

Lostwithiel Neighbourhood Plan

Part One: Context and Framework



Pre-Submission Draft
March 2018

Produced by:

Neighbourhood Plan Steering Group on behalf of Lostwithiel Town Council
Taprell House,
North Street
Lostwithiel
Cornwall PL22 0BL
Tel: 01208 872323

Website: <http://www.lostwithielplan.org.uk>

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.

Pam Jarrett

Mayor of Lostwithiel

Contents

Introduction: The Purpose of the Plan	5
Purpose of the plan.....	5
How This Plan Was Constructed.....	6
Membership of the Steering Group.....	6
Lostwithiel in Context	7
A Vision for Lostwithiel.....	11
Objectives of the Neighbourhood Plan.....	12
Town and Country Environment: A Heritage Landscape.....	14
The rural and natural environment.....	14
Open space provision.....	15
The urban environment.....	16
Public consultations	17
Housing.....	19
The planning context.....	19
Future housing needs 2017 to 2030.....	21
Sustaining community infrastructure and open spaces.....	22
Provision of affordable housing.....	23
Implications of climate change.....	23
The Development boundary.....	24
Style and layout of new developments.....	25
Employment and the Local Economy	28
Lostwithiel employment structure	28
Business zones and major businesses.....	29
Shopping and eating.....	30
The character of small businesses	30
The future.....	32
Transport and Travel.....	33
Cars and traffic.....	34
Buses	35
Railways.....	36
Walking and cycling	37
Community Wellbeing and Recreation.....	38

Education and culture.....	38
Health and social care.....	39
Sport and leisure.....	39
Lostwithiel Character Zones	42
1. The Core of the Medieval Town.....	42
2. Queen Street.....	44
3. The Lower Town.....	44
4. The Upper Town.....	45
5. The Riverside.....	46
6. The North End of the Town.....	46
7. Bridgend.....	47
8. The South West and Southern Edge of Town.....	47
9. Park and Water Meadows.....	48
Appendix 1: Consultation and Engagement Strategy	50
Appendix 2: Reports and Publications.....	51

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 by the Local Planning Authority 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.

Part One of the plan documentation sets out the context for a wider consideration of the Lostwithiel area and its development. It includes a summary of the vision and aspirations of local people and sets the scene for planning over the next decade or more. Part Two of the plan documentation sets out those actions and policies that local consultations have suggested are necessary features of neighbourhood planning. In each of these two Parts we have set out our discussion in five sections covering environment and heritage, housing, employment and the local economy, transport and travel, and community wellbeing and recreation. In Part Two, we set out tables of our 'Actions and Aspirations' as well as our specific 'Planning Policies'. The detailed evidence base behind our discussions and proposals are contained in a separate lengthy Appendix to the Plan.

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 consider 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 Local Planning Authority and 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, (until May 2017)
Ian Gillett, former Mayor of Lostwithiel (until December 2016)
Mrs Amanda Barrass (from July 2016 to September 2017)
Councillor Phoebe Beedell (from May 2017)
Councillor Ann Duffin (from May 2017)
Councillor David Guiterman, **Chair**
Councillor Tim Hughes, Deputy Mayor of Lostwithiel (from May 2017)
Mr Chris Jones, Architect (from September 2016)
Councillor Kieran Park (from May 2017 to February 2018)
Councillor Colin Martin, Lostwithiel Councillor on Cornwall Council (from June 2017)
Mrs Gillian Parsons, former Councillor (until October 2016)
Mr Mark Pearson, Architect (until July 2016)
Councillor Colin Risner (from 2017)
Mr David Robson, former Councillor
Professor John Scott CBE
Mr Michael Shillaber (from July 2016 to December 2016)
Mr Richard Trant (from August 2016)

Lostwithiel in Context



Figure 1.1 Lostwithiel Parish

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 14th 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.

