

# Lostwithiel Neighbourhood Plan



Early Draft  
May 2017

**Produced by:**

Neighbourhood Plan Steering Group on behalf of Lostwithiel Town Council

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## *An Introduction from the Mayor*



The Town Council welcomed the opportunity to develop a Neighbourhood Plan that would shape the future of the town for the next twenty years and to meet the needs of future generations of residents in Lostwithiel. With the help of a Steering Group of local residents, this Plan has been drawn up with the intention of reflecting and sustaining the sense of community and heritage that is so important to all who live in the town.

We see this Plan not simply as a practical administrative device to guide planning decisions. We have endeavoured to engage with you and to consult you over what you wish to see in the town and we hope it gives a vision of the town and its future that all who live in it will embrace. The Plan will be put to you in a local Referendum, which will be your chance to endorse the future that the Council is committed to realising.

*Ian Gillett*

Mayor of Lostwithiel

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## Introduction: The Purpose of the Plan

This plan has been produced in accordance with the 2011 Localism Act, which empowered local communities to produce Neighbourhood Development Plans. Restormel Borough Council had produced a twenty-year local plan in 1991, and Lostwithiel Town Forum produced the twenty-year Lostwithiel Area Action Plan in 2004. This Neighbourhood Plan is the first long-term plan for the area and is produced in relation to the National Planning Policy Framework (NPPF) and the Cornwall Local Plan.

Lostwithiel Town Council took up the opportunity to develop a Neighbourhood Plan and established a Steering group, with representation from the local community, to undertake the preparation of the plan. A key aim was to ensure that local planning and related policies and proposals were those supported by local people and that would protect and enhance the particular and valued local community and environment. Following the various informal consultation processes, the Plan has undergone a formal Pre-Submission Consultation in accordance with the NPPF. The plan set out here and the policies that it contains, if passed by an independent inspector as being in conformity with national planning conditions, will be the subject of a local referendum. If passed by a majority vote in the referendum the plan will become the formal basis of all planning decisions within the town.

What is a Neighbourhood Plan? It is a document that sets out how development is controlled for a particular area in the future. It has to comply with national and local policies, but it gives local people a much bigger say in how these policies are put into effect. It has a legal status and must be taken into account when considering planning applications in the future. In this plan we set out the specific planning policies that will be adopted within the framework of the requirements of the National Planning Policy Framework and the Cornwall Local Plan. We have placed these in the context of a wider consideration of those actions and policies that local consultations have suggested are necessary supports of those planning proposals. We set out our proposals in five sections covering environment and heritage, housing, employment and the local economy, transport and travel, and community wellbeing and recreation. Within each section we include tables of our 'Actions and Aspirations' as well as our specific 'Planning Policies'.

### *Purpose of the plan*

The Neighbourhood Plan covers the period from 2010 to 2030, in line with the end date for the Cornwall Local Plan. It provides an opportunity, for the first time, for local planning to meet local requirements and preferences. The policies contained in the Plan will shape the development of the town and parish for a considerable time, safeguarding the future of the town for later generations. It will shape the decisions made by the Town Council, will provide guidance to anyone seeking to make a planning application, and will guide the support and encouragement that the Town Council is able to give to local groups and public bodies seeking to help in the development of the Town.

Lostwithiel Town Council will keep the plan under review in order to be able to respond to evolving circumstances.

## How This Plan Was Constructed

Initial planning for the construction of the Plan was undertaken by the Town Council, which appointed a portfolio holder for the Neighbourhood Plan. An initial Working Group was established to begin the detailed process of plan construction and this was enlarged into a formal Steering Group operating under Terms of Reference established by the Town Council. The Steering Group included members of the Town council, representatives of local organisations, and volunteer members of the public.

In addition to regular meetings of the Steering Group itself, a series of public consultations have been held on the various topics covered in the plan. At these community events and at other events using a mobile exhibition, views have been collected and collated from those attending and these have been refined into topics for wider consultation through surveys and for later public consultation events. Meetings of the Group, which have been open to the public, have discussed evolving objectives and have formulated the specific plans and proposals set out in the rest of this document.



### *Membership of the Steering Group*

Councillor Pamela Jarrett, Deputy Mayor, **Chair**  
His Worship Ian Gillett, Mayor of Lostwithiel (until December 2016)  
Mrs Amanda Barrass  
Councillor David Guiterman, Portfolio Holder for Neighbourhood Plan  
Mr Chris Jones, Architect (from September 2016)  
Councillor Gillian Parsons (until October 2016)  
Mr Mark Pearson, Architect (until July 2016)  
Councillor David Robson  
Professor John Scott CBE  
Mr Michael Shillaber (from July 2016 to December 2016)

## Lostwithiel in Context



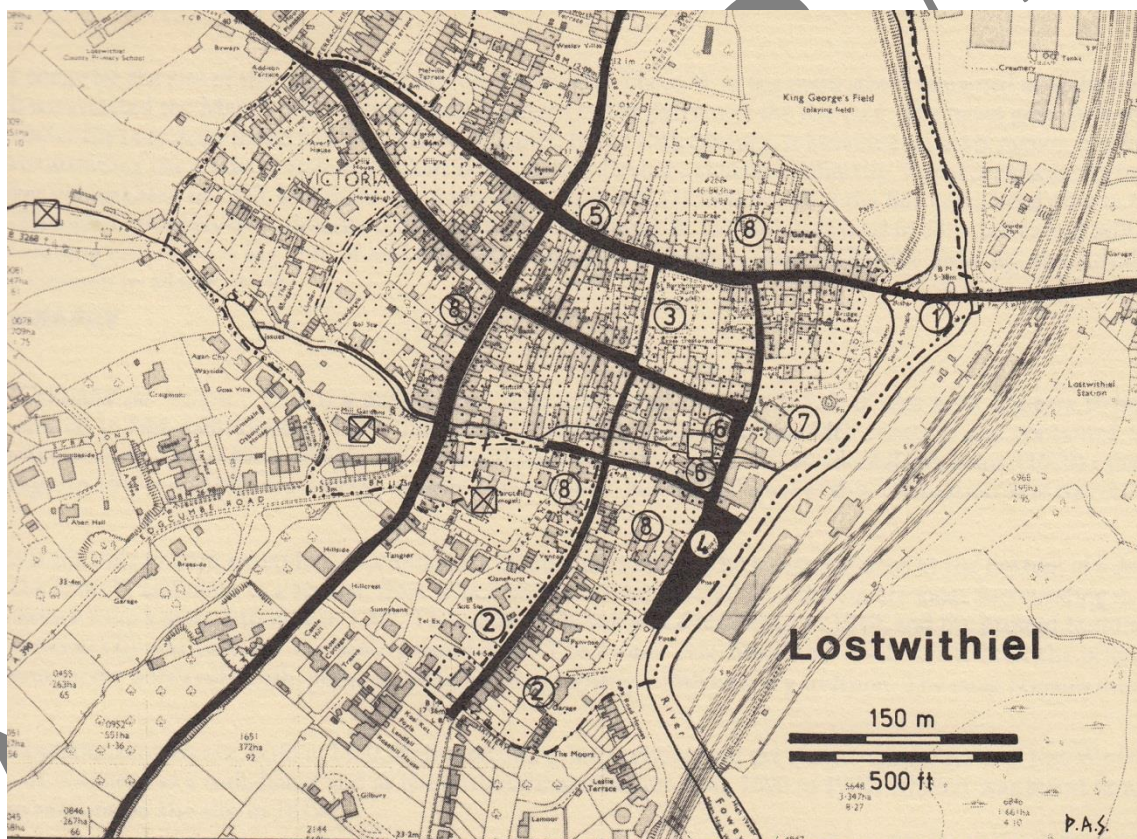
Lostwithiel is a small Cornish Town with a long history and a current population of almost 3000 made up from about 1200 households. The parish consists of a central urban area (the town) surrounded by mainly agricultural land with outlying hamlets at Maudlin, Hillhead, Polscoe, and Castle. The parish is surrounded by rural areas of neighbouring parishes and as such shares no boundaries with other urban areas. The vast majority of residents live within the town area, comprising the central area, Victoria, Rosehill, and the larger settlement of Bridgend. Much of the farmland in the parish is owned by the Duchy of Cornwall, which leases some water meadow to the town for public use. Wooded areas include Polscoe Wood, Leadenhill Wood, Churchpark Wood, Terras Hill Wood, and Poldew Wood. There is a designated Nature Reserve along the



banks of the River Fowey at Shirehall Moor. The valley of the River Fowey, which bisects the town is wide, due to the meandering character of the river, and is liable to flooding on its flood plain.

The town of Lostwithiel developed as a port settlement in the century following the Norman conquest and received its Royal Charter in 1189. Until the 14<sup>th</sup> century it was one of the busiest towns in the country. It was for some time the base of the Duke of Cornwall and the effective capital of Cornwall, with bases at Restormel Castle and the Duchy Palace.

The historic core of the town contains many ancient buildings and sites and is now a conservation area. Medieval and early modern building within the conservation area includes the Georgian Edgcumbe House (1750), Guildhall (1740), and the earlier Taprell House in the ownership of the Town Council, the Georgian Market House (1781), the Debtor's Prison (1751) and many vernacular buildings with seventeenth-century datestones. Lost historic buildings have been replaced by Victorian housing, but new development has been confined to the area adjacent to Tanhouse Road, north of Bridgend, adjoining Lanwithan, along the A390 towards Downend, and with some recent development towards Cowbridge.



Lostwithiel Historic core

- 1 The Great Bridge, 1437
- 2 Site of potteries
- 3 Church of St Bartholomew
- 4 The Quay
- 5 Site of chapel with surviving window
- 6 Duchy Palace and Coinage Hall
- 7 The Parade
- 8 The original boroughs of Lostwithiel and Penknight

Lostwithiel falls within the St Blazey, Fowey, and Lostwithiel Community Network Area. The area has a total population of 19,200, with a high proportion of older residents. It has a higher

dependency ratio (the number of those aged over 70 relative to the working population) than Cornwall as a whole. The area is ethnically homogeneous (99.1% white).

## Community Network Profiles: St Blazey Fowey & Lostwithiel

## Population

The information in this profile is intended to provide an overview of the population within this Community Network Areas. This profile forms part of a range of themed profiles produced by the Cornwall Council Community Intelligence Team.

### Population

|                             | St Blazey Fowey & Lostwithiel | Cornwall |
|-----------------------------|-------------------------------|----------|
| Population (2010)           | 19,200                        | 535,300  |
| Population change (2001-10) | +2%                           | +7%      |
| Area (hectares)             | 15,850                        | 354,595  |
| Population density          | 1.21                          | 1.51     |

### Population by Settlement (2001 Census)

The map below shows the population of the main settlements within this Community Network (population shown in brackets).

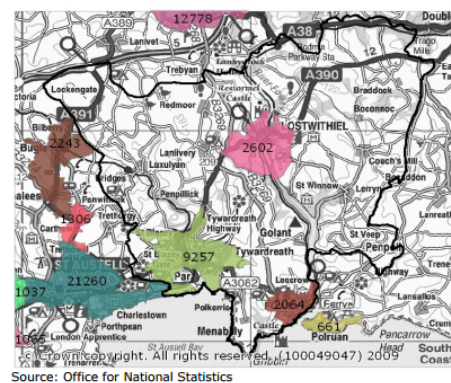
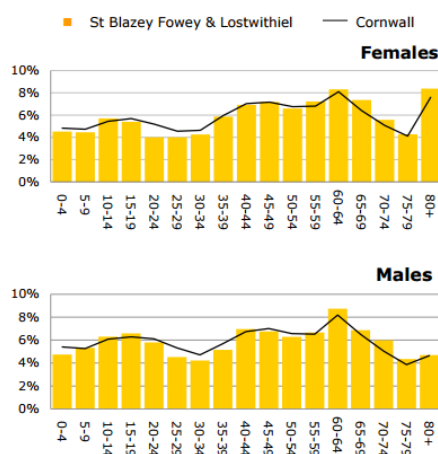
Boundaries have been defined locally using Census Output Areas.

The map shows the main settlements as coloured areas, with smaller settlements as points.

