

OFFICER REPORT – DELEGATED

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| Application number: PA22/03642 | Expiry date: 26 September 2022 |
| Received on: 12 April 2022 | Neighbour expiry date: 8 September 2023 |
| UPRN: 010091026088 | Consultation expiry date: 16 August 2024 |
| Legal agreement: Y | Site notice posted: 28 September 2023 |
| | Site notice expiry: 19 October 2023 |
| Is this decision contrary to local council recommendation? Y | |

| | |
|--------------------------|---|
| Applicant: | Wainhomes (South West) Ltd |
| Site Address: | Land At Tencreek Farm Plymouth Road Liskeard Cornwall PL14 3PS |
| Proposal: | Full planning for the erection of 202 dwellings and associated works |
| Application Type: | Full application |

Consultee representations:

Menheniot Parish Council (22 April 2024)

"At their public meeting held on 18 April 2024, councillors agreed not to support this planning application for the development site at Tencreek Farm. Councillors noted these material concerns arising from the Menheniot Neighbourhood Plan.

The written description of this application registered under number PA22/03642 has been changed from a hybrid (part detail, part outline) to Full planning following revised plans being submitted showing the deletion of self build plots. The application is being treated as a new application for the purpose of consultation and in considering the application of policies.

The application is not supported for the following reasons:

- ' The housing need justification does not reflect current community needs in accordance with the Menheniot Neighbourhood Development Plan. Policy 4.
- ' The submission does not demonstrate that the present infrastructure can cope with additional housing particularly as regards traffic impact.
- ' The new layout of the housing estate, its linkages, open spaces and architecture do not demonstrate an understanding of the site location and surrounding landscape.
- ' Integration of public transport within the community particularly to support any area of social focus or maximise accessibility to the service has not been delivered.
- ' The absence of a gateway landmark building has a significant impact on the identity of the development area.

' An integrated sustainable surface water scheme to serve the entire development has not been proposed to take into account, extraction and interaction between disposal systems proposed. A comprehensive flood and pollution risk assessment is required.

' Policy 10 Night Skies has not been demonstrated as regards preventing light pollution causing a statutory nuisance to adjoining sites.

' Secure by design principles not demonstrated.

' The Air Quality Assessment appears to be based on lower numbers of vehicle movements than the TA submitted. Concern that the impact on air quality will be greater than that shown.

"

Liskeard Town Council (10 May 2024)

"The Committee Resolved that the Town Council SUPPORT the principle of housing on this site. However, it would like to draw attention to its comments of 15 February 2024 and 12 September 2022, along with those of other statutory consultees which had not yet been addressed.

The provision of accessible dwellings (M4(1), M4(2) & M4(3)), particularly M4(3) should not be reduced."

Highway Development Management - East (10 April 2024)

"Email sent to Case Officer.

RW"

Principal Public Space Officer (OPEN Space) (22 April 2024)

"The updated landscape drawings indicate type 2 natural space and a type 4 equipped play area, but no type 5 teenage provision. The Heads of Terms (Sept 2023) confirm that the developer wishes to take the off-site contribution option for both type 3 (outdoor sport) and type 5 (teenage provision). However, the scheme is under-providing in type 1 formal amenity POS. As explained in our comments in August 2022, the deficiency should be balanced-out by an increase in accessibility in the other green infrastructure on-site, in line with Cornwall Local Plan policy 12.3, through surfaced pathways and furniture. Unfortunately, only grass routes are indicated in the main POS, and not even one bench (Hardworks Plan 1 dwg: 93.02 P8). Not quite the high-quality public space envisioned at 5.0 Development Principle and Vision. See previous comments.

There remains insufficient detail to evaluate the quantity/quality of the type 4 (equipped children's play), but the orientation to housing appears acceptable. Only a knee-rail is proposed along the road-side boundary (Boundary Plan 1 ' dwg:-92.04 P4). Whilst this is ideal from a natural surveillance perspective, the site risk assessment will need to evaluate traffic and dog control. The Design & Access Statement (6.0 The Proposals) refer to a willow tunnel, which is no longer associated with public play areas. These features require specialist, routine maintenance, more typically found in commercial gardens/attractions. Regular risk assessments will need to reflect the tendency for hazards, especially to eyes, to develop. We anticipate further design detail to follow prior to commencement, in order to assess quality, but please note that the level required for this scheme should exceed what is typically offered in a LEAP.

Thank you for consulting the Public Space Team.

Stuart Wallace

Public Space Officer

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Affordable Housing (24 April 2024)

“Summary

The Affordable Housing Team support the scheme subject to securing 50 affordable homes, together with an off-site affordable housing contribution of £46,000 to make up the 25% provision.

A satisfactory S106 agreement would be required to secure the contribution and to ensure the dwellings can only be occupied by qualifying persons in housing need and control the tenure and affordability.

Application / Proposal

The proposal seeks consent for a residential scheme of 202 dwellings within the parish of Menheniot but adjoining Liskeard and where affordable housing will be provided in accordance with the requirements of Policy 8 of the Local Plan.

Policy Context

The application is being considered under Policies 3 and 8 of the Cornwall Local Plan Strategic Policies 2010-2030 adopted 2016.

- o The Council requires that all new housing schemes within the plan area on sites where there is a net increase of 10 or more dwellings must contribute towards meeting affordable housing.
- o The site lies within value zone 5 where the council seeks 25% affordable housing delivery on policy 8 sites.
- o The Housing SPD 2020 is relevant to the proposal and provides further details in respect of affordable housing requirements
- o The Addressing Affordability Chief Planning Officer's Advice Note is also relevant to note (See link: Planning Policy Guidance - Cornwall Council)

Housing Need Justification

HomeChoice registered local housing need in Menheniot Parish is currently 64 households seeking affordable accommodation.

| Band | 1 Bed | 2 Bed | 3 Bed | 4 Bed | 5 Bed | Total |
|--------|-------|-------|-------|-------|-------|-------|
| Band A | 1 | 0 | 0 | 0 | 1 | |
| Band B | 3 | 0 | 2 | 0 | 5 | |
| Band C | 4 | 1 | 2 | 5 | 1 | 13 |
| Band D | 2 | 4 | 0 | 0 | 0 | 6 |
| Band E | 19 | 9 | 10 | 1 | 0 | 39 |
| Total | 29 | 14 | 12 | 8 | 1 | 64 |

19 of the 64 households are aged 55 or over, including 14x 1 bed, 3x 2 bed, 1x 4 bed and 1x 5 bed.

1x 2 bed and 1x 4 bed households have an Assessed need for Category 3 Full Wheelchair Housing.

HomeChoice registered local housing need in the adjoining Town of Liskeard is currently 608 households seeking affordable accommodation.

| Band | 1 Bed | 2 Bed | 3 Bed | 4 Bed | 5 Bed | 6 Bed | Total |
|--------|-------|-------|-------|-------|-------|-------|-------|
| Band A | 38 | 10 | 3 | 0 | 1 | 0 | 52 |
| Band B | 14 | 7 | 4 | 8 | 4 | 3 | 40 |
| Band C | 67 | 26 | 30 | 27 | 2 | 0 | 152 |

| | | | | | | | |
|--------|-----|-----|----|----|---|---|-----|
| Band D | 12 | 30 | 5 | 0 | 0 | 0 | 47 |
| Band E | 179 | 93 | 41 | 4 | 0 | 0 | 317 |
| Total | 310 | 166 | 83 | 39 | 7 | 3 | 608 |

144 of the 608 households are aged 55 or over, including 105x 1 bed, 22x 2 bed, 11x 3 bed, 5x 4 bed and 1x 6 bed.

4x 1 bed and 1x 3 bed households have an Assessed need for Category 3 Full Wheelchair Housing.

Housing mix and tenure

Policy 6 of the Cornwall Local Plan refers to housing mix and has been considered in providing this response. The Affordable Housing Team would be seeking the affordable homes to be aligned with the local housing need and achieve a sustainable housing mix, including 70% affordable rent and 30% shared ownership.

Policy 8 of the Cornwall Local Plan refers to a typical tenure split, however, in order to respond to the housing crisis in Cornwall, a Chief Planning Officer's Advice Note has been published. This guidance details that the Council now expect the target provision of affordable housing to be typically 50% social rented and 50% intermediate housing.

In this instance, it is acknowledged that the application precedes the introduction of the Chief Planning Officer's Advice Note on Addressing Affordability, and as such we would support either of the above tenure mixes.

Affordable Housing requirement

The applicant and the affordable housing team have agreed the following mix of affordable dwellings:

| Tenure | Property Type | M4(1) Plots | M4(2) Plots | M4(3) Plots | Total |
|-----------------------------|---------------------------|------------------------|--|-------------------------------|-------|
| Affordable Rented Dwellings | 1 Bed/2 Person Maisonette | 37, 39, 40, 61, 63, 64 | 36, 38, 41, 60, 62, 65 | 12 | |
| | 1.5 Bed/2 Person Bungalow | | | 66, 68, 197 | 3 |
| | 2 Bed/3 Person Bungalow | | | 67, 198, 1993 | |
| | 2 Bed/4 Person House | | 69, 97, 98, 99, 100, 103, 104 | | 7 |
| | 3 Bed/6 Person House | | 101, 102, 194, 195, 196, 200, 201, 202 | | 8 |
| | 4 Bed/7 Person House | | 187, 188 | | 2 |
| Sub-Total | 6 | 23 | 6 | 35 | |
| RP Shared Ownership | 2 Bed/4 Person House | | | 42, 43, 44, 70, 191, 192, 193 | 7 |
| | 3 Bed/5 Person House | | 87, 105, 106, 107 | | 4 |
| | 3 Bed/6 Person House | | 58, 59, 189, 190 | | 4 |
| | Sub-Total | 0 | 15 | 0 | 15 |
| Grand Total | 6 | 38 | 6 | 50 | |

As the number of dwellings proposed results in a decimal part of an affordable dwelling being required to meet the policy requirement, then this should be made up of an off-site contribution based on the relevant affordable housing tariff as set out within the Housing SPD.

In this instance, based on a total of 202 dwellings being delivered, this would result in a requirement for an off-site contribution equivalent to 0.5 of a dwelling. The

current off-site contribution tariff for this area is £92,000 per dwelling, which would equate to a sum of $0.5 \times £92,000 = £46,000$.

Accessible homes (Policy 13, Cornwall Local Plan)

Housing developments of 10 dwellings or greater should provide a minimum of 25% Category 2 accessible homes; M4(2) Part M building regs 2015 (unless site specific factors make the development unsuitable for such provision).

Further to the above, all of the affordable houses, the ground floor affordable maisonettes, plus 6 of the open market houses (plots 27, 28, 56, 57, 108, 109) are proposed to meet M4(2) Accessible and Adaptable standards. In addition, the 6 affordable bungalows are all designed to full M4(3) Wheelchair standards. This equates to a total of 50 homes to M4(2) or M4(3) standards across the site, equivalent to 24.75%.

Development Standards (Policy 13, Cornwall Local Plan)

Policy 13 of the Cornwall Local Plan requires affordable homes to be sized in accordance with space standards guidance as set out within the Nationally Described Space Standards. All of the affordable homes meet these requirements.

S.106 Provision and Requirements

The off-site affordable housing contribution and affordable homes would need to be secured by a Section 106 legal agreement. The Council's precedent template agreement should be used in which we would seek to secure the following details:

- o Occupancy of the affordable homes will be restricted to qualifying persons in housing need.
- o Affordable housing must keep pace with that of any market housing. On larger schemes such as this, the Council will ensure that affordable housing is delivered in phases in parallel with the development of market housing and will control phasing as follows:
 - o No more than 25% of open market homes to be occupied or transferred prior to completion and transfer of 25% of affordable homes;
 - o No more than 50% of open market homes to be occupied or transferred prior to completion and transfer of 50% of affordable homes;
 - o No more than 75% of open market homes to be occupied or transferred prior to completion and transfer of 100% of affordable homes.
- o Affordable Rent and Shared Ownership homes should be transferred to an approved Registered Provider (RP) upon completion on a nil-grant basis, with nomination and sales rights granted by the Council in perpetuity.
- o A minimum of 44 of the residential dwellings to meet Building Regulations Category 2 accessible homes, and 6 affordable homes to meet Category 3 wheelchair standards.
- o The affordable units should comply with the Nationally Described Space Standards
- o It is essential to ensure that affordable homes are provided at a price an average household can afford.
- o Affordable rents (inclusive of any service charges) must not exceed 80% of market rents or the Local Housing Allowance, whichever is lower.
- o Shared Ownership should have a maximum initial share capped at 75% of the open market value and rent on the retained equity not exceeding 2.5%

- o The Council will secure the first and future occupation of the affordable homes to those with a housing need and local connection criteria in line with the Council's adopted local connection policies, and including the Chief Officers note on Affordable Housing Cascade Process
- o The sum of £46,000 inclusive of an enabling fee of £4,875 (reflecting the Council resources required to secure equivalent affordable homes on an alternative site);
- o Payment phasing: 50% prior to commencement on site, and the remaining 50% prior to occupation of 25% of the open market dwellings;
- o Sum to be spent in the Parish of Menheniot or Town of Liskeard (within 3 years); local housing market area (further 3 years); or Cornwall (maximum period to be spent of 10 years).

More Information

Applicants should refer to the adopted Housing Supplementary Planning Document which is available to view online on the Council web site and the Council's standard section 106 precedents for detailed guidance.

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Cornwall Council Waste Management (8 April 2024)
 “Storage of Waste and Recycling

In our experience it would be better to service containment for individual properties rather than large communal wheeled bins/bin stores as this reduces fly-tipping etc. The responsibility for the removal of fly-tipping, bulky items, loose waste etc. will fall to the Management Company and not Cornwall Council. If a decision is made to provide bin stores contact from the developer would be appreciated to enable Biffa Environmental Municipal Services to assess to ensure they can service the proposed bin areas/stores.

Contractor to liaise with Cornwall Council throughout development phase to agree collection method for those residents living in properties prior to completion of the whole development and to refer to the Waste Planning Guidance for New Developments.

”

Tree Officer (10 May 2024)

“Thank you for your consultation,

There are a number of elements which continue to prevent the Forestry Team From supporting this application, these have been discussed with the applicant via email. The Key issues are as follows

Meaningful Street Tree Provision

With regards to street tree planting provision the proposed design remains at odds with both national and local policy.

As highlighted in previous comments, the NPPF 136 states that. 'Planning policies and decisions should ensure that new streets are tree-lined',

It is noted that design plans show trees to be included in the street scene. However, National and Local policy and Guidance also sets out that street design must provide adequate space for proposed street trees (both above and below ground) and ensure that site conflicts (such as shading and direct contact with structures) are avoided. (see reference points 1, 2, 3 & 4). This is essential to

ensure the longevity of the proposed canopy within the development. It is apparent from reviewing the proposals that this has not been achieved.

Current designs show trees proposed to be planted as close to 2m from proposed properties with the smallest specified trees having a potential canopy diameter at maturity of 4m (applicant's figures). Furthermore, many trees are proposed to be planted upon the south side of buildings which due to proximity and associated property fenestration will cause significant shading.

Additionally, Many new street trees are proposed to be planted within private curtilage and therefore cannot be considered as a contribution to canopy with regards to policy commitments

Impact upon adjacent woodland

The Suds associated with the development are proposed to be situated adjacent an area of long-established woodland (woodland established since at least 1811 possibly earlier). Woodland of this age is considered to be very important for biodiversity. Designs show the construction of these suds impacting upon this woodland and the adjacent hedgerow.

In accordance with Policy 23 of the Cornwall Local Plan And policy 3.5 of the Cornwall Design Guide Impact upon valuable woodland and hedgerow should be avoided.

Furthermore, any proposed arboricultural impacts must be assessed in accordance with industry best practice as set out in BS5837 2012 Trees in Relation to Design Demolition and Construction in order to fully highlight the impacts, this has as of yet not been completed.

Kind regards
Steve
Forestry
"

Ecologist (inc. Marine Ecology And Biodiversity) (11 June 2024)

"Overview

The site has been surveyed by the consultant ecologist multiple times from 2015 to 2024 inclusive.

Bats

Bat activity survey data for the site is from 2020 and becoming out of date. As similar patterns of bat activity for the site were noted in 2011, 2015 and 2020, and because

measures are incorporated to retain and buffer hedges and woodland, further activity surveys are not considered necessary at this time.

Areas of woodland are to be lost to the proposals and all trees within the site and adjacent to the site have been assessed for their potential to support roosting bats (2024). Six

trees have roosting potential ranging from low to moderate. No trees with roosting potential are to be impacted by the development.

Details of the proposed sensitive lighting plan should be submitted as a pre-commencement condition.

Badgers

2024 surveys confirmed no active setts within the red line boundary however a potential active subsidiary / outlier set present along hedgerow H5 and latrine evidence in field

F7. The sett is located in close proximity to proposed attenuation ponds.

Prior to the commencement of any site works, a repeat survey for badgers should be undertaken with associated mitigation/compensation measures if required - this should be

submitted as a pre-commencement condition.

BNG

A Biodiversity Net Gain Report and accompanying Statutory Biodiversity Metric have been provided and updated in line with changes to the development proposals. The metric

provides evidence for a 10.71% increase in habitat units and a 15.33% increase in hedgerow units. Watercourse units, however, only increase by 2.16% - the comments of the

consultant ecologist are agreed with, specifically that to achieving a 10% net gain would require significant woodland habitat loss, as such, for this development, a 2.16%

increase is deemed sufficient.

The report recommends that delivery of BNG is secured through a Landscape and Environmental Management Plan (LEMP) as a planning condition. Cornwall Council

recommends that for major developments a BNG Management and Monitoring Plan is produced to secure the delivery and management of BNG over a 30 year period. Natural

Climate Solutions Policy G2 Net gain (cornwall.gov.uk). Provision of this information (either via a LEMP or BNG Management and Monitoring Plan) should be provided as a precommencement condition.

Conditions/Informatives/Standing Advice

Mitigation and enhancement measures described within the Ecological Assessment should be required by condition. Table 3.1 in the Ecological Assessment summarises the

measures required.

A Construction and Environmental Management Plan (CEMP) should be produced as a pre-commencement condition detailing measures required to avoid/minimise impacts

on biodiversity during construction. This should include pre-construction surveys and the requirement for an Ecological Clerk of Works.

Summary of requirements:

1. Development shall be carried out in accordance with the actions set out in the Ecological Assessment and Biodiversity Net Gain Report, to be required by condition.
2. A repeat badger survey should be undertaken prior to the commencement of site works, with details submitted to the LPA, to be required by condition.
3. A Lighting plan/strategy demonstrating maintenance of dark corridors around hedgerows and woodland to be provided as a pre-commencement condition.
4. A CEMP to be provided as a pre-commencement condition, this should include mitigation measures set out in the Ecological Assessment.
5. A Landscape and Environmental Management Plan (LEMP)/BNG Management and Monitoring Plan to be provided as a pre-commencement condition. The government

has also published a Habitat Management and Monitoring Plan template which would also be suitable for these purposes."

Cornwall Council Lead Local Flood Authority (16 April 2024)

"The Lead Local Flood Authority (LLFA) has reviewed the details provided. Further information is required:

1. Groundwater monitoring must be undertaken to establish the extent of groundwater on the site. This should be completed for a continuous 12-month period. Groundwater should not rise to within 1m of the base of any drainage feature including soakaways and attenuation basins. Monitoring must be undertaken within 3m of the proposed location of each feature and at a depth of no less than 1.5m below the base depth. Continuous monitoring of each borehole is preferred, but where dip testing is used there must be at least one test of each borehole per week undertaken on the same day throughout the monitoring period. These results must be provided to the LPA and LLFA. Poor quality data will be rejected.
2. The applicant must confirm the proposed flow discharge rates and flow profiles from each attenuation basin. Where the calculated greenfield rate is less than 5 l/sec, the LLFA has historically accepted a rate 5 l/sec. This is no longer the case because well-maintained modern flow control devices can achieve lower discharge rates. Flow controls must be correctly sized to meet the agreed surface water discharge flow rate and to prevent blockage. They must be accessible to allow future maintenance and removal/replacement if necessary. The minimum acceptable orifice is 75mm diameter, as anything less than this can be susceptible to blockage.
3. Land drainage consent could be required for works within and adjacent to the watercourse. The River Seaton is classified as Main River so falls under the jurisdiction of the Environment Agency. The tributary to the River Seaton is classified as an ordinary watercourse so any land drainage consent would fall to the LLFA. The applicant must obtain permission from the riparian owner prior to discharge of surface water flows to the watercourse. Evidence of the riparian owners' agreement must be submitted to support the surface water drainage proposals. The LLFA will object to the proposed development if these details are not provided.