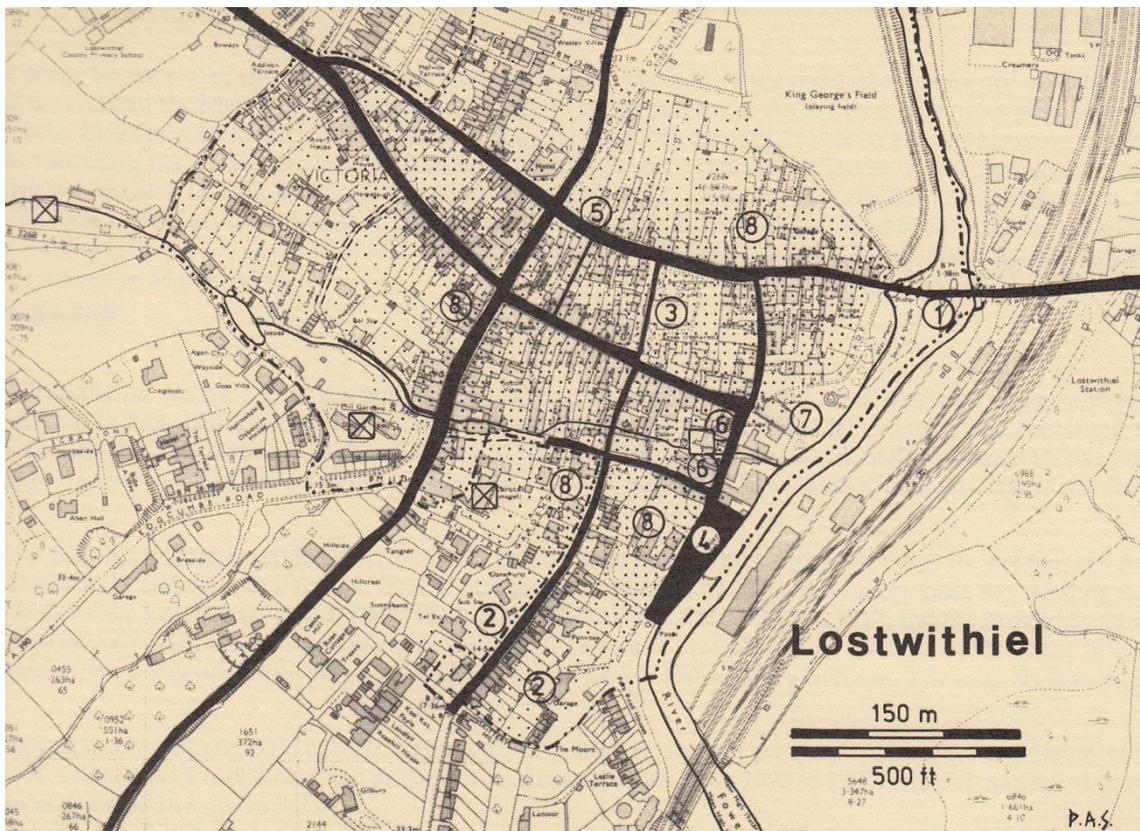


Figure 1.2 Lostwithiel Historic core

- 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

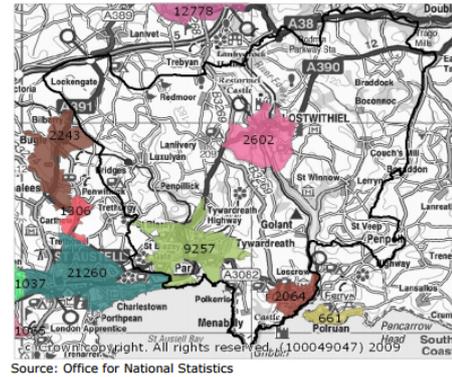
Population (2010)	St Blazey Fowey & Lostwithiel	19,200	Cornwall	535,300
Population change (2001-10)		+2%		+7%
Area (hectares)		15,850		354,595
Population density		1.21		1.51

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.

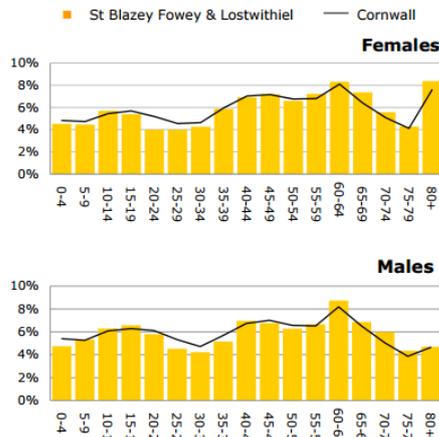
The map shows the main settlements as coloured areas, with smaller settlements as points.



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
Total	1309	1242

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
Total	1211	1242

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

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.

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 Lostwithiel railway station facilities
- To facilitate more active and sustainable 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 16th and 17th 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 walkway 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. Management might include planting with planned wild-flower seeds to encourage the growth of natural plant cover in place of grass that has spread across the meadow. Adjoining Second Island park is meadow land that provides a peaceful location for the old town cemetery and further along the road towards Restormel Manor and Restormel Castle there is 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 21st 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 for the area included the introduction of informative sign boards and a new management plan will be prepared as a step towards possible 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 the possibility of obtaining protection as a Local Nature Reserve will be explored once issues of public access have been established.

