



February 2026

Response Report to Regulation 14 Consultations

Ponsanooth Parish Neighbourhood
Development Plan

Appendix 7 to Ponsanooth NDP
Consultation Statement.

Ponsanooth NDP Steering Group

PONSANOOTH PARISH NEIGHBOURHOOD PLAN RESPONSE REPORT RESP TO REGULATION 14 CONSULTATIONS

1. INTRODUCTION

This document records the response to the Regulation 14 consultation on the draft Ponsanooth Parish Neighbourhood Development Plan, which commenced on Monday, 13/10/2025 and ended on Monday, 24/11/2025. All comments received during the consultation have been considered by the Steering Group through a series of meetings in January and February 2026. The Group examined each representation in detail and prepared recommendations to Ponsanooth Parish Council on how the draft Plan should be amended in light of the views expressed by local residents, businesses, statutory bodies and other organisations.

[Section 2](#) provides a summary of all representations submitted. [Section 3](#) presents these comments in the topic order of the draft NDP, so that the points raised on each part of the Plan can be reviewed together. For each topic area, the Steering Group's response is set out alongside the recommended amendments to the Plan. [Appendix A](#) gives a detailed report on the community responses, including those responses in full. [Appendix B](#) records the responses from statutory and local organisations

Where possible, the proposed changes to the NDP seek to address and incorporate the comments made. However, there are several areas where this is not reasonable or appropriate, for example where a suggested change would conflict with the NDP's vision and objectives, fall outside the scope of neighbourhood planning, or be unachievable for financial, technical or legal reasons. In some cases, representations are based on misunderstandings of the policy intention, or consultation bodies have offered opposing views, in which case the Steering Group has sought a proportionate and balanced compromise.

2. OVERVIEW

Community Response

The community consultation was carried out online using the Google Forms platform, with allowances made for handwritten responses from those who do not use the internet. These paper responses were transcribed and entered into the system to ensure they were given equal weight. **In total, there were 25 responses from the community, generating 88 individual comments on a wide range of specific topics.**

Overall, the consultation responses demonstrate strong endorsement of the Neighbourhood Plan's direction and ambition [see graph opposite]. Residents broadly support the Plan's objectives and recognise the considerable work undertaken to balance growth, community needs, and environmental protection. This is reflected in strong support for the overall approach of the Plan, for housing in principle where it is affordable, well located and well designed, and for robust protection of landscape and local character.

The issues most frequently raised by respondents relate to housing delivery and transport connectivity, with particular emphasis on the provision of affordable homes for local people and improved rail and public transport links. These matters are seen as central to maintaining Ponsanooth as a sustainable, inclusive, and well-connected village.

Protection of the natural environment, landscape, and village character emerged as a non-negotiable priority for many residents. There is strong support for robust policies safeguarding green infrastructure, biodiversity, valued landscapes, and wildlife corridors, alongside concern that new development should not undermine these assets. Residents also repeatedly stress the importance of avoiding overdevelopment or generic design that would erode local distinctiveness.

While the overall approach of the Plan is widely supported, consultation responses also highlight several areas where further clarification or strengthening was required. In particular, residents seek greater realism and transparency regarding the deliverability of a future rail halt, clearer evidence that infrastructure capacity, including transport, drainage, and sewage, can accommodate planned growth, and stronger assurances that affordable housing will genuinely meet local needs. There is also a clear expectation that any larger development sites, especially the land behind the Old School, should be accompanied by robust mitigation measures to address environmental impacts, infrastructure pressures, and potential effects on village character.

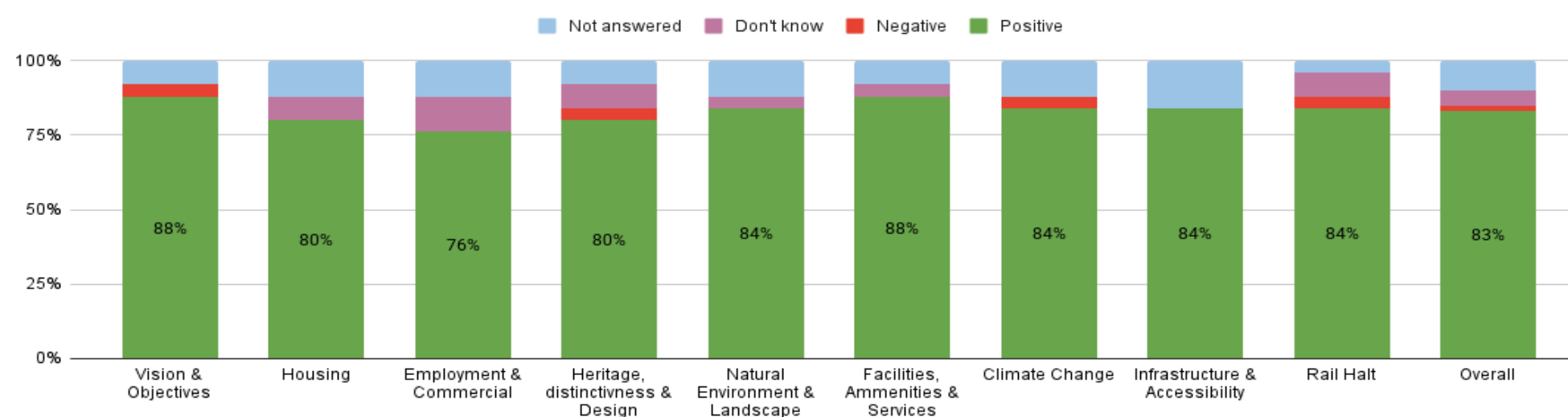
Consultation Body Responses.

Publicity for the draft NDP was carried out in accordance with Regulation 14 and paragraph 1 of Schedule 1 of the Neighbourhood Planning Regulations. Notice of the consultation was provided to all people who live, work or carry on business in the neighbourhood area, as well as to the full range of statutory, non-statutory, volunteer and business consultees.

In line with the Regulations, the following bodies were notified:

- adjoining local planning authorities, county councils and parish councils
- the Coal Authority

Reg 14 response summary



- Homes England
- Natural England
- the Environment Agency
- Historic England
- Network Rail Infrastructure Limited
- any strategic highways company whose area overlaps or adjoins the neighbourhood area
- where relevant, the Secretary of State for Transport
- the Marine Management Organisation
- electronic communications providers and apparatus operators
- the Integrated Care Board and NHS England
- licensed electricity and gas undertakers
- the water and sewerage undertakers for the area
- voluntary organisations active in or benefiting the neighbourhood area
- bodies representing racial, ethnic, national or religious groups
- bodies representing local businesses
- bodies representing disabled people

This ensured that all required consultation bodies, together with local residents and other interested parties, were given the opportunity to comment on the draft Plan.

Of the national and local organisations consulted the following replied:

1. Cornwall Council Planning and Housing
2. Cornwall Council Affordable Housing Team
3. Defence Infrastructure Organisation (MOD Safeguarding)
4. Historic England
5. Network Rail
6. National Highways
7. Sport England
8. Police (Designing Out Crime)
9. Ponsanooth Playing Field Association

No adjoining parishes submitted representations.

All the comments received have been recorded in full in Appendix B.

Overall, the comments were technical and advisory in nature, focusing on matters of policy refinement rather than raising objections in principle. Statutory consultees generally expressed support for the direction and scope of the Neighbourhood Plan, with recommendations aimed at improving policy clarity, ensuring consistency with national and local guidance, strengthening the supporting evidence base, and appropriately reflecting issues of deliverability, particularly in relation to infrastructure, heritage, and housing.

3. ANALYSIS AND RECOMMENDATIONS

All comments received have been carefully read, analysed and discussed by the Steering Group, which has made recommendations on how the NDP should be amended before it is formally submitted to Cornwall Council. In forming these recommendations, the Steering Group has sought to accommodate community views as far as possible, while remaining focused on planning considerations and maintaining the fundamental strategy of the Plan, namely to manage development in a way that supports the rural landscape and heritage character of the area. This strategy reflects the priorities identified through earlier stages of community engagement.

Some comments and suggestions made by respondents relate to actions that fall outside the legal scope of a Neighbourhood Development Plan. Where this is the case, recommendations have been made on how such issues might instead be taken forward as community projects or explored further by the Parish Council.

The analysis that follows summarises the consultation responses and sets out the recommended changes to the NDP. Residents' comments are shown in **plum** text, and formal comments from statutory bodies and consultees are shown in normal text. Proposed amendments to the Plan are shown in **red** text.

ANALYSIS BY THEME, OBJECTIVE AND POLICY

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
GENERAL			
	Residents	<p>Respondents found the NDP comprehensive and well considered, supporting its aim to prevent the area from becoming a faceless dormitory suburb. They endorsed the Plan's direction, ambition, and efforts to balance growth, community needs, and environmental protection. There is strong support for affordable, well-designed, and well-located housing, along with robust landscape and local character protection.</p> <p>The main concerns highlighted were housing delivery and transport connectivity, especially affordable homes for locals and improved rail and public transport. These are viewed as essential for Ponsanooth's sustainability and inclusivity.</p>	<p>Comment: Support welcomed</p> <p>Recommendation: NONE</p>
	CC Neighbourhood Planning	<p>Allocating up to 50 homes at the Old School site is sufficient for Ponsanooth's housing needs and qualifies for protection under paragraph 14 of the NPPF, unless future appeal decisions change this. Additionally, the "what it cannot do" table should include national housing targets as well as the Local Plan.</p>	<p>Comment: Noted.</p> <p>Recommendation: Amend row 8 right hand box to read as follows: • Reduce the scale of new housing that has been set in a Local Plan by Cornwall Council or in national housing targets.</p>
	Historic England	<p>Indicates that the Plan's overall strategic direction is broadly sound, subject to further technical refinement and the provision of proportionate supporting evidence, particularly in relation to housing delivery and heritage impacts. It also commends the community on the preparation of the Plan, and in particular welcomes the policies that seek to promote and reinforce local distinctiveness.</p>	<p>Comment: Noted. See Policy H3 below for further discussion of HE references to evidential material.</p> <p>Recommendation: NONE</p>
VISION			
	Residents	<p>Residents expressed strong support for the Plan's overall direction, commonly describing it as coherent, comprehensive, and locally grounded. Comments indicate a clear desire for a vibrant, living village that supports young families while safeguarding heritage, landscape quality, and key community assets. A recurrent theme was connectivity, particularly improved access to Truro, Falmouth, and the national rail network, alongside wider expectations that the Plan should deliver practical improvements to local services and housing affordability. A small minority tempered their support with reservations about whether these ambitions are sufficiently realistic and deliverable in practice.</p>	<p>Comment: Support noted. The repeated references to connectivity and access to employment centres and the rail network highlight an important expectation that the Plan should help address wider infrastructure and service issues, even where these sit partly beyond the direct control of neighbourhood planning</p> <p>Recommendation: No fundamental change to the vision or strategic direction of the Plan is recommended.</p>
	CC Neighbourhood Planning	<p>Statutory consultees raised no objection to the overall Vision of the Plan</p>	<p>Comment: None</p> <p>Recommendation: None</p>
	Other consultees	<p>No other explicit Vision-level drafting issues were raised.</p>	<p>Comment: None</p> <p>Recommendation: None</p>
HOUSING			
Objectives	Residents	<p>Residents broadly accept new housing in principle, but consistently qualify this support by stressing the need for genuinely affordable homes for local people, particularly younger households and families, development at a scale and form that reinforces village character rather than suburbanising it, and delivery that is properly aligned with the capacity of local transport, drainage, and services.</p>	<p>Comment: Broad support noted. The concerns expressed regarding affordable homes, scale, village character and alignment with infrastructure are viewed as endorsement of the NDPs careful approach, but the objectives could offer more reassurance that these concerns are at the heart of the strategy by being more explicit.</p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>Recommendation: Revise housing objectives to read as follows:</p> <ul style="list-style-type: none"> ● Maintain a vibrant, mixed age, family-centred community, with a strong emphasis on affordability and homes suitable for younger households and families. ● Welcome new residents into the parish, at a scale and pace of development that respects village character and existing infrastructure capacity. ● Ensure that generations of local families can remain living in the parish, through the provision of genuinely affordable and appropriately sized homes. ● Strengthen the parish as a live/work locality, supporting local employment, home-working, and sustainable connections to nearby towns and the rail network. ● Develop a sustainable and resilient community, where growth is aligned with transport, drainage, services, and long-term environmental capacity.
	CC Neighbourhood Planning	Cornwall Council Planning and Housing confirmed that the Plan's housing approach, including the allocation of the Old School site, is capable of meeting the identified Ponsanooth housing requirement and may benefit from the protections of paragraph 14 of the NPPF, subject to appeal outcomes and national policy changes.	<p>Comment: Noted. Recommendation: None</p>
	Other consultees		
Ponsanooth Housing Requirement	Residents	<i>As for Housing Objectives</i>	<p>Comment: Noted Recommendation: None</p>
	CC Neighbourhood Planning	Supported in principle. Provided most recent local housing need data.	<p>Comment: Useful update of housing need information. Recommendation: [1] Amend the Affordable Housing Need section (Para 4.8) as follows:</p> <p>Affordable Housing Need. Homechoice is the choice-based system for letting council and housing association homes to rent in Cornwall. In December 2025 the housing need identified in the Homechoice housing register 'snapshot' was for 23 households with a local connection seeking affordable rented housing. Of these 14 were for one-bedroom properties, 7 for two-bedroom, and 2 for three-bedroom properties. There was no affordable housing need for 4 and 5 bedroom property.</p> <p>Of the total 10 were in the higher priority bands A to B seeking 5 one-bedroom, 3 two-bedroom and 2 three-bedroom properties. There were 13 lower priority 'General Housing Need' households who may be suitable for Low Cost Homeownerships such as Shared Ownership or Discount Market Sale, seeking 9 one-bedroom and 4 two-bedroom properties.</p> <p>12 of the 23 households were aged 55 or over, including 11x 1 bed and 1x 2 bed accommodation.</p> <p>[2] Amend para 4.26 to read as follows: Ponsanooth NDP Housing Requirement to 2030. In light of the issues analysis above it has been concluded that the Neighbourhood Plan should address the need for some market flexibility and encourage the provision of rural affordable housing. Taking into account the data above, the NDP housing strategy should aim to contribute to the delivery of homes for at least 80 local households, as set out in Table 1 below, in a mix of sizes, format and</p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			tenures to match local needs. It is important to note that this is a minimum target and actual delivery may vary according to changes in local need, which can be dynamic. [3] Amend Figure 4/Table 1 accordingly.
	National Highways	Advises that the Plan's policies are unlikely to give rise to development at a scale that would adversely affect the safe and efficient operation of the Strategic Road Network.	Comment: Noted Recommendation: None
Delivering the Housing Requirement	Residents	Concerns about delivery recur strongly. These focus on the capacity of local infrastructure, particularly transport connectivity and everyday congestion, the extent to which affordable housing will genuinely be accessible to local households, and the need for development to be well phased, well designed, and appropriately mitigated. There is also a clear expectation that housing delivery should be demonstrably aligned with identified local need rather than speculative demand.	Comment: These concerns are acknowledged, however the proposed refinements to the Housing Objectives, together with the Plan's existing and detailed explanation of the housing requirement and delivery strategy, are considered sufficient to demonstrate that these issues have been fully anticipated and that appropriate safeguards and measures are already embedded within the approach. On this basis, no further changes are considered necessary. Recommendation: No change.
	CC Neighbourhood Planning	Broadly supportive but notes that the Policy 8 threshold has been superseded by the National Planning Policy Framework changes and Housing Supplementary Planning document that states that affordable housing contributions will be required for a net increase of 10 or more dwellings.	Comment: Support noted. However the comment regarding Policy 8 is incorrect a NPPF 2024 para 65 says that 'Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer).' Recommendation: No Change.
	South West Water	The level of development proposed by the Ponsanooth Neighbourhood Plan can be accommodated within the existing potable water supply network and infrastructure. As allocations progress, any reinforcement needed to serve new housing would be funded through the Infrastructure Charge received from developers. South West Water is also progressing solutions to known flooding and wastewater network issues in Stithians and Ponsanooth. Works are due to start on Hendra Road in March 2026 to remove a hydraulic restriction, supported by an emergency permit from Cornwall Council, with delivery expected to take up to 12 weeks. The package includes sewer upsizing (around 125 metres), lining and sealing to reduce infiltration, identifying and removing misconnected surface water, and targeted CCTV surveys to prioritise repairs. South West Water states these upstream works should not worsen issues at Foundry Road, where a separate solution is still being developed. Any additional wastewater upgrades needed to accommodate the Plan's proposed growth would also be funded through developer infrastructure charges.	Comment: Noted Recommendation: None
Policy H1 – Ponsanooth Village Development Boundary	Residents	Generally accepted, as it limits sprawl and protects surrounding countryside.	Comment: Noted Recommendation: None
	CC Neighbourhood Planning	Broadly content. Comments focus on minor technical matters, including the correction of policy references, the inclusion of Local Plan Policy 3 within the policy list, and ensuring the completeness and accuracy of the supporting text.	Comment: Helpful comments. Recommendation: Amend Policy H1.3 to read: Outside the Development Boundary, development will not be supported unless it is in accordance with CLP Policy 3, 7, 9, or 21 or CEDPD Policy AL1 or is small scale infill/rounding-off at Lower Treluswell, Burnthouse, Roskrow and Four Cross.

