



St Ives Area Neighbourhood Development Plan 2015 – 2030



Submission Draft

2015

Produced By:

St Ives Area Neighbourhood Plan Steering Group, on behalf of St Ives Town Council

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Foreword

St Ives area is beautiful, has significant cultural heritage and a network of strong communities. It is also a globally recognised holiday destination, with tens of thousands of visitors every year. All of these factors explain the decision to develop a Neighbourhood Development Plan (NDP). There was deep feeling locally that the area needed to be nurtured, protected and guided into the future - and that the best people to do this are those who live here.

From the start the aim was for the Plan to be led by the community, with support from St Ives town council. Volunteers were selected to chair the topic groups, and they in turn comprised the steering group along with five town councillors. The topic groups collated evidence, had cross-pollination discussions with each other and drew up policies. Extensive wider consultation was undertaken at every key stage of the process. This ensured that the policies flowed directly out of the aspirations and desires of the local community.

While the St Ives Area NDP has been produced without the use of professional consultants, invaluable guidance and advice have been given throughout. Planning Aid helped particularly to transform evidence and aspiration into policy; and our Cornwall Council NDP officer focused on making those policies viable and effective. We set out with great ideas and a passion for the future of our area but this Plan would not have been possible without their input.

Not only has a vast volume of work, most of it unpaid, gone into St Ives Area NDP but it also reflects how passionately the community cares about the area. The process has not been easy or straightforward and we have chartered unknown territory for significant stretches along the way. The belief that local people needed to take this opportunity to stake a claim over and take some responsibility for their neighbourhood has sustained us through to the production of this draft.

Every response from every consultation has been read, recognised and fed through. Some aspirations and ideas could not be contained within policies and so these form an Action Plan. Groups are forming with the aim of taking these projects forward.

Cllr Rita Lait, Chair of St Ives Area Neighbourhood Plan Steering Group
(On behalf of St Ives Town Council)

March 2015

Raglavar

Ranndir Porth Ia yw teg, y's teves ertach gonisogethek a vri ha rosweyth a gemenethow krev. Yth yw penn an hyns dy'gol aswonys yn ollvysel, gans degow a vilyow a havysi pub bledhen. Pub a'n elvennow ma a styr an ervirans dhe dhisplegya Towl Displegyans Kentreveth. Yth esa omglewans down yn leel bos edhom dhe'n arenebeth bos megys, gwithys ha gidys y'n termyn a dheu – hag y vos an gwella tus dhe wul hemma an re na yw trigys ena.

A'n dalleth yth o an amkan bos an Towl ledys gans an gemeneth, gans skoodhyans dhyworth Konsel an Dre Porth Ia. Bodhogyon a veu dewisys dhe gaderya an bagasow testen, hag i y'ga thro a synsas ynna an bagas lewya keffrys ha pypm konseler an dre. An bagasow testen a geskorras dustuni, re gavsas dadhlow treusponegyans an eyl gans y gila ha pareusi policis. Keskussulyans ledanna efan a veu omgemerys orth pub gradh posek an argerdh. Hemma a surhas y frosas an policis yn ewn yn-mes a'n awenow ha hwansow an gemeneth leel.

Kyn feu TDK Ranndir Porth Ia askorrys heb us a geskussulyoryon alwesik, gidys hag avis a bris marthys ughel re beu res dres pub rann. Gweres Towlenna a weresas dres oll dhe dreusfurvya dustuni hag awen yn polici; ha'gan sodhak TDK Konsel Kernow, Chloe Pitt, a fogellas dhe wul an policis na hewul hag effeythus. Ni eth yn-rag gans tybyansow meur ha passhyon rag termyn a dheu agan trevow mes an Towl ma ny via possybyl heb aga ynworrans.

Ny wrug yn unnik dalghedh efan a ober, brassa rann anodho heb tyli, mos yn TDK Ranndir Porth Ia, mes y tastewyn ass usi an gemeneth ow leski yn hy holon dhe witha an arenebeth. Ny veu es na diflows an argerdh ha ni re dresennas tiredh ankoth rag hirderyow a vri a-hys an fordh. An kryjyans bos edhom dhe dus leel kemeres an chons ma dhe wul bounds ha kemeres nebes charj rag aga mammdrevow re'gan sostenas bys y'n garowskrif finel ma. Pub gorthyp dhyworth pub keskussulyans re beu redys, aswonys ha bosys dredho. Nebes awenow ha tybyansow ny alsa bos synsys a-ji dhe bolicis hag ytho an re ma a furv Towl Gwrians. Yma bagasow owth omfurvya gans an amkan dhe gemeres an ragdresow ma yn-rag.

Konselores Rita Lait, Bagas Lewya Towl Kentreveth Ranndir Porth Ia.
(a-barth Konsel an Dre Porth Ia)

Mis Meurth 2015

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SECTION 1 Introduction

This document has been prepared by the St Ives Area Neighbourhood Development Plan (NDP) Steering Group and sub-groups. It is the result of a partnership between St Ives Town Council and the communities of the parish for which the council is responsible.

The 2011 Localism Act granted permission for local communities to produce neighbourhood development plans (NDPs). The Localism Act provides that planning policy developed by communities shall, if passed by an independent examination and passed by a local referendum, be adopted by the Local Planning Authority (LPA).

St Ives Area NDP expresses the development aspirations of the local communities for the next fifteen year period, up to 2030. Planning decisions up to 2030 will have to take heed of the policies contained within this document. In this way, the neighbourhood plan will form part of the statutory development plan alongside the Cornwall Local Plan when that is adopted. The St Ives Area NDP contains policies that are of specific importance for the local community and economy, because some different policies are needed in the Plan area to the rest of Cornwall, but it should be used in conjunction with the Cornwall Local Plan.

This document is accompanied by:

- a) St Ives Area Neighbourhood Development Plan Sustainability Appraisal;
- b) St Ives Area Neighbourhood Development Plan Basic Conditions Statement;
- c) St Ives Area Neighbourhood Development Plan Consultation Statement;
- d) St Ives Area Neighbourhood Development Plan Evidence Base.

1. Submitting body

St Ives Area NDP is submitted by St Ives Town Council, the qualifying body under the 2011 Localism Act and the relevant body designated with the responsibility for the future development within the NDP area for the purposes of section 61G of the 1990 Town and Country Planning Act.

2. Neighbourhood Development Plan Area

The St Ives Area NDP applies to the parish of St Ives in Cornwall, as shown in Figure 1. In accordance with part 2 (5)(1) of the Neighbourhood Planning Regulations 2012, the parish area of St Ives (see map below) was designated as a Neighbourhood Area on 29 November 2013, following the statutory consultation period overseen by Cornwall Council. This includes the settlements of St Ives, Carbis Bay, Lelant and Halsetown, altogether a population of 11,435.



Figure 1: St Ives Area NDP Area

3. Context

Neighbourhood Development Plans are required to be in general conformity with the strategic policies of the Local Planning Authority's Local Plan (Development Plan). The Local Planning Authority (LPA) under which St Ives Area NDP comes is Cornwall Council, which for St Ives NDP Area currently relies on:

1. An emerging Cornwall Local Plan (CLP);
2. The saved policies from the Penwith Local Plan 2004.

St Ives Area NDP is in general conformity with all of these plans, and care has been taken with particular reference to the emerging CLP. The plan period has been set as 2015-2030 to align with the plan period for the emerging CLP.

The CLP takes its vision from Future Cornwall (the adopted sustainable community strategy) to - "achieve a leading position in sustainable living" - and sets out strategic priorities for Cornwall up to 2030, with some specific priorities for the Hayle and St Ives Community Network Area (CNA). St Ives Area NDP takes these strategic priorities and fleshes them out for specific use in the context of St Ives parish.

St Ives Area NDP has also been prepared in strict accordance with all relevant primary and secondary legislation – principally Schedule 4B of the Town and Country Planning Act 1990, as amended by the Localism Act 2011, and the Neighbourhood Planning (General) Regulations 2012 – to ensure that it comprises a set of policies that are procedurally sound in their preparation and in accordance with the ‘basic conditions’, which in summary require Neighbourhood Development Plans to:

1. Have regard to national policies and advice contained in guidance issued by the Secretary of State;
2. Demonstrate that they continue to offer protection to any buildings or landscapes of value;
3. Contribute towards the achievement of sustainable development;
4. Be in general conformity with the strategic policies of the LPA development plan, and;
5. Demonstrate compliance with all relevant EU obligations.

The compliance of St Ives Area NDP with the tests set out above will be demonstrated within the Basic Conditions Statement accompanying the final draft.

4. Plan Period, Monitoring and Implementation

St Ives Area NDP sets out the development vision, objectives and policies for the parish up until 2030. *Section 4: Implementation and Monitoring* sets out how progress towards the vision and objectives will be measured; how the effectiveness of the policies will be monitored; and how the projects contained within the non-statutory sections of the plan will be implemented during the plan period. Responsibility for measurement, monitoring and implementation will be held by St Ives Town Council, primarily in the Planning and Community and Environment Committees. Implementation will be carried out in conjunction with community organisations. In this way, the Council – community partnership begun under the auspices of the NDP will be continued. Work will also continue with Cornwall Council to ensure that monitoring is transparent in informing the wider picture for Cornwall.

5. Process and Consultation: A Community-led Plan

As a reflection of the original intent for St Ives Area NDP to be a community-led plan, the process has been community-led from the very beginning. St Ives Town Council facilitated by providing a part time Neighbourhood Plan Officer, who engaged community volunteers to form the organisational structure for developing the NDP¹. Eight sub topic-groups were established first, chaired by community volunteers, who sat on the Steering Group along with five members of St Ives town council and three ex-officio members – the Town Mayor and two local members of Cornwall Council.

¹ The Consultation Statement gives greater detail about the structure and process.

The sub-groups focused on different areas of interest within the overall remit of sustainable development for the Neighbourhood Area – housing, built environment, open spaces, transport, culture and heritage, economic development, amenities and facilities and an inclusivity group with the over-arching objective of reaching as wide a representation of community interests as possible.

Initially, a fifteen month project plan was drawn up, alongside a Communications Strategy and Terms of Reference for each of the groups. The following informal guidelines were put in place:

1. Sub groups should be chaired by a community volunteer;
2. The steering group should be chaired and vice-chaired by members of St Ives Town Council, to ensure continuity and connectivity with council business.

Throughout this process, three rounds of wider community consultation have been undertaken focusing on:

1. Identifying issues to be used in generating preferred policy options;
2. The preferred policy options developed by the sub-groups;
3. The draft plan, prior to independent examination.

The St Ives Area NDP has been consulted on all the way through the process and the views expressed by the community have been paramount in the development of the final policies. The extensive consultation that has been undergone in preparation of St Ives Area NDP is detailed in the Consultation Statement.

SECTION 2 A Vision for St Ives Area

An important part of the process of developing St Ives Area NDP has been generating a positive vision for the future of St Ives area. With a population of over 11,000, it has proved challenging in the past to pull together the aspirations and desires of the resident community and a sense of cohesion has been felt lacking. Focus tends to be on the town of St Ives, with its international stardom. Whereas the main settlements of St Ives, Carbis Bay, Lelant and Halsetown are different in nature, facing different challenges and with particular needs. But there is also much in common, and much to be celebrated amongst the communities in the area. The St Ives NDP therefore represents an attempt to bring these aspirations and desires towards a common goal for the future and tell the story of the people who live and work here. A strong story is emerging.

The Story of St Ives

The following is taken from St Ives Tourism Association:

Isolated for much of its existence except by sea, St Ives was a great seafaring town from the middle ages, with the largest fleet of fishing boats on the north coast of Cornwall. It wasn't until the wall and pier were built to create a safe harbour for the fishing fleet that the town you see today began to form. Around the turn of the 20th century the pilchard shoals which formed the backbone of the St Ives fishing industry deserted the bay area and the fishing fleet started its decline. However the town really began to open up to the outside world in 1877 when the Great Western Railway began running its Broad Gauge trains on the new branch line from St Erth. Not only did this increase accessibility to the rest of Cornwall for the town's residents but the railway made the town accessible for artists, who attracted by the quality of light in the area led to the establishment of the most important artistic outpost in the country at that time. Later the railway enabled St Ives to establish itself as a popular holiday destination - a popularity which continues to this day.

Today, St Ives town attracts 954,600 staying visitor nights per year, with a related spend of £86.8 million (Visit Cornwall Towns 2012: Tourism Volume and Value Estimates, The South West Research Company Ltd) – that's day visitors, staying visitors and second home owners who holiday in the town. The majority of these visitors – 59% - stay in catered accommodation, but self-catering accommodation is growing, with 23% visitors now choosing this option.

Tourism is an essential part of St Ives area's day to day life and impacts significantly on planning issues as the demand for property is high. In order to ensure sustainable development into the future, as outlined in the NPPF, we need to make sure that it is delivering **social, economic and environmental benefits** to the community at the local level.

Socially, use of our housing stock is central to this. Data from the 2011 Census shows that 25% housing stock in St Ives parish has no full-time resident, rising to 48% in the town centre and Island lower layer super output area (LSAO) – these are second homes and holiday lets. This situation has developed in response to growing demand for self-catering holiday accommodation.

Once more than 20% of local housing stock is tied up in the holiday industry, ongoing research suggests that social infrastructure declines rapidly². Young people and families struggle to stay

² A Place in the Country: the cost of Second Homes, Exeter University and Economic and Social Research Council (ESRC), Ongoing research.

in the area, the people moving in tend to be retired and local wages fall far behind the price that outside bidders can pay for property. Providing principal residence housing in order to re-balance the equation and bring the percentage of holiday homes into a manageable range is therefore a primary concern for the future.

In terms of **economic** benefit, increasing affordable housing provision is also crucial. Average house prices in St Ives parish are currently 17.1 times average annual local (gross) salaries, which are more than £6000 lower than the national average³. So we have fewer permanent residents and a growing gap between those who can afford multiple properties and those who can't even afford one.

Environmentally, St Ives area is one of the most beautiful in the country – which is why tens of thousands of visitors come every year. Sizeable chunks of the NDP area are classified as environmentally sensitive areas (more details below). Demand for holiday accommodation has seen the settlements expand rapidly over past decades, leaving a thin wedge of land between the edges of settlements and the classified areas, all of which is valuable farmland, grade 3a and above. In terms of settlement expansion, St Ives area is almost full if we are to protect the wild beauty of the area that attracts people to come here. The effects of climate change apply as much in St Ives area as any other area, perhaps more so due to its proximity and close relationship with the sea. It is therefore imperative that development is truly sustainable over the next 15 years so as to mitigate its detrimental effect in terms of carbon emissions and consumption.

And so begins the second story of St Ives area - the story of the people who live and work here, who support the tourist industry and who have a great responsibility to protect an internationally renowned asset – the beauty and cultural history of St Ives area. The following section provides greater detail about the richness of the community, culture and environment here, that many feel are being threatened by the simple story of St Ives as a holiday town, and the issues of concern to residents. Section 7 then goes on to look at the vision, objectives and policies of St Ives Area NDP that have grown out of these issues.

6. About St Ives Area

Community

St Ives area residents enjoy a rich and varied community life. At the time of writing there are 130 community organisations operating in the area, from sports clubs to Scouts to churches. This richness of community needs to be nurtured. Community buildings and meeting places in particular need to be protected into the future to ensure the continued vibrancy of community life in the area.

³ Source: ONS, Annual Survey of Hours and Earnings, 2013; Land Registry, May 2014

Carbis Bay residents in particular, from our consultations, feel a lack of places for meeting and leisure, as new housing developments have maximised on house prices and not included provision of open or public spaces. With open space in short supply, the answer to this may need to come from conversion projects rather than new development.

Culture and Heritage

St Ives has a very rich cultural heritage that encompasses the visual arts and crafts; festivals, museum and archives; historic places, buildings and countryside; and extensive facilities for accommodation, entertainment and recreation.

The area's cultural heritage is central to the way the area operates today, economically and otherwise. St Ives town itself holds a unique and special place in the history of the art world from the artists who came in the late nineteenth century, such as Whistler, Sickert, Julius Olsson and others, through to the St Ives modernists who came just before and during the Second World War, such as Barbara Hepworth, Ben Nicholson and Naum Gabo. As well as setting up studios they developed an vibrant artistic environment which consisted of art societies, clubs and galleries, which remain to this day. St Ives has also been an important centre for writers, poets, musicians and composers.

This plan aspires to protect and enhance the culture and heritage of the St Ives area, its values and principles, and support a thriving community. The culture and heritage of St Ives is not a passive inheritance but of crucial importance to its future, and a central pillar of St Ives Area NDP. The recent Porthmeor Studios restoration, continuing its use as a working facility by artists, fishermen and community, is a great example of how strands of culture, heritage, economy and planning can be woven together, to ensure the sustainability and viability of the economy and community into the future.

Local Economy

There is both need and potential for local economic development. Today, 2850 jobs in the St Ives area are supported by visitor related spending⁴ and it is estimated that 42% jobs directly depend on tourism⁵ – an industry that holds a “disproportionate share of low wage and part time jobs.”⁶ The number of jobs in the surrounding local economy and indirectly dependent (for example through local supply chains and the local multiplier effect) is likely to be much higher.

St Ives economy needs to diversify for future resilience and it is well-placed to do so:

- it has a history of local production;

⁴ Visit Cornwall Cornwall Towns 2012: Tourism Volume and Value Estimates, The South West Research Company Ltd

⁵ Seaside Towns in the Age of Austerity, 2014

⁶ Ibid, pg. 34

- it has a high number of small and micro-businesses. These have been identified in the Local Enterprise Partnership for Cornwall and Isles of Scilly: Strategic Economic Plan 2014-2020 as a key economic driver for west Cornwall, particularly in the renewable energy sector;
- few places can match its high quality living and working environment.

There are challenges. Cornwall as a whole has a lower than average GDP and has been in receipt of financial assistance targeted at poorer areas⁷. St Ives area follows this trend. Average wages are over £6000 lower than the national average. Accurate figures are not available, but anecdotal evidence from St Ives area suggests many people have two or more jobs, because full-time contracts are hard to come by. The St Ives area needs to build on its economic successes and address its challenges so that it can be a place where innovative businesses choose to locate, stay and grow, providing high-quality employment for more people.

One of the area's key assets is the diversity and quality of its natural environment. Development therefore needs to be appropriate within this context. This may mean that there is a need to focus on digital infrastructure, as much as on physical development; attracting and growing businesses that are not land-hungry or transport dependent is a priority; as is supporting the St Ives Bay area's human and natural resources and heritage as positive assets.

From all of this evidence gathered, including community consultation and workshops, key areas for local economic development in St Ives area:

- Small business support;
- Secure, year round employment that pays a living wage;
- Promote entrepreneurship;
- Promote and support new industries, e.g. green industry, outdoor/sports, children's activities, sustainable tourism;
- Promote higher value-added industry and therefore jobs;
- Encourage businesses to relocate here;
- Keep wealth earned in the area in the area, i.e. local multiplier effect;
- Greater retail diversity in St Ives and overall provision in Carbis Bay and Lelant.

It is the aspiration of this plan to build on the strengths of the local economy to meet local needs, as a bedrock for healthy living and working communities.

Housing

Affordable housing for people on average local incomes continues to be a problem, as outlined above. Neighbourhood Profile Data for St Ives parish shows barriers to housing and indoor living

⁷ The Evidence Base contains more details

environments as consistently poor across the neighbourhoods in the parish⁸. There are currently 566 people on the housing needs register. But this is only a small part of the problem. With low average local wages, even people in full-time employment struggle to afford local house prices. With development space in the plan area limited, St Ives Area NDP supports the future development of two types of housing:

- a) **Affordable housing** – housing for sale or rent at reduced price, available only to people with a local connection and unable to meet their needs in the open market
- b) **Full time principal residence** - housing which has to be used as the principal residence of the household living in it, but without price controls or any local connection requirement

Priority for affordable housing should be given to local need as defined by Cornwall Council's Affordable Housing Policy. St Ives Area NDP supports the Cornwall Council policy of pursuing the release of unoccupied properties for use by local people.

The greatest priority for housing in the area is the provision of affordable housing. Principal residence housing should only be supported in order to provide cross subsidy for affordable housing or other development directly benefiting the community. Further development of new open market housing without any restrictions on occupation, which could be used as a second or holiday home, is no longer socially, economically or environmentally viable in the NDP area.

Where possible, we need to seek to meet our housing needs and to create new opportunities for people to live and work here through full time principal residence housing on sites within the existing extent of the settlements. This will take the form of relatively small scale developments as additions to existing settlements. Developments may only be viable if they contain a mix of affordable and principal residence housing, but for both types of new housing it is important that there is the right mix of types of housing to meet the housing needs of local people, and bring greater balance and mixture to the local housing market. It is also important that new housing is as environmentally sustainable as possible in construction and use, to reduce its environmental impact and costs to occupiers.

Open Spaces

St Ives area is one of the most beautiful parts of Penwith and Cornwall, which in itself is widely regarded as one of the most scenic and unspoilt areas of Europe. It is predominantly a rural maritime area, including a large area of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI) and two large Areas of Great Landscape Value (AGLV).