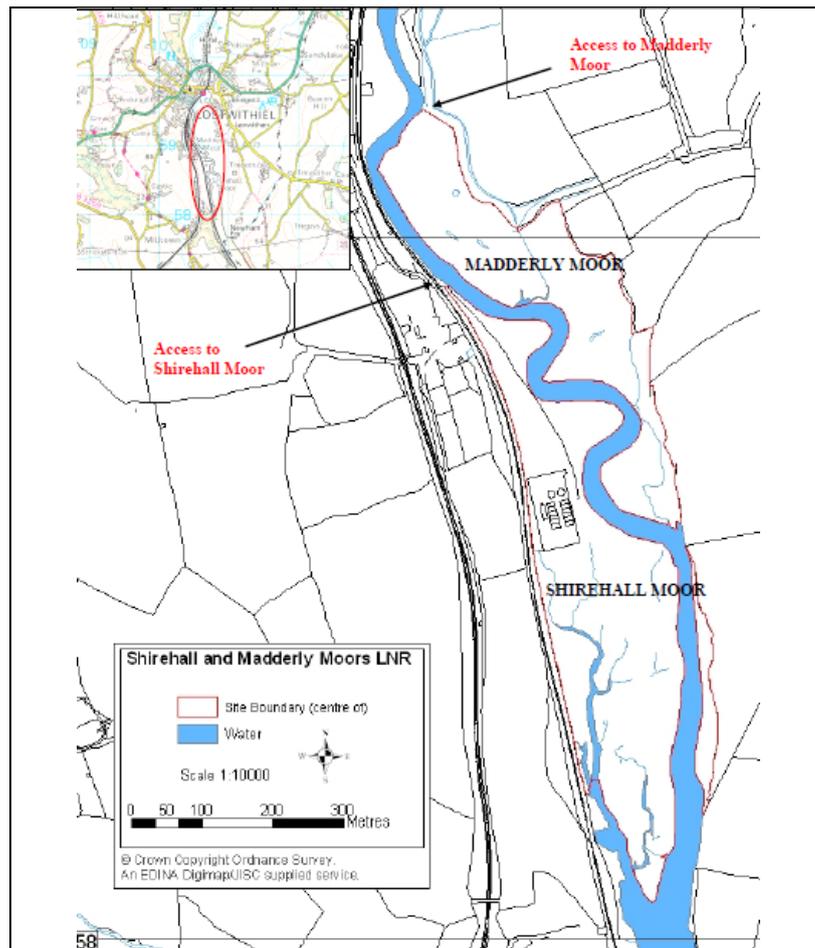


Figure 1.3 Shirehall and Madderly Moors

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 ² /person)	Median for larger Cornish towns (m ² /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 13th century, Lostwithiel was exporting cured fish, butter, cheese, salted hogs, cloth and tin in ever increasing amounts. Up until the 14th 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 13th and 14th 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 13th 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 18th 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. Council strongly supports the view of the Trust 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. The Trust encourages action to restore, extend and create woodland in the Fowey valley to increase biodiversity in the area, to plant native trees, and to connect habitats.

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.

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

Lostwithiel is included in the St Blazey, Fowey and Lostwithiel Community Network Area, which has a housing target of 900 for the period 2010 to 2020. The Table below shows the calculation from which the Minimum Neighbourhood Development Plan housing target has been calculated in accordance with Cornwall Council guidelines. Subsequent to these calculations, permission for a further 10 dwellings was given for the former Duchy Motors showrooms in Grenville Rd. The operative minimum number is therefore reduced to 15. While no maximum is specified, unrestricted development would put an unacceptable increase in pressure on schools, dental, medical practices and all other community facilities.

Minimum NDP housing target to be in conformity with Cornwall’s Local Plan				
	Local Plan Housing Target (a), April 2010-April 2030	CAN Completions (b), April 2010-April 2017	CNA Commitments(c) -10%, April 2017	Local Plan Target (d), April 2017-April 2030 Calc. as a-(b+c)
St. Blazey, Fowey & Lostwithiel CNA (Rural)	900	494	281	125
	Adjusted Pro Rata rate (e)*	Parish Completions, April 2010 – April 2017	Parish Commitments -10%, April 2017	Parish’s share of the remaining Local Plan Target. Calc. as (e÷100)xd
Lostwithiel Parish	20%	80	134	25

*Where this is the pro-rata proportion of houses in the CNA, derived from the 2011 Census; and where this is adjusted to take into account the AONB (i.e. areas deemed inappropriate for large scale development).

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’.

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.

The Table below shows that in September 2017, the Cornwall Housing Needs Register documented a need for 83 affordable homes, more than half of these needing to be one-bedroomed homes. It is clear that there is a demand for affordable homes for local people and that a substantial proportion of any new development must be devoted to meeting this need.

Housing Needs Register, Lostwithiel.					
Council tax	Minimum number of bedrooms required				Total
	1	2	3	4	
Band A	1	0	0	0	1
Band B	6	7	0	2	15
Band C	6	2	4	3	15
Band D	5	2	0	0	7
Band E	28	12	4	1	45
Total	46	23	8	6	83

The demand today for affordable housing is, however, only a part of the picture. 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, it is likely that there will still be a demand for affordable housing by the end of the plan period. Equally important, 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.

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 from Zoopla for October 2017 show 55 dwellings for sale or rent in the Lostwithiel area (48 for sale, 7 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 50 and 60 dwellings were available in the Neighbourhood Plan area in October 2017. The Zoopla site records that the average price for property in Lostwithiel stood at £297,111 in October 2017. This is a fall of 1.38% in the last three months (since July 2017) and fall of 0.03% since September 2016. In terms of property types, flats in Lostwithiel sold for an average of £184,437 and terraced houses for £209,915. 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.

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. This does not mean that there should be a 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. As shown above, 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.

There is, however, no evidence that there is an exceptional situation in Lostwithiel requiring an immediate building programme in excess of the Local Plan requirement. In October 2017 partners in the two Lostwithiel firms of estate agents (Jefferys and The Property Shop) were consulted in order to gather evidence on the state of supply and demand of housing in Lostwithiel in order to inform the developing neighbourhood plan. Jefferys reported that overall demand for properties is gradually increasing and that the greatest demand is for three bedroomed semi-detached houses costing in the region of £200,000. There is also a demand for three bedroomed modern detached houses selling for £250,000 and £270,000. Coffee Lake Meadow epitomises the latter and is very popular, with houses selling quickly after coming on market. At the moment there is an adequate supply of higher-end market properties. The Property Shop confirmed that there is a demand for all types of property in Lostwithiel, both for residents and for those wishing to move in from outside, and that the number of properties on the Zoopla website is a reasonably accurate representation of the local market.

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 sites identified later in this Plan would, over the period, more than 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.

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 from 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.

Part of this new housing requirement is already either under construction or has planning approval. As shown in the Table below, housing under construction and with approval already exceeds the minimum required figure.

Current constructions and planning approvals as at February 2018.			
Under construction	The Monmouth	4	74
	Brunel Quays 2	44	
	Gilbury Hill 2	26	
Planning approval	Grenville Rd (St, Bart's Meadow)	50	60
	Duchy Motors Showroom	10	
New Housing Total			134

The potential housing sites falling within our Development Boundary, discussed in Part Two of the Plan and identified and discussed in detail in the Annex of Evidence, can provide additional housing substantially in excess of this figure.

Sustaining community infrastructure and open spaces

Development of 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 Local Plan requirement for Lostwithiel now indicates a proportion of 35% of new development being affordable. Our Plan takes account of the Local Plan requirement for 35% affordable housing on all developments greater than 10 dwellings. Lostwithiel Council recognises, in particular, the activities of community land trusts in providing higher levels of affordable housing that is more affordable in general than that provided by developers.