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
Policy H2 – Housing Mix	Residents	Strong support for the provision of smaller homes, particularly affordable rented and social housing, and for dwellings that are suitable for both young families and older residents. Alongside this support, there is a clear concern that, without appropriate controls, market housing could come to dominate delivery.	<p>Comment: Support is noted. The combined policy framework of the Neighbourhood Development Plan, the Cornwall Local Plan, and Cornwall Council’s Housing Supplementary Planning Document provides strong controls to secure the delivery of genuinely affordable housing. However, in line with national policy and to ensure scheme viability and delivery, it is recognised that market housing will continue to play a necessary role within the overall mix.</p> <p>Recommendation: See below.</p>
	CC Neighbourhood Planning	Suggests that the Plan makes clearer provision for housing for over 55s, including 1.5 bedroom, two person dwellings that allow for a small ancillary room for a carer or home working, with defined size parameters. The inclusion of M4(2) accessible and M4(3) wheelchair accessible standards is also encouraged. In addition, it is recommended that references to First Homes are removed, as they are not supported by the Affordable Housing team and are not considered to provide affordability in perpetuity.	<p>Comment: The opportunity for developers to offer ‘First Homes’ is referred to in NPPF, but in practice in Cornwall developers rarely deliver housing in this format. However in earlier comments [above] CC refer to the possibility that some households in the Parish may benefit from Discount Market Sale products. Therefore, it is appropriate to modify H2 and supporting text to allow for Discount Market Sales. The advice regarding 1.5 bedroom, two person dwellings that allow for a small ancillary room for a carer or home working and the inclusion of M4(2) accessible and M4(3) wheelchair accessible standards is helpful.</p> <p>Recommendation: [1] Amend parts 2 and 3 of H2 to read as follows: 2. The affordable housing portion of development proposals, secured through developer contributions as required by Policies 8 and 9 of the Cornwall Local Plan, should comprise 50% social rented and 50% intermediate housing (including 25% Discount Market Sales when there is a requirement for the tenure).</p> <p>3. To enable affordability within the Parish’s housing market:</p> <ul style="list-style-type: none"> a) All Discount Market Sales provision should be offered at a discount of 50% of market value in perpetuity. b) Shared ownership homes provision should be offered at a viable price point and discount that is affordable at average local salaries. <p>[2] Add new part 5 to H2: 5. When applications for housing are being considered developers should assess current demographic and market information to determine the proportional balance of specialist housing required and demonstrate how their proposals meet the local requirements identified in the assessment. Provision should include an appropriate element of M4(2) Accessible and Adaptable Homes and M4(3) Wheelchair Accessible homes.</p> <p>[3] Add new note to follow policy as follows: [2] Housing for the Over 55’s and 1.5 bedroom properties – the inclusion of 1.5 bed 2 person dwelling type in developments will be welcome as they will enable accommodation that provides a small ancillary room for a carer or for homeworking, that is not considered a bedroom for rental charging purposes. Such dwellings should have a Gross Internal Area of 50m2 as a minimum, but should also be less than 61m2, with the second bedroom being smaller than 7.5m2.</p>
Policy H3 - Land behind the Old School, Ponsanooth Village	Residents	Supporters emphasise its strategic location close to the village and the opportunity to deliver new housing alongside a potential rail halt, which they see as transformative in improving accessibility and reducing reliance on the car. In contrast, the single objector raises strong concerns about the loss of greenfield land, flood risk and downstream impacts, harm to wildlife corridors, trees, and Cornish hedges, constraints on sewage capacity and road safety, fears of suburbanisation and erosion of village character, and uncertainty over the deliverability of the proposed rail connection.	<p>Comment: In response to the concerns raised, and to ensure transparency as the Plan progresses, it is appropriate to strengthen the supporting text to clearly explain how the site was identified, why it represents the optimal option, and to acknowledge the constraints affecting it. In addition, the policy should be refined to more clearly safeguard and preserve the opportunity for a rail halt to be delivered.</p> <p>Recommendation:[1] Amend the supporting justification text as follows: In order to meet the local needs for affordable and market housing identified in this plan, the Ponsanooth NDP adopts a strategy which involves the allocation of a specific site for most of its housing requirement.</p> <p>To ensure that this development takes place in an appropriate location, at a scale which is in keeping with the settlement, contributes to preserving and enhancing the identity of</p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>Ponsanooth, and supports the objective of improving sustainable connectivity, a Site Options and Assessment analysis was carried out in 2023, updated in 2024.</p> <p>The Assessment looked at 7 alternative sites around the village, and identified the site behind the Old School [Site A in the report] as the optimal site suitable for housing, with other sites only potentially suitable in small part, or not suitable. The Assessment noted that the site has the capacity to accommodate the scale of development required, is closely related to the existing village, with a footpath connection along the A393 and walking distance access to services and amenities, supporting the objective of locating growth where day to day needs can be met more sustainably.</p> <p>The site also sits on strategic transport corridors, being bounded by the A393 and the mainline railway, and it offers a realistic opportunity to safeguard a future rail halt and associated sustainable travel measures, including potential park and ride and pedestrian, cycle connections.</p> <p>In order to ensure that the site is developed to a high standard which delivers the required mix of house types, open space and connections, a Site Masterplan was produced. This demonstrates that the site development can be structured to deliver high quality design outcomes, including the retention of boundary vegetation, integration of existing hedgerows, provision of extensive internal footpaths, and a layout designed to support active travel and biodiversity net gain. It also describes the key factors which should be taken into account when a development proposal comes forward, including landscape sensitivity, ecological mitigation, access upgrades, and heritage mitigation. Developers will be expected to take the Masterplan into account when preparing schemes for the site.</p> <p>Given the relatively limited connectivity between Ponsanooth and nearby towns, local traffic constraints, and wider climate change objectives, it is essential that any development on this site accords with NDP Policies IA1 and IA4, which seek to capitalise on the strategic transport routes that cross the parish, encourage a shift towards more sustainable travel modes, and reduce reliance on the private car. Accordingly, proposals for the site must be designed so that they do not prejudice, constrain, or physically prevent the future delivery of the adjacent Park and Ride and rail halt infrastructure, including by safeguarding the necessary land, access corridors, and maintaining appropriate vehicular connectivity between the two.</p> <p>[2] Add the following as an additional clause in Policy H3:</p> <p>a) Are designed so that they do not prejudice, constrain, or physically prevent the future delivery of the adjacent Park and Ride and rail halt infrastructure, including by safeguarding the necessary land and access corridors, and maintaining appropriate vehicular connectivity between the two.</p>
	CC Neighbourhood Planning	No comments from Neighbourhood Planning Team but Affordable Housing Team notes that the policy relies on the masterplan and confirms the parish is in Value Zone 4, where Policy 8 sites are expected to deliver 30 percent affordable housing. The masterplan's preferred options indicate an affordable housing proportion above this requirement, but the team advises that allocations can only be expected to secure the policy compliant level, meaning that if 50 homes are delivered on the site, 15 would be required to be affordable.	<p>Comment: The Local Plan policy is framed as a minimum, and does not treat the percentage as a ceiling, meaning an NDP is not contradicting the strategic policy but seeking a locally justified uplift. The ambition of the NDP is to maximise affordable housing on this site, above the policy minimum where viability evidence demonstrates this can be achieved</p> <p>Recommendation: [1]Add additional paragraph to justifying text as follows: 'In view of the need of 45 households for affordable accommodation it is considered that the provision of affordable housing on this site should be maximised above Local Plan Policy 8 requirements, where viability evidence demonstrates this can be achieved.'</p> <p>[2] Amend Policy H3 by replacing clause V with the following: v. Affordable housing at a scale above the Local Plan Policy 8 minimum where viability evidence demonstrates this can be achieved</p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>vi. A housing mix of types and number of bedrooms in accordance with and NDP Policy H2;</p>
	<p>Historic England</p>	<p>Raised the most significant concern, that the allocation is not yet supported by clear evidence demonstrating that delivery can proceed without unacceptable heritage harm, including the need for a clear methodology for identifying and assessing heritage assets, including setting, and confirmation from Cornwall Council heritage specialists where appropriate</p>	<p>Comment: While a standalone Heritage Impact Assessment was not prepared specifically for the allocation at plan making stage, the two evidence studies underpinning the allocation consider the site's historic environment context and identify the principal heritage sensitivities and constraints. A full Heritage Impact Assessment is also inherently dependent on the detailed design, layout, access arrangements, and mitigation proposals, information that is typically only available once a scheme has been worked up to planning application stage. For that reason, the policy requires a Heritage Impact Assessment to be submitted with any planning application, in accordance with clause 2(a)(viii), ensuring that potential effects on heritage assets are properly assessed and addressed before any consent is granted. Notwithstanding this, a proportionate heritage appraisal has been undertaken, and it identifies the key heritage considerations and recommends additional, more detailed policy requirements, these have been incorporated into the recommendations set out below.</p> <p>Recommendation: Amend Policy H3.2(a)(viii) to read as follows: That the extent of development, layouts, design solutions, densities, scale and massing should be demonstrably responsive to and informed by the historic and landscape character of site and an understanding of setting and wider context of the landscape and any designated or undesignated historic environment assets nearby in accordance with national and local planning policies</p>
<p>Policy H4 - Infill and Rounding-off at Small Rural Settlements</p>	<p>Residents</p>	<p>Generally strong support for this approach across multiple responses. Residents express a clear preference for growth that is incremental and village-scaled, aligning with infill and rounding off, and it is widely seen as the least harmful and most appropriate form of development for the village.</p>	<p>Comment: Noted</p> <p>Recommendation: None</p>
	<p>CC Neighbourhood Planning</p>	<p>Suggested removing the “1 or 2 dwellings” restriction, on the basis that if a site can accommodate more homes and meets criteria it could still be acceptable, and also requested that the settlement maps are labelled and Local Plan cross references updated.</p>	<p>Comment: Given the direction of Govt. planning policy change it is considered appropriate to accept this suggestion.</p> <p>Recommendation: Amend Policy H4 to read: 1. The small rural settlements of Lower Treluswell, Burnthouse, Roskrow and Four Cross have a form and shape with clearly definable boundaries, as shown on Map 6a to 6d. Small-scale residential developments at these settlements will be supported where: etc</p>
<p>Policy H5 - Rural Exception Sites for Affordable Housing</p>	<p>Residents</p>	<p>General comments across the Plan support development where genuinely affordable and locally occupied with emphasis on evidence-led delivery and small scale.</p>	<p>Comment: Noted</p> <p>Recommendation: None</p>
	<p>CC Neighbourhood Planning</p>	<p>CC Neighbourhood Planning confirmed it has no comments on this matter. The Affordable Housing team supports the policy approach of enabling rural exception sites to deliver affordable homes that meet an identified local need, and it is suggested that the policy would benefit from defining “walking distance” to provide clarity and consistent decision making.</p>	<p>Comment: For rural exception affordable housing, the reference to a “walking distance” can be unhelpful and potentially too permissive. A stricter and clearer test is preferable to the general 10 minute, 800 m benchmark often applied in more urban contexts, because Local Plan policy expects rural exception sites to be located outside of, but adjacent to, the settlement and the Neighbourhood Plan to demonstrate that they are well-related to it, rather than simply within walking range. It is also relevant that many affordable housing households may have access to only one vehicle, which may be unavailable during working hours, increasing reliance on safe, convenient non car access to local services and public transport for those left at home during these periods.</p> <p>Recommendation: Amend Policy H5 by adding additional clause as follows:</p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>For a rural exception site to be “well-related”, it should normally be:</p> <ul style="list-style-type: none"> a) adjacent to the built up area, or b) very close to it, with no obvious separation in character, and no intervening open countryside that makes it read as detached. <p>Accessible via a continuous, publicly available walking and wheeling route with an all-weather surface, which has no pinch points or gaps, is traffic free or physically separated from traffic, with safe crossing points as needed.</p>
<p>Policy H6 - Community Led, Self and Custom Build Housing</p>	<p>Residents</p>	<p>General comments imply positive support for this policy particularly where it:</p> <ul style="list-style-type: none"> • Enables affordability. • Retains local control. • Encourages sustainable design. 	<p>Comment: Support noted Recommendation: None</p>
	<p>CC Neighbourhood Planning</p>	<p>Pointed out that clause 2 should refer to b) to f) The Cornwall Council Affordable Housing Team supported in principle but raised a concern that self-build affordable homes can be difficult to finance as an affordable product, and on rural exception sites can complicate cross subsidy, phasing, and the secure delivery of the affordable element.</p>	<p>Comment: Drafting point noted. Cornwall Council’s Affordable Housing team’s concern is noted, however it does not justify removing the principle of affordable self build, or custom build, from rural exception delivery. National policy confirms that self and custom build can form part of affordable housing delivery, and there are proven community led and partner led models that secure affordability in perpetuity while managing finance, phasing, and delivery risk. The Plan can therefore retain this element, subject to clear safeguards to ensure that the affordable housing is secured and delivered as a priority, and that any self build, or custom build component is implemented through an agreed delivery and phasing strategy.</p> <p>Recommendation: Amend Policy H6 as follows:</p> <p>1. Proposals that deliver locally restricted affordable housing in perpetuity will be supported where they are brought forward by individuals, community groups, Community Land Trusts, registered providers, or developers, acting alone or in partnership, and where they meet all of the following criteria:</p> <ul style="list-style-type: none"> a) Are located at Ponsanooth or the small rural settlements of Lower Treluswell, Burnthouse, Roskrow and Four Cross in accordance with NDP Policies H1, H4 and H5. b) Can demonstrably meet an identified local affordable housing need and secures affordability in perpetuity, including where delivered through community led housing, or other affordable route to home ownership, including self build or custom build plots, provided that the affordable housing outcome is secured through planning obligation and any necessary delivery partner arrangements. c) They are secured through a planning obligation to ensure local eligibility, nomination arrangements, and local restriction on all future resales. d) The number of bedrooms/unit size to be provided reflects the need identified in a current housing needs assessment; and are no larger than the relevant Nationally Described Space Standard (NDSS) for the property type +10%; and e) Where a rural exception scheme includes any self build or custom build component, the scheme must demonstrate that the inclusion of such plots does not prejudice the delivery, phasing, or viability of the affordable housing as a whole, and the affordable housing element is secured to be delivered in full. f) Where a rural exception scheme includes any self build or custom build component, the scheme must demonstrate that the inclusion of such plots does not prejudice the delivery, phasing, or viability of the affordable housing as a whole, and the affordable housing element is secured to be delivered in full.