⁸ The Evidence Base contains more details

The area is made up of a unique mix of natural and man-made environments. These are locally revered, nationally recognised and internationally acclaimed. Within a matter of miles the landscape can vary, from plunging cliffs and rising remote moors to rolling agricultural vistas and wooded valleys. Sometimes the marks of human activity are clear and sometimes the primordial granite dominates – but everywhere there are beautiful open spaces, without which the landscape would be significantly impoverished.

Safeguarding this precious inheritance is a great responsibility for the present generation. St Ives area is so attractive and popular that this presents an enormous challenge. Maintaining the connectivity of open and green spaces is paramount in this Plan, as a contribution to the wider green infrastructure of the region⁹.

Transport

The issues of traffic volume and congestion, and also parking in St Ives, have long been a concern and the subject of numerous studies and strategies¹⁰. Policies to address these issues formed part of the Penwith Local Plan 2004. Subsequently, the emerging Cornwall Local Plan, together with the “Connecting Cornwall 2030” Transportation Strategy, has policies relating to these issues.

The problems stem from the fact that, as noted above, significant parts of St Ives, Carbis Bay Lelant and Halsetown are comprised of built environment from the 19th (or earlier) century, have little or no provision for off-street parking and are not suitable for modern vehicular traffic. Consequently streets are often congested with parked vehicles and moving vehicles mount already narrow pavements, which detract from the character of the environment, and are a safety hazard for pedestrians and other road users.

While national and local policies have introduced the aim to reduce reliance on car travel through minimising the need to travel and use of sustainable modes of transport over the long term, the reality is that we have become a very car based society and this is unlikely to significantly change in the short term. A pragmatic approach is needed to deal with the prevailing need for, and use of, private motor transport in our neighbourhood area.

The main issues that stood out from transport-related questions in our consultations were:

- Volume of traffic on the A3074 main road from the A30 to St Ives, especially through Lelant, and potentially exacerbated by the impact of traffic from new developments;
- Excessive traffic speeds, again on the A3074, through Lelant and Carbis Bay;
- Severe traffic congestion in St Ives town centre;

⁹ The Evidence Base contains more details

¹⁰ The Evidence Base contains more details

- Shortage of available car-parking in St Ives, particularly for residents/residential holiday makers, day-visitors, shoppers, and those working in the town;
- Conflict between vehicles and pedestrians, and to a lesser extent cyclists, particularly in the narrow town centre streets.

Other 'non-traffic' issues relating to 'Getting Around' were also raised by respondents, the main ones (as a percentage of all transport-related responses) being:

- Town centre pedestrianisation, or poor condition/lack of off-road footpaths (21.5%);
- Shortage throughout the area of clearly defined and segregated cycle routes (10.0%);
- Lack of secure cycle storage locations in St Ives (6.7%);
- Inadequate public transport, particularly routes served (3.0%).

Where appropriate, addressing these concerns is an aspiration of this Plan, and in particular tackling the broad issues relating to parking and excessive traffic. Any development plan for St Ives, whether housing, economic or cultural must consider transport as a central issue.

Built Environment

The area of St.Ives is distinguished historically by the integration of its buildings within the topography of its landscape and its varied coastal geography. Its historic buildings exhibit a consistency of materials and appearance but with each settlement also displaying its own unique character. It is therefore worth looking again at each settlement within the NDP area in terms of the built environment.

Lelant was developed as a port prior to the 14th century, however following the silting up of the estuary in the fourteenth century the importance of the settlement as a port declined and its size reduced significantly. A number of its buildings survive from this period. The nineteenth century saw Lelant's development along St Ives Road. Subsequent to 1945 there has been infilling on both sides of the road between the nineteenth century buildings and the estuary on the south side and on land to the north - the most recent being a significant development along the estuary at The Saltings.

Carbis Bay, originally known by its Cornish name Porthrepta, was predominantly agricultural, with extensive mining activity occurring in the eighteenth and nineteenth centuries. The modern area of Carbis Bay covers what were the hamlets of Chyangweal, Higher Carbence, Lower Carbence, Boskerris Wortha and Boskerris Woolas. The name Carbis Bay was adopted with the coming of the railway in 1877. Major development of Carbis Bay occurred in the 1920s and 1930s when rows of white-rendered, slate-roofed dwellings were built on a network of new roads overlooking the bay. In the late 20th and early 21st century large estates of bungalows and houses have been built on the landward side of St Ives Road.

Halsetown was the first planned, dedicated mining village in Cornwall. The upper built-up part of the village has a distinctive rectilinear pattern of three and four rows of mostly semi-detached granite and slate houses with large extensive gardens. Along the main road there has been unplanned development of individual houses.

St Ives town occupies a position on the western headland of St Ives Bay and has probably been in human occupation since the prehistoric period. By the fourteenth century the settlement of St Ives had become an important fishing port with some buildings remaining from that period. It was developed in the fifteenth century as a medieval market town and subsequently gained Borough status with a weekly market, annual fairs and a church of its own. Together with mining around the periphery, the fishing industry was the mainstay of the town's economy until the twentieth century. The arrival of the railway saw the expansion of the town, harbour and the lower Stennack valley terraces. Throughout the twentieth century the development of housing estates westwards along the upper Stennack valley and larger individual houses southwards towards Carbis Bay. The importance of the town as an artists' colony was endorsed by the arrival of the Tate in 1993.

Character-based principles for development¹¹

Reflecting the historic phasing of development, specific character areas can be identified and the following principles should underpin all regeneration initiatives within the St Ives Area NDP boundary:

- a) Recognise the superior quality and particular distinctive character of the built environment of the historic cores of the St Ives Area NDP settlements, and achieve equally high quality and distinctiveness in all future new build and the public realm;
- b) Recognise the importance of individual components of character and distinctiveness seen throughout the historic environment and conserve and enhance these. Together with the townscape elements such as streetscenes, squares, opes and courtyards, they include the fine grain elements which provide such a richness of texture, colour and detail throughout the town: street surfacing, gutter channels, granite glinter stones, iron railing details, house names, signs and door furniture, etc;
- c) Reinststate character and quality in the built environment, public realm and key open spaces where it has been eroded by inappropriate past interventions;
- d) Respect the different Character Areas within the settlements and acknowledge and reinforce the urban hierarchy and diversity they represent;
- e) Respect and safeguard the fundamental importance of the natural setting and physical topography to the character of St Ives, particularly the sloping townscape, highly visible urban skyline, and the views to the harbour and out across St Ives's bay;

¹¹ See policies BE1 – BE17 in Section 3 below and Maps 11 - 15

- f) Present, interpret and promote St Ives as an historic Cornish town of quality, character and significance.

In the current absence of a Design Guide for St Ives, and given the importance of the areas character for the tourist economy as well as local communities, this level of detail is necessary in order to provide a positive strategy for the conservation and enjoyment of the historic environment in line with the NPPF.

7. Vision Statement and Core Objectives

The issues and aspirations included in the previous section all emerged during the process of collecting evidence for St Ives Area NDP. In turn, they have been used to create the vision and objectives that have driven policy development. A central issue is the need for St Ives area to be a good place to live in order to continue being a good place for people to visit. Provision for local residents to ensure long-term sustainability of the local community, economy and environment is the priority. The following vision and objectives are community-led and formed directly from consultations. They should be considered together and not in isolation so as to achieve balanced development for the area.

VISION

St Ives Area – vibrant, resilient, beautiful

OBJECTIVES

<p style="text-align: center;">Community</p> <p>To assist the delivery and forward drive of the objectives through setting up mechanisms to promote community ownership of local decisions, strategies, projects and plans, particularly for young people in the area.</p>
<p style="text-align: center;">Culture and Heritage</p> <p>To strengthen and protect the area of St Ives both as home to culturally rich communities and as an internationally renowned living centre for arts and creative industries.</p>
<p style="text-align: center;">Local Economic Development</p> <p>To facilitate a resilient economy, with a thriving entrepreneurial culture that actively supports healthy, sustainable living and working communities to reach their full potential; which both respects and enhances the natural and physical environment; and is home to knowledgeable, confident, connected, aspiring and inspirational businesses. Local small enterprises will thrive, offering a diversity of skilled employment.</p>
<p style="text-align: center;">Housing</p> <p>To support the provision of affordable and principle residence housing so that St Ives area continues to be a place where people of all ages can live and work.</p>
<p style="text-align: center;">Open and Green Spaces</p> <p>To protect, promote and enhance sensitive landscapes, habitats and open spaces, so that open and green spaces, including beaches, within and between settlements are prioritised over any future development.</p>
<p style="text-align: center;">Well-being, Sports and Leisure</p> <p>To provide facilities and amenities to meet the needs of the resident population and the seasonal influx of visitors, so that St Ives is an area where residents and visitors can pursue healthy leisure and cultural activities.</p>
<p style="text-align: center;">Transport</p> <p>To enhance opportunities for sustainable modes of transport, including walking and cycling, and lead to a reduction of vehicular traffic and parking within the St Ives Neighbourhood Plan area, providing residents, visitors and those working here with a safe, pleasant and healthy environment.</p>
<p style="text-align: center;">Built Environment</p> <p>To understand, enhance and positively manage the built environment of St Ives area, as defined by the Character Areas, to ensure future sustainable and sensitive design.</p>

SECTION 3 St Ives Area Neighbourhood Development Plan Policies

Having taken into account the NPPF, the scope of the emerging CLP and the local context and views of residents in St Ives parish, and in line with the vision and objectives¹², the policies of St Ives Area NDP are as follows¹³. The relevant NPPF and emerging CLP policies within which these policies operate are given where appropriate.

Proposals for development should be appraised against all general policies and the relevant *Built Environment Character Area* policy for their location.

CULTURE AND HERITAGE

Local Community and Heritage Assets

Objective: to protect and enhance buildings and spaces of heritage and community value, ensuring that St Ives Area remains a culturally rich place to live and visit.

Justification:

During consultations, St Ives area community were asked to identify public places, spaces and buildings that they would like to see protected and retained. The Guildhall, St Ives Museum, churches and St Ives library were the top four answers. Others on the list were St Ives Band Room, the Shore Shelter and Porthmeor Studios, hence their inclusion in this policy. See <http://stivesnplan.wordpress.com/consultation-responses/>.

Maps 1, 2 and 3, which accompany this policy, also identify areas of cultural and heritage significance (shaded in orange). Policy CH1 should also be used in determining planning applications affecting these areas. The cultural contribution of sites, such as the island, to the character of the St Ives area is also recognised, and they should be considered as community assets as well as open spaces. Assessment of the impact of proposed development should also recognise this contribution. The Historic Environment Record (HER), hosted by Cornwall Council, should also be consulted¹⁴ and archaeological surveys carried out in accordance with NPPF para 169.

¹² See Appendix 4

¹³ NB. The 'saved' policies from the Penwith District Local Plan 2004 should be used alongside St Ives Area NDP, while still in use.

¹⁴ The Evidence Base contains more details

It is vitally important to community vitality that these spaces and places, as a minimum, are retained as heritage assets and/or for common use. Projects – including a local heritage list of buildings and structures, and enhancing and increasing public places - are included in the Action Plan.

CH1: Local Community and Heritage Assets

The impact of development on local community and heritage assets must be taken into account in determining applications for planning permission. This refers specifically (but not exclusively) to the key, listed and culturally significant buildings and places identified in Maps 1,2 and 3 and listed in Appendix 1. Development proposals involving the retention of key, listed and culturally significant buildings (either in public or private use) and their re-use as community facilities or for small-scale economic purposes will be supported.

Proposals for re-development of key, listed and culturally significant buildings and places must give due regard to their community and heritage significance and will only be supported where reasonable and sustained attempts have been made to secure their continued community and/or economic use.

LOCAL ECONOMIC DEVELOPMENT

New economic proposals

Objectives:

- a) To provide support for small business that will contribute to a resilient local economy;
- b) To provide dispersed small business and industrial sites throughout the plan area, using brownfield and infill where possible;
- c) To encourage integrated economic design, to facilitate cross-pollination between different kinds of business, e.g. agricultural, retail, manufacturing.

Justification:

In line with the evidence outlined in section two above and consultations (see <http://stivesnplan.wordpress.com/consultation-responses/>) this policy supports small scale business and industrial development in St Ives area.

There are currently 1159 commercial premises in the Plan area. The Cornwall Local Plan gives employment floor space requirements for Hayle and St Ives at 16,900 m², with 16,276 still to be provided by 2030. Given the heavy concentration on the tourist industry in St Ives economy, it would benefit the NDP area economically in terms of diversity and resilience if a good proportion of these requirements were fulfilled here. Policies LED 2, 3, 4, 5 and 7 also support this aim.

Providing more space for small and micro-businesses will also contribute to opportunities for higher skilled employment and self-employment in the area. Micro-level businesses (employing fewer than 10 people) will be encouraged. Projects to complement these aims are included in the Action Plan¹⁵.

¹⁵ Other sites assessed during this exercise are being taken forward by St Ives Community Land Trust (CLT)

LED1 New Economic Proposals

Proposals for employment, industrial and business work-space development will be supported in St Ives Area NDP area as identified on the Land Allocations Map (Map 7) as part of mixed-use developments, providing the following criteria are met:

- a) The size, scale and use of industrial and business units are sensitive to their surroundings (particularly in proximity to residential areas);**
- b) there is no adverse visual impact on the area's landscape;**
- c) The design of the development is in line with the character area in which it is located, as defined in policies BE1 – 17.**

Retail and Employment Proposals within St Ives Town Centre

Objective: to ensure a locally distinctive and well-maintained shopping centre in order to encourage and improve its economic well-being; to create a thriving town centre in St Ives, encouraging a diverse range of retail shops and businesses that meet the needs of residents and visitors.

Justification:

St Ives has a vibrant town centre catering for its role as a key tourist destination. The town centre currently has 376 retail units, of which 124 are in classes A3, A4 and A5 – 33% (see Map 5). As visitor numbers have increased, so have food outlets – increased from 25% in 1999¹⁶. Consultations showed strongly that local residents perceive St Ives town centre as catering only for visitors and consequently don't shop locally – see <http://stivesnplan.wordpress.com/consultation-responses/>, responses were often accompanied by a comment on the predominance of food outlets. 84% respondents said they would use local shops if there were more of them, the most popular being a general household (“Woolworths-type”) store; affordable clothes and shoe shops, hardware and fishmongers. For use classes see Appendix 2.

As part of a longer-term strategy of local economic development, St Ives needs a broader, richer range of shops in the town centre to increase local resilience. In this regard, small and medium size enterprises will be preferred over chain shops and franchises.

¹⁶ Penwith Local Plan 2004

LED2 General Retail and Town Centre

Proposals for retail development as identified in classes A1 and A2, and for industrial and business uses defined in classes B1, C1, C2, D1, and D2 of the Town and Country Planning (use classes) Order 1987 (as amended) will be supported within the town centre area as identified in Map 4.

LED 3 Catering and Food Outlets

Proposals for catering and food outlets as identified in classes A3, A4 and A5 of the Town and Country Planning (use classes) Order 1987 (as amended) will be supported within the town centre area as identified in Map 4 provided that they would:

- a) Take into account scale, the need to improve the balance of retail provision in the town centre and to contribute to diversity of businesses already operating;**
- b) Not lead to the loss of retail units as identified in classes A1 and A2 of the Town and Country Planning (use classes) Order 1987 (as amended);**
- c) Meet the needs of residents and visitors.**

Where proposals for restaurants are acceptable in principle, the sale of take-away food will be excluded through the use of conditions or planning obligations.

Proposals for Redevelopment and Change of Use in St Ives Town Centre and Penbeagle Industrial Estate

Objective: to protect the vitality of St Ives town centre as a retail and employment area and Penbeagle Industrial Estate as a business, industry and employment area.

Justification:

Consultations showed the strength of community feeling about the need to retain employment-creating establishments and industry where possible and halt any further conversion into self-catering holiday accommodation in the town centre in particular – see <http://stivesnplan.wordpress.com/consultation-responses/> . References to down-long becoming a “holiday camp” were common. For use classes see Appendix 2. Penbeagle Industrial Estate is currently a healthy, fully operational business area and should be maintained as such for the health and diversity of the local economy.

LED4 Redevelopment and Change of Use

Proposals for redevelopment and change of use will be supported, subject to the following conditions:

- a) Proposals for redevelopment or change of use of land or buildings in St Ives town centre, as identified on Map 4, from retail as identified in use classes A1, A3, A4 and A5 of the Town and Country Planning (use classes) Order 1987 (as amended) to other business uses as identified in classes A2, B1, B2, B8 and C1 will only be permitted if the existing site is no longer economically viable and the site has been marketed for freehold or leasehold at a reasonable price for at least a year without restriction;**
- b) Proposals for the redevelopment or change of use of land or buildings on Penbeagle Industrial Estate in employment or service trade use as identified in classes A1, A2, A3, A4, A5, B1, B2 and B8 of the Town and Country Planning (use classes) Order 1987 (as amended) to non-employment uses will not be permitted.**

Retail and Employment Proposals within Carbis Bay and Lelant

Objective: To enhance the vitality of Carbis Bay and Lelant as local retail and service centres for their populations.

Justification:

There are limited shops and services currently in Carbis Bay and none in Lelant, meaning that residents have to travel into St Ives or out of the area in order to access them. The Cornwall Local Plan recognises the need to enhance and strengthen facilities in Carbis Bay in particular to enable better access for the community to shops and services.

Our consultations showed a strong desire for more shops and services in these two settlements. For the question on additional facilities that people would like to see, the highest number of responses were related to Carbis Bay and Lelant – see <http://stivesnplan.wordpress.com/consultation-responses/>

LED 5 Retail and Employment Proposals in Carbis Bay and Lelant

Proposals for retail, employment, business work-space and light industrial development will be supported within the settlements of Carbis Bay and Lelant as identified on Maps 6(a) and 6(b). Preference will be given to proposals for brown field sites;

Agriculture and Fishing

Objective: to support agricultural and fishing industries within the NDP area, so as to enhance economic diversity, productive capacity and rural employment.

Justification:

Social, economic and environmental benefits can be wrought from sustainable rural and coastal enterprise at the heart of locally based regeneration. Appropriate development in rural and coastal areas can also make an important contribution to the local economy and should be supported. Employment in agriculture, fishing and other traditional activities continues to decline, but remain an important part of the area's economy. In addition, development pressures from the settlements on agricultural land in the NDP area need to be balanced with the need to protect this non-renewable resource (as reflected in policy OS9). Supporting its continued productive use is an important part of this balance, for example, through developments which assist in local value adding processes and local supply-chain linkages. The impact of any development on the character of the countryside will be reduced if existing farm buildings are re-used but, where new buildings are necessary, they should be closely integrated with those already there and incorporate renewable energy sources as much as possible.

Fishing continues out of St Ives, despite significant decline, and continues to be an industry at the heart of the local community. Its importance culturally, environmentally and economically has been overlooked in recent years, with the focus on tourism as the economic driver for the area. St Ives Area NDP will support proposals for developments which enhance and increase sustainable fishing activities out of St Ives harbour. Buildings currently in use in the fishing industry are also protected under policy CH1.

Respondents to consultations showed a high level of support for this kind of provision for traditional industries – see <http://stivesnplan.wordpress.com/consultation-responses/>

LED 6 Agricultural Development Proposals

Proposals for development essential to agriculture or a farm diversification project will be supported provided that:

- a) it is sited, where practicable, in or adjacent to an existing complex (the immediate boundary of the existing buildings) and, where practicable, utilises existing buildings;**
- b) it is capable of being effectively screened by land form, trees and planting;**
- c) where the proposals will generate a significant demand for travel the development can be served by public transport, walking and cycling;**
- d) it will make a continuing contribution to the economic viability of an existing farm unit.**

Planning permission will only be granted where operation of the development as part of the farm business is secured through the use of conditions or a planning obligation.

LED 7 Fishing Development Proposals

Proposals for development directly related to the fishing industry in the NDP area will be supported, providing they are in line with the appropriate Character Area policy for their location (see BE1 – 17).

Catered Holiday Accommodation

Objective: to ensure that development related to the tourism industry has economic, social and environmental benefits for the surrounding area.

Justification:

Consultations showed that, while tourism is currently the prime economic driver in the St Ives area, it is placing pressure on local residents and communities. We therefore need to make provision for developments related to tourism, while ensuring that a balance is struck with social, economic and environmental requirements. The future of tourism is highly dependent on its basic resource – the landscape, beaches, wildlife, culture and character of the area –and developments within the industry need to nurture and protect this resource.

As outlined in Section 2 above, the rise in popularity of self-catering holiday accommodation has had a significant impact on the housing stock, community and economy of the NDP area. Policy LED8 therefore focuses on catered accommodation, which provides a higher level of employment, has a lower impact on housing provision and is a more sustainable method of accommodating visitors in the long-term. Policy LED9 allows for improvement and development of camping and caravan sites, which continue to be popular in the NDP area, while protecting the environmental resource on which they rely.

