <sup>10</sup>.</p>	<p>N/a</p>	<p><i>Over-winter: Avocet (Recurvirostra avosetta) (Western Europe/Western Mediterranean - breeding) - 15.8% of the GB population</i>  <i>On-passage Little Egret: (Egretta garzetta) at least 9.3% of the GB population</i></p>	<p>Recreation; port development; maintenance dredging are all identified as key issues.  Shore dock specifically, requires habitat created through coastal erosion and slumping.  Maintenance of hydrological balance and in particular 'good water quality' is a key issue (unpolluted and absence of nutrient enrichment and maintenance of freshwater input/balance of saline input).  The loss of natural coastal processes and dynamics is a key threat (coastal squeeze).  Identified in the Local Plan HRA as requiring a strategic approach to mitigation for in-combination effects as a result of recreational disturbance. In-combination visits from residents occupying housing within 12 km are considered to result in significant effects.</p>
---	------------	--	--

**Table 5.2a.1 Screening of Potential Impacts and Likely Significant Effects (LSE) – Refer to Table 6.1.1 for Resultant Policy Considerations**

SALTASH Site Allocation	Location in relation to Nature 2000 Site(s) in Zol	Possible Impacts and Likely Significant Effects Arising from Site Allocation					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
<p><b>SLT-H1</b> North Pill Urban Extension (85 dwellings ). Site is situated on largely arable land with woodland fringe at the south immediately to the north of Saltash. Site is bounded by the A38-road, and Salt Mil road which separates the allocation from the SPA/SAC.</p>	<p>Tamar Estuaries Complex SPA is located directly to the east of SLT-H1. Its closest point is to the south east approx. 55m distant from SLT-UE1. Plymouth Sound Estuaries SAC is located at its closest point, approx. 55 m east of SLT-H1 Refer to Zol Map</p>	<p>No direct loss of SPA/SAC habitat will occur.</p> <p>The landscape within which SLT-H1 is situated is immediately connected to Saltash and is bounded by the A38 and Salt Mill Roads.</p> <p>Due to its location, although in close proximity, SLT-H1 is not considered likely to be of particular importance to the qualifying features of the SPA.</p> <p>No loss of supporting habitat or fragmentation will therefore occur<sup>1</sup>.</p>	<p><b>Noise/Vibration Disturbance, Water Quality, Visual Disturbance</b></p> <p>The SPA /SAC is located in close proximity; although the SPA/SAC (in this area) is located within an area of existing urban infrastructure. However, LSE from water, noise or visual disturbance cannot be ruled out at the screening stage and will be discussed in the Appropriate Assessment in Table 5.2A.2 .</p> <p><b>Air Quality</b></p> <p>The SPA/SAC is located within 200 m<sup>2</sup> of the A38 (an affected road)<sup>3</sup>. Although it is considered that there would be no significant effect alone, analysis carried out for the Cornwall Local Plan HRA identified that changes in flow on roads within 200 m of the SAC can be expected as a result of in-combination development described in the Local Plan (for which this allocation forms part). However, it has been demonstrated that nitrogen deposition will not exceed critical loads and the total cumulative NOx concentrations will remain below the actual critical level where an adverse effect on vegetation may potentially occur. As such, it is considered there will be no LSE.</p>				See table 5.2a.2

<sup>1</sup> Natural England's Regulation 33 report for the European Marine Site lists those supporting habitats whose preservation is essential for the integrity of the avocet and little egret populations within the SPA.

<sup>2</sup> In accordance with Department of Transport's Transport Analysis Guidance [www.webtag.org.uk/archive/feb04/pdf/feb04-333.pdf](http://www.webtag.org.uk/archive/feb04/pdf/feb04-333.pdf), consideration is given to the potential for increases in emissions to result in LSE where an affected road falls within 200 m of a European site. Beyond 200 m, the contribution of vehicle emissions from the roadside to local pollution levels is not considered significant.



**Table 5.2a.2 Appropriate Assessment**

Allocation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
SLT-H1	<p><b>Noise/Vibration Disturbance, Water Quality, Visual Disturbance</b>  Subject to the project-level design of SLT-H1, and with the incorporation of construction best practice, it is considered unlikely that LSE will occur alone or in-combination in relation to noise disturbance, water quality and visual distance.</p> <p>It is considered that with the sensitive layout of the Scheme, and the use of timing to avoid sensitive periods, and the incorporation of hoarding (where project-level detail renders this necessary)<sup>4</sup>, impacts could be adequately mitigated.</p> <p>Dwellings will be located away from the southern boundary area, adjacent to the field boundary and local access road, to maximise the buffer between the allocation and the SPA/SAC. Vehicular access for SLT-H1 will also be designed to maximise the distance from the SPA/SAC. A standard give-way into the sites will be employed otherwise. The allocation will retain/enhance the existing hedgerow, tree and scrub buffers south of the proposed allocation. In addition, the development will incorporate measures within the CEMP to prevent construction-related, pollution (air/water quality/ water flow) impacts from occurring alone or in combination (refer to Appendix 2, ref: D2.2). Drainage is to be designed in accordance with the Sustainable Urban Drainage principles and standards set out in the Drainage Guidance for Cornwall with appropriate discharge consents and monitoring with specific measures to prevent water quality and flow impacts, hence it is considered unlikely that there will be LSE as a result of reduced water quality due to run off during operation either alone or</p>				<p>Tamar Estuaries and Plymouth Sound Estuaries have been identified as vulnerable to recreational disturbance (refer to Table 4.2)<sup>5</sup>.</p> <p>SLT-H1 is to bring forward approx. 85 dwellings within the 10 km Zol identified as significant for the SPA/SAC in terms of in-combination local resident visits (refer to Section 4 of the HRA).</p> <p>Therefore, although there is unlikely to be LSE through this pathway as a result of the site allocation alone, it is not possible to rule out LSE as a result of in-combination</p>

<sup>3</sup> An affected road is one which, due to an increase in traffic flow, will require air quality calculations in order to rule out a significant effect. In accordance with Design Manual for Roads and Bridges, Volume 11 Environmental Assessment, Section 3, Part 1: Air Quality.

<sup>4</sup> A project-level HRA will be undertaken for SLT-H1, which includes consideration of the timing of certain construction activities to avoid impacts at key periods (autumn and winter for Avocet and Little Egret). Should noise screening be considered necessary (subject to project-level detail), a continuous screen, with no gaps or breaks, be a minimum of 2.2m high and have a minimum surface mass of 5kg/m<sup>2</sup> is considered likely to be sufficient to negate potential impacts.

<sup>5</sup> As a result of visitor and disturbance studies undertaken 2015 - 2016, Zols have been determined for the consideration of in-combination recreational disturbance for Penhale Dunes SAC (12.5 km), Fal and Helford SAC (10 km), Plymouth Sound and Estuaries SAC (10 km) and Tamar Estuaries Complex SPA (12 km). Cornwall Council will not accept residential development and student and tourist accommodation within these Zols, without appropriate mitigation. A strategic solution to mitigation is being developed which will include visitor management, developer contributions and green space requirements for new development. A Supplementary Planning Document (SPD) is currently being produced, based on the findings of a recreation impacts study, setting out the required mitigation for each relevant European site.