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			2. In addition, community led housing development on sites that would not otherwise be suitable as rural exception sites will be supported providing it complies with NPPF 2024 guidance and criteria b) to f) above.
Policy H7 - Working from Home and Home-Based Businesses	Residents	Supported as a way to reduce commuting, support local resilience, diversify the local economy. Residents link this to the need for better broadband, mobile coverage, and flexible local workspace options.	Comment: Support noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: None Recommendation: None
EMPLOYMENT & COMMERCIAL DEVELOPMENT			
Objectives	Residents	Supporters of the Employment and Commercial Development objectives emphasise the value of strengthening the local economy by enabling more jobs within or close to the parish, cutting the need for long distance commuting, and supporting small scale enterprise, especially home working and home based businesses, as a practical way to sustain a living, resilient community. A smaller group are more tentative, not because they reject the principle, but because they want clearer evidence and detail on what the realistic opportunities are, what kinds of commercial activity are envisaged, and where it would be located, with one respondent also expressing caution about offering businesses financial support. Several consultees did not provide a response to this question.	Comment: As with Housing Objectives above these responses are viewed as endorsement of the NDPs careful approach, but the objectives could offer more reassurance that these concerns are at the heart of the strategy by being more explicit. Recommendation: ■ Strengthen the parish as a live, work locality , supporting local jobs, small businesses, and home working to improve work life balance, at a scale that respects village character. ■ Focus employment growth in appropriate locations and forms , setting clearer expectations on what is envisaged, to avoid unacceptable environmental impacts.
	CC Neighbourhood Planning	No comment	Comment: None Recommendation: None
	Other consultees	No specific comments on the Objectives.	Comment: None Recommendation: None
Policy EM1: Small Business Development and Safeguarding of Employment Land	Residents	In general comments support for safeguarding existing employment land, although as noted above, some uncertainty over where future employment would realistically be located.	Comment: The policy provides essential locational guidance designed to foster economic growth while protecting the parish's character. Restricting development to specific, pre-defined sites was considered too rigid, as it could potentially inhibit local enterprise and miss unforeseen opportunities for small-scale innovation. To address the uncertainty expressed by residents regarding where future employment would realistically be located, the additional criteria suggested by Cornwall Council Neighbourhood Planning [see below] could be integrated. This amendment strengthens the plan's ability to manage the location of commercial development, ensuring that new businesses are situated in sustainable, appropriate areas without the need for restrictive site-specific allocations. Recommendation: See below.
	CC Neighbourhood Planning	In 4.95, CloS economic plan has been superseded by the Good Growth Plan Good Growth Plan - Cornwall Council 2c) suggest 'It will not significantly conflict with the need to conserve the best and most versatile agricultural land and minimise interference with farming; i) There is no net loss of residential dwellings, or any loss can be justified. 4a) It is located within or adjacent to existing groups of buildings or uses previously developed land, or is well-related to an existing settlement The numbering for the live work clause is incorrect (otherwise fine)	Comment: These are helpful suggestions. Recommendation: [1] Amend Para 4.95 to refer to the Good Growth Plan. As follows: 4.1 The Cornwall Good Growth Plan (which builds upon the foundations of the 2017-2030 Strategic Economic Plan) shifts the focus toward a 'nature-positive' and circular economy, emphasizing developments that strengthen local cultural identity and deliver tangible environmental growth. While continuing to foster diverse communities and industry innovation, particularly in high-growth sectors like marine renewables and digital tech, the plan places a renewed priority on equitable rural development. NDP Policy should therefore support new business initiatives that align with this 'Good Growth' framework, aiming to reduce deprivation by providing adaptable, sustainable workspaces for modern manufacturing and innovation to create higher-value, secure local jobs.

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>[2] Amend clause 4a and b as follows to reflect the Good Growth Strategy and CC comment regarding settlement proximity:</p> <ul style="list-style-type: none"> a) It is located within or adjacent to existing groups of buildings, uses previously developed land, or is well-related to an existing settlement, and avoids isolated development unless a specific operational or functional need can be demonstrated; b) The scale, form, bulk and general design is appropriate and compatible with the scale and character of the area; <p>[3] Amend EM 1.2c, and i) accordingly. [3] Adjust live work policy as follows:</p> <p>5. Proposals for Live/Work Units will be supported where:</p> <ul style="list-style-type: none"> a) Criteria a) to f) apply. b) The residential use is subservient to the business use with at least 60% of the built infrastructure for employment use; and c) In rural locations, the need for a live-work unit in the location can be justified and evidence is provided to demonstrate the long-term business viability; and d) The residential space may only be occupied by a person working full-time in the business and their immediate family; and , e) The development is restricted to live-work use. <p>Change of use or conversion to fully residential use is not supported.</p>
	DIO safeguarding	Development of employment land must also adhere to strict safety and design standards, particularly regarding building heights and landscaping that could impact aircraft. The Ministry of Defence notes that new developments must be carefully designed to avoid creating birdstrike hazards or obstructing low-flying aircraft within safeguarding zones. In order to provide a broader representation of MOD interests, and to ensure prospective developers are aware of the implications of developing within an area containing MOD safeguarded zones, policy wording which alerts developers of the requirement for the MOD to review relevant development proposals is requested.	<p>Comment: Noted. Recommendation: [1] Add note following the Policy as follows: 'The Parish falls into the safeguarding zone for RNAS Culdrose. Guidance from the MoD is that it should be consulted on (a) any applications for development within the safeguarding zones designated for RNAS Culdrose for structures or buildings exceeding statutory safeguarding height; and (b) any development within the Birdstrike Safeguarding Zone which includes schemes that might result in the creation of attractant environments for large and flocking bird species hazardous to aviation.'</p>
Policy EM2 - Rural Business Diversification	Residents	Where comments were provided, there is general support for the employment approach, typically framed around enabling local livelihoods in a way that suits a rural setting, with particular emphasis on supporting home based businesses and low impact diversification.	<p>Comment: Noted Recommendation: None</p>
	CC Neighbourhood Planning	No comment other than 'Fine'.	<p>Comment: Noted Recommendation: None</p>
	Other consultees	No comments.	<p>Comment: None Recommendation: None</p>
Policy EM3 - Sustainable Tourism.	Residents	Tourism related comments focus strongly on Kennall Vale, with residents highlighting visitor pressure and associated impacts, including increased traffic, inconsiderate parking, blocked access, noise, and litter. Several responses indicate that any support for tourism should be paired with practical management measures, including parking solutions and access control where needed.	<p>Comment: These concerns are already covered by the policy criteria. Recommendation: None</p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
	CC Neighbourhood Planning	No comment other than 'Fine'.	Comment: Recommendation:
	Other consultees	No comments	Comment: Recommendation:
HERITAGE, CORNISH DISTINCTIVENESS AND DESIGN			
Objectives	Residents	Comments show very strong support for protecting heritage and village character, with a clear emphasis on reinforcing, not diluting, the village's identity. There is also recognition of Ponsanooth's archaeological and historic significance, and the need for this legacy to be safeguarded as change comes forward.	Comment: Comments and support welcomed. For consistency with other objectives, these should be amended to be more clear on intentions. Recommendation: Amend the objective as follows: ⇒ <i>Protect and enhance the parish's substantial heritage value, safeguarding its archaeological and historic assets, and ensuring that change reinforces, not dilutes, the distinctive character and identity of Ponsanooth and its settlements.</i>
	CC Neighbourhood Planning		Comment: None Recommendation: None
	Historic England	Congratulated the community on the Plan and highlighted support for policies promoting and reinforcing local distinctiveness, specifically referencing D2 and D3.	Comment: Congratulation welcomed. Recommendation: None
Policy D1 – General Design Principles	Residents	Design related comments are broadly supportive, but residents caution against development that is "safe but dull", with a clear preference for high quality design and construction, including homes that feel well built, light, and spacious.	Comment: Noted. The underlying intent of the policy aligns with residents' desire for higher quality, better built homes that feel light and spacious. However many aspects of build quality are secured through Building Regulations and construction control rather than planning policy, although the NDP can still influence outcomes through clear expectations on layout, daylight and outlook, and the overall design approach. In response to concerns about "safe but dull" design, the NDP also makes clear in Policy D2 that good design does not have to mean pastiche, as proposals that take a well judged, high quality contemporary approach, including deliberate contrast with prevailing local characteristics, can be supported where they can be shown to make a demonstrably stronger contribution to local distinctiveness and overall design quality. Recommendation: None.
	CC Neighbourhood Planning	No comment other than 'Fine'.	Comment: None Recommendation: None
	D&C Police -	Explicitly supported inclusion of the "Designing Out Crime" statement within the General Design Principles and made no other comments.	Comment: Noted. Recommendation: None
Policy D2 - Cornish Distinctiveness and Design	Residents	Supported, but with calls for flexibility to allow good contemporary architecture.	Comment: See comment on Policy D1 above. Recommendation: None
	CC Neighbourhood Planning	No comment other than 'Fine'.	Comment: Noted. Recommendation: None
	Historic England	Explicitly supported the local distinctiveness emphasis,	Comment: Noted. Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
Policy D3 - Design and Local Distinctiveness in the Historic Core of Ponsanooth	Residents	Residents' emphasis on avoiding wrong designs and overdevelopment strongly aligns with enhanced care in the historic core.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	'Fine' but suggests design policies could be condensed into one single design policy.	Comment: Separating these policies allows for a "tiered" approach to design, moving from general parish-wide expectations to the specific, high-sensitivity requirements of the village's historic center. The primary distinction lies in the geographical and thematic "reach" of each policy: Policy D2 applies to the entire Ponsanooth Parish , covering varied contexts such as medieval farming hamlets, gentry houses, and rural landscapes. Policy D3 is specifically restricted to the historic core of Ponsanooth as defined by the Design Code. It addresses unique urban features that do not exist in the wider rural parish, such as the 19th-century industrial worker terraces, the leat system, and the commercial village core. By separating the two, the NDP can apply a higher "burden of proof" for design quality in the village center without making the entire parish subject to overly rigid urban criteria. Policy D2 focuses on broad principles like "scale, massing, density, and articulation" whereas D3 has a more granular focus, requiring a much deeper level of architectural detail such as sensitivity to vertical and horizontal rhythms (window arrangements), the stepped topography, and the retention of specific minor features like kerbs, revetments, and yard surfaces. Recommendation: No change.
	Historic England	Explicitly supported the local distinctiveness emphasis,	Comment: Noted. Recommendation: None
Policy D4 – Treluswell Gateway	Residents	The only explicit reference to the Treluswell Gateway Development raises concern that it could be 'an over-development not in keeping with the inclusive needs for all users'.	Comment: While it is intended to create a strong sense of arrival and identity, overly assertive architecture could distract from the Cornish landscape setting. Using building form to mark the junction could also feel like over development if the buildings are too dense or tall and create an enclosed, canyon like space that is not comfortable at a human scale. Finally, although landscaping is meant to include seating and paths, it will only read well if it is genuinely accessible and useful for all ages and abilities, rather than simply decorative. Recommendation: [1] Add further paragraph to justification text: 'While the junction serves a vital strategic function for traffic flow, the environment can be inherently overwhelming for pedestrians, particularly those who are neurodivergent or have limited mobility. Inclusivity at this "gateway" requires a "human-scale" design approach that mitigates the sensory impact of a high-capacity highway. These could include for example 'sensory refuges', and intuitive, non-glare wayfinding.' [2] Add further clause to Policy D4: [c] They demonstrate an inclusive design approach that accommodates the needs of neurodivergent individuals and those with limited mobility by providing intuitive, step-free navigation and creating calm, accessible spaces that mitigate the sensory and physical impact of the highway environment.
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy HA1 – Heritage Assets	Residents	Strong support, In the context of general comments received with a clear message that the NDP should promote active conservation and enhancement of heritage assets, not simply their protection from harm.	Comment: Noted. Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
	CC Neighbourhood Planning	No comment other than 'Fine'. But suggestion later that ARC 1 be incorporated with this policy.	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy MC1 – Ponsanooth Methodist Chapel	Residents	A shared desire to secure a sustainable future for the Methodist Chapel is expressed. One comment questions what “sustainable proposals” means in practice, noting that past efforts have not produced a viable outcome, and suggesting residential conversion as the realistic solution, provided parking can be accommodated on nearby land. The other stresses the importance of securing a genuinely sustainable long term future for the chapel as a valued community and heritage asset, warning that its loss would undermine the village’s vitality and sense of being a living community.	Comment: Policy MC1 already responds directly to the two main issues raised, meaning and deliverability. It clarifies what “sustainable proposals” means in practice by tying support to a viable use backed by a business case, so proposals have to demonstrate financial and operational feasibility, not just good intentions. It also tackles deliverability by recognising the chapel’s at risk status, the lack of a solution to date, and then providing a positive route to reuse that is structured around evidence, namely the business case and a Heritage Impact Assessment to show how significance and setting are conserved and any harm is avoided or minimised. It also addresses the repeated practical barrier of parking and access by requiring provision of a car park in the new cemetery area, sized to the new use and designed to minimise harm to the chapel’s setting, which aligns with the resident suggestion that parking solutions are key to unlocking reuse. The policy remains use neutral, so it could accommodate a range of outcomes, potentially including residential conversion, provided the business case and heritage case stack up, and the parking requirement is met. Recommendation: No change.
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Historic England	Historic England highlight the Grade II* Methodist Church, noting it is on the Heritage at Risk Register, and ask whether the Plan should include measures to address the causes of that risk, suggesting Cornwall Council’s heritage team can advise.	Comment: The Neighbourhood Development Plan has considered this issue and includes a specific policy response, Policy MC1, Ponsanooth Methodist Chapel. Policy MC1 provides positive support for proposals that secure a viable long term use for the Chapel which upholds its historic importance. To address deliverability and the underlying causes of risk, the policy requires, first, a business case demonstrating financial and operational feasibility to secure long term conservation, and second, a Heritage Impact Assessment appraising significance and setting and showing how any harm will be avoided, minimised, or mitigated. Recognising that access and parking are a key practical constraint to reuse, Policy MC1 also supports the provision of a suitably sized car park within the new cemetery area, designed to minimise harm to the Chapel’s historic setting. The Plan’s justification text also notes that discussions and feasibility work have taken place to date, and that the Chapel is no longer in active use, which reinforces the need for a policy framework that enables a viable solution to come forward while conserving significance. We will continue to engage with Cornwall Council’s heritage team as the Plan progresses, and would welcome any further advice from Historic England on best practice in securing viable uses for Grade II* assets, including approaches to business cases, heritage impact assessment, and enabling development where relevant. Recommendation: Write formally to HE along the lines set out above.
Policy ARC1 - Archaeology	Residents	No material resident commentary identifiable in the responses, beyond general support for heritage protection.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	It may impact on viability for all development proposals to provide an archaeological assessment. Suggest to delete the separate policy and instead add a new clause 3 to Policy HA1, stating that further archaeological assessment should only be	Comment: Noted and accepted. Recommendation: [1] Delete Policy ARC 1. [2] Amend Policy Ha 1 Intention to read as follows: To ensure that development affecting non-designated heritage assets retains their intrinsic heritage qualities and ensure that the impact of development on archaeological assets is managed.