LED 8 Catered Holiday Accommodation: New, Extensions and Conversions

Proposals for new hotels, hostels and Bed and Breakfasts and extensions to existing accommodation will be supported in or on the edge of settlements, providing the following criteria are met:

- a) extensions would not have an adverse effect on the scale, character or appearance of the original building, or its surroundings;**
- b) new developments, extensions or conversions would not have an adverse visual impact on the open countryside and coastline, from both seaward and landward aspects.**

LED 9 Camping and Caravan Sites

Development of new sites or the extension or intensification of existing sites for caravans and tents, including static or other year round stationed units, will be supported only where there would be no harm to the character of the countryside and the site is capable of being effectively screened by landform, trees or planting.

The layout of such units will be required to avoid a rigid pattern which would not be in keeping with the surroundings. Ancillary facilities to serve the visitors staying on the site must be on or immediately adjacent to the site in existing buildings or new buildings which are of a form, bulk and general design in keeping with their surroundings.

On touring sites a seasonal period of use will be imposed unless there would be no harm to the character or amenity of the countryside. Where the approach roads cannot accommodate safely the full range of touring units, the type of unit will be limited.

HOUSING

Affordable Housing

Objectives:

- a) To make a significant contribution towards meeting the local demand for affordable housing;
- b) to encourage the creation of mixed developments which are balanced in terms of housing type and tenure, and socially inclusive.

Justification:

We need to provide more affordable housing for local people. The community supports this – three quarters of all householders responding to the December 2013 St Ives Area NDP consultation thought that all housing developments should have 50% or more dwellings affordable to local people on average incomes. Respondents know local people in housing need, know people who have moved away unable to meet their housing needs, think that young people should be able to remain in the community, that local wages mean that people cannot afford decent housing, and they are also very aware of the number of second homes. See <http://stivesnplan.wordpress.com/consultation-responses/>

Respondents have relayed stories of local people unable to find an affordable home or suitable accommodation, despite having strong local ties. Parents still have grown-up children living at home, despite them having good jobs; others have had to help their children buy homes. Starter homes and family homes with adequate gardens or shared green space are priorities for the community as we need to retain and attract young families. Businesses also highlight that some employees cannot find affordable housing, and so have to travel from further afield. There is also a need for housing for older people, as the population of the country as a whole is ageing. Housing schemes should provide a suitable mix of dwellings to reflect these different needs.

Providing truly affordable housing for people on local wages can be done in a number of ways, e.g. small starter homes or flats to buy or rented social housing, St Ives area needs a mix. Self-build is another way of providing affordable housing privately, as it can offer considerable savings in the provision of a new home, and so is supported by St Ives Area NDP.

H1 Affordable Housing

Proposals for housing and mixed use developments, other than replacement dwellings, that result in a net increase of 10 or more units, as allocated on Map 7 will be subject to the following criteria:

- a) the proposals meet the target of 50% affordable housing set out in Cornwall Council's Affordable Housing Supplementary Planning Document (SPD);**
- b) affordable housing should be provided on the same site as any open market housing which is necessary to provide cross subsidy (except where clause d applies);**
- c) the dwellings will be occupied by people with a local connection in housing need in accordance with the definition in Cornwall Council's Affordable Housing SPD;**
- d) where it can be proven that the provision of affordable housing on the proposed site is not viable, developers contributions for affordable housing should be committed to specific schemes within the NDP area on sites as indicated on Map 7.**

Full-time Principal Residence Housing

Objective: To safeguard the sustainability of the settlements in the St Ives NDP area, whose communities are being eroded through the amount of properties which are not occupied on a permanent basis.

Justification:

In order to meet the housing needs of local people, bring greater balance and mixture to the local housing market and create new opportunities for people to live and work here, to strengthen our community and the local economy the St Ives NDP also supports the provision of full time principal residence housing. This is new housing which has to be used as the principal residence of the household living in it, but does not have the price controls that affordable housing does, or any local connection requirement.

St Ives and Carbis Bay are in the top five settlements in Cornwall with the highest proportions of second homes and holiday lets¹⁷. In 2011, 25% dwellings in the NDP area were not occupied by a resident household, a 67% increase from 2001. Over this same period, housing stock in the NDP grew by 684 or 16%, but the resident population grew by only 270 or 2.4% and the number of resident households grew by less than 6%. The growth in housing stock in the NDP area between 2001 and 2011 was double the average across England. The socio-economic effects of such a high proportion of holiday properties are being felt by the local community - see <http://stivesnplan.wordpress.com/consultation-responses/> - and are being proven in nationwide

¹⁷ Cornwall Council Community Intelligence Team, 2009 data

studies to be largely negative¹⁸. This unique form of tourism has grown rapidly around St Ives, but a balance needs to be struck with the needs of local resident communities.

For the purposes of this policy, 'full time' shall be taken to mean occupation for at least 270 days per year). The Planning Condition runs with the land, not the initial purchaser. A Breach of Condition Order can be served and if not complied with prosecution proceedings may be commenced (as a precursor to a Planning Contravention Notice).

H2 Full Time Principal Residence Requirement

New Open Market Housing without a restriction to ensure its occupation as a Full Time Principal Residence (occupied for at least 270 days per year) will not be permitted. Sufficient guarantee must be provided of such occupancy through the imposition of a planning condition. New second homes and holiday lets will not be permitted at any time.

Phasing of Housing Development

Objectives:

- a) To ensure that this allocation is not committed early in this period, resulting in an unsustainable demand for the development of further green field sites for additional market housing;
- b) to ensure that the community should not be required to absorb the additional population arising from the allocated development sites over a short time period.

Justification:

The sites shown on Map 7 have been allocated for housing development over the 15 year period 2015 to 2030.

The intention to manage the rate of development during the plan period is consistent with sustainable development. In our household survey, infrastructure and services were common causes for dissatisfaction - police, dental and medical provision were the highest (behind public toilet provision), dental and medical services particularly in the Carbis Bay and Lelant areas. Over-stretched services, long journey times and lack of access were the main reasons why respondents were dissatisfied. Carbis Bay and Lelant residents placed medical (doctors and pharmaceutical) provision at the top of their list of additional facilities they wanted to see in their areas. See <http://stivesnplan.wordpress.com/consultation-responses/> Between 2010 and 2014, the average new build rate was 92 dwellings per year. This equates to a 1.3% annual increase,

¹⁸ For example – University of Exeter 2014

higher than the Cornwall average of 0.86%. Continuing to increase housing stock at this pace would place more pressure on already vulnerable services, particularly schools and transport infrastructure. Future housing growth must therefore be phased at a manageable rate and accompanied by developer contributions to infrastructure as defined in the emerging CLP.

In line with policies H1 and H2, approximately 50% of new housing developments in the sites allocated will be affordable housing and approximately 50% open market principal residence housing. Section 4 (Monitoring and Implementation) includes the monitoring mechanism to be used by St Ives Town Council (the Qualifying Body) for the phasing of housing development over the Plan period.

H3 Phasing of Housing Development

In each 5 year period, land released for housing development in sites allocated on Map 7 will be phased as follows:

- a) in years 1-5, planning permissions will be granted for approximately 100 dwellings;**
- b) in years 6-10 planning permissions will be granted for approximately 100 dwellings;**
- c) in years 11-15 planning permissions will be granted for approximately 100 dwellings.**

In each phase approximately 50% will be affordable housing and approximately 50% will be open market principal residence housing.

Development of Additional Sites Following the Commitment of all Allocated Sites

Objectives:

- a) To ensure the proper management of any significant development following the commitment of all allocated sites;
- b) to ensure that any such development makes the maximum possible contribution to reducing the existing shortage of affordable housing.

Justification:

All of the undeveloped land adjoining the existing built up areas is classified as Grade 2 or 3 agricultural quality and is or could be in beneficial agricultural use. Although these areas lie outside the AGLV they are nevertheless attractive and cherished countryside. Therefore, if any of these areas are to be given over for development, it is considered that the community should receive the maximum possible benefit from them in terms of their contribution towards meeting the need for affordable housing. There was strong feeling about this in all our consultations, see <http://stivesnplan.wordpress.com/consultation-responses/>

There is also expected to be a significant contribution to the strategic housing target – 1000 dwellings under the Cornwall Local Plan by 2030 – from windfall sites around the NDP area. This policy also ensures therefore that any further housing development over and above this figure during the Plan period gives maximum community benefit. This includes allocated sites that have not yet received planning permission. The high grade nature of the land and strength of community feeling both justify such a policy.

H4 Development of Un-Allocated Sites and Additional Sites Following the Commitment of all Allocated Sites

The development of un-allocated sites may be considered only if:

- a) they are for 50 dwellings or less;**
- b) the site forms a logical extension to the existing built up area and is not an isolated development in the countryside;**
- c) high levels of sustainability are integrated into the development – e.g. renewable energy sources etc;**
- d) housing density is in the order of 35 dwellings per hectare;**
- e) they provide 100% affordable housing (as defined by Cornwall Council’s Affordable Housing Supplementary Planning Document). Where viability is an issue, s106 contributions for the St Ives Area should be used for the affordable housing component on site;**
- f) a full-scale community consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

Once the minimum target number of dwellings for the NDP area has been reached – 1000 under the Cornwall Local Plan – this policy will supersede policies AS1, AS2, AS3, AS4, AS5 and AS6 (sites as shown on Map 7) which have not yet received planning approval at that stage.

Open Space Provision

Objective: To ensure that new development makes a contribution towards social cohesion, exercise and fitness opportunities for residents, additional open space for recreation, amenity and food growing purposes should be provided. It should be ensured that play spaces are safe in terms of location, access and supervision.

Justification:

The NDP area has a lower proportion of open spaces for recreation, amenity and allotments than most comparable settlements. It is therefore considered that new development should make a contribution towards alleviating this deficit.

Of the few children's play spaces which have been provided on residential developments in the NDP area, several have been unsuitable due to being tucked away out-of-sight in locations which do not enjoy natural visual supervision from adjoining dwellings.

Respondents to our survey felt strongly that children's play areas in particular are important, see <http://stivesnplan.wordpress.com/consultation-responses/>

For the large sites referred to in the policy, on-site open space should be transferred to St Ives Town Council for a nominal amount (£1 plus peppercorn) together with a maintenance sum to cover a 10 year maintenance period. If the Town Council do not opt for the green space, a management company will be set up made up of the freeholders of the development.

H5 Open Space Provision

New large developments (11 dwellings and above) will provide on-site open space for play (equipped or unequipped), recreation or food growing purposes.

New smaller developments will provide a contribution towards the provision of open space for play (equipped or unequipped), recreation or food growing purposes onsite, or within the NDP area if onsite is not appropriate, in line with Cornwall Council's open space provision standards.

Subdivision of Dwellings

Objective: to ensure that subdivision of existing dwellings creates accommodation of a satisfactory standard.

Justification:

There is high demand in the NDP area for small units, which has resulted in a high level of conversions of existing housing stock into multiple units, providing accommodation for single people, couples and small families. Provision for this kind of conversion, particular for larger properties of traditional character can avoid redevelopment of sites, which many people were averse to in our consultations. It is however, of vital importance that the resulting units are designed to acceptable standards for occupation. RIBAs (The Royal Institute of British Architects) 'The Case for Space' 2011, gives guidelines on acceptable space and living standards¹⁹.

¹⁹ The Evidence Base contains more details

H6 Subdivision of Dwellings

The subdivision of dwellings into smaller self-contained units or the change of use of premises to houses in multiple occupation will be supported provided that the proposal does not have an adverse impact on the character of the building or its surroundings and the new dwellings achieve an acceptable standard with regard to floor area and facilities.

Residential Care and Nursing Homes

Objective: to enable an adequate supply of residential care to meet the needs of an ageing population.

Justification:

An increasing and ageing population is a national issue. In the NDP area, Census figures show a higher than average proportion of people in older age groups – 26.1% above 65²⁰. There is therefore a need to make provision for care and nursing accommodation now and into the future. This needs to be put in the context of all the development pressures in the NDP area, so siting and design of new accommodation must be in line with other policies in St Ives Area NDP.

H7 Residential Care and Nursing Homes

Proposals for residential care and nursing homes will be permitted provided that:

- a) the accommodation includes an area of private open space for residents exclusive use;**
- b) the site forms a logical extension to the existing built up area and is not an isolated new development in the countryside;**
- c) high levels of sustainability are integrated into the development – e.g. renewable energy sources etc;**
- d) a full-scale community consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans;**
- e) any part of the development that is to provide C3 dwellings for over-55s is required to buy in a 'care package' from the Care Provider through a planning obligation.**

²⁰ The Evidence Base contains more details

LAND ALLOCATIONS

Housing and Mixed-Use Development Sites

Objectives:

- a) to allocate sites of appropriate size and location to fulfil the strategic housing target set for St Ives and Carbis Bay in the emerging Cornwall Local Plan 2010 - 2030;
- b) to meet local housing need by providing affordable and principal residence housing;
- c) to facilitate economic and business development in the NDP area in line with policy LED1.

Justification:

NPPF: Paragraphs 21, 47, 49, 50, 54, 55, 70, 93, 94, 95, 96, 97, 115, 118

CLP: 1, 2, 3, 5, 8, 11, 13, 14, 17, 23, 25, PP2

Cornwall Council groups settlements into Community Network Areas (CNAs) and for the purpose of housing targets, sets specific targets for the main towns in the CNA and an overall housing target covering all the other settlements and rural areas in the remainder of the CNA but these areas do not necessarily correspond with Neighbourhood Plan Boundaries. A strategic minimum target of 1000 dwellings has been set for St Ives-Carbis Bay for the period up to 2030. However, no specific strategic target has been set for Lelant and Halsetown, which are in the remainder of the Community Network Area with St Erth, Gwinear/Gwithian and Towednack. Therefore no land allocation has been made for housing development in Lelant and Halsetown.

Of the Cornwall Local Plan strategic minimum target of 1000 dwellings for St Ives-Carbis Bay, 303 remain without planning permission as of April 2014. **Sites have been allocated totalling 10.6 hectares to provide up to 350 dwellings once mixed-use sites have been taken into consideration. In assessing the requirement for development land, a density of 35 dwellings per hectare has been considered appropriate for the available sites, which are all at the edge of settlements. This is to allow for play-space, main highway access, additional parking space for each family dwelling, street planting, boundary hedgerows and other landscaping.**

Sites have been selected on the basis of Cornwall Council's (CC) original site allocation exercise for the purpose of the Town Framework and Cornwall Local Plan, which generated the Strategic Housing Land Availability Assessment (SHLAA) sites and subsequently the Strategic Urban Extension (SUE) areas. These are all outside the AONB and AGLV boundaries and immediately adjacent to the built up area. Our initial site selection exercise built on the above selection process previously undertaken by Cornwall Council.

A key principle of St Ives Area NDP, with strong support at consultation, is that sites generally should be of a maximum of 50 dwellings. The sites are also spread around the area as much as

is reasonably practical, rather than being concentrated in one place. The SUE sites were therefore 'reduced' using these criteria. Certain SHLAA sites which had not gone forward as SUE sites were also re-adopted to balance the reduction in the area made to the SUE sites (our AS3 & AS4). In addition, we added site AM2, as we are aware that the owner is keen to develop this site, it relates well to the existing built-up area and is outside the AONB and AGLV boundaries.

Acceptability to community opinion, visibility and landscape impact, agricultural land and relation to existing built up areas were all considerations in the selection of sites. For each site, a community consultation is called for, at planning application stage, in keeping with the ethos of St Ives Area NDP and helping to fulfil the Community objective of St Ives Area NDP.

Where other, complementary uses are considered appropriate for sites, they are included in the policies below. Sites AM1, AM2, AM3 and AM4 are considered appropriate for mixed-use development.

All of these issues relating to sustainable housing and employment space growth over the Plan period are covered in more detail in the accompanying Sustainability Appraisal.

Part of St Ives Rugby Club site has already been under discussion for a mixed-use development, including allotments and business units to provide much needed facilities and amenities at the 'top of town' and to support the future of sports provision on the site. Any development must not infringe on the area of AONB that cuts through the site (see Fig 2) or the sports pitches as currently used.

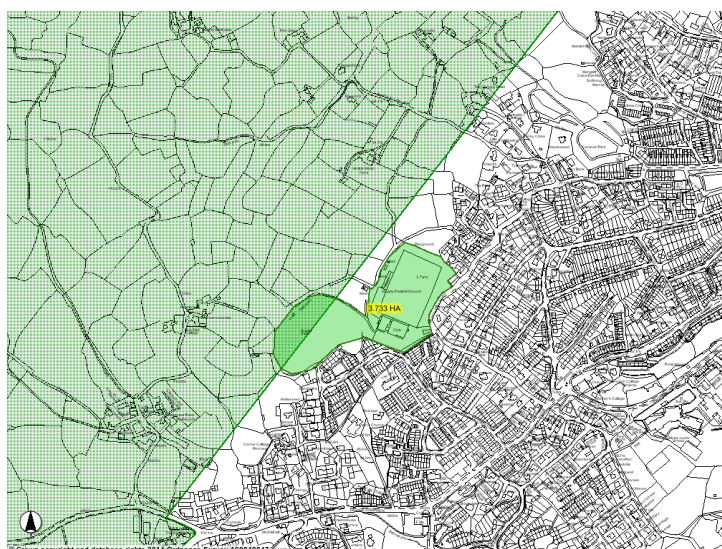


Figure 2: St Ives Rugby Club Site (showing AONB)

Land off Laity Lane is already currently used for industrial purposes and lends itself to a mixed-use site. The site South West of Gonwin Manor also has capacity for small-scale business use to be incorporated into a housing development scheme there. Porthrepta is currently under-used as a car park and provides

an ideal brown field site for community-led development, which would bring employment and amenity benefits to the surrounding area. The section of the car park that is regularly used for access to the Scout Hut must be retained. As the site is tightly surrounded by residential and

other uses (see Fig 3), any development must be sensitive, of appropriate scale and involve the local residents at proposal stage – as is the case for all of the proposed sites.



Figure 3: Porthrepta Car Park Site

Allocated Sites

Please note that, once the total number of dwellings which have received planning permission in the Plan Period reaches the 1000 dwelling strategic minimum target (set by the local Planning Authority in the Cornwall Local Plan), policy H4 (Additional Sites) will apply to any of the following sites AS1 to AS6, AM1 to AM4 which have not yet received planning approval at that stage.

Schemes for each site should show consideration of play-spaces, additional parking space for dwelling of more than 2 bedrooms, retention of boundary hedgerows, and new landscaping schemes including street tree planting. Use classes are shown in Appendix 2.

A detailed description of each site, its context and the scale of impact of any development can be found in the Sustainability Appraisal accompanying this Plan. Proposals for development on any of the sites should be considered in full knowledge of the contents of the Sustainability Appraisal.

AM1 Allocated Mixed-use Development Site - St Ives Rugby Club Site

Mixed-use proposals on part of this site (Fig 1 and shown as AM1 on Map 7) that secure the continued vitality and viability of sports provision will be supported providing the following criteria are met:

- a) employment and business work-space units are provided in line with the needs of St Ives;**
- b) allotments are provided;**
- c) car parking is provided;**
- d) housing provision is in line with policies H1, H2 and H3;**
- e) housing density is in the order of 35 dwellings per hectare;**
- f) Built Environment Character Area S12, Policy BE10 is fulfilled;**
- g) improved sports and amenity use is demonstrated in the proposal;**
- h) proposals are of a scale, form and character appropriate to the residential nature of part of the surrounding area and the site's visibility from surrounding open countryside;**
- i) proposals adopt high standards of sustainable and innovative design appropriate to the area's proximity to the AONB;**
- j) the site is effectively screened by land form, trees and planting appropriate to the area's proximity to the AONB;**
- k) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AM2 Allocated Mixed-Use Development Site – Land off Laity Lane, Carbis Bay.

Proposals for mixed use development will be supported for this site, shown as AM2 on Map 7, providing the following criteria are met:

- a) industrial and business uses as identified in classes B1, B2 or B8 of the Town and Country Planning (use classes) Order 1987 (as amended) are provided in line with the needs of the neighbourhood plan area and as an extension to the existing business area;**
- b) housing provision is in line with policies H1, H2 and H3;**
- c) housing density is in the order of 35 dwellings per hectare;**
- d) Built Environment: Character Area C3, Policy BE12 is fulfilled;**
- e) proposals are of a scale, form and character appropriate to the residential nature of part of the surrounding area;**
- f) highway access to the site is improved to the satisfaction of the Highway Authority;**
- g) proposals adopt high standards of sustainable and innovative design appropriate to the area's proximity to open countryside;**
- h) proposals include public open space to meet the needs of both the new housing and the existing adjacent residential area;**
- i) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AM3 Allocated Mixed-Use Development Site - Porthrepta Car Park Site

Proposals for mixed-use development of a section of Porthrepta Car Park, Carbis Bay, as identified in Figure 3 and shown as AM3 on Map 7 will be supported for this site providing the following criteria are met:

- a) employment and business work-space units are provided in line with the needs of Carbis Bay;**
- b) at least 50% of the site is retained as a public car park;**
- c) housing provision is in line with policies H1, H2 and H3;**
- d) Built Environment: Character Area C3, Policy BE12 is fulfilled;**
- e) proposals are of a scale, form and character appropriate to the residential nature of surrounding area;**
- f) proposals adopt high standards of sustainable and innovative design;**
- g) highway access to the site is improved to the satisfaction of the Highway Authority;**
- h) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AM4 Allocated Mixed-Use Development Site – Land South West of Gonwin Manor, Carbis Bay.

