

The Rame Peninsula Neighbourhood Development Plan

**MAKER WITH RAME/SHEVIOCK/
MILLBROOK/ANTONY/ST JOHN**

Talk to your parish Councillor

2016-2030

The Government has given our local communities the opportunity to produce a Neighbourhood Plan for our local area, putting in place planning policies for the future development and growth of the neighbourhood. The plan will give our community the power to shape the future of Rame for the next 20 years.

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Foreword by Cllr George Trubody CC

**Chairman of the Rame Peninsula
Neighbourhood Plan Parish Cluster Steering
Group.**

**Cornwall Councillor for the Rame Peninsula
DCLG Neighbourhood Planning Champion for
Cornwall and the South West**

Welcome to the Rame Peninsula Neighbourhood Development Plan. It gives me great pleasure in presenting this document which will help to shape and form future land use on the Rame Peninsula. This has been many years in the making, and has involved substantial public consultation and evidence gathering to help inform the policies contained within.

I would like to pay tribute to the five Parish Councils on the Rame Peninsula who have worked together as a 'Cluster' to produce this ground breaking and historic document which will help to map out the future success and sustainability of the area for many years to come.

The Rame Peninsula is one of the most beautiful and iconic areas in the Country and this document will help preserve and enhance all that is great about Cornwall's 'Forgotten Corner'. It has been both an honour and a privilege to have led this, and seen it through to the end.

George

1. Introduction

- 1.1 This document is the Draft Rame Peninsula Neighbourhood Development Plan (NDP). It presents the Vision and Objectives for the area over the NDP period to 2030 and presents planning policies which seek to enable delivery of this Vision and these Objectives. This document is supported by a number of other documents and background information which are referred to throughout. These supporting documents can be accessed at www.rameneighbourhoodplan.com. A glossary and abbreviations section is included at the back of this document for reference (Section 8).
- 1.2 Rame Peninsula NDP runs in tandem with the Cornwall Local Plan: Strategic Policies Development Plan Document (LP:SP) , which runs to 2030. It is appropriate that it should have the same end period and therefore it will be reviewed and updated in 2030. The Parish Councils may however deem it necessary to update the NDP at an earlier date if circumstances warrant any earlier review.
- 1.3 The Rame Peninsula NDP applies to the area is that covered by the following five Parish Council's and as shown in Figure 1 (summary descriptions of the five Parishes are included in Appendix A):
 - Antony;
 - Maker-with-Rame;
 - Millbrook;
 - Sheviock; and,
 - St John.
- 1.4 Neighbourhood Planning builds on the National Planning Policy Framework (NPPF) and the LP:SP to give an extra level of detail at the local level. The Rame Peninsula NDP has been developed to ensure that future growth and development throughout the parishes is guided by local people.
- 1.5 The Rame Peninsula is situated in the extreme south east of Cornwall, close to but separate from the city of Plymouth. It is bounded by the sea to the south, Plymouth Sound to the east and the rivers Lynher and Tamar to the north. The west side of the Rame Peninsula comprises rural countryside bordering further coastal parishes. The area is part of the Cornwall Gateway Community Network Area (CNA).
- 1.6 The resident population of the Rame Peninsula is approximately 4,750, the majority of whom live in the villages of Millbrook, Kingsand, Cawsand, Crafhole, Antony, St John and Sheviock. Relevant statistics covering population, housing and business/employment are presented within Appendix B.
- 1.7 For many years the "cluster" of the five parishes recognized the commonality of local problems and have worked together in the interests of supporting the entire Rame Peninsula. The opportunity to prepare a cluster-wide NDP was embraced by all the parishes in order to give clear planning messages from the local community.

Figure 1: Area covered by the Rame Peninsula NDP



- 1.8 The Rame Peninsula NDP has been driven by the need to balance the requirements of commercial and housing development whilst protecting and enhancing the environment, particularly the many designated areas (including Areas of Outstanding Beauty (AONBs), Special Sites of Scientific Interest (SSSIs) and Conservation Areas. It also seeks to support the growth of commercial interests (including the important tourism industry) in order to promote a sustainable and vibrant future. It seeks to protect the unique character as a collection of coastal and rural communities, and that further development will contribute towards creating stable and more sustainable communities. A map setting out these AONB and SSSI designated areas are included within Appendix C, whilst the Conservation Areas and Parks and Gardens are illustrated in Appendix F.
- 1.9 The NDP seeks to positively plan for the future to enable the Rame Peninsula to improve the supply of housing to meet local needs, boosting the local economy and protecting and enhancing the environment. This in turn will provide clarity to land owners and developers on the community's needs and aspirations.

2. Rame Peninsula NDP – The Preparation Process

Getting this far.

- 2.1 The preparation of the NDP has been led by the Rame Peninsula NDP Parish Council Cluster Steering Group (Rame Peninsula NDP Steering Group). This group comprises Parish Council representatives from each of the five Parishes of the Rame Peninsula NDP Area and is chaired by the Local Cornwall Councillor for the Rame Peninsula, Cllr George Trubody CC.
- 2.2. The preparation of this NDP has been informed throughout by a comprehensive programme of consultation. Consultations have been taking place over the last three years. These have included:
- initial questionnaires (both paper copy and online versions);
 - village hall meetings and exhibitions;
 - the employment of consultants to undertake online and home delivered questionnaires;
 - creation of a dedicated website, (www.rameneighbourhoodplan.co.uk); and,
 - public presentations of the draft policies at five key locations on the Rame Peninsula.

All the consultations have been summarized in the 'Consultation Statement', as required by the formal NDP legislative requirements.

- 2.2 The outcomes of the various consultations has highlighted the key priorities of affordable housing, environmental protection, heritage conservation, growth of tourism, whilst overcoming the many transportation problems associated with the lack of efficient road network into and out of the Rame Peninsula.

- 2.3 In addition to consultation work, a number of specific studies have been carried out, for instance (all available at www.rameneighbourhoodplan.com);
- Cornwall Council has held detailed Housing Needs Surveys both by parish and Rame Peninsula wide.
 - As part of the NDP preparation process, a Transportation Feasibility Study has been undertaken by Cornwall Council in order to set out evidence relating to the various transport issues, particularly relating to road access into and around the Rame Peninsula.

What next?

- 2.4 This Draft NDP is currently at the formal public consultation stage of the Neighbourhood Planning legislative process.
- 2.5 Once the Draft NDP has been consulted upon, and any amendments made, it is formally submitted to Cornwall Council for their consideration (to ensure it fulfils relevant conditions) and to enable it to be publicised and comments collated.
- 2.6 The comments and the NDP are then sent to an independent examiner (mutually agreed by Cornwall Council and the Rame Peninsula NDP Steering Group) who will check the NDP to ensure it conforms with legislation, policies, designations and any other relevant documents. The independent examiner will then recommend if the DDP should a) continue to the referendum stage; b) require amendment before it can proceed to referendum; or, c) is not in conformity and therefore cannot proceed.
- 2.7 If the NDP is successful at examinations stage, Cornwall Council will organise a Referendum in order to gauge community support. The NDP will be adopted if the majority of those voting in the Referendum support it.
- 2.8 Once adopted, the policies contained within the Rame Peninsula NDP will have to be taken into consideration when Planning Officers determine future Planning Applications.

3. Sustainability Appraisal

- 3.1 In order to ensure that the plan considers environmental, social and economic issues, the Rame NDP Steering Group carried out a 'Sustainability Checklist'. The Sustainability Checklist covers 19 key sustainability issues (known as 'objectives') which the policies are tested against. These are:

- | | |
|-------------------------------|-------------------------------------|
| 1. Climatic Factors | 11. Design |
| 2. Waste | 12. Social Inclusion |
| 3. Minerals and Geo-diversity | 13. Crime and Anti-social behaviour |
| 4. Soil | 14. Housing |
| 5. Air | 15. Health, Sport and Recreation |
| 6. Water | 16. Economic Development |
| 7. Biodiversity | 17. Education and Skills |
| 8. Landscape | 18. Transport and Accessibility |
| 9. Maritime | 19. Energy |
| 10. Historic Environment | |

- 3.2 The Sustainability Appraisal Checklist presented a valuable opportunity to identify chances to mitigate against any potential negative impacts and to enhance positive outcomes for the Rame Peninsula. The Sustainability Appraisal Checklist document can be found alongside other supporting information at www.ramepeninsulaneighbourhoodplan.com.

4. Rame Peninsula NDP - Supporting Documentation

- 4.1 The Draft Rame Peninsula NDP, is supported by a variety of other further documents and information (which are often referred to in this document). The key supporting document referred throughout this NDP is the 'Summary of Evidence' Document.
- 4.2 The 'Summary of Evidence' Document presents summary outcomes from studies and the various consultation exercises and is detailed within five themed sections:
- Housing;
 - Traffic and travel;
 - Recreation and open space;
 - Renewable energy; and,
 - Commerce.

It also refers the reader to the actual evidence documents.

- 4.3 All supporting documents and evidence base are made available at www.ramepeninsulaneighbourhoodplan.com, alternatively hard copies can be made available by request to your local Parish Clerk.

5 Rame Peninsula NDP: The Vision

- 5.1 Every plan has an aim and for the Rame Peninsula NDP the aim is for the policies of the NDP to help achieve a 'Vision' for the Rame Peninsula by 2030. The Vision for the Rame Peninsula is as follows:

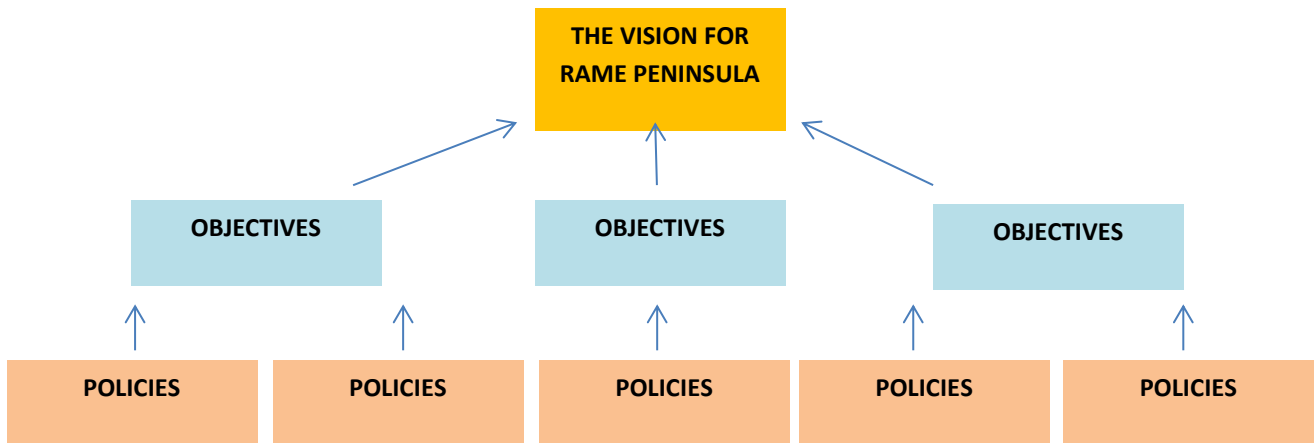
THE VISION FOR RAME PENINSULA

"In 2030, the Rame Peninsula's natural environment and built heritage will define the area. Villages will be thriving with healthy balanced communities and the area will have a vibrant and viable local economy in which local people of all ages can fulfil their potential."

