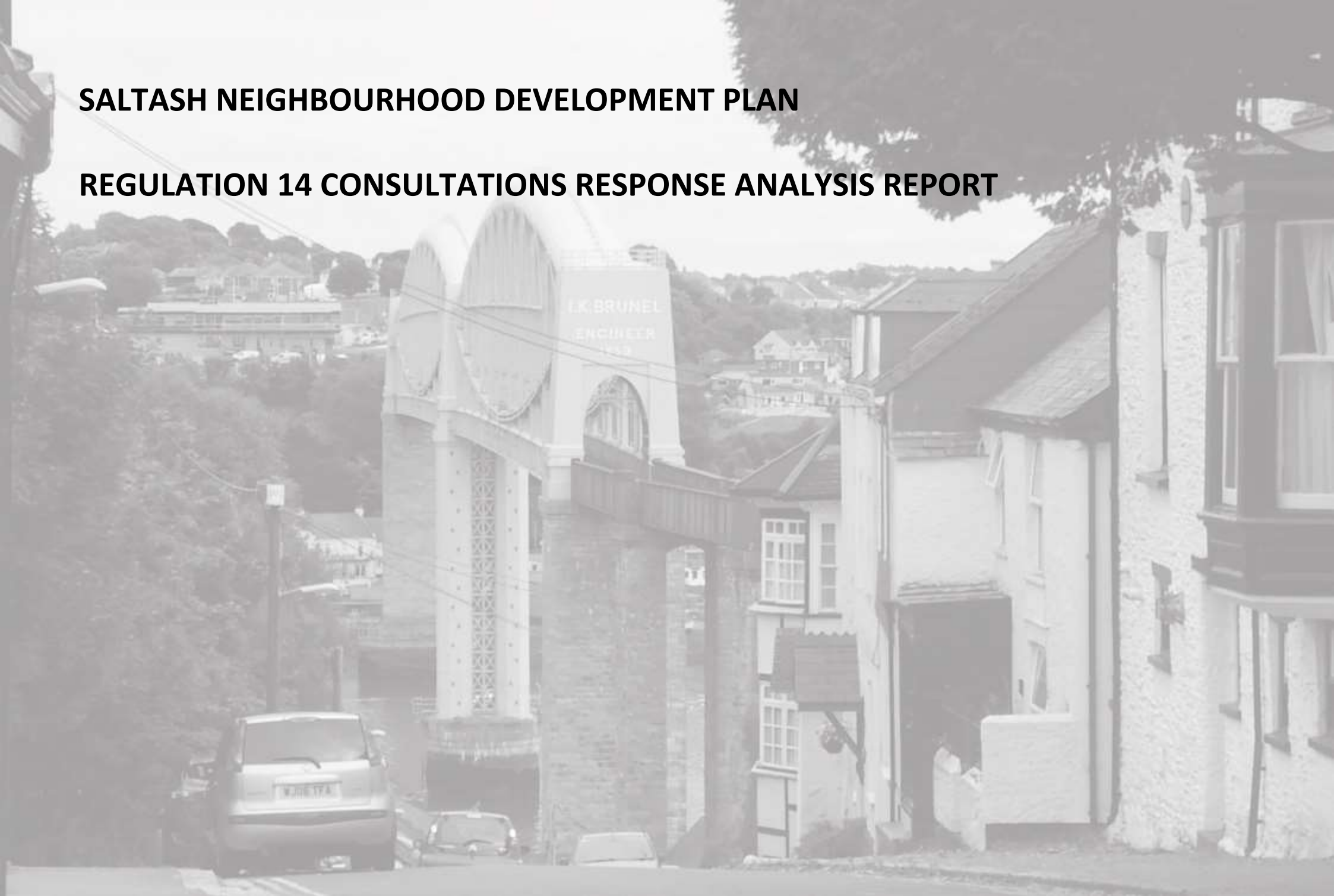


# **SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

## **REGULATION 14 CONSULTATIONS RESPONSE ANALYSIS REPORT**



## **INTRODUCTION**

This report analyses the comments made in response to the formal community and statutory organisation consultations carried out on the Saltash Neighbourhood Development Plan under Regulation 14 of the Neighbourhood Plan Regulations from 19<sup>th</sup> June to 14<sup>th</sup> August 2019. It also records the Steering Group and Town Council's considered responses to those comments and sets out the modifications to the Saltash Neighbourhood Development Plan that are proposed to be made in preparing the submission version of the Plan.

The main part of the document discusses the various comments made on each theme and policy in the NDP.

Appendices A to E in a separate document record the comments made verbatim, identifies the parts of the Plan which are referred to, and allocates a look-up reference number so that the response to each comment may be found.

## **SUMMARY OF REPRESENTATIONS**

### **Overall**

The response to the draft Saltash Parish NDP was generally supportive of its vision, objectives and framework of policies, subject to detailed comments on wording and format. Many believed that the NDP should go further in its approach to protecting the natural and built environment and should more explicitly deal with the issue of climate change. Unfortunately a significant number of local people objected to the NDP on the basis that it was allocating large areas of land for housing, which it does not, so their comments relate to matters which are not included in the Plan and are beyond its remit and must be discounted. Many also confused the issues of land-use with operational management by for example, the highways and waste authorities.

### **Statutory Organisations.**

Historic England was not satisfied that a correct approach had been taken to the allocation of land for housing in the villages areas, but otherwise found the document to be 'most impressive...in its scope and depth of the issues it addresses and its policy coverage'. The detailed consideration of the area's historic environment and the proposals identified for the protection and enhancement of its locally distinctive heritage and character was applauded. Natural England welcomed the NDP and suggested several helpful policy improvements. Highways England said that in general it was satisfied that the NDP is unlikely to lead to development which will adversely impact the trunk road and that it welcomed the policies which support and encourage the provision of improved walking, cycling and public transport facilities to offer realistic and attractive alternatives to the private car for both leisure and commuting, thereby reducing congestion as well as delivering health and environmental benefits. It concluded by saying that it will expect any large-scale proposals which have the potential to impact on the operation of the A38 to be supported by a transport assessment and if necessary, and mitigation measures. The Kernow Commissioning Group/NHS Kernow expressed support subject to modifications to the policies concerning St Barnabas Community Hospital. National Grid simply conformed that it has no strategic apparatus in the area. Wales and West Utilities indicated that it could supply maps of their plant if requested. Landulph Parish Council expressed its support for the Policy to revitalise Saltash Waterfront.

### **Local & Regional Organisations**

Devon and Cornwall Police noted and welcomed the inclusion of a statement regarding the importance of designing out crime etc within the NDP. The Trustees of Port View Estate expressed support for the policies effecting their interests, made helpful suggestions as to policy wording, and provided background information. The China Fleet Club supported the NDP but was concerned about the impacts of the Pill development proposed in the DPD, suggesting that the NDP could include policies to address them. Saltash Environmental Action

supported the NDP but made several suggestions as how it could better address the need to protect and increase the number of trees in the urban area. CPRE mistakenly objected to the DPD housing allocation and to other areas that are not allocated in the NDP. Cycle UK called for more concerted effort to make provision for cyclists on all road in the area.

### **Community Responses**

Overall a good level of response was received, totalling 187 separate forms. In these 402 separate and relevant comments were made. A general theme that emerged in the comments made was the existing and anticipated impact of large new housing schemes on traffic, community facilities, health services and infrastructure, with people looking to see that the Plan addressed these issues. Within this context, many expressed broad support for the overall spatial strategy, and the Plan policies to protect and enhance community facilities. Many supported particular policies of the Plan but wished to see them go further. These included the connectivity policies dealing with traffic arising from new development, particularly in the north of the NDP area, the need to go further in the approach to protecting the natural and built environment, and in responding to the climate emergency. Many wished to see the town centre 'offer' supported and extended, and there was concern that the recent retail developments at Carkeel were resulting in negative impacts on trading and traffic, with suggestions made about how the Plan could more effectively control these matters. Proposals for the Waterfront were largely supported, subject to them being sensitive and appropriate to the area and its residents. Some interesting ideas on how the waterfront and town centre could be linked were put forward. The Plan's built environment policies and the approach to protecting its character were also well supported, with many useful, helpful and very detailed comments being made.

Unfortunately, despite the efforts made by the Steering Group to avoid confusion between the DPD and the NDP the presence of the North and Middle Pill Residents Association on the Steering Group, a flyer was widely circulated around the town which implied that the NDP included proposals to allocate land for 85 dwellings in Middle Hill [*this is actually an allocation in the DPD*] and '100's more proposed in North Pill, along with a map showing a large area of land shaded in purple and orange that looked like it may be an extract from an official document such as the NDP. Sadly this led to many residents believing that the NDP was indeed proposing to allocate a huge housing site north of the A38, seriously distorting the position, and leading to 91 comments relating to proposals that were either made in the DPD rather than the NDP, or were non-existent.

Many also confused the issues of land-use with operational management by for example, the highways and waste authorities. The intention is to pass these comments on to the responsible authorities for the issues concerned so that they may inform their operations.

### **Developer Responses**

Three developer responses were received. One made an enquiry, whilst another supported the allocation of housing land at Trematon. The main response was from agents for the developer of the Treleden urban expansion, requesting various adjustments to the Plan mainly to ensure that the NDP and the PP for the development were aligned.

### **Cornwall Council Officers Response**

Many useful comments were received from Cornwall Council on a pre-draft version of the pre-submission draft NDP, which helped to better shape the strategy and policies in the Plan, so the comment received at this stage was limited to pointing out some mapping discrepancies.

### **Note Responses are coded as follows:**

**A – Statutory Organisations**

**B – Local & Regional Organisations**

**C – Community**

D – Developers

E – Cornwall Council Officers

**TABLE 1: GENERAL COMMENTS MADE ON THE SALTASH  
NEIGHBOURHOOD DEVELOPMENT PLAN**

RESPONSE REFERENCE	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE & PROPOSED AMENDMENT TO NDP IF REQUIRED
A1	‘...this is a most impressive Plan in its scope and depth of the issues it addresses and its policy coverage. We particularly applaud the detailed consideration of the area’s historic environment and the proposals identified for the protection and enhancement of its locally distinctive heritage and character. Once the matter concerning the site allocations has been satisfactorily resolved we look forward to giving the Plan our unreserved endorsement.’	<b>Support welcomed.</b> Site allocation issue will be resolved prior to submission of the NDP to Cornwall Council
A2	We welcome the emergence of the Saltash Neighbourhood Plan	<b>Support noted.</b>
A17	National Grid has identified that it has <b>no record</b> of (its) apparatus within the Neighbourhood Plan area.	<b>Noted.</b>
B24[1]	‘The Town Council, in particular Cllr Yates should be commended for their efforts in putting together such a thorough and detailed plan’ that has had to be amended due to several amends on national/county policy during its lifetime and must balance conflicting objectives.	<b>Support noted.</b>
C6	The draft SNP is..... a fantastic document that makes a huge contribution to the future of Saltash	<b>Support noted.</b>
C15	I couldn't be more pleased with all of your intentions.	<b>Support noted.</b>
C18	We have all learned OVER PAST THREE YEARS about UNDEMOCRATIC REFERENDUMS NO THANK YOU. VOTE FOR THE BREXIT PARTY	<b>Irrelevant comment.</b>
C37[2]	‘.....SNP very good thanks’	<b>Support noted.</b>

**TABLE 1: GENERAL COMMENTS MADE ON THE SALTASH  
NEIGHBOURHOOD DEVELOPMENT PLAN**

RESPONSE REFERENCE	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE & PROPOSED AMENDMENT TO NDP IF REQUIRED
C80	In general, I support the whole of the plan	<b>Support noted.</b>
C86[1]	The sustainability and maintenance of any new features created from the NDP must be considered.	<b>Noted.</b> Items for new development in the NDP are either already taken into account in investment programmes or will influence future programmes. Several aspects, where criteria require specific forms of infrastructure for example, will be the responsibility of developers to cover.
C96	There are many positives written into the plan and it has been carefully worded with positive and persuasive vocabulary - the major planned residential development will override this conveyed positivity...this consultation is of little value and the responses received will be ignored by Cornwall Council, developers and planning officials....who will continue to implement ill-conceived, unpopular and socially/environmentally disastrous outcomes for the people of this lovely but rapidly changing and declining town.	<b>Noted.</b> However, no significant new development is proposed in the NDP. The larger scale developments around the town at Broadmoor and Pill are allocations in the Cornwall Council Site Allocations Development Plan Document to which the NDP must conform. The comment suggests that reference to the introduction to the NDP and the UK Planning Portal would be of assistance to the writer. See: <a href="https://www.planningportal.co.uk/info/200127/planning">https://www.planningportal.co.uk/info/200127/planning</a>
C103[1]	impressed with the diversity of subjects and the detail in each area of the Development Plan and commend all those who have contributed to it. It's wonderful to know that our local Council and related bodies are working so hard for us all	<b>Support noted.</b>
C104	I am happy with the plan, overall. The whole plan is a fantastic idea to move the town into the future. We need to look towards building a sustainable future for the town whilst not forgetting the history and natural environment.	<b>Support noted.</b>
C105	Support all parts of the Plan.	<b>Support noted.</b>
C111	I support the Neighbourhood Plan's overall aims and objectives..	<b>Support noted.</b>
C120[1]	The Plan is well organised and carefully considered. It is clear that a huge amount of work and time has been invested.	<b>Support noted.</b>
C131[1]	'Support All Policies Stated!'	<b>Support noted.</b>