Proposals for housing development will be supported for this site, shown as AM4 on Map 7, provided the following criteria are met:

- a) light industrial and business uses as identified in classes B1, B2 or B8 of the Town and Country Planning (use classes) Order 1987 (as amended) are provided, appropriate to the area's proximity to housing and in line with the needs of Carbis Bay and Lelant;**
- b) housing provision is in line with policies H1, H2 and H3;**
- c) housing density is in the order of 35 dwellings per hectare;**
- d) Built Environment: Character Area C5, Policy BE12 is fulfilled;**
- e) highway access to the site is improved to the satisfaction of the Highway Authority;**
- f) proposals adopt high standards of sustainable and innovative design appropriate to the area's proximity to the SSSI;**
- g) the site is effectively screened by landform, trees and planting appropriate to the area's proximity to the SSSI;**
- h) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AS1 Allocated Development Site – Land off Trenwith Lane, St Ives.

Proposals for housing development will be supported for this site, shown as AS1 on Map 7, providing the following criteria are met:

- a) housing provision is in line with policies H1, H2 and H3;**
- b) housing density is in the order of 35 dwellings per hectare;**
- c) Built Environment: Character Area S12, Policy BE10 is fulfilled;**
- d) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AS2 Allocated Development Site – Land off the Belyars, St Ives.

Proposals for housing development will be supported for this site, shown as AS2 on Map 7, providing the following criteria are met:

- a) housing provision is in line with policies H1, H2 and H3;**
- b) housing density is in the order of 35 dwellings per hectare;**
- c) Built Environment: Character Area S13, Policy BE11 is fulfilled;**
- d) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AS3 Allocated Development Site – Land South West of Fuggoe Croft, Carbis Bay.

Proposals for housing development will be supported for this site, shown as AS3 on Map 7, providing the following criteria are met:

- a) housing provision is in line with policies H1, H2 and H3;**
- b) housing density is in the order of 35 dwellings per hectare;**
- c) Built Environment: Character Area C3, Policy BE12 is fulfilled;**
- d) proposals are of a scale, form and character appropriate to the site's visibility from Knill's Monument;**
- e) proposals adopt high standards of sustainable and innovative design appropriate to the area's proximity to the Steeple Woodland Nature Reserve;**
- f) the site is effectively screened by landform, trees and planting appropriate to the area's proximity to the Steeple Nature Reserve;**
- g) the open space adjoining the north of the site, marked on Map7, is retained as an open space;**
- h) highway access to the site is improved to the satisfaction of the Highway Authority;**
- i) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AS4 Allocated Development Site – Land West of Carninney Lane, Carbis Bay.

Proposals for housing development will be supported for this site, shown as AS4 on Map 7, providing the following criteria are met:

- a) housing provision is in line with policies H1, H2 and H3;**
- b) housing density is in the order of 35 dwellings per hectare;**
- c) Built Environment: Character Area C3, Policy BE12 is fulfilled;**
- d) highway access to the site is improved to the satisfaction of the Highway Authority;**
- e) proposals include public open space to meet the needs of both new housing and the existing adjacent residential area;**
- f) the southward side of the site is effectively screened and demarcated, through the addition of trees and/or a Cornish hedge and the ancient lane along this boundary is protected;**
- g) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AS5 Allocated Development Site – Land South of Carninney Lane, Carbis Bay.

Proposals for housing development will be supported for this site, shown as AS5 on Map 7, providing the following criteria are met:

- a) housing provision is in line with policies H1, H2 and H3;**
- b) housing density is in the order of 35 dwellings per hectare;**
- c) Built Environment: Character Area C3, Policy BE12 is fulfilled;**
- d) highway access to the site is improved to the satisfaction of the Highway Authority;**
- e) the southwest side of the site is effectively screened and demarcated, through the addition of trees and/or a Cornish hedge;**
- f) consultation is carried out in the surrounding neighbourhood on the exact nature of the proposed plans.**

AS6 Allocated Development Site – Land South of Poltreen Close, Carbis Bay.

Proposals for mixed use development will be supported for this site, shown as AS6 on Map 7, providing the following criteria are met:

- a) housing provision is in line with policies H1, H2 and H3;**
- b) housing density is in the order of 35 dwellings per hectare;**
- c) Built Environment: Character Area C3, Policy BE12 is fulfilled;**
- d) highway access to the site is improved to the satisfaction of the Highway Authority;**
- e) consultation is carried out in the surrounding neighbourhood on the exact nature of the plans.**

OPEN SPACES

Landscape Areas and Open Spaces

Objective: To safeguard the environmental resources of the coast and countryside in the St Ives NDP area, so that their special character and quality may be available for the enjoyment, appreciation and recreational use of the resident community and visitors for this, and the future, generation.

Justification:

The landscape of the St Ives Area reflects the inter-relationship between physical and climatic elements and human activities from pre-historic times to the present day. It is the interaction of these elements that create the character and special identity that is valued by the resident community and the many who visit the area. The importance of the landscape in the St Ives Area is reflected by statutory, national and countywide designations - including Area of Outstanding Natural Beauty (AONB), Site of Special Scientific Interest (SSSI) and Area of Great Landscape Value (AGLV) – and by local designation of open spaces. Map 8, accompanying this policy, includes additional proposed areas for inclusion as green/open spaces based on consultation feedback.

NB. Although emphasis is rightly given to formal landscape designations all parts of the coast and countryside are seen to make a valuable contribution to the identity of the St Ives Area and it is important that the contribution of countryside not within a designated landscape area is also fully recognised.

In consultations, respondents were generally satisfied with the provision of natural open spaces in the St Ives area and 95% (of 909 respondents) said they used and enjoyed them for leisure activities. 98% (of 981 respondents) said that coastal areas, estuaries and beaches in particular should be protected from being built on. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS1 Landscape Areas and Open Spaces

Development will not be permitted in designated landscape areas and in other open spaces of local significance, identified on Map 8, unless:

- a) it fully conforms to the objective to conserve and enhance areas with a national and County designation and their surroundings. These are:
 - i. Area of Outstanding Natural Beauty,**
 - ii. Area of Great Landscape Value,**
 - iii. Site of Special Scientific Interest,**
 - iv. World Heritage Site;**
 - v. Local Nature Reserve;**
 - vi. County Wildlife Site;****
- b) it does not significantly harm the landscape character, amenity, historic, nature conservation, archaeological or geological values of the coast, shoreline, beaches, adjacent coastal waters, and countryside;**
- c) there would be no adverse environmental impact in terms of the number of trips generated or over-reliance on cars;**
- d) the site is capable of being effectively integrated into the surrounding landscape through landform and appropriate planting.**

Flora and Fauna

Objectives:

- a) To protect those aspects of the natural environment that provide habitats for local flora and fauna;
- b) to maintain and improve the current diversity of flora and fauna within the St Ives, Carbis Bay and Lelant areas;
- c) to ensure that the value of the natural environment is given due weight when applications for development are considered.

Justification

The coastline from Man's Head westward is a Site of Special Scientific Interest (SSSI), as is the coast and estuary from Hawke's Point, Carbis Bay, to Lelant. There is a Local Nature Reserve (Steeple Woodland Nature Reserve) on Worvas Hill, within which is Knill's monument. Cornish hedges of varying ages are found throughout the entire area. It is only the coastal strip of St Ives NDP area that is a Biodiversity Action Plan (BAP) priority project area. The St Ives area is bounded to the west by an Area of Great Scientific Value. (St Ives Area NDP Sustainability Appraisal Scoping Report 2014)

In addition to larger tracts of land, the NPPF notes the amenity value and ecological importance of "wildlife corridors and stepping stones that connect them" within the built areas of towns. These contribute directly to the continuity and integrity of natural features, and support the spread of flora and fauna within the built environment. These hold significant economic and amenity value, as well as environmental value, for tourist destinations such as St Ives and Carbis Bay.

Planning and development Priority action 3.4: Through reforms of the planning system, take a strategic approach to planning for nature within and across local areas. This approach will guide development to the best locations, encourage greener design and enable development to enhance natural networks. We will retain the protection and improvement of the natural environment as core objectives of the planning system. (Government Policy Paper - Biodiversity 2020: A strategy for England's wildlife and ecosystem services -implementing our international and EU commitments.) NPPF's Glossary: Birds and Habitats Directives: European Directives to conserve natural habitats and wild fauna and flora.

Three tests are required as part of the European Protected Species Licence process, which deal with this in more detail as part of the planning process and should be implemented in relation to this policy.

In consultations, respondents referred to the diverse nature of the flora and fauna of the area, which attracts visitors. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS2 Flora and Fauna

Development proposals which have no adverse effect on the integrity or continuity of landscape features and habitats of local and national importance for wild flora and fauna may be permitted. Proposals which incorporate conservation and/or appropriate habitat enhancement to improve biodiversity may be supported.

Trees, Woodland, Hedgerows and Cornish Hedges

Objective: To safeguard trees, woodland, hedgerows and Cornish hedges which make a significant contribution to the environmental quality and character of an area.

Justification

Trees, woodlands, hedgerows and Cornish hedges act as a focus for wildlife and existing Tree Protection Orders (TPOs) should be respected and future ones established where appropriate. British Standard BS5837:12 should be followed – the recommended practice for trees on development sites.

In consultations, 97% of respondents felt trees and woodlands should be protected in future planning decisions. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS3 Trees, Woodland, Hedgerows and Cornish Hedges

Development must retain and incorporate trees, woodland, hedgerows and Cornish hedges which make a significant contribution to the character of the landscape, settlements, nature conservation, local amenity or environmental character of their surroundings.

Disturbance and Pollution

Objective: To protect development sites and the areas around them from pollution, therefore considering health and wellbeing of permanent & temporary inhabitants, as well as adhering to the NPPF's desire to achieve sustainable development whilst protecting the natural and built environment without compromising the needs of future generations.

Justification

Objectives 7, 12 and 16 of the Sustainability Appraisal Scoping report refer to pollution, air quality and health.

The NPPF's Glossary definition of pollution is *Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.* NPPF paragraph 123 also states the importance of 'tranquillity and dark skies'.

The Noise Policy Statement for England (referenced in the NPPF) contains the following vision - *Promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.*

<http://www.defra.gov.uk/environment/quality/noise/>

The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health. The local air quality management (LAQM) regime requires every district and unitary authority to regularly review and assess air quality in their area. Air quality can also affect biodiversity and may therefore impact on our international obligations under the Habitats Directive. Odour and dust can also be a planning concern, for example, because of the effect on local amenity.

(<http://planningguidance.planningportal.gov.uk> Paragraph: 001 Reference ID: 32-001-20140306 Revision date: 06 03 2014)

In consultations, respondents commented on the value of nature, peace and quiet in the area, including within the settlements. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS4 Disturbance and Pollution

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

Settlements and Edge of Settlements

Objective: Ensure that development does not have significant adverse effect on the landscape setting of the settlements in the St Ives Area, and does not result in the merging of settlements.

Justification

The settlements in the St Ives Area have diverse and complex roles as places where people live, work and visit and each has distinctive physical characteristics and different levels of service provision. The town and villages in the St Ives Area are subject to change to meet the needs of the community but at the same it is seen as important that such change does not have significant adverse effect on the setting in the landscape and distinct character of the settlement.

The undeveloped tracts of countryside surrounding or on the edge of the towns and villages provide attractive settings for the built up areas often as a foreground or background which is important to the character of the settlement. Such areas are frequently significant in helping preserve the most typical views of a town or village and providing the best views of the surrounding countryside from within the settlement.

In consultations, when asked to list open spaces they felt needed protecting, 20% of respondents referred specifically to the green fields between Carbis Bay and Lelant. Excluding the above mentioned green fields a further 19% referred to all green spaces; 14% referred to farmland/fields; 8% referred to green buffer zones. Top priority projects also included the preservation of the open space between Carbis Bay and Lelant. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS5 Settlements and Edge of Settlements

Proposals for development within or on the edge of settlements should:

- a) respect the amenity, recreational and wider environmental value of existing open spaces;**
- b) not diminish the open areas of countryside between the settlements of St Ives, Halsetown, Carbis Bay and Lelant.**

Open Areas within and on the edge of Settlements

Objectives:

- a) To retain and improve open areas within settlements that have amenity, environmental or other value. This includes green fingers, corridors or wedges which enable the countryside to penetrate into a built-up area and help maintain a semi-rural character and appearance. The interface between the urban and rural landscape requires sensitive treatment;
- b) To retain the connectivity between open areas as part of the green infrastructure of the area.**

Justification

BEACH ROAD:

This area provides a gradual transition between the western urban edge of the town and the coastal scenery of the Area of Outstanding Natural Beauty, effectively extending the coastal strip right into the town.

THE ISLAND, ST IVES:

The Island is an environmental, historical and amenity feature of great importance in St Ives. It is highly visible and forms an integral part of the panorama and character of the townscape. The area is the only open space of any size within the town.

TRENWITH, ST IVES:

This area forms a green wedge in this part of St Ives between the high density housing of the Penbeagle area and the more recent development in the Belyars area, extending the countryside into the urban area.

TREGENNA, ST IVES:

This area forms a significant green break within residential development and includes the grounds of Tregenna Castle Hotel containing a large number of mature trees. Considerable

residential development has taken place on the northern edge of Carbis Bay and the open area now constitutes a clear break between this development and the main built up area of St Ives. This area forms a highly prominent and attractive local landmark particularly from the Island and harbour area of the town.

LAND ABOVE PORTHMINSTER BEACH, ST IVES:

This steeply rising wooded area provides an important green wedge which effectively extends the wooded feature of Tregenna right down to the foreshore. The land form helps to define the town and contain the scatter of terraces and dispersed dwellings at its edge.

TRELOYHAN, ST IVES:

This wooded area around Treloyhan Manor forms an attractive break in residential development that complements the open area at Tregenna, and visually extends the wooded area down to the foreshore.

CARBIS VALLEY, CARBIS BAY:

This attractive sheltered wooded valley is an important amenity feature in the locality, providing a green space within the built up surroundings.

STEEPLE FIELDS, ST IVES/CARBIS BAY:

This area provides an important and attractive green space and is a continuation of the green wedge from the town to Steeple Woods. It is a vital feature when viewed panoramically from above from Knill's Monument and other vantage points.

LAITY LANE, CARBIS BAY:

An important overgrown green hedge with mature trees now provides a green corridor to unsettled agricultural land from the edge of Carbis Bay.

THE BURROWS, ST IVES:

Steep wooded cliff. Important green corridor at the top end of town and visually significant viewed from other areas of the town.

BEDFORD ROAD GARDENS, ST IVES:

Significant block of private gardens providing an important green area in the town linking visually with Trewyn Gardens and the Hepworth Garden. Important viewed from other parts of the town.

ANNE'S WOOD, LELANT:

Small, hilly natural woodland managed by the Woodland Trust adjacent to Lelant station.

Mature trees predominantly beech and sycamore, with fallen trees left for increased biodiversity. Characterised by numerous pathways.

WOODLAND PLANTATION OPPOSITE LELANT STATION:

Small woodland of mainly mature broad leaved trees which with Anne's Wood provides a wooded appearance to the bottom of Station Hill. This small woodland contributes to the wooded appearance of Lelant which is particularly attractive when the village is viewed across the estuary from Hayle Causeway.

WOODLAND PLANTATION, GREEN LANE, LELANT:

Small area of woodland of mature trees which is the remains of a timbered plantation. It contributes to the wooded setting of Green Lane and to the wooded appearance which is a characteristic feature of the village of Lelant.

The areas above are all important in ensuring that the Green Infrastructure of the area is maintained with continuity of joined up green and open spaces woven throughout the settlements. 96% of respondents in the Household Survey felt that public open spaces should not be built on. All the areas mentioned above featured in consultations as special areas which need specific protection as they also contribute to the character of the St Ives area. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS6 Open Areas within and on the edge of Settlements

Development which would result in the loss of any open areas in the town or villages which contribute to the character, local amenity or environmental quality of their surroundings will not be permitted. This refers specifically (but not exclusively) to the following areas, as shown on Map 8:

- 1. Beach Road, St Ives**
- 2. The Island, St Ives**
- 3. Trenwith, St Ives**
- 4. Tregenna, St Ives**
- 5. Treloyhan, St Ives**
- 6. Land above Porthminster Beach, St Ives**
- 7. Carbis Valley, Carbis Bay**
- 8. Bedford Road gardens, St Ives**
- 9. Steeple Fields, St Ives/Carbis Bay**
- 10. Laity Lane (between junctions of Laity and Trencrom Lanes up to Laity farm)**
- 11. The Burrows, St Ives**
- 12. Anne's Wood, Lelant**
- 13. Woodland Plantation opposite Lelant Station**
- 14. Woodland Plantation, Green Lane, Lelant**

Rights of Way

Objective: Rights of way are particularly important in facilitating access to the countryside and often provide essential links between towns and villages and the open areas and green spaces around them.

Justification

The St Ives area is criss-crossed by a myriad of footpaths, the most famous being the SW Coastal Path and St Michael's Way. They provide an invaluable link to areas of natural beauty and great landscape and coastal character. They enable people to escape the urban environment and provide opportunities for recreation, walking, horse riding and cycling, thus enhancing the health and well-being of people.

98% of respondents to our household survey felt that footpaths should be protected. Among the 95% who enjoy green/open spaces for leisure activities, many use the coastal path and other footpaths in the area. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS7: Rights of Way

Development which would directly or indirectly affect existing rights of way as shown on Map 9 must not result in their use being less safe, convenient or attractive. Proposals for the improvement of existing rights of way are acceptable.

Agricultural Land

Objective: To protect good agricultural land as a non-renewable resource which may be needed for future food production, instead giving preference to brownfield sites and more efficient use of existing vacant properties.

Justification

A large part of the St Ives area comes under AONB or AGLV status. Land outside these areas is of significantly high quality agricultural land, often bordering on the town and villages, and must be protected for future generations. Good agricultural land is a non-renewable resource and may be needed for future food production. In areas that need protecting a sizeable proportion of respondents in our consultations specifically mentioned farmlands and fields – 14%. This excludes the fields between Carbis Bay and Lelant -20%, thus giving a combined total of 34%. See <http://stivesnplan.wordpress.com/consultation-responses/>

Preference should be given to brown field sites and more efficient use of vacant properties. Development on brown field sites will be considered favourably provided these sites have not reverted to natural vegetation or gardens, or form part of Open Spaces identified on Map 8.

OS8: Agricultural Land

Development which would result in the irreversible loss of agricultural land graded 2, 3 and 3a in the Department for Environment, Food and Rural Affairs classification, as shown on Map 8, will not be permitted unless there is no practicable alternative and the importance of the development outweighs the need to protect the best and most versatile land.

Panoramas and Vistas

Objective: The many vistas and panoramas of the St Ives area reflect its unique and historical landscape character. The close relationship of the town with its natural setting both seaward and landward, framed by a green setting of woodland, fields and moorland, gives it a special and distinctive character.

Justification

Large parts of the countryside are recognized as being important by being accorded the designation of AONB, AGLV or SSSI. However, other non-designated areas also contribute to the special identity of the area in terms of ecological, amenity, recreational or agricultural value. Respondents in consultations felt strongly that the views around St Ives, which make it such a special place to visit and live, should be protected. See <http://stivesnplan.wordpress.com/consultation-responses/>

OS9: Panoramas and Vistas

Development should not compromise views within St Ives, or views to and from the town, that contribute to its special character and quality of coast, countryside and townscape panoramas and vistas

WELL-BEING, SPORTS AND LEISURE

Community Facilities and Public Spaces

Objective: Protection of the limited amount of open and community amenity spaces that exist in the St Ives area, and the promotion of activities that bring people together for sporting, recreational and leisure purposes.

Justification

The Cornwall Council Open Spaces Strategy 2014 demonstrates that St Ives has significantly less open space per person in terms of amenity, parks and gardens and children’s play spaces, than the average for Cornish towns.

In our household survey, 32% of respondents indicated a desire for a greater variety of leisure facilities and opportunities in the parish and expressed concern that existing public amenities and facilities have come under threat in recent years. See <http://stivesnplan.wordpress.com/consultation-responses/>. To service the local residential community, it is essential that these facilities are preserved and maintained as a minimum of provision. Suggested projects that seek to enhance and increase the provision of community facilities are included in the accompanying Action Plan.

CF1 Community Facilities and Public Spaces

Development that results in the loss of community facilities and public spaces currently used for sports or recreation (including areas where ownership is currently not defined) – as shown on Map 10 and listed in Appendix 3, or that results in any harm to their character, setting, accessibility, appearance, general quality and amenity value will only be permitted on the following grounds:

- a) they are replaced by community facilities and/or public spaces of equal or higher quality, economic viability and value to the community;**
- b) the new facilities can be provided on the same site or another equally (or more) suitable and accessible site within the St Ives Area NDP area;**
- c) proposals can be proved acceptable to the users of the community facility and/or public space and their immediate surrounding areas through public consultation.**

New Public Spaces and Community Facilities

Objective: to allow for future provision of amenities and facilities, including open amenity spaces for the well-being of local communities.