The LLFA does not support this application until all the design requirements set out above have been addressed. Please reconsult once further information has been submitted.

Jackie Smith
Principal Sustainable Drainage Officer

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Natural England - Consultations (23 April 2024)

"Our ref: 472675

Your ref: PA22/03642

Thank you for your consultation.

Natural England has previously commented on this proposal and made comments to the authority in our response dated 07 September 2023, our reference number 447400.

The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have

significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

”

Environment Agency NONE

Devon & Cornwall Police Architectural Liaison Officer (25 April 2024)
“Re Planning Application PA22/03642 | Full planning for the erection of 202 dwellings and associated works | Land At Tencreek Farm Plymouth Road Liskeard Cornwall PL14 3PS.

Dear Mr Doble,

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this planning application.

I note the amendments as shown. There do appear to be some minor changes eg gate now installed next to plot 103.

However I would refer to my previous comments as the majority of these still appear relevant.

I am unclear whether the parking courts will have any lighting provided, as could see no details regarding this?

Yours sincerely,

Martin Mumford
Police Designing Out Crime Officer
25/4/24

This report is based upon the plans provided and in accordance with the principles of CPTED (crime prevention through environmental design) and SBD (Secured By Design) the UK national Police crime prevention initiative
If the measures advised are implemented then hopefully this will reduce the opportunities for crime and disorder but Police cannot offer any guarantee of this.

”

Highways England (10 April 2024)

"Thank you for providing National Highways with the opportunity to comment on amended plans and further information submitted in support of the above planning application. These relate primarily to matters of design, layout, landscaping etc and the overall quantum of development is unchanged to that previously assessed in respect of the highways impact of the proposals.

We therefore consider that our formal recommendation dated 30 August 2023 with regards to the development impact on the SRN continues to remain appropriate and we have no further comments at this time.

"

Highway Development Management - East (26 July 2024)

"Following an assessment of the submitted plans and information, I have the highway comments below.

It is important to acknowledge the lower trip rate and quantum of development in comparison to the 2015 outline application therefore the highways impact of this application on the local road network is accepted.

The trip rate outlined in the Transport Assessment predicts 83 two-way vehicle movements in the AM peak and 103 two-way vehicle movements in the PM peak.

This application has been through extensive discussions such that I consider all outstanding highway issues have been addressed or can be dealt with via condition such that I have no highways objection to this application subject to the following.

S.106/Conditions:

Construction Traffic Management Plan prior to the commencement of any other works.

Travel Plan.

Parking/turning.

Discharge of surface water internal to the application site.

Construction of the internal carriageway to an adoptable standard and maintenance as such in perpetuity.

Pedestrian connection to the employment land to the south prior to the occupation of the first dwelling, exact location to be agreed though condition discharge.

A contribution towards the Liskeard Town Transport Strategy of £2,780 per open market dwelling, totalling £422,560.

Improved crossings and associated footway infrastructure on the A390/Charter Way/Liskerret Road roundabout prior to the occupation of the first dwelling.

As an informative, the above would require a S.278/Street Works licence with exact details to be secured via condition, taking into account the latest comments

provided on the Designers Response to the Road Safety Audit Stage 1, comments listed below.

- ' Issue 3.4 ' Corduroy tactile paving not proposed. Provide corduroy tactical paving on both sides of the southern arm of the A390 crossing.
- ' Issue 3.8 ' Narrow shared-use path. Designer's response states that footway between A390 northern arm and Liskarrett Road is not shared-use, which is fine. But as above, if the footway linking the Charter Way crossing with the Charter Way on-road cycle lane is to be shared-use, then agree, this is sub-standard width for shared-use and should be widened. That said the footway does not go anywhere for pedestrians so you're not going to be getting pedestrians walking on this short stretch and it would only be a one-way route for cyclists, in which case, it could be kept as it is width-wise and designated for cyclists only, with appropriate tactile paving and signing.
- ' Increase width of Charter Way Island to 3m to comply with LTN1/2
- ' Provision of Diag. 956 sign facing towards Liskarrett Road on the Charter Way arm
- ' Remove existing dropped kerb crossing adjacent to the bus stop on Charter Way and reinstate kerbing.
- ' Increase separation distance for entry onto the shared use facility for southbound cyclists on Charter Way, from the bus stop by an additional two kerb lengths.

Highway Development Management - East (19 July 2024)

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- o Issue 3.4 - Corduroy tactile paving not proposed. Provide corduroy tactical paving on both sides of the southern arm of the A390 crossing.
 - o Issue 3.8 - Narrow shared-use path. Designer's response states that footway between A390 northern arm and Liskarrett Road is not shared-use, which is fine. But as above, if the footway linking the Charter Way crossing with the Charter Way on-road cycle lane is to be shared-use, then agree, this is sub-standard width for shared-use and should be widened. That said'the footway does not go anywhere for pedestrians so you're not going to be getting pedestrians walking on this short stretch and it would only be a one-way route for cyclists, in which case, it could be kept as it is width-wise and designated for cyclists only, with appropriate tactile paving and signing.
 - o Increase width of Charter Way Island to 3m to comply with LTN1/2
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 - o Remove existing dropped kerb crossing adjacent to the bus stop on Charter Way and reinstate kerbing.
 - o Increase separation distance for entry onto the shared use facility for southbound cyclists on Charter Way, from the bus stop by an additional two kerb lengths.
- ..

Menheniot Parish Council (27 February 2024)

"At their public meeting held on 22 February 2024, councillors Resolved not to support this application. Councillors noted these material concerns arising from the Menheniot Neighbourhood Plan.

1.0 The housing needs justification does not reflect current community needs or demonstrate that the present infrastructure can cope with additional housing particularly as regards traffic impact.

Comment

The revised Design and Access statement justifies the application as bringing forward the outline approval of 2015 and with reference to Menheniot Neighbourhood

Plan Policy 4 that 'it will reduce pressure on development of other less ideal sites'. There is no demonstration of identified need of units generally or the mix reflecting 'community needs current at the time of application'

2.0 The land supply for Cornwall at 6.5 years to 2030 now removes the presumption to approve and therefore the application may be refused. Though the specific community needs require that affordable/rentable housing must be considered together with the release of further land for employment. The impact on infrastructure not addressed in particular on traffic and congestion at peak times and lack of social infrastructure for health facilities in particular. Cornwall Council's decision not to apply a requirement for full CIL contributions further exacerbates the pressures on social infrastructure.

3.0 The new layout of the housing estate, its linkages, open spaces and architecture do not demonstrate an understanding of the site location and surrounding landscape.

Comment

There has been some slight amendments to the site layout but the 3 storey houses, long cul de sacs and long street parking areas remain. Approximately 25% of the plots now have decking added to the rear which is not a typical feature locally due to the rural nature of the area and the likelihood of attracting rats. Significant new features of transversing retaining structures and hedges have been introduced that change the undulating character and emphasise the lateral nature of the layout. These new structures affect natural surveillance benefits to aid security.

4.0 Integration of public transport within the community particularly to support any area of social focus or maximise accessibility to the service has not been delivered.

Comment

Integration of public transport has not been improved.

5.0 There is no focussed social space and play equipment indicated to be provided is for pre-school age with no facility for older children.

6.0 The absence of a gateway landmark building has a significant impact on the identity of the development area.

Comment

The arrival into the development is low key, suburban and weak and fails to make a statement that you are entering into a new neighbourhood with a distinctive character as set out in Menheniot Neighbourhood Plan Policy 4.

7.0 An integrated sustainable surface water scheme has not been proposed to take into account, extraction and interaction between disposal systems proposed.

Comment

Retention ponds in the public open space now shown to serve a sewage treatment facility with an outfall to a stream. This should be referred to RosPA for consultation on safety. The retention ponds for the southwest albeit considerable distance from the development would also benefit for a review at the same time. A comprehensive flood and pollution risk assessment is required now that all of the water discharge from the site (foul and surface) will discharge into the River Seaton directly or via natural water courses. In particular peak flow rates, the sub soil hydrology and the impact from adjoining sites and filtration of micro plastics at outfalls.

8.0 Bus route access into the development utilising a circulatory connection will only occur on completion of next phases of development.

9.0 There is no public space to act as a focus for social interaction across the development that includes a shop, social space etc.

10.0 Policy 10 (of the Menheniot Plan) Night Skies has not been demonstrated as regards preventing light pollution causing a statutory nuisance to adjoining sites.

11.0 Secure by design principles not demonstrated.

Comment

Further comments from Police still show concern which the parish council shares. In particular, whilst there is some natural surveillance of the children's play area during daylight in that location, after dark it will be a secluded with the potential for anti-social behaviour if the adjacent development of a fast food outlet (with access) is built out.

12.0 The Air Quality Assessment appears to be based on lower numbers of vehicle movements than the transport assessment submitted. Concern that the impact on air quality will be greater than that shown.

”

Liskeard Town Council (15 February 2024)

“The Committee Resolved that the Town Council was mindful to SUPPORT housing in principle on this site. However, after careful consideration of the revised plans, the following concerns were noted:

- ' The layouts provide a lack of social integration, with homes for social rent and shared ownership grouped together rather than pepper-potted throughout the development for more social cohesion.
- ' Parking ' few of the houses include garages, and the allocation of parking in courtyards further from the property (e.g. plots 101, 102, 194 & 195) and spaces one behind the other, will encourage on street parking nearer to the property rather than in allocated spaces, as has been seen in other recent new developments in the town, which limits the flow of traffic through the development, and is a particular concern for emergency and service vehicles. The parking courtyards which are poorly overlooked, may also create a space for anti-social behaviour, which will also deter use for parking.
- ' Finish ' the colour palette used is not in keeping with the local area, which uses colours from the natural landscape.
- ' Due to the topography of the site, many of the properties use balconies and steps to access gardens, which are not suitable for many people. Any possible overlooking created by these should be carefully considered.

The inclusion of EV charging points was very welcome.

”

Affordable Housing NONE

Highway Development Management - East (13 February 2024)

“Following an assessment of the revised plans and information, I have the highway comments below.

A number of previous comments remain unaddressed.

It does not appear that a Road Safety Audit has been provided to inform the proposed Toucan Crossing and relocated bus stop on the A390.

There is no indication that bus provision has been catered for or that the site and primary route through it to the site to the south have been future proofed to accommodate a bus by delivery of a carriageway of sufficient width and supporting tracking drawings.

The solitary vehicular connection would also benefit from being formed as a bus gate to enable bus and emergency vehicle access as opposed to unrestricted access by all vehicles.

The parking between plots 167-180 would necessitate long stretches of drop kerb and I recommend that this is broken up.

The ped/cycle connection to the site to the south can be secured via condition.

A query was raised regarding planting in the carriageway, and this will be addressed separately via email.

Please re-consult once the above has been addressed.

RW
"

Principal Public Space Officer (OPEN Space) (8 February 2024)

"Comments were provided in September 2023 and August 2022. The current plans do not include any adequate detail relating to the on-site type 4 (children's play) space or type 5 (teenage) provision requirements. Please see previous responses.

Thank you for consulting the Public Space Team.

Stuart Wallace
Public Space Officer
"

Tree Officer (26 January 2024)

"Thank you for your consultation,

the current proposals cannot be supported by the Forestry Team noting that they do not deliver on the requirements set out in national and local policy regarding tree provision.

Within my previous commentary the key highlighted issues were associated with the provision of meaningful street scene canopy on site, noting that whilst the design seemingly provided a generous provision for trees planting proposals on site were positioned within unsustainable locations e.g. in locations where they will inevitably cause conflict or located on private property where their retention cannot be guaranteed.

In contrast the latest design has significantly reduced the volume of street tree planting on site resulting in a number of streets within the proposed development which are entirely devoid of trees. Furthermore, many of the remaining proposed trees continue to be positioned in areas where they will cause conflict.

The requirements for trees within streets is clearly set out in:

- ' national policy (NPPF 136) which states that. 'Planning policies and decisions should ensure that new streets are tree-lined',
- ' National guidance (The Manual For Streets section 5.12) which clearly states the importance of tree planting and In section (5.13) which clearly states the requirements for designs including trees to 'stand the test of time'.
- ' Local Guidance(Cornwall Design Guide 5.2) which suggests that 'trees should be included into the street scene with consideration for their requirements and contribution long term'. Furthermore, In the Manual For Streets section 5.12 the importance of street tree planting is stated clearly. In section 5.13 the requirements for designs to 'stand the test of time' is highlighted.

For further information on the factors raised above please refer to my previous comments.

To secure Forestry Team support, design amendments continue to be required in order to:

- a. Provide generous opportunities for larger canopy street side planting with an aim that all future residents can directly benefit from urban trees in their streets.
- b. Tree planting proposals shall be sufficiently specified within a landscaping plan and adequately consider the requirements of the trees proposed for planting including consideration of:
 - i. ultimate tree dimensions
 - ii. future shade profiles to ensure that there is limited and acceptable impacts of trees upon future residents' long term, and environmental conditions to ensure that trees establish successfully
 - iii. Planting pit dimensions (where specified within hard landscaping) to ensure that pits consider the rooting requirements of specified trees. Where planting is proposed within soft landscaping adequate soil volume (relative to the proposed species) will need to be protected to ensure that rooting environment quality is maintained (this requirement is set out in BS5837 2012 Trees in relation to Design Demolition and Construction section 5.4.3 e)
 - iiii. Planting proposals should be sufficiently considered and subsequently secured to the satisfaction of the LPA and Forestry Team to ensure generous provision and avoidance of conflict with other infrastructure such as above and below ground utilities.
- c. the application must be inclusive of a long-term tree after care plan (As per NPPF 136) this must be specified in accordance with industry best practice to ensure trees establish well and where appropriate achieve standards for adoption.

Additionally, this application will require the submission of a tree protection plan (TPP) overlaid onto a block plan completed in accordance with BS5837 and submitted for review.

It is recommended that this is secured with the implementation standard conditions TRE 16 Implementation of approved Tree Protection Measures TRE10 Arboricultural Site Supervision (submission of evidence) and TRE09 Arboricultural Site Supervision (details required) In addition to TRE 09 Arboricultural mitigation and compensation requirements.

As an informative the following considerations would be welcomed as part of any amended application.

1. Planting pits that incorporate SUDS will be welcomed, particularly on such a steep site and with the intention to avoid contamination of the riparian habitat down slope.
2. An ambitious statement of commitment to undertake a generous quantity of tree planting across the site would be welcomed. For example, in addition to street trees and public space planting, smaller canopy trees with high ecological value could be planted within rear gardens, such as trees for bees or a fruit tree for every resident.
3. Tree planting to improve connectivity at the sites of proposed hedgerow breaks by specifying trees with broad spreading crowns to bridge the gaps above the intersecting highway.

Kind regards Steve Harding Forestry Officer
"

Cornwall Council Waste Management (1 February 2024)

"In our experience it would be better to service containment for individual properties rather than large communal wheeled bins/bin stores as this reduces fly-tipping etc. The responsibility for the removal of fly-tipping, bulky items, loose waste etc. will fall to the Management Company and not Cornwall Council. If a decision is made to provide bin stores contact from the developer would be appreciated to enable Biffa Environmental Municipal Services to assess to ensure they can service the proposed bin areas/stores.

Contractor to liaise with Cornwall Council throughout development phase to agree collection method for those residents living in properties prior to completion of the whole development.
"

Public Protection Air Quality Planning Consultations (8 February 2024)

"Thank you for consulting with Environmental Protection. The Air Quality Assessment considers the impact from the scheme on both local air quality and Tideford air quality (which is an air quality management area) the assessment concludes that this scheme will have a negligible impact on Tideford air quality. The assessment does however recommend a construction environmental management plan which when implemented should control construction impacts from dust.

A residential travel plan is also submitted this highlights the importance of promoting modal shift so that fewer single occupancy vehicle trips are made, the report outlines actions and reports to both promote and evidence any changes. However table 8.1 of the report doesn't add up, future predictions showed a reduction in car trips but no change in any other modes of travel, surveys are expected to be carried out by the travel plan coordinator and these should evidence any changes to all modes of travel.

Environmental Protection have no objections to the proposed scheme, in order to control construction dust the following CEMP condition is recommended.

The development hereby permitted shall not commence until a Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall include, but not be limited to, dust mitigation measures, details of roles and responsibilities, monitoring and reporting, emergency responses, community and stakeholder relations and training. The development shall be carried out strictly in accordance with the approved Construction Environmental Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development is undertaken in a manner which reduces any potential adverse impact upon the residential amenities and currently enjoyed by existing and future residents and businesses.

SR24_000730

”

Ecologist (inc. Marine Ecology And Biodiversity) NONE

Devon & Cornwall Police Architectural Liaison Officer (5 February 2024)

“Re Planning Application PA22/03642 | Hybrid application seeking full planning permission for erection of 202 residential dwellings (Use Class C3) together with associated landscaping, open space, access, and infrastructure and outline planning permission for up to 12 self-build plots | Land At Tencreek Farm Plymouth Road Liskeard Cornwall PL14 3PS.

Dear Mr Doble,

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this planning application.

Further to my previous comments I would make the following additional points for consideration.

As previously I still have concerns with regard to units 132-149 backing onto open space as shown. Even with the site topography this is difficult to support as surveillance over the adjacent space will be limited and back gardens potentially exposed.

It appears the rear garden boundary would be a new native hedge mix but how long would this take to provide effective security and what height would this hedge grow to and who would maintain it? The rear boundary here as elsewhere on site should be 1.8m high minimum.

There have been some changes to the parking layout and these are not in my opinion entirely successful from a security view. The parking court rear of plot 88-107 is now much larger than previously with over 20 spaces which for Cornwall I do not feel can be described as small.

I would now argue this parking court is now in contradiction of the advice within Building for a Healthy Life this states that development should avoid 'Parking

courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed'

A very narrow alleyway has also been created between units 100 and 103 which will require an additional lockable gate but this just makes life awkward for these residents. Again assuming this space will be unlit? makes it unlikely to feel a pleasant space to use when dark.

All site side/rear access gates must be lockable and these should be key operated to enable users to lock gates behind them.

The new parking to the rear of plots 198-199 is similar in that passive surveillance is limited and really only likely from plots 188/189 but their views do appear limited. Again will this space be lit?

Off plot parking spaces are all advised to be clearly marked to denote ownership to try and deter misuse and neighbour dispute arising. This may be more important given the off plot EV charging points a shown. If any EV charging is for visitor parking then how would this be managed and by whom in the event of misuse?

The retained north-south hedge on the eastern side of the site has a footpath shown on one side. Effort have been made to provide surveillance and frontage to this although there are sections where this is missing eg adjacent to plot 172. Will this path be properly lit? Again on the side away from the path I would suggest low level deterrent planting (1 metre high maximum) is provided to deter persons walking on this side eg adjacent to plots 153/173/186/187 etc. Currently appears to show wildflower meadow mix which I feel may not provide enough deterrent to person walking this side.

Where retained hedge will comprise rear garden boundaries in places it must be ensured that the hedge is fit for this purpose. The hedge should be 1.8m high and robust. It must not be of a type that will alter by season if this affects its security capability? Eg plots 33/108 etc

There is an enclosed alleyway running between plots 20/21 it seems to enable residents of plots 17-20 to access their parked vehicles. This does not appear a very satisfactory solution and obviously again creating a narrow alleyway and further unlit spaces is a concern.

Yours sincerely,

Martin Mumford
Police Designing Out Crime Officer
5/2/24

This report is based upon the plans provided and in accordance with the principles of CPTED (crime prevention through environmental design) and SBD (Secured By Design) the UK national Police crime prevention initiative

If the measures advised are implemented then hopefully this will reduce the opportunities for crime and disorder but Police cannot offer any guarantee of this.