**TABLE 1: GENERAL COMMENTS MADE ON THE SALTASH  
NEIGHBOURHOOD DEVELOPMENT PLAN**

RESPONSE REFERENCE	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE & PROPOSED AMENDMENT TO NDP IF REQUIRED
C133[1]	Whilst I cannot find any main reason to oppose the plan overall it is mainly aspirational in content and does not address the matter of funding et cetera. My experience dealing with local councils et cetera to affect/repairs it is usually met with 'we haven't got any money'! Where is this money to be found?	<b>Support noted.</b> Items for new development in the NDP are either already taken into account in investment programmes or will influence future programmes. Several aspects, where criteria require specific forms of infrastructure for example, will be the responsibility of developers to cover.
C143[4]	Action re-dog fouling. Statistics show that Saltash has a serious problem with dog mess. Residents are well aware of this problem. The NDP has no plan to deal with this matter. I suggest appointing a dog warden.	<b>Noted.</b> Dog fouling and day to day management of the public realm are not issues covered by the Planning system and are outside the remit of the NDP. However, the comment will be drawn to the attention of the responsible authorities.
C150[2]	Thank you. Well done!	<b>Support noted.</b>
C157[2]	Recyclable items to be collected once a week! Yet another daft idea - people who are now too lazy to recycle won't suddenly change because there will be a weekly collection was the household waste festers for two weeks.	<b>Noted.</b> Refuse collection management is not an issue covered by the Planning system and are outside the remit of the NDP. However, the comment will be drawn to the attention of the responsible authorities.
C161[8]	I would like to thank the steering committee for the time and effort spent in formulating this plan. Thank you	<b>Support noted.</b>
C169[1]	...this plan represents a massive amount of work and is a major achievement...	<b>Support noted.</b>
C180	Support	<b>Support noted.</b>
C184	Support	<b>Support noted.</b>
E1	Note that there are a few anomalies in the maps.	<b>Noted.</b> <b>Corrections will be made as necessary.</b>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
<b>1. Introduction</b>	No comments received	<b>Note:</b> Requires update to reflect progress on the NDP.
<b>2. Background</b>	<b>B24[2]</b> The NDP refers to North Pill and Middle Pill separately and throughout and could cause unnecessary confusion in the future as only two fields have been identified for the secondary development and it should be clarified if this sits in North OR Middle Pill as this is the plot of land firmly identified in the Allocations DPD and considered by the Inspector and there is no official plan (other than the developers) to extend beyond this. The NDP should clearly reflect what has been proposed and consulted upon in the DPD.	<b>Noted.</b> In addition to this comment, many representations were received from members of the community objecting to sites which are actually allocated in the Cornwall Local Plan Site Allocation Development Plan Document (DPD) (see Table 3 following). The difference between the remit of the Cornwall Local Plan, the Cornwall Local Plan Site Allocation Development Plan Document (DPD) and Saltash NDP clearly needs to be more effectively explained in the NDP and supporting publicity. <b>Therefore, it is proposed that a revised diagram be added, and the text and maps revised in Section 2 to make the roles of these different but complementary documents very clear. Refer to LP:SP rather than CLP, and make reference to the emerging Climate Change DPD.</b>
<b>3. Evidence Base</b>	No comments received	
<b>4. The Vision for Saltash</b>		
Vision Statement and Objectives	<p><b>B25[5]</b> The Plan is clear in its aim that Saltash should be sustainable. It is now absolutely clear from good quality research that trees make a unique and vital contribution to sustainability in many ways. This important principle is not significant in the NDP. The Plan should make more specific recommendations for planting of trees and/or hedgerows both in the Vision, and wherever appropriate throughout the document. P 19 The Vision for Saltash I suggest an extra bullet-point such as: - Tree and hedgerow planting should be encouraged throughout Saltash for their vital contribution to sustainability.</p> <p><b>C32[1]</b> I really like the vision that has been created - Please could you consider the addition of 'inclusive' to support an inclusive growth agenda?</p> <p><b>C78[1]</b> support the overall vision, objectives, special strategy and underpinning policies of the document including the definition of the development boundary but believe there should be a specific chapter on Climate Change. It is</p>	<p><b>B25[5] Not accepted.</b> The bullet points are actually objectives and section headings, so it is not possible to add the reference requested.</p> <p><b>C32[1] Support noted.</b> Point accepted; social inclusivity is a building block of sustainable development and the opportunity could be taken to stress these elements. <b>Amend Vision to read as follows:</b> <i>'...by 2030 Saltash will be an envied riverside town, being greener, more inclusive and prosperous in all aspects, with a reinvigorated Town Centre and Waterfront, award-winning new housing, a diverse economy, with an excellent quality of life and lifestyle for all ages.'</i></p> <p><b>C78[1] Partly accepted.</b> During the gestation of the NDP the issue of climate change has come into greater prominence, as reflected in many of the NDP comments received, and although Saltash TC has resolved not to declare a climate emergency in the short term it is considered appropriate that the NDP should reflect the community</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>recognised that relevant policies are spread throughout the document so it might be a matter of summarising NPPF and CLP Policies and cross-referencing to existing policies.</p> <p><b>C84[1]</b> The intention stated in 4.1 is enviable and something to be proud of Figure 12 suggests it is what those surveyed really want. It fits in perfectly with the current ecological and political backdrop - our government and local council have declared a climate emergency and how we adapt to that in order to survive the next century is a matter of escalating discourse. It would be worth adding a statement that the vision will be achieved by developing the town in a way that enables people to transition to more local living and achieve carbon neutrality in the same period. This is highly likely to be mandated fairly soon, better to start thinking early.</p> <p><b>C92[1]</b> The vision aligns with IPPCC climate change target to reach net zero by 2050. Sea level rise will likely put the waterfront and Saltmill Park at a greater risk of regular flooding or even long-term submersion. As Saltmill is a re-claimed landfill site, it is very important to keep it above the waterline. If this is not achievable, the contents of the old landfill will have to be removed or made safe as it will have the capacity leach large quantities of toxins into the Tamar. Suggest include a reference to ensuring that all of the NDP objectives are based on people living in a way that is substantially different to the way we live now, within ten years, in order to limit global warming to below 1.5 degrees? With regard to waterside locations, I suggest that all new developments float and rise and fall with the tides. I would not recommend investing in flood defences as I do not believe that the overall cost will be outweighed by social, economic or environmental benefits.</p> <p><b>C117[1]</b> This plan is not good enough about litter problem policy. We have been running for community litter pick since</p>	<p>concerns. <b>Therefore, it is proposed that the introductory text should be amended to explain how the NDP in its entirety will influence the local response to climate change, include a new section on climate change describing the effects of each policy on reducing the causes and addressing the impacts of change, and new policy wording added relating to renewable energy production and ‘small carbon footprint’ design.</b></p> <p><b>C133[2], C84[1] Accepted. Add similar wording to new text referred to above.</b></p> <p><b>C92[1], C162[1] Partly accepted.</b> The flooding potential at Saltmill is not defined as yet, and the possible flooding impacts suggested have not been established. Furthermore any remedial measures would be outside the remit of the NDP. <b>However it is appropriate to reference the site and the Shoreline Management Plan in a box following Policy GRN4.</b> Amphibious development (cf. Maasbommel, Netherlands and Swansea Lagoon proposals) is technically feasible but financially disadvantaged where cheaper land-based options are possible and may have more significant impacts on sensitive river/coastal environments such as the SAC and SPA. <b>The suggested reference to global warming targets can however be included as wording in the new text referred to above.</b></p> <p><b>C117[1]. Not accepted.</b> The NDP already encompasses environmental sustainability whilst littering and day to day management of the public realm are not issues covered by the Planning system and are outside the remit of the NDP. However, the comment will be drawn to the attention of the responsible authorities.</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>2015. But our town does not have enforcement officers and is too weak to solve problems of littering, dog mess and fly tipping. Also the town council decided not to enforce or discourage the littering, Town wardens are not cleaning up the hedges to protect hedgehogs home but what is the town do? The NDP should aim to make Saltash an Eco-Town.</p> <p><b>C133[2]</b> Plan should reflect more recent issues, notably regarding climate change and the targets set by the government to implement its policies.</p> <p><b>C162[1]</b> to make Saltash a sustainable we need to aim for global warming not to exceed 1.5°. One vulnerable area (re-flooding) is salt Mill – if regularly flooded or submerged – toxic material from landfill will be leached into the Tamar.</p>	
The Spatial Strategy	<p><b>C32[2]</b> consider adding a piece around 'inclusive growth': or 'Enabling as many people as possible to contribute to, and benefit from, economic growth' 2 dimensions: - Social: benefitting people across the labour market spectrum including groups that face particularly high barriers to high quality employment - Place: addressing inequalities in opportunity within an economic geography</p> <p><b>C32[3]</b> No clear link to the health of local residents and permitted building development. - would like to see greater restrictions placed on the development and location of fast food outlets.</p> <p><b>C92[2]</b> Green Boulevard could be a wonderful and pleasant 'green lung' through the town but to make it safe for pedestrians and cyclists there ought to be a speed limit of 20mph.,...Vegetation needs to be considerable to create a cooling space and opportunity to cleanse the air from toxic emissions, lock in carbon and limit impact of heavy rainfall.</p> <p><b>C92[3]</b> Not clear how this will bring the existing town and the urban extension together. Treledan will still be a fair leg-stretch from Fore Street.</p>	<p><b>C32[2] Partly accepted.</b> The spatial strategy focusses on the spatial aspect of growth, and para 4.6 describes how the 'economic geography' is taken into account. However, reference to 'inclusive growth' would be appropriate in the context of sustainability. <b>Amend para 4.6 to include reference to sustainable economic growth.</b></p> <p><b>C32[3] Not accepted.</b> NPPF does not permit development of fast food outlets to be restricted to decrease their accessibility for health reasons.</p> <p><b>C92[2]. Support noted.</b> However, the management of speed limits is not within the remit of the planning system and the NDP.</p> <p><b>C92[3] Not accepted.</b> The green boulevard will provide opportunities for those taking part in the current upsurge in walking and cycling and add to the 'sense of place' that will make Saltash a more attractive centre.</p> <p><b>C92[4] Noted.</b></p> <p><b>C94[5] Noted.</b> The NDP cannot propose initiatives for which there is no prospect of investment.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C92[4]</b> Green corridor could also be a wildlife super-highway</p> <p><b>C94[5]</b> Callington Road is a busy, noisy, and polluted road and the congestion caused by the mix of buses, lorries delivering to businesses, and cars, makes it very pedestrian and cyclist un-friendly...now time to consider putting in a tram, down the centre of the Green Boulevard, route buses around the town to a hub and cycle park at Carkeel, and ban delivery trucks at certain times of the day?. A second tram or funicular could go down lower fore street and make the waterfront accessible for all abilities. A tram could also attract visitors to Fore Street which would be good for the local economy.</p>	
<p>Policy DP1 - Development Boundary</p>	<p><b>C169[9]</b> Figure 6 and 28 Maps differ: please explain NP1.</p> <p><b>D2[1]</b> Notes that in Figure 6, DPD housing allocation SLTU-E1 is separated into two parts and requests that this area is represented accurately, in line with Policy SLT-UE1 (Broadmoor Urban Extension) of the Cornwall Site Allocations Development Plan Document (DPD) (page 316) i.e. as one comprehensive site. The extant Treledan planning permission comprised an extended red line site area to that included in the DPD site allocation and this should be referenced for clarity.</p>	<p><b>C169[9]. Accepted.</b> There is an error in the map at Figure 28. <b>Amend map as required.</b></p> <p><b>D2[1]. Accepted. Amend as required.</b></p>
<p><b>5. Secure A Diverse and Prosperous Local Economy</b></p>		
<p>Introduction</p>	<p><b>C92[8]</b> We need to reduce our consumption of resources down from 2.7 planets to just 1. Growth and productivity in the future should be contained within a circular economy....policy should proactively encourage the re-use and recycling of existing resources, and production of goods that can be broken down into their constituent parts and refurbished, re-used, or put back into the economy without high energy inputs..... If some thought could be put towards the types of business that Saltash would like to encourage that will kick-start a local, circular economy in Cornwall, it will be beneficial in both the short and long term.</p>	<p><b>C92[8] Not accepted.</b> It is beyond the powers of a Neighbourhood Plan to control businesses resourcing policies. However, the concept of the allocated and other employment sites being developed as an 'eco-industrial park' in which businesses cooperate with each other and with the local community to reduce waste and pollution, efficiently share resources such as information, materials, water, energy, infrastructure, etc to help achieve sustainable development could be referred to in the new text on climate change. <b>Insert reference to eco-industrial development in revised text.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
<p>Policy EM1 - Access to Employment Development</p>	<p><b>A7[1]</b> In general terms we are satisfied that the plans proposed policies are unlikely to lead to development which will adversely impact the trunk road. It is acknowledged that the A38 and its associated junctions experience congestion especially at peak periods, and this is particularly relevant for Saltash given the significant proportion of commuter trips between Saltash and neighbouring Plymouth. We therefore welcome those policies which seek to support and encourage the provision of improved walking, cycling and public transport facilities to offer realistic and attractive alternatives to the private car for both leisure and commuting, thereby reducing congestion as well as delivering health and environmental benefits. In particular we have noted policies EM1, EM2 and CON8.</p> <p><b>C92[9]</b> Road user hierarchy is definitely in the right order. A tram or similar bus on a set track, servicing the green boulevard, would be very beneficial and create an opportunity for a sensitively lit, safe path through the centre of the town, without the hindrance of a lot of dangerous, fast-flowing, toxin emitting vehicles.</p> <p><b>C97[1]</b> Essential that access to the business park around Waitrose including the Council recycling centre is improved dramatically for both safe flow of traffic and safety of pedestrians. The current recycling arrangements are inadequate for the purpose.</p> <p><b>C159[8]</b> It is encouraging to see that the Broadmoor development includes employment allocation. Have any potential employers shown an interest in setting up there?</p> <p><b>D2[2]</b> Evidence and explanation is required in relation to the basis for draft Policy EM1. This does not appear to be in line with Policy SLT-E1 (Stoketon Cross) within the Cornwall Site Allocations DPD, nor the extant planning permission (ref. PA14/02447) and accompanying Section 106 legal agreement</p>	<p><b>A7[1] Support noted. C92[9] Support noted.</b> However, whilst the NDP can encourage investment in community infrastructure it cannot include speculative concepts, such as a tram or guided bus system, that have not been thoroughly researched nor have a realistic concept of being supported by either or both the public and private sectors. <b>C97[1]</b> Further highway improvements related to the Broadmoor Farm development have already been agreed which are intended to ameliorate traffic conditions in the area. <b>C159[8] Support noted.</b></p> <p><b>D2[2], D2[12] Not accepted.</b> It is established in NPPF paras 13, 29 and 30 that NDPs can add to strategic policies so long as they do not conflict with or undermine them. That is what NDP policy EM1 seeks to do. DPD para 13.40 provides some details as to how the ‘severance between the town and the proposed growth area of Saltash, Broadmoor’ might be addressed. DPD table SLT3 refers very generally to bus improvements, whilst DPD Policy SLT-E1 refers generally to the provision of ‘sustainable movement connections through the site and to the adjoining Broadmoor Urban Extension (SLT-UE1)’ and to the requirement to ‘create appropriate links to the remainder of the town’. NDP Policy EM1 is intended to support and add detail to these broad intentions by making specific criteria related to the creation of positive walking/cycling and bus environments. It is not considered to be ‘out-of-line’ with DPD policy SLT-E1. The existing PP and S106 agreement are noted. However, specific details of the development have yet to emerge, and circumstances may change with revised proposals put forward. NDP policy EM1 provides criteria to guide consideration of details as they come forward, or of any revised proposals that may emerge.</p> <p><b>D2[12] Not accepted.</b> As explained above, the DPD is couched in general terms and NDP policy EM1 is intended to add detail.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>(S106). The latter sets out the required responsibilities of the applicant/landowner relating to access and public transport as part of the development, including the delivery of an interim and then full bus service which is linked to residential occupations, not the employment uses. The references to bus provision in part 2 of draft Policy EM1 therefore require review and amendment, in accordance with the approved development, as the Neighbourhood Plan should not be introducing new requirements beyond those secured by planning condition/obligation, which have been assessed and considered to meet the statutory tests.</p> <p><b>D2[12] Alternative Approach</b> Notwithstanding the above amendments, and without prejudice to these, we consider there may be an alternative approach to be taken in relation to Treledan. Given the strategic nature of this site, its allocation within Cornwall’s Statutory Development Plan and in the context of the extant hybrid planning permission (which is soon to be implemented) there is no requirement for the Neighbourhood Plan to set out new site specific policies (i.e. draft policies EM1 and SN1). The site’s allocation informed the approved development, and the extant permission and associated S106 Agreement set the parameters and associated infrastructure requirements (including public transport) for this strategic site, as agreed with Cornwall Council and other consultees. On this basis policies EM1 and SN1 are not required and could be deleted.</p>	
Policy EM2 - Redevelopment and Enhancement of Existing Employment Sites.	<b>A7[1]</b> See above	<b>A7[1] Support noted.</b>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Policy EM3 - Parking, Storage and Movement on and around Employment Sites	<b>C138[1]</b> we have no problem visiting local business parks plenty of selection and no trouble parking.	<b>C138[1] Not accepted.</b> The issues noted in the justification for this policy are well documented and were identified as a concern by the Town Council in several planning applications.
Policy EM4 - Home Based Enterprise	<b>C138[2]</b> Home business is fine as long as it is regulated and does not cause annoyance to neighbours and the environment.	<b>C138[2] Accepted.</b> That purpose of the policy is precisely to ensure that the expansion of such businesses to the point that they require PP has no unacceptable impacts.
Policy EM5 - Telecommunications Infrastructure		
<b>6. Regenerate the Town Centre, and Manage the Growth of “Out of Town” Shopping</b>		
Regeneration Objectives for The Town Centre	<p><b>B25[6]</b> P 26 Figure 7 Improving the public realm: reinvigorate the ... attention to pavement surfaces 'and planting of more trees'.</p> <p><b>C11[3]</b> Fore Street cafes restaurants that are open in the evenings for the public to use</p> <p><b>C22[6]</b> Parking for shopping and enjoyment of Saltash should be altered to encourage people to enjoy the town and proposed improvements.</p> <p><b>C26[1]</b> Towns that need to be a "destination" ie like Totnes/Tavistock, keep national shops to a minimum, we are close to Plymouth and all large nationals are present there. We have to be different....focus to keep encouraging individuals businesses that are different. Parking issues need to be addressed. NO more take aways we have enough!! No gaming/gambling shops. Would be great to have a market like Tavistock do.</p> <p><b>C26[3]</b> Free public wifi works really well, helps to find destinations we were looking for, which cafe/restaurants to use in towns.</p> <p><b>C26[7]</b> Empty properties in the town falling apart ie top of fore street near the Wesley and Wheatsheaf need sorting they are eye sores and deeply upsetting: well done on getting to grips with the railway station!</p>	<p><b>B25[6] Accepted – amend text accordingly</b></p> <p><b>C11[3], C22[6], C26[1], C26[7] C34[1], C39, C50[2], C70[3], C70[5],C84[3], C92[12], 92[14] , C104[2], C138[4], C147[1],C149[1], C150[1], C159[7], C176[1], C176[4] Support noted.</b> (nb parking management, road surfacing, pedestrianisation and bank branch openings are not within the scope of the NDP, which can only deal with matters that require planning permission). <b>C26[3] Noted.</b> However, the provision of free public WiFi is not a planning matter.</p> <p><b>C32[3] Support noted.</b> The intention of the NDP strategy is to support a bigger role for services and recreation. <b>Amend text to include reference to introduction of opportunities for ‘street games’.</b></p> <p><b>C70[1] Not accepted.</b> We know from extensive community engagement that local people cherish their town and do not desire to see radical change. <b>C70[2] Not accepted.</b> Environmental improvements are an established way of effectively attracting greater footfall in town centres. <b>C70[6] Noted.</b> However, NDPs cannot interfere with market forces in the manner implied. <b>C84[5], C92[13], C162[3] Support noted.</b> However extensive community engagement showed support for the attraction of national high street shops and restaurants. <b>C92[11] Not accepted .</b> This would not be practical to implement. <b>C92[15] Noted,</b> however the 2015 study is the most recent available. <b>C92[16] Noted,</b> however this is beyond the legal scope of the NDP. <b>C142[2] Noted.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C32[3]</b> Plan should give consideration to how services could play a stronger role alongside shopping improvements. We should be thinking about a bigger role our town centres can play in servicing leisure activities as a whole, especially areas and services which encourage more people to get physically active. Suggest consideration to things like table tennis tables, petanque etc that can be enjoyed by the old and young alike and that would encourage more people to spend more time in the TC.</p> <p><b>C34[1]</b> Give consideration is given to a pedestrian only area in part of Fore Street. It will not be possible to build a vibrant cafe culture environment while traffic is using the street and there is limited car parking.</p> <p><b>C39</b> Regenerate town centre by introducing more car parking but abolish car parking fees and time limits. This would be a huge bonus to shoppers/visitors to the town. Eventually the loss in revenue to the council by abolishing parking fees could be outweighed by the increase in revenue from the extra visitors coming to Saltash. More good restaurants and the waterfront developed.</p> <p><b>C50[2]</b> There needs to be an hours free parking in all car parks to compete with the retail parks. The town needs to look more attractive. More attractive looking shop frontages, more support to independent businesses rather than chain shops, more trees and greenery, consideration of changing the road to prioritise pedestrians and have a better and easier street parking layout. I know this all costs money, but it does really need a massive revamp to attract visitors</p> <p><b>C70[1]</b> Saltash does not come across as a ‘thriving community, with lots of drive and ambition’ as mentioned in the foreword. Saltash needs to be carving out a modern vision and stop regurgitating the past. The history of Saltash has a</p>	<p><b>C120[2] Accepted. Amend Figure 7 to include reference to supporting festivals and events.</b></p> <p><b>C169[3] Not accepted.</b> The aim of the NDP cannot be managed decline as extensive community engagement has shown support for its continued role. The aim is to support evolution of the town centre to meet shopping and service profile of the emerging future.</p> <p><b>OVERALL COMMENT:</b> Many useful and interesting ideas are mooted in these responses, which although they cannot be actioned as they are outside the scope of the NDP, they will be passed on to the Town Council Vision Sub-committee.</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>very important place to be respected but it is not the future, it is the past.</p> <p><b>C70[2]</b> I have not noticed the pavement surfaces to be a problem. Lighting also appears to be sufficient. Can't support "reflect the character and individuality of Saltash" when suggesting improved furniture as ambiguous. Oppose landscaping of car-parks for a good first impression: car-parks need to be accessible as a car-park for a first impression.</p> <p><b>C70[3]</b> Support the rationalisation of signage and removal of unnecessary clutter.</p> <p><b>C70[5]</b> Support a review of vehicle movement and car parking management. The current situation does not provide a welcoming environment.</p> <p><b>C70[6]</b> Enhancing the Town Centre 'Offer' Do we need a limit applied to respect healthy competition but also protect independent traders?</p> <p><b>C84[3]</b> Support statement about improving facilities for locking up bikes on Fore Street.</p> <p><b>C84[5]</b> Shopping centres and high streets dominated by national chains are in precipitous decline.... Many of the most successful businesses currently established on Fore Street are independent ... which may partly explain why the street still feels comparatively alive. Success is now about being a destination and a social hub. Consider changing the statement in Fig 7 to drop the words 'national high street shops'. Small, local and unusual businesses make our high street a destination and allow people to develop community.</p> <p><b>C92[11]</b> Draw people to the central areas by having a dark sky policy in other areas, making the central area appear more attractive.</p> <p><b>C92[12]</b> A good amount of secure cycle storage will be needed, as well as facilities to charge up E-cycle batteries and Electric Cars. Make the cycle storage as beautiful as it is</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>practical and make sure it is cited in areas where bicycle owners feel they are safe to leave what will be quite expensive forms of personal transport. Likewise, don't put electric car charging points in out-of-the-way places where drivers are afraid to charge up after dark</p> <p><b>C92[13]</b> High Streets not in decline tend to have a very large array of independent shops...therefore it does not make sense to suggest that more 'national high street shops, cafes and restaurants' will be good for Saltash. Encourage distinctively local shops to thrive in Fore Street otherwise there will be no reason for local people, or visitors, to come here.</p> <p><b>92[14]</b> The environmental scheme in Fore Street needs to be changed. Currently traffic is slow moving as people move in and out of parking spaces, holding up other drivers, and negotiate the traffic calming measures...If parking was well signed, and free for the first hour, much more of Fore Street could be landscaped and turned into seating areas or places for small market stalls. It would also cut pollution and noise..... Following Home Zone principles in Fore Street where drivers have to be aware because there are no set spaces for driving, parking, walking, or sitting, could be beneficial.</p> <p><b>C92[15]</b> The 2015 study is out of date and retailing in general has altered considerably in the past five years....out-of-town retail is often done online. The traffic at Carkeel is therefore not just visiting Carkeel but moving right across the town as many more goods are delivered directly to customers' homes....</p> <p><b>C92[16]</b> Focusing on a circular economy will begin to limit the scope for out-of-town retail and sustainable living will make some goods redundant. Consider how businesses at Carkeel can focus on repairing and refurbishing goods rather than retailing new things.</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C104[2]</b> The town centre needs to encourage more businesses, both local and national chains as well. It is better than most towns but it can be even more appealing. Whilst encouraging people to shop within the town, there is also room for businesses to thrive on the outskirts of the town, Carkeel as an example.</p> <p><b>C117[2]</b> Empty Shop owner should decorate outside the shop to avoid showing ruined image of the Town centre. After a tenant left, if the owner can not find new tenant for 2 months, Town council should give notice to the owner to decorate the shop windows to make better image of the town.</p> <p><b>C120[2]</b> Discussions at the Saltash Chamber of Commerce and in the report by <a href="#">Cornwall Council's Vitality of High Streets Inquiry</a> have highlighted the need to develop festivals and events. This would have multiple benefits supporting several of the Objectives outlined in the Development Plan leaflet, including 'Secure a diverse and prosperous local economy', 'Regenerate the Town Centre' and 'Create and support sustainable neighbourhoods'.</p> <p><b>C138[4]</b> better parking is necessary at the top end of the high Street. The high Street road could do with relaying and the humps improving on.</p> <p><b>C142[2]</b> Still empty shops. I bank only (Lloyds)</p> <p><b>C147[1]</b> Saltash was a thriving market town. It needs helped to create that feel, but like Tavistock has done. Voted the best market town. It is a bit late to draw trade from all the Carkeel superstores when they have been given permission to be there, through doing so the trade in Saltash has been hammered and that is to do with our town and county councils, there the fault lies. McDonald's is a disaster we will have far too many fast food outlets.</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C149[1]</b> If possible try to prevent rises in retail outlets to allow new and existing shops et cetera to remain in force Street. Avoid future parking fee rises for the foreseeable future.</p> <p><b>C150[1]</b> A great many kerbs are a bit hazardous! I'm thinking of Bellevue Road. Any chance they can be levelled?</p> <p><b>C159[7]</b> Scrap town centre parking charges and encourage the return of banks and building societies to encourage people to use fore Street.</p> <p><b>C162[3]</b> – we need to encourage more individual, independent shops rather than national high street shops.</p> <p><b>C169[3]</b> – fine words not much money, time scale therefore meaningless. How about a manage declining shopping area. Develop a strategy. Encourage small specialist shops.</p> <p><b>C176[1]</b> bring more shops into Fore Street. Needed – grocer, vegetables, fresh fish shops,. Co-op does not have everything! As people get older they rely on local shops as they cannot drive to supermarkets and many do not have cars anyway. Local bus services to Fore Street. There is no bus service (only national coaches) along North Road, new Road, old Ferry Road. Nothing to Waterside, Forder. There is only one. In North Road (at the top). The 72 was rerouted to St Stephen's!</p> <p><b>C176[4]</b> Improve St cleaning in North Road, new Road, old Ferry Road, Waterside.</p>	
Policy TC1 – Development at Carkeel	<p><b>A7[2]</b> If Treladon under-delivers. Highways England will expect any large scale proposals which have the potential to impact on the operation of the A38 to be supported by a transport assessment and if necessary mitigation measures in line with the requirements of DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development.</p> <p><b>C35[1]</b> How can you justify development just opened at Gilson Road? Eg, McDonalds, Costa Coffee, etc, etc. This clearly takes business away from Town Centre and locally run businesses in</p>	<p><b>A7[2] Noted. C35[1], C142[3] Not accepted.</b> These representations refer to a development which was allowed in the past in accordance with previous planning policies and the NDP does not seek to justify them. Rather, NDP policy TC1 is intended to set criteria for any future proposals so that they can be more sustainable and make a greater contribution to the environment and social/economic well-being of Saltash. It is noted that there is no 'Intention' paragraph that makes this clear. <b>Amend text to include a new paragraph clearly setting out the intention of the policy.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>favour of multinational companies. What is the point of trying to justify this by saying these businesses have given money to be put towards Town Centre when you are killing it by allowing them to set up in the first place!</p> <p><b>C142[3]</b> Policy to restrict any further shopping at Carkeel– but in 2019 McDonald’s, Costa, bargain food et cetera plus traffic problem!</p> <p><b>C92[17]</b> The new ‘Saltash Gateway’ designation at Carkeel is extremely ugly..... Carkeel is, by location, probably the new heart of the town. Try making it a transport hub from where the historic centre can be reached...stop calling it the Saltash Gateway.</p> <p><b>C103[2]</b> "draw visitors from Carkeel to the town centre", a very laudable intention.</p> <p><b>C103[4]</b> People... need to know that the centre of Saltash is not far away and many people stopping at the shops in Carkeel will not be fully aware of what the Town Centre has to offer: more visual material would help, eg. (large display of photographs of the Town Centre mounted at Carkeel, showing a simple route to the centre and location of the town's car parks....some interesting and attractive leaflets, promotional vouchers especially at times of the year when special events are due to take place in Saltash.....Banners for the special events which feature in the calendar for Saltash could be displayed at Carkeel</p> <p><b>D2[3]</b> unclear which DPD Policy TC1 relates to, and whether draft Policy TC1 relates to the entire area shown on Figure 8, which extends beyond Carkeel, or only the areas marked as ‘TC1’ on Figure 8. Should it relate to the latter only, then CEG is supportive of the approach taken. If it is the former, however, then the draft policy must be amended as, for instance, residential will not be ‘discouraged’ in SLTU-E1 and</p>	<p><b>C92[17] Not accepted</b>, the so-called Gateway (not a Saltash Town Council name for the site) serves essentially car-bound users, many of which are passing along the A38. It cannot serve as a heart of the town for the town’s community.</p> <p><b>C103[2] Support noted. C103[4] Noted</b>, however signage and advertising are outside the legal scope of the NDP.</p> <p><b>D2[3]. Accepted. Amend policy to refer to ‘In the Policy TC1 area at Carkeel as shown on Figure 8’</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	it will only be retail development which must be accompanied by a Retail Impact Assessment. On this basis, we request that the first sentence is amended to state: "In the Carkeel areas, as defined as 'TC1' on Figure 8..."	
Policy TC2 - Maintaining the Town Centre as a Retail and Social Destination	<p><b>A7[2]</b> If Treladon under-delivers. Highways England will expect any large scale proposals which have the potential to impact on the operation of the A38 to be supported by a transport assessment and if necessary mitigation measures in line with the requirements of DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development.</p> <p><b>C116[2]</b> The decline of the retail sector on the high street indicates that long term there will be less demand for retail shops in Fore Street. Priority should be given to change of use of shops &amp; offices into housing in Fore Street and perhaps concentrating the shopping area in the lower part of Saltash and the smaller shopping courtyards and alleys (eg Keast Mews). <b>C182</b> The Town centre is vital for the success of a community that can feel connected to all of Saltash. The use of available buildings for social activities and group meetings for those who wish to partake in activities. Have a sensible rate/rent cost for people who are starting out on a new venture</p>	<p><b>A7[2] Noted.</b> <b>C116[2], C182 Support noted.</b></p>
Policy TC3 – New Uses for Upper Floors In The Town Centre	<p><b>C70[7]</b> I feel to make greater use of upper storeys may require some thought along with the restoration of shop fronts.</p> <p><b>C103[5]</b> This is an excellent idea, where suitable use can be made, as it would be a crying shame if there is wasted space in our town centre</p>	<p><b>C70[7], C103[5] Support noted.</b></p>
Policy TC4 – Retention of Small-Scale Employment in Town Centre		
<b>7. Create and Support Sustainable Neighbourhoods</b>		