Justification:

There is currently no recognised serious under-provision of sports facilities in the NDP area, according to the 2014 Cornwall Council Open Spaces Strategy. However, this policy allows for future development should the need be identified before the end of the NDP period (2030).

CF2 New Public Spaces and Community Facilities

The provision of new or improved recreational and sports facilities will be permitted in or on the edge of towns and villages provided that:

- a) the proposal is in keeping with the character and amenity of its surroundings;**
- b) the scale of the facility is related to the needs of the area;**
- c) there is safe and convenient access for potential users;**
- d) the proposal adopts high levels of sustainability in design.**

Informal Recreational Activities in the Countryside

Objective: to facilitate, where appropriate, the use of the countryside for informal recreational activities and enjoyment.

Justification:

Recreation makes an important contribution to quality of life. In consultation, 95% respondents said they used open and green spaces for leisure and recreation. St Ives Area NDP therefore supports proposals that can enhance and facilitate this enjoyment, provided they do not conflict with the objective to prioritise the protection of open and green spaces. This is particularly important in the areas shown on Map 8.

CF3 Informal Recreational Facilities in the Countryside

Proposals which involve the use of land in the countryside to facilitate and enhance informal recreational activities and access related to the enjoyment and interpretation of the countryside will be permitted where they would:

- a) have no significant adverse impact on the character of the landscape;**
- b) not have an adverse effect on other land uses in the vicinity;**
- c) be capable of being integrated into the surrounding landscape, through landform and appropriate planting;**
- d) promote the use of public rights of way as shown on Map 9.**

Ancillary facilities must, where practicable, be accommodated in existing buildings which are of a form, bulk and general design in keeping with their surroundings. Where a new building is a functional requirement of the proposal it must be in or adjacent to a settlement or an existing complex. The lighting of outdoor facilities in open countryside will not be permitted where it would result in light pollution or adversely affect the character of the area.

Proposals for stable accommodation will be permitted provided that they are located in or adjacent to an existing complex or they utilise existing buildings which are of a form, bulk and general design in keeping with their surroundings.

TRANSPORT

Sustainable Transport

Objective: To address the issue of increasing traffic volumes and congestion by improving the opportunity for more sustainable and eco-friendly means of travelling around (e.g. walking, cycling and using public transport) thereby discouraging the use of private cars.

Justification

Traffic counts on the A3074 in Lelant (the main access road into the NDP area) show an increasing 'Average Annual Daily Traffic' from 9,200 in 1998 to 11,600 in 2011, and current prediction models indicate an expected growth up to 2035 of 1.4% p.a. within Cornwall, yet there is only one section of cycle path within the St Ives Neighbourhood Plan Area of approximately 1.5 km along the A3074 from Lelant to Carbis Bay, and elsewhere pedestrians, cyclists and horse riders are sharing the road space with a high volume of often fast motorised traffic.

In the household survey, when asked for transport-related concerns, 55% of the greatest concern (ranked number 1 out of 5) related to traffic issues (i.e. volumes, congestion, speeding etc. but excluding parking), and when asked to identify a priority transport project, 44% of respondents suggested projects to tackle traffic issues. During the consultation events traffic volumes, congestion and speed emerged as key issues, with by far the greatest number of attendees asked to identify traffic related issues specifying these three factors as transport problems in the area. The aims of "Connecting Cornwall 2030", particularly Objectives 2, 10, 11, 12, 13 & 16 are also taken into account.

Support will also be given to strategic policies taken forward at County level, or to policies being pursued by other local plans, which would have a potential positive impact on the St Ives area. Potential projects are also included in the Action Plan.

T1 Sustainable Transport

Priority will be given to developments that:

- a) incorporate a mix of uses so that the need to travel will be minimised;**
- b) contribute to the provision of safe, accessible and attractive cycle and pedestrian routes within the site and through to local amenities, and provide links to current or proposed pedestrian routes and cycle networks, or access to public transport facilities;**
- c) do not adversely affect proposed or existing footpaths or cycle networks, as shown on Map 9.**

Parking

Objective: To alleviate reliance on on-street parking on narrow lanes, highly trafficked roads and streets, and resist the loss of existing off-street parking capacity in the area.

Justification:

Parking is the single number one concern of households in the St Ives Area according to responses to the question in the area wide household survey “What are your main concerns about traffic, transport and access in the St Ives Area?”. Some 23% of concerns related to parking across the area, and whilst of highest concern to respondents living in the urban areas of St Ives and Carbis Bay, it is also a main concern of respondents living in the rural village settlements.

National planning restrictions in respect of parking provision were abolished in 2011 and the National Planning Policy Framework allows local planning authorities to set local parking standards for developments. The parking standard proposed in the latest pre-submission of the Cornwall Local Plan Policy 14.2 says all new developments will be expected to: “*Provide an appropriate level of off street parking..*”, but since this can be very open to interpretation as to what is an appropriate level, policies T2 and T3 reinforce the Local Plan requirement.

On 31 July 2014 the Department for Communities and Local Government published a consultation document (Technical Consultation on Planning) with a range of proposals, including the removal of parking maxima on new developments (Sections 2.77 & 2.78), and to accompany that The Secretary of State called for new developments to be built with sufficient parking to reflect local market demand.

T2 Parking Provision for New Housing and other Developments

Proposals for housing development will be required to provide a minimum of one off-street parking space for units with 1-2 bedrooms and a minimum of two off-street parking spaces for units with 3 or more bedrooms.

Proposals for housing developments of four or more dwelling units will also be required to provide one further off-street visitor parking space per four dwelling units.

The provision of electric vehicle charging outlets will be considered favourably.

All plans must be in accord with the recommendations in the current Cornwall Design Guide relating to 'Street & Home – Car Parking'. Proposals accompanied by a parking provision of fewer parking spaces per unit than the above will only be permitted if:

- a) alternative and reasonably accessible car parking arrangements can be demonstrated and which themselves do not add to on-street parking, and are acceptable to the Police Architectural Liaison Officer; or**
- b) otherwise acceptable and well-designed new build or conversion schemes in conservation areas would be incapable of meeting the parking provision; or**
- c) adequate parking is available through a residents' parking scheme.**

All other forms of development will be expected to provide a level of off-street parking which adequately serves the use proposed and takes into account a robust travel plan.

T3 Avoiding Loss of Parking

Development proposals that would result in the loss of off-street car parking will not be permitted unless:

- a) in relation to existing public car parks an equivalent or better capacity is provided in the vicinity; or**
- b) in relation to existing public car parks, the car park is demonstrably underused throughout the year; or**
- c) in relation to private car parks or similar off-street parking areas an equivalent or better capacity is provided elsewhere or the need for the private parking capacity can be shown to be reduced as a result of the implementation of the development proposal.**

BUILT ENVIRONMENT – CHARACTER AREAS²¹

Character Areas S1, S2, S3, S7 and S8: St Ives Historic Core

Objectives:

- a) To recognise and respect the essential elements of the unique character of each historic core and preserve and protect its architectural history and integrity;
- b) To ensure all new developments and renovations are fully informed by the distinctive elements and setting of the Character Areas and their specific site and immediate surroundings; and to promote architectural excellence and building quality;
- c) To retain shop fronts which contribute to the historic character of the area.

Justification:

Character Area S1 Description: Market Square and Fore Street

Historically this is the town's primary urban area, with church, market place and main commercial street. Its urban pre-eminence weakened with the 19th century rise of the rest of the commercial town (Character Area 2) and the late 20th century tourism magnet of the harbour. There is a distinct difference in character between the northern and southern ends of Fore Street with the southern end sharing more of the character of the 19th century civic urban rebuilding of High Street and Tregenna Place and Hill (Character Area 2) and the northern end retaining more of the earlier built fabric and smaller scale of the 17th century town.

Objectives for this Character Area:

- a) Reintegrate Fore Street with the rest of the commercial town;*
- b) Recognise the historic and urban importance of the churchyard as a green oasis in the town centre and encourage further use of this important asset Celebrate, repair and maintain the surviving historic shop fronts and replace inappropriate late 20th century examples;*
- c) Reduce streetscape clutter and strongly manage the public realm.*

Character Area Description S2: 19th century Town Centre

The predominant character of this area derives from its development as the civic, institutional and commercial centre of the town during the late 19th century. Architecture here reflects this redevelopment with many formally designed urban buildings and polite architecture sited here. However, the area also retains some sense of the smaller-scaled and originally residential vernacular buildings of the late 18th and early 19th century period.

²¹ See Section 2.5 for Character Area based principles for development

Objectives for this Character Area:

- a) Enhance Royal Square to create a better functioning urban space which forms an inspiring arrival point to the historic town centre;*
- b) The area contains a number of inappropriate, mainly modern buildings that detract from the quality of the streetscape;*
- c) Celebrate, repair and maintain the surviving historic shop fronts and replace inappropriate late 20th century examples;*
- d) Address the negative impact of certain poorly designed modern buildings;*
- e) Enhance the forecourt of the Town Council offices (former Vicarage);*
- f) Reduce the negative impact of traffic and increase pedestrian priority;*
- g) Promote the use of the impressive and publicly accessible sub-tropical gardens;*
- h) Enhance the Guildhall Passage (ope).*

Character Area S3 Description: The Harbour

Widely perceived as the heart of the town, the harbour is a critically important part of St Ives. Still continuing as a place of work, the active fishing fleet and other craft add much to the authentic character of the area. The robust granite pier, its two lighthouses and the popular family beach form an important part of the town. The surrounding buildings have been changed dramatically, and often not sensitively, reflecting the changing role of the harbour, now St Ives' busiest tourist focal point.

Objectives for this Character Area:

- a) Reverse the insensitive conversion and incremental degradation of historic buildings, which has diluted the historic character of the area;*
- b) Strike a balance between retaining and strengthening the harbour as a viable place of work, safeguarding its historic fabric and enabling public enjoyment of it;*
- c) Reduce the high volume of traffic which levels mar the enjoyment of this special historic area;*
- d) Enhance the quality of place by attending to the cluttered, confused and uncoordinated public realm;*
- e) Conserve and protect historic buildings and architectural integrity.*

Within character areas S1, S2 and S3 the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

See policies BE4 and BE7 for justification, descriptions and objectives for Character Areas S4, S7 and S8.

BE1 Preservation and Conservation of Historic Core Areas

Developments, including infill sites of up to 0.3 hectares, within character areas S1, S2, S3, S7 and S8, shown on Maps 11 and 12 must:

- a) preserve and enhance the distinctive streetscapes (cobble paving, cast-iron railings, granite gullies etc as typical of each area);**
- b) preserve areas where the distinctive character relies on a grouping of a series of buildings that makes a streetscape ;**
- c) respect the different character areas within each settlement and acknowledge and reinforce the urban hierarchy and diversity they represent.**

The use of balconies, except on the seaward facing elevations of seafront properties, or building elements inconsistent with the character of the area will not be permitted.

The use of plastic cladding as a substitute for timber cladding will not be permitted.

BE2 New developments and Renovations within the Historic Core Areas

New developments and renovations within Character Areas S1, S2, S3, S7 and S8 as shown on Maps 11 and 12 must:

- a) respect the volume, height, street-lines and roof-lines (including chimneys) of the adjoining streetscapes;**
- b) use traditional materials such as granite and slate along with other materials in a similar palette;**
- c) not use plastic cladding as a substitute for timber cladding on publicly visible elevations;**
- d) preference the use of metal guttering and drainpipes;**
- e) preference the use of lime pointing and rendering.**

BE3 Retail and Shop Environment within St Ives Area

Within the Character Areas S1, S2, S3, S7 and S8 as shown on Maps 11 and 12, proposals for new shop fronts will be permitted provided that:

- a) they relate to the scale and proportions of the building and frontage in which they are to be situated and those in the immediate area;**
- b) traditional stall risers and pilasters are retained or replaced in granite or other sympathetic material;**
- c) the design is in conformity with the St Ives Shopfront Design Guide.**

Within the commercial area of St Ives (Character Areas S1, S2 and S3), the conversion of vacant or underused space above commercial premises will be supported.

Character Areas S4 and S8: Down-a-long and Porthmeor East

Objectives:

- a) to protect the area's historic character, historic buildings and its architectural detailing;
- b) to protect and (where possible) extend areas of traditional granite surfacing;
- c) to limit the highly visible impact of the mass-produced 'wheely bins' (for refuse) to progressively reduce the high levels of traffic that directly interfere with the enjoyment and amenity of this core historic area;
- d) to improve pedestrian use and orientation through improved and appropriate signage within the compact network of roads and pathways.

Justification:

Character Area S4 and S8 Description: Down-a-Long and Porthmeor East

This densely packed 'fishing village' area of the town has a unique and powerful sense of place. The specialised architecture of domestic fish cellars, the remains of the industrial fish cellars, good surviving street surfacing and granite gutters retain character and identity. The semi-natural headland of the Island and the expanse of Porthmeor Beach with the Tate St Ives overlooking it, mark the area out as special. See Section 4 of *the Cornwall and Scilly Urban Survey, St Ives. Kate Newell, 2005.*

Within character areas S4 and S8 the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE4 Down-a-long and Porthmeor East

Proposals for the development, renovation and repair, affecting Character areas S4 and S8 as shown on Maps 11 and 12 will not be permitted unless the following historic and architectural features are satisfied:

- a) respect the proportion, volume, height, density, roof and building lines of the existing streetscapes;**
- b) retain or incorporate distinctive local materials - Cornish granite, natural slate, lime mortar, brick and stone chimneys on all visible elevations;**
- c) retain or preserve decorative plaster work;**
- d) retain or incorporate traditional granite surfacing;**
- e) retain, maintain and enhance important street-scape features; such as sliding sash windows, four panel front doors, cast iron guttering and downpipes. Modern alternatives will only be considered insofar as they closely emulate the style and materials of the character area.**

The use of balconies, except on the seaward facing elevations of seafront properties, or building elements inconsistent with the character of the area will not be permitted.

The use of plastic cladding as a substitute for timber cladding will not be permitted.

Character Areas S5 and S11: The Terraces and Later Terraces

Objectives:

Maintain the character of the area, and give due consideration to:

- a) its steep terrain that provides extensive views over the town and sea;
- b) its high visibility means that changes will often have town wide implications;
- c) the protection of gardens which are integral to the character of the area;
- d) its overall architectural character and essential elements of the buildings in the area;
- e) areas where distinctive character relies on a grouping of buildings that makes up the streetscape – i.e. The Terraces;
- f) the improvement to the key approach routes and pedestrian links that run through the area;
- g) the maintenance of the trees, green space and landscaped areas that are important components of the area.

Justification:

Character Area S5 and S11 Description: The Terraces and Later Terraces

The terraced suburbs are set on the rising upper ground and valley slopes to the west and south of the old town. Residential use dominates the character of this area. The area has many strongly linear and architecturally uniform mid-19th to early 20th century residential terraces.

Importantly several earlier streets and groups of cottage rows of 18th and 19th century date survive.

Examples:

- a) Early terraces from the 18th and early 19th century – bottom of Stennack Valley;
- b) Cottage rows dating from the early 18th century which share a character very similar to the fishing family homes in Down-a-Long, including Street-an-Garrow;
- c) Early terraces from the mid-19th century, such as Tregenna Terrace;
- d) Bay windows, dormer windows, ornate bargeboards and paneled doors are important features of the terraces;
- e) Front gardens, boundary walls, gates and gateposts are also features of some of the terraces.

Within character areas S5 and S11, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE5 The Terraces and Later Terraces

The design and layout of development, including infill sites of up to 0.3 hectares, in Character Areas S5 and S11 as shown on Maps 11 and 12 should:

- a) respect the building and roof line of existing streetscapes;**
- b) incorporate local materials of granite, natural slate, lime mortar and brick chimneys;**
- c) retain and incorporate railings, gates and front gardens.**

Character Area S6: Coastal Suburb and Railway Resort

Objectives:

- a) To ensure that any future developments are in sympathy with the character of the area, are of superior design and quality materials are used;
- b) To counter the tendency to increased density by the sub-division of plots;
- c) To protect trees in the public open spaces and in private gardens;
- d) To ensure that any developments do not impact adversely on the skyline or affect the relative proportions of buildings when seen in town-wide views;
- e) To improve the arrival experience of people to St Ives by rail and bus;
- f) To enhance the Malakoff as a public open space.

Justification:

Character Area S6 Description: Coastal Suburb and Railway Resort

This area of St Ives benefits from panoramic views of St Ives Bay. The large detached houses, villas, town-house terraces and hotels are amongst the most imposing architectural statements in the town. The quality of the materials, the architectural design, generous scale and spaciousness references the historic affluence of the area and its enlargement in the early years of the railway. This area can be seen in town-wide views as tiers of buildings stacked above each other on the coastal slope and a highly visible skyline. Developments here therefore have a wide-ranging impact and any development should respect the scale and character of the area as well as matching the quality of the architecture. The mature trees of private gardens and green open spaces act as natural breaks between the buildings and are important contributors to the town-wide views of the area.

Within character area S6, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE6 Coastal Suburb and Railway Resort

Proposals affecting the exterior appearance of buildings of historical and/or architectural significance within Character Area S6 as shown on shown on Maps 11 and 12 will not be permitted except where such a change would provide an overriding benefit to the community. The design and layout of all new development, including infill sites of up to 0.3 hectares, within Character Area S6 should:

- a) respect the building line of existing streetscapes;**
- b) respect the skyline and maintain the rhythm of town-wide views;**
- c) respect the open and wooded aspects of the area;**
- d) retain the generous relationship between plot size and building size;**
- e) retain and incorporate local materials of granite, natural slate, lime mortar and brick chimneys;**
- f) retain and incorporate sliding sash windows, paneled front doors, cast iron guttering and downpipes;**
- g) retain and incorporate railings.**

Character Area S7: The Island

Objectives:

- a) Protect and preserve the topographical and archeological features of the island, its open landscape and its buildings;
- b) Improve the integration of the car park area into the island landscape;
- c) Protect the workshop space, 'the old workshop' wastrel studios, adjacent to the car park.

Justification:

Character Area S7 Description: The Island

The promontory headland of 'the Island', with its dramatic underlying topography, has become a symbol of the town and has influenced the development, and provides much of its interest. It was earlier referred to by names containing the element dinas (Dynas Ya in 1446 and Pendinas in 1539 – 'headland of the fortification'). This, together with its distinctive topographical form is likely to indicate the presence of a pre-Roman Iron Age cliff castle. The remains of any prehistoric defensive banks and ditches have probably been overlain or identified with later defences and development.

The terrain of the isthmus is surprisingly steep, rising to the spine of Back Road and sweeping up to St Nicholas Chapel on the summit of the Island. Other buildings at its summit include the battery block historically used as an artist studio and the coast guards station. At its base is the island parking edged by fishing and joinery workshops. Other buildings of historical importance are those associated with the Porthgwidden beach complex, which includes Sven Berlin's studio and twentieth century beach huts, and the Island Centre community use building.

Within character area S7 the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE7 The Island

Within Character Area S7 as shown on Maps 11 and 12;

- a) no development on the island will be permitted other than the preservation, renovation and essential enhancement of existing buildings; the provision of coastal weather and maritime resources; and the overall protection as an important green space of within the town;**
- b) new development on the beach will not be permitted unless it is limited to the enhancement or improvement of existing beach related services – cafes, food kiosks, toilets, beach huts, beach-related retail and beach-related support facilities and preserves the form of the existing buildings. Development which extends the frontage onto the beach will not be permitted;**
- c) no change of use will be permitted to the remaining workshop spaces edging the car park site known as 'the old workshop' and wastrel studios.**

The use of balconies, except on the seaward facing elevations of seafront properties, or building elements inconsistent with the character of the area will not be permitted.

The use of plastic cladding as a substitute for timber cladding will not be permitted.

Character Area S9: Porthmeor Central

Objectives:

- a) Restrict development on the beach to beach-related services;
- b) Conserve and protect the remaining stone built traditional buildings;
- c) Recognize the prominence of this Character Area in views from the surrounding landscape and it's prominence for the visitor experience and therefore:
 - i. Improve the appearance of the car parks;
 - ii. Ensure that any development on Clodgy View is of the highest quality;
- d) Manage the loss of front gardens to parking usage.

Justification:

Character Area S9 Description: Porthmeor Central

This area lies to the west of Downalong, being laid out on the hill rising from the centre of Porthmeor Beach, and is thus visible in long views from the adjoining headlands. To the east end of the area the iconic and imposing Tate Gallery (1993) introduces a large scale element to the sea front. This is flanked on both sides by social housing. To the east a modest 2 storey circa 1950 block with slate roof, white render and slate hanging. To the west a range of 3 storey plus 'penthouse' apartments over a storey height stone plinth (2012) - white rendered and flat roofed with an assertive staggered plan.

To the rear of the beach, below street level, there is a mid C20 beach services block in grey stone and white render with public terrace and later glass conservatory café. An isolated detached house to seafront on Porthmeor Hill appears somewhat out of place. The whole of the central part of the area is open space. Much of this is taken up by car parking which is un-landscaped and intrusive when viewed from a distance.