”

Cornwall Council Lead Local Flood Authority (6 February 2024)
“20240206 PA22-03642.pdf”

Education Infrastructure (22 January 2024)
“See documents tab on the online planning register for full comment.”

Highways England (5 February 2024)
“Thank you for providing National Highways with the opportunity to comment on amended plans submitted in support of the above planning application. These relate primarily to matters of design, layout, landscaping etc and the overall quantum of developed is unchanged to that previously assessed in respect of the highways impact of the proposals.

We therefore consider that our formal recommendation dated 30 August 2023 with regards to the development impact on the SRN remains appropriate and we have no further comments.

”

Natural England - Consultations NONE

Environment Agency (23 January 2024)
“Thank you for consulting us on this application.

Environment Agency position
We have no objections to this proposal based on the information submitted with the planning application.

Whilst the flood map indicates that a small area of flood zone 3 encroaches within the red line boundary there does not appear to be any development taking place within that area. However, if there is to be any development or land raising within the area at risk of flooding please reconsult us for further comment.

”

Countryside Access Officer (23 January 2024)
“PA 22/03642 NO OBJECTION. This is a Non-Substantive Response to clear the Consultee in-tray.

Countryside Access Team has reviewed the documentation in respect of the impact of the proposed development upon public rights of way. In this instance CAT does not wish to add any further comments. CAT is satisfied that the response that was provided dated 06 December 2023 is sufficient to assist the Development Officer.”

Ramblers Association (Cornwall) NONE

PrimaryCare Cornwall And Isles Of Scilly ICB (31 January 2024)
“See documents tab on the online planning register for full comment.”

South West Water Services NONE

Cornwall Council Lead Local Flood Authority (7 May 2024)

"The Lead Local Flood Authority (LLFA) has reviewed the additional details provided. The information relating to groundwater monitoring is accepted. The assurance that an application for Land Drainage consent will be submitted is noted.

I understand that the Tree Officer has concerns relating to the positioning of the proposed basin in close proximity to the existing trees. This matter must be resolved before this application is determined.

Please reconsult once the matters relating to the positioning of the basin been resolved with the Tree Officer.

Jackie Smith
Principal Sustainable Drainage Officer

"

Tree Officer (6 February 2024)

"Thank you for your consultation, These comments are submitted as an addition to forestry commentary submitted on the 24,01,24. and are intended to focus on matters associated with existing canopy on site.

Current design proposals would require significant and unacceptable impacts upon hedgerow and woodland on site.

Primary impacts are associated with SUDS proposals east of the main development which will significantly impact upon both woodland and Cornish hedgerow. The Affected woodland and Hedgerow are not quantified either within the most recent ecological or arboricultural assessments. However, attendance to site and review of historic mapping confirms the high value of both the woodland and hedgerow at this location.

In the absence of clear overriding justification, the current design will need to be amended to ensure that damage to/removal of woodland and hedgerow at this location is avoided.

Additionally, the proposed Self Build Area proposes removal of young woodland and does not consider the constraints posed upon the area from the trees upon its boundary.

In order to assess the viability of proposals, indicative plans to show the layout of the self-build area with the arboricultural constraints overlaid will need to be submitted.

Kind regards
Steve
Forestry
"

Principal Public Space Officer (OPEN Space) (15 August 2022)

"PA22/03642
15 Sept 2022

Land at Tencreek Farm, Liskeard

REQUIREMENTS: ALTERATIONS TO PATHWAY DESIGN & OFF-SITE CONTRIBUTION FOR SHORTFALLS

This response relates to open space provision only. For matters relating to biodiversity, trees, or landscape please request separate consultations.

Cornwall's Local Plan Policy 13.2 requires that all new development achieve the provision of public open space on-site, in proportion to the scale of the development and providing for different types of open space based on local need, unless there is access to alternative facilities that would meet the needs of the new development. In July 2014 Cornwall Council adopted the Open Space Strategy for Larger Towns in Cornwall as interim planning guidance. Following the adoption of the Local Plan, the work has been refreshed, as an evidence base in accordance with the requirements of the National Planning Policy Framework 2021 (para 98). The development takes place in one of the study areas, and the relevant standards therefore apply ' for further details see <https://www.cornwall.gov.uk/parks-leisure-and-culture/parks-and-open-spaces/open-space-strategy-and-standards>. These standards outline quantity, distribution and quality of design for six different essential types of open space, incorporating design requirements and minimum accessibility distances. The open space assessment found that the provision of most types of open space should be increased and that the A390 (Charter Way) represented a barrier to access. Therefore, in line with Cornwall Local Plan policy 12.3 a scheme of this scale should be delivering most requirements on-site. It is acknowledged that the topographical constraints limit the potential to meet type 3 (outdoor sports) on site and an off-site contribution would be more appropriate, in that specific case.

The scheme is underproviding in type 1 (amenity) open space, with the Community Orchard the only element. There are a number of roadside-verges and the north-south green-links (hedgerow buffers) that are too narrow / unusable to meet the council's minimum size criteria. However, the level of type 2 (natural) space, type 4 (equipped children's play) and type 6 (community orchard/allotment) exceed their proportionate requirements. The imbalance should be compensated by an improvement in the quality & accessibility of the open space provided.

The Community Open Space along the northside is exceptionally steep (gradient exceeds 1:3). Proposed as wildflower meadow, it may prove difficult and costly to mow & collect, as well as maintain the public side of the mixed hedgerow. Clarification on both of these points should be provided in the Open Space Delivery Plan, and if relevant for the Biodiversity Net Gain submissions. A pathway is proposed (Hardworks Plan dwg:21019LHC-00-00-DR-L-9301 P4) to follow the mixed native hedge shown as the garden boundary to units 154 ' 173, which is too close. Not only will there be privacy, disturbance & security issues created, but this sort of hedge expands significantly over the years. Naturally vegetation on the northside will push out to search for more light. So even with regular maintenance it will be impossible to prevent summer growth impacting the usability of the path. The path should be pulled away from the boundary by at least 5m to afford a buffer to the hedgerow, where it will be lower and less intrusive on residents in their gardens. This will also minimise potential for disturbance caused by park users on the benches & informal play elements, the inclusion of which is a welcome element of formality to compensate the lack of type 1 OS. However, the footpath unbound surface will erode on the sloping site due to water run-off, and Appendix A of the Design & Access Statement references encouraging residents to cycle, which creates additional wear. Therefore, to ensure the access is sustained the surface should include an adequate bound wearing course.

It is anticipated that an additional residential development will occur to the south of this scheme, and the green infrastructure appears to align. In accordance with Cornwall Local Plan policy 12.3 we would seek for that future scheme to contribute to enhancing and maintaining the equipped children's play area, and it is encouraging to see that the area available at the play area could accommodate more equipment, without encroaching on the 20m to housing minimum buffer. For the current application the layout indicates a sufficient provision to meet the minimum Local Equipped Area of Play (LEAP) standard, but the level of detail is limited, and we would expect this to be provided as part of the open space delivery plan prior to commencement. There is a deficiency in type 5 (youth) provision in the town and the scheme is not delivering this on-site, although it was an element included in the outline consent granted for PA15/09821.

In line with Local Plan Policies 13.2 & 28.2, where a development is not meeting all of its requirements on-site, an off-site contribution should be secured, via a Section 106 agreement. Costs for off-site contributions have been adopted as part of the Open Space Strategy. These may be applied to all dwellings, however under current arrangements allotment contributions are omitted at this scale and affordable units are discounted for outdoor sports. Payment should be made prior to occupation of 50% of dwellings. The sum of £94pounds per affordable unit and £1053pounds per open market dwelling should be secured. Contributions to be allocated to outdoor sports & teenage provision at Rapsons Field and/or Lux Park and/or for the creation or improvement of open space within accessibility limits of the development, as set out in the Open Space Standards for the area, or where supported by the Neighbourhood Development Plan. To be spent when available in line with the Council's adopted protocol.

In line with Local Plan Policy 25.6, any development creating open space should prepare an open space delivery plan prior to commencement for approval by the planning authority. This includes detailed design specifications alongside associated maintenance requirements & estimated costs. Essentially, it must describe how this will be sustained in the long term and involve residents in the governance arrangements. It should also outline how the phased delivery of open space will align with house occupancy, and that all of the POS will be fully completed and available for use prior to occupation of 75% of the dwellings.

Thank you for consulting the Public Space Team.
Stuart Wallace
Public Space Officer
"

NHS England NONE

Liskeard Town Council (12 September 2022)
"(The adjacent Local Council)

The Committee RESOLVED that the Council SUPPORT the application, which would deliver houses to meet the Liskeard housing target as recognised in the Liskeard Neighbourhood Development Plan.

Although the site is located in Menheniot parish, the occupants will use the services of Liskeard, and the impact will be on Liskeard. Therefore, Liskeard Town Council support will be conditional on securing the necessary s106 contributions to improve services and infrastructure in Liskeard as follows:

' Transport ' this is an edge of town site, and it is therefore especially important that it is well connected to the town to ensure it is sustainable and enable residents to safely access services without reliance on car ownership/usage. Liskeard Town Council has recently commissioned a Local Cycling and Walking Infrastructure Plan (LCWIP) and are now developing detailed proposals which include improved pedestrian and cycle routes on Plymouth Road and A390 Charter Way. Contributions should be directed to delivering proposals identified in the Liskeard LCWIP. A contribution towards delivering this should be made ahead of occupation of any new dwelling, and notwithstanding that a contract or contracts may have been let before the date thereof.

In addition, at least one bus stop including shelter with RTI displays should be provided on an internal primary route. Liskeard Town Council would encourage early engagement with the current bus service operator for advice on establishing a service and suitable siting of stops.

' Off-site public open space ' there is a deficit in sports pitch provision and related facilities in Liskeard, and some of that in existence needs upgrade, and contributions are required to help address this and the additional demands that will be made from new development.

' Primary Health Care Services - currently both Oak Tree Surgery and Rosedean House Surgery practices do not have sufficient space for their current practice list size and need to expand to provide enough room at the premises for the number of staff required to look after the patient list. This development will only add additional pressure to these practices. In this context it should also be noted that Rosedean House Surgery are at an advanced stage of expanding their surgery in Liskeard, subject to full planning approval. Liskeard Town Council support an upfront or early S106 contribution for primary health care services. A minimum contribution as indicated by the NHS Primary care commission team is required, notwithstanding that a contract or contracts may have been let before the date thereof.

NHS dentistry is over capacity in Cornwall, and a contribution to expanding local NHS dental provision would be encouraged.

' Education - A minimum contribution as indicated by Cornwall Council ' Together for Families is required for schools in Liskeard, notwithstanding that a contract or contracts may have been let before the date thereof. The 2016 planning approval which has since lapsed, identified the two primary schools within Liskeard and Liskeard School and Community College as being the schools most likely to see an increase in pupil numbers as a consequence of this development. Liskeard Town Council agrees with this view and encourages education contributions to be directed to expanding school capacity in Liskeard.

Other conditions

There are wide concerns about the possible effects of surface water and flooding.

Given the large area which will be totally impermeable due to development in this area permeable surfaces should be included where possible as part of the Sustainable Urban Drainage plan.

Additional Comments

Environmental ' In line with new regulations coming forward Liskeard Town Council would encourage the developer to incorporate features to reduce carbon

emissions and provide some electric vehicle charging points and ensure that supporting electrical infrastructure is suitable for future upgrades for properties that are initially not installed with them.

On site Play areas should include an undercover shelter and equipment suitable for a range of ages including teenagers. The Liskeard Youth Council could assist with youth engagement to design these.

„

Tree Officer (19 August 2022)
“Thankyou for your consultation

With consideration to existing trees on site the proposed works aim to minimise impacts to an acceptable level.

However, whilst the volume of proposed tree planting is welcomed the density of proposed housing units has created some issues with the landscaping design with regards to street tree provision.

1. Lack of street tree planting provision outside of garden curtilage and tree planting positions not considering future constraints.

In section 5.2 of the current CDG it suggests that trees should be included into the street scene with consideration for their requirements and contribution long term. Furthermore, In the Manual For Streets section 5.12 the importance of street tree planting is stated clearly. In section 5.13 the requirements for designs to 'stand the test of time' is highlighted.

The landscape design seemingly provides generous provision for trees within the street scene. Unfortunately, the current design proposes for many street tree frontage planting positions to be situated within the gardens of incoming residents.

Additionally, many of the aforementioned trees are proposed to be planted upon the southern quarter of properties, as these trees develop, they will cast shade over dwellings and gardens creating potential conflicts and noting their position within the gardens of properties it is likely that they will be removed. Furthermore, tree planting proposals recommended elsewhere within the design do not consider size at maturity with consideration to spatial requirements.

The strategy of placing tree ownership onto incoming residents risks planted trees being removed in favour of additional space. Similarly trees planted without consideration for growth and future constraints will face pressure for removal.

5. To secure Forestry Team support, amendments will be necessary to the existing landscaping plan (and block plan as required) as well as any associated documents/specifications to address the following matters and shall be submitted for approval by the Local Planning Authority.

a. Provide generous opportunities for larger canopy street side planting with an aim that all future residents can directly benefit from urban trees in their streets.

b. Tree planting proposals shall be sufficiently specified within a landscaping plan and adequately consider the requirements of the trees proposed for planting including consideration of:

- i. ultimate tree dimensions
 - ii. future shade profiles to ensure that there is limited and acceptable impacts of trees upon future residents' long term, and environmental conditions to ensure that trees establish successfully.
 - iii. Planting pit dimensions (where specified within hard landscaping) to ensure that pits consider the rooting requirements of specified trees
 - iiii. Planting proposals should be sufficiently considered and subsequently secured to the satisfaction of the LPA and Forestry Team to ensure generous provision and avoidance of conflict with other infrastructure such as above and below ground utilities.
- c. the application must be inclusive of a long-term tree after care plan specified in accordance with industry best practice to ensure trees establish well and where appropriate achieve standards for adoption.
- d. Submission of a tree protection plan (TPP) overlaid onto a block plan and submitted in accordance with BS5837.
- It is recommended that this is secured with the implementation standard conditions TRE 16 Implementation of approved Tree Protection Measures TRE10 Arboricultural Site Supervision (submission of evidence) and TRE09 Arboricultural Site Supervision (details required) In addition to TRE 09 Arboricultural mitigation and compensation requirements.
- e. Service runs including any proposals to relocate the existing overhead electrical conductors and drainage requirements shall be overlaid onto the tree protection plan.

As an informative the following considerations would be welcomed as part of any amended application.

1. Planting pits that incorporate SUDS will be welcomed, particularly on such a steep site and with the intention to avoid contamination of the riparian habitat down slope.
2. An ambitious statement of commitment to undertake a generous quantity of tree planting across the site would be welcomed. For example, in addition to street trees and public space planting, smaller canopy trees with high ecological value could be planted within rear gardens, such as trees for bees or a fruit tree for every resident.
3. Tree planting to improve connectivity at the sites of proposed hedgerow breaks by specifying trees with broad spreading crowns to bridge the gaps above the intersecting highway.

Kind regards Steve Harding Forestry Officer

"

Cornwall Council Waste Management NONE

Menheniot Parish Council (26 July 2022)

"At their public meeting held on 21 July 2022, councillors resolved not to support this application. The Council draws attention to the following;

1.0 Policy 4 Mixed urban development at Tencreek

1.1 Policy 4.1 of the Menheniot Neighbourhood Development Plan (MNDP) States such development 'will be supported if it conforms to a masterplan for the entire urban extension.'

1.2 Policy 4.3.i & ii states in respect of housing this should reflect 'community needs current at the time' The housing needs are not based on the latest monitoring against the targets for the Liskeard & Looe CNA or provide for self build plots and, whilst the minimum of 25% of affordable dwellings are shown, more should be considered.

1.3 Policy 4.3.vii, requires a 'circulatory street pattern integrating the various uses within the urban extension'. This is not designed for and at present not possible with the layout shown and therefore does not meet the policy.

1.4 Policy 4.5.i be subject 'to phasing in which the various elements of the urban development are constructed and brought into use'. There is no masterplan with proposals to phase the development.

1.5 Policy 4.5.ii A comprehensive SW drainage scheme for the whole urban development to protect the River Seaton from pollution and flooding is required. This application only shows a scheme to serve the housing and has not been justified or evidenced as being adequate to prevent flooding downstream. Arrangements for the future maintenance of both the foul and surface water systems has not been demonstrated to ensure long term flood prevention.

2.0 Policy 10 Dark skies No mitigation detailed to address this.

3.0 Policy 13 New Development The Menheniot Design Guide has not been met: there are long street views and the children's play area is secluded so not meeting secure by design criteria.

4.0 Policy 25 Energy saving and environmental

4.1 Provision should include 20% of regulated energy use to be from onsite renewable sources.

4.2 Mitigation measures as detailed in the policy are required to be incorporated into the design.

4.3 4 star level minimum with an aim of 5 stars under the Homes Quality Mark to be met.

5.0 Additionally, we note that:

5.1 The capacity of Hillfort Primary (Liskeard) is limited. Menheniot Primary is at 110% of its PAN and this will be exacerbated by any future development in Tencreek. The Parish Council would welcome discussion with Cornwall Council to support permanent expansion at Menheniot Primary School.

5.2 The need to consult with National Highways on any application submitted 'given the potential for development in this location to impact on the safe and efficient operation of the A38 and its associated junctions, including with Roseland Lane.' We support all recommendations made by Highway Development Management ' East in their response.

5.3 We would wish to see in any future Section 106 agreements for this site, to include highway safety improvements on the A390 within the Parish at Merrymeet.

5.4 Recommendations from the Devon & Cornwall Police Architectural Liaison Officer are supported by councillors.

”

Cornwall Council Lead Local Flood Authority (16 July 2022)

“The Lead Local Flood Authority has been consulted on the application below. Please note that we cannot provide comments relating to foul or highway drainage, because these matters are beyond our remit.

The Lead Local Flood Authority wishes to raise an objection to the proposed development.

Objection:

The Lead Local Flood Authority wishes to object to this application because the results of 12 months groundwater monitoring have not been provided.

Please reconsult once this information has been submitted.

Jackie Smith
Principal Sustainable Drainage Officer”

Affordable Housing NONE

Public Protection Air Quality Planning Consultations (29 July 2022)

“Air Quality

Kairus Ktd have carried out an Air Quality Assessment for the Tren creek Scheme, ref: AQ051958Aq V2 dated 24 June 2022. This report makes reference to an earlier PA15/09821 application which was for a larger site, including this site but also adjacent land with a proposed commercial/mixed use. Air quality was considered under that application and a section 106 agreed in regards to mitigating impacts from that scheme in Tideford (AQMA). However I'm aware that the PA15/09821 outline application has run out of time and is no longer 'extant'. The Kairus report also makes mention to condition 8 however this and another planning reference appear to be incorrect. This application is a new full application so needs to be considered in its own right as a standalone scheme.

The Kairus Air Quality assessment only considers construction impacts i.e dust and it quite clearly states that : An assessment of operational traffic is currently being undertaken and will be provided later. This is a key point, the construction impacts have been identified as a medium risk and the developer should follow IAQM dust guidance as set out in Appendix C of the Kairus report. Environmental Protection agree with this position and recommend that

a suitability worded condition is applied to the decision notice requiring a full CEMP (in line with Appendix C) to be submitted for approval prior to commencement of works.

At this time Environmental Protection cannot make any comments regards operational impact from this scheme, this position would be reviewed upon receipt of the operational air quality assessment. Environmental Protection are however aware that the PA15/09821 application that was granted is now 'a material planning consideration'. At that time the 2015 scheme was shown to have an impact on the Tideford AQMA and that any mitigation the developer could carryout (onsite in Liskeard whilst reducing local impacts) would not improve the air quality in Tideford: this was why a section 106 was agreed to contribute towards the Tideford air quality action plan (Air quality is still failing in Tideford). The calculation was carried out based on the maximum number of peak hour additional trips on the road network from the scheme. At this time Environmental Protection don't have a figure for additional trips. In addition any such scheme should also meet the Councils Design Guide and have mitigation designed into the scheme. At this time Environmental Protection don't recommend refusal (considering the PA15/09821 application) but there is insufficient information to recommend approval and/or to recommend any conditions or to calculate any section 106 contribution."