### Estimated Age Structure 2010

| Age   | Males | Females |
|-------|-------|---------|
| 0-4   | 440   | 450     |
| 5-9   | 490   | 440     |
| 10-14 | 590   | 560     |
| 15-19 | 610   | 530     |
| 20-24 | 540   | 400     |
| 25-29 | 420   | 400     |
| 30-34 | 390   | 420     |
| 35-39 | 480   | 580     |
| 40-44 | 650   | 680     |
| 45-49 | 630   | 710     |
| 50-54 | 580   | 650     |
| 55-59 | 620   | 710     |
| 60-64 | 810   | 820     |
| 65-69 | 640   | 730     |
| 70-74 | 560   | 550     |
| 75-79 | 400   | 420     |
| 80+   | 440   | 830     |

### % population by gender and age group



Lostwithiel itself in 2011 had a total population of 2814 people (adults and children) living in 1242 households. Males accounted for 47.3% of the population and females for 52.7%. There is a good mixture of housing types, by both built form and tenure.

| Type of housing | No. of households |             |
|-----------------|-------------------|-------------|
|                 | 2001              | 2011        |
| Detached        | 457               | 440         |
| Semi-detached   | 312               | 288         |
| Terraced        | 390               | 378         |
| Flat            | 143               | 133         |
| Caravan/mobile  | 4                 | 3           |
| Shared dwelling | 3                 | 0           |
| <b>Total</b>    | <b>1309</b>       | <b>1242</b> |

| Housing tenure       | No. of households |      |
|----------------------|-------------------|------|
|                      | 2001              | 2011 |
| Owner Occupied       |                   |      |
| With mortgage        | 381               | 342  |
| Without mortgage     | 480               | 547  |
| Rental & part-rental |                   |      |
| Social               | 146               | 123  |
| Private              | 184               | 210  |

|              |             |             |
|--------------|-------------|-------------|
| Other        | 20          | 20          |
| <b>Total</b> | <b>1211</b> | <b>1242</b> |

The population of Lostwithiel is disproportionately elderly by national levels. All of the age groups over 45 are over-represented in Lostwithiel compared with the national figure. The over-representation is especially high for the over 60s. In 2011 there were 49 people in Lostwithiel aged over 90. Conversely, the 20-29 age group was under-represented in Lostwithiel. The proportion in Lostwithiel was just over a half of the national level. Putting these figures together indicates a strong tendency for young people to move away when entering the labour market or starting a family, and a marked tendency for people at the end of their careers retiring to Lostwithiel. The figures show a high level of ‘early retirements’ – many represented among the ‘mortgage-free’ category. An unknown proportion of these retirees are ‘returners’ who left Lostwithiel in their twenties.

| Age group | Lostwithiel |      | England and Wales |
|-----------|-------------|------|-------------------|
|           | Number      | %    | %                 |
| 75+       | 402         | 14.3 | 7.8               |
| 65-74     | 348         | 12.4 | 8.7               |
| 60-64     | 242         | 8.6  | 6.0               |
| 45-59     | 572         | 20.3 | 19.4              |
| 30-44     | 467         | 16.6 | 20.5              |
| 20-29     | 195         | 6.9  | 13.6              |
| 16-19     | 148         | 5.3  | 5.1               |
| Under 16  | 440         | 15.6 | 16.7              |





## **Housing**

- To meet projected housing needs resulting from population growth.
- To promote sustainable housing development that maintains a sense of community and local identity.
- To meet the need for affordable and supported housing in integrated communities.
- To preserve and enhance the heritage townscape through the sensitive design and layout of housing developments.
- To support development that is sensitive to the natural environment and recognises the consequences of climate change.

## **Employment and the Local Economy**

- To encourage a growth in local employment so as to create a resilient and expanding economy while ensuring that the character of the town is retained.
- To revitalise the retail and commercial activities of the town centre so as to enhance the experience of local residents and attract visitors.

## **Transport and Travel**

- To ensure better conditions on major trunk roads
- To provide the conditions for additional parking space
- To increase connectivity within the county through regular bus and rail services.
- To improve station facilities
- To facilitate more active modes of travel
- To enhance street and pavement facilities

## **Community Wellbeing and Recreation**

- To strengthen the community through a wide range of cultural activities
- To Strengthen services supporting community health, wellbeing, and education
- To ensure adequate physical recreational opportunities for all
- To build and maintain community spirit in all respects

## Town and Country Environment: A Heritage Landscape

The situation of Lostwithiel has been outlined in the section on 'Lostwithiel in Context' above. The town is of historic significance with much surviving building from the 16<sup>th</sup> and 17<sup>th</sup> centuries around a core of medieval buildings, and with later development blending to create a pleasing and well balanced urban environment. The town is embedded in the wooded valleys of the Fowey River and its tributary streams, combining public green space with accessible woodland and open-country spaces. It is intersected by numerous footpaths and rights of way that are a major leisure resource for residents and visitors alike.

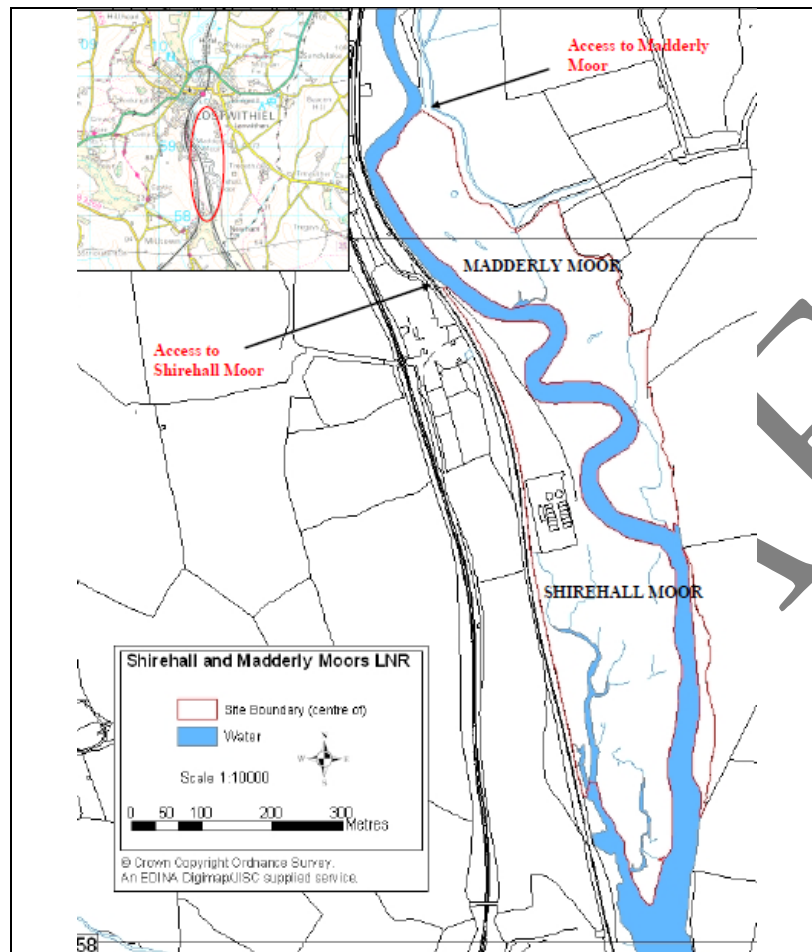
### *The rural and natural environment*

The core of the heritage landscape comprises the valley of the River Fowey. Alongside this in the centre of town are the King George V playing fields and Coulson Park, providing open space for children's play, sport, and leisure. Adjoining the King George V playing fields, and connected to it by a tow-path under the A390 bridge, is the Second Island water meadow, leased from the Duchy of Cornwall, which provides a sculpture park and walking facilities. There was support for retaining and enhancing Second Island as a natural open space with public access. North from Second Island towards Restormel Manor and Restormel Castle is meadow land that provides a peaceful location for old town cemetery and a facility for the local bowls club. In the vicinity are two scheduled monuments: a Roman Fort, 440m south west of Restormel Farm, and Restormel Castle itself.

In the thirteenth century, Restormel Castle was popular as a Royal Cornish residence owing to its large deer park and extensive hunting grounds. During the Civil War, Lostwithiel (which was strongly Royalist owing to its Duchy affiliations) was occupied by approximately 10,000 parliamentary soldiers and cavalry, for two weeks. Lostwithiel's importance during this time in history is recognised by the town having a Registered Battlefield, commemorating the 'Battle of Lostwithiel', which took place on the 21<sup>st</sup> August, 1644 (Listing ref. 1413619).

Stretching south along the river from Coulson Park is Shirehall Moor and, on the opposite bank, Madderly Moor, both in the ownership of the Town Council and under active protection as natural habitats for plant and wildlife. The Moors are salt marsh wetland with reed and rush coverage. Shirehall Moor is an extensive saltmarsh that was the subject of a natural vegetation survey in 2005 as a preliminary to combining it with an adjoining area (formerly used as a town rubbish dump) to create a nature reserve. A preliminary management plan included the introduction of informative sign boards and a new management plan is under preparation in order to gain full registration and designation as a Local Nature Reserve.

Madderly Moor comprises a large reeded area currently accessible only by boat. A public bridleway over land belonging to Lanwithan Manor Farm stops 150m from the land side of the Moor. It currently provides a protected area for butterfly species and there are plans to obtain protection as a Local Nature Reserve once issues of public access have been established.



Enclosing the town and the River course is an extensive area of farmland and woodland used as pasturage and for timber growth. Cut by the deep valleys of the Tanhouse Stream and other watercourses it provides an extensive network of footpaths over pleasant and steeply sloping land.

Much of the farmland in the parish is owned by the Duchy of Cornwall, which leases some water meadow to the town for public use. Wooded areas include Polscoe Wood, Leadenhill Wood, Churchpark Wood, Terras Hill Wood, and Poldew Wood. The valley of the River Fowey, which bisects the town is wide, owing to the meandering character of the river, and is liable to flooding on its flood plain.

### *Open space provision*

In July 2014, Cornwall Council adopted the Open Space Strategy for Larger Towns in Cornwall. Table 1 details the provision of Parks and natural space in Lostwithiel and compares it with the average for Larger Cornish towns

The plan recognises that attractive, safe & accessible parks and other open spaces contribute positive social, economic and environmental benefits. Open spaces including play areas are valued community assets improving public health, well-being and quality of life, and bringing regeneration benefits to an area.



| Existing and proposed provision of parks and natural space in Lostwithiel |   |  |  |       |   |
|---|---|--|--|-------|---|
| Type  | Existing provision (m <sup>2</sup> /person) | Median for larger Cornish towns (m <sup>2</sup> /person) | Recommended future quantity provision standard town-wide |       | Existing requirements based on assessment of distribution |
| Parks, amenity  | 10.23                                       | 8.74   | Quantity meets all of future need                        | 9.49  | All existing residents within access limits of provision  |
| Natural space   | 58.47                                       | 17.01 (28.00 mean)                                       |  | 54.28 |   |

### *The urban environment*

Lostwithiel has a rich industrial and political heritage: it is a historic gem within Cornwall. Although it is difficult to place Lostwithiel's origins into any definite period, it is likely there was some occupation from the early medieval period onwards as there is evidence of a Roman settlement on a hill just south of Restormel Castle ('Uzella'). The town of Lostwithiel developed as a port settlement in the century following the Norman conquest and received its Royal Charter in 1189. By the early 13<sup>th</sup> century, Lostwithiel was exporting cured fish, butter, cheese, salted hogs, cloth and tin in ever increasing amounts. Up until the 14<sup>th</sup> century, Lostwithiel was one of the busiest towns in the country and a change in legislation, in 1305, meant that Lostwithiel was the only town in Cornwall, where tin could be purchased. Unfortunately, following 'The Black Death' (which wiped out approximately a quarter of the town's population) and continued silting of the River Fowey by tin workings (which meant boats could no longer reach Lostwithiel for fear of grounding), the heyday of the town as a port, was relatively short lived.

During the 13<sup>th</sup> and 14<sup>th</sup> century, a number of 'planted' towns were established, these were designed to improve access, communication and aid industrial specialization. Lostwithiel is regarded as being the finest remaining and relatively untouched example of a 'planted' town. When Edmund became 'Earl of Cornwall', in the 13<sup>th</sup> century, Lostwithiel was the undisputed capital of Cornwall. It was the first coinage town where tin ingots were brought to the Stannary Hall for weighing, assaying and stamping. Lostwithiel retained its pre-eminence as a Stannary Town until the 18<sup>th</sup> century.

Lostwithiel town has the character of an historic town that remains a living heritage environment. Historic buildings abound but have been put to striking and appropriate contemporary uses. The thirteenth century Duchy Palace (part of the original of administrative complex) is one of the oldest buildings in the West Country and was recently restored by the Duchy of Cornwall in partnership with the Cornwall Buildings Preservation Trust. It now provides a unique retail space with heritage information boards. The medieval bridge was the subject of a project by Lostwithiel Town Forum that restored its ancient gas lamp (now electric)

and provided information boards. The Guildhall, together with Taprell House and Edgcombe House, comprise a fine selection of buildings, though parts are currently in disrepair. Repair work is being undertaken and plans for restoration and sympathetic conversion to modern uses are being pursued through Heritage funding.

Today, Lostwithiel's heritage is recognized as being of national significance and it has been awarded 'Conservation Areas' status: it remains among the best preserved medieval towns in Cornwall. The town boasts several scheduled monuments and 92 listed buildings, including three grade I listed properties (which is high as only 2% of listed buildings are prioritized at grade one nationally). Immediately south of St Bartholomew's Church is the Lantern cross and grave slab, a scheduled ancient monument. The Listed Buildings include:

Grade I: Lostwithiel Bridge (1327324), Church of St Bartholomew (1327333), Freemason's Hall (1327326)

Grade II\*: Edgcombe House (1144230), 8-9 Quay Street (1146531), Palace Printers and The Old Palace, Quay Street (1146471)

Grade II: Fore Street (22 items listed), Quay Street (7 items listed), North Street (7 items listed), Queen Street (7 items listed), Bodmin Hill (6 items listed) and Grenville Road (4 items listed).