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Introduction	<p><b>C92[18]</b> The meaning of sustainable has much greater importance than simply the provision of ‘services’ to a community...there are significant biodiversity and wider environmental aspects. Therefore steps should be taken to protect and extend habitat ....woodland areas etc at Treleden should be extended....a moratorium on tree removal...a covenant on all new developments banning domestic cats..... an open garden policy where fences and walls are banned and people can socialise right outside their own homes...and ...wildlife to thrive and move freely around the area. Act now before its too late.</p>	<p><b>C92[18] Partly accepted.</b> The point that sustainability also includes the natural environment is accepted, and other parts of the NDP address the development issues associated natural environment. However, this section is focused on the <i>built</i> environment aspects of sustainability. Also note that Treledan has PP and the changes suggested cannot now be implemented.</p> <p><b>Proposed amendment: Include cross reference in Policy SN2 to those parts of the NDP dealing with biodiversity etc, add appropriate material to Figure 10 to ensure that it does not appear to be unbalanced.</b></p>
Figure 10	<p><b>26[4]</b> Maintenance of services we have i.e. tennis courts/ parks/pools are really important - smart and clean - the parks have been uplifted by the new planting and seating, great! Using these spaces more often, I have experience of seeing a public park in Bristol being taken on and run by a group of "friends" who have enhanced the park and have regular concerts and fairs there and have introduced a cafe.</p>	<p><b>26[4] Support noted.</b> However, management of open spaces and other community facilities is outside the legal scope of the NDP.</p>
Policy SN 1 – Support for Sustainable Neighbourhood Centre at Broadmoor Far	<p><b>D2[4]</b> Amendments are required, however, to the wording in the following paragraphs due to their restriction of uses at the Treleden neighbourhood centre. For example, paragraph 7.4 refers to restricting the nature of proposed retail provision to a level that meets the everyday ‘corner shop’ needs of the residents. This is not referenced in Para 13.18 of the Allocations DPD and in any case does not align with the extant planning permission, which approves a foodstore with a maximum floorspace of 400sqm (as detailed in draft Policy SN1, which references the correct floorspace figures). Whether or not this equates to a ‘corner shop’ does not need to be qualified in this document. A reference to the floor area is adequate and precise. Amendments are suggested.</p> <p><b>D2[12]</b> See EM1 above</p>	<p><b>D2[4] Partly accepted.</b> The DPD does not give policy status to its suggestion that any such retail space should be only providing for the needs of the residents within this new neighbourhood, and not impacting upon the town centre. Policy SN1 is intended to provide a planning policy status to this suggestion. <b>Amend Para 7.3 by deleting ‘This is likely to include small shops,’ and replace with ‘This can include small shops (including a convenience store up to 400sqm),’.</b> Amend Para 7.4 to read <b>‘Policy SN1 supports the creation of a neighbourhood centre for the new Broadmoor neighbourhood, but restricts the nature of the proposed retail provision to a level that will provide for the needs of the residents within this new neighbourhood, and not impact upon the town centre, in order to implement the intentions set out in Para 13.18 of the Allocations DPD.’</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
<p>Policy SN2 – Strengthening Neighbourhoods</p>	<p><b>C29[3]</b> Protection of community sites is vital for opportunity for community gatherings and allow the feeling of belonging and part of the town.</p> <p><b>C31[2]</b> Would like to see reference to supporting communities to take on empty buildings/waste land/small plots of greenspace either formally through community asset transfer or just informally where it's handed over and communities/volunteers are given a chance to make improvements within a given time. Closer partnership working with communities</p> <p><b>C78[2]</b> Support</p> <p><b>C84[6]</b> No mention of the link between the environmental elements described in Figure 10 and the land use. Many of the human scale factors described in 'design' point to the need for shared green spaces, reduction of local emissions and reduced traffic. A statement enshrining these aims and confirming that the new development will aim to limit car use and provide alternatives, ensure adequate insulation and limit the installation of natural gas in homes, and observe a moratorium on removal of important wildlife habitats will go a long way to making the new development more liveable.</p> <p><b>C92[19]</b> Your list of human scale attributes leans towards areas that are traffic free .... Don't forget that the rest of Saltash is badly in need of greening and a reduction in traffic noise and pollution.....Neighbourhood centres are very important, but they don't just have to be bricks and mortar..... the inclusion of the words 'safe and clean' implies a degree of sterility that may not be environmentally beneficial. No more lighting or paving for the sake of cleanliness and safety. We need to drive down inequality and poverty, reduce crime,</p>	<p><b>C29[3], C78[2] Support noted. C31[2], C133[3] Noted</b>, management of community facilities is outside the legal scope of the NDP. <b>C84[6] Noted</b>. The intentions recorded in the comment are laudable and many runs through the NDP as cross-cutting themes, as will become apparent from the revised text on climate change proposed above.</p> <p><b>C92[19] Partly accepted</b>. Good design will tackle most of the points raised, although community safety must be high priority and if necessary hard surfaces and lighting must be provided. <b>C181 Noted</b>. Although the commissioning of provision for disabled people is not within the remit of the NDP as a land-use Plan, Policies SN2 and Section 13 should help facilitate physical provision of new facilities should they be commissioned. Also the NDP polices have been equalities checked and it is anticipated that the NDP will in overall terms be of benefit to people with protected characteristics.</p> <p><b>C187[1] Not accepted</b>. Policy ENV 3 refers to the need to design against crime. The provision of policing services is not a land-use matter and not in the remit of the NDP.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>improve health, and make Saltash a safe place without the need for hard surfaces and lights.</p> <p><b>C133[3]</b> Our local sports clubs continue to be treated badly with below par facilities that have seen little if any improvement during my long time (50 years) in the town. Organisations and clubs with youth sections be valued and enabled to flourish with financial support and security of tenure to attract investment. Rental charges should be at a minimum to allow them to focus on infrastructure and content.</p> <p><b>C181.</b> In recent years there have been closures of privately-owned residential facilities for disabled persons in Saltash leading to a dispersal of the residents with negative consequences to their lives. Also making it difficult for clubs etc. that served their social and recreational needs. It would be desirable if there could be additional provision to supplement the current provision.</p> <p><b>C187[1]</b> The plan makes no reference to policing. The closure of the police station and the lack of visible policing in Saltash is an issue that needs to be addressed.</p>	
<b>8. Revitalise the Waterfront</b>		
Policy WF1 - Making the Most of Saltash Waterfront	<p><b>A2[1]</b> We strongly recommend that you amend Policy WF1 to reflect the environmental values the site derives from being immediately adjacent to the estuary, which has the highest level of environmental significance. Point 2.iii of Policy WF1 should be amended to: ‘a Construction Environment Management Plan (CEMP) to ensure that any effects from the construction phase upon the Tamar Estuaries Complex SPA and the Plymouth Sound and Estuaries SAC are avoided or appropriately mitigated. Point 3 of the policy requires an appropriate off-site contribution to mitigate against adverse in-combination recreational impacts on the Tamar Estuaries</p>	<p><b>A2[1] Accepted. Amend WF1 accordingly.</b> Note however that the SEA Opinion for the Saltash NDP includes an HRA assessment.</p> <p><b>A26 Accepted.</b> In fact, the Waterfront Improvement Scheme has as an objective the improvement of linkages, and policy WF 1.v1 refers to safeguarding a safe and suitable access for possible ferry services and river cruises, so the use of water taxis for commuting and leisure could be enabled by this policy. <b>Amend text at WF1.vi to include reference to water taxis.</b></p> <p><b>B25[7] Accepted. Amend text accordingly.</b></p> <p><b>C11[7], C25[1], C26[8], C29[2], C50[1], C52[2], C95, C104[4], C120[3], C138[6], C148[2], C155[1], C173[3] Support noted.</b> Lots of</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>Complex SPA. Potential recreational impacts on the SPA and the SAC from new development, excluding those associated with new residential development, should be addressed within a Habitats Regulations Assessment (HRA) of the Neighbourhood Plan. Where the HRA identifies the need for mitigation this will need to be reflected in Plan policy. Policy 22 of the Local Plan seeks a contribution to mitigate for recreational impacts from new residential developments only. Point 5 of the policy refers to the Tamar Estuaries Complex SPA only, as do points 2 and 3, and this should be amended to include the Plymouth Sound and Estuaries SAC also.</p> <p><b>A26</b> Revitalise the waterfront - improve access to the water for all tides to enable the use of water taxis for commuting and leisure. Connect to Plymouth Rame Mount Edgecumbe Torpoint cargreen cotehele calstock and other Devon bank sites can also apply to connectivity to improve transport connections in an environmental way in reducing single car journeys improvements; supports the economic development plan for south-east Cornwall and will improve tourism for the area.</p> <p><b>B25[7]</b> P 35. Revitalise the Waterfront. The Plan should recognise the contribution of existing trees on Jubilee Green and include 'a desire to increase the planting of appropriate trees in all available spaces, ensuring no detriment to views or use of spaces during public events'.</p> <p><b>C11[7]</b> Cable car to take public to and from Fore Street to the waterfront development this would be a great attraction</p> <p><b>C14[1]</b> The waterfront is a special part of Saltash. The old public house/restaurant adjacent to the Saltash sailing club should be restored as a restaurant or cafe, and not as a block of flats. It has been shown in many places that vibrant water frontages require sufficient amenities, in the shape of places to eat for example, to attract people.</p>	<p>good and exciting ideas proposed in these comments as well. However, whilst the NDP can encourage investment in community infrastructure it cannot include speculative concepts, such as a cable-car system, that have not been thoroughly researched nor have a realistic concept of being supported by either or both the public and private sectors. <b>C14[1] Support noted.</b> The site referred to is subject to a planning permission for the Redevelopment of site to provide four apartments and a small shop unit (A1/A3), granted approval in December 2018. <b>C14[2] Noted.</b> However, although the policy (at WF1.1x) encourages connectivity with the town centre, the operation of bus services is not within the legal scope of the NDP. <b>C19, C25[2], C25[3], C40[1.] C136, C160</b> Noted. However, beach, mooring and boat storage management and by-law implementation are not within the legal scope of the NDP. <b>C34[2] Support noted.</b> Support for tourism was referred to in preliminary community engagement and has been carried forward as a cross cutting theme in the NDPO. However, a specific policy may be justified given the DPD Objective 5 and NNP objectives. <b>Insert new policy to section 5 'Secure a Diverse and Prosperous Local economy' as follows:</b></p> <p><b>POLICY EM6 SUSTAINABLE TOURISM</b></p> <p><b>JUSTIFICATION.</b> <i>Tourism reaps many benefits for the community, such as employment and additional spending in the local economy, and the maintenance of the fabric of important local buildings. It can often provide facilities which can also be used by local residents or add to the income of community facilities. However, excessive levels of tourism can be harmful, for example through erosion, traffic congestion and pollution and competition for scarce resources. NPPF Para 83 says that planning policies should enable sustainable rural tourism and leisure developments which respect the character of the countryside, whilst its description of main town centre uses includes arts, culture and tourism</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C14[2]</b> Use the Saltash Hopper, or similar, as a public bus running on a circular route between Fore Street, the railway station and the waterfront.</p> <p><b>C19</b> Beach areas near the old stone quay, the beach and moorings in front of the Union Inn, the area under the bridge with beach moorings and also to the left of the Brunel/Jubilee Green are covered by abandoned boats. Greater regulation and management of existing moorings, beach and pier areas is required.</p> <p><b>C24</b> Support the plans for revitalising the waterfront welcome plans to improve access for people without cars, suggest an ‘on demand’ service at reasonable price.</p> <p><b>C25[1]</b> Waterfront plans should take into account views of all the residents of Saltash not just waterfront residents, as we all use and enjoy the scene at the frontage of a very important historical site. I</p> <p><b>C25[2]</b> Local people of Saltash given special treatment over Plymouth and other boat owners/users when they use the waterfront amenities such as moorings on the pier at Jubilee green, and the boat park there, with permanent free access to the slipways and car-parking.</p> <p><b>C25[3]</b> More secure facilities for the local people of Saltash to keep their boats and water-sports equipment on the waterfront, this would reduce highway traffic/parking.</p> <p><b>C26[8]</b> We all love the waterside and want to protect and enhance this area of our town - can we support some accessible paths and walks along the side the river front, including walks and talks, and look after interests of residents at same time.</p> <p><b>C29[2]</b> Better signage explaining the different ways to access the waterfront and suitability for wheelchairs.</p> <p><b>C34[2]</b> Access needs improving and there should be more emphasis on tourism development than in the current plan.</p>	<p><i>development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</i></p> <p><i>INTENTION. This policy has been produced to encourage the expansion of tourism that supports existing facilities, maximises accessibility for visitors, creates income, employment and additional leisure opportunities, in both the countryside and town centre of Saltash whilst offering protection to the special landscape and heritage character of the area.</i></p> <p><b>POLICY EM6 – SUSTAINABLE TOURISM</b></p> <p><i>New and extended tourism facilities including accommodation will be supported where they are for tourism that capitalises on local assets, (i.e. the landscape of the River Tamar, local food, heritage features and links such as those related to IK Brunel and the GWR, the attractive rural hinterland, or activities such as cycling, walking, sailing and heritage tourism), and: a) Are within or adjoining existing settlements, on a scale appropriate to the settlement; or b) If in the open countryside and is associated with a farm diversification scheme or an existing employment site of a scale proportionate to its surroundings; c) Is physically accessible to people with impaired mobility and other disabilities such as impaired sight or hearing; d) Is socially inclusive, facilitating use by all sectors of the local community; e) Respects the historic interest of the surrounding buildings and areas and ensuring that proposals protects or enhances the historic environment that people value; f) It improves local biodiversity through the creation of new habitat; g) It achieves small-scale improvements to sustainability, for example by recycling waste, using renewable energy and sourcing produce and materials locally; h) it protects and enhance the visual quality of the site and its surroundings.</i></p> <p><b>C40[2] Noted.</b> Figure 19 and Policy ENV1 may help to address this.</p> <p><b>C40[3] Support noted.</b> The current wording of the NDP will support</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C40[1]</b> Retain and improve access to all existing amenities, boat launching and recovery facilities When STC gains devolved powers to operate slipways, close the Ashtorre slipway to motorised launches, but retain access for pedestrians, kayaks, dinghies etc and move all motorised launches to the Jubilee Green slipway to better manage vehicles and trailers, as well as implementing slipway launching charges. Limiting and better managing access at one slipway helps overall management and long-term viability, as well as making the Ashtorre area safer and more accessible to pedestrians and other river users</p> <p><b>C40[2]</b> WW2 Landing Craft Gridiron is a scheduled monument, but lacks any interpretation.</p> <p><b>C40[3]</b> Please Add Redevelop Boats Sheds at Ashrtorre Wharf Redevelop Boat Shed under Royal Albert Bridge pier next to 'Just Be'</p> <p><b>C50[1]</b> The waterfront suffers from too much unattractive development and decay. Considerable improvement is needed: A beautiful cosy pub/cafe/bistro with an outside garden area, trees, subtle lighting positioned to make the most of the amazing views that are there, positioned with parking behind it and a new attractive glass fronted community hall with communal gardens /allotments would be my vision.</p> <p><b>C52[2]</b> Development of Waterside, this is the greatest asset that Saltash has to enjoy and share.</p> <p><b>C90[2]</b> Waterside - More money going out to surveying companies coming up with silly ideas that will not happen.</p> <p><b>C95</b> Has any thought been given to installing a lift from the Road bridge to Ferry Road. This would allow pedestrians and wheelchair / pushchair users to gain easy access to the lower areas. This would encourage more use and with improved leisure/food outlets would increase interest in the history etc.</p>	<p>such redevelopment or refurbishment. <b>C90[2] Opinion noted but not accepted. C151[3], C157[1] Noted.</b></p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>As a glass construction views up and down the river would be maintained.</p> <p><b>C104[4]</b> The waterside definitely needs a huge upgrade. There is so much beauty down there but parts of it look completely rundown and quite frankly, an embarrassment to the town... The run-down buildings MUST be sorted. The historic buildings and the history of the town should not be forgotten, and the natural environment is extremely important as well.</p> <p><b>C120[3]</b> Cornwall Council is making progress with investigating the viability of a water taxi service linking Plymouth, Mt Edgumbe, Torpoint and Saltash. The Economic Impact Assessment is now complete, with indications that the service could generate as much as £4 million in Saltash over 15 years. The introduction of a Water Taxi would impact the Waterfront as well as have implications for transport linking the Waterfront with the Railway Station and Town Centre.</p> <p><b>C136</b> Relocate moorings to thirty feet car park wall thus making a decent area for a sanded beach. This would enhance the area better than the proposed bandstand (sand from St Austell was deposited there some 30 years ago and still remains).</p> <p><b>C138[6]</b> there are few areas left like the waterfront, be careful not to spoil an area which is a calm place for families and the elderly. All events are well supported and the area is unspoiled, also there is a good community/spirit when events are staged. The old bar and restaurant need refurbishment to a good class property. Existing pier is good, just needs a little work on the railings and landing stage. Youth club needs modernising to include Outward Bound recreation. Union pub has plenty of character. The space on the waterfront is for people who enjoy being near the water without all the hustle and bustle of town and city. Choice of places to eat and drink with good access to the water.</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C148[2]</b> Steps with regard to flooding are very important. Particularly in view of projected rising sea levels.</p> <p><b>C151[3]</b> Why is taking so long? Assets should have been handed over from Cornwall to years ago!</p> <p><b>C155[1]</b> The waterfront needs to have brave and innovative plans. It all needs knocking down and starting again. It is an absolute mess at the moment, not all the social housing down. Relocate it and start with a clean sheet, or it will always be a hodgepodge of bits and pieces.</p> <p><b>C157[1]</b> – improve access from town centre – when?? There has been a lot of waffle over this subject for years but nothing got done.</p> <p><b>C160</b> Now that we can control our own foreshore are bylaws passed by a previous council enforceable by Saltash Council? If so why haven't they been so something /unreadable\ by Cornwall Council.....I have mentioned this to a previous counsellor but it was ignored. Clean up the old boat by getting rid of them and enforced. There have been complaints in the press about this. To my knowledge one boat has been removed. What are the duties other than collecting fees for landing on the green jetty of the wardens?</p> <p><b>C173[3]</b> Waterside enhancement required, particularly of old Wheatsheaf pub – but not with a fast food type outlet. consider providing transport between Waterside and Fore Street/Longstone Park in say August and at weekends. Encourage a ferry service to stop at Waterside at similar times</p>	
<b>9. Ensure A Balanced Range of Quality New Housing</b>		
Policy H1 – Ensuring Housing Apportionment Target up to 2030 Is Achieved	<b>A7[2]</b> If Treladon under-delivers. Highways England will expect any large scale proposals which have the potential to impact on the operation of the A38 to be supported by a transport assessment and if necessary mitigation measures in line with the requirements of DfT Circular 02/2013 The	<b>A7[2] Noted. B24[5] Not accepted.</b> It is established in NPPF paras 13, 29 and 30 that NDPs can add to strategic policies so long as they do not conflict with or undermine them. The imposition of such restrictions through the NDP on the implementation of a site allocated in a higher document would put the NDP out of conformity with both NPPF and the CLP and it would therefore not

