



Dobwalls and Trewidland Neighbourhood Development Plan Referendum

Summary of Representations

This document contains summaries of the representations made in response to the publication of the submission Dobwalls and Trewidland Neighbourhood Development Plan which was held between 6 April 2023 – 31 May 2023. The full representations were submitted to the examiner for consideration during the examination of the Dobwalls and Trewidland Neighbourhood Plan. The Examiner recommended a number of changes to the plan, including to address the issues below. Full copies of the representations can be viewed on the Cornwall Council Planning Register with the planning reference [PA23/00002/NDP](#)

<u>Contributor</u>	<u>Summary of representations</u>
National Highways (Gaynor Gallagher)	<p>In Section 10.5 Green Infrastructure we have noted that an area of highway land is identified as natural space on the Dobwalls Open Space map (listed later as Site E land west of Havett Rd, adjacent to the A38 within the table on page 38). The site is not proposed for formal designation as local green space under policy GS3. This reflects National Highways previous advice that the land is owned and maintained by National Highways to provide landscape mitigation for the A38 Dobwalls Bypass dual carriageway, and as operational highway land it would not be suitable for formal designation as local green space which may hinder our ability to fulfil our statutory function. Highways land is also subject to permitted development rights which would also not be compatible with local green space designation.</p> <p>Policy BE 3 in relation to large scale employment development is welcomed. Any large scale development coming forward in the plan area which has the potential to</p>

	<p>impact on the safe and efficient operation of the A38 and its associated junctions would need to be supported by an appropriate assessment of traffic impacts which should consider the operation of the SRN. Since the Neighbourhood Plan was drafted the relevant policy has been updated and we would therefore ask that the Policy BE3 also be updated to reference DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development.</p>
Marine Licensing	Standard response.
Liskeard Town Council (Ms Trudy Chatting)	Supported.
Local Lead Flood Authority (Jackie Smith)	<p>A Neighbourhood Development Plan (NDP) can promote the management of environmental risks and improve resilience to climate change. Highlighting local issues and developing policies to help your community manage the risk of flooding by providing landscaping to manage and store water, promoting the use of SuDS and planting trees.</p> <p>Further advice given.</p>
Network Rail (Grace Lewis)	<p>Any development of land which would result in a material increase or significant change in the character of traffic using rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that safety will not be compromised or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.</p> <p>There are 6 level crossings within the plan area that could be affected by future development:</p> <ol style="list-style-type: none"> 1 Moorswater Public Highway Open LC with Whistleboards 2 Coombe Public Level Crossing UWC+T and Whistleboards 3 Lodge Farm Public Highway Open Crossing with Whistleboards 4 St Keyne 6 Footpath Crossing 5 St Keyne 5 Public Footpath Crossing <p>Network Rail has a strong policy to guide and improve its management of level crossings, which aims to: reduce risk at level crossings, reduce the number and types of level crossings, ensure level crossings are fit for purpose, ensure Network Rail works with users / stakeholders and supports</p>

	<p>enforcement initiatives. Without significant consultation with Network Rail and if proved as required, approved mitigation measures, Network Rail would be extremely concerned if any future development impacts on the safety and operation of any level crossings listed above. The safety of the operational railway and of those crossing it is of the highest importance to Network Rail.</p> <p>It is Network Rail's and indeed the Office of Rail Regulation's (ORR) policy to reduce risk at level crossings not to increase risk as could be the case with an increase in usage at the level crossings in question. The ORR, in their policy, hold Network Rail accountable under the Management of Health and Safety at Work Regulations 1999 and that risk control should, where practicable, be achieved through the elimination of level crossings in favour of bridges or diversions.</p> <p>Where development may impact on a level crossing, this impact should be assessed in the form of a transport statement and appropriate mitigation suggested.</p>
Natural Environment	<p>Sections 10.2 & 10.4 of the NDP include a robust & up to date assessment of the available open space, sports and recreation facilities in Dobwalls, Doublebois & Trewidland and identifies shortfalls, as well as opportunities for new provision. Additional sites are identified for protection as Local Green Spaces in Section 10.5.</p> <p>There is not any mention for a mechanism for advancing the aims of the relevant open space policy. To maintain momentum and advance a number of actions required we would recommend that the Dobwalls and Trewidland communities form a steering committee dedicated to open space delivery.</p>
Devon & Cornwall Police (Martin Mumford)	Supported.
Historic England (Alan Thompson)	No comment.
Environmental Resilience and Adaptation Team (Dionne Jones)	I'm pleased to see the Dobwalls and Trewidland Neighbourhood Development Plan (D&T NDP) considers resilience and adaptation to climate change as well as mitigation.

	<p>Flood risk is considered in the Development Boundaries Analysis, with particular reference made to flooding and erosion impacts on rural lanes. There is a sporadic history of fluvial and surface water flooding to properties and roads in the parish in various locations including the Dobwalls, Trewidland and Moorswater areas.</p> <p>Further policy advice given.</p>
Menheniot Parish Council (John Hesketh)	Supported.
Gill Boulton	No comment.
Neighbourhood Planning Team	<p>We recommend removal of policy that duplicates the content of existing policies in the Cornwall Local Plan or the Climate Emergency DPD. We have recommended that several policies in the NDP are no longer necessary and our policies go further.</p> <p>Further changes suggested for Local Green Spaces and housing policy etc.</p>
St Pinnock Parish Council (Mrs Jenny Hoskin)	Noted.
Forestry Officer	Standard response.
Affordable Housing Team	Affordable housing figures provided.
Countryside Access Team	No comment.