	<p>in-combination. To ensure no LSE, designs will need to be approved by the Council</p> <p>Sewage is piped across the Tamar Bridge for treatment in at Ernesettle, on the edge of Plymouth. The growth planned for Saltash, combined with the growth for Plymouth is likely to exceed treatment capacity at Ernesettle in the medium term; plus pipe capacity across the Tamar may also be exceeded. SWW is investigating the delivery of a new treatment works on the edge of Saltash, which will have a 3-4 year lead in time. SWW has indicated that a new facility would be a regulated investment; as a result no developer contributions are expected. To ensure no LSE, no development will be permitted prior to confirmation that the allocation can be accommodated within the headroom of existing treatment works or prior to provision of appropriate upgrades/new facilities.</p>	<p>recreational disturbance.</p> <p>An appropriate off-site contribution will be required to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.</p> <p>It was concluded that with the implementation of the mitigation proposed, there will be no LSE.</p>
--	--	--

**Table 6.1.3 Policy Considerations resulting from the Appropriate Assessment**

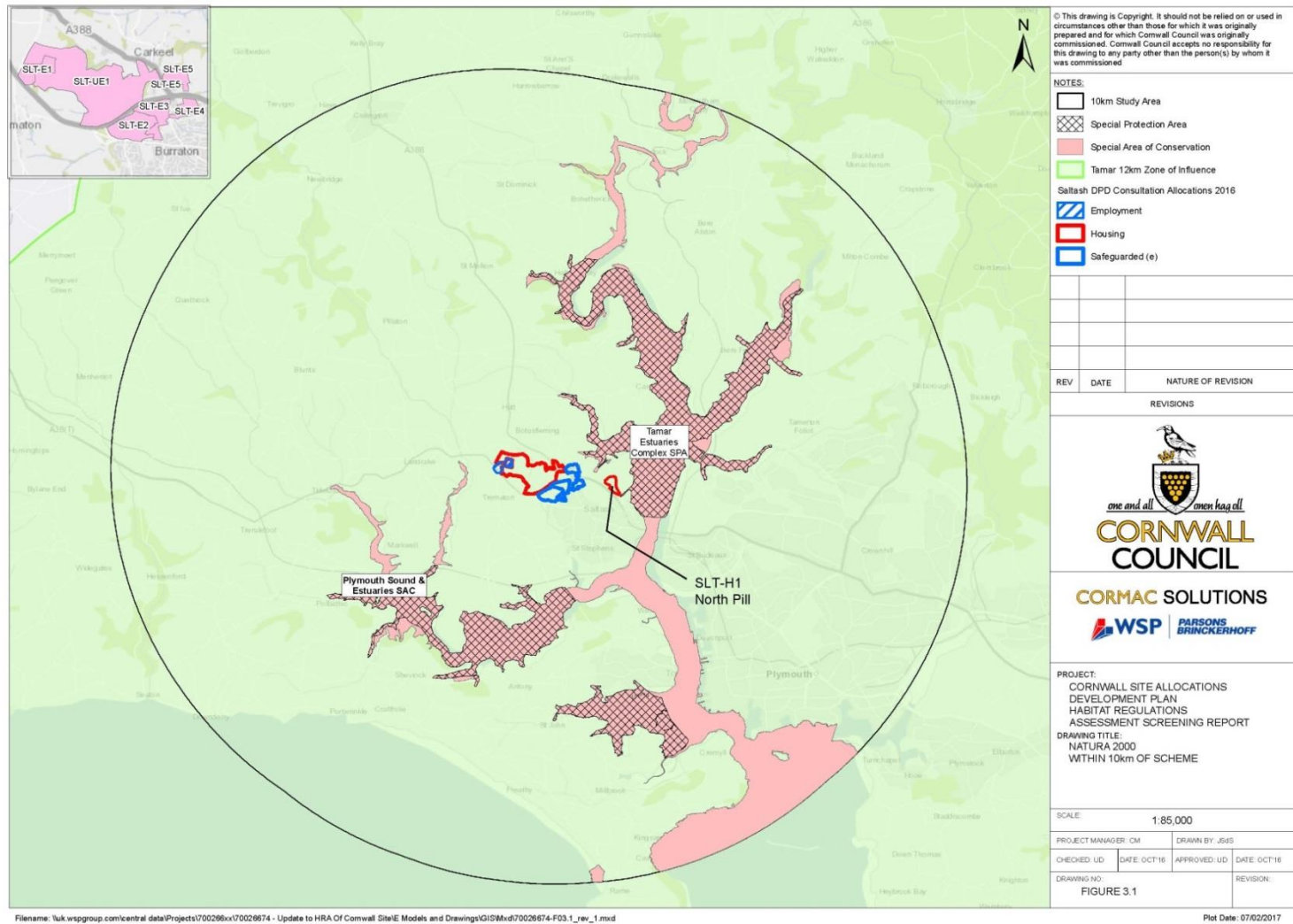
Allocation	Mitigation Measure Related to Construction	Mitigation Measure Water Quality/Flow During Operation		Mitigation Measure Recreational Impact / Other
SLT-H1	A Construction Environment Management Plan will be required, which ensures that likely significant effects upon Tamar Estuaries Complex SPA are avoided or appropriately mitigated; this will need to be agreed with the Council prior to commencement on site.	When designing the SUDs scheme attention must be given to ensuring that likely significant effects upon Tamar Estuaries Complex SPA including as a result of changes in water quality or flow are avoided or appropriately mitigated. The scheme design will need to demonstrate its effectiveness in this respect and be approved by the Council prior to development commencing.	Confirmation of capacity within the Riverview Treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to avoid likely significant effects upon the Tamar Estuaries Complex SPA.	An appropriate off-site contribution will be required to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.

### 3. Conclusions

The HRA of North Pill in Saltash (SLT-H1), has assessed the potential for Likely Significant Effects on European sites. Where appropriate, the findings have included consideration of the potential for in-combination effects from other plans and projects and have proposed avoidance and mitigation measures to address identified effects. Project-level HRA will be undertaken on individual projects where appropriate.

As concluded in the above Tables it is considered that Likely Significant Effects can either be screened, and Appropriate Assessment has demonstrated that impacts arising from the Saltash site can be avoided with the implementation of mitigation and environmental control measures. Section 6 including paragraphs 6.1.1 to 6.2.2 within the Habitats Regulations Screening Report for the Cornwall Site Allocations DPD Feb 2017, within the submitted evidence base (document ref:D2) all apply and should be referred to.