- 5.2 In order to achieve this Vision a number of 'Objectives' are set and then, in turn, in order to achieve these Objectives, a number of Policies are set out. It is these policies that will have

to be taken into consideration when Planning Officers determine future Planning Applications, thereby helping to turn the aspirations of the NDP into a reality. The way the Vision, Objectives and Policies link together is illustrated in Figure 2.

Figure 2: Rame Peninsula NDP: Links between Vision, Objectives and Policies



6. Rame Peninsula NDP: Objectives

6.1 The Objectives of the Rame Peninsula NDP are as follows:

a) Housing and Communities Objective.

To encourage healthy and sustainable communities with new housing for local people, located in harmony with the environment; possibly through a Community Land Trust;

b) Economic Objective.

To support and encourage local businesses particularly the in agriculture, tourism, marine, leisure and light industry, ensuring that people have good opportunities for and access to local employment;

c) Community Facilities Objective.

To provide a high quality of life in our villages with improved community facilities to meet changing needs;

d) Natural Environment Objective.

To protect and enhance the unique landscape character, in particular the AONBs and other environmental designations;

e) Built Environment Objective.

To protect, enhance and strengthen the important heritage of the Rame Peninsula, including the Conservation Areas, the many military forts and monuments; and,

f) Transport and Accessibility Objective.

To ensure that new housing and business development does not aggravate the existing traffic/transportation difficulties, both in terms of delays and safety.

7. Rame Peninsula NDP: Policies

- 7.1 Rame Peninsula NDP sets out 15 Policies in order to help achieve these Objectives and the Vision for the area. Table 1 illustrates the how each Policy contributes to each Objective.
- 7.2 The Policies do not all apply to the whole area of the Rame Peninsula. Each Policy Title provides an indication of what area each of the Policies applies to (i.e. whether they are Area Wide or Parish specific).

Table 1: Rame Peninsula NDP: Links between Policies and Objectives

POLICIES	OBJECTIVES					
	Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
	Housing & Communities	Economy	Community Facilities	Natural Environment	Built Environment	Transport & Accessibility
Policy 1	✓					
Policy 2	✓	✓	✓			✓
Policy 3	✓			✓	✓	
Policy 4	✓		✓	✓	✓	✓
Policy 5	✓		✓	✓	✓	
Policy 6	✓		✓	✓	✓	
Policy 7	✓		✓	✓	✓	
Policy 8	✓	✓	✓	✓	✓	✓
Policy 9	✓	✓	✓	✓	✓	
Policy 10	✓	✓	✓	✓	✓	
Policy 11	✓	✓	✓			✓
Policy 12	✓	✓	✓			✓
Policy 13	✓	✓	✓			
Policy 14	✓	✓	✓			
Policy 15	✓	✓	✓		✓	

7.3 New Housing

Policy 1 Justification

- 7.3.1 The Rame Peninsula NDP has evidence that the combination of high housing prices, high environmental constraints, low local incomes and high levels of second home ownership (in some areas of the Rame Peninsula, up to 40%, whilst two of the five Parishes are in the top five of the highest proportion of second homes within Cornwall, see Appendix D) have created extreme problems of affordability of housing, with limited scope for future delivery (see the Housing Section of the 'Summary of Evidence' Document).
- 7.3.2 In addition to factual evidence, public consultation feedback has indicated that this is the most fundamental policy of the Rame Peninsula NDP. It is seen as a Policy which will:
- help rebalance and sustain local communities; and,
 - sustain local facilities into the future.

Without such a Policy, the area risks increased second home ownership resulting in unsustainable communities and settlements, where the majority of permanent residents are forced to move out of the Rame Peninsula area and into larger neighbouring settlements such as Plymouth and Torpoint.

Policy 1 Intention

- 7.3.3 The intention of this Policy is to only encourage new housing development which will either serve to be a permanent dwelling or which will be operated as a formal holiday letting business (in order to continue to support and help grow the tourism industry within the Rame Peninsula).

Rame NDP Policy 1: New Housing - Primary Residency

(Area Wide)

Planning permission for new dwellings (excluding replacement dwellings), within the Rame Peninsula NDP area, will only be permitted where they hold a planning condition setting out that they are either:

1. to be occupied as a primary residence (occupied for at least 300 days per year); or,
2. to be operated as a holiday letting business.

7.4 Community Infrastructure

Policy 2 Justification

- 7.4.1 The Rame Peninsula has seen many years of development without any significant improvement to the local highway infrastructure. Congestion causes unreliable journey times that affect residents and more particularly businesses requiring delivery by large vehicles. This reduces the quality of life for residents and restricts economic development.



- 7.4.2 Cornwall Council is in the process of introducing a Community Infrastructure Levy (CIL). Though administered by Cornwall Council, Parishes with a NDP will benefit from the CIL, in that they will be granted 25% of the income of this for local infrastructure projects. In order to provide clarity over how this local element of the CIL should be spent the NDP process has determined priority infrastructure projects for delivery.
- 7.4.3 The Transport Feasibility Study identifies the highway issues evident in the Rame Peninsula and suggests possible solutions to these. The priority infrastructure projects have been identified as a result of this and other work (see the Traffic and Travel section of the 'Summary of Evidence' Document) and are set out in Appendix E.

Policy 2 Intention

- 7.4.4 The intention of this Policy is to guide how the local element of the CIL is to be spent. The projects that this money should be directed to are set out in Appendix E and focus on Highway Infrastructure in order to address the issues identified in the Traffic and Travel section of the 'Summary of Evidence' Document.

Rame NDP Policy 2: Community Infrastructure Levy (Local Element)

(Area Wide)

The (25%) Local Element of the Community Infrastructure Levy income must be spent on the Highway Infrastructure Schedule set out within Appendix E of this NDP.

7.5 Renewable Energy

Policy 3 Justification

- 7.5.1 There is a great deal of support on the Rame Peninsula for a green future, both in terms of energy efficiency and generation (see the Renewable Energy section of the 'Summary of Evidence' Document).
- 7.5.2 This support is coupled with a concern that the encouragement of large-scale renewable energy schemes would risk overwhelming Rame Peninsula's unique environment, demonstrated by the very large number of designated areas (see Appendix C). These designated areas are diversely located around the Rame Peninsula but planning consideration should be given to the Rame Peninsula as a whole rather than at a more local level.
- 7.5.3 Whilst there is some protection in respect of specific designations in the Cornwall Local Plan, recent planning applications have indicated a need to further define policy in order to enable appropriate development that does not pose risk to the local environment of the Rame Peninsula as a whole.

Policy 3 Intention

- 7.5.4 The intention of this policy is to ensure that any planning applications for renewable energy projects are considered with regard to the proposals' impact on the Rame Peninsula overall, taking into account both the positive and negative impacts on the five Parishes of the Rame Peninsula.

Rame NDP Policy 3: Renewable Energy

(Area Wide)

Renewable Energy Schemes, (including Wind and Solar), within the Rame Peninsula NDP area, which do not have an unacceptable impact on the character and appearance of the immediate and wider landscape, and of areas of natural, cultural, historical or architectural interest will be supported.



7.6 General Development (Infrastructure and Facilities)

Policy 4 Justification

- 7.6.1 The Rame Peninsula NDP area is a geographical Peninsula bordered by 24 miles of coastline and only one mile of land adjoining the rest of Cornwall. Although located in close proximity to Plymouth and Saltash, in reality the Rame Peninsula is very self-contained as to access these larger settlements involves either a ferry or an 18 mile journey.
- 7.6.2 The nature of the Rame Peninsula means that access is constrained and it has poor infrastructure and facilities to serve the needs of the communities. Therefore, for future development to be sustainable, it must be accompanied by appropriate infrastructure and facilities.
- 7.6.3 Consultation evidence has demonstrated that the community wants infrastructure and facilities to be developed alongside development and where there are occasions that development may negatively impact on existing facilities (in order to achieve a wider objective) that suitable offsetting measures within the NDP area will be required (see the Recreation and open Space section of the 'Summary of Evidence' Document).

Policy 4 Intention

- 7.6.3 The intention of this policy to ensure that development of services and facilities takes place alongside any future development. Also that, where the displacement or harm to any special features of conservation or amenity value cannot be avoided, that suitable offsetting measures are delivered.

Rame NDP Policy 4: General Development (Infrastructure and Facilities)

(Area Wide)

Development will only be permitted, within the Rame Peninsula NDP area, where the infrastructure and community facilities needed to serve it either adequately exist in advance or will be provided as part of the development.

Where a development would displace or harm a feature of special conservation or amenity value and suitable offsetting measures are deemed to be required, these offsetting measures can be delivered within the Rame Peninsula NDP area, and not be confined to an individual Parish.

7.7 General Development (Visual Impact, Design and Biodiversity)

Policy 5 Justification

- 7.7.1 The landscape, coastline and wealth of historic monuments and grade listed buildings in the Rame Peninsula, provide a unique attraction for tourists and for use by residents and those living in the immediate area and adjacent, in more densely populated areas, to enjoy and appreciate. It is important that future growth of the area is carried out in a sensitive way. This message was clearly supported throughout our public consultation (see the Recreation and Open Space Section of the 'Summary of Evidence' Document).

Policy 5 Intention

- 7.7.2 The Rame Peninsula NDP area has many environmental designations which makes it very sensitive to development. The intention of this policy is to ensure that future development is sensitive to the needs of this special environment., and takes into account existing AONB Management Plans, that help to shape the area.

Rame NDP Policy 5: General Development (Visual Impact, Design and Biodiversity)

(Area Wide)

The Rame Peninsula NDP area has many environmental designations which makes it very sensitive to development, therefore development will only be permitted where it:

- a) is sited to minimise its visual impact on the landscape;
- b) is consistent with the character of the particular area in which it is sited;
- c) is designed so as to reflect locally distinctive character, traditional building styles and local materials;
- d) conforms with the locally characteristic patterns of settlement where it is sited.

7.8 The Forts of the Rame Peninsula

Policy 6 Justification

- 7.8.1 The Rame Peninsula has one of the most impressive collections of nationally important historic forts in the UK (see the Recreation and Open Space Section of the 'Summary of Evidence' Document).

Policy 6 Intention

- 7.8.2 This Policy helps to ensure that these buildings and other sites of archaeological importance are preserved and enhanced whilst not prohibiting future use or Public Access.

Rame NDP Policy 6: The Forts of the Rame Peninsula

(Area Wide)

High priority must be given to the protection, preservation, access and enhancement of nationally important scheduled and unscheduled monuments and other sites and buildings of archaeological and historic significance in the NDP area.



7.9 Conservation Areas

Policy 7 Justification

- 7.9.1 The Conservation Areas within the Rame Peninsula NDP area are highly valued by the community and are important to the fabric and landscape of this sensitive area (see the Recreation and Open Space Section of the 'Summary of Evidence' Document).

Policy 7 Intention

- 7.9.2 This Policy helps to ensure that development within Conservation Areas pays special attention to the desirability of preserving and enhancing the character or appearance of the area.

Rame NDP Policy 7: Conservation Areas

(Area Wide)

All proposals for development in Conservation Areas (illustrated in Appendix F) must pay special attention to the desirability of preserving and enhancing the character or appearance of the area.