Ecologist (inc. Marine Ecology And Biodiversity) (18 August 2022)

"I've found it quite tricky to digest the information in the report and would appreciate further clarity and maps and I've found it tricky to pick out key impacts and mitigation with the dated surveys.

Here's my first round of comments for the applicants.

Please could the following be passed onto the applicant.

Ecological assessment report 13186_R01b

What were the spatial results of the 2011 reptile surveys? Which areas of the site were surveyed and when? These are over 10 year old and we require reptile surveys. No mitigation is proposed in the EcIA.

Para 2.19 Seven trees with potential bat roost features were identified in the hedgerows on the 2020 surveys, Require emergence surveys for these features to establish whether they are roosts and to inform necessary mitigation - of concern are T1 and T2 which have the potential to be impacted during construction. There is a good assemblage of bats recorded over the site with 10 different species in total.

Badger Active badger setts recorded in 2022 along the retained eastern hedgerow, this will require a licence application to close the setts and its likely an artificial sett will be required and a bespoke badger avoidance/mitigation strategy produced. In light of this information please can mammal passes be included under the roads and into the wider .

It is noted the dormouse surveys are over two years old and there is a record within 800m of the site, these are likely to require updating ahead of construction.

There is no reference to provide a buffer for the hedgerows on site, which will be required if proposed management of rotational cutting is implemented as

suggested in para 3.22, to increase their value for biodiversity. Cornwall biodiversity guide currently recommends a 3m buffer.

Breeding birds

-Has a check been undertaken for ground nesting farmland birds? What is the winter cover of the field winter stubble?

BNG report

In agreement to accept calculations using v 3 of the DEFRA metric.

BNG metric

- o There is a trading error whereby there is a deficit of 0.2 biodiversity units of woodland.
- o I cant seem to make sense of the areas in the metric F1 and F2 - Arable cover 4.33 hectares, yet on the dwg 13186/Po1b appear to cover a smaller area than fields F4 and F5 combined which in the metric are represented by an area total of 1.26 hectares
- o Please can references be added to the baseline BNG map to the mapped habitats can be correlated to those in the spreadsheet
- o The areas within F6 of the red line boundary dont appear to be represented.
- o Please can a BNG baseline and post construction map for hedgerows be produced separately as it isn't clear from the maps whats being lost and where/extent and whats being retained, created and enhanced
- o The proposal of wildflower/neutral grassland for the majority of the POS area isn't in keeping with the predicated recreational use of the site
- o It is noted 266 urban trees are proposed - these will need to be delivered in public realm areas of the site to be able to contribute towards BNG where their management, monitoring and reporting can be undertaken to the sites register - these cannot be delivered in private gardens. The location of the trees is not detailed on the BNG maps.
- o It isn't clear whether the pockets of wildflower/neutral grassland and ornamental planting in front of dwelling's is to be in public or private ownership/management? Please confirm
- o There is something strange in the metric with hedgerow enhancement, a hedgerow which is already in good condition cannot be enhanced to a higher distinctiveness categorisation through management. Please clarify and revisit - I will pick this up with NE too for advice and feedback.

Conditions (my future reference)

- o Payment to SAMM scheme for SAC and SPA
- o Updated badger survey 3 months ahead of construction
- o Lighting strategy to maintain dark corridors around hedgerows and woodland
- o Ecological masterplan with wildlife infrastructure and net gain habitats
- o CEMP
- o LEMP
- o BNG Net Gain Plan
- o "

Education Infrastructure (27 June 2022)

"See documents tab for comment."

Countryside Access Officer (6 December 2023)

"Thank you for consulting Countryside Access Team in respect of the ramifications of the Planning Application upon the Rights of Way network. In this instance the Constraint that has been revealed either within or at 10 metres or less from the identified proposed development site is that of an Application for an order under Section 53 of the Wildlife and Countryside Act 1981 (Reference WCA 653). In this instance application has been made to add an alleged right of way to the Definitive Map for the area. The presence of such an application as a Constraint is material to the determination of planning applications.

For the purposes of consultation in respect of this Planning Application Countryside Access Team (CAT) treats the route of the alleged way as though it subsisted as a highway and any opinion or advisory information is given on that basis. However, Colleagues and the Applicant need to be aware of the provisions of Highways Act 1980 Section 130(7) that reads:-

"Proceedings or steps taken by a council in relation to an alleged right of way are not to be treated as unauthorised by reason only that the alleged right is found not to exist."

It is considered that any following response given by CAT that may be used as the basis for conditions or advisory notes should planning consent be given by Cornwall Council falls within the scope of HA 1980 S130(7) and could not be considered to be unauthorised if the subsequent determination of the Application for a Definitive Map Modification Order shows that the alleged right of way does not exist.

I can confirm that Countryside Access Team in its role as Highway Authority for Public Rights of Way has NO OBJECTION to the proposals. However, to emphasize the Authority's duties to Assert and Protect the highway under the Highways Act 1980 I would be grateful if you would append the relevant parts of the text below to the Decision Notice should planning permission be granted. It is to be noted that the guidance below refers to both the "Full" and "Outline" parts of the hybrid planning application PA 22/03642.

It is noted that the proposed development has new construction that abuts or is close to the boundaries of the alleged public right of way as currently mapped by Ordnance Survey. The text below should be included as an Advice Note appended to any planning consent to ensure that the applicant is aware of their obligations as follows:

This is the Advisory Note:

Cornwall Council as highway authority reminds the applicant that Planning Consent for the development hereby permitted has been granted based on the submitted plans that are referred to above in this Notice. It is considered that these submitted drawings indicate that the construction of the permitted development should not have any injurious impact upon the adjacent alleged right of way provided that the permitted development is carried out as shown in the approved drawings. If subsequent inspections of the development site reveal that construction has been carried out that is not in accordance with the approved drawings and that such works have caused a diminution in the width or extent of the adjacent alleged highway, then the authority has powers under the Highways Act 1980 to secure the removal of obstructions and to restore the full extent and surface of the alleged highway. [Ends]

"

Devon & Cornwall Police Architectural Liaison Officer (14 July 2022)

"Re Planning Application PA22/03642 | Full planning for the erection of 202 dwellings and associated works | Land At Tencreek Farm Plymouth Road Liskeard Cornwall PL14 3PS

Dear Mr James,

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this planning application.

In general terms the proposed layout will provide natural surveillance and active frontages to the new internal streets which is supported. Where shown the use of back to back dwellings/gardens is also supported.

The largest concern I have from a designing out crime view is the relationship of the main community space at the northern site edge and the adjacent dwellings. The open space sits immediately behind these units 154-173 so there is no direct frontage or overlooking of the space.

There does appear to be defensive planting provided behind the rear fences of these units but I am still concerned that these gardens may be vulnerable to crime and or ASB. I do not feel able to support this aspect of the design.

There are north south green corridors shown within the layout. In most places units have been turned to face onto this which again is supported. There are sections where the corridor runs alongside side units/gardens. These are relatively small so I feel are acceptable. Use of suitable defensive planting should be employed to help deter people from getting too close to private boundaries/space eg side plots 125/153, 33 etc

There are some plots on the eastern site edge which appear will have existing hedge as part of their garden boundary. If so then it must be fit for purpose. They should be of sufficient height (1.8m) and depth to provide both a consistent and effective defensive boundary as soon as residents move in. This clearly must be along the entire hedge length If additional planting will be required to achieve this then temporary fencing may be required until such planting has matured. Any hedge must be of a type which does not undergo radical seasonal change which would affect its security function

A variety of vehicle parking solutions are provided most of which appear acceptable in that spaces are overlooked and if not on plot close to the homes they will serve. Where spaces are not within curtilage it is advised they are clearly marked to try and avoid any issues re use/ownership.

There are a few small parking courts shown but these have at least one dwelling within eg plots 33/34. The parking court within which plot 93 is shown I feel is not ideal. I would prefer to see a communal lockable gate installed alongside plots 86/107 to prevent this space becoming a short cut for pedestrians. Also it appears people could walk behind plot 93 and the gardens behind plots 88/89? If so again this space needs to be controlled/gated.

There are a number of other communal pedestrian paths which will require lockable gates at their entrances eg 41/42, 51/52, 55/56, 17/33 etc. Such gates should also be 1.8m high ideally of a palisade design and key operated.

For the apartments 1-14 there is some boundary treatment in place at the front to define the space as being for residents only but it is unclear what the boundary is at the back of the blocks? Consideration should also be given to having appropriate defensive type planting around the apartments to provide a buffer to ground floor windows etc.

The issue of mail delivery for the apartments must be considered. Secured By Design (SBD) the national police crime prevention initiative now advises against any use of tradesmen's buttons for apartments because of the inherent security issues.

Mail should therefore be either delivered via secure externally mounted letterboxes meeting the requirements of the Door and Hardware Federation standard Technical Standard 009 (TS 009) or through the wall system into private letterboxes within.

SBD also advises, that if as here, four or more apartments are served by a common entrance the doors should incorporate an access control system, with an electronic lock release and entry phone with video linked to the flats.

With regard to the external cycle/bin storage shown I couldn't see any details regarding how this would be done? Cycle storage must be fully secure and if in a building it is advised that any doors to the structure meet a suitable security standard such as those under LPS 1175 Issue 8 or similar. Bin storage should also be lockable.

Even if located within a building, cycle stands should facilitate the locking of both wheels and the crossbar. Minimum requirements for such equipment are galvanised steel bar construction (minimum thickness 3mm) filled with concrete and have a minimum foundation depth of 300mm with welded 'anchor bar'.

I note that some car ports are to be used on site but sorry am slightly unclear exactly where all of these may be located? In our experience car ports located within communal/public space can become vulnerable to misuse and ASB. They can become places of shelter for individuals or groups who despite having no have no right to be there still use them and intimidate residents.

It is one of those problems that is very difficult to address if it does arise so unless car ports are within private curtilage I would much rather see just open uncovered parking.

Yours sincerely,

Martin Mumford
Police Designing Out Crime Officer
14/7/22

”

Cornwall Fire And Rescue Service (28 June 2022)

“See documents tab for comment.”

Highway Development Management - East (28 June 2022)

“Following an assessment of the submitted plans and information, I have the highway comments below.

The application proposes approximately 202 residential units comprising 150 open market and 52 affordable units.

Highway Layout:

The highway layout is a standard 5.5m tarmac carriageway with two 1.8m footways. In line with the recently adopted design guide and accompanying streets for people design code, I recommend that a design led layout is provided with a layout that prioritises pedestrians and cyclists, with low vehicle speeds and a design speed of 20mph throughout.

Features that should be used include variable junction geometry, variable carriageway widths, raised tables at secondary and tertiary junctions, different surfacing and a move away from standard junction radii.

External Connections:

Menheniot NDP Policy 4 makes reference for a masterplan covering the entirety of the allocation site, I.e., to encompass the development site to the south.

It is important that the respective layouts for the two sites provide suitable connections between the two and it is considered that this has not been demonstrated within this submission.

PA21/02970/PREAPP is available to view on the Councils Planning Portal giving an indication of the potential connection points.

I consider that there are three points at which connections should be made, to the south of unit 27, to the south-east of unit 50 and to the south-east of unit 63. In all instances the connections would need to be made up to the red line boundary of the application site.

The initial connection to the south of unit 27 would provide access to the proposed drive thru fast food and coffee establishment. I acknowledge that there could be gradient issues at this location however the connection should be made and facilitate access for restricted mobility users with a gradient no steeper than 1:12.

The connection to the south-east of unit 50 has the ability to be the major connection between the two sites and could form a bus gate which would enable a circulatory route between the two sites.

The connection to the south-east of unit 63 is adjacent to the pedestrian route which tracks to the north. I recommend that this route is upgraded to a 3m shared

ped/cycle route with raised table crossing and a 3m connection into the site to the south.

The route to north-west of unit 154 would appear to provide an opportunity access to the A390, I recommend that this is upgraded to a 3m shared ped/cycleway.

Internal Connections:

I recommend that the connection between the two roads to the north of units 15-20 is upgraded to a 3m shared ped/cycleway. Similarly, that the connection to the south of unit 27 leading to the east of unit 50 is upgraded to a 3m shared ped/cycleway.

Bus Stops:

Section 5.3.5 references a local bus service being provided through the site although details of the service and frequency will be provided at a later date. It would seem appropriate to provide provision for that service with a bus stop internal to site on a primary route.

Toucan Crossing:

A Road Safety Audit should be provided to inform the proposed Toucan Crossing and relocated bus stop on the A390.

Highway Impact:

Acknowledging the lower trip rate and quantum of development in comparison to the 2015 outline application the highways impact of this application on the local road network is accepted.

The trip rate outlined in the Transport Assessment predicts 83 two-way vehicle movements in the AM peak and 103 two-way vehicle movements in the PM peak.

Direct and Indirect Mitigation:

Mitigation, S.106 obligations and conditions will be set out once the above has been addressed.

RW
"

Natural England - Consultations (18 July 2022)
"See documents tab"

Environment Agency NONE

PrimaryCare Cornwall And Isles Of Scilly ICB (13 July 2022)
"(See documents tab for clearer copy)

12 July 2022
Your ref: PA22/03642
Planning Services
Cornwall Council

Pydar House
Pydar Street
Truro
TR1 1XU
Primary care commissioning team
Room 210
Cornwall Council offices
39 Penwinnick Road
St. Austell
PL25 5DR
Tel: 01726 627711
Email: ciosicb.primarycare@nhs.net

Dear sir or madam

Planning application details

Outline planning for proposed residential development of the erection of 202 dwellings and associated works.

Thank you for consulting NHS Kernow Clinical Commissioning Group (NHS Kernow) regarding the impact of this application on the infrastructure of local primary health care services. Further to a review of the applicants' submission, the following comments on the primary healthcare provision on behalf of the NHS Kernow and the sustainability transformation partnership.

The health infrastructure needs assessment provided below summarises the relevant data for the primary health care needs relating to the application site. For fuller policy context and guidance note, please refer to:

o <https://www.cornwall.gov.uk/planning-and-building-control/developer-contributions/>

o <https://doclibrary-kccg.cornwall.nhs.uk/DocumentsLibrary/KernowCCG/OurOrganisation/Guidance/PlanningContributionsAndHealthcareProvisionInRelationToPrimaryCareServices.pdf>

Existing healthcare position proximate to the planning application site

The proposed development will have a significant impact on the services of GP practices within Liskeard namely:

o Oak Tree Surgery, Clemo Road, Liskeard

o Rosedean House Surgery, Dean Street, Liskeard

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Needs assessment

The proposed development will have an impact on the NHS funding programme for the delivery of primary healthcare provision within this area and specifically within the health catchment of the development. NHS Kernow would therefore expect these impacts to be assessed and mitigated. The practices named above are already significantly under capacity as a result of the cumulative impact of development in Liskeard and are currently lacking sufficient clinical and administrative space to attend to the needs of this growing population.

This development of 202 dwellings could generate an additional 464.6 residents and subsequently increase demand upon existing services even further.

Minimum mitigation requested

This development would have an impact on healthcare provision in the area and its implications, if unmitigated, would be unsustainable. The proposed development must therefore, in order to be considered under the 'presumption in favour of sustainable development' advocated in the national planning policy framework, provide appropriate levels of mitigation.

In order to offset the additional infrastructure demands created by this application under section 106 of the Town and Country Planning Act 1990, NHS Kernow

requests agreement of a planning obligation towards the provision of additional capacity for the provision of primary health care services.

Contribution

The following provides the capital cost calculation of additional capacity to accommodate the primary care need arising from the development proposal.

Table 1: capital cost calculation of additional health services arising from the development proposal

Dwellings (includes affordable housing unless otherwise stated)

Contribution required per dwelling

Total requested

202 dwellings

Oak Tree Surgery:

101 x £335=

£33,835

Rosedean House Surgery:

101 x £672=

£67,872

£33,835 + £67,872=

£101,707

A developer contribution will be required to mitigate the impacts of this proposal. NHS Kernow calculates the level of contribution required in this instance to be £101,707 NHS Kernow therefore requests that this sum be secured through a planning obligation linked to any grant of planning permission, in the form of a section 106 agreement.

Conclusions

NHS Kernow has identified that the development will give rise to a need for additional healthcare provision to mitigate impacts arising from the development.

Page 3

The capital required through developer contribution would form a proportion of the required funding for the provision of capacity to absorb the patient growth generated by this development.

Assuming the above is considered in conjunction with the current application process, NHS Kernow would not wish to raise an objection to the proposed development. Otherwise, the local planning authority may wish to review the development's sustainability if such impacts are not satisfactorily mitigated.

The terms set out above are those that NHS Kernow deem appropriate having regard to the formulated needs arising from the development. NHS Kernow is satisfied that the basis and value of the developer contribution sought is consistent with the policy and tests for imposing planning obligations set out in the national planning policy framework.

NHS Kernow look forward to working with the applicant and Cornwall Council to satisfactorily address the issues raised in this consultation response and would appreciate acknowledgement of the safe receipt of this letter.

Yours sincerely

Kirsty Lewis

Deputy director of primary care"

Cornwall Council Parking Services NONE

Resilience And Emergency Management Officer NONE

Ramblers Association (Cornwall) (27 February 2024)

"PA22/03642 Thank you for consulting Cornwall Ramblers in the respect of a planning application and its possible impact upon a Public Right of Way (PROW). I can confirm that the Ramblers Association has NO OBJECTION to the proposals.

With the proposed diversion of paths Silver 618/15/3 and Bronze 618/19/1 under consultation it has been confirmed to Cornwall Council that Ramblers have no objection to DMMO WCA653 for these two paths. They must remain open at all times and members of the public should not be inconvenienced in their use of the PROWs:

+ no building materials to be stored or barriers erected across the PROW, + vehicle movement should not interfere with the PROW, + the safety of members of the public using the right of way should be paramount at all times, + no damage, alteration or impact on the PROW, + the aesthetic quality of the PROW should be maintained.

”

Highways England (2 August 2022)

“Please see documents tab”

South West Water Services (20 July 2022)

“Location: Land at Tencreek Farm Plymouth Road Liskeard PL14 3PS

Your ref: PA22/03642

Proposal: Full planning for the erection of 202 dwellings and associated works

With reference to the planning application at the above address, I would advise that South West Water has no objection subject to the foul and surface water being managed in accordance with the proposed drainage strategy.

I would further comment with respect to the adoption of sewers and SuDS:

Please note that South West Water currently can adopt sewers up- and downstream of attenuation ponds, and the flow through them, to provide a continuity of flow required to enable adoption. The applicant is advised to contact South West Water to discuss our S104 adoption requirements.

Asset Protection

Please find enclosed a plan titled " Tencreek Farm PL14 3PS Water Mains Records" showing the approximate location of a 110mm public water main (spur) in the vicinity. Please note that no development will be permitted within 3 metres of the water main, and ground cover should not be substantially altered.

Should the development encroach on the 3 metre easement, the water main will need to be diverted at the expense of the applicant. The applicant/agent is advised to contact the Developer Services Planning Team to discuss the matter further.

If further assistance is required to establish the exact location of the water main, the applicant/agent should call our Services helpline on 0344 346 2020.

Clean Potable Water

South West Water is able to provide clean potable water services from the existing public water main for the above proposal. The practical point of connection will be determined by the diameter of the connecting pipework being no larger than the diameter of the company's existing network.

Foul Sewerage Services

South West Water is able to provide foul sewerage services from the existing public foul or combined sewer in the vicinity of the site. The practical point of

connection will be determined by the diameter of the connecting pipework being no larger than the diameter of the company's existing network.

The applicant can apply to South West Water for clarification of the point of connection for either clean potable water services and/or foul sewerage services. For more information and to download the application form, please visit our website:

www.southwestwater.co.uk/developers

Surface Water Services

The applicant should demonstrate to your LPA that its prospective surface run-off will discharge as high up the hierarchy of drainage options as is reasonably practicable (with evidence that the Run-off Destination Hierarchy has been addressed, and reasoning as to why any preferred disposal route is not reasonably practicable):

1. Discharge into the ground (infiltration); or where not reasonably practicable,
2. Discharge to a surface waterbody; or where not reasonably practicable,
3. Discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable,
4. Discharge to a combined sewer. (Subject to Sewerage Undertaker carrying out capacity evaluation)

Having reviewed the applicant's current information as to proposed surface water disposal for its development, please note that method proposed to discharge via SuDS into a surface water body is acceptable and meets with the Run-off Destination Hierarchy

I trust this provides confirmation of our requirements, however should you have any questions or queries, please contact the Planning Team on 01392 442836 or via email: DeveloperServicesPlanning@southwestwater.co.uk.