### Saltash Zone of Influence (ZOI) Map:



### Appendix 3: Heritage Impact Assessment for the North Pill Allocation (SLT-H1)

Heritage impact assessment key:		
<b>Neutral / negligible</b>		Either no known heritage asset on, adjacent to or near site, or agreed assessments have been undertaken and have led to appropriate scoping of mitigation measures and master planning requirements.
<b>Minor impacts</b> <i>NPPF: <b>Less than substantial harm</b> to the heritage asset</i>		Heritage assets are known to be on and/or adjacent to the site, with potential for either minor negative impact on the significance of undesignated assets, or of less than substantial harm to the significance of designated assets.  <i>Potential mitigation required: assessment, master plan layout, densities &amp; design responding to HE issues; specific measures to preserve/enhance sites or assets.</i>
<b>Moderate impacts</b> <i>NPPF: potential for harm (in some cases substantial harm) to, or loss of the heritage asset; but capable of avoidance and/or mitigation; overall outcome would be <b>less than substantial harm</b></i>		Potential for harm (in some case substantial harm) to heritage assets known to be on and/or adjacent to the site, but capable of moderating through mitigation (including avoidance, reduction and offset).  <i>Potential mitigation required: detailed assessment, detailed site allocation policy, master plan layout, densities &amp; design (including design briefs and/or design codes etc.) responding to HE issues; specific measures to preserve/enhance sites or assets.</i>  May require amendment to proposed allocation area or inclusion of policy wording requiring mitigation. Demonstration of substantial public benefits of delivery of (parts of) the site may still be required in certain instances, if mitigation measures are not implemented or fully successful.

<b>High impacts</b> <i>NPPF: <b>Substantial harm</b> to, or loss of the heritage asset; not likely to be resolved by mitigation</i>		<p>Potential for substantial harm to or loss of important heritage assets known to be on or adjacent to the site, not likely to be resolved by mitigation.</p> <p><i>Potential mitigation still required to bring sites forward: highest levels of assessment; detailed site allocation policy, master plan layout, densities &amp; design (including design briefs and/or design codes etc.) responding to HE issues; specific measures to preserve/enhance sites or assets.</i></p> <p>Such mitigation may prove insufficient to protect/enhance heritage assets, even with amendment to proposed allocation cell area; allocation would require clear justification for the potential harm, demonstrating substantial public benefits that outweigh harm or loss.</p>
<b>Impacts previously assessed and managed</b>		<p>Heritage assets known to be on or adjacent to the site and there is/may be the potential for serious impact, however previous assessments and agreed measures etc. are in place, which require continued monitoring and management. (NOTE: some sites may no longer be progressed as Site Allocations due to existing development activity prior to allocation process)</p>

Heritage Officer Comments					Planning & Heritage Appraisal		
Site ref	Historic Environment Assets	CC Heritage assessment	Initial Impact Appraisal	Recommendation & suggested mitigation measures	Further Site Assessment required?	Outcome of further assessment if required / conclusion	DPD Allocation & Policy mitigation

<b>Pill Lane site</b>	<p><b>Designated assets</b></p> <p>Setting of listed Pill Farm to the north west of the site</p> <p><b>Non designated assets</b></p> <ul style="list-style-type: none"> <li>• Historic Landscape characterisation (HLC) = Anciently Enclosed Land (AEL). Part of Pill Farm ('Middle Pill') landholding: hedges, lanes, farmyard boundaries etc. survive</li> <li>• MCO45232 World War Two barrage balloon site (north-east quarter of site)</li> <li>• historic buildings at Mill Park Barn(s) (town place and farm yard associated)</li> </ul>	<ol style="list-style-type: none"> <li>1. AEL has amongst the highest potential of any historic landscape to contain archaeological sites, so further assessment still required</li> <li>2. Historic building complex north west of the site; historic lanes and hedges in and bounding site (and former tidal millpond – run off and drainage will be a heritage asset issue as well as natural environment issue)</li> <li>3. Wider landscape issue - valley side open to wide views from south</li> </ol>		<ol style="list-style-type: none"> <li>1. Assessments to be done or, if existing, made available as soon as feasible: <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Geophysical survey &amp; target excavation</li> <li>• Hedgerow assessment required as both natural and historic asset</li> <li>• Historic Building assessments/recording</li> <li>• Assessment of impact on setting, context and inter-relationship of HE assets /historic landscapes</li> </ul> </li> <li>2. Assessment /HE issues to inform extent of development and design</li> </ol>	<p>Not required at this stage. Assessment to be done at the appropriate masterplan / application stage in order to inform precise layouts, densities etc.</p> <p>Archaeological assessments/mitigation and NPPF/Local Plan design requirements will inform the site beyond the allocation stage to ensure adequate mitigation.</p>	<p>-</p>	<p>A section within the introduction to the DPD stipulates the importance of sites undertaking heritage assessments at an early stage to inform master planning of the site</p> <p>Include text within the allocation policy to ensure the setting of Pill Farm Listed Building is conserved and where appropriate enhanced</p>
-----------------------	---	--	--	--	--	----------	---

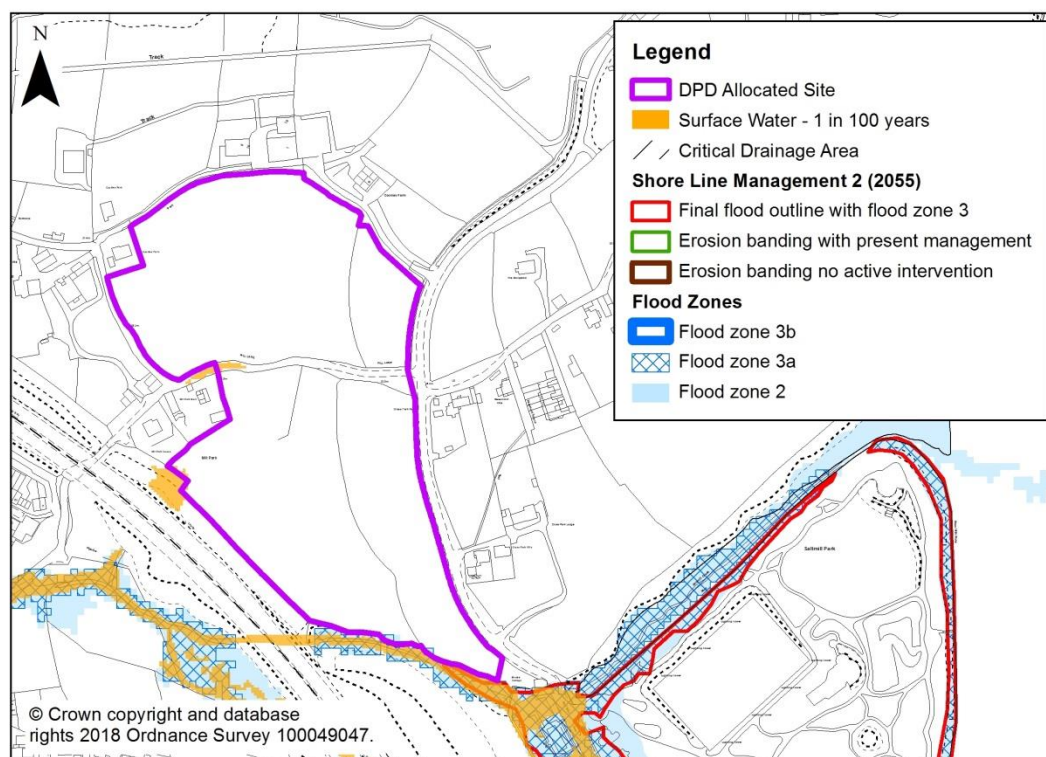
	<p>with Pill Farm)</p> <ul style="list-style-type: none"> <li>• Pill Lane – deep-set Cornish-hedge lined historic lane/ Salt Mill road also historic route;</li> <li>• Setting of late C19 cottages to east of Salt Mill road.</li> <li>• southern boundary of site runs along former (medieval) tide mill pond (salt flats by late C19)</li> <li>• sloping ground open to wide views from south (Saltash) and more immediate views from east (along Salt Mill road)</li> </ul>			<p>solutions within the allocation cell, including boundary treatment/ access to site</p> <p>3. Mitigation to include appropriate design responding to historic context; Historic Building recording; archaeological assessments /Watching briefs/targeted excavation etc. as appropriate</p>			
--	---	--	--	---	--	--	--