The main shopping streets comprise a mixture of buildings of various ages and have retained a pleasing array of traditional styles that have not imposed uniform national styles and facias. Housing in similar style is interspersed in these streets, with modern housing built in appropriate style or developed on the edge of the historic core. Effective planning of local developments has allowed the town to maintain a vibrant and living heritage that serves its local community.

### *Public consultations*

The town's residents are rightly proud of the wealth and significance of Lostwithiel's heritage and wish to see this protected for future generations. This was reflected during public consultations, where 93% of residences stated that they valued the town's Conservation Status and 88% of respondents felt that they wanted more to be done to further promote the Lostwithiel's heritage. There was strong support for maintaining the heritage features and for ensuring greater leisure-time access to them. Lostwithiel residents were consulted on environment issues through two questionnaires. Respondents indicated their appreciation of the natural environment of the parish and their wish to retain and enhance it for their enjoyment of the countryside and for the benefit of its wildlife.

The Woodland Trust reported that the Fowey Valley, which includes Lostwithiel, is home to extensive ancient woodland, which must be protected. The view of the Trust is that loss or deterioration of irreplaceable habitats, including ancient woodland and aged or veteran trees found outside ancient woodland, resulting from development proposals should be wholly exceptional.

Plan objectives:

- To protect and foster Lostwithiel's natural environment for the benefit of people, flora and wildlife through promoting biodiversity and encouraging wildlife.
- To preserve and improve access to green spaces, countryside and the river whilst respecting sensitive environmentally important habitats.
- To create a town that has minimum impact on the natural environment, works towards being carbon neutral, and mitigates the expected effects of climate change

- To conserve and enhance Lostwithiel’s heritage assets, and protect and improve positive features which contribute to the townscape.

### *Actions and aspirations for environment and heritage*

Lostwithiel Town Council will:

#### **Management and protection**

1. Pursue the registration of Local Nature Reserves and develop an appropriate Management Plan
2. Develop an Appraisal and Management Plan for the Lostwithiel Conservation Area and ensure that new building within and adjoining the area is in keeping with its architecture
3. Specific protection and management of Coulson Park, Second Island Park, Poldew Wood, and Council allotments
4. Sensitive management of local verges, hedges, walls, and trees
5. Utilise housing policies (see below) to ensure proper water management and mitigation of flood risk
6. Protect the natural and heritage environment in open spaces outside the settlement boundary with particular concern for the farming landscape character, trees and woodland, small and medium field patterns, Cornish hedges and hedgerows, natural-looking ridges and skylines, dark skies and historic and cultural features.

#### **Improved access and understanding**

7. Encourage the introduction of guided walks on wildlife and the natural environment.
8. The Council aims to support an extended programme of heritage walking trails and enhanced street signage and information boards. Support for the further development of the town museum and for active promotion of the town’s heritage
9. Extend the provision of brass plates and blue plaques to mark the historical, political, and literary heritage
10. Develop effective ways of encouraging children to engage with the history of the town
11. Introduce pedestrian walkways that ensure safe and sensitive access to the natural environment and heritage sites.
12. Consider ways of increasing awareness of and access to the landscape and history of the River Fowey

#### **General**

13. Pursue the planning objectives set out below

*Planning policies for environment and heritage*

Policy number

**EH1.**

Support for proposals that promote and protect the town's heritage through sensitive renovation and conversion of key buildings and historical survivals.

**EH2.**

Support the installation of large-scale photovoltaic cell arrays and wind turbines only where the landscape impact is minimal and where there is clear support from the local community.

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## Housing

As is apparent from our discussion of our vision for Lostwithiel, the town has a very strong sense of community. It has proved its openness and willingness to welcome new people through new development. The Town Council's 2014 survey discovered that almost a half of the population had lived in the town for 16 years or more but that 14% had lived here for less than 3 years. Almost half of the population had lived in the same house for 10 years or more. The community has coped well with a steady population change over the years. Given a controlled rate of development there is no reason to suppose it can't cope successfully with further changes into the future. It is essential that this sense of community should be protected by ensuring that new housing development is mixed and achieves a good balance of dwellings spanning a variety of market values with the aim of achieving an integrated social mix.

### *The planning context*

The Cornwall Local Plan is now adopted. From 2010 to 2030 Cornwall will need to provide 52,500 additional dwellings. This figure will allow for projected population growth, demographic change, economic development and other factors. This figure of 52,500 is broken down into the requirement for smaller areas. Lostwithiel is included in the St Blazey, Fowey and Lostwithiel Community Network Area, which has a requirement for 900 dwellings in the Plan period. Cornwall Council has not broken this figure down any further.

Cornwall Council's Planning Officers indicated that the Town Council should assume that its share of the Network Area total will be *pro rata* to existing dwellings and population. In our calculations we have used population figures and estimates. As the population of the Network Area is 19,270 and that of Lostwithiel is 2,814, there is a *pro-rata* housing allocation of 132. This equates to a completion rate over the Plan period of 6.6 dwellings per year.

This is the minimum number that would achieve Lostwithiel's share of the Local Plan target. While no maximum is specified, unrestricted development would put an unacceptable increase in pressure on schools, dental, medical practices and all other community facilities.

There is, however, evidence that more than this minimum number is required. In the Town Council's survey, one third of those responding held that there is a need for more housing. Almost a half of these people thought that this should be 'affordable housing' and one third thought that there should be more rented housing. The Lostwithiel Area Action Plan 2004-2024 had similarly identified the need for 'More "affordable" house-building particularly to benefit local young people'. Cornwall Council's Homechoice in early 2015 evidenced an expressed need for affordable housing in 110 households, the majority desiring smaller one- or two-bedroom housing. Current HNR data suggest a need of 78 households. These figures are in line with those from the Town Council's own survey.

The Cornwall Council online survey on housing needs identified 22.83% of respondents saying that a member of their household required affordable housing and that 81.48% of those in need were already living in the Parish. In most cases these were people living with friends or family and who would like to live independently. Three quarters of those in housing need wished to move within 3 years and the remaining quarter in 3 to 5 years.

It is clear that there is a demand for affordable homes for local people and a substantial proportion of any new development should be devoted to meeting this need. The demand today for affordable housing is, however, only a part of the picture. By the end of the local plan period,

in 2030, a completely new generation of people, still in primary school today, will be seeking affordable accommodation.

The 2011 Census showed that the greatest variance from the national average is found in the low proportion of those in 20 to 29 year old age group. While there is no direct evidence for Lostwithiel it is not unreasonable to assume that this is caused by people moving away to find work and possibly accommodation as they enter the age where they become economically active for the first time. As over one fifth of the population were under twenty in 2011, that it is likely that there will still be a demand for affordable housing by the end of the plan period.

At the other end of the age spectrum over a half of respondents to the Town Council's survey held that there is a need for more sheltered housing for the elderly. Only 1.25% of responses to the Cornwall Council survey were currently living in sheltered or supported accommodation, but there was clear evidence of need for suitably adapted accommodation. As 35.3% of the population in 2011 were 60 or over, it would seem reasonable to assume that a suitable provision of housing for this age group will be required during the plan period.

The demand for open market houses must also be considered. Figures for June 2016 from Zoopla and Purple Bricks showed 69 dwellings for sale or rent in the Lostwithiel area. (66 for sale, 3 for rent) While the area covered is slightly larger than the Lostwithiel Parish only a very small number of dwellings listed were outside the parish. This would suggest that somewhere between 60 and 70 dwellings were available in the Neighbourhood Plan area in mid-June 2016. The Zoopla site also records 46 dwellings sold in the previous 12 months with an average price increase of 5.02%. These figures are in line with previous surveys of this type. If only the proposed minimum local plan numbers were built, this existing stock would represent as much as half of the total. This would suggest that there is no immediate pressure for the 2010 to 2030 developments to be 'front loaded'.

Cornwall Council's web site shows that the population growth in the St Blazey, Fowey and Lostwithiel Community Network area between 2001 and 2011 was 2.5%, this compares with the Cornwall average of 6.6%. In the same period, Lostwithiel's population showed an increase of 2.96%. This is an annual rate of 0.296%. It must be noted that the 'Lostwithiel' covered by the Neighbourhood Plan is Lostwithiel Parish, but the 'Lostwithiel' of the Network Area is the Lostwithiel Electoral Division, an area approximately twice the size. While it is based on number of dwellings rather than population, the minimum *pro rata* figure suggested by the Cornwall Local Plan of 132 new dwelling would be an increase of 9.74% over the 20 years of the plan.

#### ***Future housing needs 2017 to 2030***

The Cornwall Local Plan identifies the need for Cornwall as a whole to maintain a minimum buffer of five years housing development land at all times. While the Local Plan does not require each area to specifically identify a five year development land stock it is a factor which Neighbourhood Plans have to consider.

After six years at a Local Plan development rate of 6.6 dwellings a year Lostwithiel would require 40 dwellings to be completed. The actual number already completed is 47. A five-year buffer would require an additional 33 planning consents, making a total of 80 completions and consents by 2016. The Table below shows that completions and consents from 2010 until mid-2016, totalling 215, have well exceeded this level already.

| Housing developments in Lostwithiel, 2010-16 |                                  |        |       |
|--|----------------------------------|--------|-------|
| Status                                       | Site                             | Number | Total |
| Complete and occupied                        | Kolar meadow                     | 9      | 47    |
|  | Gilbury Hill 1                   | 32     |       |
|  | Cott Road                        | 3      |       |
|  | windfalls                        | 3      |       |
| Under construction                           | Royal Talbot                     | 4      | 88    |
|  | Lowena House                     | 10     |       |
|  | The Monmouth                     | 4      |       |
|  | Brunel Quays 2                   | 44     |       |
|  | Golf Course                      | 24     |       |
| Planning approval                            | Grenville Rd (St, Bart's Meadow) | 50     | 80    |
|  | Gilbury Hill 2                   | 26     |       |
|  | windfalls                        | 6      |       |
| Overall Total                                |                                  |        | 215   |

Figures correct as at December 2016

Carrying these projections forward to the end of the Plan period in 2030 would require 132 completions, and a further 35 consents to meet the five-year stock requirement. This would give a total of 167 and we are already far in excess of this number.

This does not mean that there should be moratorium on any further planning approvals until the end of the Local Plan in 2030. Any attempt to do so would face a steady flow of 'exceptional' cases that it would be difficult to justify refusing on an individual basis: people will require special accommodation for sick or elderly relatives; there will be existing buildings where the original use is not viable and unless consent is given they will fall into a state of disrepair, and there will be exceptional sites where truly affordable housing could be provided through special schemes. More importantly there will be a local need for new housing, especially in the affordable sector of the market. If many of today's school children are to remain living in the town, they will be seeking affordable housing by 2030. To provide for this need there will almost certainly have to be related open market development. Equally, we will be faced with an ageing population during the plan period and development may be required to meet the need for sheltered and supported accommodation.

We take seriously the statement in the NPPF (Section 6 paragraph 47) that 'Local Planning Authorities should..... Identify a supply of specific, developable sites or broad locations for growth, for years 6 - 10 and, where possible years 11 - 15.' In the 2015 Housing Consultation a majority of respondents felt that an additional housing development should be phased equally throughout each year of the plan period. However, such phasing is not permissible and is, in any case, difficult to operate. Our view is that the availability of the SHLAA sites meets the need without any need to phase developments.

It is difficult to quantify how much more development might be needed, though there is no evidence to suggest that Lostwithiel's requirements are any different from those of Cornwall as a whole. Cornwall Council has registered two SHLAA sites in the Plan area: S397 (Land off Castle View) and S041 (Terras Hill). It is estimated that these sites might provide housing for, respectively, 50 and 30 new houses. There is no evidence that there is an exceptional situation in Lostwithiel requiring an immediate building programme in excess of the Local Plan requirement.

If it is assumed that growth in Lostwithiel up to 2030 is at the minimum rate anticipated in the Cornwall Local Plan, Lostwithiel might need 93 additional dwellings. It is our view that the SHLAA sites and possible ‘windfalls’ over the period would meet this need. Developments on these sites would be considered for approval only if there were demonstrable local need over and above that anticipated in the main part of this Plan.

Taking all these considerations into account, a total of 228 new dwellings are likely to be required for Lostwithiel in the period 2010 to 2030 (with a further 80-93 possible in case of extra demand). This figure is far in excess of the minimum Local Plan allocation, even with a five-year buffer stock added, so there is no need to make an additional provision towards Cornwall’s five-year stock. This total of new dwellings represents a growth rate of more than 20% over the plan period, an annual rate of growth that is far in excess of the historic rate both for the town and for Cornwall as a whole. It is also more than twice the minimum development required in Lostwithiel for the town to contribute its share to the Local Plan total.