The western portion is occupied by Barnoon Cemetery, terraced with stone walls and providing a welcome green space on the edge of town. Good twin central chapels, roughcast rendered with scantle roofs. Historic views of the cemetery from the east have now been masked by the recent social housing block.

Clodgy View, running across the upper boundary of this central space, contains several short terraces similar to those in Character Area C11 – Two storey plus attic, ashlar faced, with bay windows. There are also several underused and derelict sites providing opportunities for possible infill development. Many front gardens have been adapted for parking with loss of front walls and resulting in a less attractive street scene.

Within character area S9, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE8 Porthmeor Central

Within Character Area S9 as shown on Maps 11 and 12;

- a) new development on the back of the beach will not be permitted unless it is limited to the enhancement or improvement of existing beach related services – cafes, food kiosks, toilets, beach huts, beach-related retail and beach-related support facilities. Development which extends the frontage onto the beach will not be permitted;**
- b) existing stone built traditional buildings should be retained in any new development, including infill sites of up to 0.3 hectares;**
- c) proposals involving off-street parking should maintain or improve existing highway boundary treatments, including infill sites of up to 0.3 hectares.**

The design and layout of development, including infill sites of up to 0.3 hectares, within this Character Area should:

- 1. respect the building line of existing streetscapes;**
- 2. incorporate local materials of granite, small module natural slate and brick chimneys wherever possible;**
- 3. retain and incorporate railings and gates to front gardens wherever possible;**
- 4. retain and incorporate existing trees, shrubs and Cornish walling.**

Where infill development extends to the party boundary there should be no side windows, in order not to restrict the possibility of the adjacent site also being developed up to the boundary to form a linked terrace.

Character Area S10: Porthmeor West

Objectives:

- a) Restrict development on the back of the beach to beach-related services;
- b) Recognise the prominence of this character area in views from the surrounding landscape;
- c) Improve the integration of the area into the landscape;
- d) Ensure that any development on Beach Road is of the highest quality;
- e) Manage the loss of front gardens to parking usage.

Justification:

Character Area S10 Description: Porthmeor West

This area lies to the west end of Porthmeor beach, being laid out on the coastal escarpment, and it is thus visible in long views from the adjoining headlands.

To the rear of the beach, below street level, there is a good mid C20 beach services block in white render with public terraces. A narrow green space runs along the top of the low cliff –

Putting and Bowling Greens etc. To the rear of this, Beach Road consists of detached and semi-detached 2 storey plus attic and single storey houses – mostly pebbledash with slate roofs, some now heavily modernised.

The higher streets consist of mainly of single storey detached housing, similar to Beach Road, but with grey concrete tile roofs. Carthew Close is a 2 and 3 storey apartment development with white rendered walls and concrete tile hanging to the upper storey. Carthew House is an isolated C19 survival now surrounded by later development.

Throughout the Character Area, many front gardens have been adapted for parking with loss of front walls. In addition, along Orange Lane and Carthew Close the street frontage is formed by the rear of adjoining blocks with flat roofed garages and parking spaces. These aspects result in a less attractive street scene.

In character area S10, where there are no adjacent traditional buildings, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed.

BE9 Porthmeor West

Within Character Area S10 as shown on Maps 11 and 12;

- a) new development on the back of the beach will not be permitted unless it is limited to the enhancement or improvement of existing beach related services – cafes, food kiosks, toilets, beach huts, beach-related retail and beach-related support facilities. Development which extends the frontage onto the beach will not be permitted;**
- b) proposals involving off-street parking, including infill sites of up to 0.3 hectares should maintain or improve existing highway boundary treatments.**

The design and layout of development, including infill sites of up to 0.3 hectares within this Character Area should:

- 1. respect the building line of existing streetscapes;**
- 2. incorporate local materials of stone walling, small module natural slate and brick chimneys wherever possible;**
- 3. retain and incorporate railings and gates to front gardens wherever possible;**
- 4. retain and incorporate existing trees, shrubs and Cornish walling.**

Character Area S12: St Ives West

Objectives:

- a) Improve the integration of the area into the landscape when viewed from western town approaches;
- b) Conserve and protect the remaining stone built traditional buildings;
- c) Improve the environment of the industrial estates and older areas of social housing;
- d) Improve the appearance of the upper and mid-Stennack as a major entry point into the town;
- e) Celebrate, repair and maintain the surviving historic buildings along the Stennack valley floor and elsewhere;
- f) Prevent development along Burthallan Lane extending further into the countryside in order to prevent further visual impact on long views from the east of the coastal moorlands;
- g) Manage the loss of front gardens to parking usage;
- h) New development should enhance the quality of the character area rather than detracting further from it.

Justification:

Character Area S12 Description: St Ives West

This area represents the largely post-1930s expansion of the town on both sides of the upper Stennack valley. Development is suburban in character and includes some areas constructed as social housing. There are 1 and 2 storey houses, detached, semi detached and in short terraces and with occasional apartment blocks of up to 4 storeys. All generally have rendered or pebble-dash elevations with some slate hanging. Wet laid scantle slate roofs were applied to new housing up to the late 1950s and while some survive much has been replaced with other materials – large module natural slates, cement-fibre and concrete slates and tiles, all of which predominate on more recent buildings. Pitched roofs predominate, but there is a small group of flat roofed semi-detached houses in the mid-Stennack. Some of the social housing areas now have an uncared for appearance.

Older stone walled cottages are built in groups or singly along the valley floor, which forms the historic route out towards the north coast. These are now subsumed within the suburbanised area. There are also a small number of traditional cottages scattered throughout the area.

Much of the older housing along the mid-Stennack is built on the rear of narrow pavements, or fronts the highway.

Car parking in front gardens is common throughout the area with a consequent loss of boundary walls and hedges. Whilst some mature trees survive in front gardens or on small undeveloped plots, particularly along the Stennack, hard landscaping dominates the street scene over much of the area, to the detriment of the street-scene.

To the northwest, the area extends along Burthallan Lane as far as the Garrack Hotel. This is developed at low density with large one and two storey detached houses in large plots, and at its outer extent is very visible in long views from the east.

To the south-west are the Penbeagle and Consols industrial estates. To the north west, St John-in-the-Fields Church provides a prominent landmark in distant views. The western part of the area is highly visible from the coast road.

The main road through the valley is one of the major entry points into St Ives and the town does not display itself to best advantage along much of this route. The derelict Parc-An-Creet garage is an unfortunate eyesore along this route.

Within character area S12, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE10 St Ives West

Within Character Area S12 as shown on Maps 11 and 12 new development, including infill sites of up to 0.3 hectares, should:

- a) incorporate semi-mature street tree planting and hedges to boundaries with open countryside and shelter-belt tree planting to maximise its integration into the landscape;**
- b) retain existing stone built traditional buildings either by re-use or incorporation;**
- c) where proposals involve off-street parking, maintain or improve existing highway boundary treatments;**
- d) respect the building line of existing streetscapes;**
- e) incorporate local materials of granite walling, small module natural slate and brick chimneys wherever possible;**
- f) where in the vicinity of existing stonewalled buildings, incorporate granite elements to reinforce the local character;**
- g) retain and incorporate railings, gates and front gardens wherever possible;**
- h) retain and incorporate existing trees, shrubs and Cornish walling;**
- i) refer to NDP policies OS1, OS2, OS3, OS4, OS5 and OS8 regarding the guidance of further development on Burthallan Lane.**

Character Area S13: The Belyars

Objectives:

- a) Ensure that any future developments are in sympathy with the character of the area, are of superior design and quality materials are used so that they enhance the quality of the character area rather than detract from it;
- b) Reduce the impact of surface water run-off from extensive paved areas and hence lessen the risk of flooding of properties at lower levels;
- c) Counter the tendency to detract from the rural transition character of the area;
- d) Protect mature trees.

Justification

Character Area S13 Description: The Belyars

This area lies on the landward side of the Railway Resort and Coastal Suburb (Character Area 6) on rising ground above the town of St Ives. In the early twentieth century there were only a few large detached houses sitting in generous plots and a couple of smaller hotels in this area. These buildings, in terms of quality of materials and architectural design were of a superior nature similar to those in Character Area 6 (Coastal Suburb and Railway Resort) of which it originally represented the landward transitional semi-rural zone. The buildings were, in the main, of granite construction, with slate roofs and were surrounded by Cornish hedges except for small entranceways. There was an abundance of mature trees.

Since the middle of the twentieth century considerable development has occurred. Some of the original detached houses and hotels have been converted into apartments whilst keeping their characteristic features. However, others have been replaced by modern apartment blocks which lack sympathy for the character of the area or any reference to the local vernacular. There have also been pockets of infill with the building of substantial detached houses on plots of a much reduced size. Many of these houses have local features such as granite window and door surrounds, slate roofs, slate hanging on the walls and the retention of Cornish hedges or their replacement with granite walls but others make no reference to the local vernacular. In view of the size of the properties, there is now a considerable area that is paved (driveways and hard-standing for cars) with consequent loss of green space to act as a natural soakaway.

Developments here should make reference to the original character and proportions of the built environment as well as matching the quality of the architecture to enhance the area's role as an urban-rural transitional zone.

Within character area S13, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained

within the street and the building itself, so that modern elements do not dominate the streetscape.

BE11 The Belyars

The design and layout of all new development within Character Area S13 as shown on Maps 11 and 12 should:

- a) retain a generous relation between plot size and building size;**
- b) retain and incorporate local materials of granite, natural slate, lime mortar and brick chimneys into buildings;**
- c) retain and incorporate Cornish hedges, granite walls and mature trees;**
- d) respect the open and wooded aspects of the area;**
- e) incorporate sustainable drainage systems sufficient to take the maximum volume of water emanating from the property;**
- f) any development on the rural fringes should incorporate semi-mature street tree planting and hedges to boundaries with open countryside and shelter-belt tree planting to maximize its integration into the landscape;**
- g) proposals involving the demolition of the remaining traditional character buildings in the area should not normally be supported.**

Carbis Bay: Character Areas C1 – C7

Objectives:

- a) Improve the appearance of areas along St Ives Road as a major entry point into the town (landscaping, street furniture, lighting);
- b) Conserve and protect the few surviving traditional granite cottages and terraces;
- c) Ensure public spaces (parks and children’s playground areas) are retained for public use;
- d) Create a ‘town centre’ to encourage new businesses that will improve local amenities for residents.

Justification:

Carbis Bay borders St Ives at the north and Lelant on the south. The east border is the sea at Barrepta Cove (also known as Carbis Bay) and Halestown (?) to the west. Until the 1870’s, the residents of Porthrepta Cove were involved in tin mining and seine fishing, with farming settlements inland. When the St Ives branch line was opened in 1877, the name Carbis Bay was ‘invented’ by Great Western Railway as the name for the station. The advent of the railway led to the construction of hotels for holidaymakers and from the 1890’s, wealthy families with mining connections built large residences overlooking the beach. Many of these were later converted into hotels.

Major development of Carbis Bay began from the 1920's, since when rows of white-rendered dwellings, mostly bungalows, have been built on both sides of the main St Ives Road which runs northwards through the settlement. Most of Carbis Bay is now suburban in character, owing little to the traditional Cornish vernacular.

Character Areas C1 and C2 Description: St Ives Road and Longstone Hill and Carbis Valley

Running from Lelant to St Ives and passing through the length of Carbis Bay this stretch of road is routed through the middle of the settlement and divides the earlier estates (map 2) from the later development (map 3 and 4). The buildings along this road are of varied age, style, quality and materials. There are a few original granite terraces and cottages at intervals along the road together with pre-1914 granite built terraces, much of which have maintained their traditional appearance. These form groupings at the head of Carbis Valley (map 1b) and around the junction with Count House Lane.

Later development is generally of poorer quality, with some limited exceptions. Many front gardens have been adapted for parking with loss of front walls, which results in a less attractive street scene. At the southern end of St Ives Road is a small group of retail premises with forecourt parking.

Character Area C3 Description: South West of St Ives Road

Running from St Ives Road to the sea, this picturesque area contains a small number of traditional granite built cottages. The sides and floor of the valley are mainly heavily wooded.

Character Area C4 Description: North East of St Ives Road

From the mid 20th century onwards, large estates of a suburban character were built on the landward side of St Ives Road. These mainly consist of bungalows, but there are several smaller areas of 2 storey housing. They are mostly small dwellings on small plots; generic in style with white rendered walls and low-pitched roofs with concrete slates or tiles. Some buildings have feature panels in stone and occasionally tile or slate hanging. One small development is constructed in reconstituted Bath stone, which is inappropriate to the area.

The more attractive parts of the area retain mature hedges to front boundaries. However, generally, rendered blockwork front walls predominate and many front gardens have been adapted for parking with loss of front walls, which results in a less attractive street scene. There are few street trees and much of the area has a rather hard appearance.

To the south of the area, along Trencom Lane, there are larger plots containing 'chalet' bungalows fronted by mature hedging. At the west end of this lane is the recent and successful

Tryhornek development, where 2 storey house and apartment blocks are thoughtfully laid out amongst retained mature trees, with simple well considered elevations and good corner detailing.

Character Areas C5 East of St Ives Road

Building in this area began in the 1920's when rows of white-rendered, slate-roofed dwellings were built on a network of new roads overlooking the bay. These are mainly larger buildings of better quality and on larger plots, with more mature planting, than are found in area 2. However some of the more recent bungalow developments have more in common with the estates to the southwest of St Ives Road.

The seaward side of Headland Road, formerly consisted of large late 19th/ early 20th century stone built villas. However, many have been replaced post-1945 with large apartment blocks and the remaining villas have been converted into smaller units. Both original and recent buildings in this location are typical of much development in the NDP area, being built with main frontages facing seaward views and with inferior rear elevations presented to the street. The early 21st century Sands Apartments at the lower end of Porthrepta Road is of better quality than most recent similar development, being faced primarily of good local stone with considered dark metal detailing.

Character Area C6 Description: Carbis Bay beach

The area to the east of the railway is dominated at its northern end by the Carbis Bay Hotel of 1894, designed by Silvanus Trevail, large scale with 2 storeys plus attic, now much altered and extended. Below lies the mid-20th century beach café and shop, formerly very run-down, but recently faced in timber cladding. South of the hotel, a small number of detached dwellings are set out on steeply rising ground, including good 1930s and contemporary examples.

To the south of Carbis Bay, the headland – Hawkes Point, is wooded with scattered development of mid 20th century wooden bungalows, some of which have been recently replaced with larger structures which increasingly dominate the landscape.

In character areas C1 – C6, where there are no adjacent traditional buildings, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed.

BE12 Carbis Bay

The design and layout of all new development within Character Areas C1 – C6 as shown on Maps 11 and 13:

- a) must have a proportionate plot size in relation to the building and its surrounds;**
- b) will not be permitted on Carbis Bay Beach unless it is limited to the enhancement or improvement of existing beach related services – cafes, food kiosks, toilets, beach huts, beach-related retail and beach-related support facilities. Development which extends the frontage onto the beach will not be permitted;**
- c) on the outer fringes of the built up area should incorporate semi mature street planting and hedges to boundaries with open countryside;**
- d) where new housing development is adjacent to existing areas of predominantly single storey dwellings, a maximum elevational height of one and a half stories will normally be accepted. However, in larger new developments, one and a half storey dwellings may form a transition to buildings of 2 or more stories, and consistent with the character area.**

Within character area C2 no development will be permitted other than improvement and renovation of existing buildings and within the context of permitted development.

Within character area C6 the sub-division of large gardens, especially those bordering Cliff Walk and Hawkes Point will not be permitted.

Character Areas L1 and L2: Lelant Historic Core and Historic Clusters in outlying areas

Objectives:

- a) Recognise and respect the essential elements of the unique character of each historic core and preserve and protect its architectural history and integrity;
- b) To ensure all new developments and renovations are fully informed by the distinctive elements of the Character Areas and their specific site and immediate surroundings;
- c) Promotion of architectural excellence and building quality.

Justification:

Character areas L1-L2 Description: Historic Core Areas of Lelant

By the 19th century Lelant was part of the Praed family's Trevethoe Estate and by the end of the century the village had developed as a linear settlement along the road from the entrance to the Trevethoe Estate up Abbey Hill to the cross roads at the Praed's Arms (now Badger Inn) then west through Tyringham Place along the road to St Ives, north along Church Lane to St. Uny Church and east down Station Hill to the station on the new railway branch line.

The historic core of Lelant based on the 1879 map of the area has two clusters of buildings,

Upper Lelant extending along the four roads emanating from the cross roads at the Praed's Arm's and the other in Lower Lelant from Abbey Hill down to the entrance to the Trevethoe estate (dark green areas on the map).

The upper part of Lelant is centred on the cross roads at the Badger Inn (formerly the Praed's Arms) with four arms radiating from the centre west along Tyringham Road to St Ives, north along Church lane to St Uny Church, east down Station Hill and south along Fore Street to Abbey Hill. Some thirty six of the buildings in Upper Lelant are Grade II listed either singly or as part of a group (see Map 3).

The lower part of Lelant extends from the entrance to the Trevethoe Estate in the south along the road to St Ives up to the top of Abbey Hill around the lane leading to the Vicarage at Brush End. Some thirty of the buildings in Lower Lelant are Grade II listed either singly or as part of a group (see Map 3).

The other buildings in Lower Lelant are typically a mix of small cottages dating from 18th century and larger detached houses dating from early to mid 19th century. The outlying properties include the Vicarage which is a substantial detached residence set in extensive grounds and completed in 1875, Trevethoe House the large manor house set in the estate grounds formed mainly of 19th century stucco additions to an older house with Palladian doorway and windows and a 19th century ashlar granite Lodge at the entrance to the estate.

In the 1960's a number of new detached single storey, low density dwellings were built on the Saltings in rear grounds/gardens of the houses on the main road between the Saltings and Abbey Springs. In early 21st century there has been some further small scale developments in grounds / gardens in this area of large, detached, multi-storey dwellings at higher density which are somewhat out of keeping with the features of the historic core and the surrounding 1960's developments.

Within character areas L1 and L2, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

BE13 Historic Core Areas of Lelant

New development and renovations within historic core areas L1 and L2 as shown on Maps 11 and 14 should:

- a) respect the volume, height, street-lines and roof-lines of the adjoining streetscapes;**
- b) use traditional materials such as granite and slate along with other materials in a similar palette;**
- c) replicate the window and entrance door style historically typical of the Character Area. The use of plastic entrance doors and double glazed fake leaded lights in windows is not supported.**

The use of plastic cladding is not permitted.

The use of metal guttering and drainpipes is supported.

The use of lime pointing and rendering is supported.

Character Areas L3-L8: Post-1920 Lelant Character Areas

Objectives:

- a) Ensure that any future developments are in sympathy with the character of the area, are of superior design and quality materials are used so that they enhance the quality of the character area rather than detract from it;
- b) Reduce the impact of surface water run-off from extensive paved areas and hence lessen the risk of flooding of properties at lower levels;
- c) Counter the tendency to detract from the rural transition character of the area;
- d) Protect mature trees;
- e) Improve the integration of the area into the landscape;
- f) Conserve and protect the remaining stone built traditional buildings;
- g) Ensure new development should enhance the quality of the character area.

Justification:

Character Area L3-L8 Description: Post-1920 Areas

The area east of Green Lane (L3) first developed in inter-war period with a few very large residences set in substantial wooded grounds and with further development limited to the addition of a small number of detached dwellings added in the last 50 years this remains a well wooded, low density, residential area.

The land to the west side of Church Road (L5) similarly first developed in the 1930's with a small number of large residences set in substantial gardens/grounds but more intensively

developed first in the 1960's with single storey, detached residences and in 1990's with a mixed development of two storey terraced houses and single, storey detached dwellings, with the in-fill of the area completed at beginning of 21st century with a small estate of large two storey, detached residences with large gardens in a private cul-de-sac.

The open area along the east side of Church Road (L4) mainly developed from mid-20th century with mostly single storey, detached residences on generous plots and with a large detached, single storey dwelling on a large triangularly, well wooded, plot on the boundary of Green Lane in keeping with the adjacent character area L3.

The area to the east of Fore Street (L6) first developed in 1930's with a small number of large country style residences set in large gardens/grounds on the Saltings close to Anne's Wood but with the main development beginning in the 1960's in the southern part around Trendreath in Lower Lelant with mostly single storey, detached dwellings on three cul-de-sacs off the Saltings, with fill-in along the Salting completed in 1990's with a development of large detached, one and two storey, residences on generous plots accessed from Vicarage Lane.

In the 21st century there has been some re-development of the 1930's properties on the Saltings with the demolition of the original dwelling and replacement with large, detached, multi-storey dwellings at much higher density. The open area to the west of Fore Street (L7) first developed in the mid-20th century with a small number of large, detached residences set in large gardens but with the main in-fill development consisting of mostly large single storey, detached residences on a cul-de-sac towards the open countryside to the west in late 20th century.

The area bounded by the road to Hayle and the railway embankment (L8) first developed as an amusement park in the 1960's, with the Lelant Saltings Park and Ride facility added in the 1970's, was redeveloped at the beginning of the 21st century following the closure of the amusement park with a comparatively large housing development of multi-storey buildings with a mix of detached, semi-detached and apartment dwellings at a relatively high density.