”

South West Water Services (9 February 2024)

“With reference to the planning application at the above address, the applicant/agent is advised to contact South West Water if they are unable to comply with our requirements as detailed below.

Surface Water Services

The applicant should demonstrate to your LPA that its prospective surface run-off will discharge as high up the hierarchy of drainage options as is reasonably practicable (with evidence that the Run-off Destination Hierarchy has been addressed, and reasoning as to why any preferred disposal route is not reasonably practicable):

1. Water re-use (smart water butts, rainwater harvesting, grey flushing toilets)
2. Discharge into the ground (infiltration); or where not reasonably practicable,
3. Discharge to a surface waterbody; or where not reasonably practicable,
4. Discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable,
5. Discharge to a combined sewer. (Subject to Sewerage Undertaker carrying out capacity evaluation)

Having reviewed the applicant's current information as to proposed surface water disposal for its development, please note that method proposed to discharge into a surface water body is acceptable and meets with the Run-off Destination Hierarchy.

South West Water's response relates to surface water discharge to our network, where the discharge is from buildings and yards belonging to buildings. Where the applicant has highlighted that the surface water will not connect to SWW network, South West Water are not commenting on this as it is not our responsibility.

South West Water have no duty to accept land drainage runoff, flows from natural watercourses or groundwater to the public sewer system, and this is not permitted to discharge to SWW network. The applicant should make alternative arrangements to deal with this separately during the development and once the construction work is complete.

South West Water are not responsible for Highway Drainage and are comments do not relate to accepting any of these flows. The applicant should discuss and agree with the Highway Authority, where the highway water connects to. If the applicant wishes to connect this to SWW network, then they should engage with us separately to see if we can accommodate this. No highway drainage will be permitted to be discharged to SWW foul or combined public sewer network either directly or indirectly.

If the applicant is looking to get their sewers adopted (surface and foul), then they should design and construction the sewers to the current version of the Design and Construction Guidance . The process for doing this can be found on South West Water's website at Adoption of new sewers | Building & Development | South West Water

Clean Potable Water

South West Water is able to provide clean potable water services from the existing public water main for the above proposal. The practical point of connection will be determined by the diameter of the connecting pipework being no larger than the diameter of the company's existing network.

Foul Sewerage Services

There is likely to be a need to carry out some network reinforcement in order to remove the risk of external flooding at a manhole downstream from the site. The hydraulic model has recently been upgraded so this site will be assessed again and if it shows that there is still a need for network reinforcement, it will take us up to 18 months from the start of construction to carry out this work

The applicant can apply to South West Water for clarification of the point of connection for either clean potable water services and/or foul sewerage services. For more information and to download the application form, please visit our website:

www.southwestwater.co.uk/building-and-development/services/pre-development-services

I trust this provides confirmation of our requirements, however should you have any questions or queries, please contact the Planning Team on 01392 442836 or via email: DeveloperServicesPlanning@southwestwater.co.uk.

”

Highways England (31 August 2023)

”See documents tab on the online planning register for comment.”

| | |
|--|------|
| Ramblers Association (Cornwall) | NONE |
| Resilience And Emergency Management Officer | NONE |
| Cornwall Council Parking Services | NONE |
| PrimaryCare Cornwall And Isles Of Scilly ICB | NONE |

Natural England - Consultations (7 September 2023)

”Dear Matthew Doble

Planning consultation: Hybrid application seeking full planning permission for erection of 202 residential dwellings (Use Class C3) together with associated landscaping, open space, access, and infrastructure and outline planning permission for up to 12 self-build plots

Location: Land At Tenecreek Farm Plymouth Road Liskeard Cornwall PL14 3PS

Thank you for your consultation on the above dated 18 August 2023 which was received by Natural England on 18 August 2023

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

DESIGNATED SITES [EUROPEAN] - NO OBJECTION SUBJECT TO SECURING APPROPRIATE MITIGATION

This advice relates to proposed developments that falls within the 'zone of influence' (ZOI) for the following European designated sites, Plymouth Sound and Estuaries Special Area of Conservation (SAC) & Tamar Estuaries Complex Special Protection Area (SPA). It is anticipated that new residential development within this ZOI is 'likely to have a significant effect', when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment.

Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

This advice should be taken as Natural England's formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation.

Natural England advises that the specific measures (including financial contributions) identified in the strategic solution can prevent harmful effects from increased recreational pressure on those European Site within the ZOI.

Page 2 of 2

Natural England is of the view that if these measures are implemented, they will be effective and sufficiently certain to prevent an adverse impact on the integrity of those European Site(s) within the ZOI for the duration of the proposed development.

The appropriate assessment concludes that the proposal will not result in adverse effects on the integrity of any of the sites as highlighted above (in view of its conservation objectives) with regards to recreational disturbance, on the basis that the strategic solution will be implemented by way of mitigation.

Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects likely to occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions. If all mitigation measures are appropriately secured, we are satisfied that there will be no adverse impact on the sites from recreational pressure.

If the Habitats Regulations Assessment (HRA) has not been produced by your authority, but by the applicant, it is your responsibility (as the competent authority) to produce the HRA and be accountable for its conclusions. We provide the advice enclosed on the assumption that your authority intends to adopt this HRA to fulfil your duty as competent authority.

Natural England should continue to be consulted on all proposals where provision of site specific SANGS (Suitable Alternative Natural Green Space) or other bespoke mitigation for recreational impacts that falls outside of the strategic solution is included as part of the proposal. We would also strongly recommend that applicants proposing site specific infrastructure including SANGs seek pre application advice from Natural England through its Discretionary Advice Service. If your consultation is regarding bespoke site-specific mitigation, please reconsult Natural England putting 'Bespoke Mitigation' in the email header.

Reserved Matters applications, and in some cases the discharge/removal/variation of conditions, where the permission was granted prior to the introduction of the Strategic Solution, should also be subject to the requirements of the Habitats Regulations and our advice above applies.

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A.

For any queries regarding this letter, for new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

Yours sincerely"

Cornwall Fire And Rescue Service (21 August 2023)

"To see the full comments please go to the online register, <https://www.cornwall.gov.uk/planning-and-building-control/planning-applications/online-planning-register/>, enter the planning reference number and go to the Documents tab and open the relevant document to see the comments"

Highway Development Management - East (4 September 2023)

"Following an assessment of the revised plans and information, I have the highway comments below.

Highway Layout:

The layout is considered an improvement on the previous with vertical deflection introduced by virtue of raised tables on the primary route and where a north-south trending footway crosses the carriageway.

It is considered that more could be done to promote pedestrian and cycle priority, moving away from a 'generic' layout and introducing more variation into the design via variable carriageway widths, variable alignments and planting in the highway

External Connections:

Previous comments emphasised the Menheniot NDP Policy 4, and the key that the linkages between this site and the one to the south would play in ensuring both were well connected.

This site proposes a solitary vehicular connection with footways to the east of Plot 73. I consider that more connections are required, particularly to the south of Plot 29 to join up with that indicated extending north from the development site to the south, from the drive thru fast food and coffee establishment.

The solitary vehicular connection would also benefit from being formed as a bus gate to enable bus and emergency vehicle access as opposed to unrestricted access by all vehicles.

The previous route to north-west of unit 154 (now 132) would appear to provide an opportunity access to the A390, I recommend that this is reinstated to a 3m shared ped/cycleway.

Toucan Crossing:

It does not appear that a Road Safety Audit has been provided to inform the proposed Toucan Crossing and relocated bus stop on the A390.

Please re-consult once the has been addressed.

RW
"

Devon & Cornwall Police Architectural Liaison Officer (5 September 2023)
"Re Planning Application PA22/03642 | Hybrid application seeking full planning permission for erection of 202 residential dwellings (Use Class C3) together with associated landscaping, open space, access, and infrastructure and outline planning permission for up to 12 self-build plots | Land At Tencreek Farm Plymouth Road Liskeard Cornwall PL14 3PS.

Dear Mr Doble,

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this planning application.

In general terms I refer to my previous comments.

However I still have concerns regarding some aspects of the layout. Some of the proposed amendments have in my opinion made the site more vulnerable to crime and disorder than the previously.

As before I retain the view that having units 132-149 backing onto the northern boundary is far from ideal from a security view. Back gardens are more vulnerable to crime and disorder and there will be a lack of passive surveillance over the public space from commonly habited rooms. Again with a

new hedge shown? I am concerned as to how long this may take to provide any sort of effective secure garden boundary for these plots?

The new layout has created a much larger central parking court, at rear of plots 87-104. This space and the parking now shown behind plots 98/99 will not benefit from much in the way of direct natural surveillance and as always with such designs they create a potential vulnerability for adjacent back gardens to crime and ASB. I would suggest that these designs do not meet best planning guidance as set out by Secured by Design, Building for a Healthy Life or the Cornwall Design Guide.

These spaces and other parking courts although obviously likely to be very well used are not shown as being adopted? So presumably will be completely unlit which again is not supported including from a fear of crime perspective.

There is a communal access path shown rear of plots 99-102 presumably to enable residents to access the parking court from their back garden. Unless the design is altered then this path must be gated at its entrance. This and all other rear access gates must be lockable from both sides so will need to be key operated.

If the design of these parking courts will not be amended then I would suggest consideration is given to employing 1.5m high masonry wall topped with robust metal railings (to 1.8m overall) so as to provide at least some additional surveillance. (any railings should be carefully designed so as not assist potential climbing and be affixed to the wall edge closest to the parking court).

The self-build plots should follow acted urban design principles with clear fronts and backs provided enabling active frontages and overlooking where required without potentially exposing back of properties to issues of crime or ASB.

Yours sincerely,

Martin Mumford
Police Designing Out Crime Officer
5/9/23

This report is based upon the plans provided and in accordance with the principles of CPTED (crime prevention through environmental design) and SBD (Secured By Design) the UK national Police crime prevention initiative

If the measures advised are implemented then hopefully this will reduce the opportunities for crime and disorder but Police cannot offer any guarantee of this.

”

Environment Agency NONE

Countryside Access Officer (6 December 2023)

“PA 22/03642 NO OBJECTION. This is a Non-Substantive Response to clear the Consultee in-tray.

Countryside Access Team has reviewed the documentation in respect of the impact of the proposed development upon public rights of way. In this instance CAT does not wish to add any further comments. CAT is satisfied that the response that was provided dated 06 December 2023 is sufficient to assist the Development Officer.”

Education Infrastructure NONE

Ecologist (inc. Marine Ecology And Biodiversity) (30 November 2023)

“Ecological information review

Bats

Bat activity survey data for the site is three years old (2020) and becoming out of date. As similar patterns of bat activity for the site were noted in 2011, 2015 and 2020, and because measures are incorporated to retain and buffer hedges and woodland, further activity surveys are not considered necessary at this time.

Areas of woodland are to be lost to the proposals, however no information has been provided on whether trees in the woodland areas have the potential to support bat roosts. This information is required, and further survey information will be needed if trees in woodland with bat roost potential are to be impacted.

Details of the proposed sensitive lighting plan should be submitted as a pre-commencement condition.

BNG report review

- o The BNG report acknowledges a trading error resulting from the loss of semi-natural woodland (a high distinctiveness habitat) and plantation woodland (medium distinctiveness). The 10% gain must be delivered in ways that meet the trading rules and therefore net gain cannot be achieved under the current proposals. Please refer to the Statutory Biodiversity Metric User Guide in terms of trading rule requirements.
- o Where hedgerows are to be created adjacent to private gardens - target condition should be allocated 'poor' as their long term management cannot be secured.

A Biodiversity Net Gain Report and accompanying DEFRA metric (V.4.0) have been provided. The report recommends that delivery of BNG is secured through a Landscape and Environmental Management Plan (LEMP) as a planning condition. Cornwall Council recommends that for major developments a BNG Management and Monitoring Plan is produced to secure the delivery and management of BNG over a 30 year period. Natural Climate Solutions Policy G2 Net gain (cornwall.gov.uk). Provision of this information (either via a LEMP or BNG Management and Monitoring Plan) should be provided as a pre-commencement condition.

In accordance with Policy G3 of the Cornwall Climate Emergency DPD, all major developments should provide a canopy calculation.

Conditions/Informatives/Standing Advice

Mitigation and enhancement measures described within the Ecological Assessment should be required by condition. Table 3.1 in the Ecological Assessment summarises the measures required.

A Construction and Environmental Management Plan (CEMP) should be produced as a pre-commencement condition detailing measures required to avoid/minimise impacts on biodiversity during construction. This should include pre-construction surveys and the requirement for an Ecological Clerk of Works.

Summary of requirements:

1. As trading rules within the DEFRA Metric have not been met, BNG cannot currently be achieved. An updated BNG report and Metric will be required and updates to the design will be needed to address this issue. Offsite delivery/purchase of offsite units will be needed if the issue cannot be addressed within the site boundary.
2. As of 29.11.2023 DEFRA Metric Version 4.0 has been replaced by the Statutory Biodiversity Metric and this version should be used for future calculations.
3. In accordance with Policy G3 of the Cornwall Climate Emergency DPD, all major developments should provide a canopy calculation.
<https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/planning-policy-guidance/>
4. Mitigation and Enhancement Measures which fall outside of BNG and within the Ecological Assessment should be required by condition.
5. A Lighting plan/strategy demonstrating maintenance of dark corridors around hedgerows and woodland should be provided as a pre-commencement condition.
6. A CEMP should be provided as a pre-commencement condition.
7. A Landscape and Environmental Management Plan (LEMP)/BNG Management and Monitoring Plan should be provided as a pre-commencement condition. As of 29.11.2023 the government has also published a Habitat Management and Monitoring Plan template which would also be suitable for these purposes.

Public Protection Air Quality Planning Consultations (23 August 2023)

“Environmental Protection are still requiring the assessment of operational traffic impacts on air quality to be submitted to address previous concerns (made on 28th July 2022) in relation to the impact of the additional vehicle trips generated by the proposed development on the Tideford air quality management area, which is still exceeding the national air quality objectives.

SR23_010032/JP”

Cornwall Council Lead Local Flood Authority (11 September 2023)

"The Lead Local Flood Authority (LLFA) has reviewed the details provided to support this application and wishes to raise an objection.

The LLFA has been in discussions with the applicant's consultant with regard to an existing surface water sewer which crosses the proposed site. Investigations are ongoing to establish the purpose of the sewer, the extent of the catchment that it serves, and its point of discharge. The submitted plans do not reflect the discussions that the LLFA and the applicant's consultant have had. Until this matter is resolved the LLFA wishes to object to this application.

"

Menheniot Parish Council (24 October 2023)

"At their public meeting held on 19 October 2023, councillors agreed not to support this application. In making their decision, councillors noted that:

- ' The housing need justification does not reflect current community needs or demonstrate that the present infrastructure can cope with additional housing particularly as regards traffic impact.
- ' The new layout of the housing estate, its linkages, open spaces and architecture do not demonstrate an understanding of the site location and surrounding landscape.
- ' Integration of public transport within the community particularly to support any area of social focus or maximise accessibility to the service has not been delivered.
- ' The absence of a gateway landmark building has a significant impact on the identity of the development area.
- ' An integrated sustainable surface water scheme has not been proposed to take into account, extraction and interaction between disposal systems proposed.
- ' Bus route access into the development utilising a circulatory connection will only occur on completion of next phases of development.
- ' There is no public space to act as a focus for social interaction across the development that includes a shop, social space etc.
- ' Policy 10 Night Skies has not been demonstrated as regards preventing light pollution causing a statutory nuisance to adjoining sites.
- ' Secure by design principles not demonstrated.

"

Liskeard Town Council (5 October 2023)

"The Committee RESOLVED that the Council OBJECT to the application due to the unacceptable pressure it would create on road traffic conditions, which conflicted with objective 6 of the Liskeard Neighbourhood Development Plan."

Principal Public Space Officer (OPEN Space) (1 September 2023)

"RECOMMENDATIONS: CONSIDER INCLUSION OF AN INFORMAL SPACE AS ON-SITE TYPE 5 PROVISION E.G BMX/MTB BIKE TRACK

Further to comments made in August 2023 the designs have been amended to a move the pedestrian links away from the private boundary to the properties along the northern extent of the scheme. The surface is indicated in the Hardworks Plan as now being surfaced (self-binding gravel), which is adequate, but the management plans will need to reference regular maintenance, which is typical with such surfacing where water run-off will erode it.

A scheme of this scale should ideally deliver most types of open space on site in accordance with Cornwall Local Plan policy 12.3. We note that the Town Council has specifically requested a type 5 teenage provision in the form of a shelter. Whilst we would agree that this is our preference, especially as the

Outline proposal PA15/09821 included a small multi-use games area. However, it is difficult to identify a suitable location. The requirement is 117sqm of formal equipped space for teens (Type 5). A facility of this kind should not be located any closer than 30m to a habitable building, but simultaneously should benefit from some natural surveillance from the road and housing frontage (Local Plan policy 12.2b). Whilst there could be scope for some more informal land-use within the steeply sloped, natural space along the north, views into the space are prevented by existing and proposed vegetation and the pumping station building. So, an equipped facility e.g. shelter is not advised in the natural space, without the omission of some housing to afford better surveillance. In terms of informal opportunities, examples include a small jumps & dirt track for BMX/MTB bikes.

The Softworks Plans provide additional detail as to the layout of the type 4 equipped play area. Whilst the space shown exceeds the required level (325sqm) a significant portion could not include equipment due to the proximity of housing, so allowing for this the quantity appears adequate, and it is noted that the land to the south is proposed as employment space, rather than additional residents which would require an expansion of the space. We anticipate further design detail to follow prior to commencement, in order to assess quality, but please note that the level required for this scheme exceeds that typically offered in a LEAP. We will expect effective use of the space and decent equipment and play opportunities, rather than small items surrounded by empty space.

The response last year incorrectly estimated the off-site contribution, which applies to schemes of <100 units. In line with Local Plan Policies 13.2 & 28.2, where a development is not meeting all of its requirements on-site, an off-site contribution should be secured, via a Section 106 agreement. Costs for off-site contributions have been adopted as part of the Open Space Strategy and applied to all dwellings at this scale. Payment should be made prior to occupation of 50% of dwellings. If approved as currently designed the following should be secured. To be used, once received, in line with the Council's adopted S106 Allocations Protocol.

£18,900pounds for teenage provision at Rapsons Field or on land south of Liskeard Business Park [this can be omitted if sufficient on-site provision delivered]

£193,711pounds for outdoor sports improvements at Lux Park or Roundbury and/or the creation or improvement of open space within Menheniot Parish and/or the adjoining Liskeard Parish.

Thank you for consulting the Public Space Team.

Stuart Wallace
Public Space Officer

”

Affordable Housing NONE

Tree Officer (1 September 2023)

“Thank you for your consultation,

Unfortunately, the proposed design continues to lack of street tree planting provision outside of garden curtilage and with proper consideration for future constraints/conflicts such as tree canopy size at maturity, shading and obscurement of fenestration.

Policy 131 of the National Planning Policy Framework states that. 'Planning policies and decisions should ensure that new streets are tree-lined' Furthermore In section 5.2 of the current CDG it suggests that trees should be included into

the street scene with consideration for their requirements and contribution long term. Furthermore, In the Manual For Streets section 5.12 the importance of street tree planting is stated clearly. In section 5.13 the requirements for designs to 'stand the test of time' is highlighted.

The landscape design seemingly provides generous provision for trees within the street scene. However, the current design continues to propose for many street tree frontage planting positions to be situated within the gardens of incoming residents.

Additionally, many of the aforementioned trees are proposed to be planted upon the southern quarter and in close proximity to properties, as these trees develop, they will cast shade over dwellings and gardens creating potential conflicts and noting their position within the gardens of properties it is likely that they will be removed. Furthermore, tree planting proposals recommended elsewhere within the design do not consider size at maturity with consideration to spatial requirements.