Lostwithiel Town Council has already expressed the view that there is no need for the town to become a high growth area. There is no evidence that the housing need in the area is any different than the average. In late 2015 the Town Council carried out a consultation exercise (The 2015 Housing Consultation) to assess support or otherwise for a series of potential policies regarding housing development. Three quarters of those responding felt that housing development in Lostwithiel should be no greater than that set out in the adopted Cornwall Local Plan. In view of the above considerations, we are intending to limit new housing developments to a minimum of 132 and a maximum of 228.

### *Sustaining community infrastructure and open spaces*

The development of up to 300 new dwellings in the period up to 2030 will inevitably put considerable stress on the community’s infrastructure. All the services that people require—such as doctors, nurses, dentists and schools—will need to expand to cope. The physical fabric of the town will need to develop to ensure, for example, sufficient car parking, recreational space, public transport, and footpaths. If the infrastructure is to keep pace then suitable funding will be needed. A Community Infrastructure Levy allows local authorities to raise funds from developers undertaking new building projects and the money can be used as a contribution to funding the infrastructure. This approach received the support of more than three quarters of those responding to the 2015 Housing Consultation and the Council is committed to requiring contributions from all developments.

There are also implications of development for the provision of open space. The planned increase in the number of dwellings may put significant pressure on school numbers and schools may require land for expansion. With a steadily increasing population sports and recreational facilities will be in greater demand. Thus housing development should not be allowed on land currently used for schools and similarly there should be no development on land currently designated as public open space, used as common green areas, or which is used for outdoor recreational activities.

In the process of the consultation potential local nature reserves, cemeteries and land in use as allotments were also identified as areas that should be protected from development.

The aim is to identify and protect land where development would not be appropriate or detrimental to the community as a whole.



### *Provision of affordable housing*

The case for affordable housing, together with sheltered and supported accommodation has been shown above. The evidence is not always consistent, but it does suggest a need for something between 75 and 100 new affordable dwellings during the plan period. This would equate to approximately one third of the upper development figure of 308 dwellings by 2030. The Local Plan requirement for Lostwithiel now indicates a proportion of 35% of new development being affordable, a total that is broadly consistent with this calculation.

One of the factors many people think important in maintaining the sense of community is that housing is very mixed and that there are no clusters of relatively prosperous or poor housing. 70% of those consulted supported the dispersal of affordable housing throughout the areas of new housing and the Council is committed to this objective of ensuring an adequate supply of affordable and supported housing in integrated communities.

There is a concern that while some new developments may be claimed to fall within the formal classification of 'affordable', they are actually only just a little cheaper than the full open market value. This still leaves many people far removed from the housing property ladder. Housing that is affordable on first sale only does not retain a stock of affordable housing. Council endorses the definition of affordable housing for sale in the Cornwall Affordable Housing Supplementary Planning Document (2015). That is homes sold at a discount to make them genuinely affordable and that must remain for sale at a discount on future re-sales in perpetuity. Council will support, in particular, the activities of community land trusts to provide this.

While some of the affordable housing development may also meet the needs of elderly and other people for sheltered or supported accommodation it cannot provide the whole solution. New development should also contribute to the provision of suitable housing for those with these housing needs. It is essential that new developments should make sufficient provision for the elderly and those in need of support in their homes.

### *Implications of climate change*

Climate change poses great problems for community sustainability and so for the planning of housing. A particular problem in Lostwithiel, as in the south west generally, is the increased risk of flooding. Many parts of the parish are low lying or close to water courses and there have been serious flooding problems in recent years. The Environment Agency had identified certain zones at risk of flooding (and that should be excluded from development) before the Neighbourhood Plan Designation Notice was issued by Cornwall Council. Remedial and preventive work has been carried out to alleviate some of the most extreme problems of flooding.

Building of new dwellings in Flood Zone 3 (high probability of flooding) and Flood Zone 2 (medium probability of flooding) should not be permitted. In particular, no development should be permitted within a distance of 7 metres of the top of the bank of either the Tanhouse Stream or the River Fowey.

A further factor in minimising the events of flooding is the control of surface water drainage from higher ground into the lower parts of the town. It is inevitable that water will eventually drain into the streams and the river. The issue is the rate at which it does this and how it is controlled. It is essential that new developments should manage surface water drainage on site through the use of adequate sustainable drainage systems that ensure that surface water flooding risks are not increased and, where possible, reduced in accordance with Cornwall Local Plan

policy 26. Development should also reflect the objectives of the Water Framework Directive and not cause any deterioration in the River Fowey water quality and where possible should contribute to improving the waterbody status.

The Council supports and encourages energy saving in all respects. It therefore holds that all new dwellings should be designed and constructed so as to minimise the use of energy and clean water. The use of renewable energy sources and high standards of insulation should be encouraged. Careful consideration should be given to the orientation of principal rooms to maximise passive solar gain and energy efficiency. The amount of space provided in each dwelling must meet the minimum standards in the Cornwall Local Plan (policy 13) and developers are encouraged to meet the standards recommended by the Royal Institute of British Architecture in *The Case for Space* (2011).

### *The Settlement Boundary*

Three options were considered for the general location for new housing development. These were: (1) a free standing separate “new village” in a rural area away from the existing urban area; (2) clusters of new developments spread though out the rural areas; and (3) incorporating the new development within the existing urban area. Each of these options would require that sufficient deliverable sites are available to achieve the necessary housing numbers.

Options 1 and 2 were rejected for similar reasons related to infrastructure and the provision of affordable housing. Infrastructure and support services would be far more difficult to provide for isolated developments. The affordable housing for local people was generally required within the existing town rather than several miles away. Such developments would also mean that the existing community would be more fractured with isolated developments; there was a desire to achieve an integrated social mix. Housing should achieve a balance of dwellings spanning a variety of market values with the object of achieving a good social mix. Isolated developments would also increase the pressure on car parking in the town centre, as without adequate public transport use of a car would be essential. These options have also, to a considerable extent, been overtaken by events in that completions and planning consents already granted are more in line with option 3.

Option 3 can best be achieved either by designating specific sites within or adjacent to the existing urban area or by defining a settlement boundary within which development should take place. Two thirds of those responding to the 2015 Housing Consultation supported a view that planned new housing developments should be contained within or immediately adjoining the existing town area and within a defined development area. To try to limit the remaining development to a few as yet unidentified specific sites would probably be too restrictive so the approach of using a development line or a settlement boundary has been adopted.

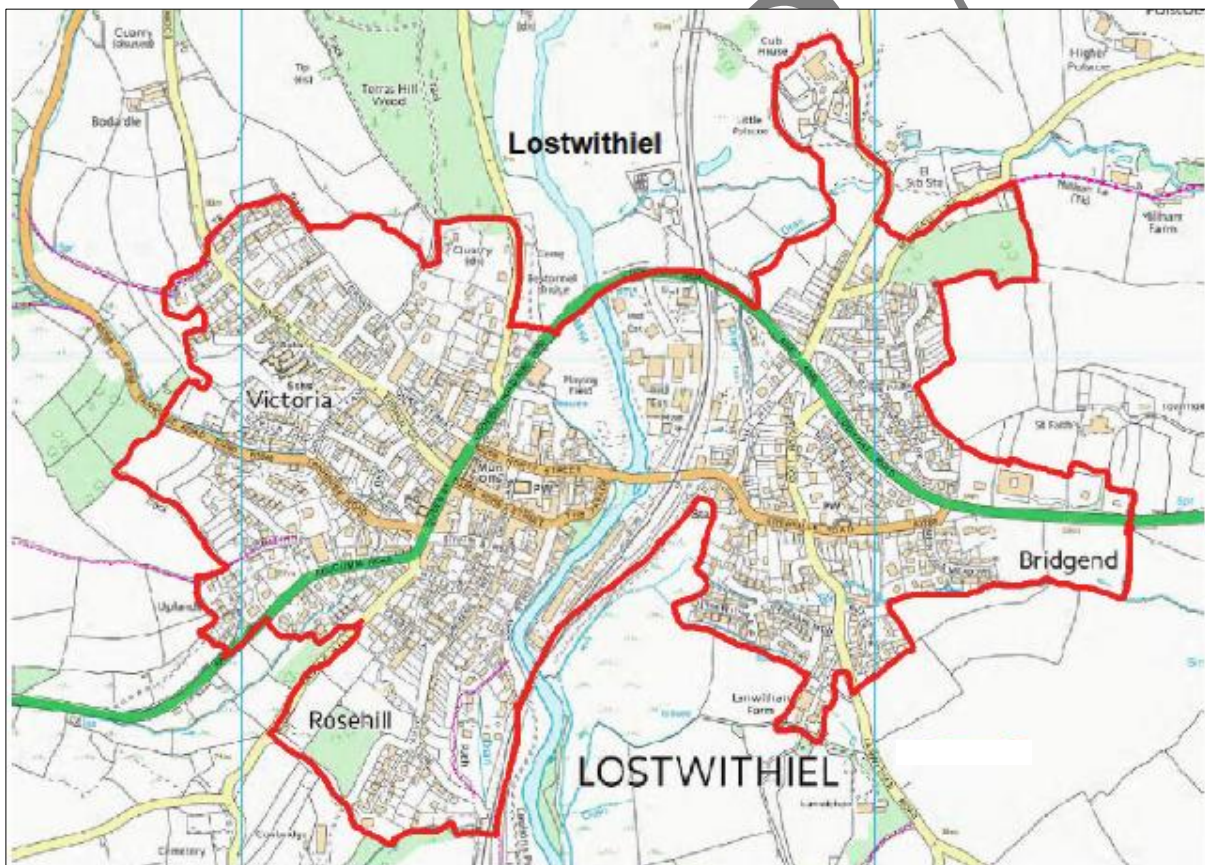
A subsequent ballot which identified three possible settlement boundaries, ranging from smallest to largest produced a similar level of support for the smallest settlement area. These results reflect the preference of local residents for the smallest number of new dwellings consistent with the Local Plan, to which we have to add the future possible requirements.

In considered the proposed settlement boundary, the Steering Group took account of the restriction on development in flood-prone areas, the fact that two strategic housing sites in Lostwithiel have been put forward by local landowners, and of the existing pattern of planning approvals. It is recognised that there must be exceptions for development outside the settlement boundary in relation to the conversion of redundant barns and other buildings (Barns), land for

100% affordable housing through Community Land Trusts, housing charities, self-build etc. Any such dwellings should be available for sale at an appropriate discount on the open market value, or at a rent in accordance with the Cornwall Local Plan. It is anticipated that up to 40 exceptions in the plan period may be allowed on small sites and plots of less than 10 homes. These exceptions, however, should count towards the total planned housing numbers.

Deducting these exceptions and up to 20 anticipated 'windfalls', the town would still need to find as many as 33 more sites within the settlement area. Not all sites will be available or suitable for development in the plan period so additional possible sites in excess of this will need to be included, perhaps 100 potential dwellings within the settlement boundary. In line with our intention to ensure phased release of development land in relation to demonstrable need, not all of these would be developed, once the required number had been identified there should be no need for additional approvals.

The following settlement boundary, which would contain almost all future development within or adjacent to the existing urban area, is therefore proposed:



### *Style and layout of new developments*

The overriding objective of this aspect of the Neighbourhood Plan is to ensure that new development is compatible with the existing town, is to a high standard, provides suitable access to the surrounding environment, and facilitates home office services.

The Plan seeks to ensure that all new developments are of a design and construction to be compatible with the existing dwellings within the town. The town sits in the north - south Fowey valley with smaller valleys in an east - west direction. Development to date has been along the

bottom and lower slopes of these valleys. This has protected the skyline from intrusive development. The town includes buildings going back several hundred years. There are numerous listed buildings. Most of the central area of the town is contained within a conservation area. While it would be difficult to define a single architectural style to cover the whole town, there are common features that gives the town a style that deserves to be protected. Common features are low rise buildings, often with quite high densities, narrow streets, and a widespread use of local materials, stone and slate. More modern developments include a lot of rendered block work.

Buildings tend to be clustered with a common style and recurring themes. This is something that should be protected from development that is completely out of keeping with its immediate locality.



The exact housing density needs to be determined in accordance with the Cornwall Local Plan. The Town Council survey shows that by far the greatest need for open market dwellings is 2 and 3 bedroom and developments should give priority to these, but not to the exclusion of larger properties. For affordable housing there is also higher interest in one bedroom accommodation. Care should be taken not to exclude larger dwellings. While there may not be a very great demand from current residents for larger dwellings the overall economic wellbeing of the town is partly dependent on an influx of people seeking such dwellings. Those in need of supported accommodation will often require smaller one bedroom dwellings. Every effort should be made to reduce the environmental impact of new developments. New housing development should be of a standard to provide quality homes.

Where interesting old buildings have fallen out of use it is better to allow their conversion than to simply let them fall into disrepair. This applies even when such buildings are outside the proposed settlement boundary. This however should not be an excuse to build a five bedroom luxury home on the site of a collapsed rusty former corrugated iron barn that under any other circumstances would be refused permission. The Council will therefore permit redundant agricultural, commercial, retail and industrial buildings to be adapted for domestic residential use, providing the original building is of either historic significance or of architectural interest and the conversion is done in a manner sympathetic to the original construction. Wherever possible such

development should be no larger than the original structure and in no circumstances should there be any substantial increase in the original area.