All development should be sympathetic in size, scale, height and materials to the historic character of the particular Conservation Area and the vernacular tradition of its architecture.



7.10 Antony Village Bypass – Safeguarding of Land

Policy 8 Justification

- 7.10.1 In the longer term (either within or beyond the NDP period) a future bypass for the village of Antony is required. This will allow the removal of heavy vehicles from narrow streets improving the local village environments of Crafhole and Antony and improving the reliability of journey times for residents. This solution will also reduce the occurrence of large vehicles from the narrow sections of the B3247 between Crafhole and Tregantle (see the Traffic and Travel Section of the ‘Summary of Evidence’ Document).

Policy 8 Intention

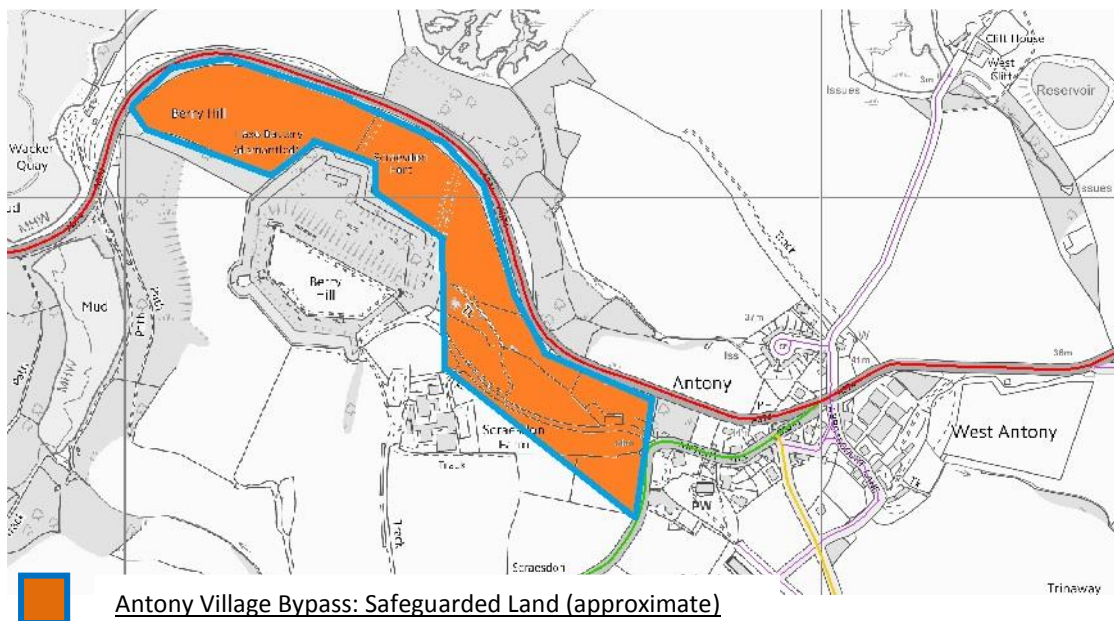
- 7.10.2 This Policy facilitates the safeguarding of land for a future bypass (either within or beyond the NDP period) which will provide access for heavy vehicles (HGV's and Coaches) to the Rame Peninsula, enhancing the opportunity for further development of the economy, while at the same time improving the quality of life for residents of Crafhole and Antony.

Rame NDP Policy 8: Antony Village Bypass – Safeguarding of Land

(Antony Parish)

Development will only be permitted, in and around the village of Antony, which will not prejudice the future construction of a bypass road, on land identified in Figure 2.

Figure 2: Rame NDP Policy 8 - Antony Village Bypass - Safeguarded Land (approximate)



7.11 Maker Heights

Policy 9 Justification

- 7.11.1 Maker Heights is an important location within the Rame Peninsula. It is seen as a valuable community asset and is the location of many scheduled monuments and listed buildings, within the AONB. (see the Housing and Recreation and Open Space Sections of the 'Summary of Evidence' Document).

Policy 9 Intention

- 7.11.2 This Policy seeks to preserve, enhance and make the site sustainable and viable, whilst enabling some level of economic growth and job creation in this sensitive area.



Rame NDP Policy 9: Maker Heights

(Maker-with-Rame Parish)

Development within the boundary outlined in Figure 3 will be supported that:

- a) protects, preserves and enhances the significant built, natural and landscape heritage of the locality, in accordance with existing landscape and built heritage policies and designations; and,
- b) continues to support :
 - i. public access; and,
 - ii. local enterprise opportunities, specifically, but not exclusively focused around cultural, tourism and knowledge economy sectors, especially where they have significant benefit in terms of provision of local services and economic impact (i.e. jobs).

Sympathetic private, holiday or residential development may also be considered but only where this would specifically support long-term sustainable open-access and economic opportunity.

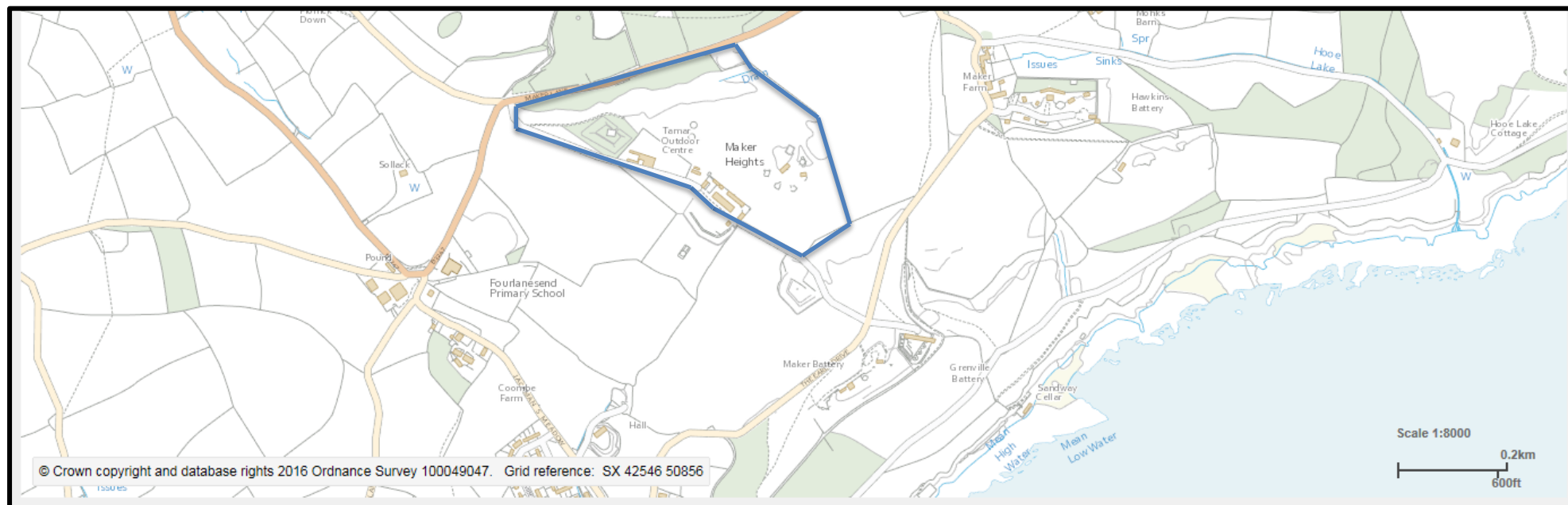


Figure 3: Rame NDP Policy 9 - Maker Heights

7.12 Mount Edgcumbe Country Park

Policy 10 Justification

- 7.12.1 Mount Edgcumbe Country Park is a Grade I historic parkland set within 865 acres on the Rame Rame Peninsula. It is the largest Country Park in England. It is highly valued both nationally and locally and provides employment and tourism within the area (see the Recreation and Open Space Section of the 'Summary of Evidence' Document). This policy is required in order to ensure this valuable asset is maintained and enhanced.



Policy 10 Intention

- 7.12.2 This policy is required in order to ensure Mount Edgcumbe Country Park is maintained and enhanced, whilst not prohibiting future uses.

Rame NDP Policy 10: Mount Edgcumbe Country Park

(Maker-with-Rame Parish)

Proposals for development affecting the park and gardens at Mount Edgcumbe (see Figure 4) will only be approved where all the following criteria can be satisfied:

- (i) that the important historic and architectural features, layout and ornamentation of the gardens are protected, preserved and enhanced;
- (ii) that the character of the parkland setting is preserved or enhanced; and,
- (iii) that trees and woodland that contribute towards the character of the historic gardens are retained.