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
		<p>required where a proportionate heritage assessment indicates potential archaeological assets.</p> <p>Where a proportionate heritage assessment indicates that the site may contain valued heritage or archaeological assets, a proportionate archaeological and heritage assessment should identify any potential impact and provide mitigation strategies to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost.</p>	<p>[3] Amend justification to HA 1 to read as follows:</p> <p>The NPPF emphasises the importance of conserving designated heritage assets as irreplaceable resources, ensuring they contribute to quality of life for current and future generations. These assets should be put to viable uses that are consistent with their conservation. Cornwall's Local Plan Policy 24 supports this by permitting development that sustains the distinctiveness and significance of Cornwall's historic environment, whether rural, urban, or coastal. This policy applies to both designated and non designated heritage assets, including buildings, monuments, and landscapes that hold heritage value and require consideration in planning decisions.</p> <p>Ponsanooth Parish has a rich historic environment reaching as far back as scatters of flint and other stone artefacts of the Mesolithic Age, and includes a considerable number of non designated assets, as recorded in Appendix 1 of the Historic Environment Report, which individually and together form a fundamental part of the distinctive local character of the area. The parish hosts a complex mix of ancient farmland and woodland, with several layers of industrial and ornamental activity, as well as major routeways, roads and railway, driven through it. However, it has received only sporadic archaeological attention, and there is a significant likelihood that much remains undiscovered, whether above ground, including within the visible fabric of buildings with more than one structural phase, or below ground, for example in the cropmarks of prehistoric settlements or monuments.</p> <p>Many local farmsteads have been abandoned and subjected to radical changes associated with conversion to other uses, occasionally light industrial or business, but mainly historic stone built barns and animal houses converted to dwellings, with mowhays, yards, and vegetable gardens turned into car parking spaces and ornamental gardens. This has fundamentally changed the character of much of rural Ponsanooth.</p> <p>As a result, there are few working farms operating in the parish now, and those that still have yards, sheds, and barns in use are increasingly important survivals. They contribute greatly to the character of the rural parts of the parish, reminding us that the countryside of Cornwall enjoyed by many is also a workplace for some, and a producer of food for all. They also help the many other former farmsteads, some now converted beyond easy recognition, to be reimagined as the agricultural hubs they once were.</p> <p>Preserving or recording archaeological remains on development sites is important because these remains are finite and irreplaceable resources that provide valuable insights into the Parish's history. The NPPF emphasises the need to conserve heritage assets in a manner appropriate to their significance, ensuring they contribute to the quality of life for current and future generations.</p> <p>Where preservation in situ is not feasible, proportionate recording through excavation and documentation helps ensure that knowledge of the past is not lost, balancing development needs with heritage conservation.</p> <p>[4] Add the following additional clause to HA 1: 3. Where a proportionate assessment indicates that a site may contain valued heritage or archaeological assets, development proposals will be supported provided they include a proportionate archaeological and heritage assessment; this assessment must identify any potential impacts on both above and below-ground deposits and, where appropriate, provide mitigation strategies to ensure that evidence contributing to the understanding of human activity and past environments is not lost</p>
	Other consultees.	No comments	Comment: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			Recommendation: None
NATURAL ENVIRONMENT AND LANDSCAPE.			
Objectives	Residents	There is strong support for robust policies safeguarding green infrastructure, biodiversity, valued landscapes, and wildlife corridors, alongside concern that new development should not undermine these assets	Comment: Comments and support welcomed. For consistency with other objectives, these should be amended to be more clear on intentions. Recommendation: Amend objectives to read as follows ⇒ <i>Protect and enhance the look and feel of the parish's countryside, safeguarding valued landscapes, trees, hedgerows, and wildlife corridors, and ensuring that development conserves landscape character and rural setting.</i> ⇒ <i>Ensure that new development sits comfortably within its landscape context, using high quality design, materials, and layout that respond to local character without eroding rural identity.</i>
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	DIO safeguarding	Safeguarding considerations raised by the MOD.	Comment: Noted. Recommendation: see below.
Policy NEL1 - Green Infrastructure	Residents	Residents comments generally show strong alignment with protecting wildlife, and the wider setting of the Parish	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees.	No comments	Comment: Noted. Recommendation: None
Policy NEL2 - Biodiversity Net Gain	Residents	Residents comments generally show strong alignment with protecting landscape quality, wildlife, and the wider setting of the village.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	DIO, MOD safeguarding	Advise that biodiversity enhancements, especially where they involve tall structures, planting, open water, or certain plant species, can create safeguarding issues, including physical obstacles and birdstrike risk within safeguarding radii, and recommended that BNG sites and host developments are checked against safeguarding zones, with MOD consultation where relevant.	Comment: Noted Recommendation: Add note following Policy NEL2: [5] Biodiversity enhancements, especially where they involve tall structures, planting, open water, or certain plant species, can create safeguarding issues, including physical obstacles and birdstrike risk within safeguarding radii, and the MoD recommend that BNG sites and host developments are checked against safeguarding zones, with MOD consultation where relevant.
Policy NEL3 - Trees, Cornish Hedges, and Hedgerows	Residents	Residents comments generally show strong alignment with protecting landscape quality, and the wider setting of the Parish. Trees seen as defining features of village character.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
Policy NEL4 - Area of Local Landscape Importance	Residents	Residents describe the surrounding landscape as a key asset, and repeatedly state it should be protected from inappropriate development.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	Suggest referencing the candidate AGLV that covers approximately the same area, 2. should refer to an area of local landscape importance (ALLI) rather than local AGLV which must be designated by the LPA.	Comment: The footnote to the policy references the candidate AGLV already. References to ALLI and LAGLV are confused in the draft NDP and need to be unified. Recommendation: [1] Amend justifying text as follows: The LLCA therefore proposed a new landscape designation of local Area of Local Landscape Importance [ALLI] , covering the most valued part of the Parish landscape that is not already part of the AGLV [1]. [2] Amend part 2 of the Policy to read as follows: 2. The Ponsanooth NDP designates an Area of Local Landscape Importance [ALLI] as shown on Map 10. Within the ALLI, development proposals which accord with paragraph 1 of this policy and with Cornwall Local Plan Policy 23.2(b) will be supported.
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy NEL5 - Cherished Views and Vistas	Residents	Wider emphasis on landscape value implies support.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy NEL6 - Dark Skies.	Residents	No strong cluster of explicit "dark skies" references in the comments available, but where residents discuss rural character and amenity impacts, the direction is consistent with dark skies protection.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	Suggest use of CC recommended policy text here as it has been through several examinations	Comment: Helpful advice Recommendation: Replace Policy NEL 8 with this text: Proposals for development will be supported where it is demonstrated that, light spill from within buildings will be reduced by: i. avoiding or recessing large areas of vertical fenestration; ii. avoiding glazing which is facing upwards (whether horizontal or angled) including conservatory roofs; and iii. within a site, locating and orientating development as sensitively as possible. iv. Limiting the correlated colour temperature of lamps to 3000 Kelvins or less.
	Other consultees	No comments	Comment: Noted. Recommendation: None
COMMUNITY FACILITIES & INFRASTRUCTURE			
Objectives	Residents	Overall support for safeguarding local facilities, both to sustain everyday life and to reduce the need to travel. There is a strong emphasis on maintaining a living community, with active services and amenities, rather than drifting toward a dormitory village.	Comment: Comments and support welcomed. For consistency with other objectives, these should be amended to be more clear on intentions.

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>Recommendation: Amend objectives to read as follows:</p> <ul style="list-style-type: none"> ⇒ <i>Safeguard and enhance key local services and facilities, including the school, village shop and post office, pubs, public open space, and local play and recreation provision, to support everyday life and a living community.</i> ⇒ <i>Support accessible local transport and services, including reliable bus provision, to reduce the need to travel by car and improve inclusion for all ages.</i> ⇒ <i>Improve connectivity between Ponsanooth and Cosawes, strengthening safe walking, cycling, and public transport links so residents can access shared facilities, services, and community life more easily.</i> ⇒ <i>Build a sustainable and resilient community, where community infrastructure keeps pace with change and is aligned with long term capacity and need.</i> ⇒ <i>Improve transport and movement across the parish, prioritising safe, reliable, and inclusive travel options that reduce reliance on the private car.</i> ⇒ <i>Strengthen walking and cycling connectivity, delivering safer, better connected footpaths and cycle routes within the parish and to nearby destinations.</i> ⇒ <i>Support improved access to rail services, including measures that strengthen connections to the wider rail network where deliverable.</i> ⇒ <i>Ensure new development helps address traffic, parking, and access issues, through well designed layouts, safe junctions, and appropriate parking and servicing arrangements.</i> ⇒ <i>Improve connectivity between Cosawes and Ponsanooth, strengthening safe routes and transport links so residents can access shared services, facilities, and community life more easily.</i>
	CC Neighbourhood Planning	No comments	<p>Comment: Noted. Recommendation: None</p>
	Other consultees	No comments	<p>Comment: Noted. Recommendation: None</p>
<p>Policy FAS1 – Safeguarding and Enhancement of Community Facilities</p>	Residents	<p>Very strong support for safeguarding key community facilities, particularly the school, the village shop and post office, the pub, and the chapel.</p>	<p>Comment: The Save the Stag Group explains it was formed in February 2025 to secure the Stag Hunt Inn as a community owned pub, with fundraising underway and a share offer launched to raise up to £500,000. They support the NDP’s vision and objectives, including housing growth and Policy FAS1, and ask that the Plan explicitly supports sensitive, appropriate uses of the pub buildings and wider landholding, such as adapting outbuildings or enabling complementary development that helps keep the pub financially viable as a community facility.</p> <p>Recommendation: Accepted. Add further para to Policy FAS1 as follows: <i>'Proposals that support the long term viability of The Stag public house, Ponsanooth, as a community facility will be supported in principle, including the sensitive and appropriate use, re use, or adaptation of the pub buildings, outbuildings, and surrounding land within the wider holding, where this would help sustain the pub’s operation, subject to</i></p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			<p>the proposal being of an appropriate scale and type, and to satisfactory design, access, parking, servicing, and residential amenity considerations.'</p> <p>Amend and add further paragraphs to supporting text as follows: 'The Stag Hunt Inn public house is located on the main road through the village and <i>remains a valued community facility and an important informal hub for social life, local identity, and everyday interaction. Like many rural pubs nationally, it faces well documented viability pressures, and its loss would represent more than the closure of a business, it would weaken community cohesion and reduce the range of services available within the village.</i></p> <p><i>In response, a local fundraising group was established in February 2025 with a clear aim, to secure the future of the Stag for the community. Since then the group has held fundraising events, achieved local and national publicity, and has launched a community share offer to raise up to £500,000 to purchase the Stag Hunt Inn and operate it as a community owned pub, shaped around local needs.</i></p> <p><i>The group recognises that planned growth, including new housing, can help support the long term vitality of Ponsanooth's facilities and services, including the Stag. In that context there is a clear case for the Plan to explicitly support the sensitive and appropriate use of the pub buildings, outbuildings, and land within the wider holding, where this would help sustain the Stag as a viable community facility, for example through the adaptation of outbuildings or complementary uses that provide an income stream to support the pub's ongoing operation.'</i></p>
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	Save the Stag Group	Comment: Noted. Recommendation: None
Policy FAS2 Local Green Space	Residents	Limited direct reference to the Local Green Space designation mechanism in resident comments, however there is strong value placed on green setting, access to nature, and maintaining the village's environmental quality.	Comment: Accepted Recommendation: None
	CC Neighbourhood Planning	The policy is sound, but ensure clear justification why each space is included and that the relevant landowners have been informed of the intention to designate it.	Comment: A full justification for each LGS proposed is given at [HYPERLINK] and landowners have been informed. Recommendation: Amend policy FAS 2 in light of consideration of the LGS consultation feedback when completed. There has been no response received from the relevant landowners affected by this proposed designation.
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy FAS3 Recreation & Open Space	Residents	Support improved play provision, particularly on the east side of the village, alongside safer access for children. There is also a call for better parking management near Kennall Vale to address local impacts.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Sport England	Emphasise the need for the Plan to reflect national policy for sport, including positive planning, the presumption against unnecessary loss of sports facilities, and Sport England's playing fields role, referencing NPPF paragraphs on healthy, inclusive communities and sport.	Comment: An assessment of the local R&OS provision was made and has shaped the NDP policy. Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
	Ponsanoth Playingfield Association	Support the Plan's objectives and the FAS policies safeguarding the playing field, supported the playing field being included as a local project, and highlight their developing project priorities, including play equipment and skate park, pump track, and the role of developer contributions.	Comment: Noted. Recommendation: None
CLIMATE CHANGE			
Objectives	Residents	Comments show very strong support overall, although a small number of residents express scepticism about costs and how deliverable the proposals will be in practice.	Comment: Comments and support welcomed. For consistency with other objectives, these should be amended to be more clear on intentions. Recommendation: Amend objective to read as follows: <i>Enable a sustainable and resilient future, supporting measures that reduce emissions, improve energy efficiency, and strengthen the parish's ability to adapt to climate risks, including flooding, overheating, and extreme weather.</i>
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	DIO safeguarding	Safeguarding considerations raised by the MOD.	Comment: Noted. Recommendation: see below.
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy CC1 - Sustainable Design and Low Carbon Heat	Residents	Strong support, expectation that new homes should be energy efficient and future-proofed to lead by example.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	SWW	The South West Water says the South West has high water use, made worse by peak tourism, and supports the NDP including stronger water efficiency requirements. They suggest setting new homes to a maximum of 110 litres per person per day (Building Regulations Part G, optional standard), requiring non residential schemes to meet BREEAM water efficiency benchmarks (for example three Wat 01 credits), and encouraging or requiring measures such as rainwater harvesting, subject to viability.	Comment: Noted. This is already covered in the CEDPD. Recommendation: None
Policy CC2 - Wind Energy	Residents	Cautious support, especially for small-scale or community-led schemes.	Comment: Noted. Recommendation: None
	DIO safeguarding	No objection in principle to renewables, but noted wind turbines can affect military aviation activities and safeguarded technical installations, and pointed to PPG expectations for MOD consultation above certain turbine dimensions.	Comment: Noted Recommendation: Insert footnote to Policy CC2: <i>[2] The Parish falls into the safeguarding zone for RNAS Culdrose. Guidance from the MoD is that it should be consulted on any applications for development within the safeguarding zones designated for RNAS Culdrose for structures or buildings exceeding statutory safeguarding height. Developers and Local Planning Authorities should consult the MOD where a proposed turbine has a tip height of, or exceeding 11m, and/or has a rotor diameter of, or exceeding 2m.</i>
Policy CC3 - Solar Energy	Residents	Limited resident comment but support implied by general support for climate change action.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	???	Comment: Noted. Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
	DIO safeguarding	Notes potential impacts from solar PV on communications and technical assets, and glint and glare effects depending on location.	Comment: Noted. Recommendation: Insert footnote: [2] MoD advise that there are potential impacts from solar PV on communications and technical assets, and glint and glare effects depending on location. Developers should consult the MOD where a Solar PV installation at scale is proposed.
Policy CC4 - Local Energy Storage Batteries	Residents	Supported with caveats around safety and siting.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy CC5 - Community Led Renewable Energy	Residents	Limited resident comment but support implied by general support for climate change action.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy CC6 - Transition from Oil and Gas Heating	Residents	Supported in principle, but concern about affordability.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy CC7 - Window Replacement	Residents	Limited resident comment but support implied by general support for climate change action.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	Concerned about the mention of plastic windows in relation to listed buildings – this is unlikely to be acceptable. Suggest referencing the following document HEAG321 Adapting Historic Buildings for Energy and Carbon Efficiency	Comment: However, there are very occasional situations where insertion of a plastic window is necessary, which is accepted in national guidance. Therefore the Policy reasonably states that ‘If absolutely unavoidable, then plastic replacement windows that closely replicate the original window features, in terms of opening method, dimensions and number of panes, may be accepted.’ Recommendation: No Change other than add footnote as follows: [1] Reference should be made to HEAG321 Adapting Historic Buildings for Energy and Carbon Efficiency
	Historic England	Also flagged CC7, recommending that any acceptability of replacement plastic windows for non designated heritage assets, including those in conservation areas, should be consistent with Cornwall Council’s approach.	Comment: See above Recommendation: See above.
Policy CC8 - Natural Flood Management Solutions	Residents	Limited resident comment but support implied by general support for climate change action.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	South West Water	Supports the NDP including a SuDs policy to reduce surface water runoff and help manage climate change impacts, including drought and flooding. They recommend natural, infiltration based SuDs such as swales, rain gardens, ponds, wetlands, and tree planters to slow runoff, improve soil moisture	Comment: Noted. Already covered in CEDPD Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
		resilience, reduce sediment entering sewers and watercourses, and deliver amenity, biodiversity, and water quality benefits. They also encourage stronger requirements for rainwater harvesting and for development to follow the surface water disposal hierarchy set out in national Planning Practice Guidance, with discharge to combined sewers only as a last resort.	
INFRASTRUCTURE AND ACCESSIBILITY			
Objectives	Residents	<p>The majority of residents strongly support the Infrastructure and Accessibility objectives, viewing the proposed rail halt and park-and-ride facility as a transformative solution to the parish's current isolation and heavy car dependency. Respondents consistently highlighted that existing bus services are infrequent and unreliable, failing to meet work and leisure needs—particularly for direct travel to Truro. The rail halt is championed for its potential to provide sustainable connectivity to the national network, reduce regional traffic congestion, and attract a more diverse, younger demographic to the village.</p> <p>Despite this enthusiasm, residents identified significant safety and environmental concerns that must be addressed in future infrastructure delivery. There is a clear demand for safer active travel routes, specifically for cyclists between Ponsanooth and Penryn and for pedestrians on dangerous stretches like Frog Lane. While most are eager for transport improvements, some residents cautioned against the environmental impact on greenfield sites and wildlife corridors, such as the Cosawes Stream. Additionally, practical issues such as the need for parking for those with limited mobility and better management of visitor traffic at Kennall Vale remain key priorities for the local community.</p>	<p>Comment: Comments and support welcomed. For consistency with other objectives, these should be amended to be more clear on intentions.</p> <p>Recommendation: Amend objective to read as follows:</p> <ul style="list-style-type: none"> ⇒ <i>Improve transport and movement across the parish, prioritising safe, reliable, and inclusive travel options that reduce reliance on the private car.</i> ⇒ <i>Strengthen walking and cycling connectivity, delivering safer, better connected footpaths and cycle routes within the parish and to nearby destinations.</i> ⇒ <i>Support improved access to rail services, including measures that strengthen connections to the wider rail network where deliverable.</i> ⇒ <i>Ensure new development helps address traffic, parking, and access issues, through well designed layouts, safe junctions, and appropriate parking and servicing arrangements.</i> ⇒ <i>Improve connectivity between Cosawes and Ponsanooth, strengthening safe routes and transport links so residents can access shared services, facilities, and community life more easily.</i> ⇒ <i>Enhance digital communication links, reducing needs to travel and associated environmental issues, preventing digital disadvantage and ensuring that communities in rural areas can access emergency support when required.</i>
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy IA1 - Future Park and Ride and Rail Halt	Residents	<p>This is the clearest, most consistently supported infrastructure aspiration. Residents repeatedly describe poor connectivity, weak bus provision, and being overlooked, and see a rail halt and park and ride as potentially transformational for access to Truro and beyond, the key to reducing car dependency, and essential for older residents and young families. A minority express uncertainty, mainly about feasibility rather than desirability.</p>	Comment: Recommendation:
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Network Rail	<p>Raised significant deliverability concerns, citing:</p> <ul style="list-style-type: none"> ● Timetable capacity constraints. ● High capital costs. ● Need for higher-level funding and strategic support. ● References should be framed as a long term ambition contingent on major investment and higher level strategic transport planning. 	<p>Comment: Noted. The NDP has recognised these issues in its strategy. However, the supporting text could be altered to make them clear.</p> <p>Recommendation: Add new paragraph to supporting text: <i>Network Rail has advised that any new rail halt or associated park and ride facility would face deliverability challenges in the short to medium term, including limited timetable capacity on the branch line, high capital costs, and the need for higher level strategic commitment and</i></p>

