

Cornwall Council Officer Comments - Luxulyan Draft NDP (at Regulation 14, Pre-Submission Stage – 1st May 2018)

Affordable Housing Team

In line with Policy 8 of the Cornwall Local Plan it will not be possible to seek on site affordable housing on schemes of 10 units or less. However, as Luxulyan Parish is within a Designated Rural Area it may be possible to secure off-site affordable housing contributions on qualifying sites over 5 units.

Luxulyan falls within Zone 4 and would therefore need to provide 30% affordable housing on sites being considered under Policy 8 of the Cornwall Local Plan.

Rural exception sites should only normally be permitted if they are genuinely affordable housing-led, with a presumption that a scheme will provide 100% affordable housing. In circumstances where this would not be viable without recourse to public subsidy, provision of open market housing may be supported, subject to meeting the criteria outlined within Policy 9, and capped at a maximum of 50%. Sites should also be well related to the physical form of the settlement and appropriate in scale, character and appearance.

HomeChoice registered local housing need in Luxulyan is currently 37 households seeking affordable rented homes.

Band	Council minimum bed need					Total
	1	2	3	4	5+	
Band A	0	0	0	0	0	0
Band B	1	3	0	0	0	4
Band C	2	0	5	3	1	11
Band D	4	1	0	0	0	5
Band E	9	6	2	0	0	17
Total	16	10	7	3	1	37

The Cornwall Local Plan requires Affordable Homes to be built to a minimum of the Nationally Described Space Standards, but there is no restriction on the maximum size that they can be so we would not want to restrict 1 beds to 60sqm and 2 beds to 90sqm.

From time to time there may be a requirement for bedrooms of three or more. Restricting to two bedrooms would mean that growing families would need to move into a new property, and they may not be able to stay in the parish.

Local connection criteria, cascade periods, and relating clauses must be in line with the Cornwall Homechoice policy and the Council's standard Section 106 terms.

Local Connection criteria must be in line with the Homechoice policies, and any variations to this will not be supported.

In terms of the cascades, we could not support the advertisement schedule for the affordable dwellings. It would be harder to find a lender willing to allow 90 day periods in-between cascades. This should be the same as the council's standard template of 28 days primary, 56 days secondary then to county.

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Further guidance can be found within the Cornwall Local Plan, and in particular Policies 6, 8, 9, 10 and 13, as well as the Draft Affordable Housing Supplementary Planning Document.

Community Infrastructure Levy (CIL) Officer

There is no reference to the Community Infrastructure Levy (CIL) in the NDP, but it may be of interest to the Parish Council and NDP group to have a general update on the CIL.

Luxulyan Parish is in CIL Charging Zone 4 which means, once CIL comes into effect, new housing development will be required to pay £35 or £100 per square metre of new space created (there are exemptions to this, including affordable housing and self-build dwellings).

All Parish and Town Councils will receive a proportion of the CIL income raised from development within their area to spend on anything that addresses the demands that development places on their area. This proportion is 15%, or where there is an adopted Neighbourhood Plan, this increases to 25%.

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.

Additional CIL funding may be available to Parishes through a bidding process, but how this might work is currently being considered.

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.

Economic Development Team

Please note that due to workload I have only reviewed the Economic policies and have not had the opportunity to look at them in the context of the wider document.

Policy LRE1 and paragraph 7.38

Support for employment provision appears to be predicated on car transport and parking policy. There is no indication of wider issues around travel planning.

Open Spaces Officer

The National Planning Policy Framework 2012 (para 73) requires that planning policies should be based on robust & up to date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. This has been undertaken for larger settlements such as Liskeard, Looe & Fowey, which follow the methodology in the adopted Open Space for Larger Towns in Cornwall, found at: <http://www.cornwall.gov.uk/environment-and-planning/parks-and-open-spaces/open-space-strategy-standards>.

There does not appear to be any consideration of current open space provision in the NDP, or any mention of future open space requirements. This would support Local Plan policy

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13.2, which requires that all new development will be expected to achieve the provision of public open space on-site, in proportion to the scale of the development and providing for different types of open space based on local need, unless there is access to alternative facilities that would meet the needs of the new development. In the absence of local standards the National Playing Fields Association (NPFA) standards, would apply, even though they are known to be problematic, especially in rural areas. These require principally the provision of sports pitches, equipped children’s playgrounds and areas for informal recreation and play.

Details of assessments of open spaces and the setting of new future standards (quantity, accessibility & quality) should follow the same methodology and use the same definitions as set out in the adopted strategy for larger towns, in order to ensure a consistency with the planning policies throughout the county. We regret that the Public Space Team is unable to provide this service free of charge at this time, but should you require advice on the application of the methodology or its conclusions please do not hesitate to contact us.

Transport Team

General	<p>Connecting Cornwall: 2030 is the Local Transport Plan for Cornwall and covers a period of 20 years. Connecting Cornwall is the key strategic policy tool through which Cornwall Council exercises its responsibilities for planning, management and development of transport in Cornwall.</p> <p>The Connecting Cornwall strategy and policies can be viewed by following the below link;</p> <p>www.cornwall.gov.uk/connectingcornwall</p> <p>When developing your Neighbourhood Plan is it important to consider the policy context in which Cornwall Council works. Developing your plan to align with the goals and objectives of Cornwall Council will increase the likelihood of successful delivery.</p>
View of the community	<p>Concerns are expressed about the speed and volumes of traffic although these are not reflected in the policies. Concerns regarding speeding should be referred to the area Highway Manager in the first instance.</p>
Vision and aims	<p>Develop transport links that accommodate motor vehicles whilst encouraging cycling, walking and horse – riding – these aims are not captured in the policies. This could be addressed through additions to the current policies for example <i>'new development should look to ensure the provision of new, or improvements to existing, walking and cycling infrastructure'</i>.</p>