## Appendix 4: Strategic Flood Risk Assessment for the North Pill Allocation (SLT-H1)

### SFRA2: North Pill, Saltash (SLT-H1)



<b>Flood Zone 2</b>	Flood Zone 2 adjoins the southern site boundary
<b>Flood Zone 3a</b>	Flood Zone 3a adjoins the southern site boundary
<b>Flood Zone 3b</b>	None
<b>Critical Drainage Areas</b>	The site is not within a Critical Drainage Area
<b>Shoreline Management Plan designation</b>	No data within map extent
<b>Flood Map for Surface Water</b>	Surface water flooding may occur along the southern boundary adjoining the site and at a small area along Pill Lane
<b>Hydrology assessment of site's surface water issues</b>	This site is located north east of Saltash adjoining the A38 road and inland from the estuary. The land slopes to the south and west, to a small corridor of Flood Zone 3a south of the site. Surface water flooding may occur adjoining the southern boundary of site.
<b>Key requirements for satisfying the Sequential Test and Exception Test</b> <b>Sequential Test:</b> The Sequential Test can be satisfied as the site is within flood zone 1 with Flood Zones 2 and 3a adjoining the southern boundary; built development would be wholly with Flood Zone 1. The area at the south of the site adjoining the Flood Zone should be incorporated into as a blue/green	

infrastructure corridor within any proposed scheme.

**Policy recommendations**

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

**Consideration of alternative sites**

Not required as development can be located wholly within Flood Zone 1.