There is a recognition that any new dwellings without adequate off street parking will place a severe strain on an already difficult problem that impacts on the viability of commercial and retail activity in the town centre. As space in the central areas of the town is very limited it is almost certain that significant amounts of new development will occur on the outer edges of the settlement boundary. The consequence of this inevitably will be more pressure on car parking spaces. It is important that outlying developments are linked to the central area by footpaths and cycle ways.

New development must include a Design and Access statement that demonstrates how a proposal reinforces Lostwithiel's character and heritage. Developers must be able to show how their proposals follow the policies and guidance in relevant national and local documents as well as this Plan. The Design and Access Statement must address the following issues: context and character; historic character; connection with the countryside; quality for pedestrians, cyclists, and the physically disadvantaged; development density and build quality; car parking; landscaping and access to open and green space; occupier controlled access to fibre, copper and other home office services; environmental footprint. The Town Council will urge developers to provide an individual design review on any development application.

Layouts for new developments should be designed and constructed to a high standard and should make sensitive use of local topography; make generous provision for open green spaces and where possible link these to the wider natural environment with suitable public access; maintain current standards and be compatible with existing building heights, road widths, lighting and security; provide well designed groups of houses, compatible with the existing buildings in the immediate area; provide sustainable waste management, principally by having adequate storage space for refuse bins; make adequate provision for off street parking.

Plan objectives:

- To meet projected housing needs resulting from population growth.
- To promote sustainable housing development that maintains a sense of community and local identity.
- To meet the need for affordable and supported housing in integrated communities.
- To preserve and enhance the heritage townscape through the sensitive design and layout of housing developments.
- To support development that is sensitive to the natural environment and recognises the consequences of climate change.

### *Actions and aspirations for housing*

Lostwithiel Town Council will:

1. Support Community Land Trusts and similar organisations in delivering some genuinely affordable accommodation.
2. Rigorously enforce all requirements in Cornwall Local Plan, and National Planning guidance concerning water management and energy efficiency.

3. Utilise an Appraisal and Management plan to guide decisions relating to the conservation area.
4. Encourage the development of environmentally friendly small-scale domestic energy generation.
5. Pursue the planning policies set out below.

### *Planning policies for housing*

#### Policy number

##### HH1 .

Housing development in Lostwithiel in the period 2010 to 2030 should be a minimum of 132, but no more than 228 new dwellings.

##### HH2 .

With the exception of proposals for redundant existing buildings (H6) and for 100% affordable housing (H8), planned new housing developments should be contained within or immediately adjoining the existing town area and within the defined settlement boundary.

##### HH3.

A Community Infrastructure Levy generated by developments in Lostwithiel will be required (in accordance with the Cornwall Local Plan). The town share of this funding will be applied in the town to meet the needs of the current population and that generated by the level of planned growth.

##### HH4.

Housing development is not to be allowed on land not designated as public open space but in use as allotments or cemeteries, or that is used for outdoor recreational and sporting activities.

##### HH5.

Redundant agricultural, commercial, retail and industrial buildings, where ever they occur, may be adapted for domestic residential use, providing the original building is of either historic significance or of architectural interest and the conversion is done in a manner sympathetic to the original construction. Wherever possible such development should be no larger than the original structure and in no circumstances should there be any significant increase in the original area.

##### HH6.

Housing developments of 10 or more dwellings should include at least 35% affordable homes for local people; smaller sites are encouraged to provide a similar level of provision.

##### HH7.

New developments of 10 or fewer dwellings should make provision for elderly people and others in need of support in their homes wherever appropriate.

**HH8.**

In order to achieve balanced and integrated developments, affordable and supported dwellings should be dispersed throughout areas of new housing.

**HH9.**

Layouts for new developments should be designed and constructed to a high standard, be compatible with existing road widths, lighting, security, and building heights in the immediate area, make sensitive use of local topography, be compatible with the existing buildings and avoid development on the sky line surrounding the town.

**HH10.**

New developments should make generous provision for open green spaces and where possible link these to the wider natural environment with suitable public access.

**HH11.**

Wherever possible, developers should demonstrate in a Design and Access Statement, following the policies and guidance in relevant national and local plans, how their proposed development reinforces Lostwithiel's character and heritage.

**HH12.**

Net building densities should reflect existing housing densities in the defined settlement area.

**HH13.**

No development should be permitted within a distance of 7 metres of the top of the bank of either the Tanhouse Stream or the River Fowey.

**HH14.**

In accordance with national guidance, no development should cause any deterioration in the River Fowey water quality and where possible should contribute to improving the waterbody status.

## Employment and the Local Economy

The economy of Lostwithiel provides employment for many who live within the town but also for many who travel into Lostwithiel for work. Correspondingly, many Lostwithiel residents travel outside the town for work or educational purposes. Reflecting its population structure, there is a large group of the retired. This balance of inflow and outflow employment movement benefits local retail and service providers but also poses problems of transport and traffic management.

| 2001                   | % of people |
|------------------------|-------------|
| Working mainly at home | 14.8        |
| Less than 2km          | 24.2        |
| 2-5km                  | 3.2         |
| 5-10km                 | 20.9        |
| 10-20km                | 17.4        |
| 20-30km                | 2.2         |
| 30-40km                | 5.3         |
| 40-60km                | 18.3        |
| No fixed place of work | 6.6         |
| Working outside UK     | 0.7         |

Figures from the Census show that 39 per cent of those who were economically active were working from home or worked within 2km of the town. Of those working at some distance from the town, 38 per cent worked between 5km and 10km away and 18 per cent worked more than 40km away.

### *Lostwithiel employment structure*

The distribution of the population aged 16-74 by type of activity in 2011 is shown below. The largest group, at 29%, is the full-time employed, though there is also a considerable volume of part-time employment. A high proportion of the population were self-employed, providing craft and high-skilled services to the town and the larger region. One-fifth of the local population is retired and there is a small but significant student population of 7%.

| 2011                | No. of people | %    |
|---------------------|---------------|------|
| <b>Employees</b>    |               |      |
| Full-time           | 571           | 29.0 |
| Part-time           | 288           | 14.6 |
| Self-employed       | 310           | 15.7 |
| Unemployed          | 78            | 4.0  |
| Student             | 141           | 7.2  |
| Retired             | 415           | 21.0 |
| Home-making         | 74            | 3.8  |
| Sick, disabled, etc | 95            | 4.8  |
| Total               | 1972          |      |

These major areas of employment and self-employment for men were the construction industry, retailing and wholesaling, and manufacturing, accounting for two fifths of all men. The principal



areas of employment and self-employment for women were in the retail and wholesale sectors, in hotel and catering work, and in education, and health, accounting for two thirds of all women. Where men and women worked in the same broad area of the economy, however, there were differences in the level of employment, with men disproportionately in management and administration and in supervisory positions, women disproportionately in routine and semi-routine occupations.

| 2011                     | Women | Men  |
|--------------------------|-------|------|
| Agricultural             |       | 4.2  |
| Manufacturing            | 3.9   | 10.6 |
| Construction             | 2.2   | 14.4 |
| Electricity, water       |       | 1.8  |
| Retail and wholesale     | 17.1  | 15.5 |
| Transport                |       | 6.5  |
| Hotel, catering          | 12.8  | 3.7  |
| Scientific, technical    | 5.2   | 4.4  |
| Real estate              | 2.3   | 1.6  |
| Communications           |       | 3.7  |
| Administrative (private) | 2.5   | 4.5  |
| Administrative (public)  | 4.0   | 4.5  |
| Education                | 15.9  | 6.3  |
| Health, social work      | 21.5  | 5.5  |

These gender differences in employment are reflected in the occupational class distribution, which shows that women were more likely to be found in lower managerial occupations than in higher managerial ones, that they were heavily concentrated in the ‘intermediate’ and semi-routine levels of employment, and were under-represented in self-employment and business ownership.

| 2011  | Women (%) | Men (%) |
|---|-----------|---------|
| 1. Higher managerial, admin, and professional | 6.3       | 13.8    |
| 2. Lower managerial, admin, and professional  | 26.7      | 18.7    |
| 3. Intermediate                               | 15.4      | 5.4     |
| 4. Small employers, own account               | 9.9       | 21.8    |
| 5. Lower supervisory                          | 3.7       | 9.2     |
| 6. Semi-routine occupations                   | 18.8      | 9.6     |
| 7. Routine occupations                        | 7.7       | 10.2    |
| 8. Unemployed, student, etc.                  | 11.5      | 11.3    |

### *Business zones and major businesses*

Local businesses are spread widely across the town, but with a concentration of activity in the privately-owned industrial estate adjacent to the mainline railway. Formerly served by sidings from the main line, these businesses are now dependent on road traffic on the A390 trunk road with consequent traffic problems in the area. Retail business is focused in a cluster of streets around Fore Street, including Queen Street, North Street, South Street, Quay Street, and the Parade. Some pubs are located in this area, but others are found nearby in Duke Street and in

Grenville Road. Reflecting the importance of tourism, there is a large hotel in Edgcombe Road and a number of smaller bed-and-breakfast providers around the town. While second-home ownership is not high, there is some holiday rental provision in and out of town. Holiday provision is provided by roughly 30 holiday cottage operators, most owning single properties. Such visitors are an important element in the local economy.

Firms located on the industrial estate are involved in numerous industries, including paints, brewing, toys, counselling services, electrics, lighting, plastering, construction, and educational equipment. Other business around the town are involved in such areas as management consultancy, IT and web development, printing, motor repairs, finance, accountancy, and legal services, auctioneers, alternative and complementary health, and timber merchanting. Local craftsmen and tradesmen work in carpentry, furniture restoration, electrical repairs, plumbing and heating services, architecture, kitchen design, and many other specialist areas.

The major employers within Lostwithiel include: Premier Forestry Products (Duchy Timber), Co-operative Group, Abbey Systems, Gregory Distribution, Duchy of Cornwall, Marbel Ltd., Best Western Fowey Valley Hotel, MKM Extrusions, South West Water, Trewithen Dairy, and West-Tek.

### *Shopping and eating*

Lostwithiel has a thriving selection of shops to provide services for local residents and for visitors. Local antiques shops have successfully branded the town as 'the antiques capital of Cornwall'. There are currently 10 shops selling antiques, vintage, and craft goods, one of which is an Antiques Centre representing numerous independent dealers. These attract many visitors to the town to visit its other shops. These other shops include a supermarket, a general store, a hardware shop, a butcher's, a delicatessen, a dairy, two knitting and hosiery shops, a Ladies Fashion shop, a pharmacy, an interior design business, three hair and beauty shops, a florist, a shoe repairers, a carpet supplier, and a wedding costume specialist. Various locations around town hold fortnightly antiques fairs and flea markets and a local smallholders' market.

The town has two top-rank and award winning restaurants that attract a clientele from across the county. There is a contemporary bistro and a tea room, and two local shops provide tea and coffee alongside their regular business. Outside the town area, the Duchy of Cornwall Nursery is a thriving tea, coffee, and lunch venue. Meals are available in five local pubs and hotels.

Current economic conditions and changing economic practices have posed problems for local businesses. One small bookshop has closed and some shops on the busy main road have found it difficult to maintain their trade and have changed hands frequently. The main Post Office closed with the retirement of the postmaster and was transferred to a retail location, but this, too, closed when the retail premises closed. One of the two banks in town closed in 2015 and the other in early 2017, reflecting national-level changes in banking practice and the abandonment of the 'last branch in town' policy.