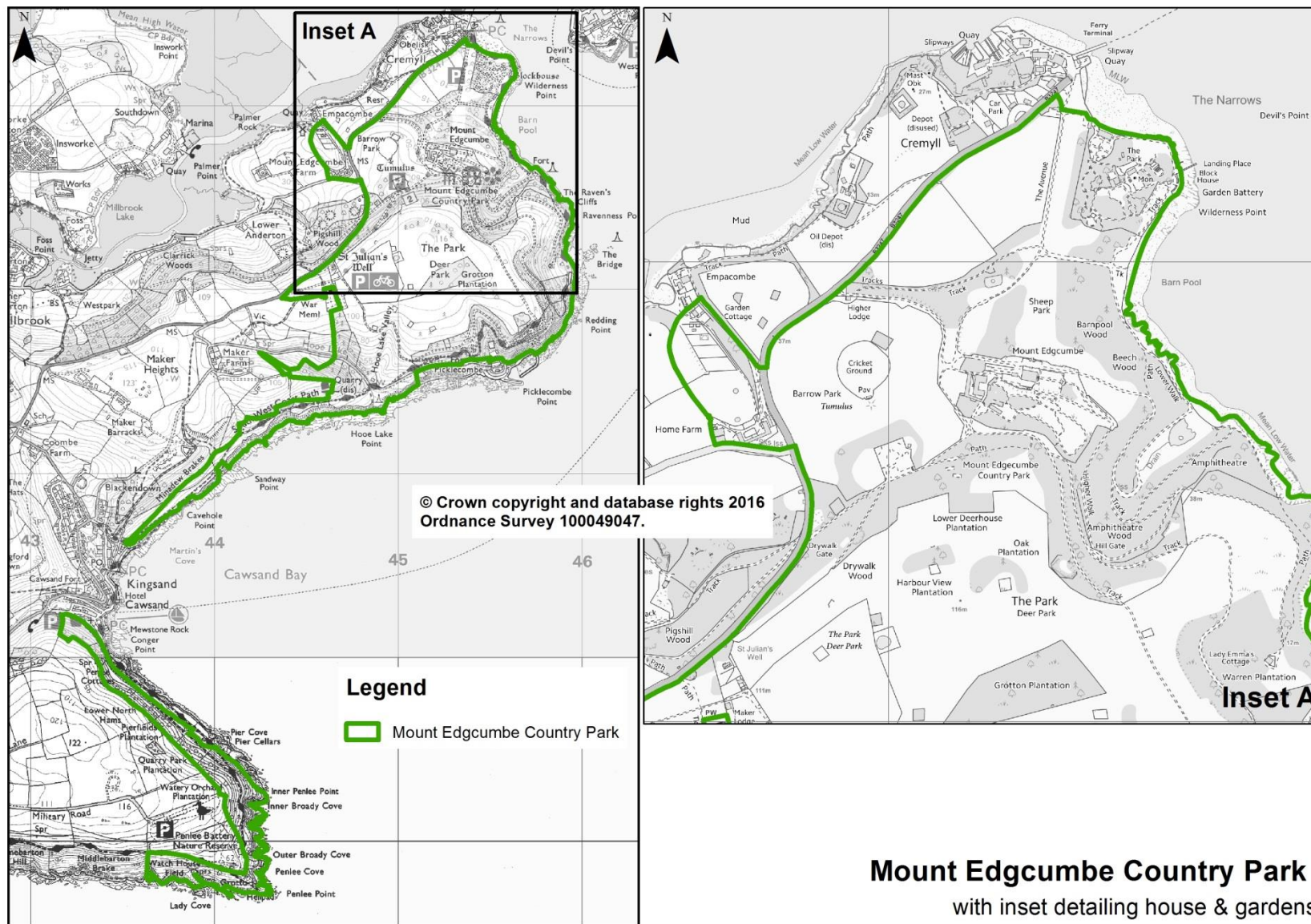


Figure 4: Rame NDP Policy 10 - Mt Edgcumbe Park & Gardens

7.13 Commercial Growth area for Millbrook

Policy 11 Justification

7.13.1 One of the major problems on the Rame Peninsula as a whole is the road infrastructure. The general feeling is that the road system is inadequate to support any further development, be it housing or commercial. That said, there is the need for economic growth in Millbrook and the Rame Peninsula as a whole and it is felt that the sites to the west of Hounster Hill, as this area is situated before the actual village and would be the best place for any industrial/commercial/ business units to be sited in order to prevent the need for more heavy traffic to travel down the narrow road between Gallows Park and the village or to enter the village itself (see the Economy and Traffic and Travel Sections of the 'Summary of Evidence' Document).

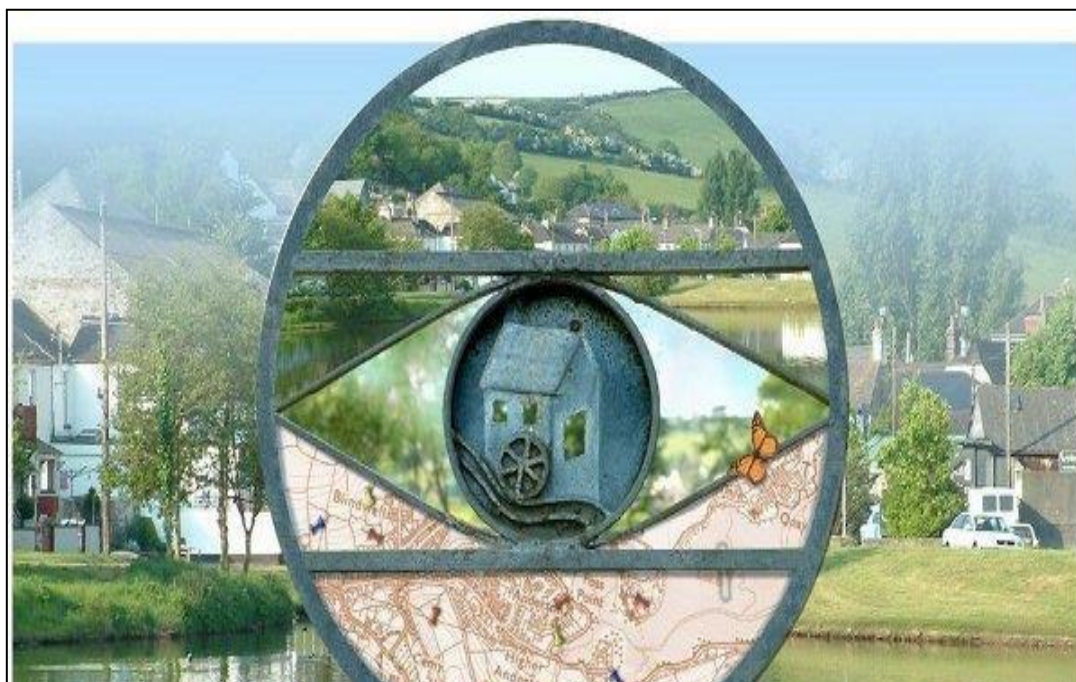
Policy 11 Intention

7.13.2 This policy seeks to focus commercial growth to the west of Hounster Hill, as this area is situated before the actual village and would be the best place for any industrial/commercial/ business units to be sited in order to prevent the need for more heavy traffic to travel down the narrow road between Gallows Park and the village or to enter the village itself.

Rame NDP Policy 11: Commercial Growth area for Millbrook

(Millbrook Parish)

Within Millbrook Parish, industrial and/or business development (including small workshops) that encourage the movement of HGV and large vehicles must be located to the west of Hounster Hill (see Figure 5).



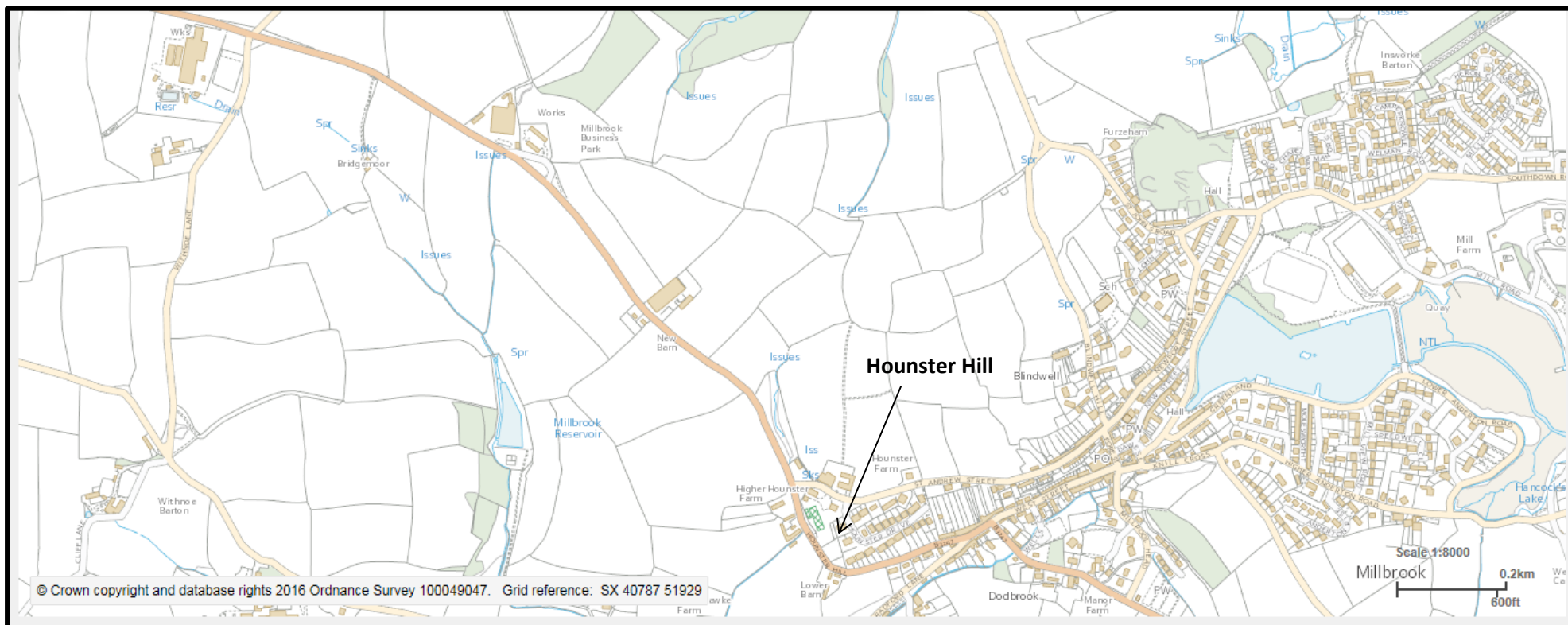


Figure 5: Rame NDP Policy 11 - Area west of Hounster Hill, Millbrook

7.14 Southdown & Foss Quay Boatyards

Policy 12 Justification

- 7.14.1 The two former brickworks site lie at some distance to the east of the built up settlement of Millbrook, and have direct access to the river. Road access remains unacceptably poor in that the sites can still only be reached via lanes and narrow tracks. Southdown Brickworks site has a long history of industrial use and, in consequence, it is not without archaeological interest. Its history may also have resulted in a complex and potentially hazardous ground chemistry which should be fully investigated prior to the submission of any development proposals.

Policy 12 Intention

- 7.14.2 Consultation evidence shows that local people wish to see the retention of employment on this site, but do not wish to see over development of the site which would lead to unacceptable traffic levels or harm to the environment. Derelict land, such as the brickworks site may, therefore, offer scope for development, subject to the outcome of an Environmental Impact Assessment (see the Economy and Housing Sections of the 'Summary of Evidence' Document) and to the criteria of the policy below.

Rame NDP Policy 12: Southdown & Foss Quay Boatyards

(Millbrook Parish)

The development of workshops within the existing boatyard and above the mean high water mark on the site of the Southdown or Foss Quay (see Figure 6) for B1 and B2 uses, that do not encourage the movement of HGV and large vehicles, will be permitted provided that proposals do not:

- **Add to difficulties with water supply, sewerage and sewage treatment and water disposal**
- **Have a materially adverse impact on the village or rural environment in terms of visual appearance, noise, effluent or fumes it would emit or traffic it would generate**
- **Have a materially adverse impact on designated nature conservation sites (SSSI, SAC or SPA) or AONB**
- **Have a materially adverse impact on existing businesses located in the area**