**Sequential Test passed?**

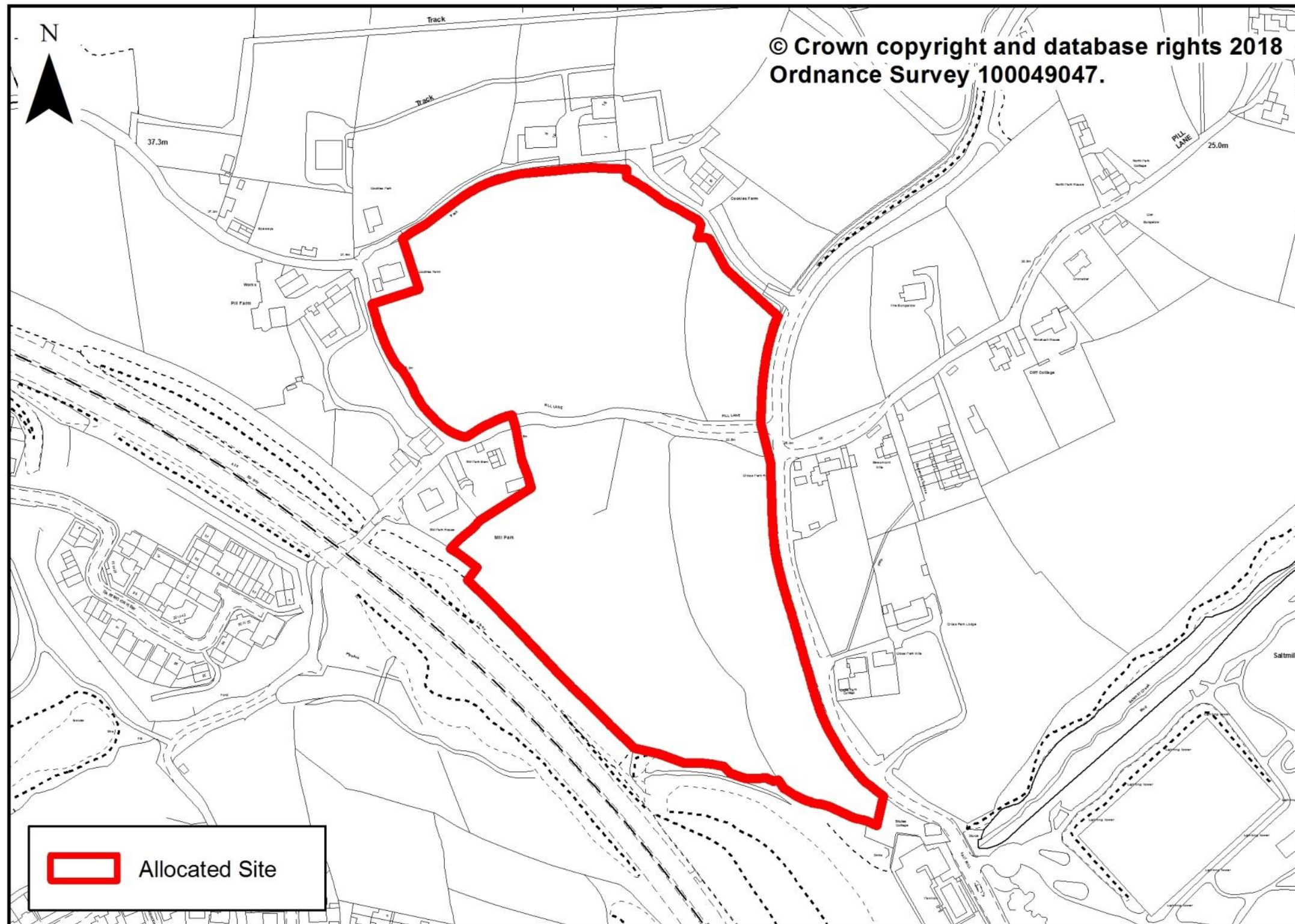
N/A

**Exception Test required**

No



## Appendix 5: Sustainability Appraisal for the North Pill Allocation (SLT-H1)



<b>1. Climatic Factors</b> 1. To reduce our contribution to climate change through a reduction in greenhouse gas emissions. 2. To increase resilience to climate change, and reduce vulnerability. a) Does it limit greenhouse gas emissions? b) Does it secure the highest viable resource and energy efficiency? c) Does it encourage the use of renewable energy technologies? d) Does it minimise vulnerability and encourage resilience to the effects of climate change?	+	<p>The site is located adjacent to existing urban area and its facilities, and would allow limited use of sustainable modes of transport thereby having some limited effect in minimising any increase in greenhouse gas emissions. - the site is within walking distance to the town centre although route is indirect, the site is not near existing bus routes. +/-</p> <p>The site consists of land with a southerly aspect. This allows development to be orientated to maximise solar gain and would enable the use of renewable technologies. +</p>	<p>New development should seek to maximise use of sustainable modes of transport and reduce reliance on private vehicles for short trips, especially walking and cycling both to/from the town centre and to/from Avery Way at Carkeel.</p> <p>Linkages for walking and cycling between the new development and facilities outside of the site area will be required.</p>	<p>Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: i) extend the existing pavement at the south east of the site and provide and encourage sustainable movement connections through the site, particularly walking and cycling to/from the town centre and to/from Avery Way, Carkeel (via Pill Lane)."</p> <p>Paragraph j states: "Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site."</p>
<b>2. Waste</b> 1. To minimise the generation of waste and encourage greater re-use and recycling of materials in accordance with the waste hierarchy. a) Will it reduce the amount of waste produced, collected, and or land filled? b) Will it increase levels of composting or anaerobic digestion? c) Has space for storage of recycled materials been planned for? d) Will it reduce the waste management industry's contribution to climate change?	+/-	<p>Site location unlikely to have any positive or negative impact on the overall amount of waste produced, collected and or land filled. +/-</p>	<p>New development will seek to reduce waste by increasing recycling, the provision of sufficient storage and collection areas for recycling, composting and waste and addressing waste as a resource and looking to disposal as the last option.</p> <p>Higher level policy provisions seek to meet this objective through Local Plan policies 12 and 13 (Design and Development standards), and which seek to secure high quality safe, sustainable and inclusive design and development standards.</p>	<p>No action necessary.</p>
<b>3. Minerals and Geodiversity</b> 1. To minimise the consumption of mineral resources and ensure the sustainable management of these resources 2. To conserve, enhance and restore the condition of geodiversity in the county. a) Will it minimise the consumption of primary mineral resources and encourage re-use of secondary resources? b) Will it ensure development does not irreversibly sterilise important mineral resources? c) Will it prevent harm to and, where appropriate, enhance geological conservation interests in the county? d) Will mineral working impact on designated land?	++	<p>The whole site is outside any mineral safeguarding area. ++</p> <p>The site is not in proximity to a County Geology (RIGS) site. +</p>	<p>None required.</p>	<p>No action necessary.</p>
<b>4. Soil</b> 1. To minimise the use of undeveloped land and protect and enhance soil quality. 2. To encourage and safeguard local food production.	-	<p>The site is classified as Grade 2 (around 40%) and Grade 4 (around 60%) Agricultural Land so if developed would lead to a loss of some of the best and most versatile agricultural land. -</p> <p>* Source Agricultural Land Classification field pre 88 (area not</p>	<p>The proposed site could consider provision of allotments.</p>	<p>Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: ii) ensure that elements of the Green Infrastructure Strategy for Saltash are delivered, as an off-site contribution, in line with the minimum size thresholds set out within Table Slt4." (NB The open space requirements include a minimum quantity</p>

<p>a) Will it protect, enhance and improve soil quality in Cornwall?</p> <p>b) Will it avoid development that leads to the loss of productive soil?</p>		covered by post 88 survey)		<p>of 2.30sqm of allotment provision per new dwelling.)</p> <p>Paragraph j states: "Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site."</p>
<p><b>5. Air</b></p> <p>1. To reduce air pollution and ensure air quality continues to improve.</p> <p>a) Will it reduce pollution including greenhouse gas emissions?</p> <p>b) Will it maintain or improve air quality in Cornwall?</p>	+	<p>Any development will have an impact on air pollution the extent to which can be minimised through careful design and construction.</p> <p>The site does not fall within an Air Quality Management Area.+</p>	<p>The extent of air pollution resulting from the proposal could be minimised through careful design and construction and enhancements to sustainable transport networks.</p> <p>Higher level policy provisions seek to meet this objective through Local Plan policies 12 and 13 (Design and Development standards), and which seek to secure high quality safe, sustainable and inclusive design and development standards. These policies require development to demonstrate the application of the guidance set out within the Council's Design Guide Supplementary Planning document.</p>	No action necessary.
<p><b>6. Water</b></p> <p>1. To reduce and manage the risk of flooding and reduce vulnerability to flooding, sea level rise and coastal erosion.</p> <p>2. To maintain and enhance water quality and reduce consumption and increase efficiency of water use?</p> <p>a) Does the proposal reduce, or avoid increasing the risk of flooding overall?</p> <p>b) Does the proposal reduce the overall demand for water?</p> <p>c) Will the proposal provide for greater integrated water catchment management and strengthen links between habitats to increase the likelihood of adaptation to climate change?</p> <p>d) Will the proposal increase the risk of water pollution events?</p>	++	<p>All development will increase the overall demand for water.</p> <p>Flood risk assessment demonstrates the proposed use is compatible with the flood zone status of the majority of the site. +</p> <p>The site is entirely outside and not adjacent to a Critical Drainage Area.++</p>	<p>Development will have potential negative impacts on water-related issues, however appropriate implementation of SUDS can mitigate these issues.</p> <p>The SFRA made the following recommendations : "Surface water drainage will need to be designed in accordance with the SUDS principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased."</p> <p>Higher level policy provisions seek to meet this objective, for instance LP:SP Policy 26 (Flood Risk Management and Coastal Change).</p>	<p>Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: iii) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased, and also to ensure no detrimental impact on Tamar Estuaries Complex Special Protection Area (SPA), including as a result of changes in water quality or flow.";</p> <p>Paragraph e states: "All development shall incorporate a Construction Environment Management Plan (CEMP) which is agreed with the Council prior to commencement on site. The CEMP must ensure that: i) likely significant effects upon the Tamar Estuaries Complex SPA are avoided or appropriately mitigated";</p> <p>Paragraph f states: "The site will be expected to provide an appropriate off-site contribution to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document"</p> <p>Paragraph g states: "Any development shall avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewerage undertaker".</p>
<p><b>7. Biodiversity</b></p> <p>1. To conserve, enhance and restore the condition and extent of biodiversity in the county and allow its adaptation to climate change.</p> <p>a) Does the proposal protect, enhance or restore biodiversity interest of BAP habitats, Cornwall wildlife sites, SSSI's, and internationally, nationally and regionally designated areas?</p> <p>b) Does the proposal allow adaptation to climate change through the connection of habitats (wildlife corridors)?</p> <p>c) Does it protect not only designated areas but</p>	-	<p>At this stage it is not possible to assess whether any proposal could have a positive impact on biodiversity.</p> <p>The area does not fall within a Special Area of Conservation, Site of Special Scientific Interest, or other designated site of international, national or regional significance, but is in close proximity to the Plymouth Sound and Estuaries SAC and the Tamar-Tavy SSSI. -</p> <p>The site does not fall within or is adjacent to a Cornwall Wildlife Site.+</p> <p>The site is not covered by, but is in proximity to a BAP habitat (reedbeds) to the east.-</p>	<p>A HRA has been carried out on the site and concludes that, with the implementation of the mitigation proposed, there will be no Likely Significant Effects. The mitigation proposed is as follows:</p> <ul style="list-style-type: none"> <li>A Construction Environment Management Plan will be required, which ensures that likely significant effects upon Tamar Estuaries Complex SPA are avoided or appropriately mitigated; this will need to be agreed with the Council prior to commencement on site.</li> <li><i>When designing the SUDs scheme attention must be given to ensuring that likely significant effects upon</i></li> </ul>	<p>Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: iii) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased, and also to ensure no detrimental impact on Tamar Estuaries Complex Special Protection Area (SPA), including as a result of changes in water quality or flow.";</p> <p>Paragraph e states: "All development shall incorporate a Construction Environment Management Plan (CEMP) which is agreed with the Council prior to commencement on site. The</p>