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>Strategic Road Network and the Delivery of Sustainable Development.</p> <p><b>B24[5]</b> NPPF para 182. Says that "Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities.... Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed".</p> <p>The development at Pill (allocated in the DPD) will have such impacts, The NDP should be amended:</p> <p>A. To require that no development is permitted at Pill unless and until suitable mitigation is in place to ensure no significant adverse effect on the China Fleet Club (CFC). These measures should include:</p> <ul style="list-style-type: none"> <li>(1) that there are strict controls over the phasing of development, including the timing of the opening of access roads within the new areas, completion of parts before development starts on other parts to avoid piece meal development,</li> <li>(2) that the focus of the development must be on self builds and controls to ensure that self builds do not take too long, and</li> <li>(3) that the development is not taken over by a major house builder</li> <li>(4) there should be no housing development along the boundary with the China Fleet Club golf course which should instead be identified as a landscape</li> </ul>	<p>be allowed to pass its Independent examination stage. In any event, the concerns raised would most appropriately be dealt with at planning application stage, when more precise details of the proposed development are available for consideration. DPD Policy SLT-H1 already makes provision for some of the issues of concern. The NDP policy LEI1 on key strategic open spaces or Policy LEI2 on local green spaces could be extended to cover green spaces within the site when details of these are known through the planning application process.</p> <p><b>B25[8], C4, C62, C78[3], C92[20], C113[1], C122[1], C122[2], C151[2], C161[4], C161[7], D2[5]</b> The circumstances that caused the need for policy H1 in the first place have now been addressed in the DPD, (see <b>appendix XX</b> for relevant extract from the DPD Inspector's Report, and it is no longer justified. <b>Therefore, delete Para 9.1 and policy H1. Revise lower case text, as follows. Renumber subsequent policies.</b></p> <p><i><b>Para 9.1 The CLP Target for housing growth between 2010 and 2030 has been set at 1200 completed dwellings for Saltash. Treledan and North Pill have been identified as the most suitable locations for the required development in the Cornwall Local Plan Allocations DPD. The provisions of the DPD are shown on Figure 4, and they are included within the Development Boundary for Saltash, as illustrated in Figure 6. The Saltash NDP must accept these allocations. Concerns regarding access, drainage, impact on biodiversity and infrastructure provision will be dealt with through the planning application process.</b></i></p> <p><i><b>9.2 Should there be a problem with delivery of Treledan that reduces its ability to contribute the required completions within the Plan period, or if Cornwall's housing need increase and/or further dwellings are required in the Saltash area, then Treledan is</b></i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>buffer within which the developer should be required to provide tree planting.</p> <p>B. To require that the development in Pill should contribute to education and other infrastructure provision in the same way as Broadmoor.</p> <p>C. To require that land within Pill be identified as Open Space and protected from development to reduce the undoubted harm to the character and appearance of the countryside. In addition, Figure 2 should be amended seek to protect the operation of existing businesses and community facilities as well as focusing on new ones.</p> <p><b>B25[8]</b> P 39 Policy H1, item iv. It includes provision for enhanced or additional community spaces and facilities 'including planting of additional trees'.</p> <p><b>C4</b> No to any more homes development in Saltash.</p> <p><b>C62</b> Expresses concern at the process of an application being granted PP and then implemented, which it is claimed is not satisfactory and concludes that therefore the entire NDP is opposed.</p> <p><b>C78[3]</b> Support</p> <p><b>C92[20]</b> Getting the right mix of housing will be important...provision for self-build allows for some flexibility, but this is often more attractive to wealthy people wanting their dream home than people with limited budgets. The NDPO should support The Tiny House movement as a way to get a lot of affordable dwellings in place in a very short space of time, with very little impact on the land.</p> <p><b>C113[1]</b> If there is large scale building on alternative sites, due to delay on the Broadmoor one, will the number of houses allowed on the Broadmoor development be curtailed to offset this?</p> <p><b>C122[1]</b> Page 38, Para.9.2 As former residents of Middle Pill we opposed the late additional site allocation of 85 homes at</p>	<p><i>the preferred site in view of its accepted sustainable location and associated services/employment etc.</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>North Pill following the Inspector's examination of the Local Plan. This was because we felt that insufficient evidence was provided to justify the Inspector's conclusion that there was a concern over the deliverability of the target housing figure at the Treladan site and that therefore an additional site should be provided to provide more flexibility in delivering the overall housing target for Saltash. As active members of the North and Middle Pill Neighbourhood Association, we supported the view that North Pill should have been allocated as a Reserve site rather than an allocated one and that it should therefore only be brought forward for development if and when evidence of significant under-delivery of the 2030 target at Treladan could be identified through monitoring by Cornwall Council. Whilst we accept that the allocation has now been agreed, there remain significant issues with development on the site as evidenced by the conditions Cornwall Council have attached to any building on the site. We know that the North and Middle Pill Landowners Consortium has ambitions to increase the development of the North and Middle Pill peninsula even further to include more housing to the East of the site and believe that this would have a seriously detrimental effect on the rural character of the area and the viability of the China Fleet Club, the town's largest employer - we also know that this view is shared by many of the Saltash Town Councillors.</p> <p>In order to protect the peninsula from further development we would therefore propose that the Neighbourhood Plan includes a provision that restricts any development at North and Middle Pill to just the existing allocation of 85 homes at North Pill and that planning applications for further large housing sites will not be supported. Leaflet P.5 Ensure a Balanced Range of Quality New Housing Please could any</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>future communications/social media with the residents of Saltash correct this imbalance of information?</p> <p><b>C122[2]</b> We are extremely disappointed that this section (and the Leaflet) makes no reference to the new site allocation of 85 homes at North Pill and that the vast majority of Saltash residents are therefore likely to be completely unaware that development on precious green land has been agreed by both Cornwall and the Town Council.</p> <p><b>C151[2]</b> what is Plan B now that the Broadmoor developer has pulled out?</p> <p><b>C161[4]</b> Para 9.2. 'North Pill' should read 'middle pill'.</p> <p><b>C161[7]</b> It is disappointing to note that the town council supported the allocation of land and middle pill without any reference to Saltash residents. Land is available for development at latchbrook and is in a much better location than middle pill. It is close to the Broadmoor site It could easily be connected to the public utilities and services that will have to be constructed for that site. If the current owners are unwilling to develop the land at latchbrook but because of the current size of the proposed development then the land should be forfeit and sold to a developer who is prepared to carry out the work.</p> <p><b>D2[5]</b> We appreciate that Policy H1 as drafted relates to a position should there be a problem with delivery of Treledan that reduces its ability to contribute the required completions for the Plan period. However, we also consider it important that the Saltash Neighbourhood Plan is clear that, should Cornwall's housing need increase and/or further dwellings are required in Saltash, then Treledan will be the first site to be considered to meet this need, given its sustainable location and associated services/employment etc.</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
<p>Policy H2 - Ensuring A Choice of Housing</p>	<p><b>B24[3]</b> The inclusion of infill housing etc in plots of land adjoining the DPD allocation at Pill has the potential to extend the planned sites well beyond their original remit and into green areas and AONBs.</p> <p><b>C2</b> We need more housing to meet needs for single people such as me.</p> <p><b>C21[2]</b> We must provide quality truly affordable homes for young people &amp; families and help them to finance the purchase.</p> <p><b>C34[3]</b> Saltash desperately needs more first-time buyer/single person housing both in rented and ownership market. The plan is not clear on this and does not put sufficient emphasis on the need for more housing - more building of low cost, single person accommodation should be encouraged from large scale builders.</p> <p><b>C41</b> Additional housing is very necessary and probably only opposed by homeowners who fear lower valuations of their own property, a view not in the interest of the homeless or of the total community</p> <p><b>C78[3]</b> Support</p> <p><b>C116[4]</b> second homes and holiday lets can be detrimental to a town. The NDP should empower the town to enable it to take action on the existing issue and a potential greater problem in the future. A register of second homes in Saltash, including the out of town areas, should be established. Second homes should be subject to significantly higher rates of council tax, not discounted rates. There should also be a register of holiday lets, including AirBnB, and such lets should be subject to full business rates, not exemptions.</p> <p><b>C138[7]</b> in agreement. Cornwall needs affordable housing for young families to allow them to continue to live in an area they love.</p>	<p><b>B24[3] Not accepted.</b> 'Infill' is the infilling of small gaps in an otherwise continuous built frontage and do not physically extend the settlement into the open countryside. Furthermore NDP Policy NP1 is clear that 'outside of the Settlement Boundary development will not be supported unless it is in accordance with CLP Policy 7, i.e. replacement dwellings, sub-division of existing dwellings, re-use of redundant, disused or historic buildings, temporary accommodation for agricultural workers, dwellings for full time agriculture or forestry workers'. <b>C2 C21[2] C34[3] C41 C78[3] C138[7] C149[5] Support noted. C116[4] Not accepted,</b> the proportion of holiday lets and second homes in the NDP area is very low at around 1% to 2.8% depending on the measure used, against a Cornwall wide proportion of 5% to 11.2%. At this level the impacts of these holiday lets and 2<sup>nd</sup> homes will be very limited. In any event taxation is beyond the legal remit of the NDP.</p> <p><b>C185[1] Accepted,</b> the aim of this policy is to ensure adequate provision across the range of requirements.</p> <p><b>C187[2] Not accepted.</b> The absence of affordable housing would create serious social, environmental and economic consequences for local people. Provision for wealthier people is addressed through existing DPD allocations for market housing and NDP policies RUR 2 to RUR 5.</p> <p><b>D2[6] Not Accepted.</b> In a development of 1000 homes there should be sufficient flexibility to accommodate a range of housing sizes and types.</p> <p><b>D3</b> Comment maker to be contacted.</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C149[4]</b> Again, if possible, making compulsory purchase orders on deserted and dilapidated properties in the town if they have been abandoned for more than three years.</p> <p><b>C149[5]</b> Encourage new housing developments on infill sites in the town.</p> <p><b>C185[1]</b> Provision of housing/accommodation for retired home owners eg. McCarthy Stone type apartments. This would potentially release 'family houses' for younger people.</p> <p><b>C187[2]</b> Housing provision in the plan is at odds with the idea of promoting the economy. Remove all reference to 'affordable housing' and include a statement along the lines of 'our town must strive to attract more wealthy inhabitants and to this end must only allow houses to be erected that have a starting price of over £800,000"</p> <p><b>D2[6]</b> While CEG supports the aim of ensuring a choice of housing within Saltash and the approved Treledan development will deliver a mix of housing sizes and types, it is unrealistic to suggest that all sites over 0.25 hectares will include all choices of housing referenced in Policy H2.</p> <p><b>D3</b> Owns a plot on Woodside Fields Carkeel plot 283, title CL105324. Please tell me anything you know about Woodside Fields, who owns the whole site and what future development is proposed. Thanks</p>	
Policy H3 – Conversions of Large Houses into Multiple Occupation	<p><b>C78[3]</b> Support</p> <p><b>C92[21]</b> When allowing conversions of existing buildings there needs to be greater emphasis placed on where and how occupants of divided properties will wash and dry clothing and store organic waste....so as to avoid environmental impacts. The Council should consider providing advice to occupants on the importance of altering lifestyles in a way that is suitable for living in a multi-occupancy building. .... Special consideration should be applied to bringing forth policies that ensure our existing dwelling spaces are healthy</p>	<p><b>C78[3] Support noted. C92[21] Partly accepted.</b> Some of the issues raised are beyond the scope of NDPs. Furthermore CLP Policy 13 aims to ensure sufficient flexible internal space for everyday activities. Policy 13 requires all affordable housing to meet the Nationally Described Space Standards. This reflects an intention to raise standards and provide homes which are sufficiently spacious to allow people to live in good standard accommodation; and for homes to be sufficiently flexible to adapt to meet people’s needs throughout their lifetimes. <b>Reference to be made to natural cooling in the proposed Climate Change text.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	and comfortable to live in, even during a heatwave. Guidelines on external shuttering may be worth considering.	
Policy H4 – Making Better Use of Land – Redevelopment, Renewal and Intensification	<p><b>C78[3]</b> Support</p> <p><b>C92[22]</b> If housing density is to be increased to keep pace with demand for dwellings, at the same time as our need to reforest and protect nature, then building upwards rather than outwards may be the only way to achieve both objectives.</p>	<p><b>C78[3] Support noted. C92[22] Not accepted.</b> Excellence in design and car free or partly car free developments can allow for greater open space and green infrastructure, and safer and more attractive active travel alongside higher density residential developments which are very liveable and are appropriate to their location. Policy H3 provides criteria to support such developments. <b>Amend supporting text to make reference to the new Cornwall Design Guide. Insert additional criteria to policy as follows ‘They incorporate measures to meet the sustainable transport and connectivity needs of residents, in accordance with NDP policy CON8.</b></p>
Policy H5 – Making Better Use of Land – Suburban Villas Character Area: Port View Estate	<p><b>B22[1]</b> Para 9.15 Suggested modification: Reference to there only being one building/dwelling per defined "allotment" as per the Deed of Covenant of 1855, the relevant parts of which stipulate only a single building on each plot and not breaching the building lines, continue to apply to all allotments under property law.</p> <p><b>B22[2]</b> In paragraph 9.16 reference should also be made to the St Barnabas Hospital, which forms part of the Estate and is subject to the Deed of Covenant 1855. There is a typo in criterion iii, which should say "It avoids..." rather than "It voids". The words "and setting of Saltash" should be added at the end of the criterion. Page 53/ para 10.38 – Support.</p> <p><b>C78[3]</b> Support</p>	<p><b>B22[1], B22[2] Support and helpful comments noted. Amend text accordingly.</b></p> <p><b>C78[3] Support noted.</b></p>
Policy H6 – Extensions to Existing Dwellings	<p><b>C78[3]</b> Support</p>	<p><b>C78[3] Support noted.</b></p>
<b>10. Protect and Enhance the Built Environment</b>		