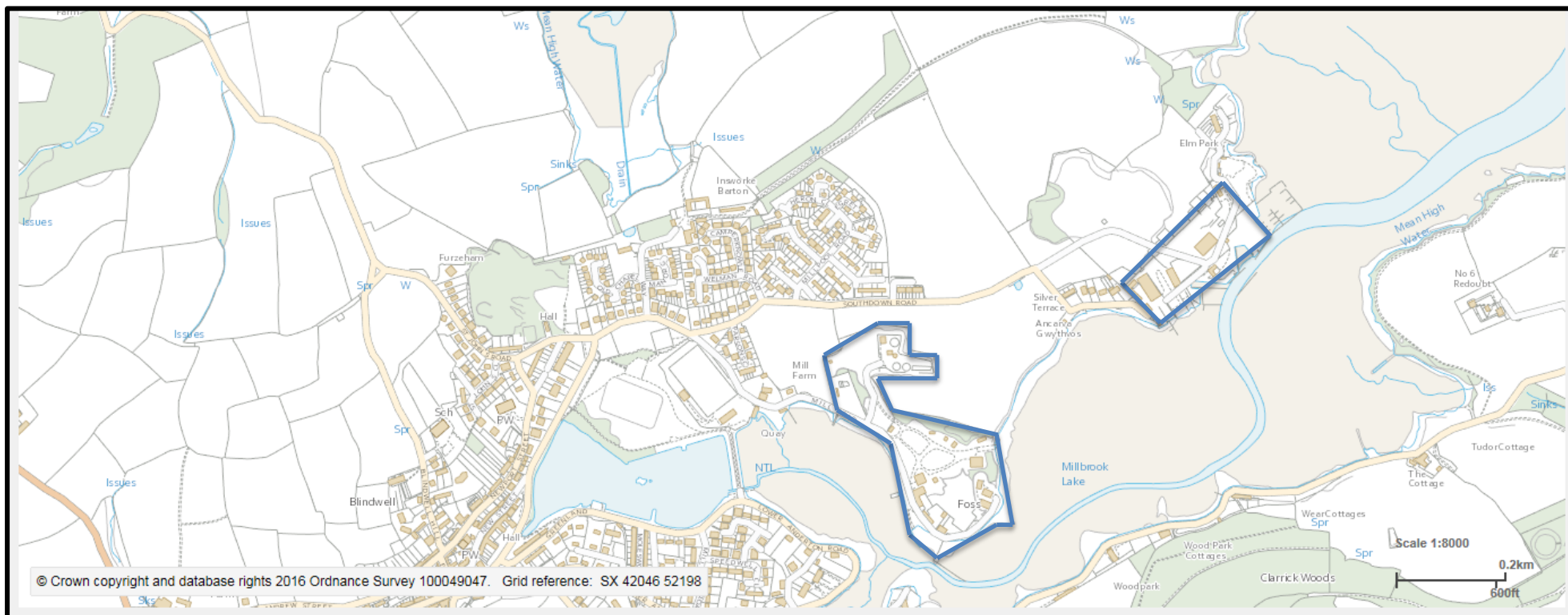


Figure 6: Rame NDP Policy 12 - Southdown Quay & Foss Quay Boatyards

7.15 Millbrook Lake and Green Space - Safeguarded Land

Policy 13 Justification

- 7.15.1 The lake and the surrounding area is a very popular and well used amenity in the village. Local people take great enjoyment in walking around the lake, observing the wildlife in the area, boating, model boats, dog walking, jogging etc. It is a very prized facility and locals are, rightly, very proud of “their” lake (see the Recreation and Open Space Section of the ‘Summary of Evidence’ Document).

Policy 13 Intention

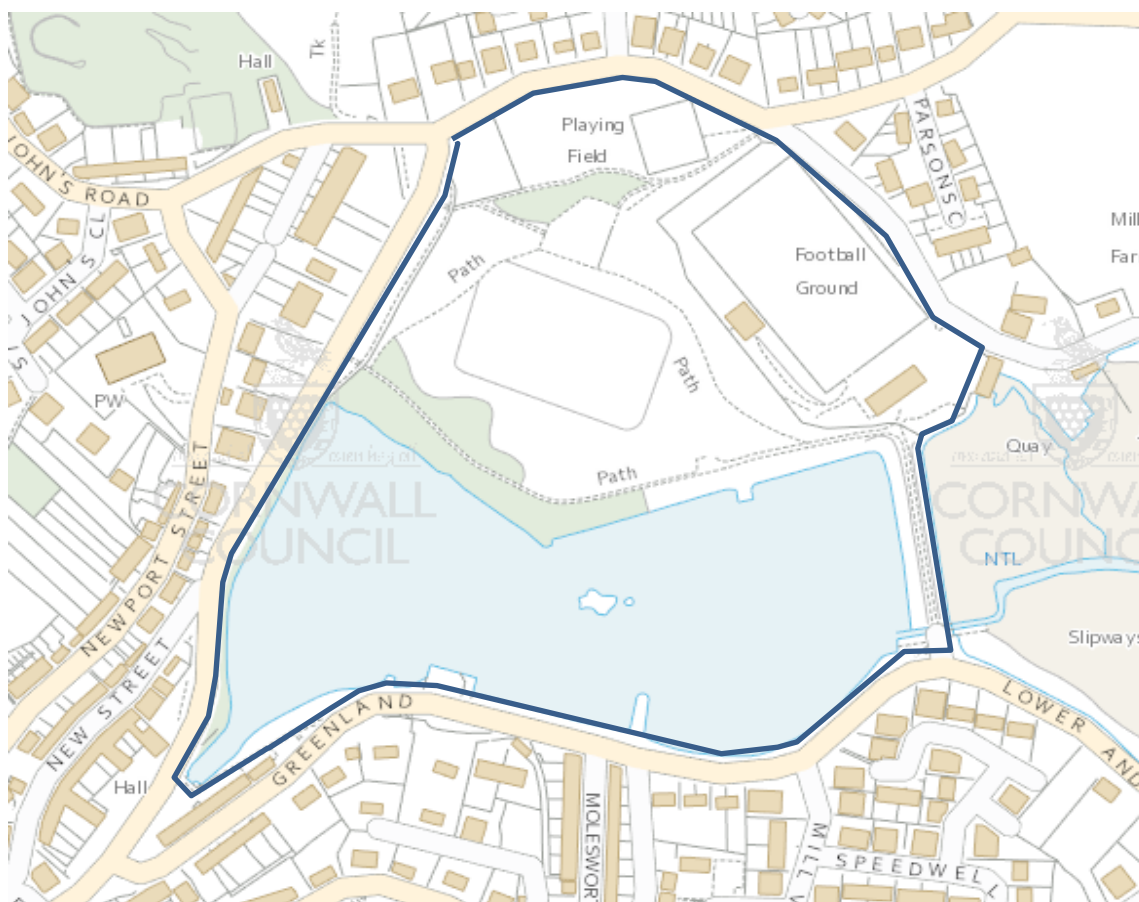
- 7.15.2 This Policy seeks to protect this area for current and future generations.

Rame NDP Policy 13: Millbrook Lake and Green Space - Safeguarded Land

(Millbrook Parish)

Millbrook Lake and its surrounding green area, including the playing fields (see Figure 7), must be protected and enhanced as a public open space and amenity area.

Figure 7: Rame NDP Policy 13 - Millbrook Lake and Green Space - Safeguarded Land



7.16 Rame Peninsula Gateway

Policy 14 Justification

7.16.1 The Parish of Sheviock acts as the gateway to the Rame Peninsula for all traffic from the north, west and from the major A38 trunk road for South East Cornwall. The environment includes steep sided valleys and a marine coastline which together define the predominant landscape characteristics of the whole of the Rame Peninsula.



7.16.2 Village natural development boundaries have developed over time. These boundaries are now removed but it is appropriate to state the location and nature of future developments in a more flexible manner that will continue to protect the essential rural nature of the parish in either and Area of Outstanding Natural Beauty, ANOB, or an Area of Great Landscape Value, AGLV.

Public consultation favoured the retention of development boundaries. There were discussions with maps marked to define the wishes of the single landowner for the whole parish and the established natural development boundaries. There was general acceptance the landscape across the parish needed protection from over development. This policy encapsulates both the wishes of the landowners only area that they wish to develop over the next 20 years while also satisfying the need for limited development within and on the fringes of the existing larger villages (see the ' Visual Landscape Assessment ' in 'Summary of Evidence' Document).

Policy 14 Intention

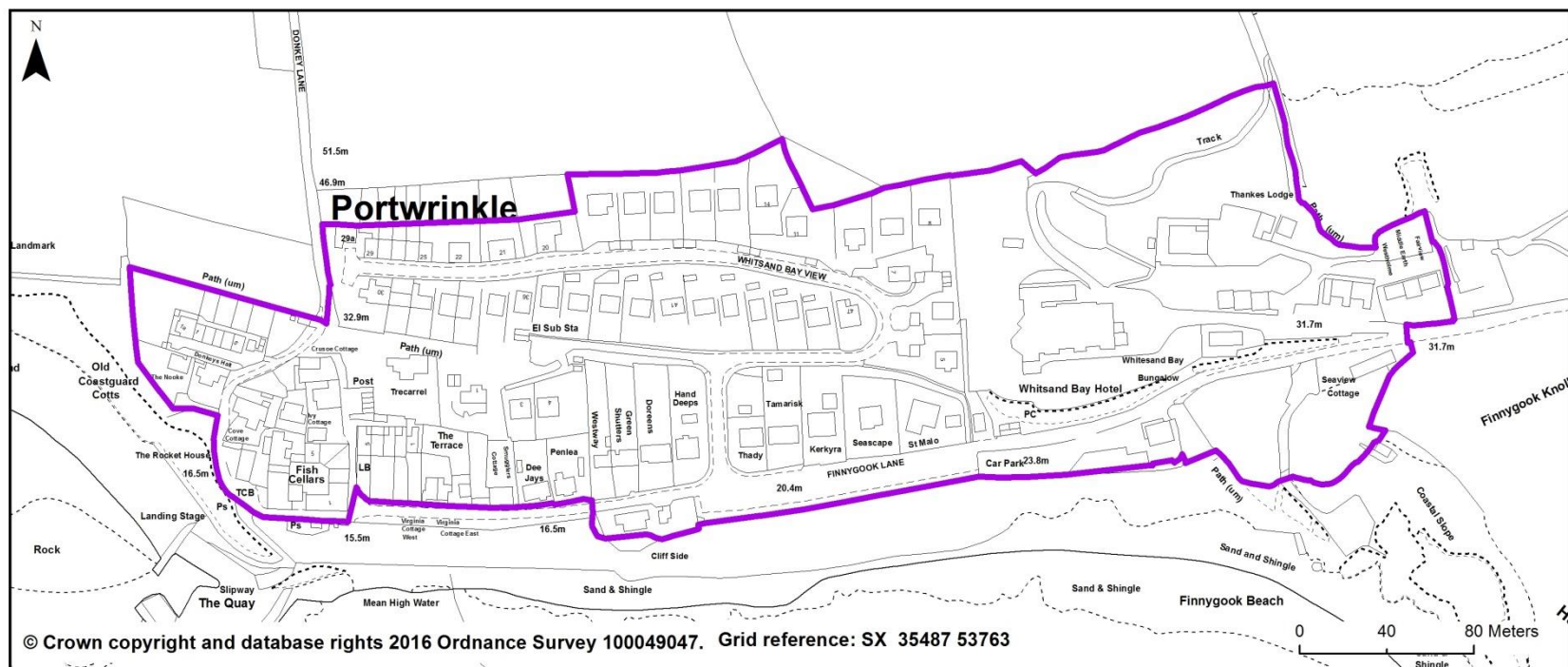
7.16.3 This policy defines the extent of future development to maintain the predominant landscape characteristics of the area while continuing to permit development to maintain the vitality and strength of the community. The recreational facilities are to be increased through an extension of the existing play park and an addition Open Space for community activities. New footpaths have already been developed leading away from the protected area of the Plymouth Sound/Estuaries SAC and the Parish Council is committed to opening further routes.

Rame NDP Policy 14: Rame Peninsula Gateway

(Sheviock Parish)

Housing development will only be permitted in Sheviock Parish where:

- a. it is infill development within the existing built up area of the village of Portwrinkle (Figure 8); and/or,
- b. it is infill development within the existing built up area of the village of Sheviock (Figure 9) and where this provides for or contributes to new informal recreational opportunities (e.g. areas of open space) within the village; and/or,
- c. it is infill development within the existing built up area of the village of Crafhole (Figure 10) and where this provides for, or contributes to, new informal recreational opportunities (e.g. areas of open space) including at the site of the proposed play park/open space identified in Figure 10.