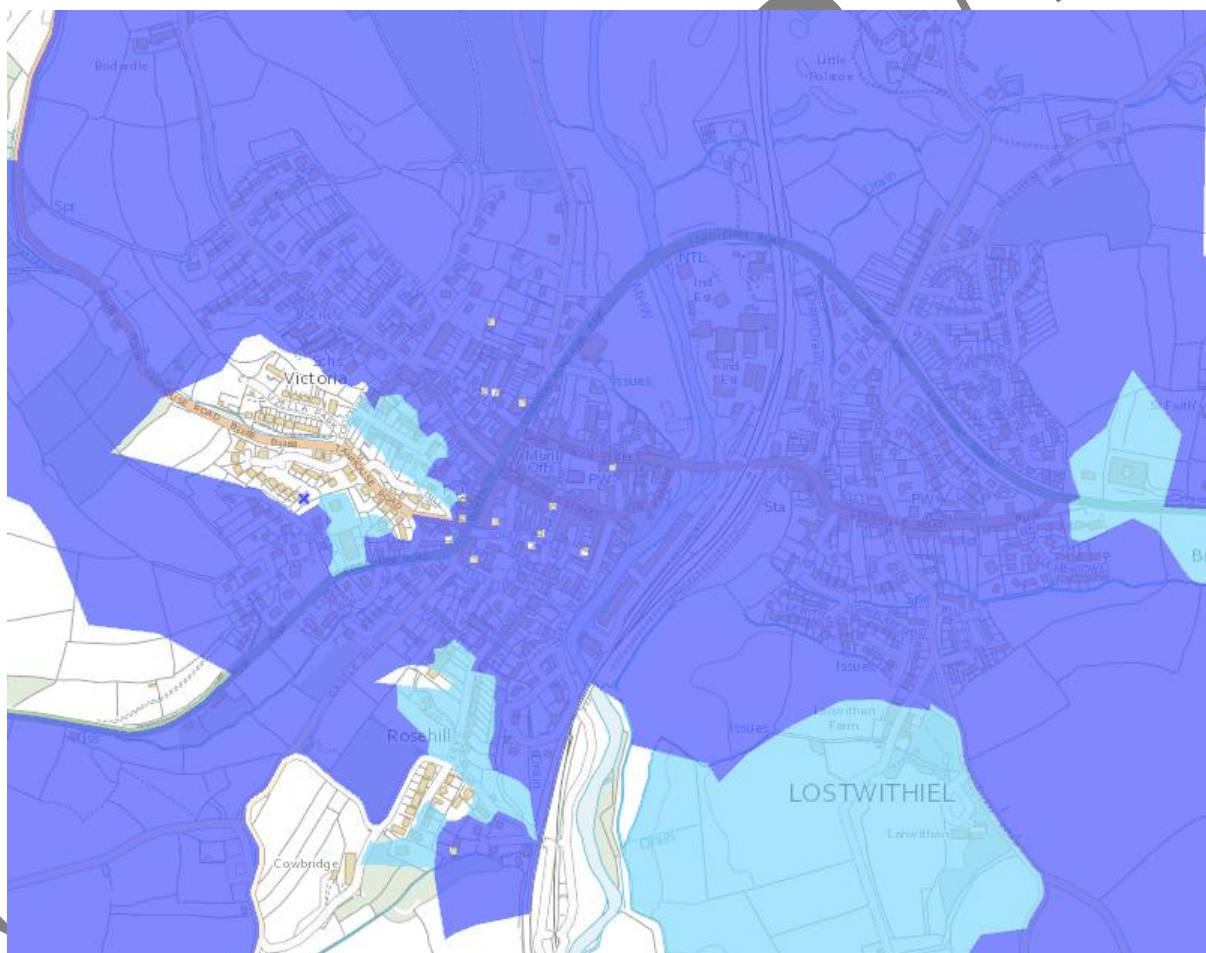
### *The character of small businesses*

A survey of local businesses produced responses from a variety of types of economic activity. Most such businesses were owned and run by those living within Lostwithiel itself or within five miles of the town. Most small businesses employ a mix of part-time and full-time employees, with a predominance of full-time. It was estimated that just under a half of all employees of these businesses lived within the same area; slightly over a half lived more than five miles away. One

third of those responding to the survey were working from home, engaged in a home-based business.

Very few businesses were dependent on Lostwithiel exclusively for their business. Respondents estimated that demand came evenly from Cornwall and from wider parts of the UK. The principal barriers to the further development of their businesses were reported as workshop, office, and retail space availability within the town, the limited public transport availability, and problems of customer parking in town. Parking and transport were identified as issues limiting profitability. There was a clear demand for start-up workshops, industrial units, and office space.

One problem reported in consultations was a lack of fast broadband. The following map shows, however, that the bulk of the town centre is covered by superfast broadband and this is available through much of the rural area. Those parts of the town centre lacking superfast broadband are those where premises are directly connected to the exchange, rather than to street cabinets. They are proposed for future provision by the Director of the Cornwall Superfast Broadband Programme.



Key:

- All premises in postcode modelled to have 15+Mbps fibre broadband
- At least 75% of premises in postcode modelled to have 15+Mbps fibre broadband

## *The future*

The Council seeks to support the creation of opportunities for a diverse workforce of all ages, for which suitable housing must be available. It seeks to develop stronger links with neighbouring communities through appropriate transport and travel opportunities so as to enhance employability and cultural exchange. It supports the expansion of a digitally connected community that will enhance economic opportunities for residents of the town. It will promote stronger business links with employers within easy commuting distance of Lostwithiel. Policies in relation to parking (below) will meet the needs of local businesses.

Businesses must take up opportunities in relation to the growing areas of strength within the local economy. The successful marketing of Lostwithiel as the antiques capital of Cornwall must be complemented by developments in areas that reflect the changing face of Lostwithiel and show great potential for the future. The section on Community Wellbeing and Recreation notes the considerable provision in health and wellness as one possible area of expansion. The section on Environment and Heritage notes the historical and literary themes that are developing within Lostwithiel and these are another area in which there may be business opportunities.

There was public support to promote Lostwithiel as a tourist and day trip destination through improved public transport, improved parking, and through support for local inns, hotels, and eating places. It will support local heritage assets, events that enhance the life of the town, and all shops and services that meet the needs of visitors, while also retaining the essential day-to-day services required by a growing population. It aims to see a return to 'High Street' shopping and is pursuing a major renovation and conversion of Edgcumbe House and related heritage assets to provide a growth point for the revitalisation of Fore Street and its surroundings.

Beyond this, the Council seeks to support a growing base for knowledge based light industry in such areas as IT and Software to take advantage of the growth of technical expertise in the County's secondary and tertiary educational establishments. Development of local opportunities will tap the potential in the younger next generation and will ensure that they do not have to leave the area. The town is digitally very well connected, and the community is potentially a very attractive destination for such light tech companies to either grow in or migrate to. Council is committed to developing an infrastructure that sustains such local businesses and employment opportunities, including fast broadband, workspaces and business hubs, and good road access.

Plan objectives:

- To encourage a growth in local employment so as to create a resilient and expanding economy while ensuring that the character of the town is retained.
- To revitalise the retail and commercial activities of the town centre so as to enhance the experience of local residents and attract visitors.

## *Actions and aspirations for employment and the local economy*

Lostwithiel Town Council will:

1. Encourage opportunities for small businesses and the self-employed through workspaces and business hubs.

2. Enter into dialogue with employers and educational establishments to tap the technical potential available for the development of local IT and software businesses.
3. Pursue the conversion of Edgcumbe House and its relation to Taprell House and the Guildhall as an essential contribution to the revitalisation of the town centre.
4. Pursue the planning policies set out below.

1.

*Plan policies for employment and the local economy*

| Policy number  |
|--|
| <p><b>BE1.</b><br/>Applications for change of use to an activity that does not provide employment opportunities will be restricted unless a market report provides evidence that the property has no potential for employment generating uses.</p> |
| <p><b>BE2.</b><br/>Encouragement and support for home-based enterprises where there will be no adverse or undesirable impact on nearby residents.</p>  |
| <p><b>BE3.</b><br/>Apart from changes allowed under permitted development rights, proposals to convert present disused businesses or commercial properties into residential properties will be resisted.</p>                                       |
| <p><b>BE4.</b><br/>Facias and hoardings on shop fronts within the conservation area are to be in keeping with the character of the town.</p>   |

EARLY

## Transport and Travel

While the town occupies a pivotal position within mid-Cornwall, located on a principal trunk road and the mainline railway, it has many of the characteristics of an isolated community. Settlement is dispersed and public transport is very limited. Only a small proportion of trains stop in the town, and these are scheduled to serve long-distance commuters. There are currently no local or county bus services operating on a daily basis, and only infrequent (weekly or monthly) services run. For travel to London, there is a National Express Service, but this runs at a similar time to the rail service to London. It is, however, easier for a local resident to travel by public transport to London than it is to travel to the nearest neighbouring towns of Bodmin, Fowey, and St Austell. The train serving Bodmin serves a 'Parkway' station located some miles from the town centre and without a convenient connecting bus service. A lack of public transport forces a reliance on motor vehicles, predominantly private family cars, but a high proportion of the older population are non-drivers or non-car owners and are effectively isolated without suitable public transport.

Lostwithiel is an active and thriving community and many needs are met within the community. There are adequate local shops for everyday shopping, primary schools, services such as doctors and dentists, and some employment opportunities. Residents of surrounding villages outside the area of the town (such as Lerryn and Lanlivery) make use of these resources and contribute to the life of the town but must make their way to the town by private car. The town's promotion as the 'Antiques capital of Cornwall' has brought in many visitors, who contribute to the local economy but must travel by car.

Despite these local resources, residents must also access services in larger towns on either a regular or occasional basis. The major shopping centres are Truro and Plymouth, and lesser centres are at Bodmin and St Austell. Theatres are located in Truro and Plymouth and cinemas in St Austell and Wadebridge. The principal local hospital is in Bodmin. Opticians are found in Bodmin and St Austell, where there are also dental surgeries. Secondary schools and colleges are located in Bodmin and Truro and there are School bus services provided for local scholars. Those who work outside Lostwithiel travel to St Austell, Bodmin, Truro, Plymouth, and other locations around the county. The private car is by far the most common means of transport for these purposes.

The Cornwall Local Plan makes no specific requirement for transport and travel in the area, except to note the requirement to ensure appropriate access to the developing economic centre of St Blazey. The Connecting Cornwall Implementation Plan, an adjunct to the Local Plan, does contain general suggestions and requirements that are addressed in this Neighbourhood Plan. The Lostwithiel Town Council is also mindful of the proposed improvements in rail travel through resignalling of the rail line and the plans of the Devon and Cornwall Strategic Rail Partnership. The Partnership proposals aim to combine fast through services with enhanced local connectivity, including connectivity of bus and rail and each of these with facilities for air travel from Newquay and Exeter. Council and central government policy is to reduce the carbon impact of private cars by encouraging use of public transport, walking, and cycling.

The demographic structure of Lostwithiel creates particular problems for transport and travel policy. As noted, the town has a high proportion of older residents who are not car users and so are isolated without public transport. Young people, too, are especially isolated by the lack of public transport and find connections to larger towns to access leisure and social activities limited. The swimming pool and leisure centre in Bodmin, for example, is completely inaccessible by public transport.

Reliance on the private car poses a considerable burden on the town's infrastructure. Lostwithiel has a nationally significant historical heritage in its townscape and is not designed to meet the demands posed by contemporary traffic usage. Its layout of streets and public spaces limit the scope for required alterations and traffic improvements. This sets the context for our consideration of the various forms of transport and travel in and through the town.

### *Cars and traffic*

Lostwithiel lies in the Fowey valley on the A390 Tavistock to Truro trunk road. This links to the A38 and A30 trunk roads, which carry holiday traffic from the South and the Midlands. The potential new road link from the A30 to St Austell, connecting with the A390 may increase traffic levels through town. The A390, used for local business traffic, travel to work, and holiday traffic divides the town and has only limited pedestrian crossing places.

In a survey undertaken in 2010, 58% of respondents thought that traffic speed was a problem in Lostwithiel and the same number felt there were too many heavy goods vehicles accessing the town. There is some indication that the reliance on satellite navigation systems has brought many large vehicles into the town through B roads and causing blockages and difficulties in passing. Large vehicles which service the Co op supermarket and other premises in the centre of town often mount the pavements and cause problems to surfacing as well as to pedestrians.

There are 3 car parks managed by Lostwithiel Town Council, the largest 'Cattlemarket' is owned by Cornwall Council and being considered for devolution to the Town Council. This is currently free and the maintenance cost is covered by the Town Precept. It provides 43 spaces. The Quay Street car park, by the River Fowey, is adjacent to the highway and provides 24 spaces. There is a small underused car park at the entrance to Coulson Park, a short walk from the town centre that can park around 10 cars. There is a small car park for rail users at the station. Elsewhere, visiting traffic must rely on on-street parking, where it competes with the needs of local residents. 82% of residents have at least one car per household with a significant percentage having more than one. Two out of every ten car owners responding to a transport survey said that they did not have off-street parking for their cars, and this is especially the case for those in the historic centre of the town. The lack of adequate parking spaces has a negative impact on many aspects of the town's life including its economic viability.

Comments raised in consultations over the Neighbourhood Plan reinforce these considerations. A survey undertaken in 2016 showed that more than a half of those travelling to work or employment worked in Lostwithiel and that many of these relied on a car because of a need to travel to outlying areas or to transport tools or materials in their vehicle. In many cases, other household members also travelled to work or education, requiring the use of two cars travelling to different locations. Most reported that they would be unable to travel conveniently by any other means, even within the Lostwithiel district. Respondents to the survey sought speed limits on the A390, traffic calming on local streets, and better provision of pedestrian crossings and pavements.

In relation to parking, the consultations showed a wide awareness of the problem. There was a demand for improved marking of parking restrictions, better enforcement of these, and an end to cars parking on pavements. The largest reported problem, however, was the shortage of public car-parking places. In the Transport Survey of 2016, support was expressed for use of the railway sidings and adjacent industrial estate wasteland for parking. Further areas suggested were the use of a section of the King George V Park adjacent to the Cattle Market car park and an

expansion of the existing parking by Coulson Park. A very large number of residents felt that the Second Island Park should be used, however, the Duchy of Cornwall restricts the use of this land to water meadow. Consultees were divided on the issue of paying for parking. A majority of respondents to the Transport Survey felt that any increased costs for the Cattle Market should be met from the Town Precept. Some respondents felt that visitors should be charged for parking, with free parking for local residents, while others felt that the retention of free parking was important in attracting visitors to the town.