also of wildlife interest everywhere? d) Will it encourage the provision of new or improved wildlife habitats?			<p><i>Tamar Estuaries Complex SPA including as a result of changes in water quality or flow are avoided or appropriately mitigated. The scheme design will need to demonstrate its effectiveness in this respect and be approved by the Council prior to development commencing.</i></p> <ul style="list-style-type: none"> <li>Confirmation of capacity within the Riverview Treatment facility or provision of alternative facilities is required prior to commencement of the scheme, to avoid likely significant effects upon the Tamar Estuaries Complex SPA.</li> <li>An appropriate off-site contribution will be required to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.</li> </ul> <p>Provision and enhancement of wildlife habitats and corridors and other Green Infrastructure requirements are specified within the Green Infrastructure Strategy section of the DPD.</p>	<p>CEMP must ensure that: i) likely significant effects upon the Tamar Estuaries Complex SPA are avoided or appropriately mitigated”;</p> <p>Paragraph e states: “The site will be expected to provide an appropriate off-site contribution to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.”</p> <p>Paragraph g states: “Any development shall avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewerage undertaker”.</p> <p>Paragraph j states: “Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site.”</p>
<b>8. Landscape</b> 1. To protect and enhance the quality of the natural, historic and cultural landscape and seascape. a) Will it sustain and enhance and/or restore the distinctive qualities and features of the natural, historic and cultural landscape and seascape character? b) Will it conserve and enhance the natural beauty of the Cornwall AONB and the Tamar Valley AONB, and increase understanding and enjoyment of the special qualities of the AONBs? c) Will it protect, enhance and promote opportunities for green infrastructure within and between urban settlements. d) Will it maintain and enhance a high quality living environment? e) Will it encourage the location and design of development to respect and improve landscape character and the landscape setting of settlements?	+/-	<p>At this stage it is not possible to assess whether any proposal could have a positive impact on green infrastructure.</p> <p>The site is not within a designated AONB or AGLV, however there is a designated AONB approximately 420m (at closest point) to the northwest of the site (however it should be noted that a ridgeline screens this site from the AONB and AGLV).+</p> <p>The landscape assessment of the (wider original) cell concluded that the site has moderate/high landscape sensitivity, but noted that the south of the cell as less tranquil with noise from the A38 road, and as a more urban than rural landscape with existing housing.--</p> <p>Parts of the site may be seen from the estuary so there will be some impact on the seascape. However this is considered minimal given there is already development surrounding the site and the topography of this. +</p>	<p>Mitigation will be required if the site option is developed.</p> <p>Higher level policy provisions seek to meet this objective, for instance LP:SP Policy 23. No further specific wording is required.</p>	<p>The site is proposed for low density development and paragraph h of Policy SLT-H1 states: “Development should be drawn away from the northern boundary of the site, or consideration given to single storey dwellings in this location, to ensure that the development sits below the landscape ridgeline. Site layout should be of a density and form that reflects the sites urban fringe character and estuary location, east of the A38.”</p>
<b>9. Maritime</b> 1. To encourage clean, healthy, productive and diverse waters; To protect coastal areas and ensure sustainable maritime environments. a) Will the proposal protect, enhance or restore maritime heritage, habitat and biodiversity, both designated and undesignated? b) Will the proposal incorporate adaptation to climate change and its likely effects on the sea, coast and estuaries? c) Will the proposal operate within the carrying capacity of the receiving environment, without adverse effect on its sustainability? d) Will the proposal operate within safe	+/-	<p>The site is in proximity to the coast (Tamar Estuary).+/-</p>	<p>The proximity of the Tamar Estuary will be a consideration of development proposals.</p>	<p>Paragraph d of Policy-SLT-H1 states: “At the design stage, proposals must: iii) ensure that surface water drainage is designed in accordance with the Sustainable Urban Drainage Systems (SUDS) principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased, and also to ensure no detrimental impact on Tamar Estuaries Complex Special Protection Area (SPA), including as a result of changes in water quality or flow.”;</p> <p>Paragraph e states: “All development shall incorporate a Construction Environment Management Plan (CEMP) which is agreed with the Council prior to commencement on site. The CEMP must ensure that:</p> <p>i) likely significant effects upon the Tamar Estuaries Complex</p>

biological, chemical and physical limits?				<p>SPA are avoided or appropriately mitigated”;</p> <p>Paragraph f states: “The site will be expected to provide an appropriate off-site contribution to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries Complex SPA. This will need to be agreed and secured prior to approval of the development. The level of contribution and details of the specific measures are set out in the European Sites Mitigation Strategy Supplementary Planning Document.”</p> <p>Paragraph g states: “Any development shall avoid any detrimental impact on the Tamar Estuaries Complex SPA by ensuring that there is capacity within Riverview Treatment Facility or alternative sewerage treatment facilities (the public foul sewerage network), subject to written approval by the sewerage undertaker”.</p>
<b>10. Historic Environment</b> 1. To protect and enhance the quality and local distinctiveness of the historic environment. a) Does the proposal reinforce the distinctive character of Cornwall? b) Does the proposal have an acceptable/unacceptable level of impact on the historic environment? c) Does the proposal preserve and enhance the cultural and social significance of the historic asset? d) Will it result in development which is sympathetic towards the need to promote the Cornwall's unique heritage value, historic environment and culture? e) Have flood mitigation measures been designed to be compatible with the immediate historic environment? f) Has a balance been struck between the level of risk (e.g. in adaptation to climate change or flood risk) and the aspiration to preserve the distinctive qualities of the historic environment?	+	<p>All development is likely to have some effect on the historic environment.</p> <p>Outcome of Historic Environment Assessment implies less than substantial harm to heritage assets +</p> <p>The site contains one feature recorded on the Cornwall Sites and Monuments Register, with evidence of a WW2 barrage balloon site.-</p> <p>The site is classed as Anciently Enclosed Land.-</p>	<p>The HIA assessment of North Pill Site recommended the following mitigation measures :</p> <ol style="list-style-type: none"> <li>Assessments to be done or, if existing, made available as soon as feasible: <ul style="list-style-type: none"> <li>Desk Based Assessment &amp; Walk Over Survey</li> <li>Geophysical survey &amp; target excavation</li> <li>Hedgerow assessment required as both natural and historic asset</li> <li>Historic Building assessments/recording</li> <li>Assessment of impact on setting, context and inter-relationship of HE assets /historic landscapes</li> </ul> </li> <li>Assessment /HE issues to inform extent of development and design solutions within the allocation cell, including boundary treatment/ access to site.</li> <li>Mitigation to include appropriate design responding to historic context; Historic Building recording; archaeological assessments /Watching briefs/targeted excavation etc. as appropriate</li> </ol> <p>Higher level policy provisions seek to meet this objective, for instance LP:SP Policy 24. (Historic Environment) this sets out that proposals should be informed by proportionate assessments and evaluations.</p>	<p>Archaeological assessments/mitigation and NPPF/Local Plan design requirements will inform the site beyond the allocation stage to ensure adequate mitigation.</p> <p>A section within the introduction to the DPD stipulates the importance of sites undertaking heritage assessments at an early stage to inform master planning of the site.</p> <p>Paragraph i of Policy SLT-H1 states “To the North West of the site is the Grade II listed Pill Farm House; development of the site should ensure the listed buildings and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm's significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm.”</p>
<b>11. Design</b> 1. To promote and achieve high quality design in development, sustainable land use and sustainable built development. a) Will it encourage developers to build to higher environmental standards? b) Will it help to promote local distinctiveness? c) Does the proposal meet targets for renewable energy capture and sustainable construction using BREEAM or Code for Sustainable Homes? d) Will it promote high quality, sustainable and sympathetic design that takes account of sustainable construction and transport modes, and green infrastructure?	+	<p>The site has a generally southerly gradient, however, topography is unlikely to impede the sustainable design of development in this area.+</p>	<p>Higher level policy provisions seek to meet this objective through Local Plan policies 12 and 13 (Design and Development standards), and which seek to secure high quality safe, sustainable and inclusive design and development standards.</p>	<p>Paragraph j of Policy SLT H1 states: “Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site.”</p>
<b>12. Social Inclusion</b> 1. To reduce poverty and social exclusion and provide opportunities for all to participate fully in society.	+/-	<p>The site is within approximately 1km from the town centre but within reasonable proximity to schools.+/-</p>	<p>At the scheme design stage, efforts should be made to incorporate elements that will reduce poverty and social exclusion. Access to services and facilities need to be considered.</p>	<p>Paragraph a and b of Policy SLT-H1 state: “Land identified at North Pill offers the opportunity to accommodate approximately 85 dwellings, which includes self or custom build.”</p>