Within character areas L3 – L8, where there are no adjacent traditional buildings, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed.

BE14 Post-1920 Lelant Character Areas

The design and layout of all new development within Character Areas L3-L8 as shown on Maps 11 and 14 should:

- a) retain a generous relation between plot size and building size;**
- b) respect the open and wooded aspects of the area;**
- c) incorporate sustainable drainage systems sufficient to take the maximum volume of water emanating from the property;**
- d) proposals involving the demolition of the remaining traditional buildings in the area should not normally be accepted;**
- e) where proposals involve off-street parking, maintain or improve existing highway boundary treatments;**
- f) respect the building line of existing streetscapes;**
- g) incorporate the use of local materials, such as granite walling, small module natural slate, and brick or stone chimneys, consistent with the character area;**
- h) where in the vicinity of existing stonewalled buildings, incorporate granite elements to reinforce the local character;**
- i) retain and incorporate Cornish hedges, granite walls and mature trees;**
- j) incorporate semi-mature street tree planting and hedges to boundaries with open countryside and shelter-belt tree planting to maximize its integration into the landscape.**

Character Areas H1 – H3: Halsetown Conservation Area and Village Extensions

Objectives:

- a) To be consistent with the Localism provision of the Cornwall Local Plan 2010-2030, and satisfy the requirement under Policy PP2 to ensure development respects the character, needs and role of the village as a settlement, and retain the principal of Policy H7 in the Penwith Local Plan;
- b) To preserve the unique nature of the planned, grid layout of the Conservation area;
- c) to encourage a thoughtful and sensitive evolution of the village facilities and services;
- d) to maintain the visual impact of the village at the entrance to St Ives by limiting new development adjacent to the Conservation area;
- e) to restrict further development of land along adjoining roads to St Ives, Penzance, Lelant, Carbis Bay and Towednack and Balnoon.

Justification:

Description H1-H4: Halsetown Character Areas

Halsetown is a unique, planned settlement established close to St Ives in an open area of farmland between Estover Farm and Halsetown Farm (Grade II) as a miners' village. The upper,

built-up, part of the village has a distinctive pattern of 3-4 rows of mostly semi-detached granite houses with gardens to the sides, and fields to front and back. It is the morphology of the settlement (cottages in large extended plots, bigger than gardens, smaller than smallholdings) that makes it special. The majority of the village is designated as a Conservation area (1970), including the undeveloped fields in the lower part, to protect the simple, symmetrical relationship of the dwellings and their appearance in open countryside.

Further development of the village outside the Conservation Area has been restricted by Policy H7 of the Penwith Local Plan 2004. At present this comprises H2, a small Extension of the village into H3, the Rural Surround (essentially, the Penwith Moors) made up of several dwellings of more modern design, and buildings with road access and parking used by local businesses to provide visitor services in the village, and H4, the Polmanter Touring Park campsite.

Within character area H1, the use of modern materials is not ruled out so long as they can be justified in relation to the context. The positive contribution of modern design is welcomed provided that a proportionality of traditional elements is retained within the street and the building itself, so that modern elements do not dominate the streetscape.

Within character areas H2, H3 and H4, where there are no adjacent traditional buildings, the use of modern materials is not ruled out as long as they can be justified in relation to the context. The positive contribution of modern design is welcomed.

BE15 Halsetown Conservation Area and Village Extensions

Within Character Area H1, H2 and H4 as shown on Maps 11 and 15;

- a) housing development, other than the conversion of suitable existing buildings, will not be permitted;**
- b) all other development must retain the distinctive character of the village and be consistent with the principle of low density, low impact, self-sufficient development and/or provide additional amenities to the Halsetown community.**

Within Character Area H3 as shown on Maps 11 and 15;

- a) housing development will not be permitted unless it complies, and is consistent with, the low density rural form of Halsetown;**
- b) development will not be permitted if it impacts unduly on the landscape and infrastructure;**
- c) all developments proposed should retain the traditional 1 1/2 storey architectural form with facades maintaining the use of construction methods and materials consistent with the character area;**
- d) infill development of open spaces (including gardens) will not be permitted.**

Character areas: St Ives, Carbis Bay and Lelant Rural Surrounds

Objectives:

- a) to maintain the visual integrity of the rural hinterland within the St Ives area;
- b) to ensure the spatial relationship – size, height, density of new building developments remain compatible with the existing form of the built environment;
- c) to ensure any new development, replacement or re-purposed buildings within the rural surrounds complements and reinforces the existing architecture and its recognisably rural Cornish character with its use of Cornish granite, slate and paint finishes;
- d) that design and building quality is the focus of all new development and where the use of new materials and methods of construction are proposed that it contributes positively to the distinctive character of the area.

Justification:

Character Areas Description: Rural Surrounds

A significant contribution to the character of St Ives is the traditional Cornish farmland that features low rise granite farmsteads and small villages i.e. Balnoon, Worvas etc. It's distinctiveness relies in large part on the relationship between these communities and the open spaces that surround them. The modern tourist economy has begun to impact on this rural

area which is unsympathetic and can without an integrated design approach, compromise its distinctive Cornish character.

The main approach to St Ives, through Lelant and Carbis Bay has experienced an intensive urbanisation during the later part of the twentieth century, occupying large swaths of rural land. This largely unordered development encroaches negatively on existing road and foot approaches bordering protected areas such as the West Penwith AONB, the Lelant and Halsetown Conservation areas etc. These areas are of particular importance in maintaining of the overall character of the area and should continue to be treated with sensitivity.

BE16 St Ives, Carbis Bay and Lelant Rural Surrounds

Proposals for development within this Character Area, as shown on Map 11 will only be permitted provided that:

- a) it preserves existing Cornish hedges, stone walls and mature trees;**
- b) existing buildings are repaired, renovated and re-used or demonstrates that they are irrevocable beyond repair or reuse before replacing;**
- c) it respects existing pathways and approaches, significant views and settlement borders;**
- d) it maintains exiting spatial relationships, building heights and densities, roof and building lines adjacent to the character area;**
- e) where existing buildings contribute to distinctive character of an area that any proposed building elevations are sympathetically related. Designs with an unbalanced window to wall ratios will be discouraged;**
- f) where car parking is proposed the surface finishes are restricted to the approach and parking area only and soft landscaping forms a major part of the proposal.**

Development on Existing Private Gardens

Objective: to ensure that due consideration is given to the protection of gardens which are integral to the character of the area; to ensure that development does not result in the loss of, or significant harm to, the ecological or landscape value of private residential gardens in the NDP area.

Justification: Development in private gardens has been on the increase in recent years in the NDP area and can provide a useful contribution to the housing target. In consultations, 73% respondents thought there should be protection for private gardens, much less than other open spaces, but nevertheless a majority. There is therefore a need to guide, but not prevent, development in private gardens. NB This policy is not intended to restrict extensions to

existing residential properties which fall within the criteria set by other national and local policies.

BE17 Development in Existing Private Gardens

Infill development in private gardens will be permitted only where all of the following apply:

- a) there is no loss to the character, local amenity or environmental quality of the surroundings;**
- b) the site is served by a suitable existing highway on one or more boundaries;**
- c) the resultant plots include sufficient usable amenity space for both the new and existing dwellings. For houses, a target size of 70 square metres for rear gardens should be achieved where possible, with an absolute minimum size of 40 square metres being acceptable only for 1 or 2 bedroom dwellings. For communal amenity spaces for apartments, the requirement is between 10 – 30 square metres per unit, dependent on apartment size;**
- d) proper respect is given to the relationship between the building size and plot size, which should be in keeping with the character area;**
- e) the proportions of the new buildings are in keeping with the character of the area;**
- f) significant features, trees, granite walls, etc are preserved and reconstructed/replaced where unavoidably affected by development.**

SECTION 4 Implementation and Monitoring

8. Implementation

Implementation of the Plan will be on-going. Responsibility for determining planning applications rests with the LPA, Cornwall Council. As the Qualifying Body for St Ives Area NDP, St Ives Town Council will put in place mechanisms for ensuring that the Plan is being followed in planning decision making in the following ways:

1. St Ives Town Council Planning

The St Ives Area NDP will be held under the responsibility of St Ives Town Council. It is a working planning document and the policies will be implemented by the Planning Committee in reviewing applications. It will be delegated for monitoring and review to the relevant committee in accordance with the monitoring schedule set out below.

2. Cornwall Council Planning

To ensure that planning and development decisions taken by Cornwall Council fully adhere to the policies of the St Ives Area NDP, the Planning Committee will closely follow decision making processes, liaising with the Planning Department on issues arising. Issues will be included in the Annual Test-Run Review - point 2 of the Monitoring Plan below.

3. Principal Residence Requirement

Policy H2 requires specific attention to ensure that the principal residence requirement is adhered to. St Ives Town Council will work in conjunction with Cornwall Council to ensure appropriate planning conditions are imposed on planning permissions for new housing developments.

4. Phasing of Housing Development

Policy H3 requires specific attention to ensure that the proposed phasing is implemented, allowing for an even rate of development through the Plan period. The Planning Committee of St Ives Town Council will keep a running check on the number of applications granted during each period, and the proportion of affordable and principal residence housing, and will advise Cornwall Council on progress.

9. Monitoring

The following monitoring plan will be adopted by St Ives Town Council.

1. Twelve Month Review

St Ives Area NDP will be reviewed one year after its adoption at community referendum by the town council and the reconvened NDP Steering Group.

The purpose of review will be primarily to assess the extent to which the NDP objectives have been implemented in practice and the contribution of the policies and projects contained within it towards meeting the NDP objectives; and secondly to rectify any errors and omissions. The Steering Group will give a report back to full Council on the findings of the review.

2. Five Year Review

Hereafter, St Ives Area NDP will be reviewed every five years. Review of policies will be led by the Planning Committee and review of the Action Plan led by the Community and Environment Committee, with input from community representatives.

As above, the purpose of review will be primarily to assess the extent to which the objectives have been achieved in practice and the contribution of the policies and projects contained within it towards meeting those objectives; and secondly to rectify any errors and omissions.

Each five year review will be subject to a small scale public consultation and, where such amendments or additions cause significant public concern, a further large public consultation must be undertaken to be sure that 50% or more of the electorate invited to vote accept the changes.

3. End of Plan Period Review

At least two years prior to the expiry of St Ives Area NDP (2030), a full-scale review will be undertaken to gauge the success of the plan in meeting its objectives and to put in place a succession plan for St Ives parish.

10. Action Plan (non-statutory)

The process of developing St Ives Area NDP and its policies has generated many ideas for the future sustainable development of St Ives parish. Not all of these could be represented in the policies in St Ives Area NDP, as they are not strictly land-use and planning issues. Some however, were repeated time and time again in consultations and are too important to lose. They therefore form the recommendations for projects in the Action Plan which accompanies this document – where the vision and objectives can be turned into reality. The Action Plan also supports the Community objective.

The Action Plan will be taken forward separately to St Ives Area NDP, by St Ives Town Council and other community and business organisations. The project recommendations will be revisited in order to prioritise them for implementation. A suggested work plan is included in the Action

Plan as a guide for making sure each project is considered, but will be subject to change according to community consultations going forward.

NB. The Action Plan and its contents are non-statutory and do not have the legal status held by the rest of St Ives Area NDP and accompanying documentation.

APPENDICES

APPENDIX 1 Community and Heritage Assets (Accompaniment to Policy CH1 and Maps 1 - 3)

Key listed buildings in St Ives

1 Talland House, Albert Road

built early C19, two-storey stucco; iron-railed balconies & verandah roofs; shutters; childhood home of Virginia Woolf & Vanessa Bell

2 Manor House, Ayr

C17 coursed granite; small figure of knight on horseback on roof ridge; chimneys stacks with moulded caps; country house of Stephens family

3 Windy Parc (Barnoon House), Ayr Lane

built c. 1810 of stuccoed granite rubble; home of artist William Holt Yates Titcomb 1896 - 1905/6

4 Sloop Cottage, Back Lane

C19 slate-hung, three-storey cottage

5 Bible Christian Chapel, Back Road (corner of St Peter's Street)

built in 1824; enlarged in 1858

6 Porthmeor cellars and studios, Back Road West

Grade II* complex of restored early & late C19 pilchard cellars & artists' studios

7 Harry's Court and Beach Cottage, Back Road West

C18/19 courtyard of slate hung cottages; one of which was home to artist Alfred Wallis

8 Norway Stores, Back Road West

early C19 granite, first floor slate hung

9 Bethesda House, No. 8 Bethesda Hill, plus adjoining store and No. 9

C18 / 19 rendered, first floor slate hung

10 Grey Mullet guest house, Bunkers Hill

C18 granite ashlar, pediment flanked by cornice

11 Nos. 1 & 2 Connaught Villas, Chapel Street

C19 granite ashlar, semi-detached houses; shared Doric porch

12 Wesleyan School

built in 1854 - granite ashlar; panelled double doors with 'Gothic' fanlight

13 Church of St Ia, Market Place

Grade I, built 1410 - 1426; pinnacled bell tower; wagon roof with original carved timber; C15 carved bench ends; medieval cross in churchyard is a Scheduled Monument

14 Digey Cottage, The Digey

C18 granite rubble, first floor rendered

15 Old Archway, Hicks Court

C16 / C17 archway which originally gave access to residence of George Hicks

16 Halse's House, 6 Fernlea Terrace

coursed granite; moulded eaves cornice & parapet; built in 1820 for James Halse

17 5 Fish Street

rubble granite cottage, reputedly oldest house in St Ives - probably C17; massive chimney stack with upper stage missing

18 Zion Chapel, Fore Street

Lady Huntingdon's Connexion chapel built c. 1800 of coursed granite; shaped barge boards

19 Primitive Methodist Church, Fore Street

built 1831 of blue elvan 'bowlies', stuccoed frontage

20 Union Inn, Fore Street

mid C19, stucco three-storey building

21 Western Hotel, Gabriel Street

C18/ 19 granite ashlar with semi-basement, external steps; originally 'White Horse' then renamed 'Royal Western'

22 Baulking house (huer's house), Hain Walk

C19 painted rubble - used as a lookout for pilchard shoals in St Ives Bay

23 St Leonard's Chapel, Harbour - plus wharf and piers including lighthouses

Grade II* - medieval fishermen's chapel; Smeatons' Pier built 1770 with a squat octagonal lighthouse - pier extended 1890; West Pier built 1894; wharf granite block surface

24 Queen's Hotel, High Street

C18 / 19 granite ashlar, three-storey; two string courses

25 Lloyd's Bank, 13 High Street

early / mid C19 stucco, two-storey; panelled pilasters; later ground floor granite ashlar

26 St Nicholas Chapel, Island

original granite rubble building, probably C14; demolished in 1904 & rebuilt in 1911; later renovations

27 Building on corner of Lifeboat Hill and Market Strand (once Rowe the printer)

C18/19 rubble with granite quoins; rendered above; printing works set up in 1889s by James Uren White

28 'Epidauros II', sculpture, Malakoff

bronze sculpture by Barbara Hepworth, erected on Malakoff to commemorate her 70th birthday

29 Market House, Market Place

medieval building replaced in 1832 by present rectangular structure with rounded ends; roof topped by central cupola

30 Old Salt House, Norway Square

C18 single storey part slate hung building; half gable with chimney

31 Mariner's Church, Norway Square

built 1903 -5 of coursed red granite, with green stone dressing; became gallery for St Ives Society of Artists in 1945

32 St Ia Holy well (Venton Ia), Porthmeor Hil

well with two troughs, granite lintels supporting roof; main water supply for Downlong until 1843

33 Norway Cottage, Porthmeor Square

C18, restored C20 painted rubble cottage with steps up to entrance

34 Quay cottages, Quay Street, Wharf

C18/19 painted brick & granite - built on rock at edge of harbour

35 Masonic Hall, St Andrews Street

early C19, granite ashlar; two-storey

36 The Giew, 3 & 4 Skidden Hill (Custom House)

early C18 coursed granite with render above; inscription 'R.N.G. 1713' on corner stone

37 Eden House, The Stennack

early - mid C19; granite rubble with fluted Ionic corner pilasters - home of Treweeke family

38 Stennack Surgery, The Stennack

St Ives Board School built in 1880 of dressed granite, roof topped by spire - architect Silvanus Trevail; adapted to become doctors' surgery in 1991

39 Leach Pottery and Pottery Cottage, The Stennack

built in 1928 for potters Bernard Leach & Shoji Hamada

40 Waterside Gallery, corner of Street-an-Pol & St Andrew's Street

early C19 granite ashlar; modern ground floor

41 North Lodge, The Terrace (Tregenna Lodge)

early C19, stucco two-storey house

42 Tregenna Castle Hotel

built in 1774 for Stephens family; original east face has battlemented parapet; later C19 additions

43 St Ives Arts Club, The Warren

converted mid C19 corn mill; first floor clad with tarred boards

44 Porthminster Gallery, The Warren (previously The Cuddy etc.)

probably C18, splayed corner with 'garage' entrance; small shuttered openings on 1st floor

45 Lifeboat Inn, Wharf Road

early C19 three-storey granite building - at one time used as a boathouse (Thomas's); later Lanhams sale rooms; now a public house

46 Paynter's Boathouse, Stevens' Tours and Customs House, Wharf Road

early C19 granite buildings; now shops & restaurants

47 Harbour Amusements, Wharf Road

C19 - granite with external steps; formerly Blue Studio & Daniels' boathouse

48 Rum & Crab Shack, Wharf Road

probably C19 - painted rubble; formerly Copper Kettle cafe accessed by external steps (with ice store beneath)

49 Sloop Inn, The Wharf

C17 - C18 L-shaped building; tarred plinth & painted render; upper storey of wing slate hung; tall brick chimney stack

50 Nos. 4 to 8 Porthmeor Road

C18 row of restored cottages with cellars beneath; brick chimneys stacks to front of buildings

51 Knill's House, 50 Fore Street

C18 painted brick; central pediment with semi-circular window; window keystones flanked by decorative brickwork

52 Knill's monument, Worvas Hill

Grade II* tall granite pyramid built 1782 as mausoleum for John Knill (but not used as such); restored heraldic shield

Key listed buildings in Lelant

53 Trenoweth farmhouse

late C18 / early C19 coursed granite house, hipped & half hipped slate roof

54 St Uny Church

Grade 1; C12 remains but mostly perpendicular style; restoration in 1873

55 Church Cottage & Chygwidden Cottage

C18 / early C19 granite rubble, two-storey cottages; mounting block in front of Church Cottage

56 Glenside

early C19 dressed granite house; ornate lattice-work porch

57 Chygwyn & Poldeen

early C19 dressed granite cottages; low pitched slate roof; overhanging eaves

58 The Ship

late C18 coursed granite house - probably a former inn; right hand wing

59 Tregarthen

early C19 coursed granite house with granite lintels & quoins; porch with slender columns

60 The Cottage & Myrtle Cottage

late C18 dressed granite cottages - latter is part rendered & has slate roof porch

61 Rose Villa

early C19 coursed granite house; hipped roof with overhanging eaves

62 Duluth Cottage; general store

early C18 painted rubble cottage; date stone ES 1724; store - C18 cottage

63 Pax & Crossways

early C19, latter set slightly forward

64 Curlew Cottage & Porthgwidden; St Uny's Cottage; Myrtle Cottage

early C19 granite cottages - Curlew Cottage is painted

65 Wheal Vor

C18 coursed granite cottage; large stone chimney stack

66 Nos. 3 - 8 Station Hill

early C19 stepped terrace of granite cottages

67 Pendragon

late C18 painted rubble house; left hand end at lower level

68 Badger's Holt

late C18 granite rubble house - end on to road; lean-to wing on left

69 Lelant village hall

early C19 coursed granite with pedimental front gable

70 Rose Cottage

C18 painted granite rubble cottage; small gabled porch

71 East View

early C19 house coursed granite; ornate pierced porch with cornice

72 Gable Cottage, Aukland & Avalon

C18 & C19 painted rubble cottages

73 St Piran Lodge

late C18 painted rubble cottage, end on to road

74 Rosedale & The Retreat

former early - mid C19 rubble with granite lintels & quoins; latter early C19 coursed granite

75 Idahill, St Anthony & Watersmeet

early - med C19 part rendered; latter has datestone '1842'

76 Elm farmhouse

early - mid C19 granite rubble house

77 The Abbey

C16 remains with C18 renovations; L-shaped - Tudor arched doorway; three large granite chimney stacks

78 Trendreath House & Trendreath Cottage

former early - mid C19 stuccoed house; latter early C18 granite rubble cottage

79 Idaho & Hampton Court

former cottage early C19 granite rubble; latter C18 rubble built, with two wings

80 Wesleyan chapel

built in 1834, granite ashlar; clock chamber on roof topped by octagonal hood; closed in 1985

81 Nos. 1 & 2 Chapel Cottages; Blue Door, The Cottage & Boundy's House

first four early C19 granite rubble cottages ; latter C18 granite stuccoed cottage

82 Arabella

early C19 granite house

83 Landfall

early - mid C19 granite rubble house

84 Nos. 1,2 & 3 Park Cottages; Rose Cottage; Woodlands

early C19 granite, roughcast first floor; Rose Cottage entirely roughcast; Woodlands coursed granite with quoins & lintels, splayed angle glazed porch with tent roof