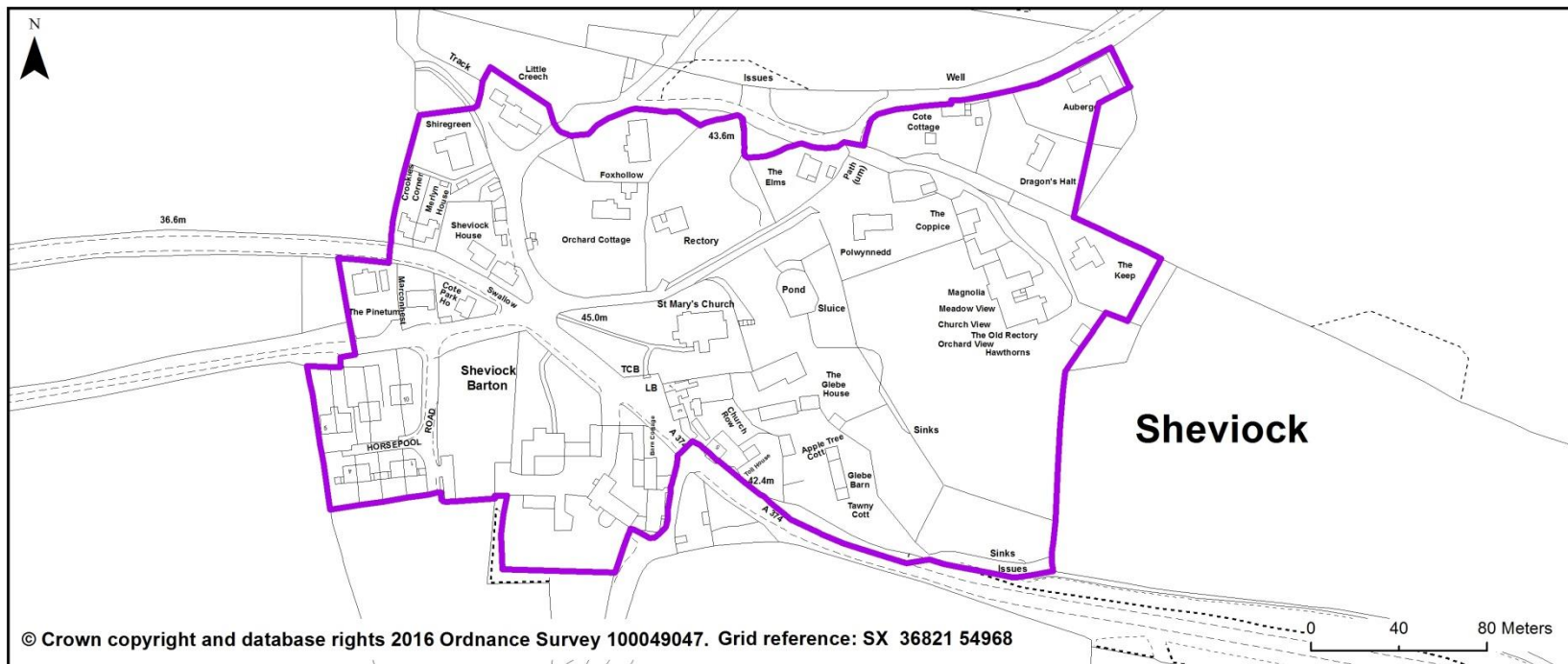


Figure 9 :

Figure 9: Rame NDP Policy 14 - Sheviok Settlement Boundary

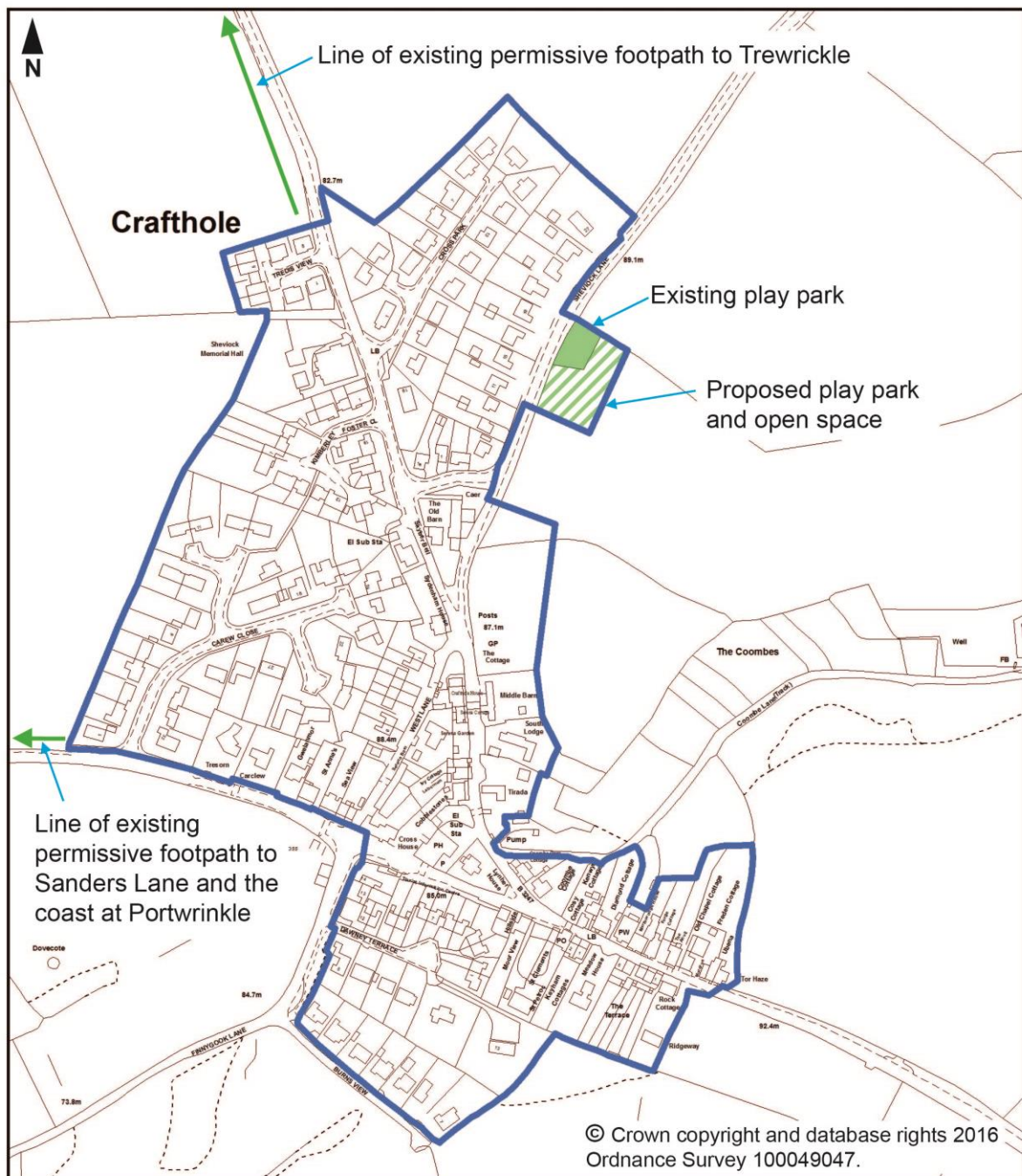


Figure 10: Rame NDP Policy 14 – Craffhole Settlement Boundary

7.17 Development in St. John Village

Policy 15 Justification

- 7.17.1 There is evidence that development in St John must maintain the landscape character surrounding the village. This policy is intended to preserve the character and landscape of this village setting, in an Area of Great Landscape Value and adjacent to St John SSSI. In order to satisfy these requirements it is considered that such developments should each be limited to single dwellings on the east side of the village, i.e. furthest from the historic cottages of the west and central parts of the village (see the Housing and Open Space Sections of the 'Summary of Evidence' Document).

Policy 15 Intention

- 7.17.2 The Policy seeks to define the extent of future development such as to not to adversely change the unique character of the village setting, but still helping to maintain vitality.

Rame NDP Policy 15: Development in St. John Village

(St John Parish)

Housing development will only be permitted in St John Conservation Area (see Figure 11) where it is single dwellings adjoining the eastern edge of the existing built up area of St John, or infilling within the existing built up area of the village.



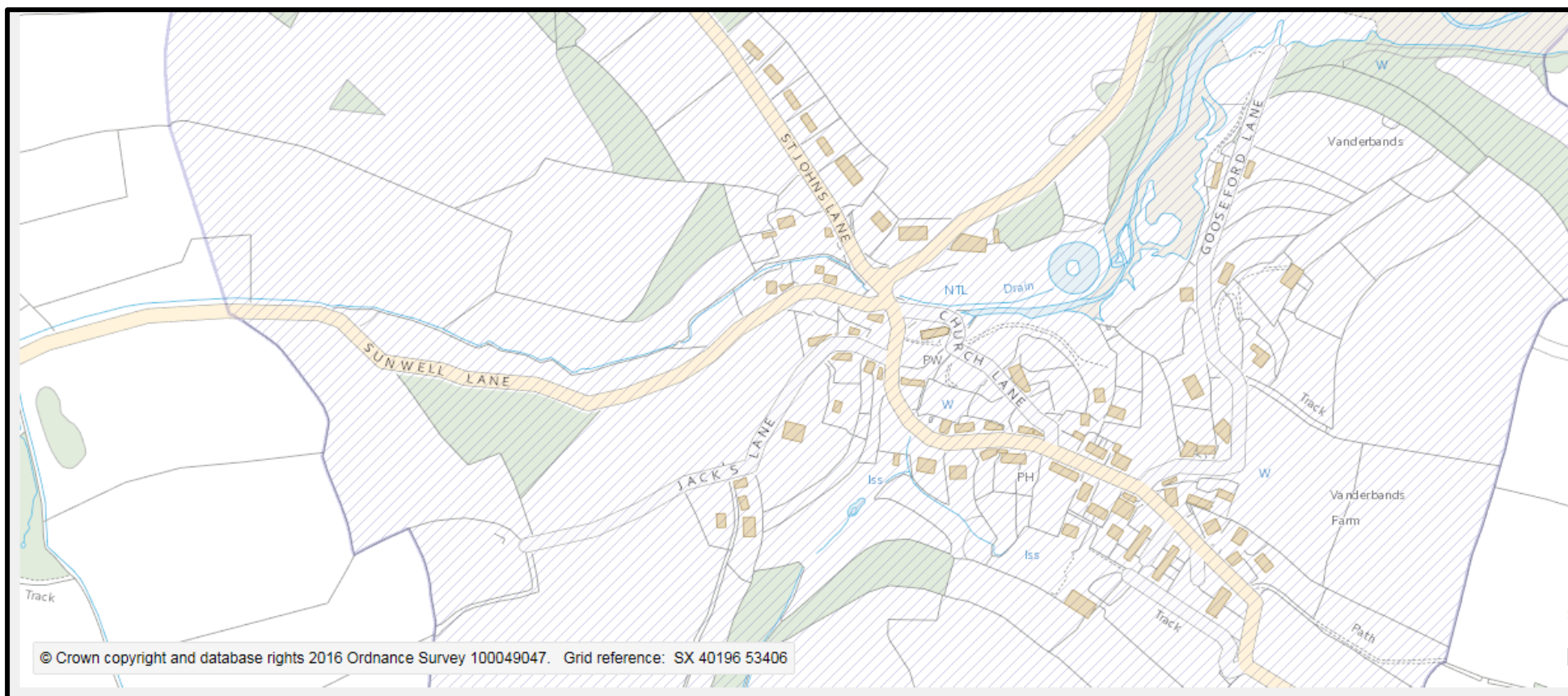


Figure 11: Rame NDP Policy 15 - St. John Village Conservation area

8. Glossary and Abbreviations

AONB	–	Area of Outstanding Natural Beauty
CIL	-	Community Infrastructure Levy
Cluster	-	The five Parishes are referred to as the ‘cluster’ of Parishes
CNA	-	Community Network Area
HGV	-	Heavy Goods Vehicle
LP:SP	-	Cornwall Local Plan: Strategic Policies Development Plan Document
NDP	-	Neighbourhood Development Plan
NPPF	-	National Planning Policy Framework
SSSI	-	Special Site of Scientific Interest

9. Appendices

Appendix A: Summary Descriptions of the Parishes of Rame Peninsula.