There is a concern that while some new developments may be claimed to fall within the formal classification of 'affordable', they are not actually affordable by large numbers of local people. This still leaves many people far removed from the housing property ladder. Council recognises that the question of 'affordability' goes beyond issues of housing stock over which local authorities have any control. Housing available at a discount on open-market rates is not necessarily affordable by those who are unemployed, have limited employment opportunities, or are in receipt of low pay. Local policies can alter these circumstances only at the margin.

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.

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. 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 and this is an area to which considerable attention must be given.

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. Development close to the banks of the River Fowey is precluded by the Local Plan. In addition to this restriction, no development should be permitted within a distance of 7 metres of the top of the bank of the Tanhouse Stream (or River Cober) and its tributary streams.

A further factor in minimising the consequences 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.

It is essential that in future there be due consideration of energy saving in all areas. This must include effective and appropriate design of housing for the appropriate use of energy and water, including the efficiency gains from solar and other renewable sources of energy, and effective insulation. Council seeks to go beyond national guidelines in ensuring these goals are attained.

The Development 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 encourage an integrated 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 development 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.

A subsequent ballot which identified three possible development 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 considering the proposed development boundary, the Steering Group took account of the restriction on development in flood-prone areas, and of the existing pattern of planning approvals. It is recognised that there must be exceptions for development outside the development boundary in relation to the conversion of redundant buildings, Rural Exception land for a minimum of 50% affordable housing preferably through Community Land Trusts, housing charities, and self-build. 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.

In line with our intention to ensure the 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.

A development boundary, which contains all future development, except on Rural Exception sites, within or adjacent to the existing urban area, has been drawn (see the Annex of Evidence detailing the rationale and evidence used). Development will not be permitted on the protected and designated green sites within this boundary, but available sites will meet the housing targets discussed in this Plan.

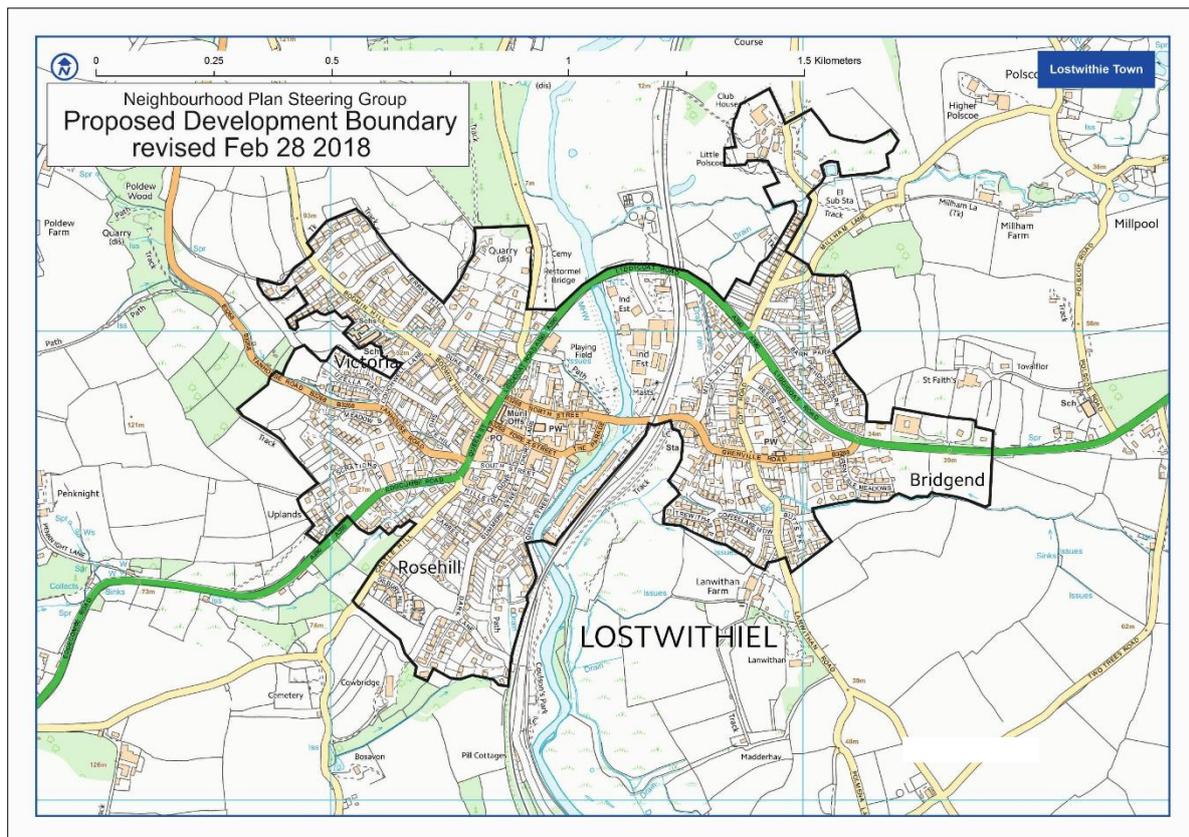


Figure 1.4 Development boundary.