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
			funding. The Neighbourhood Development Plan therefore includes the potential rail halt as a long term ambition, to be considered through future strategic transport planning and contingent on the necessary investment, and agreement with the rail industry and relevant transport authorities.
	Historic England	Raised no objection, noting that heritage impacts can be assessed at delivery stage.	Comment: Noted. When a detailed scheme is being worked up, a heritage impact assessment will be appropriate Recommendation: Insert additional supporting text paragraph. <i>When the detailed scheme comes forward, a proportionate Heritage Impact Assessment should be prepared to identify any effects on heritage assets and their settings, and to inform design and mitigation.</i>
Policy IA2 - Digital Infrastructure, Resilience and Investment	Residents	Supported, particularly for home working and business resilience.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	Recommended simplifying IA2 so it is less vulnerable to rapid changes in technology, providing draft replacement wording focusing on high quality digital connectivity, and improvements for nearby residents where possible: 1) Proposals for new development will be supported where they can demonstrate how the development will deliver high quality digital connectivity for residents and other users. Wherever possible, new development should also seek to improve digital connectivity for nearby residents.	Comment: Accepted. Recommendation: [1] Amend supporting text to include the following: Appropriate measures could include (a) Dedicated spaces, conduits, and cabling routes (including fiber-ready infrastructure) that allow for direct, high-capacity broadband connections, and (b) Easy access in site layouts for network providers to install and upgrade equipment. To mitigate these impacts it will be necessary to provide for: a) Installation of battery backup systems for VoIP-enabled devices and routers. b) Access to alternative power sources, such as solar or generator backups, where feasible. c) A minimum broadband speed of 30 Mbps. d) Infrastructure to enhance mobile signal coverage as a backup for VoIP systems, such as community signal boosters or small-cell technology, particularly in areas with poor mobile reception. e) Education and Support - offering training and technical support to rural residents to ease the transition and ensure they remain connected. f) Testing Emergency Provisions – to ensure that emergency services are easily accessible and reliable through VoIP in the local area. The Ponsanooth NDP may be able to incorporate policy that supports a)to d) above, but e) and f) will require local authority/Parish Council action. [2] Delete existing policy text and replace with: Development proposals for new housing or business premises are encouraged to include measures that enhance local broadband capacity and improve digital connectivity are encouraged. Proposals for community infrastructure projects, specifically those establishing shared or communal backup power systems at critical sites or locations identified as key communication hubs, will be actively encouraged.
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy IA3 - Mobile Signal Infrastructure	Residents	Supported, seen as essential infrastructure.	Comment: Noted. Recommendation: None

THEME AND POLICY REF	CONSULTEE COMMENTS RECEIVED	SUMMARY CONTENT	STEERING GROUP COMMENT & RECOMMENDED RESPONSE
	CC Neighbourhood Planning	No comments	Comment: Noted. Recommendation: None
	Other consultees	No comments	Comment: Noted. Recommendation: None
Policy IA4 - Transport, Highways and Communications	Residents	Support is underpinned by significant concern over traffic congestion and road safety, alongside frustration with poor bus services.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	If) and 2a) should reference Cornwall Councils Cornwall Council's Travel Plan and Parking Advice for Developers guidance at cornwall.gov.uk/media/hi5llbkw/cornwall-travel-plan-and-parking-advice-for-developers-final-web-003.pdf	Comment: Noted. However the NDP does already do so via NDP policy D1, i iv and v. An updated reference on traffic calming is now available. Recommendation: Insert updated reference to: 2] Traffic Calming and Speed Cameras - Cornwall Council
	National Highways	The Plan is unlikely to generate development at a scale that would adversely affect the strategic road network, and therefore had no specific comments, noting their role relates primarily to the A30 trunk road some distance from the plan area.	Comment: Noted. Recommendation: None
Policy IA5 - Footways, Pedestrian Links, Public Rights of Way...	Residents	Strong support for safer pedestrian routes, better active travel links to Penryn and Truro, and protection of existing public rights of way.	Comment: Noted. Recommendation: None
	CC Neighbourhood Planning	Suggest a minor amendment recognising that safe walking routes cannot always be delivered, proposing "wherever possible" wording, and referenced a 'Least Restrictive Access' standard to ensure inclusivity, including for disabled people.	Comment: Helpful comments. Recommendation: Amend first para of policy to read: Development, excluding agricultural dwellings, will be supported if it has safe walking routes to public transport, services, and facilities. If such routes do not exist, they should be provided, wherever possible, by creating new paths that connect to the existing network. These paths must meet the 'Least Restrictive Access' standard, ensuring they are accessible to all, including people with disabilities.
	Other consultees	No comments	Comment: Noted. Recommendation: None
INFRASTRUCTURE/LOCAL PROJECTS.			
	Residents	No comments	
	CC Neighbourhood Planning	No comments	

APPENDIX A : PONSNOOTH NEIGHBOURHOOD DEVELOPMENT PLAN REG 14 CONSULTATION RESPONSES FROM THE LOCAL COMMUNITY.

Summary

The Regulation 14 consultation generated responses from **25 individual residents**. Several respondents provided comments on multiple questions and topic areas within the draft Neighbourhood Development Plan.

For the purposes of analysis and reporting, each discrete representation relating to a specific question, policy area, or topic has been treated as an individual comment. On this basis, a total of **88 individual comments** were recorded and analysed.

This approach enables a clear and transparent understanding of the range of issues raised by the community and ensures that all substantive points, whether supportive, neutral, or critical, are captured and considered in the refinement of the Plan.

Overall, the consultation responses demonstrate strong endorsement of the Neighbourhood Plan’s direction and ambition. Residents broadly support the Plan’s objectives and recognise the considerable work undertaken to balance growth, community needs, and environmental protection. This is reflected in strong support for the overall approach of the Plan, for housing in principle where it is affordable, well located and well designed, and for robust protection of landscape and local character.

The issues most frequently raised by respondents relate to housing delivery and transport connectivity, with particular emphasis on the provision of affordable homes for local people and improved rail and public transport links. These matters are seen as central to maintaining Ponsanooth as a sustainable, inclusive, and well-connected village.

Protection of the natural environment, landscape, and village character emerged as a non-negotiable priority for many residents. There is strong support for robust policies safeguarding green infrastructure, biodiversity, valued landscapes, and wildlife corridors, alongside concern that new development should not undermine these assets. Residents also repeatedly stress the importance of avoiding overdevelopment or generic design that would erode local distinctiveness.

While the overall approach of the Plan is widely supported, consultation responses also highlight several areas where further clarification or strengthening was required. In particular, residents seek greater realism and transparency regarding the deliverability of a future rail halt, clearer evidence that infrastructure capacity, including transport, drainage, and sewage, can accommodate planned growth, and stronger assurances that affordable housing will genuinely meet local needs. There is also a clear expectation that any larger development sites, especially the land behind the Old School, should be accompanied by robust mitigation measures to address environmental impacts, infrastructure pressures, and potential effects on village character.

Quotable sentiments

- “A comprehensive and coherent NDP.”
- “Ready to launch and will be a truly well-considered plan.”
- Desire to avoid becoming a “faceless dormitory suburb”.

Implications

- The Vision is broadly sound and strongly supported.
- Emphasis on balance, growth with identity, and accessibility is well aligned with resident expectations.

APPENDIX 1 TABLE 1: INDICATIVE ASSESSMENT OF THE BALANCE OF CONSULTATION RESPONSES.

Policy / question	Agree (%)	Don't know (%)	Disagree (%)	n (valid)
Q1 Vision and Objectives	95.7	0	4.3	23
Q2 the Housing theme	95.5	4.5	0	22
Q3 Employment and Commercial Development	81.8	18.2	0	22
Q4 the Heritage, Cornish Distinctiveness and Design theme	87	8.7	4.3	23
Q5 the Natural Environment and Landscape theme	95.5	4.5	0	22
Q6 the Facilities, Amenities and Services theme	95.7	4.3	0	23
Q7 the Climate Change theme	95.5	0	4.5	22
Q8 the Infrastructure and Accessibility theme	100	0	0	22
Q8a a rail halt and park and ride facility for Ponsanooth in the future	87.5	8.3	4.2	24
Average	92.69	5.39	1.92	

APPENDIX 1 TABLE 2 : RESIDENTS' COMMENTS (AS SUBMITTED)

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 1	Q1: ...the draft Vision and Objectives?	Response: agree Comment: Im particularly keen to see the development of the land above the old school house to include a much needed rail halt. The village is crying out for better travel infrastructure. We are really cut off and overlooked. Poor bus service with lack of options for work, school and leisure needs especially to Truro.
Resident 1	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: Yes same reason as Q1 and also need more affordable housing for younger people in particular as there is a massive shortage. With the train as well it could really change Ponsanooth as a village in a positive way. Making it more affordable and attractive for people to invest in the village.
Resident 1	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Don't Know Comment: I do agree in encouraging businesses to Ponsanooth but I wouldn't particularly want to support them on the financial front.
Resident 1	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree Comment: Ponsanooth is quite unique and we should do everything we can to keep its heritage and protect it from overdevelopment/wrong designs etc.
Resident 1	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree Comment: We are very fortunate to be surrounded by wonderful wildlife and trees and should do everything we can to protect it.
Resident 1	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Don't Know Comment: Not sure where this is and what it relates to.
Resident 1	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree Comment: Yes definitely. We all should be thinking in this way and supporting efforts relating to climate change.
Resident 1	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: Definitely we so very much need and would benefit from the rail halt. As a village we are really cut off and there is a big reliance on driving a car. It worries me that i may have to leave the village if i ever stop driving as its a poor offering currently on the bus service front to get anywhere and no direct link to Truro. It would bring in more age ranges and working people to the village with improved transport links
Resident 1	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: As per Q7
Resident 1	Q9: Is there anything further that you would like to add?	
Resident 2	All Null	
Resident 3	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 3	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 3	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 3	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 3	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 3	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 3	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 3	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 3	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support
Resident 3	Q9: Is there anything further that you would like to add?	
Resident 4	Q1: ...the draft Vision and Objectives?	Response: agree Comment: The proposed plan addresses most of the issues affecting the local area and if implemented will improve the improve the quality of living in Ponsanooth.
Resident 4	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: The area needs more housing, in the right places and particularly housing for rent, as affordable housing seems to be anything but.
Resident 4	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree Comment: The area would benefit from more local jobs so as to reduce the necessity to travel long distances for employment.
Resident 4	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree Comment: The area would benefit from more local jobs so as to reduce the necessity to travel long distances for employment.
Resident 4	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree Comment: We have some of the finest landscapes in Cornwall, this need to be protected from inappropriate development.
Resident 4	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree Comment: The more amenities and services that are available locally, the more local traffic can be reduced through not having to leave the area.
Resident 4	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree Comment: Climate change is proven to increase the occurrence of extreme weather events, in the form of heavy rainfall, this could cause flooding problems in the village.
Resident 4	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: It is essential to keep local infrastructure up to current standards.
Resident 4	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: 100 percent yes on this one, the ability to gain access to the national rail network without having to drive to a station first would be a huge advantage.
Resident 4	Q9: Is there anything further that you would like to add?	
Resident 5	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 5	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 5	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 5	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 5	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 5	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 5	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 5	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 5	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support
Resident 5	Q9: Is there anything further that you would like to add?	

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 6	Q1: ...the draft Vision and Objectives?	Response: disagree Comment: In my opinion, to make this proposed site happen, rather than spread the load over smaller scattered sites, it would mean; 1) Overload already inadequate SWW sewage system ('171 dumps in Kennall river last year') 2) Dramatically increasing risk of flooding to Casawes and the rest of the valley, with the wholesale concreting of a greenfield site 3) Unnecessary alterations (widening of road/roundabout, and blasting of rock) would be needed on already dangerous section of road, to facilitate a safe entrance and exit to the greenfield site 'allocated'. 4) Dramatic loss of habitat for long established wildlife corridor and around loss of trees and Cornish hedges 5) The guaranteed destruction of a large greenfield site in order to build dozens of houses that will, by majority, be neither affordable, nor go to locals in Ponsanooth. 6) The radical and dramatic change from a character Cornish village, into a national clone of a faceless dormitory suburbia
Resident 6	Q2:...the draft Objectives and Policies for the Housing theme?	
Resident 6	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	
Resident 6	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	
Resident 6	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	
Resident 6	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	
Resident 6	Q7: ...the draft Objectives and Policies for the Climate Change theme?	
Resident 6	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	
Resident 6	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Don't support Comment: Again, too much environmental damage outweighs the possible need of the community. Especially when there is absolutely no clear evidence of the railways wanting to fund or needing it.
Resident 6	Q9: Is there anything further that you would like to add?	
Resident 7	Q1: ...the draft Vision and Objectives?	
Resident 7	Q2:...the draft Objectives and Policies for the Housing theme?	
Resident 7	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	
Resident 7	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Don't Know Comment: I don't think everything needs to fit in and keep to a theme. I think new developments can look beautiful and different. I think so long as they are of good quality and designed well, they can add to the changing landscape.
Resident 7	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	
Resident 7	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree Comment: I agree with more play places for children in the East side of Ponsanooth as our children can't get to a play area without an adult due to the busy road.
Resident 7	Q7: ...the draft Objectives and Policies for the Climate Change theme?	