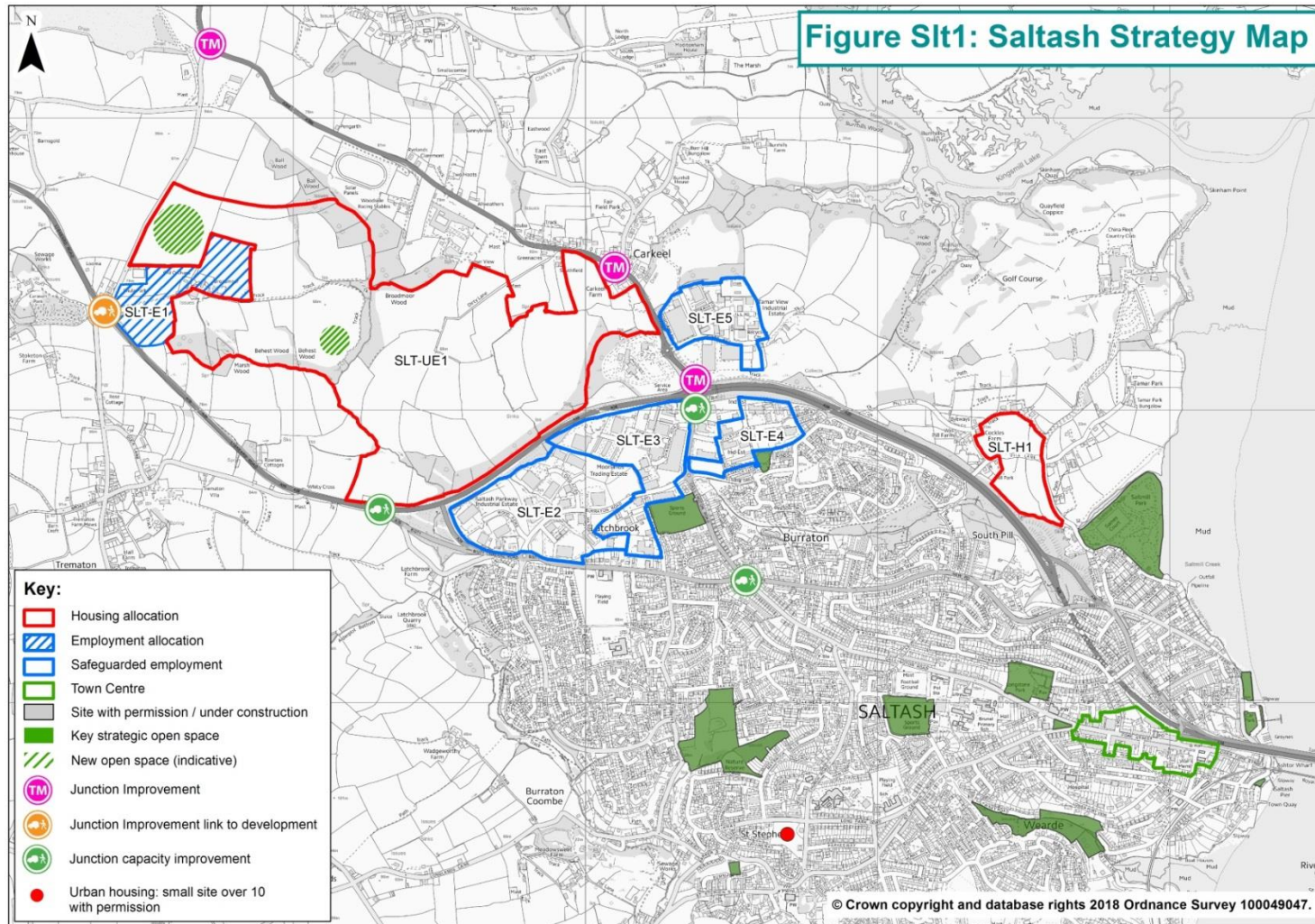


<p>a) Will it improve access to and provision of services, health and community facilities (including community youth facilities) especially in rural areas and for the socially excluded?</p> <p>b) Will it reduce poverty, deprivation, discrimination, social exclusion and inequalities?</p>				<p>"In lieu of an affordable housing contribution, 30% of the site should be given over to the Council to progress a self or custom build scheme".</p> <p>Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: i) extend the existing pavement at the south east of the site and provide and encourage sustainable movement connections through the site, particularly walking and cycling to/from the town centre and to/from Avery Way, Carkeel (via Pill Lane)."</p> <p>Paragraph j states: "Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site."</p>
<p><b>13. Crime &amp; Anti Social Behaviour</b></p> <p>1. To reduce crime, anti-social behaviour and fear of crime.</p> <p>a) Will it reduce crime and anti-social activity, and in turn, provide safer communities in Cornwall (particularly in the most deprived neighbourhoods and identified hot spots)</p> <p>b) Will it help reduce the fear of crime?</p>	?	<p>At this stage, it is difficult to establish what impacts development in this area will have on crime and antisocial behaviour.</p>	<p>At the scheme design stage, crime and safety issues need to be considered e.g. overlooking of public spaces and well lit footpaths in order to design out crime</p> <p>Higher level policy provisions seek to meet this objective through Local Plan policies 12 and 13 (Design and Development standards), and which seek to secure high quality safe, sustainable and inclusive design and development standards.</p>	<p>No action necessary.</p>
<p><b>14. Housing</b></p> <p>1. To meet the needs of the local community as a whole in terms of general market, affordable, adaptable and decent housing.</p> <p>a) Will it provide an appropriate mix of housing to ensure delivery of long-term regeneration schemes for the county?</p> <p>b) Will it reduce the number of people homeless or in temporary accommodation?</p> <p>c) Will it contribute towards the provision of affordable, social and key worker housing?</p> <p>d) Will it reduce the number of unfit homes, and those falling below the decent homes standards?</p> <p>e) Will it deliver adaptable housing to meet the lifelong needs of the population?</p> <p>f) Will it provide a well integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes?</p> <p>g) Will it provide energy efficient development which reduces the annual cost of heating/lighting and helps reduce greenhouse gas emissions?</p> <p>h) Will it make the best use of land?</p>	+	<p>The site slopes generally to the south, however there are no topographical constraints in this area that would affect the opportunity of developing a sufficient quantity and mix of development including affordable housing. +</p> <p>The site is of a scale to provide an appropriate mix of housing type and tenure. +</p>	<p>None required.</p>	<p>Paragraph a and b of Policy SLT-H1 state: "Land identified at North Pill offers the opportunity to accommodate approximately 85 dwellings, which includes self or custom build."</p> <p>"In lieu of an affordable housing contribution, 30% of the site should be given over to the Council to progress a self or custom build scheme".</p>
<p><b>15. Health, Sport and Recreation</b></p> <p>1. To improve health through the promotion of healthier lifestyles and improving access to open space and health, recreation and sports facilities.</p> <p>a) Will it improve health and well-being and reduce inequalities in health?</p> <p>b) Will it improve access to health services?</p> <p>c) Will it improve access to the countryside,</p>	+	<p>Assumption – the criteria "e) will it lead to unacceptable noise levels?" has been considered as the noise that would be generated by the development – and therefore not scored as not relevant to housing proposals.</p> <p>The site is adjacent to the open countryside, the public footpath network and waterfront which could promote health, sport and recreational benefits. +</p> <p>The site is well located in relation to existing sports facilities</p>	<p>At the design stage, developers should be encouraged to incorporate new and improve existing pedestrian and cycle links for future residents.</p>	<p>Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: i) extend the existing pavement at the south east of the site and provide and encourage sustainable movement connections through the site, particularly walking and cycling to/from the town centre and to/from Avery Way, Carkeel (via Pill Lane)."</p> <p>Paragraph j states: "Planning permission for the development of only part of the site will not be granted, unless it is in</p>

coast, recreation and open spaces? d) Will it increase participation and engagement in physical activity and sport? e) Will it lead to unacceptable noise levels?		and playing pitches, being in very close proximity to Saltmill Park and the China Fleet Club (acknowledging that the China Fleet Club is privately owned).+  Part of the site is in close proximity to existing health facilities.+  The site does not incorporate any existing sports facilities so will not have an adverse impact.+  Development of the site option could provide a potential opportunity to make provision for new designated open space.+		accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site."