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Policy ENV1 – Design and Local Distinctiveness Within the Character Areas	<p><b>B22[6]</b> - 43/ Para 10.3 Policy ENV1 – Support - The historic Character Areas are important in protecting the character and appearance of the areas in the public interest. The criteria are appropriate tools for achieving the intention of the policy.</p> <p><b>C6[1]</b> The CSUS recommendation for avoiding further garden developments within the character areas of Saltash be included within the SNP to give that recommendation more weight.</p> <p><b>C6[2]</b> the CSUS recommendation to protect Saltash's walls must be included within the SNP and extended as a requirement for all new developments, in order to protect the town's character. Also ref to walls in para 10.17</p> <p><b>C92[6]</b> The idea of setting design styles to 'fit in' is probably not suitable in a warming world. What is more important is to set standards of living that will help us get to net zero carbon and keep global warming below 1.5 degrees so that people can live safely and remain well and unaffected by heatwaves, droughts, floods, and fires.</p> <p><b>C97[3]</b> Ensure that empty buildings are not left to decay impacting negatively on the environment. New development of housing should be sympathetic to the character of the area and pay regards to the needs of current residents. At present the area does not encourage the Development that the plan seeks to encourage and promote.</p> <p><b>C173[1]</b> General support. Particular need to maintain suburban villas character without subdivision of property and gardens – once lost to development they are gone forever.</p>	<p><b>B22[6] Support noted. C6[1] Support noted.</b> The Suburban Villas Character Area Description already includes: 'Avoid development in villa gardens that provide the 'green ring' around the mediaeval core of the town' which taken with Policy ENV1 and Policy H5.iii may be sufficient to resist inappropriate garden developments.</p> <p><b>C6[2] Partly accepted.</b> Unfortunately, the demolition of garden walls does not normally require planning permission, unless in the Conservation are or subject to an Article 4 Direction, the making of which are outside the remit of the NDP, so full protection of walls is not feasible. Within the Conservation Area the Character Area Descriptions and Policy H5.iv may be sufficient to resist loss of important walls. <b>Add 'garden and street walls' to list of characteristics in supporting text and Figure 17.</b></p> <p><b>C92. Not accepted.</b> Sensitive retro-fitting of historic buildings is possible. See 'Planning Responsible Retrofit of Traditional Buildings', Historic England. <b>C97[3] Support noted</b> – the NDP seeks to achieve precisely what this comment alludes to. <b>C173[1] Support noted.</b></p>
Policy ENV 2 – Design and Local Distinctiveness Outside the Historic Core	<p><b>C11[10]</b> imagination to be used by developers on house design and build at Broadmoor (not the standard box types closed)</p>	<p><b>C11[10] Support noted.</b></p>
Policy ENV3 – General Design Principles	<p><b>B4</b> I note and welcome the inclusion of a statement regarding the importance of designing out crime etc within the NDP</p>	<p><b>B4 Support noted. B25[9] Accepted. Amend text accordingly</b> <b>C55, C162[4] Accepted. The additional text on Climate Change will include this material, although note that it cannot be mandatory.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>B25[9]</b> P 44 policy ENV 3 General design principles: add 'v. includes planting of new trees and/or hedgerows'</p> <p><b>C55</b> There is no plan to help make the current housing stock more self-sustainable. This could be included as an extra policy ENV 9 encouraging the addition where appropriate of insulation and solar panels to the current housing stock.</p> <p><b>C155[2]</b> Please, please let's have some imaginative housing. We have some awful developments in Saltash. Please don't repeat the mistakes of the past.</p> <p><b>C162[4]</b> The installation of internal insulation in all new houses as well as solar panels should be mandatory</p> <p><b>C183</b> Pot hole, weed free streets - use street brushing instead of weed killer. Regular emptying of litter bins and increase the number of bins around the town. Plant more trees and flowering shrubs around the town. Regular police surveillance. Improve the shop front appearance in Fore St. Cleaner street signs.</p>	<p><b>C155[2] Support noted. C183 Noted.</b> However, the points raised are either management issues that cannot be covered in an NDP, or are already dealt with in the NDP.</p>
<p>Policy ENV4 - Local Listing of Non-Designated Heritage Assets</p>	<p><b>B22[3]</b> Para 10.22 and Policy ENV4 - Support the local listing of St Barnabus Hospital, which contributes greatly to the character and appearance of the Port View Estate of which it forms part.</p> <p><b>C6[5]</b> In the absence of protection from an extended Conservation Area (as was recommended in CSUS study in 2005) local listing should also include 5 notable buildings to help resist their loss to demolition (127, 147 &amp; 149 Old Ferry Road, Tamar View Nursing Home on Curtler's Corner, and 118/120 North Road). Also:</p> <ol style="list-style-type: none"> <li>1. It is imperative to include within the SNP a very precise process and timetable for adding assets to the list</li> <li>2. The local listing register must include the full area covered by the SNP</li> </ol>	<p><b>B22[3] Support noted. C6[5] Partly accepted:</b> The 5 buildings identified will be assessed for suitability for inclusion. 1. Such detail is un-necessary as the process will be subject to resource factors outside the control of the NDP 2. The local listing does cover the entire NDP area. 3. The list was generated using the process advised by Historic England and therefore for robustness should remain as they stand. 4. The CSUS was a source for the Local Listing Assessment. 5. Such a blanket approach would not be supported by either HE or NPPF and would not pass through the independent examination of the NDP. 6 The additional buildings / structures would form the basis for a future NDP Project to review the Local Listing. 7. See 4 and 6 above.</p> <p><b>NDP Steering Group/STC have agreed to take forward further Local Listing as a project with a need to agree a process for same based upon Historic England Guidance on Local Listing plus continuation</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>3. The criteria for inclusion on the list appear too high as candidates that were rejected should appear on the list</p> <p>4. I have spoken to 1 of the authors of the 2005 CSUS and in their view those assets included as historic plots and other significant buildings should be the starting point for any candidates list.</p> <p>5. I would propose automatic inclusion for any building that predates the 1859 map of Saltash.</p> <p>6. My detailed but incomplete suggestions here with would something</p> <p>7. I propose that the list should include properties that from the CSUS report.</p>	<p><b>of the assessment pro forma approach already adopted in the SNP preparation and included in the Evidence Base.</b></p>
<p>Policy ENV5 – Reuse of Saltash Station Building</p>	<p><b>C138[8]</b> Saltash is a special place and should be treated as such. The station is an important piece of history and to renovate it was a good idea.</p> <p><b>C173[2]</b> ENV5 - general support. Station building restoration and the bringing into use for commercial/leisure activities particularly useful.</p>	<p><b>C138[8], C173[2] Support noted.</b></p>
<p>Proposed Extension to Saltash Conservation Area</p>	<p><b>C6[5]</b> See above on Policy ENV4. <b>C6[6]</b> Evidence supports that the proposed Conservation Area extension should be greater than that suggested in the CSUS/NDP the area between Home Park Road and the top of Old Ferry Road, from North Road to the Tamar, slightly up Fairmead Road and partly along Longlands Lane, and also include the Lander Road, Newman Road, River View Terrace Estate. (See Appendix C for full details of evidence). <b>C6[7]</b> The walls and outbuildings, granite kerbs and gutters of the Conservation Area (as extended) should be made subject to an Article 4 direction to control development affecting them, and the SNDP should refer to this intention.</p>	<p><b>C6[5] Noted.</b> Unfortunately, the making of a Conservation Area extension is beyond the legal remit of the NDP. <b>C6[6] Accepted.</b> <b>Review area to be suggested for Conservation Area extension in Para 10.31</b></p> <p><b>C6[7] Noted.</b> Unfortunately, the making of an Article 4 Direction is beyond the legal remit of the NDP</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Policy ENV6 - Development in Conservation Areas		
Policy ENV7 – Development Within the Setting of Conservation Areas		
Policy ENV8 – Views and Vistas	<p><b>C161[5]</b> figure 21 Add hillside and surrounding area – the Northern panorama</p>	<p><b>C161[5] Accepted.</b> Add– the Northern panorama to the map and list accompanying the policy.</p> <p><i>NOTE In order to comply with NPPF guidelines the policy should be amended as follows: Development proposals which would be visible above the ridgelines and skylines of valley slopes and hilltops or above the average roof height of surrounding development, or are proposed on previously undeveloped areas on the settlement edges should take account of their potential impact on the roofscape of the town in general, and the views and vistas crossing and into the site from surrounding areas.</i></p> <p><i>Then as per existing policy.</i></p> <p><i>Proposals that would have an unacceptable detrimental impact on key viewpoints or vistas of the townscape or of the surrounding landscape will not be supported (see Figure20)</i></p>
<b>11. Protect and Enhance the Natural Environment</b>		
Policy GRN1 – Biodiversity Protection and Gain	<p><b>A2[2]</b> Point 2 of this policy provides options to deliver biodiversity net gain. Whilst we welcome suggestions, bird boxes and bee bricks etc are just a few of all possible solutions to achieve biodiversity net gain and they do not necessarily achieve the required level of net gain for a development. We are also concerned about points 2.iii and 2.iv which refer to the ‘intentional use of SUDS, and drainage ponding, as habitat’ and to nearby ‘green reserves’. If you use these terms</p>	<p><b>A2[2] B25[10], C32[4] Accepted. C92[23] Partly accepted. C138[8], C78[4] Support noted.</b></p> <p><b>Amend the policy as follows:</b></p> <ol style="list-style-type: none"> <li><i>1. As per existing policy</i></li> <li><i>2. New development proposals will be supported where they demonstrate that they minimise impacts on and result in net gains to biodiversity by using a mitigation hierarchy which follows guidance in the Cornwall Biodiversity SPD, is consistent with the</i></li> </ol>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>you have to be absolutely clear about what ‘intentional use’ and ‘green reserves’ are.</p> <p>We strongly recommend that you remove points 2.i to 2.vi and that instead you refer to emerging Defra proposals and the associated ‘biodiversity metric’ for calculating net gain, and to the emerging Cornwall Biodiversity SPD/guidance. The suggestions about net gain could be shown as simple examples in the supporting text.</p> <p><b>B25[10]</b> P 55 policy GRN 1 item 2 Generally new development proposals will be supported where ... Add: 'v. include planting of new trees and/or hedgerows' /end of comments</p> <p><b>C32[4]</b> Plan should include stronger representation for the specific needs of wildlife, regeneration of hedge/hedgerows rather than just maintain what we have, stronger policies around soil quality and enhancing it for sustainable agricultural growth, and designated areas specifically for re-wilding.</p> <p><b>C78[4]</b> Support</p> <p><b>C92[23]</b> We are facing a mass extinction event....in light of this, protection and enhancement ‘where possible’ of biodiversity opportunities is not sufficient. Protection and expansion of biodiverse habitat is vitally important .... it is not sufficient to put up a few boxes and bee bricks, and dig a few ponds, and simply expect wildlife to come as it will be frightened by domestic activity and clutter...should use covenants to control this. Instead of green reserves elsewhere, apply a ‘clean up levy’ to fund the clean-up and anti-littering enforcement.</p> <p>Saltash is surrounded by areas that are on paper protected and conserved but there is nothing in this plan that seeks to alter the way we live and grow, to maintain these vital</p>	<p><i>British Standard for Biodiversity, BS42020, and supports Cornwall’s Environmental Growth Strategy.</i></p> <p><i>3 As per existing policy</i></p> <p><i>4. Any residential developments of 10 or more dwellings, or employment development of 1000m2 per hectare or more should demonstrate:</i></p> <p><i>a. that the Mitigation Hierarchy has been followed (including proposals for any necessary compensation)</i></p> <p><i>b. how the proposal will provide a minimum 10% net gain increase in biodiversity</i></p> <p><i>c. how the proposal will integrate into any wider green infrastructure network.</i></p> <p><i>Insert additional text in 11.1 ‘Net Biodiversity Gain [NBG] is a new approach to development which aims to leave the natural environment in a measurably better state than before it was involved in development. The Government has indicated that it will introduce mandatory requirements to achieve a 10% net gain for biodiversity into the planning system in England through the Environment Bill 2020. Cornwall Council are now promoting a 10% net gain in biodiversity in the context of CLP Policies 23 and 28’.</i></p> <p><i>Insert additional paras after 11.3</i></p> <p><i>‘Net Biodiversity Gain follows the principle of the mitigation hierarchy which seeks to:</i></p> <ul style="list-style-type: none"> <li><i>• Enhance habitat</i></li> <li><i>• Avoid habitat loss</i></li> <li><i>• Minimise habitat loss</i></li> </ul>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>resources..... This plan talks about biodiversity as if it is something separate to us whereas we are part of nature and cannot live without it.... we have to show that it is bigger and more important than we are. Though it is important to sketch out green corridor sites to allow other creatures a chance to connect with other habit refuges, .... It would be far better if the whole town were open to more than just people. This requires the softening of hard surfaces, the greening of all available spaces, turning off the lights, substantially limiting our use of toxic substances, eradicating littering and dumping of human waste, and a change of heart amongst members of the community who seek to exclude nature ...as weeds or pests. There is no indication of the provision of waste services and litter bins in this part of the plan but keeping our waste out of the environment is critical.</p> <p><b>C138[8]</b> In agreement</p>	<ul style="list-style-type: none"> <li>• <i>Restore habitat loss</i></li> <li>• <i>Compensate for habitat loss</i></li> <li>• <i>Offset Habitat loss</i></li> </ul> <p><i>DEFRA have published a ‘Biodiversity Metric’ to provide a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change.</i></p> <p><i>Examples of appropriate methods to address BGN might include:</i></p> <ul style="list-style-type: none"> <li><i>i) purpose designed boxes and bricks for bats, birds (including owls in remoter areas), bees and other invertebrates, within the structure of the building, or within the site boundaries on non-built features if this is not possible;</i></li> <li><i>ii) hedgehog access points in fences,</i></li> <li><i>iii) planting new native trees and hedges and flower-rich habitats</i></li> <li><i>iv) the intentional use of SUDS, and drainage ponding, as habitat,</i></li> <li><i>v) ‘re-wilding’ of areas to support drainage and create habitat</i></li> <li><i>vi) measures to protect the integrity of any affected wildlife corridors, mitigate any harmful impact, and incorporate linkages to provide new connections between corridors</i></li> <li><i>vii) and where appropriate, contributions to a ‘green reserve’ nearby’.</i></li> </ul>
<p>Policy GRN2 – The Greening of Saltash: Woodlands, Trees, Cornish Hedges and Hedgerows</p>	<p><b>C11[9]</b> Broadmoor to be as environmental as is possible with Walkways and parks and trees.</p> <p><b>C35[3]</b> You specifically mention policy to protect trees. Have you been to the B &amp; M carpark recently? All the trees, etc, by the carpark along the bridle path, have been cut down. Who authorised this act of vandalism? Are new trees to be planted, even those trees will take decades to mature?</p> <p><b>C78[4]</b> Support</p>	<p><b>C11[9] Noted.</b> This appears to be the intention of the developer.</p> <p><b>C35[3] Noted.</b> It is because of tree loss to development that this policy is proposed, so that it is avoided in future. <b>C78[4], C116[3], C148[3] Support noted. C92[24] Partly accepted.</b> The policy is in accordance with most recent guidance, cannot exceed NPPF provisions and does provide for replacement in Saltash. However, some tightening is possible, for example in relation to veteran trees.</p> <p><b>C157[3] Noted. C162[5] Noted.</b> However, the suggestions made</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C92[24]</b> A 15-metre buffer between a new development and an ancient woodland is simply not large enough. Replacing a 150-year-old tree with three saplings is no substitute at all as we cannot wait the 80 to 100 years it takes to get the biodiverse community that once colonised the old tree, back. Planting new trees is important but your policy does not say where the trees will be planted. Will they be in Saltash or somewhere else? We know that one way to sequester carbon is to build new homes with timber. Would it not be better to plant three native trees per dwelling, close to that dwelling, and then additionally pay for several others in plantation to match the number used to build the dwelling? This could drive reforestation and give new dwellings a cooling defence against inevitable global warming.</p> <p><b>C116[3]</b> The destruction of the habitat of wildlife, hedgerows, trees and plants must be avoided, in order to maintain the character of the town and to help avert the Climate Crisis. Further garden infill must be avoided at all costs as gardens provide essential wildlife corridors for endangered species and infill is an incremental destruction of the town's environment and character. Brownfield sites should be used for future housing developments, not agricultural land or garden infill.</p> <p><b>C148[3]</b> . Yes, urgently so in the light of increasing air pollution and global warming.</p> <p><b>C157[3]</b> The hedges from the junction of weird Road and the comp have been ripped out</p> <p><b>C162[5]</b> Areas of wildflowers to be planted and areas of grass and verges to be left wild where possible until late in the year.</p> <p><b>D2[7]</b> Policy GRN2 part IV suggests the planting of additional trees at a minimum of 3 trees for each dwelling, and 1 tree for each 50sqm of gross business floorspace. It also states a tree replacement ratio of 3:1 is required to ensure</p>	<p>relate to management of road verges rather than planning issues that the NDP can influence.</p> <p><b>D2[7] Not accepted.</b> This policy, taken with GRN1 and the emerging approach to biodiversity net gain are considered to be proportionate.</p> <p><b>Amend the policy to read:</b></p> <p><i>1. Development proposals will be supported that seek to mitigate impacts on trees, Cornish hedges or hedgerows by....</i></p> <p><i>i. as per the existing policy</i></p> <p><i>ii.as per the existing policy</i></p> <p><i>iii. Maintaining a minimum buffer of at least 15 metres in width between ancient woodland, and any footprint of the built development including trenches or drainage runs, and for ancient or veteran trees a buffer at least 15 times larger than the diameter of the tree from development;</i></p> <p><i>new iv. Where proposed development abuts existing woodland, providing a 10m buffer (minimum) between residential or commercial development and edge of canopy (as present at time of survey)</i></p> <p><i>iv, now v. as per the existing policy</i></p> <p><b>2. as per existing plan</b></p> <p><b>3. Second sentence, replace with: Any replacement planting should be of a proven Cornish provenance or other provenance which is appropriate to the site, its character and surrounding habitat. [See Cornwall Council Guidance]</b></p> <p><b>New 4: 4. Whenever a Cornish hedge is lost, and replacement is considered the necessary mitigation, a net gain of Cornish hedge and canopy cover is desirable</b></p> <p><b>Delete 5, replace with: 5.Proposals should be accompanied by:</b></p> <p><i>a. a survey that establishes the health and longevity of any affected trees or hedgerows and a management plan in accordance with the latest version of British Standard BS 5837</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>rapid canopy replacement upon the loss of any trees. We query the basis for this approach. CEG looks where possible to retain and incorporate trees, Cornish hedges and/or hedgerows, but part IV of this draft policy is considered overly prescriptive and does not allow for the necessary flexibility to respond to the quality of existing trees and their associated replacement. The approach set out under draft Policy GRN2 is not considered acceptable, as it cannot be expected that one poor quality tree is replaced by three good quality trees, and there will of course be site-specific restrictions. The policy should therefore be less prescriptive and build in flexibility where required.</p>	<p><i>'Trees in relation to demolition, design and development' to demonstrate how they will be so maintained.</i></p> <p><i>b. a scheme depicting the method by which retained trees and hedges will be protected for the duration of development.</i></p>
<p>Policy GRN3 – Countryside Character Areas</p>	<p><b>C78[4]</b> Support. Figure 22 needs to be modified to take account of the Cornwall SLT-H1 site allocation.</p> <p><b>C92[25]</b> The intention of this policy cannot be achieved effectively where there are so few people available to enforce policies.... I do not read in this plan anything that tells me how the Town Council as a local Authority will be able to deliver it. For every statement you make, you should also show the people and the processes that will be deployed to communicate, deliver and enforce where appropriate. What is the extent of your organisation? How substantially will it need to grow to make this happen? Which partnerships will it nurture to ensure full enforcement of environmental and wildlife protection laws? The people of Saltash need to be fully aware of who is responsible for which parts of the plan. It is not enough to contact a Councillor and hope something will be done.</p> <p><b>C118[3]</b> Habitat and Biodiversity corridors run through the North and Middle Pill area where development is planned. The planned building lies outside the NP1 development boundary. Environment - Page 58 Figure 22 AONB &amp; Countryside Character. North and Middle Pill lie in this area</p>	<p><b>C78[4]. Not accepted.</b> The area north of the A38 is considered to form a green foreground or background that is important to the setting of Saltash and contributes to the present character and natural environment of the area. It is important that the key features of these areas are protected as part of the current setting of Saltash and as environmental and leisure assets for inclusion in any future development that might come forward within the SLT-H1 allocation. It is agreed however that the supporting text needs updating to reference SLT-H1.</p> <p><b>C92[25] Not accepted.</b> The management measures referred to have no place in a land-use plan. <b>C118[3] Support noted.</b></p> <p><b>D2[8] Not accepted.</b> Trees which are of not of 'good quality' may still make a landscape contribution. Insertion of 'existing' before public rights of way is unnecessary.</p> <p><i>Amend supporting text as follows: Para 11.6, delete last sentence. Replace Para 11.17:</i></p> <p><i>'Part of the area to the north of the A38 has been allocated for housing purposes (site SLT-H1 in the Cornwall Site Allocations DPD). Nevertheless, it is important to ensure that the natural</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>and outside the NP1 development boundary. It is so important to preserve green spaces and protect our environment. So, further development of our green areas of Saltash should be taken very seriously and prevented where possible. The North and Middle Pill area of Saltash should be protected.</p> <p><b>D2[8]</b> We propose the following amendments to the wording of Policy GRN3:</p> <p>1.i. Include measures to ensure that no harm occurs to the key features of their landscape character, including <i>good quality</i> trees, meadows, Cornish hedges, hedgerows, ponds, springs, streams and rivers, and</p> <p>1.ii. incorporate <i>existing</i> public rights of way, parish paths and quiet byways in ways that minimise deviation.</p>	<p><i>features of this area are protected and incorporated as environmental and leisure assets within that development. Elsewhere north of the A38 and to the west of Saltash it is important that the key features of these areas are protected as part of the current setting of Saltash and taken into account of any rural development under CLP Policy 7 or Policy 9 which comes forward’.</i></p>
<p>Policy GRN4 Drainage and Flooding</p>	<p><b>C78[4]</b> Support</p> <p><b>C92[1a]</b> Sea level rise will likely put the waterfront and Saltmill Park at a greater risk of regular flooding or even long-term submersion. As Saltmill is a re-claimed landfill site, it is very important to keep it above the waterline. If this is not achievable, the contents of the old landfill will have to be removed or made safe as it will have the capacity leach large quantities of toxins into the Tamar.</p> <p><b>C92[7]</b> Apply planning policy correctly by acknowledging that any property in flood zone one (which is all not in 2 or 3) which is also in a CDA must show a flood risk plan for every development, no matter how small, even if it would normally be done under permitted development. The accompanying water management plan should show how things will be improved for people living downstream, not how things will stay the same.</p> <p><b>C92[26]</b> This policy explains that the entire western catchment for the Latchbrook Leat is a Critical Drainage area. It should be explicit in this plan that all development</p>	<p><b>C78[4] Support noted. C92[1a], C116[1], C118[2], C161[3], C169[5], C169[5] Noted.</b> The Durshton Head to Rame Head Shoreline Management Plan, by South Devon and Dorset Coastal Advisory Group covers the issue of erosion and flooding in this area. The southern half of Saltmill is in ‘Policy Unit 6c34 Tamar Estuary - Saltash’ described on pages 486 to 490 of the Plan. In this area the short, medium and long term policy is ‘continue to hold the line where there are existing defences with No Active Intervention along the undefended frontages’. The northern half is in ‘PU 6c33 Upper Tamar Estuary West’. Here the policy is No Active Intervention along the undefended frontages, with if necessary Managed Realignment in strategic locations, whilst continuing to Hold the Line of existing defences where realignment is not feasible. On the Cornwall Council Strategic Flood Map the filled area of Saltmill is currently identified as being outside the functional flood zone, and only the car park/changing area (outside the main tip area) is within flood zones 2 and 3. The latter, plus part of the road fronting Tamara estate, is shown as being within the 1:30 to 1:1000 surface water flood risk areas. In the light of these factors it is considered that there is no</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>proposals, from the largest to the smallest.... require a site-specific flood risk assessment and a water management plan that shows how the management of water will reduce flood risk downstream. This is explicit in the NPPF. Adopting SUDS locally would be very beneficial. However, the offer of things like ponds for water attenuation needs to be considered alongside the benefit of simply leaving land to re-wild, or perhaps creating larger networks of swales, and minimal impact developments on piles rather than traditional strip foundations. The Council should maintain a register of hard surfaces created through permitted development extensions and alterations to driveways, and regularly calculate the increased flooding potential caused by the cumulative impact of multiple alterations to the built environment.</p> <p><b>C116[1]</b> The area by Saltmill Creek is prone to tidal flooding causing flooding on the road leading to The China Fleet, and the backing up of raw sewage. This needs to be addressed in the policy and taken into account in all planning decisions in the Pill area.</p> <p><b>C118[2]</b> GRN4 Para 11.8 talks about flooding at Forder, etc. but needs amending to take account of the existing problems at Salt Mill. Already there are problems with flooding at Salt Mill, especially following heavy rain combined with a high tide. As a consequence, vehicular access is affected, pedestrian access is affected and pollution occurs which enters the Tamar. Raw sewage has been a problem at times of flooding. We are naturally concerned that the proposed development at North Pill could make things worse with extra run-off and increased demands on sewerage.</p> <p><b>C161[3]</b> makes no mention of the flood risk to Salt Mill. Salt Mill creek is subject to both tidal and surface water flooding including raw sewage. Sewage treatment – can the proposed</p>	<p>reason to include specific polices concerning flood risk at Saltmill in the NDP. <b>Insert box after Policy GRN4 explaining and summarising the SMP position. Add reference to Saltmill in Para 11.8. C92[7], C92[26] Not accepted.</b> The actual requirement is that development in flood zone one of more than 1 ha in a CDA must have a flood risk assessment. (FZ1 being land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as ‘clear’ on the Flood Map – all land outside Zones 2 and 3). Thus, the policy as written goes beyond normal requirements. The policy is only applicable to development that requires planning permission. It would be unreasonable to expect a development to finance downstream improvements that are not specifically required to address possible flows created by the development. Intentional use of SUDS as a habitat is referenced in GRN1 and accompanying text. A register of hard surfaces would be beyond the resources of the Council.</p> <p><b>D2[9] Partly accepted.</b> The purpose of the clause is to ensure that where long term phased projects are involved, there can be a review of flood handling arrangements as phases follow on. Otherwise a situation could arise where developers are implementing flood schemes which are clearly inadequate to meet the conditions appertaining at the time that a phase is constructed, which could lead to risks to life and property. The liability implications of this could also be significant. However, the reference to ‘at the time of construction’ may be impractical. <b>Amend policy to read as follows: ‘Proposals for larger scale phased developments should include provision for the review of flood risk assessment and management plans as appropriate in the light of any changes in nationally adopted climate change related rainfall forecasts and any proposed increases in development densities that may lead to additional run-off’.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>middle pill development be completed without enhancing the capacity of the existing Saltash sewage treatment facility.</p> <p><b>C169[5]</b> new development will impact GRN 4 – flooding already occurs – plan to overcome it. Sewers surcharge now! plan to overcome flooding in middle pill? map showing flood areas.?</p> <p><b>D2[9]</b> Part 4 of draft Policy GRN4 states that phased developments should include a review of flood data available at the time of construction of each phase. We note that at the point of construction, the detailed design (including technical work and associated sign off) will have been undertaken. Further, with large sites that take a number of years to complete, the flooding/surface water strategy is approved at outline stage with details of that strategy required by condition. The overall strategy cannot be held open to review in the context of changing legislation as this could significantly affect the scheme’s viability and ultimately its deliverability. This links to S106 planning obligations and conditions, all of which are agreed at planning stage, and a variation to the surface water management strategy could result in a need to review of the wider permission itself. As is common practice, the drainage strategy should therefore be agreed at the time of grant of planning permission and applied throughout the development of the site, with details of that strategy required by condition as necessary, to link to the detailed delivery of each phase.</p>	
Sewage Treatment.	<b>C159[3]</b> The statement on page 56 about sewage treatment capacity makes any thought of large-scale housing development meaningless. This issue needs to be resolved as a matter of urgency. Tables 1 and two ignore this problem.	<b>C159[3]</b> The provision of adequate Sewage Treatment capacity is part of the normal planning process.
<b>12. Manage the Rural Areas of The Parish In A Sympathetic Manner</b>		