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 7	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	
Resident 7	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: I strongly support the plan for a rail halt as I would love to cut down on car journeys to help reduce the air pollution in Ponsanooth and reduce congestion. My family would use it to travel to Truro, Penryn and Falmouth. At the moment we drive to Perranwell station to get the train. Buses are not frequent enough for me to get back in time for school pick up and a rail halt would give more options for travel.
Resident 7	Q9: Is there anything further that you would like to add?	
Resident 8	Q1: ...the draft Vision and Objectives?	Response: agree Comment: Many months and years of hard work, thought and consultation with the local community have gone into this plan already. So many different parts have to fit together to make it work well. It seems to me that it's ready to launch and will be a truly well-considered plan for Ponsanooth.
Resident 8	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: Housing is needed throughout the UK, so to have SOME new housing is unavoidable. A percentage of the proposed housing scheme will be for local needs, which is very welcome. It would be necessary to have a good and safe path to connect the new housing with the rest of the village.
Resident 8	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 8	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 8	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 8	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 8	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 8	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 8	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: A rail halt is proposed adjacent to the new housing. This would benefit the railway and the new houses. It would provide a means for people to travel to both Falmouth and Truro (and therefore further - Penzance, Plymouth, Exeter, London) with far greater ease than currently. Getting to Truro by public transport is currently difficult (catching a bus which is infrequent enough and then changing buses) - or downright dangerous (as there's no pavement for walking down Frog Lane).
Resident 8	Q9: Is there anything further that you would like to add?	I would like to thank all the people who have developed this Plan for their amazing hard work and dedication.
Resident 9	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 9	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: More houses are needed and a rail halt
Resident 9	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 9	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 9	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 9	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 9	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 9	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 9	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support
Resident 9	Q9: Is there anything further that you would like to add?	
Resident 10	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 10	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 10	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 10	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 10	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 10	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 10	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 10	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 10	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Traffic congestion is a real issue in our village. The villages transport links are terrible!
Resident 10	Q9: Is there anything further that you would like to add?	
Resident 11	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 11	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 11	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 11	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 11	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 11	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 11	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 11	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 11	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support
Resident 11	Q9: Is there anything further that you would like to add?	
Resident 12	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 12	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 12	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 12	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 12	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 12	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 12	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 12	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 12	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Ponsanooth really needs a direct route to Truro and Falmouth and would really benefit the community
Resident 12	Q9: Is there anything further that you would like to add?	
Resident 13	Q1: ...the draft Vision and Objectives?	Response: agree Comment: I believe it is necessary to develop our community
Resident 13	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: We need both social and affordable housing to support and encourage young people
Resident 13	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 13	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 13	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree Comment: Protecting our planet is vital
Resident 13	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree Comment: We need good public transport
Resident 13	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 13	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 13	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: This would be so useful for all ages and abilities
Resident 13	Q9: Is there anything further that you would like to add?	Ponsanooth is a lovely community that needs to encourage young families in as well as supporting our current residence.
Resident 14	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 14	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 14	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 14	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 14	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 14	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 14	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 14	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 14	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support
Resident 14	Q9: Is there anything further that you would like to add?	
Resident 15	Q1: ...the draft Vision and Objectives?	Response: agree Comment: A comprehensive and coherent NDP. I should like to compliment the team who have spent many hours of work to compile it.
Resident 15	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: New housing is a National requirement. I hope that it can properly address the needs for affordable, local need. It seems clear that this has rarely been the case elsewhere and I am concerned that it will happen here too. Housing needs to make full use of current technology for energy conservation and use, (must include solar panels, for example). Exhaustive use of infill and rounding off of existing settlements a priority.
Resident 15	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree Comment: Protection of farmland for food production necessary. Protection of the natural environment a priority. I support collaboration and diversity and home-working and home-based business.
Resident 15	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree Comment: Ponsanooth has a rich archaeological and historic legacy. This needs to be protected. I am concerned that the Treluswell Gateway Development may be an over-development not in keeping with the inclusive needs for all users.
Resident 15	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree Comment: Each of statements NEL1 - NEL6 are well written, clear and I agree and support them totally.
Resident 15	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree Comment: This is crucial. A vibrant, local, "living" community - and Ponsanooth is a wonderful example of this, (it is why I love living here!) - must continue to have diversity, resilience and community assets. It needs to retain its school, it's village shop and post office. Community ownership of the "Stag" can work alongside the shop as long as there is co-operation, cohesion and openness. A long-term solution for the Methodist Chapel must be sustainable. A church is an integral part of an English village, part of its historic heritage. It would be sad for it to close. These assets enable us as a village to continue to live and breathe, and not to drift into retirement and dormancy.
Resident 15	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree Comment: World Climate is at a critical, emergency state. COP has failed Internationally and I feel little confidence in the International, National or Local will for action. We MUST take this issue seriously for the sake of future generations. Consume less. Re-use. Renew. Repair. Recycle. Take responsibility and work together for changes to the way we live.
Resident 15	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: I am writing my responses on the day after First Bus has announced its plan to close all its bus routes! How can this be possible in 2025? We NEED a bus service! I leave my car at home if I can, to go to Falmouth, I should like to do this more. I travel all over the country, (and indeed, all around the world), by rail. I would love to add Ponsanooth Halt as my 37th Cornish station stop! (and yes, I have visited them all!) And I have walked ALL of the footpaths in and around the village. Access must be maintained and not harmed by new development.
Resident 15	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: See above. Yes, yes and YES! A safe, pedestrian access to a halt is vital.
Resident 15	Q9: Is there anything further that you would like to add?	Just a repeat of a big "Thank-you" to everyone involved in the preparation and presentation of the plan. I appreciate the hundreds of hours of work you have put in.

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 16	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 16	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 16	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree Comment: Certainly agree with the objectives for supporting small businesses enabling them to operate from a village/parish situation.
Resident 16	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 16	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree Comment: The more green landscape and environment which can be protected from development, the better. Infill and brownsite development within the main housing/industrial areas of the village should be welcomed, albeit paying attention to safety, roads, infrastructure, etc.
Resident 16	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 16	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree Comment: If the policy would facilitate a few neighbours combining to erect a small wind turbine in a suitable situation to contribute towards green energy.
Resident 16	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 16	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Don't Know Comment: Support in theory, however, I would like acknowledgement of protection of the stream (Cosawes Stream, I believe) environment, which runs in a conduit under the road right by the proposed entrance to the carpark envisioned. This stream/conduit is a thoroughfare for a large amount of wildlife - at the moment unrestricted because of the land either side of the road having no access to humans - a valid reason why there is little roadkill in this area which supports a large no. of deer, badger, fox, etc and has previously supported otter. This wildlife and their movement should not be endangered.
Resident 16	Q9: Is there anything further that you would like to add?	
Resident 17	Q1: ...the draft Vision and Objectives?	Response: agree
Resident 17	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree Comment: Need a good number of small, local needs units.
Resident 17	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 17	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 17	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 17	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 17	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 17	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 17	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Need some car parking provisions at site for those who are unable to walk to the proposed site.
Resident 17	Q9: Is there anything further that you would like to add?	I would like to add that Kennall Vale Nature Reserve needs protection from the sheer numbers of visitors causing damage, too much traffic for approach roads, inconsiderate parking blocking access for emergency vehicles and residents, litter left in surrounding

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
		areas, noise pollution etc. This matter is a genuine issue for residents and something needs to be done as it has changed the whole nature of the village.
Resident 18	Q1: ...the draft Vision and Objectives?	Response: agree Comment: They seem sensible and well thought out
Resident 18	Q2:...the draft Objectives and Policies for the Housing theme?	Response: agree
Resident 18	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Don't Know Comment: Haven't read into this bit unfortunately
Resident 18	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Don't Know Comment: The only thing I would question regarding the housing theme is the balance of 'heritage', 'Cornish' and 'distinctiveness' vs good, creative and sustainable architecture. There are many examples of good design schemes for new developments but many more bad, run of the mill schemes locally that are providing un-interesting and badly built houses. For example the Newham farm development in Truro which when originally given planning permission was a interesting and desirable development that would have been a great place to live, with a range of light, unique and modern homes. The development that is currently being constructed is the opposite. From a personal point of view I would be very interested in moving to a new build in Ponsanooth and away from our leaky bungalow, but only if it would be a desirable place to live with well built, spacious, light and unique homes.
Resident 18	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 18	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 18	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 18	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: As a cyclist I in particular would love to see infrastructure that would allow safer active travel between Ponsanooth and Penryn. Currently the main road from Ponsanooth via Treluswell is not very safe for cyclists, I know there has been at least one fatality involving a cyclist, and I tend to avoid completely. The back lanes are in general more desirable to use but are slippery, pot holed, and attract quite a few fast drivers hunting a short cut.
Resident 18	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: My family and I would, use a rail link in the village frequently. I used to live in Penryn and commuted for 4 years to Truro by train which was convenient, less stressful and a much sustainable option compared to driving. I have used the bus between Penryn and Ponsanooth on occasion but find it too unreliable to use on a regular basis, I expect because it gets caught in traffic etc. A rail link to Penryn/Truro for me personally would be very useful and a great asset to the village.
Resident 18	Q9: Is there anything further that you would like to add?	
Resident 19	Q1: ...the draft Vision and Objectives?	Response: Agree
Resident 19	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Agree
Resident 19	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 19	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 19	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 19	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 19	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 19	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 19	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support
Resident 19	Q9: Is there anything further that you would like to add?	
Resident 20	Q1: ...the draft Vision and Objectives?	Response: Not answered
Resident 20	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Not answered
Resident 20	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Not answered
Resident 20	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Not answered
Resident 20	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Not answered
Resident 20	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	
Resident 20	Q7: ...the draft Objectives and Policies for the Climate Change theme?	
Resident 20	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Not answered
Resident 20	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Not answered
Resident 20	Q9: Is there anything further that you would like to add?	Says 'Proposals for the Methodist Church to be sustainable'. What does this mean? Efforts over many years have produced nothing viable. Conversion to residential is surely the answer - parking provided in nearby land.
Resident 21	Q1: ...the draft Vision and Objectives?	Response: Agree Comment: Concise plan, Development in the right place. Affordable/rentable.
Resident 21	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Agree Comment: Concise plan, Development in the right place. Affordable/rentable.
Resident 21	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Don't know Comment: Is Ponsanooth the right place for commercial workplaces, Where?
Resident 21	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree Comment: The council must protect all old buildings and Kennal vale.
Resident 21	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree Comment: More trees planted, Playing field. Green spaces must be protected and enhanced.
Resident 21	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 21	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree Comment: Agree with removing fossil fuels but at what cost?
Resident 21	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: Transport system requires looking at. The station would be wellused. Bus system needs looking at improved.
Resident 21	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Transport system requires looking at. The station would be well used. Bus system needs looking at improved.
Resident 21	Q9: Is there anything further that you would like to add?	Some of my comments may not be relevant to the plan, I will raise with a councillor/clerk for a parish meeting.

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 22	Q1: ...the draft Vision and Objectives?	Response: Agree
Resident 22	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Agree
Resident 22	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 22	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 22	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 22	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 22	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 22	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 22	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Definitely the way to go - get some of the cars off the road.
Resident 22	Q9: Is there anything further that you would like to add?	
Resident 23	Q1: ...the draft Vision and Objectives?	Response: Agree Comment: Generally, I would love to read more
Resident 23	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Don't know Comment: Broadly I agree but I am curious about the realism of affordable housing and the new 'green' home requirements.
Resident 23	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Don't know Comment: I would like to see more detail on the expected opportunities in the Parish.
Resident 23	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Disagree Comment: I think this does not go far enough and provision should be included for conservation and restoration of some of the heritage in the Parish.
Resident 23	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Don't know Comment: How will BNG be factored into the development? Often new developments cannot fulfil BNG requirements on the site.
Resident 23	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 23	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Disagree Comment: potential missed opportunity in geothermal energy and hydro power.
Resident 23	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: Yes, this seems one of the more clear sections
Resident 23	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Yes! Resounding yes.
Resident 23	Q9: Is there anything further that you would like to add?	Geothermal energy- deep, not groundsource. Tithe data - ownership of Commons Lane.
Resident 24	Q1: ...the draft Vision and Objectives?	Response: Agree
Resident 24	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Agree
Resident 24	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 24	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree
Resident 24	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 24	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 24	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree Comment: Could use small scale hydro on Kennel, for exampl. Also on leats.
Resident 24	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree
Resident 24	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Don't know
Resident 24	Q9: Is there anything further that you would like to add?	Perhaps more attention should be given to agricultural land and its relative quality. This would be relevanyt to resisting further land development.
Resident 25	Q1: ...the draft Vision and Objectives?	Response: Agree Comment: Very compehensive
Resident 25	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Agree
Resident 25	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 25	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree Comment: Particularly interesting to have the heritage highlighted to be better appreciated.
Resident 25	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 25	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 25	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 25	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree Comment: Particularly interested in improved footpaths linking villages/Pelean Cross - also some type of communal parking to help St Michaels & Kennal vale.
Resident 25	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: Strongly support
Resident 25	Q9: Is there anything further that you would like to add?	
Resident 26	Q1: ...the draft Vision and Objectives?	Response: Agree Comment: Life will be added to the community with younger people and families moving in.
Resident 26	Q2:...the draft Objectives and Policies for the Housing theme?	Response: Agree Comment: The position of the development allows fo rtraffic and easy access to the village facilities.
Resident 26	Q3:...the draft Objectives and Policies for Employment and Commercial Development?	Response: Agree
Resident 26	Q4...the draft Objectives and Policies for the Heritage, Cornish Distinctiveness and Design theme?	Response: Agree Comment: The proposed development is representative of the builds in the village.
Resident 26	Q5: ...the draft Objectives and Policies for the Natural Environment and Landscape theme?	Response: Agree
Resident 26	Q6 ...the draft Objectives and Policies for the Facilities, Amenities and Services theme?	Response: Agree
Resident 26	Q7: ...the draft Objectives and Policies for the Climate Change theme?	Response: Agree
Resident 26	Q8: ...the draft Objectives and policies for the Infrastructure and Accessibility theme?	Response: Agree

CONSULTEE ID/URN	Question: Do you agree with...	RESPONSE & COMMENTS
Resident 26	Q8a:...the idea of a rail halt and park and ride facility for Ponsanooth in the future?	Response: Support Comment: A rail halt will give a much needed link to Truro . this will in turn traffic and parking use in Truro.
Resident 26	Q9: Is there anything further that you would like to add?	

APPENDIX B: PONSNOOTH NEIGHBOURHOOD DEVELOPMENT PLAN REG 14 CONSULTATION RESPONSES FROM THE STATUTORY UNDERTAKERS AND OTHER BODIES.

Summary

The statutory consultation attracted responses from 9 organisations, including

10. Cornwall Council Planning and Housing
11. Cornwall Council Affordable Housing Team
12. Defence Infrastructure Organisation (MOD Safeguarding)
13. Historic England
14. Network Rail
15. National Highways
16. Sport England
17. Police (Designing Out Crime)
18. Ponsanooth Playing Field Association

Across these responses, **approximately 95 individual comments** were submitted. Many statutory consultees provided detailed, policy-specific observations across multiple sections of the Plan rather than a single consolidated response.

Overall, the comments were technical and advisory in nature, focusing on matters of policy refinement rather than raising objections in principle. Statutory consultees generally expressed support for the direction and scope of the Neighbourhood Plan, with recommendations aimed at improving policy clarity, ensuring consistency with national and local guidance, strengthening the supporting evidence base, and appropriately reflecting issues of deliverability, particularly in relation to infrastructure, heritage, and housing.

Detailed Analysis

VISION

Statutory consultees raised no objection to the overall Vision of the Plan. Cornwall Council, Planning and Housing asked for a factual tightening to the “what it cannot do” table, so it explicitly refers to national housing targets as well as the Local Plan, avoiding any suggestion that the NDP can reduce strategic requirements. No other explicit Vision-level drafting issues were raised.

Comments from Cornwall Council Planning and Housing and Historic England indicate that the Plan’s strategic direction is broadly sound, subject to technical refinements and appropriate evidencing, particularly in relation to housing delivery and heritage impacts.

Cornwall Council, Planning and Housing also noted that, in their view, the Plan’s approach, particularly the Old School allocation up to 50 homes, would meet the calculated housing requirement and could attract the NPPF para 14 protections described in Cornwall Council’s guidance note, subject to appeal decisions

Quotable sentiments

Overall Plan Direction and Policy Soundness

- **“We consider that the Plan’s policies are unlikely to lead to a scale of development which would adversely impact on the safe and efficient operation of the SRN.”**
National Highways
- **“Otherwise, we congratulate your community on its Plan and particularly those policies which seek to promote and reinforce local distinctiveness.”**
Historic England

Housing Requirement and Policy Protection

- **“The policies in the plan... will meet the calculated Ponsanooth housing requirement and the Ponsanooth plan would therefore be protected under paragraph 14 of the NPPF.”**
Cornwall Council Planning and Housing
- **“HomeChoice registered local housing need in the Parish of Ponsanooth is currently 23 households seeking affordable accommodation.”**
Cornwall Council Affordable Housing Team

Infrastructure and Rail Deliverability

- **“While the aspiration for improved rail accessibility is understandable, the practical and financial challenges associated with delivering a new station... should be clearly acknowledged within the Neighbourhood Plan.”**
Network Rail
- **“Any references to this proposal should therefore be qualified as a long-term ambition, contingent on significant infrastructure investment.”**
Network Rail

Design, Safety, and Community Wellbeing

- **“The inclusion of the ‘Designing Out Crime’ statement within the General Design Principles is naturally fully supported.”**
Police – Designing Out Crime

Table 1: Statutory Undertakers’ Comments (As Submitted)

STATUTORY RESPONDENT	COMMENTS		
CC Planning and Housing a)	P10 in the table ‘what it cannot do’ can you include reference in the following point to the new national housing targets. <i>Reduce the scale of new housing that has been set in a Local Plan by Cornwall Council, or in national housing targets.</i>		
CC Planning and Housing b)	I consider that the policies in the plan, particularly the allocation of the old school site for up to 50 homes will meet the calculated Ponsanooth housing requirement and the Ponsanooth plan would therefore be protected under para 14 of the NPPF as set out in our explanatory note https://www.cornwall.gov.uk/media/ymgj2dp0/updated-para-14-guidance-for-ndps-no-v-25.pdf (unless appeal decisions change our current approach).		
CC Planning and Housing c)	H1	Ponsanooth Development Boundary	Policy generally fine (include policy 3 in the list of LP policies) – although the end of the policy seems to have been cut off.
CC Planning and Housing d)	H2	Housing Mix	2 and 3. Remove references to ‘First Homes’ as these are not supported by the Affordable housing team.