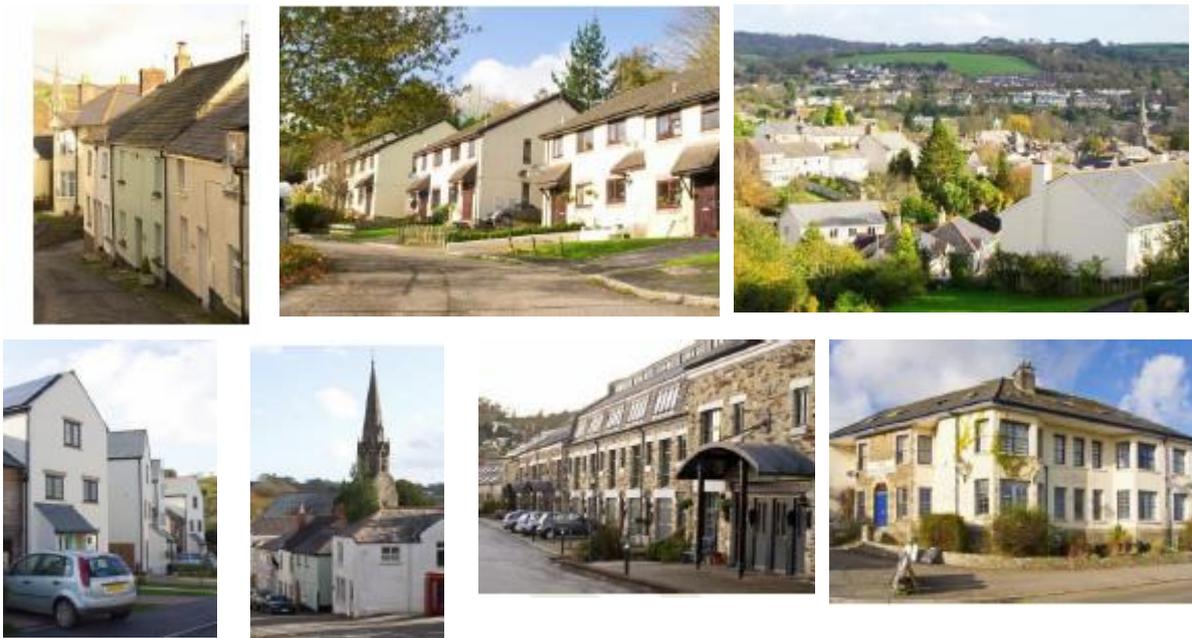
Style and layout of new developments

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. To this end, the Plan proposes the development of an Appraisal and Management Plan to identify 'character zones' and inform planning applications and decisions. In a later section of Part One, we outline a provisional characterisation of such zones.



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 local 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. New housing for the elderly should incorporate the HAPPI (Housing our Ageing Population Panel for Innovation principles) and be equipped with sprinkler systems. 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 development boundary. For example, this 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 Lostwithiel Neighbourhood Plan 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 development 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 consider the context and character, including the historic character of the town and its connection with the countryside. The needs of pedestrians and cyclists are as important as the needs of motor transport. Such development will follow national guidelines but must be in accordance with the vision and heritage of Lostwithiel set out in this Plan.

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.

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	%
Employees		
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	

The major sectors in which men found employment or self-employment were the construction industry, retailing and wholesaling, and manufacturing, accounting for two fifths of all men. The

principal areas of employment and self-employment in which women were found 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 or near Lostwithiel include: Premier Forestry Products (Duchy Timber), Co-operative Group, Abbey Systems, 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’, although the number of antiques shops has recently declined. There are currently 8 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, two antiques shops have closed (one business transferring to trading in regional fairs), 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. It is presently replaced by a part-time ‘outreach’ postal service operated from Menheniot. 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. Some banking services are now provided by a mobile bank.

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 bulk of the town centre was covered by superfast broadband and this is available through much of the rural area. A small area of the town centre lacking superfast broadband, where premises are directly connected to the exchange rather than to street cabinets, was re-cabled in June and July 2017 following local pressure on the Director of the Cornwall Superfast Broadband Programme.

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.

The Council seeks to promote Lostwithiel as a tourist and day trip destination through improved public transport, improved parking, and through the encouragement of 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.

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. 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 unofficial parking area 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, an

expansion of the existing parking by Coulson Park, and Second Island Park. Any such uses must take account of legal restrictions that may exist on parks and other open spaces. 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.

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.



Figure 1.5 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.

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 could mean that level crossing gates are closed for 16-20 minutes in each hour, though Network Rail hopes that improved signalling may slightly reduce the closure time from this anticipated level.

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.

The Town Council and the Town Forum have been engaging with Cornwall Council and Great Western Railway over the rail timetable. Cornwall Council is pressing for the introduction of an hourly service stopping at Lostwithiel (Monday to Saturday) in both directions on the main line. This is dependent upon signalling improvements being completed. The service will be operated by local-service trains with increased passenger and luggage capacity. Discussions aimed at including a stop for the London sleeper at Lostwithiel and for a later evening service from Truro

have been unsuccessful, but it is hoped that these can be introduced in the future. Improvement of station facilities is an important issue and is an ongoing matter of discussion, with support given by Cornwall Council

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.

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 railway station facilities
- To facilitate more active modes of travel
- To enhance street and pavement facilities

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 was closed for some time for structural repairs, which has limited group activity, though it has now re-opened and 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, the Platform meeting room, 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. Further Education and A-level provision is offered at Cornwall College and at the recently opened Callywith College in Bodmin.

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 has agreed to take on 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 local donations, the Town Council, a grant from Sport England, 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 ² /person)	Median for larger Cornish towns (m ² /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 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.