The strategy of placing tree ownership onto incoming residents risks planted trees being removed in favour of additional space. Similarly trees planted without consideration for growth and future constraints will face pressure for removal.

To secure Forestry Team support, design amendments continue to be required in order to:

- a. Provide generous opportunities for larger canopy street side planting with an aim that all future residents can directly benefit from urban trees in their streets.
- b. Tree planting proposals shall be sufficiently specified within a landscaping plan and adequately consider the requirements of the trees proposed for planting including consideration of:
 - i. ultimate tree dimensions
 - ii. future shade profiles to ensure that there is limited and acceptable impacts of trees upon future residents' long term, and environmental conditions to ensure that trees establish successfully
 - iii. Planting pit dimensions (where specified within hard landscaping) to ensure that pits consider the rooting requirements of specified trees. Where planting is proposed within soft landscaping adequate soil volume (relative to the proposed species) will need to be protected to ensure that rooting environment quality is maintained (this requirement is set out in BS5837 2012 Trees in relation to Design Demolition and Construction section 5.4.3 e)
 - iiii. Planting proposals should be sufficiently considered and subsequently secured to the satisfaction of the LPA and Forestry Team to ensure generous provision and avoidance of conflict with other infrastructure such as above and below ground utilities.
- c. the application must be inclusive of a long-term tree after care plan (As per NPPF 131) this must be specified in accordance with industry best practice to ensure trees establish well and where appropriate achieve standards for adoption.

Additionally, this application will require the submission of a tree protection plan (TPP) overlaid onto a block plan completed in accordance with BS5837 and submitted for review.

It is recommended that this is secured with the implementation standard conditions TRE 16 Implementation of approved Tree Protection Measures TRE10 Arboricultural Site Supervision (submission of evidence) and TRE09 Arboricultural Site Supervision (details required) In addition to TRE 09 Arboricultural mitigation and compensation requirements.

As an informative the following considerations would be welcomed as part of any amended application.

1. Planting pits that incorporate SUDS will be welcomed, particularly on such a steep site and with the intention to avoid contamination of the riparian habitat down slope.
2. An ambitious statement of commitment to undertake a generous quantity of tree planting across the site would be welcomed. For example, in addition to street trees and public space planting, smaller canopy trees with high ecological value could be planted within rear gardens, such as trees for bees or a fruit tree for every resident.
3. Tree planting to improve connectivity at the sites of proposed hedgerow breaks by specifying trees with broad spreading crowns to bridge the gaps above the intersecting highway.

Kind regards Steve Harding Forestry Officer
"

Cornwall Council Waste Management NONE

Constraints and designations:

Annual Average Daily Traffic 10000 Distance from Road: 100

Annual Average Daily Traffic 5000-9999 Distance from Road: 50

Area of Special Advertisement Control Name: Cornwall. Notes: This information is derived from the former District and Borough Councils. Date Approved: 09.11.1981

Area Susceptible to Ground Water Flood Flood Type: Superficial Deposits Flooding

Area Susceptible to Ground Water Flood Flood Type: Superficial Deposits Flooding

Area Susceptible to Surface Water Flood Band: Less

Area Susceptible to Surface Water Flood Band: Intermediate

Area Susceptible to Surface Water Flood Band: Intermediate

Area Susceptible to Surface Water Flood Band: Intermediate

Area Susceptible to Surface Water Flood Band: Less

Area Susceptible to Surface Water Flood Band: Intermediate

Area Susceptible to Surface Water Flood Band: Intermediate

Area Susceptible to Surface Water Flood Band: Less

Airfield Safeguarding Zone Civilian Name: Plymouth Airport. Restriction: All Wind Turbine Developments. Consultee: Civil Aviation Authority

Community Infrastructure Levy Parish: Menheniot. Band: Band 5. Sub Zone: Designated Rural Areas/AONB

Community Infrastructure Levy Parish: Liskeard. Band: Band 5. Sub Zone: Other 'Urban' areas

Definitive Map Modification Order 10m WCA Reference: WCA 653

Definitive Map Modification Order 10m WCA Reference: WCA 653

Designated Rural Areas Housing Order 1981: Designated rural areas

Functional Floodplain 3b Functional Floodplain 3b Location: Crow's Nest/Tremar Coombe/Seaton/Hessenford. Reference: FF3b/2

Flood Zone 2Type: Fluvial Models

Flood Zone 3Type: Fluvial Models

Hazardous Substance Classification: Consultation Zone. Site Operator: MOD Navy Site Type: Nuclear Site. Address: Devonport HSE Reference: ND12CZ

Neighbourhood Development Plans Name: Liskeard. Status: Made/Town Frameworks.

Neighbourhood Development Plans Name: Menheniot. Status: Made.

Parish Parish Name: Menheniot

Parish Parish Name: Liskeard

Public Maintained Highway Highway Classification: Light Green

Public Maintained Highway Highway Classification: Purple

Public Maintained Highway Highway Classification: Light Green

Public Maintained Highway Highway Classification: Light Green

Settlement Boundary Reference: HO5. Name: Liskeard. Notes: Inset Map 1

SHLAA 2011 Unique ID: Caradon_99. Site: Ten creek Farm

SSSI Impact Risk Zones All Consultations:

Infrastructure: Airports, helipads and other aviation proposals.

Wind and Solar Energy:

Minerals Oils Gas Extraction:

Rural Non Residential:

Residential:

Rural Residential:

Air Pollution: Livestock & poultry units with floorspace > 500m², slurry lagoons & digestate stores > 4000m².

Combustion: General combustion processes >50MW energy input. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion.

Waste:

Composting:

Discharges:

Water Supply:

Wind Turbine Safeguarding Zone Classification: Any wind turbine 11metres to blade tip or taller, or has a rotor diameter of 2 metres or more. Consult: Ministry of Defence. Site: Cornwall

Wind Turbine Safeguarding Zone Classification: All wind turbine development. Consult: NATS. Site: UK and Northern Ireland

Zones of Influence Natura 2000 Sites Site Name: Plymouth Sound and Estuaries SAC. Buffer Distance: 12300

Relevant policies, SPGs and Government guidance:

Cornwall Local Plan Strategic Policies 2010-2030 (Adopted 22nd November 2016)

Policy 1 Presumption in favour of sustainable development

Policy 2 Spatial Strategy

Policy 2a key targets

Policy 3 Role and function of places

Policy 6 Housing mix

Policy 7 Housing in the countryside

Policy 8 Affordable housing

Policy 10 Managing viability

Policy 12 Design

Policy 13 Development standards

Policy 16 Health and wellbeing

Policy 21 Best use of land and existing buildings

Policy 22 European protected sites

Policy 23 Natural environment

Policy 24 Historic environment

Policy 25 Green infrastructure

Policy 26 Flood risk management and coastal change

Policy 27 Transport and accessibility

Policy 28 Infrastructure

Climate Emergency Development Plan Document February 2023

Policy C1 - Climate Change Principles

Policy G1 - Green Infrastructure Design and Maintenance

Policy G2 - Biodiversity Net Gain

Policy T1 - Sustainable Transport

Policy T2 - Parking

Policy CC3 - Reduction of Flood risk

Policy CC4 - Sustainable Drainage System Design

National Planning Policy Framework 2023

Section 1. Introduction

Section 2. Achieving sustainable development

Section 4. Decision-making

Section 5. Delivering a sufficient supply of homes

Section 8. Promoting healthy and safe communities

Section 9. Promoting sustainable transport

Section 11. Making effective use of land

Section 12. Achieving well-designed places

Section 14. Meeting the challenge of climate change, flooding and coastal change

Section 15. Conserving and enhancing the natural environment

Section 16. Conserving and enhancing the historic environment

Planning Practice Guidance

Cornwall Design Guide 2021

European Sites Mitigation Supplementary Planning Document July 2021

Housing Supplementary Planning Document February 2020

Menheniot Neighbourhood Development Plan 2021-2030

Policy 1 - Development Boundaries

Policy 4 - New Housing Development Site To Meet The Needs Of The Community Network Area

Policy 7 - Landscape and Heritage Views and Vistas

Policy 10 - Dark Skies

Policy 11 - Trees, Cornish Hedges and Hedgerows

Policy 12 - Habitat and Biodiversity

Policy 13 - Design of New Development

Policy 14 - Community Facilities and Social Infrastructure

Policy 15 - Facilities for Young People

Policy 16 - Local Green Spaces

Policy 17 - Transport and Communication

Policy 18 - Footpaths, Cycle Routes and Bridleways

Policy 25 - Energy Efficient and Small Carbon Footprint Design

Appraisal/key issues and conclusion:

Site location and description:

The site is located at the south-eastern extent of Liskeard and consists of agricultural land bordered to the north by woodland, to the east and south by agricultural land

and farm developments and to the west by the Premier Inn Liskeard / Liskeard Tavern and the Bubble Retail Park, followed by the A38. Liskeard town centre is located approximately 1.5km (1.0 mile) north-west of the site with the town centre and surrounding areas providing a number of services and facilities in relation to the size of the town including banks, takeaway establishments / restaurants & cafes, convenience stores, public houses, Bupa Dental Care, Liskeard Community Hospital, Oak Tree Pharmacy, veterinary practices, Liskeard School and Community College, Hillfort Primary School, St Martin's C of E Primary School, Liskeard Leisure Centre, Moorswater Industrial Estate, Miller Business Park.

Proposed development:

This application seeks full planning permission for 202 residential dwellings with associated works.

Relevant constraints and designations:

Flood Zone 2 / 3
Area susceptible to surface water flooding
Consultation Zone for Hazardous Substances
Public Right of Way
Zone of Influence Natura 2000 sites

Relevant planning history:

The following applications are of relevance to the proposed development:

PA13/05151: Outline application for mixed-use urban extension comprising up to 550 dwellings (C3); 4.7 ha of employment floorspace (B1(c), B2, B8, A1, A2, A3, A4, A5, D1, D2 uses) including a neighbourhood centre; 6.05 ha of public open space; a class C2 care home of up to 60 bedspaces; amended access to the A390 and creation of a new access to Roseland Lane, closing off the existing access from Roseland Lane to the A38; and associated infrastructure works including internal roads; footpaths; drainage; structural landscaping and car parking. (Appearance, landscaping, layout and scale reserved)

The application was withdrawn on 24th January 2014.

PA15/09821: Outline Application for the mixed-use urban extension comprising up to 275 dwellings (C3); 6.2 ha of employment floorspace (B1(c), B2, B8, A3, A4, D1, D2 uses) including a doctor's surgery; 4.1 ha of public open space; a class C2 care or extra care home of up to 60 bedspaces; amended access to the A390 and creation of a new access to Roseland Lane, closing off the existing access from Roseland Lane to the A38; and associated infrastructure works including internal roads; footpaths; drainage; structural landscaping and car parking.

This application was approved on 28th September 2016.

PA20/09758: Request a screening opinion as to whether the proposed development falls within Schedule 2 of the Environmental Impact Assessment Regulations 2017 and the development is an Environmental Impact Assessment Development.

The proposal was for 205 market dwellings, 36 retirement flats and 69 affordable homes. That proposal was on a larger site than the application site now applied for.

In a letter dated 30th November 2020, the LPA confirmed that the development would not require an Environmental Impact Assessment (EIA).

PA22/06825: Hybrid application for development of land for employment-generating uses. Detailed planning permission sought for Phase 1 comprising Class B2/B8/E employment units, Class E/sui generis drive-through restaurant, coffee shop with drive-thru facility, electric vehicle charging station, access roads, parking, servicing, and landscaping. Outline planning permission sought for Phase 2 comprising further Class B2/B8/E uses, internal roads, parking, servicing, and landscaping. This application is awaiting determination.

Assessment:

The planning application needs to be assessed against the Development Plan policies and any other material considerations.

The key issues that need to be taken into account in the consideration of this application include:

Principle of development

Impact on the character and appearance of the area

Impact on the historic environment

Impact on the amenities of neighbouring residential occupiers

Landscaping and design

Highway, access and parking

Ecology (including Biodiversity Net Gain)

Flood Risk and Drainage

Impact on Infrastructure Provision (including open space, education, health, affordable housing)

Principle of development

Policy 2a of the CLP seeks to provide homes in a proportional manner where they can best meet the need and sustain the role and function of local communities and that of their catchment, including setting minimum targets for development. The proposal would contribute to the need to provide 2,900 dwellings to meet the housing needs of Liskeard and Looe as set out in the table as background to the policy.

Policy 3 of the CLP states that for the main towns, which includes Liskeard, the delivery of housing, community, cultural, leisure, retail, utility and employment provision will be managed through a Site Allocations DPD or Neighbourhood Plans. For Liskeard future growth is to be managed through the Liskeard Neighbourhood Plan (LNP). This site falls outside of the boundary of the LNP and within the boundary of the Menheniot Neighbourhood Plan (MNP). The site is part of a wider site that is allocated for development (including around 275 homes) by Policy 4 of the MNP, which states that it will serve as an urban extension to Liskeard. The NDP continues in stating the importance of this allocated site to housing delivery for the area;

If the urban extension is now not carried forward, there would be a risk that the baseline

housing requirement for Liskeard and the CNA might not be delivered by 2030. If this was the case, development pressure would be diverted to other less suitable land in the Liskeard area, and possibly even on to settlements in the surrounding parishes such as Menheniot Village.

This importance is reflected in the Cornwall Local Plan Housing Implementation Strategy 2024 which currently identifies Liskeard delivering a shortfall of 170 homes across the CLP period. Whilst this is offset by the anticipated surplus of delivery for the remainder of the Community Network Area (+212 homes) it is clear that the delivery is delicately poised for the CNA. Should this allocated site be built out it would contribute significantly to housing delivery in a planned manner and in accordance with an NDP which reflects the local stance on this being an appropriate location for housing growth. This weighs heavily in favour of the proposal.

In terms of local housing need the HomeChoice registered local housing need in Menheniot Parish is currently 64 households seeking affordable accommodation. HomeChoice registered local housing need in Liskeard is currently 608 households seeking affordable accommodation. This application would deliver 50 affordable homes of which all would be M4(2) compliant in addition to 6 open market properties. All 6 affordable bungalows would be designed to full M4(3) Wheelchair standards. The proposed housing mix is considered to provide for a wide range of people and families in the local community and comply with the policies contained within both the Cornwall Local Plan and the Neighbourhood Development Plan. The Affordable Housing team support the proposed affordable housing mix subject to this being secured through a S106 Agreement.

The wider site was granted outline planning permission for development including 275 homes on 28th September 2016 (PA15/09821). This permission subsequently expired as no Reserved Matters application was made within three years of the decision being issued.

Policy 4 of the NDP seeks proposals for development in this area to demonstrate they conform to a masterplan for the entire urban extension. This includes requirements to demonstrate how the site as a whole will respond to its context, relationship with the town and landscape, how the design responds to those factors and the Menheniot Design guidelines, field boundaries are retained wherever possible and an appropriate archaeological assessment. As part of this process the applicant together with the promotor for the adjoining commercial development has engaged with the Design Review Panel to produce a Masterplan document. It is considered that the Masterplan clearly sets out how development at scale can be brought forward and informed by the site and policy requirements. The detailed elements are discussed in the relevant sections of this report.

The site has previously been found to be suitable for residential development through the approval of outline planning permission in 2016 and its allocation in the Menheniot Neighbourhood Plan. It is therefore considered that the principle of residential development in this location is supported by the Development Plan.

Impact on the character and appearance of the area

The site does not fall within any designated landscape and neither does it fall within a Conservation Area. It is located in the north and along the western edge of Cornwall Character Area (CCA) 36 - Seaton Valley Catchment. The northern area of the CCA is defined by wide, open pasture areas sloping down towards the River Seaton. The site slopes gently downhill northwards towards a tributary of the River Seaton.

The site is situated on the south eastern edge of the built-up area of Liskeard. Areas to the north and west of the site are characterised by residential, retail and leisure uses with supporting road infrastructure including the A390. Areas to the south and

west are rural in nature, with the only built development comprising Ten creek Farm and associated farm buildings.

The application has been accompanied by a Landscape and Visual Impact Assessment (LVIA). This finds that the site is generally visible from the plateaus above the river valleys either side of Liskeard and from rising land to the south of St Cleer to the north. The visibility of the site is restricted by screening provided by native vegetation, particularly to the north of the site.

Public Right of Way (PRoW) Footpath 618/15/3 is located to the south of the site and the proposed development would be clearly visible to footpath users. The site is also partially visible from Footpath 618/25/1 to the east on the far side of the River Seaton. The proposed development would also be more distantly visible to some local residents from properties on the eastern edge of Liskeard.

The proposed development incorporates landscape mitigation and enhancement measures including new areas of hedgebank, community open space, and orchard. These measures would help to reduce the visual impact of the development and incorporate it within the landscape.

The LVIA finds that the proposed development would lead to moderate adverse visual impacts on users of Footpath 618/15/3 during construction, reducing to moderate to minor during Year 1 of operation and minor in Year 15 of operation. There would also be minor adverse impacts on users of Footpath 618/25/1 and drivers using the A390 southbound during construction and Year 1, reducing to negligible by Year 15.

While the proposed development would lead to some adverse visual impacts on the character of the surrounding area, these would be limited in nature and would reduce over time. The proposed mitigation measures would help to integrate the development within the surrounding landscape and would mitigate the impact of increased built form onto agricultural fields. The proposed development would therefore constitute a sympathetic and logical extension to the built development of Liskeard and would be acceptable in terms of impact on the character and appearance of the area.

Located adjacent to Liskeard a degree of light pollution within the night sky already occurs. As set out above this is an allocated site and by virtue of that allocation it would be accepted at that time that development would include associated artificial lighting.

Impact on the historic environment

The site does not contain any designated or non-designated heritage assets. A Grade II listed Milestone is located on the A390 roundabout immediately to the north west of the site. The next closest heritage assets to the site are the Grade II listed Old Toll House located to the west and the Grade II listed Barn and Wall and Gatepiers associated with Ten creek Farm approximately 250m to the south of the site boundary.

The application has been accompanied by an Archaeology and Heritage Statement (AHS). This finds that there is unlikely to be prehistoric or medieval archaeology within the site. The site's long history for agricultural uses associated with Ten creek Farm is likely to limit the potential for significant sub-surface remains within the site.

Archaeological evaluation to confirm the nature of any sub-surface remains on the site will be required before the commencement of the construction of the proposed

development. This should include non-intrusive geophysical surveying outside of harvest season followed by targeted trial trenching to test the nature of any potential archaeological remains and the reliability of the geophysical surveying. Should this process reveal significant archaeological remains, a strategy of excavation before construction and/or a watching brief during construction may be required to ensure that the proposed development would not lead to significant archaeological harm.

As the potential for significant sub-surface remains within the site is limited, it would be proportionate for these works to be secured through a condition attached to any granting of planning permission.

In terms of built heritage, the nearby listed buildings and structures including the Milestone, Old Toll House, and structures associated with Tencreek Farm are visually screened from the site by vegetation, topography and built development. Adverse impacts on these heritage impacts would therefore be minimal.

Paragraph 134 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. In this context, the minimal adverse impacts from the proposed development on built heritage assets would be outweighed by the benefits of the proposals.

Impact on the amenities of neighbouring residential occupiers

There are no existing residential properties adjacent to or within the immediate vicinity of the site.

The closest existing residential properties to the site are 8-11 Stanley Maggs Way to the north west. They are located approximately 195m north west of the closest area of proposed built development (Apartments 1-4 on the Site Layout Plan TNC-LHC-00-ZZ-DR-A-0201 P34). Between the existing and proposed properties there is an area of mature tree planting to the south of the A390 that provides significant screening. This planting partly falls within the site boundary and would be retained and enhanced under the proposals. The A390 road also lies between the existing and proposed properties. This road already generates some amenity impacts on occupiers in terms of noise and visual impact and it is considered that the proposed development would not increase these impacts.

The next closest residential property to the site is the residential property associated with Tencreek Farm. It is located approximately 230m south east of the closest area of proposed built development (Property 80 on the Site Layout Plan). Between the existing and proposed properties there is an area of proposed tree and hedge planting within the site boundary and areas of mature tree planting around Tencreek Farm. These features would provide significant screening for residents of the existing property.