It is recognised that attention must urgently been given to the problem of parking in Lostwithiel. The problems of line markings, restrictions, and enforcement need to be addressed. It is also recognised that changes are necessary to improve conditions for pedestrians and the mobility of those with disabilities. Calming the impact of vehicles within the town centre will make the town safer, more attractive and more peaceful for all its users. A better-connected Lostwithiel within which it is easier and more pleasant to move around will be an important stimulus to the social, economic and environmental well-being of individuals and the town as a whole.

In addition to the specific planning policies set out below, the Town Council supports the present investigation of speed problems by the police and will explore with Cornwall Council the possibility of extending the present speed limitation on the A390 out to Downend Garage and St Winnow School. It will press for the installation of average speed cameras on the A390. It will examine the case for a pedestrian crossing above Cott Road to support residents crossing the A390 on the west end of Lostwithiel. Particular attention is already being given to traffic control in the town centre and will explore the possibility of a 20 mph zone or other measures of traffic calming. The Town Council will investigate the viability of a one-way traffic circulation on Duke Street and Bodmin Hill but recognises problems of large vehicle road usage in these areas.

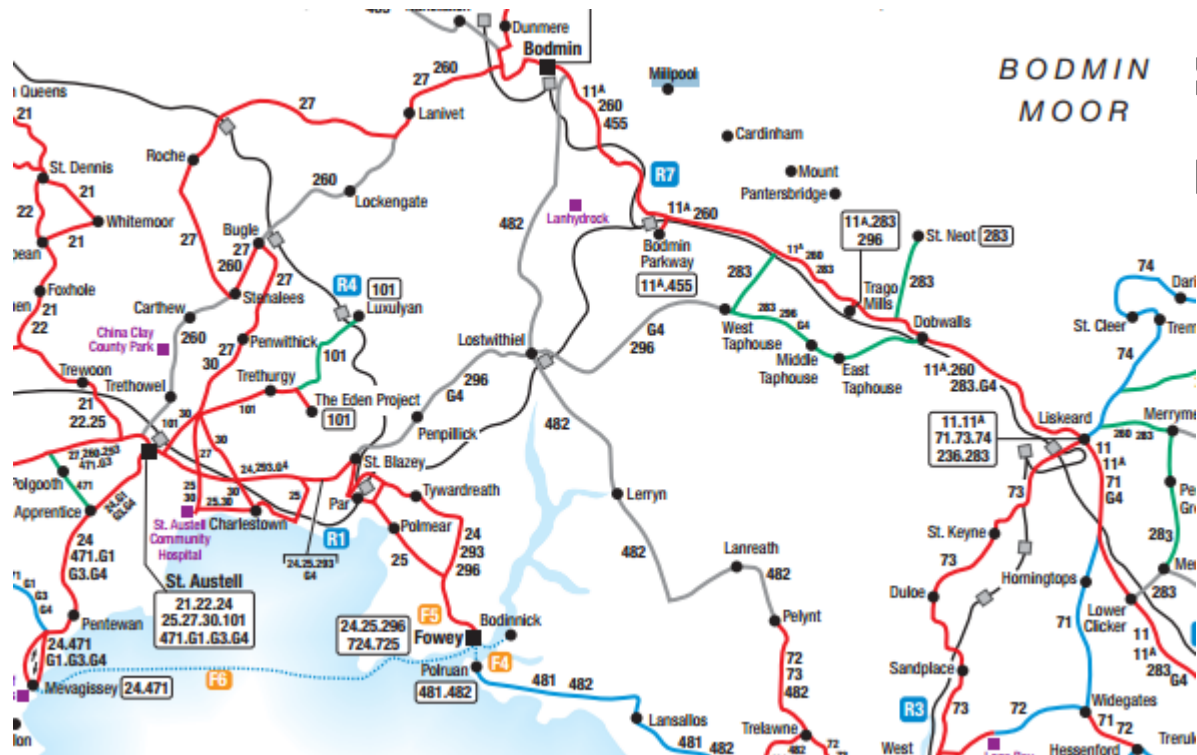
Parking will remain a problem for the foreseeable future. The Town Council is committed to maintaining parking on the Cattle Market car park, but faces serious constraints in increasing the supply of parking spaces in the town. In the longer term, a multi-storey car park may provide a solution, but capital costs make this impossible as an immediate solution. Trust Deeds governing the use of the King George VI Park are deemed likely to preclude its use on a regular basis for car parking. Similarly, Second Island Park is held under a lease from the Duchy of Cornwall that limits its use to a public pastureland. The possibility of long-stay parking by Cott Road recycling site and by Coulson Park will be investigated. Parking by railway users was identified in the Survey as a key problem and redundant land owned by Network Rail by the industrial estate and by the Fowey-line sidings provides a possible solution to this. The Town Council is already in discussion with Network Rail over the use of this land for car parking. It is likely that Network Rail will wish to make a charge for parking on this land by rail users and the Council will examine the possibility of allowing local residents to have a permit for free parking on that land. Council seeks to develop parking in the town to meet the needs of residents and visitors.

### *Buses*

In a previous Town Questionnaire published in 2014 which 30% of households responded to, only 10% of responders said that their public transport needs were met by current provision. Bus services are few and have declined in number. There are currently three bus routes through Lostwithiel, each limited to a single journey on one day per week or month. None of the services offer satisfactory return journeys and cannot be used for connections across the county. A supermarket-sponsored bus runs once a week and the Lerryn mini bus offers occasional, booked



services. For long distance travel there a National Express coach service to London, Eastbourne or Penzance.



**Bus services around Lostwithiel**

- 296 one journey weekly
- 482 one journey weekly
- G4 one journey monthly

The Cornwall bus route map, now almost exclusively a service of First Kernow, shows the existence of a western network and an eastern network, with only sparse connections between the two. Lostwithiel is at the centre of this transport ‘black hole’. There is involvement with Cornwall Council and service providers over extensions to the network that would close this black hole, and First Kernow has recently acquired a new depot at St Austell to allow extensions to be made to their existing network. An active Transport Users’ Group, part of the Lostwithiel Town Forum, has been working towards an improvement of bus services.

Views raised in public consultations showed wide support for additional bus services. There was a very strong view that these must be regular and frequent scheduled services that people can rely on for outward and return journeys. There was also a strong view that connecting services with major centres were needed that would enhance connectivity and allow residents to travel to towns across the county. There was a recognition of the need for improved transport to bring visitors into Lostwithiel. Residents also noted the advantages that would ensue from a local town bus or ‘Hoppa’ bus that would make it easier for elderly residents to visit the town centre and would allow more distant parking areas to be brought into use with a ‘Park and Ride’ facility.

In addition to the specific planning policies set out below, the Council will support and explore a number of other improvements to bus services. The Town Forum, supported by the Town Council, is already pushing for extensions to existing services that would bring buses into Lostwithiel and provide residents with connections to other major centres. In particular, it is

hoped to create a service connecting Liskeard to Fowey and another from Wadebridge to Looe, both serving Lostwithiel. These would give Lostwithiel residents access to bus services in Liskeard (for connections to Launceston and into Devon) and Wadebridge (for connections to Padstow, Newquay, and other parts of the north coast). The Council will also work towards enhanced access to Bodmin and Bodmin Hospital through extension of existing bus route 27. The Council would support any community venture aimed at running a community 'Hoppa Bus' to connect residents with the town centre and alleviate parking problems.

### *Railways*

Lostwithiel is on the mainline rail route through Cornwall from Paddington to Penzance, and is the junction for the minerals railway line to Fowey, still very much in use for the export of china clay. The frequency and spread of stopping trains is limited. Proposals of the Peninsula Strategic Rail Partnership are hoped to improve the main line service, especially for long distance travel. Together with Network Rail's planned modernisation of signalling and other line improvements, it is intended to introduce a half-hourly service in each direction through Cornwall. Discussions with Cornwall Council are aimed at ensuring that at least a half of these trains stop at Lostwithiel.

Lostwithiel Railway Station is unmanned and facilities are limited. A level crossing at the station divides the town and makes access to the platforms difficult. An increase in the number of non-stopping trains would exacerbate this problem and cause great disruption: an hourly service would mean that level crossing gates are closed for 16-20 minutes in each hour.

It was clear from the consultations and from a Cornwall Council telephone survey of local residents that there is a strong demand for improved rail transport with more trains stopping at Lostwithiel. There was particular demand for late-returning trains from Plymouth and Truro that would make it possible for people to visit theatres and cinemas: it is currently not possible to return by train after evening performances have finished. It was apparent that many Lostwithiel residents regularly travel to Par or Bodmin Parkway by car, at all times of day and night, in order to catch trains to all destinations and that ticket sales figures for Lostwithiel are therefore inaccurate as indicators of actual demand for stopping services. Many residents sought to see the building of a footbridge to replace that removed by Network Rail some years ago.

Discussions have been underway involving the Town Council and the Town Forum with Cornwall Council and Great Western Railway over the rail timetable. As a result of these discussions, Lostwithiel has been promised an hourly service (Monday to Saturday) in both directions on the main line. This will be introduced with the 2018 timetable, dependent upon signalling improvements being completed. The service will be operated by local-service trains with increased passenger and luggage capacity. It is hoped that this new timetable will also include a stop for the London sleeper at Lostwithiel. Discussions have been entered into with Cross Country Trains about a later evening service from Truro, and it is hoped that this can be introduced. The Town Council will support the main line improvements being pursued by the Peninsula Strategic Rail Partnership, which will improve journey time on the fast 'through' trains. The Council will continue to press for satisfactory connections with these new fast trains at larger stations.

Improvement of station facilities is an important issue and is an ongoing matter of discussion, with support given by Cornwall Council. Central to these improvements is provision of a footbridge over the railway, which will be a necessity with the increased number of trains passing through or stopping at Lostwithiel. A footbridge can be located on redundant railway land on

the north side of the level crossing and the Town Council will continue to press for this facility. Other desirable improvements at the station are better passenger shelters and ticket machines.

### *Walking and cycling*

The Town Council has an aspiration to help lower the ‘carbon footprint’ of the town by creating an environment in which cycling and walking, as more active modes of travel, can make Lostwithiel a healthier place to live and work and a less-congested and more attractive place to do business and to visit. Cycling out of Lostwithiel on the major roads is not regularly undertaken because of the steep inclines and the speed of traffic, especially in the near vicinity of the town. Cycle lanes are not feasible on the narrow main roads. Only a limited number of dedicated cycle tracks exist locally.

There are narrow or non-existent pavements both within the town and along the main road, causes anxiety and a degree of danger for pedestrians. Walking on narrow side streets is generally possible, but night time use is limited by an absence of street lighting.

Greater reliance on river traffic is limited due to the tidal nature and the historic silting-up of the River Fowey and the continued movement of the river bed, but there is opportunity to develop and promote this method of transportation especially as a tourist benefit.

Comments raised in consultations focused on the need for speed restrictions and traffic calming, for the benefit of both walkers and cyclists. There was a desire to link Lostwithiel with the cycle networks at Lanhydrock and to develop these networks further. Cyclists wished to see secure parking for cycles in town. Walkers and cyclists wished to see street and pavement repairs.

The Town Council will seek to encourage walking and cycling as part of its commitment to a greener and healthier agenda. Rural cycleways will be encouraged, but it is noted that cycle lanes may be difficult and dangerous to establish on the main roads and on many of the smaller side roads. The provision of secure cycle parking in town will be explored. In order to meet the needs of walkers and to improve the appearance of the town, the Town Council will continue to ensure that Cornwall Council makes appropriate pavement repairs and improvements and that street lighting is adequate.

#### Plan Objectives:

- To ensure better conditions on major trunk roads
- To provide the conditions for additional parking space
- To increase connectivity within the county through regular bus services.
- To enhance rail connectivity
- To improve station facilities
- To facilitate more active modes of travel
- To enhance street and pavement facilities

### *Actions and aspirations for transport*

Lostwithiel Town Council will:

1. Press for extension of 30 mph zone on the A390 to the west and 20 mph zone or traffic calming in the town centre.
2. Investigate need for improved pedestrian crossing on the A390 by Cott Road.
3. Continue to press for connecting bus services to major centres.
4. Continue to press for adequate stopping and connecting services on the main line.
5. Support the reintroduction of passenger traffic on the Lostwithiel to Fowey branch line.
6. Continued pressure for improved shelters and ticketing facilities.
7. Encourage provision of cycleways and cycle paths where possible.
8. Explore traffic calming measures in the town centre.
9. Press for improved street lighting.
10. Ensure adequate and speedy pavement repairs and improvement.
11. Pursue the planning policies set out below.