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

Lostwithiel Character Zones

The protection and appropriate development of the conservation area and other historic parts of the town require a comprehensive Appraisal and Management Plan. When this is in place, it will provide clear guidance on building styles and architectural requirements for all developers. It will be the basis of for Town Council consultations on planning decisions and will be a relevant consideration for the Local Planning Authority. The basis for such a Plan exists in the Historical Characterisation of Lostwithiel undertaken by Cornwall Archaeological Unit. As a preliminary towards a full Plan, we have identified its key character zones, modified slightly in consultation with the author of the Historical Characterisation (now Historic Environment Strategy Officer for Cornwall Council). In the absence of a full Appraisal and Management Plan, the character zones listed here will be used by Lostwithiel Town Council when consulted on planning decisions and, as an integral part of the Neighbourhood Plan, will be a relevant consideration for the Local Planning Authority.

This section serves to briefly review and highlight many of the features and buildings that make Lostwithiel's Conservation Area what it is today. We believe that it is important for all development proposals to contribute positively to Lostwithiel's local identity and the distinctive character of the town's Conservation Area status.

New development proposals should justify how their design responds to the relevant character zone within the Conservation Area: not only retaining or enhancing the identified positive features but also addressing negative features identified. General designs should be in harmony with adjoining buildings and the relevant character zone as a whole and, where appropriate, remedy any negative features. The scale, mass and positioning of any new buildings should reflect the purpose for which there are proposed and not overwhelm noted landmark buildings nearby. Design cues should be taken from locally distinctive features noted in the relevant character zone. Materials where practical should be sourced locally and there should be sufficient richness of detail in their design and materials. Developments will be expected to incorporate existing mature trees and hedgerows and other landscape and wildlife features into the layout and provide landscaping and sufficient spacing appropriate to the rural character of the area.

The nine character zones identified are listed here and depicted in a Figure 1.6 at the end of this section.

1. The Core of the Medieval Town.

This character zone comprises of a grid of three parallel streets with virtually continuous street frontages, intersected by narrow lanes and alleys at right angles to the roads. This area is believed to be one of the finest collection of 17th and 18th Century urban buildings and streetscapes anywhere in Cornwall, including one of the finest set of shop fronts. The area is on a slight incline, from Queen's Street down to the river.

Fore Street is the principal service and shopping hub. Many buildings are Georgian but they range from the late medieval period to the 19th Century. Buildings of note include: Taprell House (16th Century), The Guildhall (1740), Edgcumbe House (1750), 23 North Street (early – mid 18th Century).

St Bartholomew's Church and Churchyard originates in part from the 12th Century (St George's Chapel). The dominant tower and spire, which form a real focal point for the town from all directions, was further developed in the 13th and 14th Centuries. It is believed that the font dates from the 13th Century and the East Window (the tallest in Cornwall), from the 14th

Century. The churchyard provides a green oasis and serves to soften the street scape: it is unusually open in a built-up town.

North Street is more domestic in scale and comprises many former shops that have been converted to domestic use. The street has a varied character with different levels of enclosure from tighter at the east end to more green and spacious around the churchyard.

It is believed that the chiseled granite in Monmouth Lane might possibly be evidence of the 1830 tram workings (that lead from Restormel Iron Mine to the Quays).

South Street, more of a back lane, it is distinctive due to the impressive (still surviving) granite slabs over the River Cober. This area comprises former workshop buildings, including a former tannery in the Church Rooms.

1a. Church and Churchyard.

St Bartholemew's Church originates in part from the 12th Century (St George's Chapel). The dominant tower and spire, which form a real focal point for the town from all directions, was further developed in the 13th and 14th Centuries. It is believed that the font dates from the 13th Century and the East Window (the tallest in Cornwall), from the 14th Century. The churchyard provides a green oasis and serves to soften the street scape: it is unusually open in a built-up town.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
The Core of the Medieval Town	<p>Fore Street: St Bartholemew's Church The Guildhall Edgumbe House (18th Century rebuild of the frontage of a mansion house now called Taprell House). John Bragg Antiques. King's Arms Nos. 8 & 9 (Lloyds Bank). Nos. 21; 22; 22A ; Dower House; 23 (including Venetian window); 24 (possibly 17th Century origins); 25 ; 26; 27; 28; 34.</p> <p>18th Century Buildings in Fore Street: No 1; No. 2; No. 4 (Tremean) (17th Century datestone at rear); No.5 (large inserted shop front); No. 10; Nos. 11 & 12; No. 13; No. 14; No.15 (possibly 17th Century origins); Nos.16 & 17. 19th Century buildings: 29 (window detail by GE Street)?</p>	<p>Very ancient church dating from the 12th Century. The tower and spire (13th and 14th Century) are prominent in the landscape. The open space softens the street scene</p> <p>Zone characterized by finest collection of 17th and 18th Century urban buildings and streetscapes anywhere in Cornwall.</p>	

	<p>No. 12 (one of best shop fronts in Lostwithiel). Lostwithiel Social Club? North Street. Nos. 21 & 23 North Street are particularly fine mid 18th Century town houses. No. 22 (mixed style incorporating Gothic theme).</p>		
--	---	--	--

2. *Queen Street.*

Queen's Street cuts across the grain of the town at the point where it changes from a gentle to a steep slope. This character zone is typified by many large, elegant period properties, following an influx of more affluent residents around 1780: these town houses were a popular choice of residence with prominent citizens within the town. This, like Fore Street, has a number of commercial properties within it. Many of the buildings are characterized by tripartite sashes, cambered heads, white brick chimneys and brick or stucco finishes: they bear evidence of local architects John Eveleigh (who designed Camden Crescent, Bath), Charles Rawlinson and Joseph Beard. The zone also contains the Methodist Church and its cupola (1880?) as well as the Old Market House, which dates from 1781. Unfortunately, today, the volume of through traffic tends to dominate this character zone,