Having regard to the proposed layout and the orientation of the proposed dwellings together with the separation distances between the existing and proposed dwellings and the presence of the existing and proposed hedges and trees it is not considered likely that there would be any significant adverse material impacts upon the living conditions enjoyed by the occupiers of these properties.

Cornwall Council Environmental Protection has been consulted on the proposals. It concludes that the proposed development would have a negligible impact on the air quality of the Tideford Air Quality Management Area (AQMA), which is the closest

AQMA to the site. It requires a Construction Environment Management Plan to be implemented by condition to control construction impacts from dust.

Subject to the below conditions it is therefore considered that there would not be any conflict with Policies 12(2), 13 and 16 of the CLP and Policy 4 of the NDP and the proposed development would be acceptable in terms of impact on the amenities of neighbouring residential properties.

Landscaping and design

Policy 23 of the Cornwall Local Plan states that "development should be of an appropriate scale, mass and design that recognises and respects landscape character of both designated and un-designated landscapes". Policies 2 (Spatial Strategy), 12 (Design), 24 (Historic Environment) and 25 (Green Infrastructure) express similar requirements - that the character, layout and design of proposals should be consistent with their context, demonstrating a physical and aesthetic understanding of their location such to preserve and enhance landscape quality and visual amenity.

Policy 4 of the MNP requires proposals for the site to confirm to a masterplan for the wider site that demonstrates how the site can be designed to be integrated into the town of Liskeard as an appropriate urban extension. A masterplan has been provided as part of this submission that demonstrates how the design requirements of Policy 4 have been met.

The proposed development would incorporate native, ornamental and orchard tree planting along streets, within private curtilages and in undeveloped areas of the site. The street network would benefit from planting and the proposed materials to built form, which include use of stone, would reflect local character and be durable over the longer term. In terms of form, materials and layout the proposals are considered to reflect the guidance within the Menheniot Design Guide. Material finishes can be controlled by condition as recommended.

Existing hedges and planting, which are key landscape features as highlighted in Policy 4 of the NDP, would be retained. The retention of these features assists in embedding local character and features which would ensure this development retains a distinctive appearance reflective of Cornwall and specifically the landscape context within which the site sits.

Inevitably being located on sloping land there will be some areas of retaining walls and features, however these are considered to be acceptable in the wider context of the scheme. Existing features such as hedges and planting are retained where possible and integrated within the development. Residents would benefit from access to natural open space which could also be utilised by those which live outside of the site. The entrance to the site would be framed by larger buildings of stone finish which are considered to provide a positive contribution to the new development.

Cornwall Council's Tree Officer has provided comments on the proposals and noted that the proposed sustainable drainage area in the east of the site would be located in an area of long-established woodland and would have the potential to impact this woodland and the adjacent hedgerow. In response the applicant has provided an arboricultural assessment which details that the development will require the removal of 1no. oak tree from within the high value group, 1no. low value group of trees, sections of hedgerows for access across the site, outfalls and drainage routes and an area of moderate value woodland. The majority of tree and hedgerow cover will be retained,

and the scheme provides a good level a new planting. The extent of new planting suggest canopy cover can be increased on the site despite the removals required. Whilst the loss of established natural flora is harmful it is inevitable for a development of this scale that some loss would occur. This harm is however outweighed by the vast majority of natural features being retained and the further planting proposed that over time will represent a net gain for the site as a whole.

The Forestry Officer has concerns with elements of the scheme notably the presence of a drainage pond in proximity to woodland, the proximity of street trees between units 30-118, the shading potential from trees between units 132-149 and the separation distance from hedges.

In response the applicant advises that the softworks plan has been updated to amend the tree species along main avenue - bringing them closer to footway and amending species to provide smaller street trees with more open canopies to ensure these will not impact on householders. In terms of shading and spacing it is advised that all street trees are deciduous so shading will be minimal in winter and during summer months shading will help with urban cooling, reducing impact of increased summer temperatures as a result of climate change. The updated arboricultural report details the impact from the drainage ponds upon the woodland area which is considered to be minimal in extent in terms of number of trees lost or groups. Taking these factors on balance and given the requirements of the LEMP and BNG to maintain new planting over the longer term it is considered that the planting is acceptable.

Devon and Cornwall Police's Architectural Liaison Officer has provided comments on the proposals. This included the following recommendations and considerations:

Rear boundaries for the proposed units 132-149 should be at least 1.8m high for security purposes;

The design of the parking court between proposed units 88-107 would be contrary to design guidance that discourages parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed;

All side and rear access gates should be lockable and key operated;

Need for lighting and greater surveillance of the parking area to the rear of proposed units 198-199;

Need for lighting and greater surveillance of the proposed footpath running north-south through the site between proposed units 144 and 80;

Where retained hedge would comprise the rear garden boundaries, this should be at least 1.8m high and robust; and

Need for lighting and greater surveillance of alleyway between proposed units 20-21.

A comprehensive lighting and CCTV strategy will be required as a condition of any planning permission to address some of these issues and help with safety and residential amenity.

In response to the above it is considered that the topography in combination with the rear boundaries is sufficient from a designing out crime perspective. The comments regarding the parking court are noted however in mitigation the access point is fronted by plots 87-107 which ensures good natural surveillance of anyone entering or existing the parking court. Remaining concerns regarding lighting can be controlled by condition. Rear boundaries are considered robust and suitable for providing both privacy and security.

Cornwall Council Waste Management has provided comments on the proposals. These comments recommend further consideration of the proposed approach of providing

communal bin store areas for residents rather than contained areas for individual properties. Should this approach be taken, there should be engagement with municipal waste services to ensure the bin areas can be serviced adequately.

Whilst the application was submitted prior to the adoption of the Climate Emergency DPD and Policy SEC1 coming into effect the development would need to be built out in accordance with the current building regulations for energy efficiency, insulation and water usage. Compliance with current building regulations is considered to address the aims of Policy 25 of the NDP.

Subject to the below conditions it is therefore considered that there would not be any conflict with CLP and MNP policies and the proposed development would be acceptable in terms of landscaping and design.

Highway, access and parking

Policy 27 of the CLP requires developments to provide safe and suitable access for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated. Major developments are required to locate development so as to minimise the need to travel and promote sustainable transport modes, be designed to provide convenient, accessible and appropriate routes for all transport users, and include an effective travel plan that encourages new occupants to adopt sustainable travel habits.

The application has been subject to review and comments from the Highways Officer. The Highways Officer advises that it is important to acknowledge the lower trip rate and quantum of development in comparison to the 2015 outline application therefore the highways impact of this application on the local road network is accepted. The trip rate outlined in the Transport Assessment predicts 83 two-way vehicle movements in the AM peak and 103 two-way vehicle movements in the PM peak. This application has been through extensive discussions such that the Highways Officer considers all outstanding highway issues have been addressed or can be dealt with via condition such that no highways objection to this application remain.

The Highways Officer seeks a Construction Traffic Management Plan prior to the commencement of any other works, a Travel Plan, parking and turning to be provided for each home prior to occupation, discharge of surface water internal to the application site and construction of the internal carriageway to an adoptable standard and maintenance as such in perpetuity. Further pedestrian connection to the employment land to the south prior to the occupation of the first dwelling, exact location to be agreed though condition discharge. This final condition is a key design element to ensure good permeability and accord with the masterplan principles for the development as a whole.

Pedestrian linkages to the nearest bus stop would be provided which is considered to be acceptable in providing access on foot to both the nearest services and facilities as well as the bus network providing access to facilities further afield.

A contribution towards the Liskeard Town Transport Strategy is also sought as well as improved crossings and associated footway infrastructure on the A390/Charter Way/Liskerret Road roundabout prior to the occupation of the first dwelling.

National Highways was consulted on the proposed development's impact in its capacity as the strategic highway company for the Strategic Road Network (SRN),

specifically the A38, and provided comments on 30th August 2023 and offer no objections to the proposal.

Cornwall Fire & Rescue Service was consulted on the proposed development and provided comments on 21st August 2023. It stated that access for fire appliances within the site would be considered satisfactory providing it complied with the vehicle access proposals within the submission.

Ecology (including Biodiversity Net Gain)

Policy 23 of the CLP requires development to conserve, protect and where possible enhance biodiversity and geodiversity interests and soils commensurate with their status and giving appropriate weight to their importance. Development must ensure that the importance of habitats and designated sites are taken into account and consider opportunities for the creation of a biodiversity network of wildlife corridors. It also requires development to avoid adverse impact on existing features as a first principle and enable net gains by designing in landscape and biodiversity features and enhancements. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort.

Cornwall Council's Ecologist was consulted on the proposed development's impacts on ecology and biodiversity and has no objections subject to several conditions being imposed on any planning permission. These are included in the recommendation below.

An Ecological Assessment has been submitted as part of this planning application. This confirms that the site is not covered by any statutory or non-statutory protected sites. The closest statutory protected site is the Phoenix Mine and Crow's Nest Special Area of Conservation (SAC) which is located approximately 5.4km to the north. The closest non-statutory protected site is Kircumb Wood County Wildlife Site (CWS) which is located approximately 1.3km to the south east. Due to the distance from the site there are unlikely to be impacts on these or any other designated sites from the proposed development.

The site has potential to support species including bats, breeding birds, badgers, reptiles, and dormice.

Bat surveys on site found generally low bat activity, with common pipistrelle the most common species. Cornwall Council's Ecologist noted that these surveys date from 2020 and are therefore becoming out of date, but no further activity surveys are required prior to determination as previous surveys found similar patterns of bat activity and hedges and woodland across the site would generally be retained and buffered. No trees with bat roosting potential would be impacted by the development.

The Council Ecologist recommended repeat badger surveys be undertaken as a pre-commencement condition attached to any planning permission to identify potential badger activity and recommend any mitigation / compensation measures if required.

The proposed development would involve the retention of the majority of hedgerows, woodland and trees on site. There would be some hedgerow and plantation woodland loss but this would be compensated for by new native hedgerow planting. Existing habitats on site that would be lost are generally of limited ecological importance.

The Ecological Assessment accompanying the application identifies mitigation and enhancement measures that would make the development acceptable in ecological terms. The Council Ecologist accepted these and they would be required by condition.

A Biodiversity Net Gain Report and accompanying Statutory Biodiversity Metric have been provided to accompany the proposed development. The metric provides evidence for a 10.71% increase in habitat units and a 15.33% increase in hedgerow units. There is only a 2.16% increase in watercourse units, however this is deemed sufficient by the Council Ecologist as achieving a 10% net gain in watercourse units would require significant woodland habitat loss.

Natural England was also consulted on the proposed development's impacts on the natural environment. It found that the proposed development may have an adverse impact on the integrity of the Plymouth Sound and Estuaries SAC and Tamar Estuaries Complex Special Protection Area (SPA). These impacts could be appropriately mitigated by financial contributions of £371.00 per unit to the Strategic Mitigation Plan. This is secured via the S106 Agreement.

Subject to the imposition of the below conditions it is not considered that there would be any conflict with Policies 22 and 23 of the CLP and the proposed development would therefore be acceptable in ecology and biodiversity terms.

Flood Risk and Drainage

Policy 26 of the CLP requires development to ensure there is no unacceptable impact on flood risk and the site can be suitably drained. Development proposals over 10 dwellings are required to provide a long-term water management plan including the maintenance of surface water drainage systems, measures to improve the network of surface water drainage systems around the site, and identifying opportunities for further enhancement. Policy CC3 of the Climate Emergency DPD requires development to be designed to reduce flood risk to the application site and its surroundings. Policy CC4 requires Sustainable Drainage Systems (SuDS) proposals to prioritise the use of above non-buried SuDS.

A Flood Risk Assessment (FRA) has been submitted in support of this planning application. This confirms that the site is almost entirely located in Flood Zone 1 for river and sea flooding, denoting low risk of flooding from these sources. The site is also at low / very low risk of surface water flooding.

The proposed surface water drainage solution for the site involves individual plot soakaways for individual residential properties where possible and communal private soakaways for most areas where this is not possible. Where neither solution is possible due to site constraints, surface water from highways and remaining plots would be collected and served by a single attenuation basin and flow control device to a watercourse bordering the northern site boundary.

The surface water drainage and storage solution has been designed to accommodate rainfall events for up to and including a 1-in-100-year event including a 50% allowance for climate change and a 10% increase in impermeable areas for private dwellings allowance. The foul water drainage solution would involve a connection to a manhole to the west of the site.

Cornwall Council Lead Local Flood Authority (LLFA) has responded to the application. It accepts the information submitted relating to groundwater monitoring and notes the

applicant's assurance that an application for Land Drainage Consent would be submitted for the proposed drainage solution.

The Environment Agency has responded to the application and has offered no objections. It recognises that there is a very small area of the site located in Flood Zone 3 but this would remain undeveloped under the proposals.

Policy CLP 26 of the CLP requires a long-term water management plan including the maintenance of surface water drainage systems, measures to improve the network of surface water drainage systems around the site, and identifying opportunities for further enhancement to be prepared for developments over 10 dwellings. This has not been provided by the application and date and should be required by condition.

South West Water has responded to the application and found the proposed surface water disposal solution to be acceptable within its run-off destination hierarchy.

Subject to the imposition of the below conditions it is not considered that there would be any conflict with Policy 26 of the CLP or Policies CC3 and CC4 of the Climate Emergency DPD. The proposed development would therefore be acceptable in flood risk and drainage terms.

Impact on Infrastructure Provision (including open space, education, health, affordable housing)

Respective consultees have raised no in principle concerns with the proposal subject to mitigation being provided principally either through on-site provision, such as open space, or off-site contributions towards supporting infrastructure. Liskeard TC have made requests for transports contributions to be made before occupation of the first house and for a bus stop to be made available within the development along the primary route. In terms of the trigger points for contributions it is standard procedure that the development has to generate some turnover before contributions can be made and the trigger points for contributions reflect the usual requirement for initial payment at 50% occupancy. In terms of the bus service the Highways Officer advises that the development itself is not of a scale that a bus service would divert into the development to serve it. However, the bus stop along the main route could be utilised and is within a walkable distance of the development.

The applicant has provided information which demonstrates that the return from the site would be below that typically accepted for development. As such, the applicant has stated the full suite of contributions sought could not be sustained and the policy level of affordable housing delivered. As such it is considered that proportionate contributions for mitigation towards open space, education, highways and healthcare are reasonable and would ensure that policy equivalent levels of affordable housing would be delivered in this instance.

Conclusion / Recommendation

The proposed development would deliver 202 homes to help meet the housing requirement of Liskeard and the wider area. The principle of housing development on the site is accepted through its previous approval for outline permission in 2016 and its subsequent allocation for housing in the Menheniot Neighbourhood Plan.

While the proposed development would lead to some adverse visual impacts on the character of the surrounding area, these would be limited in nature and would reduce over time. The proposed mitigation measures would help to integrate the

development within the surrounding landscape and would mitigate the impact of increased built form onto agricultural fields. The proposed development would also lead to minimal adverse impacts on built heritage assets which would be outweighed by the public benefits of the proposals.

The proposals would not lead to significant impacts on the amenity of neighbouring residents. Soft landscaping would help to integrate the proposals into the landscape and conditions could be secured to ensure that the detailed layout and design of the development would help to protect safety and residential amenity. The less than substantial harm to designated heritage assets would be outweighed by the public benefits of the proposal in ensuring plan led development that meets an identified housing need.

The Highways Officer is content with the proposals subject to conditions and a financial contribution towards the Liskeard Town Transport Strategy. No adverse harm or capacity issues would be brought by the development to the wider transport or strategic network.

Subject to conditions the ecological impact of the proposals would be acceptable and the development would deliver over 10% Biodiversity Net Gain. The site is not in an area of high flood risk and the development would not significantly increase surface water flood risk.

Taking these factors into account, on balance it is considered that the proposal is acceptable, subject to conditions. All other matters raised have been taken into account, including the planning history and the comments of the Parish Councils, but none is of such significance as to outweigh the considerations that have led to the conclusion. The Parish Council requested a committee decision however following discussion with the Divisional Member, and in light of the fact the site is allocated for development in the NDP and considered to accord with the relevant policy, the Divisional Member has agreed to a delegated decision as set out. It would be unreasonable to make any other recommendation.

Therefore, in accordance with the requirements of paragraph 11 the NPPF to approve developments that accord with an up-to-date development plan, it is considered that the application for the proposed development should be approved.

Recommendation:

AC

That this application be approved, subject to the following condition(s).

Conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In accordance with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

- 2 The development hereby permitted shall be carried out in accordance with the plans listed below under the heading "Plans Referred to in Consideration of this Application".

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 A) Prior to the commencement of Construction Works (save for Enabling Works) a Written Scheme of Investigation ("WSI"), shall have been submitted to and approved by the Local Planning Authority in writing. The WSI shall include:
1. An assessment of significance including research questions;
 2. The programme and methodology of site investigation and recording;
 3. The programme for post investigation assessment;
 4. Provision for analysis of the site investigation and recording;
 5. Provision for publication and dissemination of the analysis and records of the site investigation;
 6. Provision for archive deposition of the analysis and records of the site investigation;
 7. Nomination of a competent person or persons/organisation to undertake the works set out within the WSI
- B) No development shall take place other than in accordance with the WSI approved under Part (A).
- C) The development hereby approved shall not be occupied until the site investigation and recording and post investigation assessment has been completed in accordance with the programmes set out in the WSI approved under Part (A) and the analysis, publication and dissemination of results and archive deposition has also been secured in accordance with details set out in the WSI approved under Part (A).

Reason: To ensure that provision is made to record finds of archaeological interest in accordance with the aims and intentions of Policy 24 of the Cornwall Local Plan Strategic Policies 2010-2030, Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030 and paragraph 211 of the National Planning Policy Framework 2023. A pre-commencement condition is necessary in this instance due to the need to ensure that a programme and methodology of site investigation and recording of archaeological features is undertaken before physical works commence on site.

Informative

The archaeological recording condition will normally only be discharged when all elements of the WSI, including onsite works, analysis, reporting, publication (where applicable) and archive work has been completed.

- 4 Prior to the commencement of Construction Works (save for Enabling Works) a Construction Environmental and Traffic Management Plan ("CETMP") shall have been submitted to and approved in writing by the Local Planning Authority. The CETMP shall include and/or comply with the following details (as applicable):
1. Risk assessment of potentially damaging construction activities;
 2. Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (this may be provided as a set of method statements);

3. Air quality management measures, including an anti-idling policy and details of construction traffic management;
4. Dust management plan;
5. Protocols for community and stakeholder relations and workforce training;
6. The location and timing of sensitive works, with a view to avoiding harm to and mitigating construction period effects on biodiversity features;
7. The details of and roles and responsibilities of an onsite ecological clerk of works or similarly competent person;
8. The times during construction when specialist ecologists need to be present on site to oversee works;
9. Responsible persons and lines of communication between contractors and responsible persons;
10. Monitoring, reporting and emergency response mechanisms;
11. Use of protective fences, exclusion barriers and warning signs, areas of the site for storage of plant and materials used in constructing of the development;
12. Measures to mitigate the effects of and to control lighting during construction including a lighting plan/strategy demonstrating maintenance of dark corridors around hedgerows and woodland;
13. Measures to mitigate construction effects on features of archaeological and cultural heritage significance;
14. Measures for the protection of any European and/or nationally protected species from construction period activities.
15. Measures to ensure that construction activities should not inhibit the public's ability to use local Public Rights of Way 618/15/3 and 618/19/1.
16. Construction vehicle details (number, size and type);
17. Vehicular routes and delivery hours;
18. The parking of vehicles of site operatives and visitors;
19. Loading and unloading of plant and materials and;
20. Wheel washing facilities;

The development shall be carried out strictly in accordance with the approved CETMP.

Reason: To ensure that the development is undertaken in a manner which reduces any potential adverse impact upon the residential amenities currently enjoyed by existing and future residents and businesses and features of biodiversity value in accordance with the aims of Policies 4, 11 and 12 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies 13 and 26 of the Cornwall Local Plan Strategic Policies 2010-2030 and paragraphs 165, 173, 175, 180, 191 and 192 of the National Planning Policy Framework 2023. A pre-commencement condition is necessary to ensure that the existing biodiversity and habitat potential of the site is not harmed through inappropriate actions and that works can be completed safely and reducing amenity impacts so far as possible.