STATUTORY RESPONDENT	COMMENTS		
CC Planning and Housing e)	H3	Land behind the Old School	No comments
CC Planning and Housing f)	H4	Infill and rounding off in smaller settlements	Would suggest removing the restriction of '1 or 2 dwellings' from 1. If a site is large enough to accommodate more homes and meets the policy criteria, it would also be likely to be acceptable. 2. add policy 3 to the list of LP policies. Label the maps (p45) with the settlement names.
CC Planning and Housing g)	H5	Rural Exception sites	No comments. I'd suggest defining walking distance.
CC Planning and Housing h)	H6	Community led self and custom build	2 would be criteria b-f? as this is in other locations?
CC Planning and Housing i)	H7	WfH and home based businesses	No comments
CC Planning and Housing j)	EM1	Small Business Development and safeguarding of employment land	In 4.95, CloS economic plan has been superseded by the Good Growth Plan Good Growth Plan - Cornwall Council 2c) suggest 'It will not significantly conflict with the need to conserve the best and most versatile agricultural land and minimise interference with farming; i) There is no net loss of residential dwellings, or any loss can be justified. 4a) It is located within or adjacent to existing groups of buildings or uses previously developed land, or is well-related to an existing settlement The numbering for the live work clause is incorrect (otherwise fine)
CC Planning and Housing k)	EM2	Rural Business Diversification	Fine
CC Planning and Housing l)	EM3	Sustainable Tourism	Fine
CC Planning and Housing m)	D1	General Design Principles	Fine
CC Planning and Housing n)	D2	Cornish Design and Distinctiveness	Fine
CC Planning and Housing o)	D3	Design and Distinctiveness in Ponsanooth	Fine although I think you could probably condense your design policies into one single design policy.
CC Planning and Housing p)	D4	Treluswell Gateway	No comments
CC Planning and Housing q)	HA1	Heritage Assets	Fine
CC Planning and Housing r)	MC1	Methodist Chapel	No comments
CC Planning and Housing s)	ARC1	Archaeology	It may impact on viability for all development proposals to provide an archaeological assessment. Suggest that you incorporate a paragraph similar to the one below as a new clause 3 in policy HA1 (and then remove this policy). This would mean that a further archaeological assessment would only be necessary where a proportionate heritage assessment indicates that there may be archaeological assets. <i>Where a proportionate heritage assessment indicates that the site may contain valued heritage or archaeological assets, a proportionate archaeological and heritage assessment should identify any potential impact and provide mitigation strategies to ensure that evidence which could contribute to the understanding of human activity and past environments is not lost.</i>
CC Planning and Housing t)	NEL1	Green Infrastructure	No comments
CC Planning and Housing u)	NEL2	BNG	No comments
CC Planning and Housing v)	NEL3	Trees, Hedges and Hedgerows	No comments

STATUTORY RESPONDENT	COMMENTS		
CC Planning and Housing w)	NEL4	Area of Local Landscape Importance	Suggest that you make reference to the candidate AGLV which covers the same approximate area. The AGLV designation should give greater protection. 2. should refer to an area of local landscape importance (ALLI) rather than local AGLV which must be designated by the LPA.
CC Planning and Housing x)	NEL5	Views and vistas	No comments
CC Planning and Housing y)	NEL6	Dark Skies	Suggest that you use our recommended policy text here as it has been through several examinations Dark Night Sky
CC Planning and Housing z)	FAS1	Safeguarding and Enhancement of community facilities	No comments
CC Planning and Housing aa)	FAS2	LGS	The policy fine but please ensure that you have justified the inclusion of those spaces and made contact with the relevant landowners to let them know of your intention to designate https://www.cornwall.gov.uk/media/1t1p4fce/local-green-space-appraisal-template-and-guidance.docx
CC Planning and Housing ab)	FAS3	Recreation and open space	No comments
CC Planning and Housing ac)	CC1	Sustainable Design and Low carbon heat	No comments
CC Planning and Housing ad)	CC2	Wind energy	I've asked for some additional advice on this policy and will send it asap.
CC Planning and Housing ae)	CC3	Solar Energy	I've asked for some additional advice on this policy and will send it asap.
CC Planning and Housing af)	CC4	Local Energy Storage batteries	No comments
CC Planning and Housing ag)	CC5	Community led renewable energy	No comments
CC Planning and Housing ah)	CC6	Transition from oil and gas	No comments
CC Planning and Housing ai)	Cc7	Window replacement	I'm a bit concerned about the mention of plastic windows in relation to listed buildings – this is unlikely to be acceptable and I'd suggest referencing the following document HEAG321 Adapting Historic Buildings for Energy and Carbon Efficiency
CC Planning and Housing aj)	CC8	Natural Flood Management	No comments
CC Planning and Housing ak)	IA1	Future Park and ride and rail halt	No comments
CC Planning and Housing al)	IA2	Digital Infrastructure	Technology is changing rapidly and this policy may become out of date quite quickly. Suggest that you simplify the policy: 1) Proposals for new development will be supported where they can demonstrate how the development will deliver high quality digital connectivity for residents and other users. Wherever possible, new development should also seek to improve digital connectivity for nearby residents. 2) no comment
CC Planning and Housing am)	IA3	Mobile infrastructure	No comments
CC Planning and Housing an)	IA4	Transport, Highways and Comms	If) and 2a) should reference Cornwall Councils guidance cornwall.gov.uk/media/hi5llbkw/cornwall-travel-plan-and-par-king-advice-for-developers-final-web-003.pdf
CC Planning and Housing ao)	IA5	Footways, pedestrian links and PRow	In some instances this will not be possible – suggest minor amendment to the first paragraph Development, excluding agricultural dwellings, will be supported if it has safe walking routes to public transport, services, and facilities. If such routes do not exist, they should be provided, wherever possible, by creating new paths that connect to the existing network. These paths must meet the 'Least Restrictive Access' standard, ensuring they are accessible to all, including people with disabilities.

STATUTORY RESPONDENT	COMMENTS																																															
CC Affordable housing team a)	<p>Assessment/Housing Need Justification The Housing needs evidence for the Parish is as follows:</p> <table border="1" data-bbox="352 225 1339 486"> <thead> <tr> <th>Ponsanooth</th> <th>1 Bed</th> <th>2 Bed</th> <th>3 Bed</th> <th>4 Bed</th> <th>5 Bed</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Band A</td> <td>2</td> <td></td> <td></td> <td></td> <td></td> <td>2</td> </tr> <tr> <td>Band B</td> <td>2</td> <td>1</td> <td></td> <td></td> <td></td> <td>3</td> </tr> <tr> <td>Band C</td> <td>1</td> <td>2</td> <td>2</td> <td></td> <td></td> <td>5</td> </tr> <tr> <td>General Housing Need (Previously Bands D&E)</td> <td>9</td> <td>4</td> <td></td> <td></td> <td></td> <td>13</td> </tr> <tr> <td>Total</td> <td>14</td> <td>7</td> <td>2</td> <td></td> <td></td> <td>23</td> </tr> </tbody> </table> <p>HomeChoice registered local housing need in the Parish of Ponsanooth is currently 23 households seeking affordable accommodation. 12 of the 23 households are aged 55 or over, including 11x 1 bed and 1x 2 bed accommodation. General Housing Need applicants on HomeChoice may have lower priority than other bands, despite being in housing need. Yet these households may possess potential to access Low Cost Homeownership as a means of addressing their housing needs. Appraising General Housing Need applicants in this manner provides a broader understanding of intermediate need, as part of this comprehensive assessment of housing needs in the area as set out. There are currently 13 households in General Housing Need Band who may be suitable for Low Cost Homeownerships such as Shared Ownership or Discount Market Sale.</p>						Ponsanooth	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Total	Band A	2					2	Band B	2	1				3	Band C	1	2	2			5	General Housing Need (Previously Bands D&E)	9	4				13	Total	14	7	2			23
Ponsanooth	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Total																																										
Band A	2					2																																										
Band B	2	1				3																																										
Band C	1	2	2			5																																										
General Housing Need (Previously Bands D&E)	9	4				13																																										
Total	14	7	2			23																																										
CC Affordable housing team b)	H1		The Affordable Housing Team have no comment.																																													
CC Affordable housing team c)	H2		<p>Affordable Housing Comment Policy H2 provides detail on new build development to ensure it responds to local needs in the Parish. The parish is in value zone 4 and on policy 8 sites, 30% of the total homes will be required to be delivered as Affordable Housing. You may wish to make reference to Housing for the Over 55's and 1.5 bedroom properties. i.e. The inclusion of 1.5 bed 2 person dwelling types will be welcomed. This will enable accommodation that provides a small ancillary room for a carer or for homeworking, that is not considered a bedroom for rental charging purposes. Such dwellings should have a Gross Internal Area of 50m² as a minimum, but should also be less than 61m², with the second bedroom being smaller than 7.5m². You may wish to include provision for M4(2) Accessible and Adaptable Homes and M4(3) Wheelchair Accessible homes. We do not promote First Homes as an affordable housing product as these do not provide affordable homes for local people in perpetuity. Please refer to the First Homes Chief Planning Officer guidance note below.</p>																																													
CC Affordable housing team d)	H3		<p>Affordable Housing Comment The policy refers to a masterplan document. The parish lies in value zone 4 where 30% must be affordable homes on Policy 8 sites. The preferred options for the site propose more than the required 30% of affordable housing for the value zone in line with the Cornwall Local Plan policies. Please be mindful that housing allocations can only deliver the required amount of affordable homes. 15 affordable homes would be required if the total number of homes on site is 50. The Policy 8 threshold has been superseded by the National Planning Policy Framework changes and Housing Supplementary Planning document that states that affordable housing contributions will be required for a net increase of 10 or more dwellings.</p>																																													
CC Affordable housing team e)			<p>Site Plan Masterplan The wording needs to be amended on Page 11. The parish is in value zone 4 which delivers 30% affordable housing on policy 8 sites. Please see the comments made for Policy H3.</p>																																													
CC Affordable housing team f)	H4		<p>Affordable Housing Comment The Affordable Housing Team have no comment.</p>																																													
CC Affordable housing team g)	H5		<p>Affordable Housing Comment We support the policy to deliver affordable housing on rural exception sites to meet an identified need.</p>																																													
CC Affordable housing team h)	H6		<p>Affordable Housing Comment Self build affordable homes can be difficult to finance as an affordable housing product and will often result in less affordable, detached dwellings. Where these have been proposed, they have incurred problems with securing the necessary finance from financial institutions especially given the restrictions on re-sale and the discount necessary to make them affordable alongside increased build costs. Please see the references in the guidance note referred to</p>																																													

STATUTORY RESPONDENT	COMMENTS	
		<p>below in respect of the inclusion and requirements related to self-build affordable homes.</p> <p>We would not promote these as part of the AH element on a rural exception site. The reason being is that a rural exception site should secure AH delivery on site but often has to be cross subsidised by open market housing and with so many different land owners, phasing and securing the delivery of the affordable housing alongside open market housing is problematic.</p>
CC Affordable housing team i)	<p>Chief Planning Officer Guidance Note on Self and Custom Home Building in Cornwall</p> <p>Chief Planning Officer Guidance Note on Addressing Affordability</p> <p>Chief Planning Officer Guidance Note on First Homes</p>	
DIO – safeguarding a)		<p>Paragraph 102 of the National Planning Policy Framework (December 2024) requires that planning policies and decisions take into account defence requirements by ‘ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.’</p> <p>Statutory consultation of the MOD occurs as a result of the provisions of the Town and Country Planning (Safeguarded aerodromes, technical sites and military explosives storage areas) Direction 2002 (DfT/ODPM Circular 01/2003) and the location data and criteria set out on safeguarding maps issued to Local Planning Authorities by the Ministry of Housing, Communities & Local Government (MHCLG) in accordance with the provisions of that Direction.</p> <p>Copies of these relevant plans, in both GIS shapefile and .pdf format are issued to Local Planning Authorities by MHCLG. An assurance review was conducted by the MOD in 2023 which confirmed that, at that time, Local Planning Authorities held the most recent relevant safeguarding data. Any subsequent updates to those plans were then issued by MHCLG.</p> <p>The Ponsanooth draft Neighbourhood Plan pre-submission consultation authority area will both contain and be washed over by safeguarding zones that are designated to preserve the operation and capability of RNAS Culdrose.</p>
DIO – safeguarding b)		<p>The airspace above and surrounding aerodromes is safeguarded to ensure that development does not form a physical obstruction to the safe operation of aircraft using that aerodrome. Within designated zones proposed development that exceeds given trigger heights necessitates that statutory consultation of the MOD takes place. This consultation allows the MOD to carry out assessment of development and to understand how the height of development would impact on the protected airspace above and surrounding an aerodrome and whether any form of mitigation is necessary or viable. These zones also indicate areas where development, by virtue of its height, scale, massing, or external materials might reduce the capability or otherwise compromise the operation of technical assets such as communications, navigation, or surveillance systems including radar. In addition to permanent physical development within these zones, the use of cranes, piling rigs or other tall plant or equipment to implement development may also be of concern.</p> <p>Birdstrike safeguarding zones with a radius of 12.87km are designated around certain military aerodromes. Aircraft within these zones are most likely to be approaching or departing aerodromes and therefore being at critical stages of flight. These statutory consultation zones are designed to allow birdstrike risk created by or increased by proposed development to be identified and mitigated. The creation of environments attractive to those large and flocking bird species that pose a hazard to aviation safety can have a significant effect. This can include landscaping schemes associated with large developments, as well as the creation of new waterbodies such as ponds, wetlands and/or attenuation basins. This would also include both on and off-site provision of Biodiversity Net Gain (BNG). The creation of open water, whether permanent and temporary, may provide a range of habitats for wildlife, including potentially increasing the creation of attractant environments for large and flocking bird species hazardous to aviation and therefore may be subject to design requirements or for management plans to be applied.</p> <p>In addition to the safeguarding zones identified, the MOD may also have an interest where development is of a type likely to have any impact on. Usually this will be by virtue of the scale, height, or other physical property of a development. Examples these types of development include, but are not limited to:</p> <ul style="list-style-type: none"> • Any development that would exceed a height of 50m above ground level. Both tall (of or exceeding a height of 50m above ground level) structures and wind turbine development introduce physical obstacles to low flying aircraft
DIO – safeguarding c)	NEL2	<p>The MOD note the proposed Policy NEL2 - Biodiversity Net Gain.” 1. New development will be supported where it is planned and designed to protect and enhance local wildlife species and habitats, demonstrating how it will deliver a net gain in biodiversity, as a minimum, in accordance with Policy G2 of the Cornwall Climate Emergency DPD. The MOD request that; when drafting policy and guidance which addresses biodiversity, ecology, and Biodiversity Net Gain; Cornwall Council should bear in mind that some</p>