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Policy RUR1 – Small Workshop Development in The Countryside	<b>C78[5]</b> support policies RUR1 to RUR3 but wonder whether policies on Renewable Energy generation as a Climate Change solution need to be considered in more detail.	<b>C78[5] Support noted.</b> Additional material on climate change is to be added to the NDP.
Policy RUR2 – Village Development Boundaries & Rural Housing Sites	<p><b>A1[1]</b> The Heritage Assessment table for development of sites RUR2-3-1, 2-3-2, and 2-3-3. provides summary descriptions of the assets and their context but is not a description of their significance or the role which their settings (individually and collectively) might play in contributing to this. While minor heritage impacts are identified there is no elaboration on what these are or why they will arise and on this basis it is difficult to confirm that they are in fact minor, that they cannot be avoided, and that they can be suitably minimised or mitigated in accordance with the provisions of the NPPF.</p> <p>The heritage assessment therefore needs to demonstrate a more informed understanding of the significance of relevant heritage assets in order to appropriately determine the level and nature of harm which the report identifies. If it transpires that an issue of principle is at stake i.e. the sites are not suitable in principle for development from a heritage perspective, then subsequent heritage impact assessments – as advocated in the report and accepted in the revised SEA Screening Report - will not be able to identify ways in which harm can be adequately avoided or mitigated. This then risks bringing into question the very deliverability of the sites for development and undermines the value of (their inclusion in) the Plan..... The Plan and its evidence base, regrettably we do not believe that it displays adequate conformity with national and local policy for the protection and enhancement of the historic environment.</p> <p><b>A2[3]</b> We note the allocations in Trematon and Trehane, which lie directly adjacent or entirely within the AONB, and</p>	<p><b>A1[1] Partly Accepted.</b> The heritage assessments and sustainability assessment have been carried out in accordance with the Historic England advice, by a Chartered Town Planner with experience in this area of work. It may be that the HE assessor did not see the full details and has based comments on the summary tables. However, to ensure that the assessments are adequate, Cornwall Council’s Historic Environment Strategy Officer has been asked to check the assessment and provide advice as to how they may be improved.</p> <p><b>A2[3] Accepted.</b></p> <p><b>To reflect both above, Policy RUR2 to be divided into discrete policies and reworded, as follows:</b></p> <p>POLICY RUR2 – VILLAGE DEVELOPMENT BOUNDARIES AND RURAL HOUSING SITES</p> <p>1. Village development boundaries are set for the following villages: Trehan Forder Trematon.</p> <p>2. New residential infill development will be supported within these boundaries, subject to:</p> <p><i>i. Design being of a style which respects the character and appearance, where appropriate, of the AONB and Conservation areas and the setting of Listed Buildings within the parish. (In accordance with CLP Policies 12 and 24, and policy ENV3 of this Plan).</i></p> <p>ii. The development having a net density consistent with but not substantially exceeding the existing densities of the settlement;</p> <p>iii. Being of a similar curtilage to adjacent existing properties, appropriate to the scale of the property (with 50sqm normally being min requirement); and</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>the site appraisals as shown in the evidence base. We advise that the identified mitigation measures (planting of the boundary, restricted roof heights, sensitive layout of development) should be set out within policy RUR2 as a policy requirement for each allocation site. Essential mitigation that is required to make developments acceptable should not be left buried in evidence documentation. We also recommend that apart from a heritage impact assessment, a suitable landscape impact assessment will also be required as part of any planning proposal</p> <p><b>A2[4] Figure 25:</b> We advise that you remove the estuary element from the Forder development boundary. Given the presumption <i>for</i> development within development boundaries, and policy RUR2 which is in essence supportive of new development within these boundaries, it does not seem logical to include part of the estuary within the boundary.</p> <p><b>C113[2]</b> The villages of Trehan, Forder &amp; Trematon have boundaries set to preserve their rural nature. Saltash’s distinct villages are an important aspect of the town’s history and appeal, so it is important to preserve this. However, I am concerned that other of the town’s distinct villages have not been mentioned in this section - Burraton Coombe &amp; Anthony Passage and the areas of Wearde Quay and Coombe - which could put them at risk by omission. Developers inability to develop in the named villages of Trehan, Forder and Trematon could push more rural development into the unnamed villages of Burraton Coombe and Anthony Passage.</p> <p><b>C138[9]</b> In agreement</p> <p><b>C164</b> Setup of village development boundaries. Do not encroach into the countryside. Keep boundaries to prevent</p>	<p>iv. The inclusion of starter/late life homes and family homes, and aspirational dwellings where appropriate; and</p> <p>v. Incorporation of a garage or provides adequate off-road parking for private vehicles (with the minimum provision for at least one vehicle).</p> <p><i>vi. Submission of proportionate archaeological and heritage assessments and agreement to any necessary archaeological investigation and heritage impact mitigations.</i></p> <p><b>3. Development of up to 5 dwellings will be supported, on land within the village development boundaries, at (See Figures 23 to 25):</b></p> <p><i>1) Old Farm, Trematon;</i></p> <p><i>2). Opposite Pandrama, Trehan;</i></p> <p><i>3). Former allotment gardens, Trehan</i></p> <p><b>Subject to Policies RUR 3, 4 and 5 following.</b></p> <p>4. Outside village settlement boundaries only affordable housing led local needs residential development under LP:SPPolicy 9 <b>and appropriate rural development under LP:SP Policy 7</b> will be supported subject to:</p> <p>i. a maximum of 8 dwellings that reflect the nature of the local housing need; and</p> <p>ii. the site immediately adjoins a suitable part of the village settlement boundary as defined in this policy.</p> <p><b>NEW POLICY RUR3 - LAND AT OLD FARM, TREMATON</b></p> <p><b>Proposals for this site will be supported where:</b></p> <p><i>i. They comply with the criteria set out in Policy RUR2.2;</i></p> <p><i>ii. Retain the existing field boundaries (which should be protected during construction);</i></p> <p><i>iii. Its layout, form, scale and use of materials reflect and complement the LB opposite and its original use as a farmhouse.</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>this happening. Do not allow planners to develop land outside of boundaries set. Protect the hamlets and villages!</p> <p><b>D1</b> Supports allocation of RUR2.3.1 Site and requests slight boundary alteration is justified in the interests of nearby residents, the village itself, and the countryside setting.</p>	<p><i><b>NEW POLICY RUR4 - LAND OPPOSITE PANDRAMA, TREHAN</b></i> <i>Proposals for this site will be supported where they:</i></p> <ul style="list-style-type: none"> <li><i>i. Comply with the criteria set out in Policy RUR2.2;</i></li> <li><i>ii. Retain existing the field boundaries (which should be protected during construction);</i></li> <li><i>iii. Restrict the height of any buildings located at the south boundary of the site, or use this area as garden space, to protect the setting of the nearby LB.</i></li> <li><i>iv. Remove the electricity infrastructure that currently dominates the LB;</i></li> <li><i>v. Provide a new western boundary in the form of a Cornish Hedge planted with trees of Cornish provenance.</i></li> </ul> <p><i><b>NEW POLICY RUR5 - LAND AT FORMER ALLOTMENT GARDENS, TREHAN</b></i> <i>Proposals for this site will be supported where they:</i></p> <ul style="list-style-type: none"> <li><i>i. Comply with the criteria set out in Policy RUR2.2;</i></li> <li><i>ii. Retain existing the field boundaries (which should be protected during construction);</i></li> </ul> <p><b>Figures 23 to 25 to be re-ordered to appear with each of the new policies. Renumber policy RU3 to RU6.</b></p> <p><b>A2[4] Accepted.</b> Estuary element to be removed from Forder Development Boundary</p> <p><b>C113[2]. Not accepted.</b> The village development boundaries seek to focus sons why it must be built elsewhere most new development in the rural area on to the established villages, whilst ensuring that they are not harmed, through the use of settlement development boundaries and criteria which guide the forms of development required. Thus the other settlements are likely to receive less development, mainly that which accords with CLP policy 7.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
		<b>C138[9], C164, D1 support noted.</b> Slight boundary adjustment requested is accepted.
Policy RUR3 – Agricultural Dwellings and Specialist Need	<b>C142[5]</b> Agriculture is of great importance if Brexit comes. There is a need to produce food.	<b>C142[5] Support noted.</b>
<b>13. Meet the Changing Demand for Health, Education, Community &amp; Emergency Services and Facilities</b>		
Policy HWB1 - Education Provision	<p><b>C11[6], C26[9] C54[1]</b> Schools in place before additional development starts.</p> <p><b>C142[6]</b> Education. There should be consultation between Academy trusts and the county authorities to see that either extensions or new schools are fully planned.</p> <p><b>C149[2]</b> Will this be possible in the present and settled political climate?</p> <p><b>C177[2]</b> Also that with new housing, education is fully established with new skills rather than just cramming extra students into existing ones so that Saltash.net doesn't not expand beyond its capabilities.</p>	<p><b>C11[6], C26[9] C54[1] Noted.</b> In most cases developers are required to make S106 legal agreement financial contributions for education expansion which is subsequently provided when sufficient funding is accumulated to fund the new provision. <b>C142[6], C177[2] Noted.</b> Control over these matters is outside the legal remit of the NDP.</p> <p><b>C149[2] Noted.</b> The policy sets land use policy to help ensure that any school expansion is acceptable in land-use planning terms and makes no reference to public sector investment policy.</p>
Policy HWB 2 - Protection and Enhancement of Saltash Community Campus	<p><b>C29[3]</b> Protection of community sites is vital for opportunity for community gatherings and allow the feeling of belonging and part of the town</p> <p><b>C149[2]</b> Will this be possible in the present and settled political climate?</p>	<b>C29[3]. Support noted. C149[2] Noted.</b> The policy sets land use policy to help ensure that any school expansion is acceptable in land-use planning terms and makes no reference to public sector investment policy.
Policy HWB 3 – The Future of St Barnabas Hospital	<b>A16</b> Proposes replacement sections 13.6-13.8, referencing St Barnabas hospital to provide a more accurate context for the current work that was not underway when the NDP was initially developed. The revised wording will allow the necessary flexibility and more accurately describes what the stakeholder group want to see with planning to the long term future for provision of fit for future health and care services and support.	<b>A16. Partly Accepted.</b> The proposed revised text is mostly acceptable in that it is rooted in the current NHS/PCG approach and applies to other sites in the NDP area. However, one crucial element is missing – the retention of the St Barnabas building, which is on the Saltash NDP Local Listing. <b>Therefore, amended Policy HWB 3 and supporting text as per A16 request but retain requirement for the retention of the St Barnabas building.</b>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>B22[4]</b> Para 13.8 - Strongly support retention of the building that is St Barnabus Hospital and for its use as a community hospital together with the next-door GP Surgery. Any new development would be required to respect the building line and not lead to new buildings within the green ring. All enabling development would be required to comply with the provisions of Policies ENV1 (which is noted in 13.7) and if residential development with H5 too. Suggested modification: Cross reference to H5 re any residential development under HWB 3 Criterion 2 ii. Reference in 13.7 and 13.8 to the same restrictions on development as in the justification to H5.</p> <p><b>B22 [5]</b> P65 - 66/ Para 13/9 - 13.10 The Port View Surgery is located within the Port View Estate and subject to the same Deed of Covenant of 1855 as all other allotments. Retention of the Surgery is strongly supported. Any new development must be within the existing building line and must not compromise the green ring that runs the entire length of the Port View Estate between the gardens of Higher Port View and Lower Port View.</p> <p><b>C11[6]</b> St Barnabas Hospital to be updated and fully operational as a cottage hospital surgery before Broadmoor starts.</p> <p><b>C21[1]</b> It is vital that St Barnabus is utilised as much as possible and that new GP and health buildings are allowed.</p> <p><b>C26[10]</b> A town of this size should have a minor injuries unit open 24/7 with X-ray facilities or a walk in centre.</p> <p><b>C40[4]</b> Is St Barnabus ever going to be fit for purpose? Would support reuse for residential, if alternative accessible site was available and could be developed to provide Urgent Care and In Patient beds. Possibly to Community Campus at Warfelton.</p> <p><b>C137</b> Support retention of healthcare at St Barnabas</p>	<p><b>'POLICY HWB 3-THE FUTURE OF HEALTH AND CARE PROVISION IN SALTASH</b></p> <p><b>13.6 JUSTIFICATION</b></p> <p><i>We need sustainable local health and care provision to ensure we safeguard the model of the NHS and support our population of Saltash to live well and to be able to access timely and appropriate support as and when it is required. In the light of the current challenges around population growth, quality and regulatory requirements, workforce recruitment and retention and limited real investment in health and care provision we need to maximise all available resources to place more emphasis on prevention to achieve improved outcomes for individuals and reduce demand on services. Part of this is recognition that we need to improve our out of hospital care, whilst ensuring we have sufficient bed based care within communities (which includes support provided to people in their own homes and care homes) to provide adequate care for people's needs. St Barnabas community hospital is part of the local health and care system, located within a residential area which is reasonably well related to the town centre. The Minor Injuries Unit in the site was temporarily closed in December 2016, and the 9 inpatient beds temporarily closed in February 2017. Since the summer 2018 several community health teams have been based at the hospital, some 70 staff in all, and regular clinics continue to be offered from the site. There is currently a service review underway which is focussing on the population need of Saltash and the surrounding area. This review is working in partnership with communities to understand how we can ensure people are in the right care setting that will result in the ideal outcomes for them. The review will identify options for delivery of local services and within that what the future role of St Barnabas community hospital will be.</i></p> <p><b>13.7</b> <i>The implications of all this for St Barnabas Hospital are therefore not yet known. Given the town's proposed growth to</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>needs dialysis unit placed in St Barnabas to save local residents the time and travel to Eastover</p> <p><b>C147[2]</b> The league of Friends of St Barnabas have raised thousands of pounds over the years to keep the hospital a community hospital but still it has closed we need it reopened for our ever expanding community, this should be high priority.</p> <p>Improvements. Saltash is constantly expanding we need more doctors and more medical services, dentists, social care and quality assured residential and nursing homes.</p> <p><b>C149[2]</b> Will this be possible in the present and settled political climate?.</p> <p><b>C173[4], 177[4]</b> Support St Barnabas proposals</p> <p><b>C179</b> support. GP and health buildings. Retain St Barnabas for health use.</p>	<p><i>2030, it is important to consider the town's future health and care needs and to ensure that all resources and local assets are utilised to their maximum as indicated by this need. The aspirations of the local community are to ensure a modern health and care system that is fit for the future. This may involve delivering services in a different way and the local community will be involved in the discussions and evaluation of these ideas. Any change in services or provision of alternative services will need to improve the health and wellbeing of the local population, address health inequalities and be based on the projected future population needs in relation to services and support required to meet those needs. The options for change (considering both how services are provided and where they are provided) will determine the future role of St Barnabas community hospital.</i></p> <p><i>13.8 The current service review recognises that any perceived or actual loss of local health and care services, building assets or permanent change to the services offered there will only be acceptable where the proposal shows there is no need for the facility or service, it is not viable; or adequate facilities or services exist or the service can be re- provided in alternative accessible locations or in different, more effective ways.</i></p> <p><b>POLICY HWB 3 – THE FUTURE OF HEALTH AND CARE PROVISION IN SALTASH</b></p> <p><i>1. Proposals for the regeneration and enhancement of local GP surgeries, community health and social care services (which may include development of new ways of working including use of existing services, buildings and support infrastructure) will be supported, subject to:</i></p> <p><i>i. Sufficient evidence of local public and staff engagement in the development and evaluation of options</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
		<p><i>ii. Sufficient evidence that proposals are based on population need and aim to enhance local services and improve the health and wellbeing of the local population</i>  <b>PLUS I to iv from deleted HWB4 (see below)</b></p> <p><i>2. The following enabling development will be supported at appropriate based on the above evidence:</i></p> <ul style="list-style-type: none"> <li><i>i. Workshop, business and retail space for health and care-related activities</i></li> <li><i>ii. Residential development including key sector worker housing</i></li> <li><i>iii. Flexible housing and accommodation options with care and support e.g. extra care housing</i></li> <li><i>iv. Fitness and wellbeing facilities including improved access to green space</i></li> <li><i>v. Community ‘hub’ provision for health, care and community services, support and information and/or the administration of the same’</i></li> </ul> <p><i>3. Appropriate alternative re-use of the St Barnabas Hospital building will be supported subject to other policies in this NDP (H5, ENV1, ENV4, ENV7) and the CLP (24). Demolition of the building will not be supported.</i></p> <p><b>B22[4], B22 [5] Accepted.</b> See above. <b>C11[6], C21[1], C26[10], C40[4] C137, C147[2], C149[2], C173[4], 177[4] C179. Support and comments noted.</b> However, NHS provisioning is outside the legal remit of the NDP. The revised text proposed supports the retention of health buildings in the area, and the retention of the building, but cannot insist it be used for health purposes.</p>
Policy HWB 4 – Provision and Expansion of G.P. Surgeries	<b>C11[6], C26[9]</b> Adequate health services in place before Broadmoor starts. <b>C29[4] c54[2]</b> It’s vital to have increase	<b>C11[6], C26[9], C29[4], c54[2], C149[2]. Support noted.</b> The policy sets land use policy to help ensure that any GP expansion is



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>community services for the future growth of the town especially schools and health.  <b>C149[2]</b> Will this be possible in the present and settled political climate?.</p>	<p>acceptable in land-use planning terms and makes no reference to public sector investment policy.  <b>NOTE: Given the amendments to HWB3 proposed above, it is recommended that HWB sub sections I to iv be transferred to follow new HWB3.1, and that HWB4 be deleted.</b></p>
<p>Policy HWB 5 - Protection of Important Community Facilities</p>	<p><b>C29[3]</b> Protection of community sites is vital for opportunity for community gatherings and allow the feeling of belonging and part of the town.  <b>C31[1]</b> Would like to see more reference to facilities and services for children and young people within Saltash.  <b>C40[5]</b> Please add 'Railway Station' possibly consider altering 'Post Office' to 'Post Office and parcel pickup facility'  <b>C104[5]</b> If the town is to move forward, there needs to be adequate community services, so this is another important feature of the plan  <b>C149[2]</b> Will this be possible in the present and settled political climate?</p>	<p><b>C29[3], C31[1], C40[5], C104[5], C149[2]. Support noted and accepted. Amend policy by adding 'The Railway Station' and Post Office' to 'Post Office and parcel pickup facility'</b></p>
<p><b>14. Meet the Growing Demand for Additional Sport, Recreation and Leisure Facilities</b></p>		
<p>Policy LEI 1 – Key Strategic Open Spaces</p>	<p><b>C11[2]</b> Move the Football Ground and make that area the main car park for visitors to Saltash  <b>C20[1]</b> we need an all-weather running track.  <b>C33[1]</b> Should refer to Coombe Valley, which is shown as a LEI 1 site on Figure 28.  <b>C40[6]</b> NDP should identify site for A new Sports Stadium to provide high quality world class assessable sporting facilities for football, rugby and athletics tec. The stadium could also provide a venue for entertainment such as concerts. This might also free up the current football ground to provide land for health and community facilities at Warfelton depending on where it was located, possibly on the Broadmoor site.  <b>C104[6]</b> Leisure facilities are also important and there needs to be more opportunities for people to access them</p>	<p><b>C11[2] Not accepted.</b> The Saltash FC site is not available and would be too far a walk from town centre to be of any use to TC users.  <b>C20[1] Noted.</b> A specific need for athletics or running track was not identified in the NDP scoping community engagement, whilst the 2014 open spaces report prepared by Cornwall Council noted that there was a limited future requirement for 'public sport' provision So far as can be ascertained from the NDP land assessments there is no flat area available in Saltash that would be suitable for an athletics track. Also available in plymouth   Also, it cannot be assumed that either Cornwall or Saltash Town Councils will have investment available to invest into such a facility. The UK Athletics Facilities Strategy 2014 - 2019 says that a club run venue would need a membership of 100 + members to be sustainable. Whilst running is a popular activity locally (ie Tamar</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C133[4]</b> it is important that new recreational activities are created nearer the town centre and not at the extremities of any new development existing facilities, notably at Chapel Field, Warfelton and Moorlands Lane need major upgrading with provision for parking.</p> <p><b>C134</b> Provide benches at Chapel Field which has had no improvements such as those at Longtone Park and Warfelton Regularly trim/control vegetation growing over footpaths in the Latchbrook area and Yellow Tor road itself Play area could also be provided at Chapel Field noting that St Dominic has a far superior play area than anything in Saltash!</p> <p><b>C142[1]</b> What has happened to the Broadmoor farm housing Road sports pitches neighbourhood centre education? It is 2019 and this was proposed in 2014!!</p> <p><b>C169[4]</b> no mention of angling facilities – which was a major part of Saltash Heritage – and is a major recreation for millions of people. provide fishing facilities. For anglers. See petition.</p>	<p>Trotters), there is no evidence of a wider athletics movement that might support such a project. The creation of a ‘Compact Athletics Facility’ within the Saltash.net school might be an alternative but would still require a considerable financial outlay and also a committed partnership with a strong anchor athletics club, regular community athletics usage and a comprehensive competition/events programme.</p> <p>If the focus was on running alone, a closed-circuit running route would be subject to the same issues as above, although co-location with the Academy might be more feasible. Alternatively, a localised/modified version of the UKA ‘Greenline’ fitness loop may be possible, and although it would not address formal competition needs it might be part of the ‘recreation offer’ for Saltash. (‘Greenline’ is more about providing easy access to physical activity (walking and jogging) opportunities that provide a gateway to regular participation, rather than competition.)</p> <p>Therefore, it is not considered that the concept of a running/athletics track is something that the NDP can deliver. However, in accordance with NPPF guidance on promoting healthy and safe communities, and UK Govt health advice to increase activity as part of a healthy lifestyle , measures to support greater access to sports is appropriate in a NDP and a policy to the effect that an athletics track will be supported subject to criteria, and a Plan project to develop both a strong anchor club and the physical facility is justified</p> <p>NOTE: The opportunity to clarify the role of key strategic and local green spaces and review the LGS evidence has been taken to ensure that the lists of sites involved do not conflict, resulting in revised Policies LEI 1 and LEI 2.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
		<p><b>Revise Policy LEI1 and supporting text as follows:</b>  <b>POLICY LEI 1 – KEY STRATEGIC <i>SPORTS, LEISURE AND RECREATION</i> OPEN SPACES</b></p> <p><i>14.4 JUSTIFICATION – Open spaces are a key element of community well-being (See Figure 27). Nationally, inactivity contributes to 1 in 6 deaths each year which equates to around 800 deaths in Cornwall and Isles of Scilly. Physical activity has been shown to be effective in the prevention and treatment of a range of conditions with the potential to improve mental health, wellbeing and overall quality of life. It can also improve the educational attainment of children, help reduce anti-social behaviour and build self-esteem across the life course, contribute to urban regeneration, increase work productivity and employment. The Physical Activity Strategy for Cornwall aims to transform activity levels in Cornwall to generate significant improvements in physical, mental, social and economic health. The Joint Strategic Needs Assessment for Cornwall shows that in the Saltash area approximately 22% of the population are inactive 33.4% compared to 12.7 nationally.</i> The DPD records (in Para 13.49) that Saltash has a higher than average amount of publicly accessible open spaces. Many perform a strategic purpose, implying that NPPF Para 97 should apply to them. The Draft Cornwall Sports Pitch Strategy indicates a latent demand for sports pitches of 0.88ha. The proposed strategic housing area at Treledan will be too far from existing open spaces to benefit from them, and therefore new open space and recreation sites covering Broadmoor woods and playing fields fronting Stoketon Cross Road will be provided as part of that development.</p> <p>14.5 Policy LEI 1 Intention – <i>The policy will help to secure those facilities for current and future residents.</i> For the avoidance of doubt, this policy identifies the Key Strategic Open spaces that it is</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
		<p>considered should be protected under NPPF Para 97. The new Treledan area will include green spaces and leisure facilities that will also be covered by policy LE11</p> <p><b>POLICY LE1 1 – KEY STRATEGIC <i>SPORTS, LEISURE AND RECREATION OPEN SPACES</i></b></p> <p><i>Proposals to enhance, improve and extend:</i></p> <ul style="list-style-type: none"> <li><i>i. public access sports facilities,</i></li> <li><i>ii. school pitches and outdoor sports clubs,</i></li> <li><i>iii. strategic green spaces, corridors and accessible fringe countryside,</i></li> <li><i>iv. parks and gardens, civic spaces, and main playspaces,</i></li> </ul> <p><i>As shown on Figure 28 will be supported.</i></p> <p><i>Development proposals resulting in the loss of these facilities will not be permitted unless it can be demonstrated that the land and/or facility is no longer required for its sports, leisure or recreational use and that the proposed development provides for equivalent or better facilities; or alternative sports and recreational provision, the needs for which are clearly greater than the long-term value of the sports, leisure or recreational facility that would be lost.</i></p> <p><i>The standards set out in Table XX below will be the basis of the S106 sports, leisure and recreation open spaces requirements for new development.</i></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED																																																							
		<p align="center"><b>Increased population estimate of: 18,446 (1000 new dwellings)</b></p> <table border="1"> <thead> <tr> <th data-bbox="1308 288 1525 448">Type</th> <th data-bbox="1525 288 1704 448">Existing requirements based upon assessment of distribution</th> <th data-bbox="1704 288 1861 448">Recommend.s on future provision</th> <th data-bbox="1861 288 1995 448">Future quantity provision standard town wide (m<sup>2</sup>/ person)</th> <th data-bbox="1995 288 2136 448">Minimum quantity needed for new housing NW of A38. (m<sup>2</sup> per dwelling)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1308 448 1525 488"><b>1. Parks, amenity</b></td> <td data-bbox="1525 448 1704 488">-</td> <td data-bbox="1704 448 1861 488">Existing provision could partly meet future needs</td> <td data-bbox="1861 448 1995 488">8.70</td> <td data-bbox="1995 448 2136 488">20.00</td> </tr> <tr> <td data-bbox="1308 488 1525 528"><b>2. Natural space</b></td> <td data-bbox="1525 488 1704 528">-</td> <td data-bbox="1704 488 1861 528"></td> <td data-bbox="1861 488 1995 528">18.67</td> <td data-bbox="1995 488 2136 528">32.78</td> </tr> <tr> <td data-bbox="1308 528 1525 608"><b>3. Public sport</b></td> <td data-bbox="1525 528 1704 608">New provision to form part of strategic hub facility</td> <td data-bbox="1704 528 1861 608">Increased to meet future Playing Pitch Standard</td> <td data-bbox="1861 528 1995 608">46.9 – typ8</td> <td data-bbox="1995 528 2136 608">34.50</td> </tr> <tr> <td data-bbox="1308 608 1525 663"><b>4. Children’s Equipped Play</b></td> <td data-bbox="1525 608 1704 663">Rationalisation needed. Carkeel deficient.</td> <td data-bbox="1704 608 1861 663">In line with county standard</td> <td data-bbox="1861 608 1995 663">0.70</td> <td data-bbox="1995 608 2136 663">1.61</td> </tr> <tr> <td data-bbox="1308 663 1525 711"><b>5. Teen provision</b></td> <td data-bbox="1525 663 1704 711">West Saltash</td> <td data-bbox="1704 663 1861 711"></td> <td data-bbox="1861 663 1995 711">0.33</td> <td data-bbox="1995 663 2136 711">0.55</td> </tr> <tr> <td data-bbox="1308 711 1525 751"><b>6. Allotments</b></td> <td data-bbox="1525 711 1704 751">North or west</td> <td data-bbox="1704 711 1861 751">Increase</td> <td data-bbox="1861 711 1995 751">1.00</td> <td data-bbox="1995 711 2136 751">2.30</td> </tr> <tr> <td data-bbox="1308 751 1525 791"><b>7. Cemeteries</b></td> <td colspan="2" data-bbox="1525 751 1861 791">Assumes no increase within study boundary</td> <td data-bbox="1861 751 1995 791">1.18</td> <td data-bbox="1995 751 2136 791">-</td> </tr> <tr> <td data-bbox="1308 791 1525 855"><b>8. School pitches &amp; clubs</b></td> <td data-bbox="1525 791 1704 855">Requires increased availability to community.</td> <td data-bbox="1704 791 1861 855">See typ. 3.</td> <td data-bbox="1861 791 1995 855">46.9 - typ3</td> <td data-bbox="1995 791 2136 855">-</td> </tr> <tr> <td colspan="3" data-bbox="1525 855 1861 887"><b>Total</b></td> <td data-bbox="1861 855 1995 887"><b>77.48</b></td> <td data-bbox="1995 855 2136 887"><b>-</b></td> </tr> <tr> <td colspan="3" data-bbox="1525 887 1861 919"><b>Total for 1 – 6 (standards apply)</b></td> <td data-bbox="1861 887 1995 919"><b>37.75</b></td> <td data-bbox="1995 887 2136 919"><b>91.75</b></td> </tr> </tbody> </table> <p>Insert in NPPF Summary:  <i>The NPPF says that planning policies should aim to achieve healthy, inclusive and safe places which enable and support healthy lifestyles (Para 91) and support the delivery of local strategies to improve health (Para 92).</i></p>	Type	Existing requirements based upon assessment of distribution	Recommend.s on future provision	Future quantity provision standard town wide (m <sup>2</sup> / person)	Minimum quantity needed for new housing NW of A38. (m <sup>2</sup> per dwelling)	<b>1. Parks, amenity</b>	-	Existing provision could partly meet future needs	8.70	20.00	<b>2. Natural space</b>	-		18.67	32.78	<b>3. Public sport</b>	New provision to form part of strategic hub facility	Increased to meet future Playing Pitch Standard	46.9 – typ8	34.50	<b>4. Children’s Equipped Play</b>	Rationalisation needed. Carkeel deficient.	In line with county standard	0.70	1.61	<b>5. Teen provision</b>	West Saltash		0.33	0.55	<b>6. Allotments</b>	North or west	Increase	1.00	2.30	<b>7. Cemeteries</b>	Assumes no increase within study boundary		1.18	-	<b>8. School pitches &amp; clubs</b>	Requires increased availability to community.	See typ. 3.	46.9 - typ3	-	<b>Total</b>			<b>77.48</b>	<b>-</b>	<b>Total for 1 – 6 (standards apply)</b>			<b>37.75</b>	<b>91.75</b>
Type	Existing requirements based upon assessment of distribution	Recommend.s on future provision	Future quantity provision standard town wide (m <sup>2</sup> / person)	Minimum quantity needed for new housing NW of A38. (m <sup>2</sup> per dwelling)																																																					
<b>1. Parks, amenity</b>	-	Existing provision could partly meet future needs	8.70	20.00																																																					
<b>2. Natural space</b>	-		18.67	32.78																																																					
<b>3. Public sport</b>	New provision to form part of strategic hub facility	Increased to meet future Playing Pitch Standard	46.9 – typ8	34.50																																																					
<b>4. Children’s Equipped Play</b>	Rationalisation needed. Carkeel deficient.	In line with county standard	0.70	1.61																																																					
<b>5. Teen provision</b>	West Saltash		0.33	0.55																																																					
<b>6. Allotments</b>	North or west	Increase	1.00	2.30																																																					
<b>7. Cemeteries</b>	Assumes no increase within study boundary		1.18	-																																																					
<b>8. School pitches &amp; clubs</b>	Requires increased availability to community.	See typ. 3.	46.9 - typ3	-																																																					
<b>Total</b>			<b>77.48</b>	<b>-</b>																																																					
<b>Total for 1 – 6 (standards apply)</b>			<b>37.75</b>	<b>91.75</b>																																																					
Policy LEI2 – Local Green Spaces	<p><b>B25[2]</b> Para 14.7 has been truncated.</p> <p><b>C6[3]</b> The copse and quay at Forder which has for many years been used without permission and is currently the subject of a Village Green application, be added to the Local Green Area Register to enhance the protection of an area that gives much pleasure to many people.</p> <p><b>C6[4]</b> The sport fields at both Saltash.net and Bishop Cornish schools should be protected by the Neighbourhood Plan</p>	<p><b>B25[2] Accepted.</b> Amend text.</p> <p><b>C6[3] Accepted.</b> Apart from the Village Green issue, the land, and that alongside leased by or maintained by FCCA is of public value and used by local people and fits the definition of local green. <b>Add ‘Copse and Quays at Forder’ to Policy LEI2 list.</b></p> <p><b>C6[4]. Accepted.</b> In fact, they already are by national policy and Policy LEI 1.</p>																																																							