- 5 Prior to the commencement of Construction Works (save for Enabling Works) a Landscape and Ecology Management Plan ("LEMP") shall have been submitted to and approved by the Local Planning Authority in writing.

The LEMP shall be prepared in accordance with the Ecological Statement by Tyler Grange dated April 2024. The LEMP shall include and/or comply with the following details (as applicable):

1. Physical protection of retained hedgerows and trees through tree protection measures, throughout the construction period;

2. Avoidance of artificial light spill onto boundary hedges and woodland, during the construction period;
3. Incorporation of native species in planting schemes, hedgerow enhancement measures and landscaping;
4. Management of existing and proposed trees and hedges and associated ecological mitigation measures for the lifetime of the development;
5. Details of habitat linkages and routes of passage for wildlife and mitigation measures for loss of habitat;
6. Appointment of an ecological clerk of works;
7. Timetable for implementation;
8. Details of all other the landscape and ecological mitigation, enhancement and/or compensation measures to be undertaken pursuant to the LEMP;
9. details of the incorporation of bat boxes and bird boxes and bee bricks at a minimum rate of one measure per dwelling; and
10. Details for the management, maintenance and monitoring of all landscape and ecological mitigation, and/or compensation measures to be undertaken pursuant to the LEMP .

The development will be undertaken in accordance with the timetable and details approved under the approved LEMP.

Reason: To ensure the habitats and species are safeguarded and where appropriate enhanced to secure the specified habitat net gain in accordance with Policies 4, 11 and 12 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies 2 and 23 of the Cornwall Local Plan Strategic Policies 2010-2030, Policy G1 of the Climate Emergency Development Plan Document February 2023, advice in paragraphs 135, 180 and 186 of the National Planning Policy Framework 2023, and the requirements of the Conservation of Habitats and Species Regulations 2010. A pre-commencement condition is necessary to ensure that the existing biodiversity and habitat potential of the site is not harmed through inappropriate actions and that works can be completed safely and reducing amenity impacts so far as possible and that these can be retained, mitigated and enhanced over the lifetime of the development.

- 6 The development hereby permitted shall be carried out in accordance with the submitted Biodiversity Gain Plan prepared by Tyler Grange and dated April 2024 (ref: 13186_RO2c_RR_AH) to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development and the Plan shall be implemented in full.

No development shall commence until a Biodiversity Monitoring Plan to ensure that there is a minimum 10% net gain in biodiversity within a 30 year period as a result of the development has been submitted to and agreed in writing by the Local Planning Authority. The Biodiversity Management Plan shall include 30 year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports.

Monitoring reports will be submitted to the Council during years 2,5, 10, 20 and 30 from commencement of development unless otherwise stated in the Biodiversity Management Plan, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed.

Reason: In the interests of ensuring measurable net gains to biodiversity and in accordance with Policy 23 of the Cornwall Local Plan Strategic Policies 2010 -

2030, Policies 4, 11 and 12 of the Menheniot Neighbourhood Development Plan 2021-2030 and Policy G2 of the Cornwall Climate Emergency Development Plan Document. A pre-commencement condition is necessary in order to ensure the successful retention, delivery and establishment of green infrastructure appropriate and commensurate to the approved scheme and to deliver the Biodiversity Net Gain stated within the application.

- 7 Prior to the commencement of Construction Works (save for Enabling Works) details of a scheme for the provision of surface water management and foul water treatment shall have been submitted to and approved in writing by the Local Planning Authority. The details shall include:-

- A description of the foul and surface water drainage systems operation
- Details of the final drainage schemes including calculations and layout
- A Construction Environmental Management Plan
- A Construction Quality Control Procedure
- A plan indicating the provisions for exceedance pathways, overland flow routes and proposed detention features
- A timetable of construction including a plan indicating the phasing of development including the implementation of the drainage systems
- Confirmation of who will maintain the drainage systems and a plan for the future maintenance and management, including responsibilities for the drainage systems and overland flow routes

Thereafter, the approved scheme shall be implemented in accordance with the details and timetable so agreed and the scheme shall be managed and maintained in accordance with the approved details. Details of the maintenance schedule shall be kept up to date and be made available to the Local Planning Authority within 28 days of the receipt of a written request.

Reason: To prevent the increased risk of flooding and minimise the risk of pollution of surface water by ensuring the provision of a satisfactory means of surface water control and disposal in accordance with the aims of Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies CC3 and CC4 of the Cornwall Climate Emergency Development Plan Document February 2023, Policy 26 of the Cornwall Local Plan Strategic Policies 2010-2030 and paragraphs 165, 167, 173 and 175 of the National Planning Policy Framework 2023. A pre-commencement condition is necessary in this instance to ensure that the drainage system is suitable to serve the proposed development and can be installed in a timely manner, appropriately managed, operated and maintained.

- 8 No more than 3 months prior to the commencement of development, a badger survey shall be completed and the results, along with details of any necessary mitigation measures, shall be submitted to and approved in writing by the local planning authority. All works and measures shall proceed in accordance with the approved details.

Reason: To ensure that the development does not have a detrimental impact on the natural environment in accordance with the aims and intentions of Policies 2 and 23 of the Cornwall Local Plan Strategic Policies 2010 - 2030, Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030 and paragraph 180 of the National Planning Policy Framework 2023. A pre-commencement condition is necessary to ensure that any badgers present on

site are not harmed through inappropriate actions and that if present mitigation measures can be put in place.

- 9 No works beyond slab level shall commence on site until details of the open space and recreation space provision within the application site has been submitted to and approved in writing by the Local Planning Authority. The details shall include:

1. A minimum of 2.6ha open space
2. A plan identifying public and private areas
3. The typical uses to be including within the open space
4. Specific requirements e.g. a Local Equipped Area of Play

The open space(s)/recreation areas shall be provided on site in accordance with the approved details prior to the occupation of the 151st dwelling on site.

Reason: To improve the health and wellbeing of the community and residents in accordance with policies 12, 13, 16 and 28 of the Cornwall Local Plan Strategic Policies 2010-2030, Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030 and paragraphs 96, 102, 131 and 135 of the National Planning Policy Framework 2023.

- 10 Prior to the occupation of any of the development hereby approved detailed plans shall have been submitted to and approved in writing by the Local Planning Authority (in conjunction with the Highway Authority) detailing the off site highways improvements including improved crossings and associated footway infrastructure on the A390/Charter Way/Liskerret Road roundabout prior to the occupation of the first dwelling. The approved highway improvements shall be laid out and constructed in accordance with the requirements of a Section 278 Agreement under the provisions of the Highways Act 1980 prior to the first occupation of any part of the development and retained as such thereafter.

Reason: In the interests of maintaining a safe and efficient highway network in accordance with the aims and intentions of Policies 4 and 17 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies 13 and 27 of the Cornwall Local Plan Strategic Policies 2010-2030 and paragraphs 114 and 116 of the National Planning Policy Framework 2023.

Informative

The above would require a S.278/Street Works licence with exact details to be secured via condition, taking into account the latest comments provided on the Designers Response to the Road Safety Audit Stage 1, comments listed below.

- Issue 3.4 - Corduroy tactile paving not proposed. Provide corduroy tactical paving on both sides of the southern arm of the A390 crossing.

- Issue 3.8 - Narrow shared-use path. Designer's response states that footway between A390 northern arm and Liskerret Road is not shared-use, which is fine. But as above, if the footway linking the Charter Way crossing with the Charter Way on-road cycle lane is to be shared-use, then agree, this is sub-standard width for shared-use and should be widened. That said the footway does not go anywhere for pedestrians so you're not going to be getting pedestrians walking on this short stretch and it would only be a one-way route

for cyclists, in which case, it could be kept as it is width-wise and designated for cyclists only, with appropriate tactile paving and signing.

- Increase width of Charter Way Island to 3m to comply with LTN1/2
- Provision of Diag. 956 sign facing towards Liskarrett Road on the Charter Way arm
- Remove existing dropped kerb crossing adjacent to the bus stop on Charter Way and reinstate kerbing.
- Increase separation distance for entry onto the shared use facility for southbound cyclists on Charter Way, from the bus stop by an additional two kerb lengths.

- 11 Prior to the occupation of any dwelling hereby approved details of the link to the neighbouring footpath as detailed on approved plan TNC-LHC-00-ZZ-DR-L-0201 REV 34 shall be submitted to and approved in writing by the Local Planning Authority. The development shall be laid out and constructed in accordance with the details hereby approved prior to the occupation of any dwelling and retained as such thereafter.

Reason: To achieve comprehensive and sustainable development of the site and ensure safe pedestrian access and site permeability can be achieved, in accordance with policies 12, 13 and 27 of the Cornwall Local Plan Strategic Policies 2010-2030, Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030 and paragraphs 114, 116 and 135 of the National Planning Policy Framework 2023.

- 12 Prior to the installation of the materials to be used in the construction of the external surfaces details of all external surface facing materials shall be submitted to and approved by the local planning authority in writing. The development shall be carried out in accordance with the approved details and retained as such thereafter.

Reason: In the interests of visual amenity and the character and appearance of the area in accordance with the aims of Policies 4 and 13 of the Menheniot Neighbourhood Development Plan 2021-2030, Policy 12 of the Cornwall Local Plan Strategic Policies 2010-2030, Policy C1 of the Climate Change Emergency DPD February 2023 and paragraphs 131 and 135 of the National Planning Policy Framework 2023.

- 13 Prior to the occupation of any dwelling hereby approved a scheme of lighting, to include security lighting, and CCTV must be submitted to and approved in writing by the Local Planning Authority. The scheme shall be installed and be operational prior to the first occupation of any home to which it relates. The scheme shall be retained for the life of the development.

Reason: To satisfactorily protect the character and appearance of the area and the residential amenities of nearby occupiers in accordance with the aims of Policies 4, 10 and 13 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies 13 and 16 of the Cornwall Local Plan Strategic Policies 2010-2030 and paragraphs 96, 97, 131 and 135 of the National Planning Policy Framework 2023.

- 14 Before the first operation of the development hereby approved, a Travel Plan, shall be submitted to and approved by the Local Planning Authority. The approved Travel Plan shall detail incentives for encouraging access to the site by modes other than the car and shall be implemented in all respects following the commencement of the operation of the use hereby approved.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling in accordance with the aims of Policies 13 and 27 of the Cornwall Local Plan Strategic Policies 2010-2030, Policies 4 and 17 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies C1 and T1 of the Climate Emergency Development Plan Document February 2023 and paragraphs 114, 116 and 117 of the National Planning Policy Framework 2023.

- 15 Prior to the occupation of any dwelling hereby approved the access arrangements to serve said dwelling from the public highway and the associated parking and turning areas to serve said dwelling shall be laid out and constructed in accordance with approved drawing TNC-LHC-00-XX-DR-L-93.02 REV P9. The parking and turning areas shall not thereafter be obstructed or used for any other purpose.

Reason: To ensure adequate parking and turning facilities off the adjoining highway in accordance with the aims of Policies 13 and 27 of the Cornwall Local Plan Strategic Policies 2010-2030, Policies 4 and 17 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies C1 and T1 of the Climate Emergency Development Plan Document February 2023 and paragraphs 114 and 116 of the National Planning Policy Framework 2023.

- 16 No dwelling after the 151st dwelling shall be occupied until details of the management and maintenance of the public open space(s)/recreation space agreed via condition 9 of this permission has been submitted to and approved in writing by the Local Planning Authority. The details shall include a maintenance management plan including confirmation of who will maintain the area(s) of public open space, the timings of all maintenance, an associated health and safety statement and a plan for the future funding to cover the operational costs of the ongoing maintenance and management including full details of any management company proposed and how it will operate.

The approved scheme shall be implemented, managed and maintained in accordance with the approved details. Details of the maintenance schedule shall be kept up to date and be made available to the Local Planning Authority within 28 days of the receipt of a written request.

Reason To improve the health and wellbeing of the community and residents in accordance with policies 12, 13, 16 and 28 of the Cornwall Local Plan Strategic Policies 2010-2030, Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030 and paragraphs 96, 102, 131 and 135 of the National Planning Policy Framework 2023.

- 17 The site shall be landscaped strictly in accordance with the approved details as shown on approved plans 21019-LHC-00-00-DR-L-9403 REV P8, 21019-LHC-00-XX-DR-L-9202 REV P4, 21019-LHC-00-XX-DR-L-9203 REV P6, 21019-LHC-00-XX-DR-L-9206 REV P2, TNC-LHC-00-XX-DR-L-93.02 REV P8, TNC-LHC-00-XX-DR-L-93.03 REV P8, TNC-LHC-00-XX-DR-L-94.04 REV P7, TNC-LHC-00-XX-DR-L-94.05 REV P7, TNC-LHC-00-XX-DR-L-94.06 REV P7, TNC-LHC-00-XX-DR-L-

94.07 REV P5, TNC-LHC-00-XX-DR-L-94.08 REV P4, TNC-LHC-00-00-DR-L-92.04 REV P6 and TNC-LHC-00-00-DR-L-92.05 REV P6 in the first planting season after completion or first occupation of the development, whichever is the sooner.

During the implementation of the landscaping hereby approved there shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees. Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting. Any new trees or plants (other than trees) that die, are removed, become severely damaged or diseased within a period of five years from planting will be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: To ensure that the development does not have a detrimental impact upon the natural environment in accordance with the aims and intentions of Policies 4, 11, 12 and 13 of the Menheniot Neighbourhood Development Plan 2021-2030, Policies 2 and 23 of the Cornwall Local Plan Strategic Policies: 2010 - 2030 and paragraph 180 of the National Planning Policy Framework 2023.

Informative: The preparation and delivery of such a scheme should be informed by the relevant British Standards and current industry best practice.

- 18 The mitigation and enhancement measures set out at Section 3 and Table 3.1 of the document 'Ecological Assessment Land at Tencreek Farm, Liskeard' prepared by Tyler Grange and dated April 2024, shall be carried out in accordance with the approved details.

Reason: In order to safeguard species which are specially protected by law, and in accordance with Policies 4, 11 and 12 of the Menheniot Neighbourhood Development Plan 2021-2030, Policy 23 of the Cornwall Local Plan Strategic Policies 2010- 2030 and paragraphs 180 and 185 of the National Planning Policy Framework 2023.

- 19 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking, re-enacting or modifying that Order), no development within Classes A, B, C, D and E of Part 1 of Schedule 2 to the said Order shall be carried out to the dwellings hereby approved known as plots 42-44, 56-59, 66-70, 87, 97-107 and 187-202 on approved plan TNC-LHC-00-ZZ-DR-L-0201 REV 34 without an express grant of planning permission, namely:

The enlargement, improvement or other alteration of the dwellinghouse;
The enlargement of the dwellinghouse consisting of an addition or alteration to its roof;
Any other alterations to the roof of the dwellinghouse;
The erection or construction of a porch outside any external door of a dwellinghouse;
The provision within the curtilage of the dwellinghouse of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwellinghouse as such, or the maintenance, improvement or other alteration of such a building or enclosure.

Reason: To ensure the dwellings remain affordable and meet an identified local need in accordance with Policy 8 of the Cornwall Local Plan Strategic Policies 2010-2030.

- 20 The internal road layout of the development hereby approved shall provide for unfettered vehicle/pedestrian access to the remainder of the safeguarded land, that is allocated within the Menheniot Neighbourhood Development Plan 2021-2030 as set out in policy 4 and lying to the East and South of the site of the development hereby approved.

Reason: To achieve comprehensive and sustainable development of the site, in accordance with policies 2 and 3 of the Cornwall Local Plan Strategic Policies 2010-2030 and Policy 4 of the Menheniot Neighbourhood Development Plan 2021-2030.

PLANS REFERRED TO IN CONSIDERATION OF THIS APPLICATION:

Mixed - Existing and Proposed FM-DM-013 received 25/07/24

Proposed 24-00985 PL01 REV A received 25/07/24

Proposed Tencreek Engineering Drawings List received 26/07/24

ANY ADDITIONAL INFORMATION:

- It should be noted that some of the conditions attached to this consent are required to be complied with prior to the commencement of the development hereby approved, if those conditions are not fully adhered to, then the consent cannot lawfully be implemented, therefore a new application will be requested and consideration will be given to the expedience of enforcement action.

Please note that from the 6th April 2008 a fee is now payable for the discharge of any conditions where details are required to be submitted pursuant to that condition. Details of the exact amount and the procedure to be followed can be found on the Council's website.

When submitting information pursuant to conditions attached to this consent:

An individual 1APP form has been enclosed for condition(s) that require submission of details.

Complete the details and return to the Council offices addressed directly to the Case Officer, this will avoid any unnecessary delays. A decision as to the acceptability of the information submitted will only be given in writing. Please note that the Local Planning Authority has up to eight weeks to agree or disagree with the details submitted before an appeal can be lodged. However the timescale required is usually much shorter and can be as little as few days provided that all the necessary information is submitted and found to be satisfactory.

Photographs, manufacturers leaflets/brochures will be acceptable as descriptions of materials provided they identify the specific material. We will be happy to view sample panels placed on site for retention until the condition is discharged.

Please note that from the 6th April 2008 a fee is now payable for the discharge of any conditions where details are required to be submitted pursuant to that condition. Details of the exact amount and the procedure to be followed can be found on the Council's website.

Please liaise with the case officer if you have any concerns.

- "Enabling Works" mean preparatory works to make the application site ready for construction, including surveying (including but not limited to ecological and GPR surveys), testing (including but not limited to soil testing), sampling, monitoring (including but not limited to groundwater monitoring), strip trenching, pegging out, tree protection works, archaeological investigations, construction of temporary boundary fencing and/or hoardings (including for site security); and any necessary service diversions.

"Construction Works" means material operations as defined in Section 56(4) of the Town and Country Planning Act 1990.

- This permission is granted following the Planning Obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) entered into between Cornwall Council and Haviland John Kendall and Katie Louise Shuttkacker and Kim Dodge and Wain Homes (South West) Limited dated the 25th of July 2024.
- Please note that the proposed development set out in this application is liable for a charge under the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). A CIL Liability Notice will be sent to the applicant, and any other person who has an interest in the land, under separate cover. The Liability Notice will contain details of the chargeable amount and how to claim exemption or relief, if appropriate - relief must be claimed and approved before the development commences. This development must not commence until the following forms have been submitted to the Council: CIL Form 2: Assumption of Liability and Form 6: Commencement Notice, otherwise surcharges will be applied. Please contact cil@cornwall.gov.uk or the Infrastructure Team with any queries. There are further details on this process on the Council's website at www.cornwall.gov.uk/cil.
- Care should be taken during any felling operation or surgery works to trees, to avoid damage or disturbance to birds during the nesting season. In Cornwall this can typically be from February to August, with many species producing second to third broods in appropriate habitat. Under the terms of the Wildlife and Countryside Act 1981 (As Amended in 1986 and 1991) Part 1 (1), it is an offence intentionally or recklessly take, damage or destroy any wild birds or its nest while being built or in use, or to take or destroy its eggs or chicks.

It is also an offence to kill, injure or take a bat or recklessly damage, destroy or obstruct access to any place that a bat uses for shelter or protection. Under the Habitat Regulations it is an offence to damage or destroy a breeding site or resting place of any bat.

- Cornwall Council as highway authority reminds the applicant that Planning Consent for the development hereby permitted has been granted based on the submitted plans that are referred to above in this Notice. It is considered that these submitted drawings indicate that the construction of the permitted development should not have any injurious impact upon the adjacent alleged right of way provided that the permitted development is carried out as shown in the approved drawings. If subsequent inspections of the development site reveal that construction has been carried out that is not in accordance with the approved drawings and that such works have caused a diminution in the width or extent of the adjacent alleged highway, then the authority has powers under the Highways Act 1980 to secure the removal of obstructions and to restore the full extent and surface of the alleged highway.

Copies of decision notices and documents associated with the decision making process, where relevant, for the above applications can be found in the Council's on-line planning register using the following link and by entering the reference of the application you are interested in.

Link: <http://planning.cornwall.gov.uk/online-applications/>