<b>16. Economic Development, Regeneration and Tourism</b> 1. To support a balanced and low carbon economy that meets the needs of the area and promotes a diverse range of quality employment opportunities. a) Will it promote a diverse range of employment opportunities? b) Will it provide affordable, small scale, managed workspace to support local need? c) Will it support the development of access to ICT facilities including Broadband, particularly in rural areas? d) Will it raise the quality of employment and reduce seasonality?	-	The site is not in proximity (800m) to existing employment areas.-  The site does not have good links to the strategic transport network, in comparison to other sites (Although this helps to minimise highway impacts on the network). -  Development of this site is unlikely to be of a scale to enable the development of a new neighbourhood which would improve access to and provision of additional services and facilities including employment opportunities.-  It is unlikely although unclear if development of the site would have an adverse on tourism, and effects are uncertain at this time. +/-	Development of the site would need to consider the neighbouring China Fleet Club where efforts should be made (including during the construction phase) to avoid disruption to people accessing this.	Paragraph e of Policy-SLT-H1 states: "All development shall incorporate a Construction Environment Management Plan (CEMP) which is agreed with the Council prior to commencement on site. The CEMP must ensure that: i) likely significant effects upon the Tamar Estuaries Complex SPA are avoided or appropriately mitigated; and, ii) impacts on the China Fleet Club are appropriately mitigated.
<b>17. Education &amp; Skills</b> 1. To maximise accessibility for all to the necessary education, skills and knowledge to play a full role in society. a) Will it help improve the qualifications and skills of young people? b) Will it improve facilities and opportunities for lifelong learning (particularly for those with greatest need)? c) Will it help increase the County's skilled and professional workforce? d) Will it support a viable future for rural communities? e) Will it encourage a greater diversity of choice in skills training as part of regeneration efforts? f) Will it increase accessibility to training facilities?	+/-	The site is within proximity (1200m) of a Primary School but partly not in proximity (1600) to a secondary school. Accessibility is also constrained by the presence of the A38. +  The site is not of a scale and location to improve the towns training and/or educational facilities. -	Improved cycling, pedestrian and bus routes and services could facilitate access and sustainable travel to schools.	No further action.
<b>18. Transport and Accessibility</b> 1. To improve access to key services and facilities by reducing the need to travel and by providing safe sustainable travel choices. 2. To reduce traffic congestion and minimise transport related greenhouse gas emissions. a) Will it promote sustainable forms of transport (public transport including bus and rail, cycle and pedestrian routes) and ensure the necessary associated infrastructure is made available? b) Will it reduce traffic congestion by promoting alternative modes of transport? c) Will it reduce the need to travel by seeking to balance homes, jobs, services and facilities? d) Will it lead to a reduction in greenhouse gas	+	It is acknowledged that realistically development increases use of motor vehicles.  The site is conveniently located for a number of facilities, and within walking distance of the town centre, although there some topographical constraints which may discourage walking and cycling. +/-  The development of the area could be of a scale to provide linkages where public transport services could be encouraged to operate. +	Future transport arrangements and accessibility issues need to be considered as part of any policy development. Sustainable linkages through the site to existing and planned facilities will be required.  The network is considered capable of accommodating the traffic generated by the level of housing proposed (85 dwellings).	Paragraph d of Policy-SLT-H1 states: "At the design stage, proposals must: i) extend the existing pavement at the south east of the site and provide and encourage sustainable movement connections through the site, particularly walking and cycling to/from the town centre and to/from Avery Way, Carkeel (via Pill Lane)."  Paragraph j states: "Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site, which clearly sets out the pedestrian, cycling and vehicular connections through the site.

emissions? e) Will it improve service provision or provide a service or facility which is accessible to all, including those with disabilities and those in the more rural areas? f) Will it transfer freight from road to rail and/or sea?				
<b>19. Energy</b> 1. To encourage the use of renewable energy, increase energy efficiency and security and reduce fuel poverty. a) Will it promote energy conservation and efficiency? b) Will it promote and support the use of renewable and low carbon energy technologies? c) Will it help reduce fuel poverty? d) Will it encourage local energy production?	+/-	Heat Mapping Analysis concluded that the site would not support a District Heating scheme.—  The site consists of land with a southerly aspect. This would allow development to be orientated to maximise solar gain and would enable the use of renewable technologies.++	Higher level policy provisions seek to meet this objective through Local Plan policies 12 and 13 (Design and Development standards), and which seek to secure high quality safe, sustainable and inclusive design and development standards.	No further action.

## Appendix 6: Revised Saltash Strategy Maps





**Figure Slt3: Saltash Green Infrastructure Strategy Map**



# Saltash Town Framework: Transport Strategy 2030