STATUTORY RESPONDENT	COMMENTS	
		<p>forms of environmental improvement or enhancement may not be compatible with aviation safety.</p> <p>Enhancements that require or result in the introduction of tall structures (whether temporarily or permanently), or where plants or trees are planted may degrade aviation safety, either by introducing physical obstacles to aircraft, or by degrading or compromising the operation and capability of safeguarded technical assets. Where enhancements include ground works that might result in open water (whether temporarily or permanently), the introduction or plant/tree species that bear berries or fruit, or the introduction of tree species that provide dense canopy, and the enhanced site is within 12.87km of an MOD aerodrome, it is possible that bird strike risk can be introduced or exacerbated to the detriment of aviation safety. In summary, where off-site provision is to provide BNG, the locations of both the host development and any other site should both/all be assessed against statutory safeguarding zones and the MOD should be consulted where any element falls within the marked statutory safeguarding zone.</p>
DIO – safeguarding d)	CC2	<p>The MOD additionally notes the provisions within Policies CC2- Wind Energy and CC3: Solar Energy.</p> <p>The MOD has, in principle, no objection to any renewable energy development, though some infrastructure enabling renewable energy production, for example wind turbine generators or solar photo voltaic panels can, by virtue of their physical dimensions and properties, impact upon military aviation activities, cause obstruction to protected critical airspace surrounding military aerodromes, or impede the operation of safeguarded defence technical installations. Where turbines are erected in line of sight to defence radars and other types of defence technical installations, the rotating motion of their blades can degrade and cause interference to the effective operation of these types of installations potentially resulting in detriment to aviation safety and operational capability. This potential is recognised in the Government’s online Planning Practice Guidance which contains, within the Renewable and Low Carbon Energy section, specific guidance that both developers and Local Planning Authorities should consult the MOD where a proposed turbine has a tip height of, or exceeding 11m, and/or has a rotor diameter of, or exceeding 2m.</p>
DIO – safeguarding e)	CC3	<p>In addition, Solar PV development can impact on the operation and capability of communications and other technical assets by introducing substantial areas of metal or sources of electromagnetic interference. Depending on the location of development, solar panels may also produce glint and glare which can affect aircrew or air traffic controllers.</p>
DIO – safeguarding f)		<p>Additionally, it may be necessary in certain circumstances for MOD to require the removal of permitted development rights, where the use of these rights introduces elements that would not be compatible with MOD safeguarding requirements</p> <p>In order to provide a broader representation of MOD interests, and to ensure prospective developers are aware of the implications of developing within an area containing MOD safeguarded zones, policy wording which alerts developers of the requirement for the MOD to review relevant development proposals would be welcomed.</p>
Historic England a)	H3	<p>The focus of our interest is policy H3 which proposes to allocate land for development behind the Old School in Ponsanooth Village.</p> <p>In previous advice submitted in response to an early consultation on the draft Plan and separate SEA Screening consultation from Cornwall Council we highlighted the need for evidence to demonstrate that the site could be delivered without causing harm to heritage assets in accordance with overarching national and local policy for the protection and enhancement of the historic environment (see attached).</p> <p>We note that there appears to be no additional evidence in support of the Plan in response to our previous advice. The Site Options and Assessment 2023 (updated 2024) refers to the site as Site A and acknowledges the existence of relevant (apparently non-designated) heritage assets in the form of two adjacent post medieval sites for which mitigation may be necessary. Overall, there is no indication of the methodology which may have been used to identify and assess relevant heritage assets, especially those whose setting(s) may be affected, and how this has informed eventual policy proposals and confirmed their suitability and historic environment policy conformity.</p> <p>We have also previously alluded to the possible need for a full SEA to help in evidencing the Plan but have acknowledged that a simple expedient would be to liaise with the Cornwall Council heritage team and secure in writing its confirmation as to the suitability of the allocation from a heritage point of view. We would reiterate this advice and recommend its inclusion as evidence when the Plan is submitted for Examination.</p>
Historic England b)	IA1	<p>Elsewhere, we note policy IA1 which aims to safeguard land for a future Park and Ride Halt. This will obviously be the subject of a detailed assessment should the time come when the principle of such a concept attracts the necessary additional support to secure delivery and as such we are happy for detailed consideration of the relevant heritage interests to be deferred until that time.</p>

STATUTORY RESPONDENT	COMMENTS	
Historic England c)	<p>Otherwise, we congratulate your community on its Plan and particularly those policies which seek to promote and reinforce local distinctiveness (D2 & D3). We note policy CC7 on Window Replacement and would only highlight the desirability of ensuring that the proposed acceptability of replacement plastic windows in non-designated heritage assets (which could be located in a conservation area) is consistent with the approach promoted by Cornwall Council as the local planning authority.</p> <p>On a final point, we would bring to your community's attention the existence of the large Grade II* Methodist Church which is on the national Heritage At Risk Register and wonder if thought had been given to how the Plan might identify measures to address the issues responsible. Again, the Cornwall Council heritage team should be able to advise on this.</p>	
Network rail a)	IA1	<p>Policy IA1 -Future Park and Rise and Rail Halt</p> <p>From an operational perspective, the current timetable on the Falmouth Branch Line does not have capacity to accommodate an additional stop. The service is constrained by tight turnarounds at both ends of the branch, which limit opportunities for further dwell time or schedule extension. For a new rail halt to be operationally viable, infrastructure enhancements such as line speed improvements and/or the installation of an additional passing loop, would be required. At present, no designs or cost estimates exist for such works, but based on comparable schemes, these interventions are likely to require investment in the order of several million pounds.</p> <p>In view of these constraints, it is considered that a new station at Ponsanooth is unlikely to be deliverable without substantial capital funding and coordinated support from both Cornwall Council and central government.</p> <p>While the aspiration for improved rail accessibility is understandable, the practical and financial challenges associated with delivering a new station on the Falmouth Branch Line should be clearly acknowledged within the Neighbourhood Plan. Any references to this proposal should therefore be qualified as a long-term ambition, contingent on significant infrastructure investment and strategic transport planning at a higher level.</p> <p>We trust these comments will be useful in the preparation of the forthcoming plan documents.</p>
National Highways a)	<p>Thank you for providing National Highways with the opportunity to comment on the draft Ponsanooth Parish Neighbourhood Development Plan. National Highways is responsible for operating, maintaining and improving the strategic road network (SRN) which in this case comprises the A30 trunk road which passes some 10km to the north-west of the Plan area. We note the Plan area is bisected by the A393 which provides local road connections primarily to Avers and Tolvaddon junctions. Having reviewed the draft Plan, we consider that the Plan's policies are unlikely to lead to a scale of development which would adversely impact on the safe and efficient operation of the SRN. We therefore have no specific comments to offer. However, this does not prejudice any future responses National Highways may make on site specific applications as they come forward through the planning process, which will be considered by us on their merits under the prevailing policy at the time, which is currently set out within DfT Circular 01/2022 <i>The strategic road network and the delivery of sustainable development</i></p>	
Sport England	<p>Government planning policy, within the National Planning Policy Framework (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process. Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important.</p> <p>Therefore, it is essential that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Pars 103 and 104. It is also important to be aware of Sport England's statutory consultee role in protecting playing fields and the presumption against the loss of playing field land. Sport England's playing fields policy is set out in our Playing Fields Policy and Guidance document.</p> <p>https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy</p> <p>Sport England provides guidance on developing planning policy for sport and further information can be found via the link below. Vital to the development and implementation of planning policy is the evidence base on which it is founded.</p> <p>https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications</p> <p>Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with Par 104 of the NPPF, this takes the form of assessments of need and strategies for indoor and outdoor sports facilities. A neighbourhood planning body should look to see if the relevant local authority has prepared a playing pitch strategy or other indoor/outdoor sports facility strategy. If it has then this could provide useful evidence for the neighbourhood plan and save the neighbourhood planning body time and resources gathering their own evidence. It is important that a neighbourhood plan reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the</p>	

STATUTORY RESPONDENT	COMMENTS
	<p>neighbourhood area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.</p> <p>Where such evidence does not already exist then relevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area. Developed in consultation with the local sporting and wider community any assessment should be used to provide key recommendations and deliverable actions. These should set out what provision is required to ensure the current and future needs of the community for sport can be met and, in turn, be able to support the development and implementation of planning policies. Sport England's guidance on assessing needs may help with such work.</p> <p>http://www.sportengland.org/planningtoolsandguidance</p> <p>If new or improved sports facilities are proposed Sport England recommend you ensure they are fit for purpose and designed in accordance with our design guidance notes.</p> <p>http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/</p> <p>Any new housing developments will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then planning policies should look to ensure that new sports facilities, or improvements to existing sports facilities, are secured and delivered. Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.</p> <p>In line with the Government's NPPF (including Section 8) and its Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing planning policies and developing or assessing individual proposals. Active Design, which includes a model planning policy, provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of developing a neighbourhood plan to help undertake an assessment of how the design and layout of the area currently enables people to lead active lifestyles and what could be improved.</p> <p>NPPF Section 8: https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities</p> <p>PPG Health and wellbeing section: https://www.gov.uk/guidance/health-and-wellbeing</p> <p>Sport England's Active Design Guidance: https://www.sportengland.org/activedesign</p>
Police	<p>Thank you on behalf of the Police for the opportunity to comment on the draft Ponsanooth Plan.</p> <p>Apologies but the Police security systems didn't allow me access to your online comment form for some reason hence my email reply.</p> <p>I note the inclusion of the "Designing Out Crime" statement within the General Design Principles which is naturally fully supported. I have no other comments at this time</p>
Ponsanooth Playingfield Association (A. Pearson)	<p>The PPFA is a registered charity whose purpose is to provide and maintain recreation and social facilities on the playing field in Ponsanooth. We work closely with the Parish Council and other local community groups to help provide these facilities.</p> <p>The PPFA wishes to support the objectives behind the NDP and of course those specific 'FAS' policies which recognise the importance of the playing fields in Ponsanooth and seek to safeguard and enhance them as community facilities.</p> <p>Specifically the PPFA supports the inclusion of the playing field as a local project in Section 5. Our main project on the field which we are currently developing is the development of a plan which provides for new play equipment, and a skate park/ pump track which have been identified as priorities following local consultation, and we would be happy to share these proposals with the NDP group if need be.</p> <p>To deliver these facilities requires funding support from a number of sources, and the PPFA is particularly supportive of the policies in the NDP which would help support this through developer contributions.</p> <p>If we can help the NDP in any way to progress to completion we would be happy to help. We wish you every success.</p>
SWW	<p>The Undertaker supports the Ponsanooth Neighbourhood Planning Forum in promoting the principle of rainwater harvesting, and would further support the adoption of formal policy wording to aid water efficiency measures and protect against surface water issues as mentioned within the draft submission.</p> <p>Water Efficiency</p> <p>The South West region has among the highest water consumption rates in the country, with significant shifts in average consumption behaviours exacerbated by sharp increases in consumption during peak tourism seasons. To further sustainable water consumption, the Undertaker would fully support the Ponsanooth Neighbourhood Planning Forum in including enhanced water efficiency measures within draft policies, such as: a requirement for all dwellings to achieve an estimated maximum water consumption of 110 litres/person/day; in line with Building Regulations Part G Optional Requirement G2.</p> <p>Similarly, SWWL would support the inclusion of a specified standard for water efficiency within this policy for proposals relating to non-residential development. An example policy imposing such a requirement can be found within the Draft Policy 96 of the Wiltshire Council Draft Local Plan (which was submitted for Examination in November 2024). The wording proposed within this draft policy specifies the need for non- residential development to achieve a score of three credits within the Water (Wat 01 Water Consumption) issue category</p>

STATUTORY RESPONDENT	COMMENTS
	<p>of the BREEAM New Construction Standard. Though primarily rural in character, implementing such policy will promote sustainability for all relevant development across the proposed plan period.</p> <p>SWWL would support the inclusion of policy to encourage rainwater harvesting. Harvesting techniques, such as water butts, can help reduce strain on the water supply as this alternative water source can be used for nonpotable uses – including the likes of gardening uses – rather than relying on potable, treated drinking water from the public supply. SWWL would encourage the inclusion of specific policy wording requiring development proposals to incorporate water efficiency and reuse measures such as rainwater harvesting, subject to viability.</p> <p>Sustainable Urban Drainage Systems (SuDs) SWWL supports the inclusion of a policy for the purpose of minimising surface water run-off by encouraging the inclusion of SuDs. With continuing trends of Climate Change resulting in hotter, drier summers and wetter, milder winters (IPPC, August 2021), impacts – like the threat of exacerbated drought and flood cycles – pose significant risk to our environments. During periods of drought the soil can become compacted, and when the rains arrive the soil cannot absorb the excess rainfall at a sufficient rate; increasing the volumes of surface water run-off, carrying soil and other surface particulates with it. The implementation of natural SuDs within the proposed policy, creates increased opportunity for maximising the use of rainwater on land for a longer period than direct sewer disposal. The utility of infiltration techniques like swales, tree planters, rain gardens, ponds and wetlands can provide a broad range of benefits, including:</p> <ul style="list-style-type: none"> - Enabling slow absorption prior to drought events of surface waters into the ground, allowing sufficient saturation into the soil substrata to provide greater drought resiliency; - Enabling slow absorption, post drought events, of surface waters into the ground, promoting recovery of the moisture content of the soil. <p>Classification: BUSINESS</p> <ul style="list-style-type: none"> - Reduction of surface water run-off, reducing sediment and other particulates entering sewers and surface water bodies. <p>Natural SuDs aim to mimic the way rainfall drains in the natural system to manage the quantity and quality of surface water runoff from developed sites, while also contributing to amenity and biodiversity. By enforcing the use of SuDs and rainwater harvesting techniques within all local development, the burden placed upon the existing drainage infrastructure can be limited, and potential betterment secured in combination with SWWLs ongoing initiatives. Slowing the rate of surface water runoff via water retention techniques supports the reduction of surface water ingress into the public sewerage network, as well as enabling development to maximise sustainability, biodiversity and water quality benefits.</p> <p>SWWL would support Ponsanooth parish in building on the requirements in placing an increased requirement on development to incorporate rainwater harvesting measures and adhere to the surface water disposal hierarchy, the base standard of which being set within Planning Practice Guidance (Para ID: 7-056-20220825). A good example of where policy incorporating this has been adopted can be found in the Salford Local Plan Policy WA5 which states:</p> <p>“Surface water shall be managed in line with the following hierarchy (highest priority first) recognising that a combination of measures from different levels in the hierarchy may be required to satisfactorily deal with all surface water: 1.Infiltration to vegetation 2.Store rainwater for later use on-site 3.Infiltration (into the ground) 4.Discharge to a surface water body such as a pond 5.Discharge to a watercourse 6.Discharge to a surface water sewer or highway drain Only in exceptional circumstances, where evidence is provided that levels 1-6 above are not possible, discharge into the combined sewer network, either directly or indirectly”.</p> <p>Infrastructure Provision Ensuring suitable provision of infrastructure is critical in delivering sustainable development. SWWL support the inclusion of policy wording imposing a policy requirement for all proposals to demonstrate how the infrastructure needs of development are addressed. Where such infrastructure capacity is not available within the Undertaker’s network, a package sewage treatment plant can be considered (as advised in Planning Practice Guidance [PPG] Ref ID: 34-020-20140306).</p> <p>Drinking Water Assets The level of development proposed by this Ponsanooth Neighbourhood Plan can be accommodated within the existing potable water supply network and infrastructure. As the allocations progress, if it is determined that any network reinforcements are required for the new housing, this growth driven scheme would be funded through the Infrastructure Charge that SWWL receives from developers.</p>
<p>Save the Stag Hunt Inn Group</p>	<p>We are a fund raising group that has been set up Our mission is simple which is to save the only pub in Ponsanooth. The group have been active since its inception in February 2025 and we held our first fund raising event in May 2025. Recently we have launched a share offer to raise up to £500,000 to buy the Stag Hunt Inn and operate as a community owned pub operating around the needs of the community. We are proud to have achieved local and national publicity from our fund raising efforts.</p> <p>We have read the NDP and fully support its objectives and vision that keeps Ponsanooth at the heart of the community. We understand the need to provide more housing for current and future generations in the community. This can only be a positive opportunity for all the facilities and services in Ponsanooth not just the Stag.</p> <p>We support Policy FAS1 and also note the support in para 5.6. As part of our business case we are looking at all reasonable options to support and sustain the Pub as a viable community facility, and we would like to ask whether it is possible and appropriate for the Plan to include an explicit reference to supporting the sensitive and appropriate use of the Pub buildings and surrounding land, as part of the wider land holding, which could help sustain the pub as a community facility? For example the adaptation of our out-buildings, or the development of land into uses that could financially support the pub as a community facility.</p>

STATUTORY RESPONDENT	COMMENTS
	We are grateful for your attention to our representation and would be happy to discuss anything further. Good luck with the Plan!