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>against future change of use, (Including any part of those sports facilities owned by Cornwall Council</p> <p><b>C22[7]</b> Green spaces and playspaces should be linked in order to meet objectives 3 (SN2) and all of objective 7. Recreational spaces should be linked where possible by accessible 'green corridors' with proposed tree planting. Objectives 2, 3, 4, 7 and 10 should be considered concurrently.</p> <p><b>D2[10]</b> Figure 28 – Key Strategic and Local Green Spaces Figure 28 links with Policy LEI1 (Key Strategic Open Spaces) and references Broadmoor Woods POS and Broadmoor Playing Fields in relation to the Treledan development. Figure 28 should align with the approved Treledan Parameter Plan (5. Landscape and Open Space Requirements) and we therefore request that this figure is updated – see Appendix 2 for the approved parameter plan, for ease of reference.</p>	<p><b>C22[7] Not accepted.</b> The aim of the policy is to offer protection to these sites. Many of the green spaces and key strategic open spaces are already linked.</p> <p><b>D2[10] Accepted. Update Figure 28 and Policy LEI 2 (See below).</b></p> <p>NOTE: The opportunity to clarify the role of key strategic and local green spaces and review the LGS evidence has been taken to ensure that the lists of sites involved do not conflict and that coverage is consistent, resulting in revised Policies LEI 1 and LEI 2.</p> <p>Amend Policy LEI 2 as follows:  <b>POLICY LEI 2: LOCAL GREEN SPACES</b>  <i>The following locations (see Figure 28) are designated as Local Green Spaces, :</i></p> <ul style="list-style-type: none"> <li><i>i. Elwell Woods</i></li> <li><i>ii. Deacon Drive</i></li> <li><i>iii. Wearde Farm</i></li> <li><i>iv. St Stephens Cemetery</i></li> <li><i>v. Forder Riverside and Copse</i></li> <li><i>vi. St Stephens Road</i></li> <li><i>vii. Frobisher Drive and Mulberry Road green spaces</i></li> <li><i>viii. Warfelton Crescent</i></li> <li><i>ix. Church Road</i></li> <li><i>x. Burraton green spaces</i></li> <li><i>xi. Latchbrook green spaces</i></li> <li><i>xii. Gallacher Way</i></li> <li><i>xiii. Ashton Way Play Area</i></li> <li><i>xiv. Pillemere green spaces</i></li> <li><i>xv. Trematon green spaces</i></li> <li><i>xvi. Trehan green spaces</i></li> <li><i>xvii. Treledan incidental open space, landscaping and play areas (after provision).</i></li> </ul>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Policy LEI3- Conservation, Enhancement and Creation of Local Green Spaces		
Policy LEI 4 – Dilapidated Play Spaces	<b>C22[4]</b> The phrases 'safeguard playspaces which have become dilapidated and 'preserve dilapidated playspaces' show no commitment to meeting the growing demand for leisure facilities or meeting environmental objectives.	<b>C22[4]. Not accepted.</b> The approach to meeting future demands is elsewhere in the plan and the proposed amendment to add to LEI. The aim of LEI4 is to ensure that existing but poor playspaces are retained for use when funds allow for reinstatement, and not developed for other use.
Policy LEI 5 - Allotments	<p><b>B25[1]</b> Project 5 – has now been completed.</p> <p><b>C8</b> Allotment provision is inadequate – Saltash Town Council must:</p> <ol style="list-style-type: none"> <li>1. Carry out a thorough assessment of need to assess gaps in service whilst complying with the whole gambit of legislation and policy that is available and pertinent i.e. allotments act 1922</li> <li>2. Better use of section 106 agreements for provision and development of sites</li> <li>3. Use surplus land as temporary allotments rather than mothballing it</li> <li>4. Ensure allotment management is linked to other council strategies</li> <li>5. Ensure surplus land is put to alternative uses (community gardens)</li> <li>6. Regularly consult with users developing an allotment charter</li> <li>7. Recommend planning policy recognises demand</li> <li>8. Install a compensation system</li> <li>9. Recognise disabled allotmenters have different needs</li> <li>10. Provide sites that have been tested for chemicals that would endanger life if ingested</li> <li>11. Advertise provision of allotments et cetera</li> </ol> <p><b>C138[11]</b> In agreement allotments and green spaces are vital for all age groups to help them respect their environment.</p>	<p><b>B25[1]</b> Accepted. <b>Update text</b></p> <p><b>C8 Partly accepted.</b> Items 3, 4, 5, 6, 8, 10 and 11 are management rather than planning matters. 1, 2 and 7 are covered in the proposed changes to policy LEI1 above.</p> <p><b>C138[11] Support noted.</b></p> <p>NOTE: The opportunity to clarify the role of key strategic and local green spaces and review the LGS evidence has been taken to ensure that the lists of sites involved do not conflict and that coverage is consistent, resulting in a revised Policy LEI 2 which now excludes allotments as they are covered by Policy LEI 5. Therefore, insert new Para as follows:</p> <p><b><i>14.19 Existing allotment sites at Grenfell Road, Fairmead Road, Saltash Community School, Wearde Road and Churchtown are shown on Figure 28.</i></b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
<b>15. Improved and Sustainable Connectivity</b>		
Introduction	<p><b>C1[1]</b> Desirable to reduce the number of car journeys within the town shopping journeys to Fore Street can be encouraged to use buses by a faster smoother and safer bus network. Suggested improvements: to encourage use of public transport and provide a safer environment for bus users pedestrians and car users all main bus routes should be made subject to parking restrictions which will allow busses to run smoothly without starting/stopping, reducing noise impact and making journeys more comfortable. Priority route for this is Callington Road adjacent to Longstone Park between fire station and Kimberley Stadium, Oaklands Drive and Yellow Tor Road. Some replacement parking is possible to meet local residents needs.</p> <p><b>C7</b> Action needed to stop the traffic chaos at Carkeel roundabout and Gilston Road.</p> <p><b>C11[5]</b> All road Infrastructure to be in place before housing commences on Broadmoor</p> <p><b>C11[8]</b> bus route to be reorganized and rerouted so the public are dropped off at main car park at the bottom of Fore Street prior to journey to Plymouth</p> <p><b>C11[11]</b> Main roundabout to have gantry signs above the road (not on the road edges) as it is now.</p> <p><b>C16</b> No mention is given of bus services in Saltash. We have a good bus service which could be better if timetabling was better &amp; better integrated with rail services both in Saltash &amp; Plymouth.</p> <p><b>C17</b> Rush hour in Fore Street is appalling. Too many Buses all following the same route...Cyclists using Fore Street? What's wrong with using the parallel roads and not creating a traffic jam. The speed humps are not pedestrian crossings so why do</p>	<p><b>C1[1], C7, C11[8], C11[11], C17, C22[1], C26[5], C26[6], C28, C54[3], C86[3], C92[10], C99[2], C131[3], C131[4], C142[7], C143[2], C144, C176[2], C167, C149[3] Noted.</b> However, the management of parking restrictions, bus route selection and frequency, road signage, speed limits, traffic calming, is not within the remit of the planning system and the NDP. Although not required for Cornwall's growth up to 2030 (and therefore outside the timescale of this NDP), Cornwall Council has indicated that it will work with Plymouth City Council to examine opportunities for a western corridor Park and Ride facility to serve both the communities of Cornwall and Plymouth.</p> <p><b>C11[5], C26[2], C35[2], C131[2], C135, C146[2], C151[1], C154, C159[9], C176[3] Noted.</b> The provision of road infrastructure in response to the Treledan and Gilston Road developments is controlled through the Planning Application and legal agreements negotiated by Cornwall Council.</p> <p><b>C16. Not accepted.</b> The NDP cannot require bus and rail services but can encourage the provision of the physical infrastructure that supports their use, for example as in Policy EM1, Policy CON5 and Policy CON8.</p> <p><b>C29[1], C52[3], C97[2], C177[1] Support noted.</b></p> <p><b>C118[1], C125[3] Partly accepted.</b> In terms of a reference to these issues in general in the key issues section, it is accepted that mention should be made of them because DPD Policy SLT-H1 d) is so general as not to be clear that it refers to connectivity to both Carkeel and the Town Centre/A38 and also to vehicular movement (see below). However, the detailed points made would be most appropriately be dealt with at planning application stage, when</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>people assume they are. Finally the free car parking on either side of Fore st should be chargeable and the car parks free on weekends ..</p> <p><b>C22[1]</b> Poor highway design is leading to unsafe conditions for local people - Lower speed limit on stretch of A38 between slip road from Saltash to beyond Crooked Inn/Broadmoor Farm Junctions</p> <p><b>C26[2]</b> Get Carkeel Roundabout and developments sorted out, do not agree to any further development in this area until this happens.</p> <p><b>C26[5]</b> There are motorbike racers speeding up and down from the tunnel to Carkeel and also along new road, especially at the weekends and late into the night. A speed camera would be useful, especially as we have limited number of police now in the town, another sore point in the town!</p> <p><b>C26[6]</b> Parking issues all around the town are becoming a headache and dangerous - more double yellow lines might help and speed restrictions. Park and ride facilities for Plymouth.</p> <p><b>C28</b> The main road very near to the turn off from the Saltash tunnel is impacted massively with noise and pollution as a result of increased traffic coming off this junction (going to Plymouth and taking the left turning). Speed limits also regularly exceeded and pathways dangerous as is crossing to Saltmill area. There are no traffic calming measures. With an increase in population this junction could be used more and as a result impact on the noise levels. Has this been measured? What is the impact on pollution on this area?</p> <p><b>C29[1]</b> Better connectivity would benefit Saltash enormously.</p> <p><b>C35[2]</b> Also the ensuing traffic chaos from the Gilston Rd development has clearly not been thought through properly. All these vehicles coming out from Gilston Road is just ludicrous. Even if the road had been widened slightly to allow</p>	<p>more precise details of the proposed development are available for consideration.</p> <p>[DPD Policy SLT-H1 already makes general provision: <i>Policy SLT-H1 '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);</i> j) <i>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'</i>]</p> <p><b>Amend para 15.3 as follows:</b> <b><i>15.3 Key issues for consideration in the Cornwall Local Plan Site Allocations DPD, the Saltash NDP, and in planning applications include...</i></b> <b>Then add a further bullet point:</b></p> <ul style="list-style-type: none"> <li><b><i>The need to address road capacity and alignment and safe pedestrian/cycling movement from the North Pill DPD housing allocation.</i></b></li> </ul> <p><b>Update FIGURE 30: SALTASH SUSTAINABLE CONNECTIVITY STRATEGY to incorporate latest version of DPD.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>two cars to exit the road would help. It would mean cars turning left towards Saltash would not get stuck behind cars turning right towards the roundabout. A road linking development to Pilmere would also help and relieving pressure.</p> <p><b>C52[3]</b> Sustainable connectivity - Saltash and its residents would benefit from improved foot/cycle links which encourage non-car trips. An example, since McDonald's opened at Carkeel the increased foot traffic from Saltash is noticeable.</p> <p><b>C54[3]</b> Parking is a real problem not only in the main street but in the surrounding streets. Often people can't park outside their own houses. We are living in an age when most homes have at least 2 vehicles and traffic flow is a problem.</p> <p><b>C86[3]</b> Improve Bus time table or some way of controlling the number of buses entering Fore Street. Stop any vehicle parking on Fore Street pavements or double parking.</p> <p><b>C92[10]</b> Free parking should be available for vehicles at parking hubs around the town, to keep them off Fore Street, and bring air pollution down in that area. Then...switch to free public transport within the town, while parking spaces are 'greened'. This should eventually drag people out of their cars.</p> <p><b>C97[2]</b> Increased development in Saltash will result in increased usage causing even more congestion and risk than at present.</p> <p><b>C99[2]</b> Prioritise pedestrian and residents health and safety By EFFECTIVE measures especially speed cameras with ENFORCEMENT and SIGNAGE. TRAFFIC REDUCTION eg PARK AND RIDE, DIFFERENTIAL TOLLS on bridge, BETTER PUBLIC TRANSPORT SAFE PEDESTRIAN AND CYCLE ROUTES.</p> <p><b>C118[1] [2], C125[3]</b>, There is nothing in the Key Issues of NDP at para 15.3 to cover access to planned development at</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>North Pill of 85 houses and access to the China Fleet Country Club.... As things stand, there is already motor congestion at Cutlers Corner and Glanville Terrace. There is also no proper provision for pedestrians. There are undersized and irregular footpaths or no footpaths at all past Salt Mill. Congestion is increased further when sports events are held at Salt Mill. Even without further development, construction traffic, etc., the provision of emergency vehicles to North and Middle Pill and the China Fleet Club is inadequate. This needs to be addressed as per Figure 29. Cutlers Corner, a notoriously ambiguous and congested junction, is not mentioned. There are no provisions for pedestrian crossings around or nearby this junction. The pavements down Glanville Terrace, adjoining this junction, are inadequate, too narrow in parts, and there is a complete lack of pathway provision beyond Salt Mill to the China Fleet boundary.</p> <p><b>C131[2]</b> Stoketon Cross roundabout now.</p> <p><b>C131[3]</b> 1 hour free parking in all car parks and Fore Street</p> <p><b>C131[4]</b> More disabled parking around Fore Street</p> <p><b>C135</b> Whereas I support the additional shopping at Carkeel, I cannot agree that ‘good access, parking and circulation’ has been considered. I work in a small business that uses that access road constantly through the day. Access to the new site has not been developed properly and no consideration given to the volume of traffic/use. Suggested improvements - an access road from the roundabout or a road out developed past the Travis Perkins site on a new road.</p> <p><b>C142[7]</b> Parking of residents cars is a problem. Areas which need attention of Glebe Avenue from outside of Saltash Wesley Hillside junction with Glebe Avenue St George’s Road and other areas. Emergency services cannot gain access in some areas. We have a good bus service but if one wishes to travel to North Cornwall, Central and West Cornwall for work</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>or leisure a car is necessary as journey time by public transport takes too long.</p> <p><b>C143[2]</b> Saltash has long been in need of a Park and ride scheme/car share. Radical solutions such as toll incentives on the bridge against single occupancy vehicles as in Australia. Prioritise pedestrian safety – will help get people out of their cars e.g. speed cameras enforcement of speed limits/discourage traffic from using North Road as a rat run. Improved signage emphasising special limits and residential area priority.</p> <p><b>C144</b> . I would suggest a Park and ride to connect not only the centre of Saltash but also to carry on to Plymouth.</p> <p><b>C146[2]</b> Reducing pavement size outside Lidle to double exiting the new retail Park is surely obvious – locals cannot turn left – without queueing for an age – so simple but it seems not?</p> <p><b>C149[3]</b> Make double yellow lines in outlying roads in Saltash to make these areas safer to get in and out of, and to make motorists use the car parks.</p> <p><b>C151[1]</b> Pitiful failure to egress the Allston Road/Callington Road junction – it’s so obvious. Why not forbade a right-hand turn and force all traffic to use the pill mini roundabout? It was already bad with LIDL traffic, now litter chaos with McDonald’s et cetera business retail Park.</p> <p><b>C154</b> Something needs to be done about Carkeel roundabout before someone is killed there. Horns are always heard and last week someone very fast went through just missed my car. There needs be lights to stop cars from coming out from Saltash side. (Not light in middle) and also yellow box.</p> <p><b>C159[9]</b> I could not see any discussion of the junction at Stoketon Cross. With 1000 new homes and a new industrial estate this junction will become a lot busier than it is now.</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>How will traffic be controlled and routes to prevent gridlock on the A38? And A388?</p> <p><b>C167.</b> Bus drivers, complain about Long Park Road and Fairmead where parents dump their cars. The road Fairmead Road up to Yellow Tor villa is ridiculous two cars cannot pass, large vehicles use it also. Just recently the cottage near (on the junction) which is listed was hit, the cottage opposite had their front wall caved in. This seriously needs to be sorted out. Also the school rat runs who use Fairmead have caused accidents speeding to get up Barkers Hill. Also apart from cutting grass outside Down Close bungalows the Fairmead Road needs also to be trimmed regularly and the lane we have to walk along (no pavement) opposite down close never gets maintained. It's got to the stage where it is dangerous especially at night to walk through. Having to take your chances on the road.</p> <p>Improvements:</p> <ol style="list-style-type: none"> <li>1. impose dedicated no parking times (school AM/PM on Long Park Road down to Church Road roundabout also promised double yellow lines, down from Burraton school (Fairmead).</li> <li>2. Also promised years ago, designate 1 Way Fairmead Rd from T-junction Longlands/Barkers Hill Road up to Yellow Tor Villa (narrow road). Hedges are never trimmed, to stop dangerous school rat runs as they use Barkers Hill one-way. Also may reduce large vehicles trying to negotiate dangerous T-junction (properties have been damaged). We thought Barkers Hill was marked one way for buses to use (no service now).</li> </ol> <p><b>C176[2]</b> 1 improve bus service links around the town, Saltash station. The up platform needs attention – raising to allow passengers to get on and off!</p>	

