

Cornwall Council Officer Comments - Lostwithiel Draft NDP (at Regulation 14, Pre-Submission Stage – 2nd May 2018)

Affordable Housing Team	
Part 1 Page 20	Housing Need Figures - The NDP states Housing Need figures from HomeChoice of September 2017. The NDP group should be aware that a full review has been undertaken of those that are on the register and it is likely that this figure will reduce. We are expecting these new figures imminently.
Page 23	As well as Community land Trust, the Council support Registered Providers (Housing Associations) and private developers in providing Intermediate sale properties (discounted sale).
Cornwall Fire and Rescue Service	
<p>Cornwall Fire and Rescue service fully supports the inclusion of the Happi principles and the inclusion of sprinklers. This is the first plan to have this within the Policy.</p> <p>The Fire Service will support this in any way it can.</p>	
Community Infrastructure Levy (CIL) Officer	
<p>Reference to taking account of the Regulation 123 List and existing S106 obligations when determining what to spend the Parishes portion of CIL income on, is welcomed.</p> <p>As the Parish Council/NDP Group may already be aware, discussions are currently underway within the Council to determine how CIL income will be distributed – aside from the guaranteed 15% or 25% to Parish Councils. The outcome of these discussions will impact the contents of the final Regulation 123 List. Once determined, all such information will be available on the Councils website at www.cornwall.gov.uk/cil.</p> <p>Lostwithiel Parish is in CIL Charging Zone 3 which means, once CIL comes into effect, new housing development will be required to pay £60 or £100 per square metre of new space created (there are exemptions to this, including affordable housing and self-build dwellings).</p> <p>It is anticipated that CIL will come into effect in Cornwall in January 2019. However, CIL will only become payable on commencement of a development, which means that it will take a further 1½ -2 years (approximately) before CIL payments start being made to Cornwall Council, and then redistributed to Parishes.</p> <p>Additional CIL funding may be available to Parishes through a bidding process, but how this might work is currently being considered (as mentioned above).</p> <p>The progress of CIL development and more information can be found on the Councils website at www.cornwall.gov.uk/cil. Any specific queries can be sent to cil@cornwal.gov.uk.</p>	
Economic Development Team	
<p>NB. Due to workload I have only been able to review the employment and economy sections, so may not necessarily see these in the context of other policies.</p>	
Part 1	Not sure if the table indicating method of travel to work should read '2011' (first table): in any case 2011 data is available.

Cornwall Council Officer Comments - Lostwithiel Draft NDP (at Regulation 14, Pre-Submission Stage – 2nd May 2018)

	<p>Note that 'home workers' will include those sectors where workers are based at home (e.g. Construction or Agriculture) but they will not work at home in the sense of being static.</p>
<p>Part 2: Policy BE1</p>	<p>Note that the importance of the character area for hoardings etc. could compromise the ability to attract chains to the town centre but of course that is a consideration for the Neighbourhood Planners.</p>
<p>Open Spaces Officer</p>	
<p>Whilst it is a positive improvement to reference the open space standards, the ones used are based upon an initial draft sent when the parish was first consulted. There were a significant number of changes made following the consultation with stakeholders, and a subsequent report containing improved figures was issued. Taking into account some further information that has come to light, such as the Public Open Space at Butt's Park, I am able to make available a more recently revised report, which contains the most accurate figures, which should be used in the NDP tables (part 1 pages 16 & 40) – please see separately attached file 'Open Space study Lostwithiel v3 Sep 17.doc'.</p> <p>Policy CR4 has been reworded and is sufficient to avoid confusing areas with little or no recreational value, such as at Meadow Breeze, with public open space standards.</p>	
<p>Transport Team</p>	
<p>P33</p>	<p>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 Local Transport Plan - Connecting Cornwall 2030 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 re-signalling of the rail line and the aspirations of Cornwall Council to achieve a half hourly rail service along the mainline 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.</p>
<p>P36 Railways</p>	<p>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. Key asks Proposals of the Peninsula Strategic Rail Partnership Task Force (PRTF) are</p>

Cornwall Council Officer Comments - Lostwithiel Draft NDP (at Regulation 14, Pre-Submission Stage – 2nd May 2018)

	<p>hoped to include improvements to 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.</p>
P36 Railways	<p>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 at least 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</p>
P20	<p>The Town Council will continue to support the Cornwall Council proposals for at least an hourly stopping service on the main railway line, and it will supports the main line improvements being pursued by the Peninsula Strategic Rail Partnership Task Force (PRTF), which will improve journey time on the fast ‘through’ trains. The Council will continue to press for satisfactory connections with these new fast trains at larger stations. Improvement of station facilities is an important issue and is an ongoing matter of discussion, with support given by Cornwall Council. Central to these improvements is provision of a footbridge over the railway, which will be a necessity with the increased number of trains passing through or stopping at Lostwithiel. A footbridge can be located on redundant railway land on the north side of the level crossing, if necessary, and the Town Council will continue to press for this facility. Other desirable improvements at the station are better passenger shelters and ticket machines. Lostwithiel Town Council will:</p>