Antony

The parish is situated 3 miles west of Torpoint and 6 miles south-west of St. Germans.

There are two main villages: Antony and Wilcove. The parish boundaries are located at Wilcove in the south as far as the stream in the Sunwell Valley in the north. Its western boundary is Wacker and its eastern boundary St. John.

The imposing Antony House lies nearby. The very picturesque house and gardens are now in the stewardship of the National Trust. The strategic location of Antony makes it an important location for the armed forces. The forts at Scrasedon and Tregantle are still in use today.

According to the 2011 Census¹ figures there are 207 dwellings and a population of 461.

Maker with Rame

The parish of Maker-with-Rame lies at the tip of the southeast corner of Cornwall, guarding the western approaches to Plymouth.

Cawsand, Cremyll and Kingsand are the main villages, but the parish also includes the hamlets of Forder, Lower Anderton and Rame, and the residential units at Fort Picklecombe.

It is almost encircled by the waters of Millbrook Lake, the River Tamar, Plymouth Sound and the English Channel; to the northwest it is bounded by the parishes of St John and Millbrook.

According to the 2011 census figures there are 736 dwellings and a population of 977.

Millbrook

Millbrook is the largest village in Cornwall, situated in the south east of the county and forming a significant part of the beautiful Rame Peninsula. It is a thriving community with a good range of facilities, and a large lake which helps retain a picturesque charm.

This is the most populated of the five parishes and according to the 2011 Census figures has 1062 dwellings and a population of 2278.

Sheviock

The Parish of Sheviock occupies the entrance to the Rame Peninsula.

It is bounded northwards by the tidal waters of the River Lynher, east and west by the parishes of Antony and St Germans respectively, and to the south by the coastline of the English Channel, specifically Whitsand Bay.

There are three main settlement areas, Sheviock, Crafhole and Portwrinkle, as well as small hamlets at Trethill and at Tredis. Most of Sheviock and the older part of Portwrinkle are designated conservation areas. Over one third of the area of the parish, adjacent to the River Lynher is designated as an Area of Outstanding Natural Beauty, AONB, and the remainder of the parish is designated as an Area of Great Landscape Beauty, ALGV. The coastline, other than the foreshore at Portwrinkle, is designated as Sites of Special Scientific Interest, SSSI.

There are a number of Grade II listed buildings within the Parish including the Parish Church at Sheviock, the Harbour Quay and the Whitsand Bay Hotel at Portwrinkle, Tredis House at Tredis and some properties on the main road through Crafhole.

The Whitsand Bay Hotel, Portwrinkle, is the main employer in the parish, with two smaller Inns, the Finnygook and the Liscawn, in Crafhole also providing some limited employment opportunities. What other business there is within the parish consists of computer based home working by individuals. Crafhole is home to the only shop and post office in the parish; the shop is a Community Interest Company, CIC, and is operated and run by unpaid volunteers. The Parish Hall is also located in Crafhole and is the home of the local Pre-school. There are no other schools or other facilities within the parish.

The village of Crafhole is particularly adversely affected by traffic. The main street is single lane and yet it currently provides the only access to the peninsula, not only to a high proportion of commuter and holiday traffic, but to all heavy lorry and bus traffic. This causes significant pollution and disruption to those living on the main street. This also affects, to a lesser extent, those living in the wider area because of the congestion and delays caused when two large vehicles meet in the village. This constriction limits economic development on the peninsula. The whole of the Rame peninsula and particularly Crafhole will benefit from the provision of the proposed by-pass at Antony.

The 2011 Census figures indicate there are 361 dwellings and a population of 646. Although the Parish as a whole does not figure in the list showing the proportion of second, over 40% of the homes in Portwrinkle are either second homes or holiday homes.

St John

The parish of St John comprises two settlements, St John and Freathy, and some residential houses and farms in a rural setting classed as Area of Great Landscape Value.

The village of St John is a narrow ribbon type hamlet of some 150 residents, situated in a narrow wooded valley. St John is a designated Conservation Area, the limits of which are the tops of the adjacent hills that can be seen from the village itself. The Conservation Area is a significant in preserving the character and appearance of the village. The steep sided nature of the St John valley and associated drainage limits significant development potential outside of the village.

The village does not have a range of community facilities. There are no schools, shops, medical facilities, or other key services, and there are no significant employment opportunities and minimal public transport.

St John village tends to be adversely affected from commuter through traffic. Which at times causes noise disturbance, safety issues (as there are no pavements or lighting) and aggravates the roadside parking which is necessary owing to shortages of driveways or garages.

St John's Lake, adjacent to the village is a tidal creek designated as a Site of Special Scientific Interest.

Freathy village (together with smaller settlement of Treganhawke) is a chalet village, comprising chalets erected prior to the Town & Country Planning Act and in which there are tight restrictions on the development of new chalets as well as alterations to existing chalets. There are approximately 120 chalets, 40% of which are used as holiday homes. The resident population of Freathy is approximately 115.

Freathy is in the south of the parish, which is designated as Heritage Coast.

Aside from farming there are two major business interests, which provide local employment, the Whitsand Bay Holiday Park at Treganhawke and the polythene products at the Poron Works adjacent to the B3247.

According to 2011 Census figures there are 368 dwellings and a population of 401 within the parish.

Appendix B: Summary Descriptions of the Parishes of Rame Peninsula.

The Rame Peninsula is defined as the Parishes of Antony, Maker with Rame, Millbrook, Sheviock, and St John.

Population

The 2011 census gives the usual resident population of the Rame Peninsula as 4,763.

Analysis of the age structure shows a below average percentage in the younger age groups – under 14, and those aged between 16 to 44. There is a tendency for age groups above 44 to be over-represented.

The population is older with a mean age of 46, than both the Cornish (43.3) and English average (39.3). The Rame Peninsula has a lower percentage of the population which is of working age than either England or Cornwall and conversely a higher percentage of pensionable age – in fact the share is 50% higher than the English average.

Population density at 1.3 persons per hectare is below the Cornish average of 1.5.

Housing

There are a total of 2,734 dwellings and household spaces in the area.

Compared to the Cornish average, the Rame Peninsula has a higher percentage of household spaces without residents (second homes/holiday lets or vacant). There is also an above average percentage of household spaces which are either caravans or other mobile or temporary structures.

Businesses

In 2011 there were a total of 175 enterprises in the area². Main sectors were Wholesale and retail... (17.1%), Construction (14.3%) and then Manufacturing and Agriculture etc (both 11.4%).

Comparing the area with Cornwall, there is a lower percentage aged over ten years – 44.6% compared to 48.4%.

In 2011 there were 205 local units in the area. Five sectors – Agriculture, forestry and fishing, Manufacturing, Construction, Wholesale and retail. And Accommodation and food services make up 61% of the total. There is a higher percentage in Manufacturing, Accommodation and food services, and Real estate than the Cornish average.

Of the 205 local units, 85.4% are micro businesses, just above the Cornish average. There were no Medium-sized or large units in the area.

² NB the area covered includes parts of Torpoint.

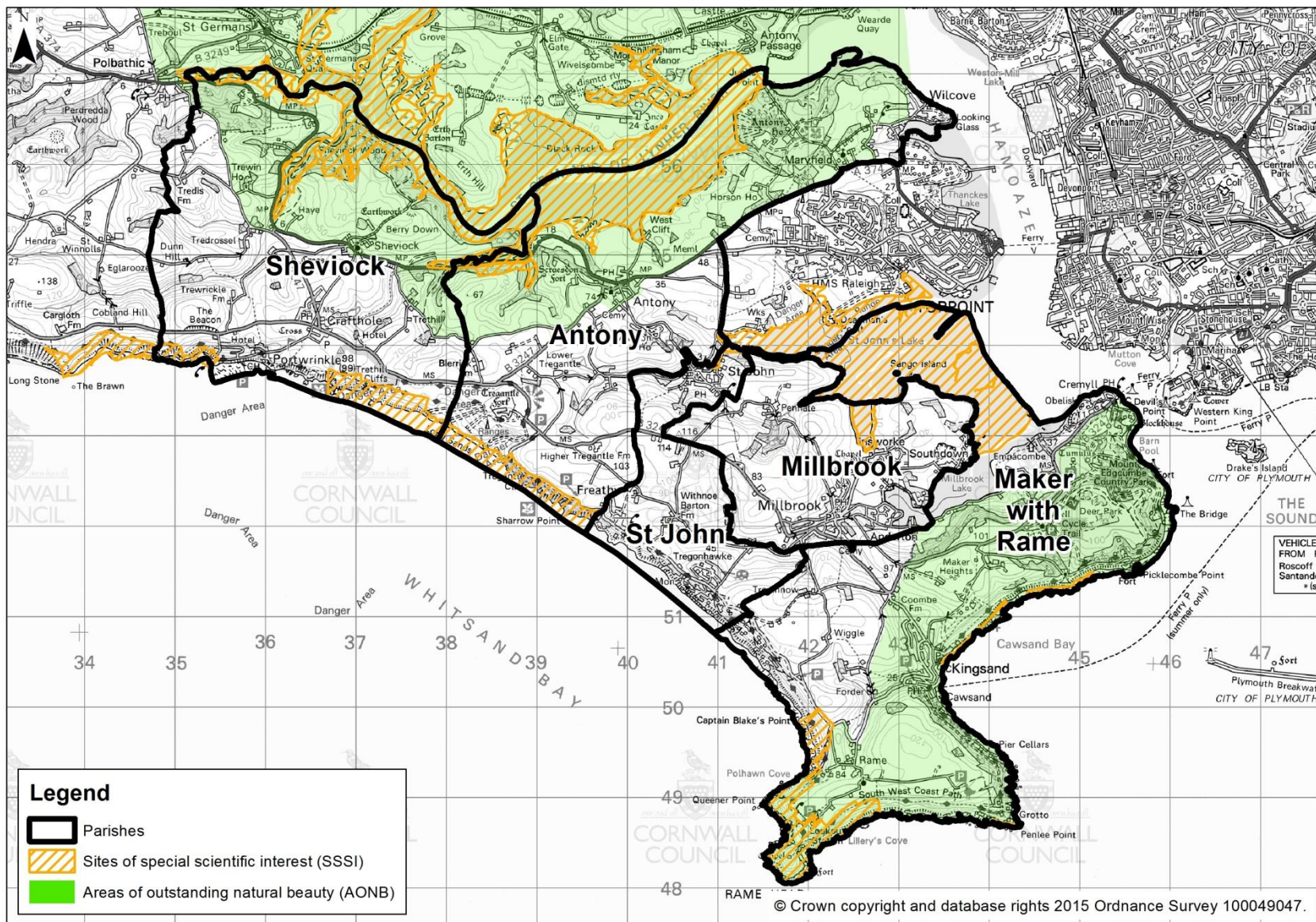
Employment

The number of employees who work in the Rame Peninsula is estimated at 800. The main sector here is Accommodation and food services, accounting for 25%. [Figures are rounded to the nearest 100 and numbers of less than 50 are suppressed. An * means less than 50 people are employed, whereas a '0' figure means either no-one or a negligible number are employed in that sector].