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C176[3]</b> when Broadmoor has been completed – Callington Road needs widening, better public transport</p> <p><b>C177[1]</b> it is vital in any development of Saltash that there is a proper transport infrastructure to support it – utilising trains and ferries.</p>	
<p>Policy CON1 – The Green Boulevard</p>	<p><b>C1[2]</b> Note the Green boulevard would clearly benefit from parking restrictions to improve the flow of traffic and promote road safety.</p> <p><b>C11[4]</b> plan a route so that occupants of Broadmoor can walk or cycle on designated traffic free routes to town centre</p> <p><b>C13</b> to improve the appearance of this route, the facilities companies using overhead wires (Open Reach and Western Power) be requested to put their wires underground.</p> <p><b>C22[2]</b> 'Green Boulevard' would really enhance Saltash</p> <p><b>C84[2]</b> An admirable proposition and would greatly enhance the town for all residents and visitors. Sufficient planting would also absorb large amounts of run-off, provide shade in summer and clear the air. It would also allow primary age children to safely walk to school away from major routes....Consider including a statement that the creation of the corridor would include measures to reduce car traffic to access only-or at least slow it dramatically, add a dedicated lane for cycling/walking and provide proper public transport links to connect the neighbourhoods to the town and reduce short car trips?</p> <p><b>C103[3]</b> Applaud the inventive idea of a "Green Boulevard" linking to the town centre but appreciate that such an innovative development is an example of "blue-sky thinking" at the moment.</p> <p><b>C130[1]</b> Agree with the idea of the green boulevard, especially making it easier to access the heart of town by bike. But why not consider something more future proof .... a tram, which would just do one route from a new centre at carkeel to the</p>	<p><b>C1[2], C13, C22[2] C84[2] C103[3] C130[1] C138[3] C148[1], C153 C162[2] Support Noted.</b> However, the management of parking restrictions, the placing of overhead power and phone lines, bus route selection and frequency, road signage, speed limits, traffic calming, is not within the remit of the planning system and the NDP. Also the NDP cannot propose initiatives for which there is no prospect of investment.</p> <p><b>C11[4] Noted.</b> The provision of road infrastructure in response to the Treledan and Gilston Road developments is controlled through the Planning Application and legal agreements negotiated by Cornwall Council.</p> <p><b>C130[2] Noted,</b> and will be partly addressed by current CC scheme (Policy CON10) However, the NDP cannot make provisions for areas outside its geographical limits.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>old centre at Fore st, with perhaps a link down lower fore street which would help local residents access the waterside and draw in the wider area and tourists from further afield to a newly developed attractive waterside.</p> <p><b>C130[2]</b> Would like to see better connectivity in accessing further west of Saltash by bike as the very presence of the A38 hinders this. A bike lane at specific points alongside the A38 would be beneficial and not difficult to put in place... specifically between Tideford and Landrake but all the way from Trematon to Tideford is preferable.</p> <p><b>C138[3]</b> green Boulevard is a good idea</p> <p><b>C148[1]</b> I very much support this plan. As a pedestrian I can tell you that walking along Callington Road in another direction is an absolute nightmare when crossing Gillston Road</p> <p><b>C153</b> Support, also removal of overhead utilities to underground ducts by Western power and open reach.</p> <p><b>C162[2]</b> the boulevard sounds great – how about an electric tram to run by it, ending by going down Fore Street and lower Fore Street to waterfront – with the aim of less cars and buses being used to access these areas.</p>	
Policy CON2 – North Road/New Road Distribution Route	<p><b>C9, C20[2]</b> Policy CON2 should require that ALL developers of future developments within Saltash are subject to rigorous planning conditions that tie them to traffic management plans that ensures zero/minimal traffic increases in NR/NR and Callington Road/Burraton Cross area. NR/NR should not be designated as a Distributor Route</p> <p><b>C10</b> There is no reference in the SNDP for management of the traffic emanating from the proposed development of 85 homes at Middle Pill. The policy is not robust enough to achieve that and must be amended to include traffic being directed away from New Road/North Road emanating from Middle Pill. Any developments in Middle Pill must exit away</p>	<p><b>C9, C20[2], C10, C56, C99, C166, C161[6], C169[2,] C169[8], C172[2], C125[3] Partly accepted.</b> The NDP does not designate North Road/New Road as a Distributor Road but recognises that it does actually perform this role and that traffic in this area may increase as a result of unplanned consequences of development stemming from the DPD and also from other developments. The NDP cannot require expensive road investments in excess of Cornwall Council’s plans expressed in the DPD and those accepted by the proper authorities to be adequate to handle increased traffic flows. However, adjustment of Policy CON 2 to draw the pertinent issues to the attention of the LPA and CC may be acceptable.</p>



**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p>from the North Road/Old Ferry Road/Granville Terrace Junction.</p> <p><b>C56</b> If North Pill site is necessary then my objection is to the road access from North Rd. This is already a fairly busy junction and much too narrow to support more traffic without widening, and that doesn't look possible without knocking down a house or two or taking gardens. Any increase in traffic on the road to China Fleet without substantial widening would be very dangerous.</p> <p><b>C99, C166</b> Concerns over increased traffic on North Road - Currently suffers from alternate , C143[1] traffic jams....Health and safety of residents already threatened by pollution and traffic using the road as a rat run refusing to stop at zebra or pelican crossings, and blocking of emergency vehicles...This will be exacerbated by proposed developments and the promised peace and tranquillity will be denied and further compromised to residents in this area.</p> <p><b>C161[6], C125[3]</b> CON 2 states nothing about the lack of pedestrian and cycle facilities in the Cutler's Corner Granville Terrace and salt Mill areas. The absence of crossing points in the Cutler's Corner area should be a matter of serious concern.</p> <p><b>C169[2]</b> no improvement plan for dangerous junction Ferry Road/North Road. plan to overcome dangerous roads and junction with Ferry Road et cetera</p> <p><b>C169[8]</b> show how fire and ambulance et cetera can get to middle pill down existing roads allowing for traffic increase.</p> <p><b>C172[2]</b> Policy CON2: it is obviously important to consider connections from Broadmoor onto New Road but also the effect of connecting with Callington Road near Hatt.</p> <p><b>C185[2]</b> Action is needed on the roundabout at carkeel - particularly for the Saltash traffic trying to cross roundabout &amp; exposed at light whilst waiting for green light.</p>	<p><b>Amend text and wording of CON 2 as follows:</b></p> <p>15.8 Justification – Following assessment it is expected that the route from the Latchbrook A38 junction along North Road to connect with bottom of Fore Street/ Tamar Bridge will become more frequented following the development at Treledan <i>and the North Pill developments</i>, partly as a means of avoiding potential congestion at Carkeel. <i>Traffic from other development sites may choose this route as well.</i> It is possible that this will have impacts <i>on the amenity of residents of North Road/New Road and</i> on new development along these routes, <i>and create possible congestion, road safety, noise and pollution issues.</i></p> <p>15.9 Policy CON2 Intention – To prepare for increased traffic from Burraton Cross and also to serve communities located off North Road</p> <p><i>'New proposals likely to gain their access from or lead to additional traffic routing through the North Road/New Road area, will be supported if they do not lead to unacceptable impacts on congestion, road safety, noise and pollution issues in this area. The Design and Access Statement should demonstrate how any such potential impacts have been assessed and mitigated'.</i></p> <p><b>C185[2] Noted.</b> Although the functional design and operation of road junctions and traffic lights is not within the remit of a land-use Plan, STC share the concerns about the operation of the Carkeel roundabout and will continue to make representations as required.</p> <p><b>C186. Noted.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C186</b> Quality of air, impact on residents, noise levels. We have already seen 2 accidents to the tunnel closures. We have had a lot of near misses with youngsters on skateboards and scooters racing down to Saltmill park. The rest of the plans are very well thought out.</p>	
<p>Policy CON3 – Town Centre Transition Zones</p>	<p><b>B25[4]</b> In a wider point on this section, it is disappointing that the whole discussion of the future of Fore St appears to be based on managing ‘traffic’, when it should be focussed on managing ‘users’ particularly pedestrians and cyclists, as stated as the Plan’s own priority, see EM1. p23</p> <p><b>B25[3]</b> Figure 32. While the figure showing the new ‘transition zone’ or gateway to the bottom of Fore St is only indicative, I am concerned that the plan appears not to be based on two important principles:  a) hierarchy of road usage (pedestrian, cyclist, first) and  b) preservation of trees.  Figure 32 shows  a) replacement of pedestrian area with additional road surface (bus lane); as well as demolition of what I think are the only cycle racks in the lower Fore Street area.  b) removal of several mature rowan trees.  In addition, the trees at that ‘transition zone’ help to reduce the noise from the bridge - which becomes particularly noticeable during outdoor events such as May Fair. This is a good argument for more trees in the transition zone.</p> <p><b>C70[4]</b> Oppose ‘gateways’ at either end of Fore Street. I do not find they add quality to an area and I was not aware that traffic speeds are an issue due to Fore Street congestion.</p> <p><b>C11[1]</b> Pedestrianize Fore Street and take out speed bumps to football ground.</p>	<p><b>B25[4], C70[4] Not accepted.</b> The focus of the transition zone concept is to slow traffic so as to create an improved environment for pedestrians and other.</p> <p><b>C11[1] Not accepted.</b> Pedestrianization would require extensive studies to prove feasibility and design, and the provision of alternative routes that would be very difficult to find and develop, and the NDP would not be the appropriate mechanism to carry such a project forward in isolation.</p> <p><b>C86[2] Noted.</b> The planting of trees is within the scope of the proposed transition areas.</p> <p><b>C172[2]</b> See response to comments on the introduction to Section 15 above.</p> <p><b>B25[3], C159[4] Partly accepted.</b> The transition zones shown in Figures 32 to 34 are intended to be illustrative of the concept, to aid understanding by users of the NDP, rather than completed plans ready for implementation. Therefore, to avoid the potential misunderstanding, the figures should be deleted from the NDP.</p> <p><b>Amend the NDP by deleting Figs 32 to 34.</b></p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C86[2]</b> Plant trees at the top and bottom of Fore street to create a enclosed relaxed environment and this would in my view would calm traffic down.</p> <p><b>C159[4]</b> Figure 33 shows the Fore Street/St Stephens Rd/Callington Road/King Edwards Road junction reverting to the way it was about 30 years ago. St Stephens Rd carries a significant amount of traffic but would become a minor road again. There would be a very tight turn for buses turning left from Fore Street why change the current layout?</p> <p><b>C159[5]</b> Figure 34 shows a substantial reduction in the road space at the Burton Cross junction. As para 15.12 this is a busy junction! The traffic lights allow the traffic to flow. This proposal gridlock!! Why would anyone want to stopoff at this junction? Leave this junction as it is!</p> <p><b>C172[2]</b> CON 3, 4, 6. The exit from Lidl, McDonald’s and the nearby industrial estate onto the Callington Road urgently needs rethinking and action.</p>	
Policy CON4 – Burraton Cross Hub	<b>C37[1]</b> Policy is out of date - Most traffic runs N-S and constant queuing traffic is a pollution problem . The other need which conflicts with the above is to make the junction safer for pedestrians and cyclists Lastly a need to persuade traffic from the industrial estates not to use New Rd as a rat run .	<b>C37[1] Not accepted.</b> It is the intention of the CC Saltash Transport Strategy to mitigate congestion the rationalisation of movements at the junction is proposed, banning right turn movements from B3271 Callington Road northern and southern approaches. The scheme proposed scheme under Policy CON4 will support this proposal.
Policy CON5 – Saltash Station	<b>C177[3]</b> Great untapped potential regarding tourism in Saltash – the railway station building should become a proper tourist information centre and build on the Brunel legacy with links to the museum, bridge project and down to the waterfront.	<b>C177[3] Support noted.</b> <b>NB the Station should be listed as a community asset. Text needs to be updated to reflect the restoration/improvement contract.</b>
Policy CON 6 – Carkeel Traffic Calming and Environmental Enhancement	<b>C38</b> Having lived in Carkeel for many years we would like to preserve the visual amenity and outlook currently enjoyed by many long-standing residents. Development in these areas should be kept to a minimum otherwise the character of these villages will be lost for ever.	<b>C38, C165 Noted.</b> It is the intention of the CC Saltash Transport Strategy to divert most traffic away from the A388 in this area install traffic calming and provide the opportunity for environmental enhancements. Further traffic and landscaping improvements are planned for the area between Carkeel Roundabout and Carkeel

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	<p><b>C165</b> Regenerate the town centre. All very well. How about a pavement for Carkeel? We have to take our life in our hands to cross the very busy a 388. Only to have to cross it again to get to the shops!!! Improvements. Cameras in the village, motorbike as a racing track. Scrap the 40 mile an hour from my house to the roundabout (it is only a few hundred yards) that would be a start.</p>	<p>Village to accommodate the eastern access to the Treleden development.</p>
<p>Policy CON 7 – Broadband</p>		
<p>Policy CON 8 Sustainable Transport Measures in New Developments</p>	<p><b>A7[1]</b> See above  <b>B24[4]</b> Although the DPD gives mention to mitigation measures from any housing development at Pill the NP does not reflect the importance of such mitigation and the potential adverse effect (considerable disruption on the local highways and residents) should this not be properly addressed and the NDP should clearly highlight this.  <b>C169[7]</b> – plans don't show a positive cycling environment for middle pill. show safe sustainable links for middle pill.  <b>C172[3]</b> CON 7 to 10. Dangerous roads for cyclists and pedestrians in the section of the Callington Road between Carkeel and Hatt. The provision of a safe lane should be a priority.  <b>C125[2]</b> IT, transport, cycling facilities etc are either poor or not available at all in this locality. It has been suggested that future residents will mainly walk into Saltash town centre but the feeling is that this is unlikely due to the steep gradient of the roads. This would also apply to cycling. Few, if any, local buses have a route along North Rd/New Rd and certainly do not come on to the peninsula- road access as mentioned above would currently prohibit this.</p>	<p><b>A7[1], B24[4], C169[7], C125[2]</b> See response to the Introduction to SNP Section 15 above.   <b>C172[3]</b> See response on CON 6 above</p>
<p>Policy CON 9 Protection of Footpaths, Bridleways, and Cycle Paths</p>	<p><b>C27</b> All 49 Saltash PRoW are currently in a very poor state and need considerable work to bring them to a usable and enjoyable condition. I look forward to what is said in the</p>	<p><b>C27 Comments noted.</b> Management issues are outside the scope of the SNP.</p>

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
	Saltash Neighbour Hood Plan actually being actioned: (but I won't hold my breath. The Saltash PRoW network is in a dreadful state, it can't be used and enjoyed: Clear them, Signpost, Waymark and maintain all Saltash Public Rights of Way: this will encourage their use and enjoyment - which, in turn, will keep them clear and usable.	
Policy CON 10 Enhancing and Extending the Walking and Cycle Network	<p><b>B26</b> Make a concerted effort to make the provision for cyclist on all roads within the Saltash area. More 20mph areas within the built-up areas near schools etc. What happened to the proposed cyclist/walkway to Callington?</p> <p><b>C22[3]</b> Current footpaths and bridleways are VERY poorly linked in Saltash and surrounding areas. Cyclists, walkers and those with mobility issues find paths away from main road difficult and walking/cycling/riding the main road route is unattractive. Routes off the main road are not wheelchair/bike/horse friendly (for example blocked by metal barriers). Safe and pleasant linking of routes other than for drivers would be essential for access to the town and a green boulevard for people who do not live close to the town centre. Development and infill will increasingly restrict social, recreational and cultural, inclusivity and community safety without a strategy and commitment to improve poorly linked/maintained/lost rights of way.</p> <p><b>D2[11]</b> Figure 35 – Cycle and Footpath Links Figure 35 should be updated to ensure it is consistent with the approved Treledan Parameter Plan (7. Pedestrian/Cycle Routes), included at Appendix 3 for ease of reference. At present the cycle routes as shown on Figure 35 across the Treledan site do not reflect the approved routes.</p>	<p><b>B26. Noted.</b> The Policy and the Saltash Cycle Network will help to achieve these objectives. It is understood that the Saltash-Callington route within the designated area is anticipated in the Network proposals by Cornwall Council.</p> <p><b>C22[3] Noted.</b> Management issues are outside the scope of the SNP. CC proposals to improve the cycle network ae reflected in Policy CON 10.</p> <p><b>D2[11] Accepted.</b> These can be included when there is clarity about the alignment of the Treleden cycle paths in Fig.35 were merely illustrative but indicated a required link.</p>
<b>16. Delivery Plan</b>		

**TABLE 2: COMMENTS MADE ON SPECIFIC THEMES, POLICIES AND TEXT OF THE  
SALTASH NEIGHBOURHOOD DEVELOPMENT PLAN**

PLAN SECTION	SUMMARY OF ISSUES RAISED	STEERING GROUP RESPONSE and PROPOSED AMENDMENT TO NDP IF REQUIRED
Policy DP1 - Making It Happen – Community Priorities	<p><b>C92[27]</b> This is not a plan, it is simply a discussion about the derisory amounts that could be paid to ‘the community’ in lieu of loss of natural habitat and then a table containing details of all the planning committees etc. that will be consulted on plans. There is no mention of enforcement of policies or rectification when things are going wrong. The page on monitoring is similarly light on detail and clearly an afterthought. What point is there in knowing things aren’t working when damage has already been done? Active surveillance should be ongoing. Enforcement is key. If this policy once agreed just sits on the shelf and is forgotten by most people in and around the town, who do not feel empowered to challenge developments and behaviours, then the five years you have spent on this will have been totally wasted.</p> <p><b>C159[1]</b> This plan seems to be little more than a glorified wish list. It does not provide any detail of how it will be achieved. Tables 1 and two are little more than blather.</p>	<p><b>C92[27], C159[1] Not accepted.</b> The NDP is clearly a Land Use Plan, not a business plan that would govern enforcement etc. Also monitoring has to be appropriate to the resources available.</p>
<b>17. Monitoring</b>	<p><b>C146[1]</b> Costs of things like the “Cross” – should be advertised – and voted upon by everyone – the extortionate cost of that could surely have been put to better use – I have never spoken to anyone local who felt it was money well spent!</p>	<p><b>C146[1] Not accepted.</b> The issue referred to is not a land-use matter.</p>
<b>18. Glossary</b>		

**TABLE 3: BROADMOOR, NORTH AND MIDDLE PILL OBJECTIONS NOT WITHIN THE REMIT OF THE SALTASH NDP**

	<p><b>B23, C3, C5, C23, C30, C36, C42, C43, C44, C45, C46, C47, C48, C49, C51, C52[2] C53, C54[4], C57, C58, C59, C60, C61, C63, C64, C65, C66, C67, C68, C69, C71, C72, C73, C74, C75, C76, C77, C79, C81, C82, C83, C85, C87, C89, C90[1], C91, C93, C94, C97[4], C98, C100, C101, C102, C106, C107, C108, C109, C110, C111[2], C112, C113[3], C114, C115, C119, C121, C123, C124, C125[1], C126, C127, C128, C129, C132, C139, C140[1],</b></p>	
--	--	--

	<p>C142[4], C145, C152, C156, C158, C159[2, C159[6], c161[1], [2], C163, C168, C170, C171, C174, C175, C178, Oppose for landscape, infrastructure, wildlife , green setting, loss of views, loss of amenity, traffic safety and congestion, risk of anti-social behaviour increase, detraction form tourism, reasons</p>	
--	--	--

**Appendix One: Extract from the Report on the Examination of the Cornwall Site Allocations Development Plan Document**

**Delivery of Affordable and Market Housing by the Plan as Submitted**

- 306. The delivery of sufficient affordable and market dwellings to meet the LPSP requirement for Saltash by the Plan as submitted is highly dependent upon the delivery of a single urban extension at Broadmoor to a trajectory of 100dpa, starting in 2020, less two years from the date of this Report.
- 307. The Council and the developer have evidently used their best endeavours to ensure the delivery of the development in that timescale and are clearly confident that it can be achieved.
- 308. We acknowledge that it is possible that all the identified constraints will be overcome. However, details of the provision of sewage treatment capacity and funding for the completion of the Stoketon Cross junction improvement are yet to be confirmed and reserved matters planning applications have not yet been submitted. The projected build-out rates are achievable but optimistic.
- 309. In the circumstances, we conclude that there is a significant risk that the first house completions within the Broadmoor housing allocation will be delayed beyond the start date currently predicted and that the whole 1,000 unit allocation may not be achieved within the Plan period. This implies that the LPSP requirement will not be met, the predicted 13% surplus will

55

Cornwall Site Allocations Development Plan Document – Examination Report 10 April 2019

be eroded and that the overall County five year housing land supply could be compromised.

310. As submitted, therefore, we judge that the Plan is not effective in this respect and is unsound without an increase in the amount and flexibility of the allocated housing land supply.

**Increase in Amount and Flexibility of Housing Land Supply**

311. It is noted that the draft Saltash Neighbourhood Plan makes general provision for flexibility in the allocation of development land in the event that allocated sites fail to come forward. However, the NP is at a relatively early stage of preparation and carries

74



limited weight. In any event, such a general provision is no substitute for the identification of sites for development where it is required, in line with national policy to boost the supply of housing.

312. Given the extreme reliance upon a single site to deliver the Saltash housing requirement, we judge that the surplus should be enlarged to at least 20 percent. To achieve this, the allocated supply needs to be increased by around 7 percent, equivalent to about an additional 85 units, to provide adequate flexibility and ensure that the housing provisions for Saltash are effective.

### ***North Pill – Proposed Additional Policy SLT-H1***

313. The Council therefore proposes to allocate greenfield land at North Pill, previously considered for approximately 85 dwellings, following a review of the existing housing evidence base for Saltash, which indicated no suitable brownfield opportunities. North Pill was chosen in preference to other land previously considered at Latchbrook on grounds of scale, connection to the urban edge of Saltash and location within walking distance of the town centre.

### ***Conclusion on Delivery of Affordable and Market Housing***

314. With the addition of the North Pill allocation, we conclude that the Plan will be effective in providing for the delivery of the requisite quantum of housing development for Saltash. This addition and other necessary amendments to the supporting text are put into effect by **MMs151-152, MM157, MM159, MMs167-169 and MM173.**