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
Queen Street.	<p>Former Methodist Chapel, 1900 Old Market House (the Old Grammar School (1781, the best building of its type in the country). Many 18th Century buildings, including: Nos. 2-4: No. 7; No. 8 (one of the finest 18th Century buildings in the town); Old Ballroom (rear of King's Arms)</p>	<p>Large, distinctive buildings reflecting a rich heritage of architectural design.</p>	<p>Dominated by through traffic. The bypass (1932) resulted in there being a lack of 'sense of enclosure' or 'entering a special place' when approaching from Liddicoat Rad.</p>

3. *The Lower Town.*

This character zone runs along the valley floor: it comprises smaller, domestic scale buildings on smaller plots. It forms and interface with buildings either set back or directly backing onto the river. The focus of the area is The Duchy Palace complex: a 13th Century building which is of national importance and the most important secular medieval building in Cornwall. It is unique in Cornwall and icon of Cornish culture and history. The Cober Arch which leads from Quay Street to South Street is the only surviving original arch from The Duchy Palace. There is commercial usage of buildings on the northern part of Quay Street.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
The Lower Town.	Duchy Palace Old Debtor's Prison (1751) Shire House (an 18 th Century house that incorporates the original medieval south wall of the Duchy Palace in its rear wall). Monmouth Hotel Stannary House (converted from a warehouse). Bridge House (distinctive late 18 th Century house). No. 6 Parade Square (c1800) No. 1 The Parade (Sherwood House, c1800)? Drill Hall?		

4. *The Upper Town.*

Bodmin Hill and **Duke Street** continue Fore Street and North Street: converging at the western end of the town. The steep streets are mainly lined with what were formerly, humble cottages and workshops: remnants of cobble paving are evident. This character zone contains King Street, which is believed to be one of the finest set piece streetscapes in all of Cornwall. The first Methodist meeting house was founded here in 1790, a year after Wesley's only visit to the town: later, in 1823, a purpose-built chapel was created in King's Street.

The Tributary Valley.

This zone comprises a more fragmented pattern of building: it consists of an interesting tangle of mixed uses behind the Queen Street frontages. Recent suburban development dilutes this character.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
The Upper Town.	King Street (at far end was a former Wesleyan Chapel that has since been converted to residential accommodation). 18 th Century houses on Bodmin Hill : Finchley House; No. 26 (Camelia Cottage); ruin right of No. 26. 19 th Century houses on Bodmin Hill: Nos. 28 - 31; Lostwithiel Junior and Infants' School (1870). Nos 24 & 25? Nos 6-8 (Gothic style). 19 th Century buildings on Duke Street : Nos. 2 & 3. The Royal Oak? No. 1 (one	Cottages Cobble paving	

	of few purpose build shops in Lostwithiel). Chapel House, Restormel Road?		
--	--	--	--

5. *The Riverside.*

The northern end of this character zone is marked by a small park. The semi-lunar park and dwarf wall contradict the quayside character. The southern end, formerly quaysides, have become a car park and green space. The presence of moored boats and boats onshore help to maintain the quayside character of this zone. Elliot's Quay (the most southerly quay) was first noted in 1676. A lime kiln (in front of Norway House) was also mentioned around this time. Other lime kilns are believed to date from the 18th Century: from 1830 onwards, there was a revival in the Cornish Coastal trade. Norway House (1790)?

The Bridge.

Lostwithiel bridge is one of the finest medieval road bridges in Cornwall. The earliest part of the existing bridge is believed to date from 1437, when the original timber bridge was replaced.

The Railway.

This railway serves to reinforce the separation between the town and Bridgend. The remaining railway buildings of substantial functional tradition help to contain this rather open area. The new replacement buildings reflect this utilitarian tradition.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
The Riverside.	The bridge Lime kilns Norway House? Listed signal box	Small parks and open, green spaces.	Car parking is a major element in this space. The semi-lunar park and dwarf wall contradict the zone's historical character.

6. *The North End of the Town.*

This character zone provides the lowest density and greenest area of the town: it comprises villa's overlooking the river valley. At the southern end of the area, the entry to the town lacks containment and is now dominated by the road.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
The North End of the Town.		Villas Open green spaces.	The southern area of the zone is dominated by the road and lacks containment.

7. *Bridgend.*

It is believed that Lostwithiel was linked to St Winnow by bridge in 1280: the area's name "Bridgend" was first recorded in 1327. The character zone typically consists of a late medieval suburban ribbon development. The cottage rows lead out to a long string of large houses, which took advantage of the spectacular views over the valley and town, culminating in St Winnow Parish School (which was built on land given by Lord Robartes of Lanhydrock). There is a gradual incline away from the town: steeper and more curving at the West End. The triangle is the main focus of the settlement but, it's low monument tends to be overwhelmed by parked cars.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
Bridgend	<p>Monument</p> <p>18th Century buildings in Grenville Road: No. 16; Earl of Chatham (older part to the left, early 18th Century or possibly older); Nos. 41 and 43; the Old Post Office.</p> <p>19th Century buildings in Grenville Road: Toll House; No. 18; No. 25 (Glenview House, including unusual shop frontage); No. 40 (Oak Cottage); No. 48; Chapel of St Saviour (Chapel of Ease).</p> <p>18th Century buildings in Mill Hill: the Old Mill (fabric contained within). Nos. 5-9 (an interesting row of vernacular houses).</p> <p>The Old Reading Rooms, Mill Hill?</p> <p>Monmouth Lane: No. 4 (18th Century of possibly older); No. 6 (smallest house frontage).</p> <p>No. 8 Lanwithian Road unusual 18th Century vernacular building at the entrance to Lanwithian Farm)?</p> <p>No 60?</p> <p><i>St Winnow School in Conservation Area?</i></p>		Parking detracts from the triangle area.