### *Plan policies for transport*

| Policy number   |
|---|
| TT1.<br>Identify land around station for parking to encourage rail use.   |
| TT2.<br>Introduce long stay parking by Cott Road recycling site.  |
| TT3.<br>Land adjacent to railway line by level crossing designated for building of a footbridge over the railway. |
| TT4.<br>Land adjacent to railway sidings designated for additional parking.                                       |

## Community Wellbeing and Recreation

The strength of Lostwithiel lies in its sense of community. Focused on a number of civic organisations—Town Council, Town Forum, Community Centre Association—it is expressed in a vibrant range of clubs, activities, and associations through which residents support each other while enhancing their own lives. The historic character of Lostwithiel and the sense of heritage it involves means that residents feel a part of a living entity that long preceded them and to the future of which they must plan.

The Community Centre has been actively run by its volunteer trustees and staff and is a much valued resource that has provided a venue for many activities. It is currently closed for structural repairs, which has limited group activity, though there are plans for its future redevelopment. Other organisations that provide meeting space for a variety of local groups include the Scout Hall, the Cadet Drill Hall, the Church Rooms, and the Conservative and Social Clubs.

Rotary Club organises many charitable events and, in particular, the annual summer carnival week, the beer festival, and the cider festival. Seasonal activities organised across the town by various other groups include Lostfest, a summer festival of music and crafts, an annual Produce Show, the Dickensian evening, when local businesses open in Dickensian dress in preparation for Christmas, a Christmas Pageant, and the New Year's Eve Parade of Giants, when local groups compete with their constructed giants to march through the town in celebration of the New Year.

### *Education and culture*

Lostwithiel has two primary schools and numerous pre-school and after-school activities. Lostwithiel Preschool specialises in forest school sessions. For secondary schooling students must travel to Bodmin, Fowey, St Austell, or Truro. A-level provision is offered at Cornwall College. The soon-to-be opened (September 2017) Callywith College in Bodmin provides Further Education.

There is an active local branch of the U3A with activities ranging from photography and languages to ukulele. Local self-organised groups are engaged in such activities as oil and watercolour painting, rug hooking, and knitting.

The library, operating from a building owned by the Town Council, provides an essential focus not only for the borrowing of books but also for adult book groups and children's reading groups. It has operated with limited opening hours, which is believed to have reduced possible usage. Cornwall Council, having reviewed its library provision, has withdrawn from the local library service. Lostwithiel Town Council is consulting on ways to retain this essential resource.

A lively Museum, run by volunteers, is housed in the historic Guildhall and maintains a good collection of artefacts, an archive for local history, and publishes a regular newsletter. Its work is linked to the local Old Cornwall Society that organises meetings and talks on aspects of history in Lostwithiel. The Museum organises regular town heritage walks.

Lost in Film, a volunteer group, runs a regular film viewing, twice each month, in the Church Rooms. The organising group has raised funds for digital viewing facilities that are made available to other local groups. Lost in Song, a local choir, gives public performances throughout the year and organises a season of well-attended 'Sing Along the River' public concerts on the Parade every August. There is also Playful Chorus, a family choir. Lostwithiel Town Band plays

at many local events and competes in national events. Informal music events are held in a regular Jazz Café and in local pubs.

There are Church of England and Methodist congregations as well as other smaller religious groups that also organise events and entertainments for the community.

### *Health and social care*

There is a well-provided doctor's surgery in town with three GPs, a team of nurses, nurse practitioners, and healthcare assistants, and health visitors. The practice is currently looking for additional space in order to be able to take on more patients. The practice works closely with a local Pharmacy. A Dental Practice was established some years ago and has five surgeries in operation. Despite its recent expansion, the Practice is not currently accepting NHS patients and many residents have been on a waiting list for treatment for some years.

Hospital out-patient services are provided in Bodmin, St Austell, and Truro, and a minor injuries unit is located in Bodmin. There is no public transport to the hospital campuses at Bodmin and St Austell, and these hospital facilities are difficult to access for those unable to drive. This has been noted as a particular problem for the elderly population.

A number of ancillary organisations are engaged in organisations relating to health and well-being that operate as commercial ventures or as charities. These include Outlook South West and Andrew Bryant (psychologists and counsellors), Jess Birmingham (acupuncture), and Children's Clinic, and Kernow Play Therapy. These are supplemented by a Dementia Support Group (temporarily relocated to Bodmin during the closure of the Community Centre). Alternative and Complementary Wellbeing services include the Sound Healing Academy and a Complementary Health Clinic.

### *Sport and leisure*

Cornwall Council Local Plan network area cites Lostwithiel as having ample recreation area for its present population. It is, however, necessary to prepare for the future, taking account of projected growth and changing circumstances.

Numerous local sports groups take advantage of local facilities. A Bowling club on land leased from the Duchy of Cornwall at Restormel Road is well used in the summer months, is well maintained, and well supported. A Kettle weights training group is run by a British champion on Restormel Industrial Estate. An Angling club operates on Duchy land on a stretch of the River Fowey and many other fishermen use the free parts of the river by Coulson Park and Shirehall Moor. Canoeing and Kayaking take place on the river on an ad hoc basis. The King George V playing field has been recently provided with a new Skate park, provided from a Sport England grant and local donations, the Town Council, and volunteer support. There is also a versatile tarmac court for basketball and netball, and a football pitch used by the Lostwithiel Football Club. Private facilities include Lostwithiel Golf Club (currently being redeveloped as a 9-hole course) and local health clubs and gyms.

Snooker is played at the Conservative club and the Social Club. Pool is played at the Social club and the Kings Arms. Darts are played at most licenced premises. Bingo is played weekly and Table Tennis twice weekly in St. Bartholomew's Church Rooms. Other activities include pilates, yoga, slimming, dance, and keep fit.

Local groups are organised for many other activities. These include rug-making, watercolour and oil painting, madrigal singing, watercolour classes, knitting, gardening, a Ladies' Group, and a Twinning Group. Groups are involved in fund raising for Cancer Research, Shelter Box, FLEET, Cornwall Air Ambulance, and other bodies.

Youth groups include brownies, Beavers, and Scouts, Army Cadets, remote-control car racing, and a Lego club. Children's play areas have been installed and modernised at Coulson park and the King George V playing fields.

In July 2014, Cornwall Council adopted the Open Space Strategy for Larger Towns in Cornwall. Table 1 details the provision of Parks and natural space in Lostwithiel and compares it with the average for Larger Cornish towns

This document recognises that attractive, safe & accessible parks and other open spaces contribute positive social, economic and environmental benefits. Open spaces including play areas are valued community assets improving public health, well-being and quality of life, and bringing regeneration benefits to an area. The level of outdoor sports when combined (public and private sports space) is considerably lower than the larger town average, but this is partly as a result of the allowance for the closure of the golf course. An analysis of sports pitches alone indicates a lower than average provision. There is an exceptionally high level youth provision owing to the good standard of facilities at King George's Field.

| Existing and proposed provision of all play space in Lostwithiel |   |  |   |            |  |
|--|---|--|---|------------|--|
| Type   | Existing provision (m <sup>2</sup> /person) | Median for larger Cornish towns (m <sup>2</sup> /person) | Recommended future provision standard town-wide |            | Existing requirements based on assessment of distribution    |
| Public sport   | 1.79  | 2.88   | Inc to meet PP standards                        | 18.3 – ty8 |  |
| Children's equipped play   | 0.50  | 0.50   |   | 0.70       | Victoria area possibly, dependent on location of new housing |
| Teen provision   | 0.37  | 0.13   | Existing meets future needs                     | 0.35       | Good distribution  |
| School pitches and clubs   | 5.24  | 27.84  | Investment or new to inc. capacity              | ty3        | Requires inc availability to community within network area   |

In public consultations there was support for retaining the King George V field as a public open space for sport and recreation and to protect school field's for children's recreation and sport. Residents also felt that small areas of public open space on existing housing developments (Meadow Breeze, Pendour Parc, and The Brambles) should be retained for recreation. The maintenance and enhancement of public footpaths, bridleways, and cycle tracks was seen as important. There was recognition of the need to further develop GP and dental care provision

within the town. The importance of the Community Centre was recognised, with support expressed for its rebuilding and development and for the retention of its current location as a space for community use.

### *The future*

The Council is committed to the retention of adequate local facilities to meet the needs of a growing population with respect, in particular, to medical, dental, and pharmacy services. It is committed to Transport policies that will ensure that local residents are able easily to travel to medical facilities elsewhere. It is committed to the retention of all public open spaces, including small greens in housing developments, that provide the necessary sense of open space for residents. It is further committed to the promotion of wellbeing and fitness for those of all ages through sport and leisure activities. Community spirit will be nurtured through enthusiastic support for artistic and cultural activities of all kinds and the many public events organised by community groups.

Plan objectives:

- To strengthen the community through a wide range of cultural activities
- To Strengthen services supporting community health, wellbeing, and education
- To ensure adequate physical recreational opportunities for all
- To build and maintain community spirit in all respects

### *Actions and aspirations for wellbeing and recreation*

1. Take active steps to support the organisation of public events in Lostwithiel and to encourage the activities of local groups and organisations.
2. Ensure the maintenance of library facilities within the Town.
3. Develop, promote, and expand cultural and artistic activities of all kinds.
4. Secure Cornwall Council and private partnership funding for community facilities.
5. Ensure that the vulnerable, disadvantaged, and disabled are able to access local activities and facilities.
6. Work with other local Councils to ensure adequate sporting facilities within the Community Network Area.
7. Encourage greater leisure-time use of the river, footpaths, and bridleways.
8. Pursue the planning policies set out below.

### *Plan policies for community wellbeing and recreation*

| Policy number  |
|--|
| CR1.<br>Match growth in housing approvals to availability of adequate local school facilities. |
| CR2.   |



Use the Community Infrastructure Levy to develop community facilities.

CR3.

Ensure that planning decisions contribute to the community benefits and sustainable community life identified in our surveys.

## Appendix 1: Consultation and Engagement Strategy

The Council drew up initial plans for consultation over the Neighbourhood Plan through involvement at some level of all the groups below. Individuals, groups and organisations were also to be given the option of being removed from the consultation list on request, either for the whole or part of the process. Groups and organisations that decided to respond were to be asked how widely they have consulted when making a response. Those it was intended to consult were:

- The general public, the residents of Lostwithiel.
- The business community of Lostwithiel and the surrounding area.
- Young people of Lostwithiel including schools and young people's groups.
- Voluntary organisations in Lostwithiel
- Developers, landowners and agents
- Service providers and utilities
- The Cornwall Councillor for Lostwithiel
- Cornwall Council
- Adjacent Parish Councils.
- The Duchy of Cornwall
- The National Trust
- The Woodland Trust
- The Boconnoc Estate
- English Heritage
- Government agencies
- National and local amenity, campaign, interest and support groups where they identify an interest in the process.

The Steering Group used a variety of methods for ensuring information is distributed appropriately and that there were adequate opportunities for questions and comment at every stage. These included:

- Printed materials. Newsletters, circulars, letters etc., using plain language as far as possible, avoiding jargon and explaining technical terms. Printed material was available from the Town Council, sent by Royal Mail, or distributed by hand. Responses were invited by paper copy or email.
- Lostwithiel Newsletter of the Lostwithiel Community, which is distributed widely to residents and visitors.
- Information was made available on a dedicated Neighbourhood Plan website
- The Town Council and Steering Group periodically issued press releases reporting on issues and progress.
- Dedicated notice boards were set up in the town to report progress and information.

- Exhibitions, public events and meetings created opportunities for people to discuss issues and ask questions face to face. There were opportunities to express preferences on possible draft policies.
- Town Council meetings, which are open to the public, received reports on the development of the Plan and are open to the public who could scrutinise the decision making process directly.
- Social media were used as a means of consultation in the later stages of the process.

EARLY DRAFT

## Appendix 2: Reports and Publications

*The Historic Towns of Cornwall. An Archaeological Survey*, Peter Shepherd, Truro, Cornwall Committee for Rescue Archaeology, 1980.

*Restormel Borough Local Plan*, Restormel Borough Council, 2001. Chapter 36 on Lostwithiel.  
<http://www.cornwall.gov.uk/localplan/written/cpt36.htm>

*Employment and Housing Prospects in Lostwithiel*, Simon Mitchell, Lostwithiel Town Forum, 2003.

*Lostwithiel Area Action Plan, 2004-2024*, Lostwithiel Town Forum, 2004.

*Lostwithiel Nature Reserve Management Plan*, Sally K. Reynolds, Lostwithiel Town Forum, 2005.

*Lostwithiel: 'the fairest of small cities'. Historic characterisation*, Eric Berry *et al.*, Truro, Cornwall County Council Historic Environment Services, 2008

*Planning for the Role and Future of Smaller Settlements in Cornwall: Lostwithiel Testing Area*, Roger Tym and Partners, 2009.

*Lostwithiel Transport Survey 2016*. Report for the Lostwithiel Neighbourhood Plan, may 2016.  
[http://www.lostwithielplan.org.uk/data/uploads/177\\_2052738160.pdf](http://www.lostwithielplan.org.uk/data/uploads/177_2052738160.pdf)

*Lostwithiel Rail Station Research, 2016*. Summary of Findings. Parsons Brinckerrhoff for Cornwall Council, March 2016. <http://tinyurl.com/LostwithielRailSurvey>.