85 Chy an Wheel

early C19 granite rubble cottage

86 Langweath Nos. 1 & 2

early C19 granite cottages

87 Trevethoe Lodge

early - mid C19 granite ashlar two-storey lodge; modillion cornice

88 Trevethoe House

mainly C19, Palladian doorway with pediment; left & right flanking wings

89 Lower Bussow farmhouse

late C18 / early C19 granite house

90 Culver House

Grade II* medieval squat circular dovecote

91 Halsetown Inn

C19 granite ashlar building

92 Halsetown Grange

early C19 coursed granite house

93 North (Cubit) Lodge, Trevethoe

early C19 joint lined stucco; single storey

94 Boskerris Vean (now Boskelly)

late C18 dressed granite house; one time home of author Ewing Matheson

95 Boskerris Woollas

late C18 dressed granite house

96 Boskerris farmhouse

late C18 coursed granite house

97 Count House

early C19 count house for East Providence mine; one time home of potter Bernard Leach

Culturally significant buildings and places in St Ives

98 Tate St Ives

gallery opened in 1993 on former site of gasworks

99 Shore Shelter and Rose Lodge, Wharf Road

lodges erected for fishermen in 1901; moved to plat in 1918

100 Shamrock Lodge, Wharf Road

lodge erected for fishermen in 1901; protecting wall built around it in 1940

101 St Ives Museum

former Seaman's Mission; museum moved into building in 1968

102 St Ives Guildhall

designed by G.B. Drewitt, built on site of a Georgian house (The Retreat)

103 Old Post Office, 1 The Terrace

end of terrace house dated 1890, with attached three sided 'Old Post Office'

104 The Malakoff

built over projecting cliff in 1870s, as part of the railway station development

105 Drill Hall, Royal Square

former Teetotal chapel built in 1842; closed in 1899 & became a Drill Hall when congregation relocated to new church in Bedford Road

106 Palais de Danse, Barnoon Hill

originally site of J.T. Short's Navigation School; became Picturedrome in 1911, Palais de Danse in 1925 & then Barbara Hepworth's studio

107 Sven Berlin's Studio, Porthgwidden

known as 'Sven's Tower' - used by him as home & studio from 1945 - 1950

108 Island Road School, Island Road

infant school opened in 1896; closed in 1940

109 Barnoon Cemetery

first interment took place in 1857

110 St Christopher's, Porthmeor Road

early C20, run as a guest house; home of Denys Val Baker; Mask pottery

111 War Memorial and gardens

gardens laid out in 1908 (partly on site of Red Lion inn); war memorial erected 1922

112 St Ives (Kidz R Us) Theatre (Wesleyan Chapel)

chapel converted into a theatre in 1990s to provide a home for local theatre group Kidz R Us (set up in 1993)

113 Barbara Hepworth Museum and gardens

studio of sculptor Barbara Hepworth & at one time also John Milne who lived in Trewyn House - part of grounds became a sculpture garden

114 Trewyn gardens

part of land belonging to Trewyn House which became a public open space

115 Ayr Field (and scout hut)

purchased by Cornwall Council in 1914 as a playing field for junior school; part later used as an overflow car park until whole field designated as a community open space

116 Post Office, corner of Tregenna Place and Bedford Road

built 1905 on site of Manor House in Green Court; closed & business relocated to Tregenna Hill 2005

117 St Ives Library

Passmore Edwards Institute built in 1897 - architects Messrs. J. Symons & Son (of Blackwater)

118 Boots, High Street (Scala Cinema)

originally site of Queen's Hotel stables, cinema opened in 1920; closed in 1978; Boots moved into premises in 1992

119 Trewyn House

built in 1840 for John Halse; in 1855 it became home of Rev. W.H. Drake, vicar of Halsetown, before vicarage was built; in 1878 it was known as Brunswick House, later renamed Trewyn

121 Edward Hain Memorial Hospital

opened in 1921 on site of Albany House

122 Penwith Gallery, studios and workshop, Back Road West

converted from a pilchard cellar into a gallery in 1960; additional space added in 1970 when adjacent property became available

123 Norway Square

open' public' area in front of Mariner's gallery; many original cottages in this area were demolished

124 Golden Lion public house

late C17 /early 18C inn on corner of Market Place; rebuilt c. 1900

125 Cornish Arms public house, Trelyon

coaching inn first licensed in 1829

126 St Eia Hotel

built in 1902 in 'arts & crafts' style for artist Julius Olssen; later home of George Lloyd, composer; became a hotel in 1926

127 Salvation Army church

built after site was devastated during Market Strand fire in 1915

128 Parish rooms

built in 1900 on site of Redfern Court (complex of dilapidated buildings including a slaughterhouse)

129 Coastguard cottages

row of 7 cottages built in 1876 on land leased from Bolitho family; renovated in 1924 to create 4 houses

130 Porthminster Beach café

built in 1930 when the area below the railway viaduct was laid out with putting green & promenade

131 Shelters on Porthminster and Pednolva

first Pednolva shelter built in 1914 & another in 1924

132 Hain Shipping Co. office, Tregenna Place (now The Hain Line)

offices of shipping business relocated from Manor House in Green Court to this building c.1905

133 Sloop Craft Market

founded in 1968 on site of fish cellars & sail lofts

134 original lifeboat house, by Island gates

built in 1860 to house St Ives' second lifeboat '*Moses*'

135 Doll's House, opposite Porthmeor Square

unusual brick-built house - one time home of William Care

136 Shun Lee, Trelyon Avenue

built in 1880s for Captain William John Paynter

137 Remains of 'new' pier, behind Smeaton's pier

short-lived wooden pier built in 1864/6

138 Original fire station, behind Golden Lion inn

later became St John's Ambulance station

139 Gun battery and barracks on the Island

three-gun battery & barracks building erected in 1860; battery dismantled in 1895; coastguard lookout erected in northern gun emplacement in 1945

140 Porthminster Hotel and Spa (Emily Hobhouse's house)

hotel built in 1894 (architect John Sansom); neighbouring property bought for Emily Hobhouse in 1921

141 Bedford Road Church

Methodist church built in 1898/9; congregation moved there from original chapel in Chapel Street

142 Wharton Lang's Fauna studio, Mount Zion

building purchased by wood sculptor Faust Lang in 1949 & used by him as a studio; his son Wharton, also a wood sculptor, continued to work there until his death in 2014

143 Barnaloft, Back Road West

No 1. was home & studio of artist Wilhelmina Barns-Graham; notable inhabitants of other Barnaloft flats were Bernard Leach & Barbara Hepworth

144 Trezion, Salubrious Place

Ben Nicholson's home (after his split with Barbara Hepworth); he renamed it 'Goonhilly'

145 Doble's Wall, The Wharf

erected in late C18 in front of what was The Globe Inn by licensee Mr. Doble - to provide protection from the sea

146 Treloyhan Manor

house built in 1892 for Edward Hain (architect Silvanus Trevail); gardens designed by Veitch

147 Treloyhan Lodge

two-storey lodge at entrance to driveway (nearest to town)

148 Hain estate farmhouse

built in 1905 to house farm manager for Treloyhan estate

149 Ty-Bryn, Bishop's Road

built in 1920s (arts & crafts style) for artist Borlase Smart

150 Royal Cinema, Royal Square

opened July 1939 (architects Cowell, Drewitt & Wheatley)

151 Chy an Porth (opposite Porthminster Hotel)

C19 house updated in 1910 for artist Moffat Lindner; later home of Marion Pearce

152 Loraine (near entrance to Tregenna Hotel)

home of James Holman & his wife, actress Linden Travers

153 Tregenna Stables, Trelyon Avenue

built in 1890s (architect Silvanus Trevail) for Hain family of Treloyhan Manor

154 St John in the Fields church

consecrated 1860 (built to serve village of Halsetown)

155 The Old Vicarage, near St John in the Fields

built sometime after 1860 (vicar first lived in what became Trewyn House)

156 Garrack Hotel

built as a private house in early 1920s; became an hotel in late 1940s

157 Trenwith Square and Count House

buildings associated with Wheal Trenwith mine which produced tin & copper in early 1800s (closed in mid C19; reopened in 1908 as radium mine until WW1)

158 Carbis Bay Hotel

built in 1894 by Thomas Lang (architect Silvanus Trevail)

159 Tremorna

C19 home of Thomas Lang (built railway branch line & Porthminster & Carbis Bay hotels); later home of Trevithick family

160 Little Parc Owles, Carbis Bay

home of artist Peter Lanyon

161 Chy-an-Kerris, Carbis Bay

home of sculptor Barbara Hepworth & artist Ben Nicholson

162 Headlands

built late C19 for Holman family; later became a hotel; purchased by Cornwall Council in 1961 as a care home

163 Longstone cemetery and Hepworth sculpture

consecrated in 1964; Hepworth sculpture 'Ascending Form' (Gloria)

164 Chy an Gweal chapel

original chapel consecrated in 1856; current building dates from 1901

165 Carbis Bay Methodist church

Wesleyan Methodist church opened 1903

166 St Anta church

consecrated in 1929; belfry added in 1968

Note: This is not a definitive list. Other buildings will be identified as the historic study of the area progresses. For example, significant buildings / structures not indicated on the maps include:

- Catholic Church of Sacred Heart & St Ia (1908)
- Primitive Methodist Sunday School, Bunkers Hill (1923)
- Redfern Court (adjacent to Parish rooms) - site of Parish school (1847)
- Castle Inn, No. 16 Fore Street
- NatWest Bank (1897); Barclays Bank (1899); HSBC Bank (1921)
- Edwardian terraces - Windsor Terrace, Carrack Dhu, Tregenna Terrace etc.
- The Elms - home of builder Robert Toy (1890s)
- Friendship House; St Brigid's (both on wharf)
- Labour in Vain, Victoria Road
- Chylason, Carbis Bay - home of bard Robert Morton Nance
- Badger Hotel, Lelant
- Steeple Woods & Trelyon Downs - boundary stones & mining remains

Listed buildings etc. not indicated by numbers on Maps 1 - 3

St Ives (coloured pale orange on Map 1)

- **Albert Place** - Nos. 2 & 3; No. 4
- **Back Road** - Nos. 35 - 45; No. 48 Porthgwell; Nos. 65 & 67; 69 - 75; 77 & 79; No. 81 Westminster; No. 83; 85 & 87
- **Back Road West** - Nos. 1 & 3
- **Back Street** - No. 4
- **Baileys Lane** - cobbled street surface; Nos. 2 & 8A
- **Bethesda Hill** - cobbled street surface & granite steps
- **Bunkers Hill** - cobbled street surface; Nos. 1, 3, 5 & 7
- **Carncrows Street** - Nos. 1 - 13, 14

- **Carnglaze Place** - cobbled street surface; Nos. 1, 2, 3 & 4
- **Chapel Street** - No. 7
- **Chy-an-chy** - No. 3
- **Court Cocking** - cobbled street surface & granite steps
- **The Digey** - cobbled street surface; St Eia; Nos. 2A, 7 & 9; 12; 14, 16 & 18; 17 - 21; 20, 22 & 24; 25 & 27; 28; 29, 30 & 32
- **Fore Street** - cobbled street surface; Nos. 2; 3 & 4; 14; 22; 24 & 26; 30; 32 & 34; 33; 38 & 40; 46; 48; 50; 49 & 51; 54; 55; 57 & 59; 60; 61 & 63; 62; 64; 71 & 73; 75
- **Hellesvean Road** - Corner Cottage; Rosedale; Fairings; Dr Slack's House (Sycamore Cottage) ; Penrose Cottage; Treesdale
- **Hicks Court** - Nos. 6 & 8
- **High Street** - No.2; 6 ; Oates Travel (formerly Information Bureau); Viva & Weird Fish (formerly Edward Marsh & Clotworthys; Cancer Research UK (formerly Harvey's)
- **Island Square** - Nos.1 & 2
- **Lifeboat Hill** - churchyard wall
- **Market Place** - granite block street surface; churchyard wall; Moshulu (formerly Praed's); Black Rock (formerly Symon's)
- **Mount Zion** - cobbled street surface & granite steps
- **Norway Lane** - Dragon Studio; Nos. 1, 2 & 3
- **Penbeagle** - stone cross (remains of)
- **Porthmeor Road** - Nos. 2, 3, 4, 5, 6, 7 & 8
- **Porthmeor Square** - Nos. 2 & 3
- **Quay Street** - cobbled street surface
- **Rose Lane** - cobbled street surface; Nos. 7 & 9
- **St Andrews Street** - churchyard wall; Nos. 1, 2 & 3; Driftwood flats Nos. 1 - 4; St Andrews House
- **St Eia Stree** - Nos. 1, 3, 5, 7, 9, 10, 11, 12, 13, 14 & 15
- **St Peters Street** - St Peters Studio; Nos. 1, 3, 5 & 7; 23 & 25
- **Salubrious Terrace** - Nos. 19 & 21
- **Skidden Hill** - Nos. 3 & 4
- **The Stennack** - Nos. 1, 2, 3, 5 & 6 (Umfula Place)
- **Street-an-garrow** - Nos. 3; 5, 6, 8 & 8A, 14 & 15; 22, 23 & 23A; 24
- **Street-an-pol** - Nos. 2 & 3; 4 & 5
- **Teetotal Street** - Nos. 1 - 19 (odd & even)
- **The Terrace** - Nos. 1; 3; 4; 21 - 26; 27
- **Tregenna Place** - British Heart Foundation (formerly R.G. & L.A. Quick)
- **Victoria Place** - Rasmeor Flat; Nos. 5A; 16; No. 1 Victoria Road
- **Virgin Street** - street surface; Nos. 4, 6 & 8; 9; 11; 15
- **The Warren** - Nos. 3 & 5; 15 & 15A; 17, 19 & 21; The Anchorage

- **Westcott Court** - Nos. 2 & 3
- **Wharf** - K6 telephone kiosk; premises formerly occupied by Mayfields & bookshop

Lelant

- Grade II* four stone crosses in churchyard & western cemetery
- Remains of stone cross at entrance to golf links
- War memorial - battered wheelhead cross with short shaft, mounted on blocks
- Venton Sauras - well-head in stone wall, dated 1612
- Stone cross on corner of Woodlands
- Trevarrack farmhouse & standing stone E of Trevarrack farm

Halsetown

- Head of wheelhead cross mounted on granite plinth

APPENDIX 2 Use Classes

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

- **A1 Shops** - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- **A2 Financial and professional services** - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
- **A3 Restaurants and cafés** - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- **A4 Drinking establishments** - Public houses, wine bars or other drinking establishments (but not night clubs).
- **A5 Hot food takeaways** - For the sale of hot food for consumption off the premises.
- **B1 Business** - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area.
- **B2 General industrial** - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).
- **B8 Storage or distribution** - This class includes open air storage.
- **C1 Hotels** - Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels).
- **C2 Residential institutions** - Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **C2A Secure Residential Institution** - Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital, secure local authority accommodation or use as a military barracks.
- **C3 Dwellinghouses** - this class is formed of 3 parts:
 - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.
 - C3(b): up to six people living together as a single household and receiving care e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
 - C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell

within the previous C3 use class, to be provided for i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.

- **C4 Houses in multiple occupation** - small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.
- **D1 Non-residential institutions** - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.
- **D2 Assembly and leisure** - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).
- **Sui Generis** - Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

APPENDIX 3 Community Facilities and Public Spaces (Accompaniment to Policy CF1)

The following list is taken from an Open Spaces Audit carried out for the St Ives Area NDP in 2014. The Audit contains details of each site and can be found in the accompanying Evidence Base.

Public Access and Sports Club Facilities

1. St Ives Sailing Club
2. St Ives Rugby Football Club
3. St Ives Leisure Centre
4. West Cornwall Golf Club
5. St Ives Cricket Club, St Ives School
6. Lelant Saltings, St Ives Town Football Club
7. Halsetown Football Club
8. Porthmeor Bowling Green
9. Porthmeor Putting Green
10. Belyars Bowling Green, St Ives Bowling Club
11. Tregenna Golf Course
12. Primrose Valley Tennis Courts, St Ives Tennis Club

Provision for Children and Young People

13. Ayr Field, Play Park and Scout Hut
14. Palemon Best Recreation Ground
15. Trewartha Play Site
16. Richmond Gardens
17. Mike Peters Estate (open space)

Parks and Gardens

18. Trewyn Sub-tropical Gardens
19. Memorial Garden
20. Barbara Hepworth Garden
21. Porthminster Gardens
22. Chy an Gweal Gardens

Churchyards and Cemeteries

23. Barnoon Cemetery and associated building
24. St Ia Parish Church Cemetery
25. St Johns in the Fields
26. Longstone Cemetery
27. St Uny Churchyard

Amenity Green Space

28. The Rec
29. Norway Square
30. The Malakoff
31. Treloyhan Park Road
32. St John's Walk
33. Alan Harvey Close
34. Venton Vision
35. Consols Pond

Allotments

36. Carthew Allotments
37. Trowan Allotments
38. Palemon Best Community Orchard

Civic Spaces

39. Lelant War Memorial
40. Westcott's Quay
41. Pedn Olva seating area and open space off Pedn Olva Walk
42. The Warren seating area
43. St Ia Well
44. Wharf Road seating area, next to Fishermen's Lodges
45. Huer's Hut
46. Smeaton's Pier seating areas
47. Friendship Seat, St Ives harbour

Beaches

48. Porthmeor Beach
49. Harbour Beach
50. Porthgwidden Beach
51. Porthminster Beach
52. Carbis Bay Beach
53. Porthkidney
54. Bamaluz Beach
55. Lambeth Walk Beach

APPENDIX 4 Vision – Objectives – Policies Flow Chart

VISION	OBJECTIVES	POLICIES AND PROJECTS
<p>St Ives Area: vibrant, resilient, beautiful</p>	<p>Community To assist the delivery and forward drive of the objectives through setting up delivery mechanisms to promote community ownership of local decisions, strategies, projects and plans, particularly for young people in the area.</p>	<p>POLICIES: M1, M2, M3, S1, S2, S3, S4, S5, S6, S7</p> <p>Also see ACTION PLAN</p>
	<p>Culture and Heritage To strengthen and protect the area of St Ives both as home to culturally rich communities and as an internationally renowned living centre for arts and creative industries.</p>	<p>POLICIES: CH1, BE1, BE2, BE3, BE4, BE5, BE6, BE7, BE8, BE9, BE10, BE11, BE13, BE14, BE15, BE16</p>
	<p>Local Economic Development To facilitate a resilient economy, with a thriving entrepreneurial culture that actively supports healthy, sustainable living and working communities to reach their full potential; which both respects and enhances the natural and physical environment; and is home to knowledgeable, confident, connected, aspiring and inspirational businesses. Local small enterprises will thrive, offering a diversity of skilled employment.</p>	<p>POLICIES: LED1, LED2, LED3, LED4, LED5, LED6, LED7, LED8, LED9, AM1, AM2, AM3, AM4, T1</p>
	<p>Housing To support the provision of affordable and principle residence housing so that St Ives area continues to be a place where people of all ages can live and work.</p>	<p>POLICIES: H1, H2, H3, H4, H5, H6, H7, AM1, AM2, AM3, AM4, AS1, AS2, AS3, AS4, AS5, AS6</p>
	<p>Open and Green Spaces To protect sensitive landscapes, habitats and open spaces, so that open and green spaces, including beaches, within and between settlements are prioritised over any future development.</p>	<p>POLICIES: H5, OS1, OS2, OS3, OS4, OS5, OS6, OS7, OS8, OS9, CF1, CF2, CF3, T1</p>
	<p>Well-being, Sports and Leisure To provide facilities and amenities to meet the needs of the resident population and the seasonal influx of visitors, so that St Ives is an area where residents and visitors can pursue healthy leisure and cultural activities.</p>	<p>POLICIES: M1, CF1, CF2, CF3, T1</p>
		<p>Transport To enhance opportunities for sustainable modes of transport, including walking and cycling, and lead to a reduction of vehicular traffic and parking within the St Ives Neighbourhood Plan area, providing residents, visitors and those working here with a safe, pleasant and healthy environment.</p>
	<p>Built Environment To understand, conserve and positively manage the built environment of St Ives area, as defined by the Character Areas identified in St Ives Area Design Guide, to ensure future sustainable and sensitive design.</p>	<p>POLICIES: CH1, H4, BE1, BE2, BE3, BE4, BE5, BE6, BE7, BE8, BE9, BE10, BE11, BE12, BE13, BE14, BE15, BE16, BE17</p>

APPENDIX 5 Glossary of terms

AGLV	Area of Great Landscape Value
AONB	Area of Outstanding Beauty
BAP	Biodiversity Action Plan
CLT	Community Land Trust
CLP	Cornwall Local Plan
CNA	Community Network Area
HER	Historic Environment Record
LPA	Local Planning Authority
NDP	Neighbourhood Development Plan
NPPF	National Planning Policy Framework
RIBA	Royal Institute of British Architects
SHLAA	Strategic Housing Land Availability Assessment
SPD	Supplementary Planning Document
SUE	Strategic Urban Extension
SSSI	Site of Special Scientific Interest