8. *The South West and Southern Edge of Town.*

This character zone was originally connected to the parish of Lanlivery and still has a slightly looser feel to it. The steep hillside and tall retaining walls contain the view of the town and provide a first view of the church tower.

Castle Hill entry into town is more private and in a sunken road.

The junction with Edgcumbe Road and Castle Hill requires consideration. At present, it is in private ownership and used largely as a car / coach park. This is in a critical location, especially when viewed from the town: there may be an opportunity to create more of a focal point here in the future.

Summer Street (originally a major pottery producing centre) sweeps into the town with a simple long terrace of former humble cottages and workshops: it has high retaining walls and a direct view onto the church spire.

The motel extension compounds this 'looseness' of form eroding the character of South Street and Rose Hill.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
The South West	19 th Century buildings in Edgcumbe Road: Nos. 10 & 12?; No. 29? Summers Street: Nos. 1 & 2?; Nos 16 and 17? Castle Hill: 11 – 19?		The junction between Castle Hill and Edgcumbe Road.

9. Park and Water Meadows.

This zone is characterized by an extensive, level green space providing a contrast to the harder more enclosed town.

Overview	Landmark Buildings	Locally Distinctive Features.	Negative Features.
Park and Water Meadows.		King George V Park and mainly modern buildings including a large Community Centre and the principal car park. The zone provides a valuable green area adjoining the town and the medieval bridge.	

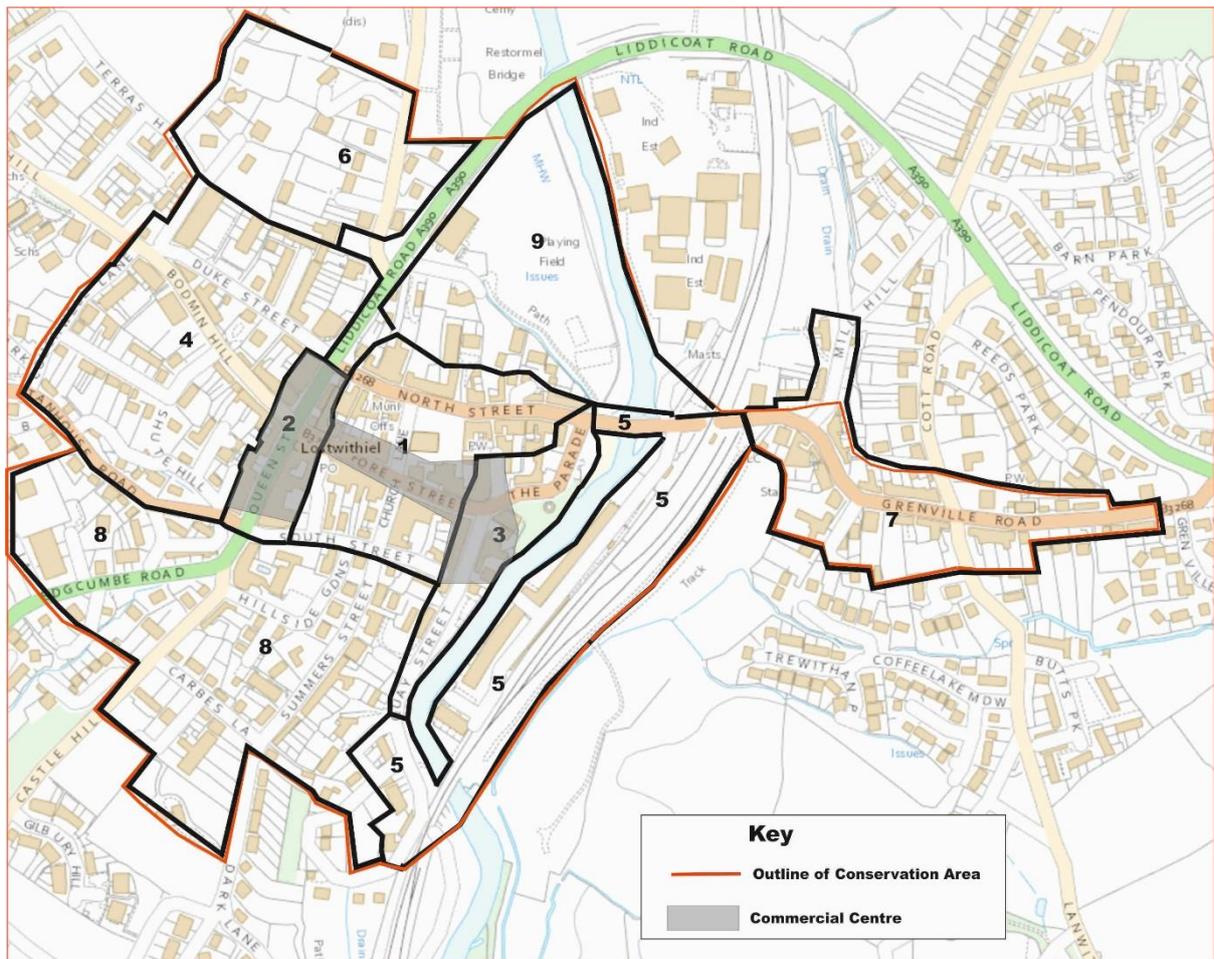


Figure 1.6 Character zones and the conservation area

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 (see Annex of Evidence for details). 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.
- 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.

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

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