Census data for 2011 shows the number of residents who are in employment by sector. This data is based on where people live not where they work. Of the 2,111 residents in employment, 12.3% are employed in Health, 12% in Education, with 11.5% in Wholesale and retail.

The area has slightly fewer than the Cornish average employed in Agriculture, forestry & fishing, Wholesale & retail, but more in Public administration and Education.

Appendix C: Areas covered by AONB and SSSI designations within the Rame Peninsula



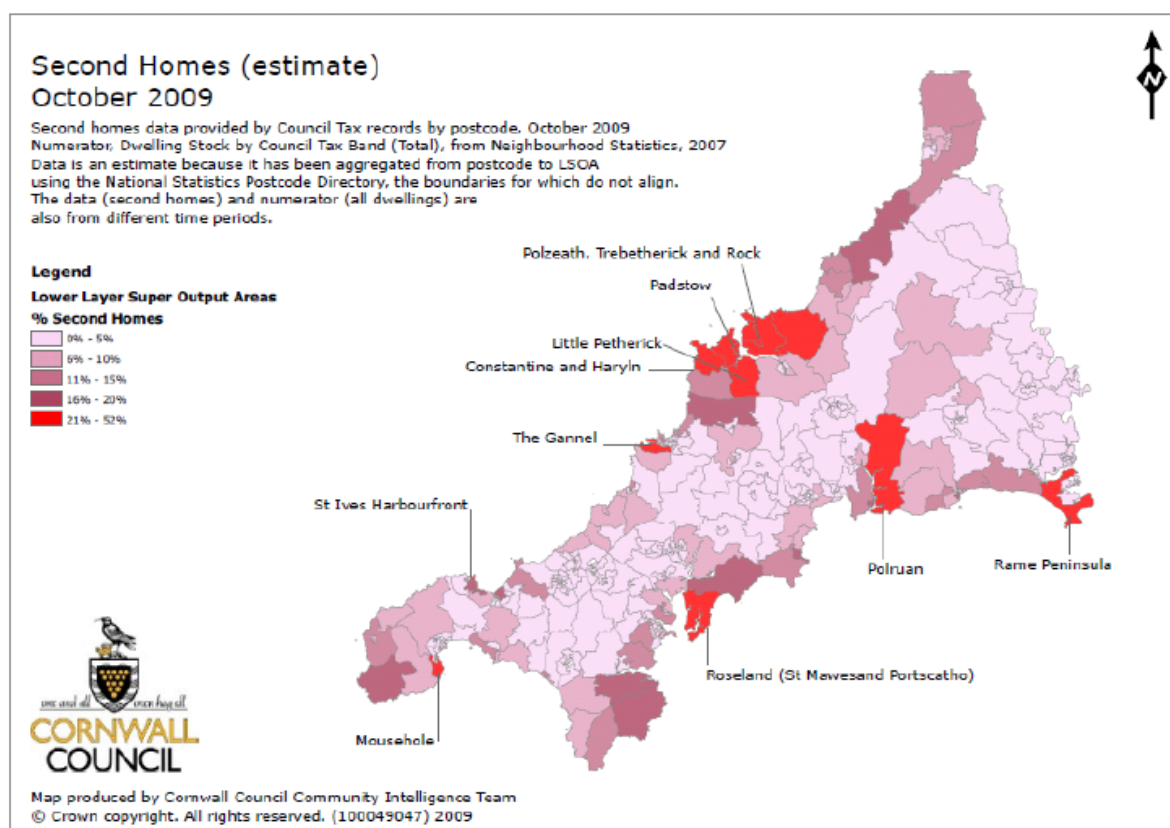
Appendix D: Second Home Data (2009-2012)

Current Trends in Second & Holiday Homes

Council Tax^{viii} records until fairly recently could provide information on dwellings that were categorised as second homes because they received a small discount on their bill. The latest information (May 2012) suggested that there were almost 14,000 dwellings in Cornwall paying Council tax that were categorised as second homes. Holiday homes fall under 'business rates' and will not be included under Council Tax so the following analysis will not give a complete picture of second and holiday homes - but is indicative of the ten parishes in Cornwall that have the highest and lowest proportions.

Highest Proportion of Second Homes		Lowest Proportion of Second Homes	
Parish	Proportion	Parish	Proportion
St Minver Lowlands	42.2%	St Michael's Mount	0%
St John	39.9%	Redruth	0.5%
St Merryn	37.7%	Camborne	0.5%
St Minver Highlands	37.6%	Roche	0.6%
Maker with Rame	33.3%	Callington	0.6%
St Endellion	33.2%	Lanner	0.7%
St Just in Roseland	32%	Liskeard	0.7%
Lanteglos	29.1%	Carn Brea	0.7%
Padstow	28%	Kenwyn	0.7%
Gerrans	27.2%	Saltash	0.7%

The following map indicates how the proportion of second homes is distributed by postcode^{ix} across Cornwall, and the higher proportions around the coast:



Appendix E: Policy 2 - Supporting Information

Transport Infrastructure

The aim and background

The overall aim of the Transport Infrastructure aspects of the Rame Neighbourhood Development Plan is to enable sustainable prosperity and opportunity for all across the whole of the Rame Peninsula, whilst protecting its unique environment.

A successful local economy depends upon a transport infrastructure that delivers reliable journey times. Congestion is a particular inhibitor of efficiency by increasing the amount of time lost in travel and thereby also affecting the well-being of residents by reducing their opportunity to improve their work/life balance. The visitor economy on Rame and the increasing range of businesses requiring large vehicles to deliver components and transport finished products to market also depend on ease of access.

The current infrastructure on the Rame Peninsula has not changed in at least 20 years despite substantial housing and other development across the area over this period. This has resulted in significant issues with traffic flow throughout the Rame Peninsula.

The overall objectives for Rame NDP Policy 2:

1. To apply traffic management principles to the movement of HGV's on the Rame Peninsula to reduce congestion generally and in particular to improve the quality of life for residents of Millbrook;
2. To apply traffic management principles to the movement of HGV's including buses and coaches around the Rame Peninsula to improve the reliability of journey times and to encourage economic development in general and in the tourist industry in particular;
3. To remove the impediment to HGV's entering the Rame Peninsula and traveling around the Rame Peninsula to improve the quality of life for residents of Crafhole and Millbrook;
4. To mitigate in the short term the impediment to HGV's entering the Rame Peninsula and improve the quality of life for residents of Crafhole;
5. To provide better signing of routes unsuitable for HGV's and in particular to improve the quality of life for residents of St John;
6. To provide viable and effective diversion routes across the Rame Peninsula to ensure emergency services can continue to access all properties regardless of other disruption;
7. To improve the well-being of residents and to encourage larger numbers of tourist to visit and to stay on the Rame Peninsula by enabling travel around the Rame Peninsula on foot or bicycle by developing a network of footpaths and Green Lanes.

The CIL Projects:

(based on the Cornwall Council Rame Peninsula Traffic Management Feasibility Study – see www.rameneighbourhoodplan.com).

1. The provision of a by-pass at Antony based on option 3 of the Feasibility Study.

Reason: This will provide access for HGV's and Coaches to the Rame Peninsula that will enhance the opportunity for further development of the economy, while at the same time improving the quality of life for residents of Crafhole and Antony. Removal of heavy vehicles from narrow streets will thus improve the reliability of journey times for residents. This solution will reduce the occurrence of large vehicles from the villages of Crafhole and Antony and from the narrow sections of the B3247 between Crafhole and Tregantle.

2. The introduction of a HGV/Bus and Coach circulatory system with regulatory signage based on the recommendation for the Rame Peninsula in Sections 1.1 and 6.1.1 of the Feasibility Study.

Reason: The road through Millbrook, particularly Hounster Hill, is too narrow to allow HGV's, buses and or coaches to pass and a one way system will remove a major source of congestion thereby improving the reliability of journey times, the response times for emergency services, encourage economic development, particularly of the tourist industry and improve the quality of life for residents of Millbrook.

3. Continue to monitor traffic conditions in Millbrook to establish the most effective traffic lights scheme for the bottom of Hounster Hill with a regulatory one way traffic system operating on the Rame Peninsula as described in Section 9.4 of the feasibility study, Objective 2 above, and then implement the recommended design.

Reason: This improvement will manage vehicles through the narrow section of the B3247 through Millbrook and remove the unpredictable journey time to travel through the village. This will enhance the opportunity for further development of the economy in Millbrook, Cremyll (including Edgcumbe Country Park) and Cawsands/Kingsand while at the same time improving the quality of life for residents of Millbrook. and the response times for emergency services.

4. The introduction of a network of green lanes to link with footpaths across the Rame Peninsula based on the recommendation for green lanes in paragraph 6 of section 6.3 of the Feasibility Study.

Reason: Tourism is important to the economic development of the Rame Peninsula but its road infrastructure has limited capacity. A system of green lanes would enable residents and visitors, to travel by foot or by bicycle thus enhancing the tourism industry and improving the health and well-being of residents and visitors. Reducing the reliance on motor transport will protect the environment and reduce the carbon footprint of those who live and visit the area.

5. The introduction of diversion routes for the A374 and B3247 and for major tourist events with signs prepared in advance based on sections 6.4 and 6.5 of the Feasibility Study.

Reason: The ability for emergency services is critical for the safety of residents and visitors. Such diversions would improve the quality of life for those who live in Antony, Craithole, Millbrook and St John who suffer angry drivers and standing traffic when roads become overloaded through haphazard use of alternative routes by drivers avoiding incidents on the road network.

6. The introduction of an ongoing review and introduction of passing places at critical points on the network based on paragraph 6.6 of the Feasibility Report.

Reason: Much of the network of roads on the Rame Peninsula are single track and when volumes increase leave insufficient space for traffic to apply the rules of 'give and take'; additional passing places will improve vehicle flow and improving the safety of the network.

7. The reversal of the one way system with road widening in Antony based on option 4 of the junction improvements for Antony Village summarised in Section 7.5.6 of the Feasibility Report.

Reason: This improvement will reduce the level of eastbound HGV and Coach traffic through Craithole while leaving the westbound flow unaffected, providing the "the most improvement for the least cost or impact on local residents" until the by-pass can be funded and will significantly improve the quality of life for residents of Craithole, reduce congestion on the B3247 through Craithole and thereby improve the reliability of journey times and hence the response times for emergency services, and thus encourage economic development.

Appendix F: Map of Conservation Areas, Parks & Gardens.



