



'A Place to Live' Report September 2016

Appendix 5: LISKEARD
NEIGHBOURHOOD PLAN
HOUSING SITE
IDENTIFICATION CRITERION
SCORING METHODOLOGY
AND SCORE GRID



Liskeard Neighbourhood Plan Steering
Group



LISKEARD NEIGHBOURHOOD PLAN – SITE IDENTIFICATION

CRITERION SCORING METHODOLOGY

INTRODUCTION

As part of its work, the Liskeard Neighbourhood Plan Housing working Group has examined the current and future supply of housing land and assessed the sites that might contribute to that supply against various measures of their suitability.

The starting point was to review the data and analysis contained in the as yet uncompleted Urban Extension Assessment 2012 which is part of the Liskeard Town Framework documentation. This documentation has never been formally approved nor endorsed, (although the UAE report claims the support of the informal Liskeard TFP Steering Group). The examination has concluded that the UEA, with its broad-brush analysis of landscape ‘cells’ and heavily desk-based RAG rating assessment¹, cannot be considered as being conclusive with regard to specific sites. However the UEA is valuable in providing data, analysis and a selection of development options which are informative for the Neighbourhood Plan process. In short, the UEA identified what might be considered as ‘areas of search’ immediately adjacent to the existing ‘development limit’ for the Neighbourhood Plan to more closely examine.

To take the analysis forward in a more rigorous and conclusive way, it was decided to compare sites using a Criterion Scoring Methodology based on weighted criteria. This is adapted from the system used by Malmsbury Neighbourhood Plan and devised by Budgen et al². The purpose is to allow for the various factors to be considered in a quantifiable way which is consistent and therefore comparable across sites, so producing a better balanced and conclusive view on the suitability of sites for development.

A similar approach has been taken with the identification of potential employment sites.

METHODOLOGY

The process involves the use of Criterion Values and Criterion weightings.

These criteria are drawn from the guidance given in the National Planning Policy Framework for achieving sustainable development, and the emerging Cornwall Local Plan. Where appropriate, criteria have also been drawn from the UEA. They are presented in three themes which relate to the relevant principles of sustainability set out in the NPPF, as follows.

¹ RAG = Red Amber Green Rating assessment tool, usually associated with risk analysis in project management and healthcare

² The Criterion Scoring System by Roger Budgen, John Gundry, Simon Killane, Kim Power and Bob Tallon, 2012.

THEME	SUSTAINABILITY PRINCIPLES
Location	Promoting sustainable transport
	Promoting healthy communities
	Ensuring the vitality of town centres
Access	Promoting sustainable transport
	Meeting the challenge of climate change, flooding and coastal change
Deliverability	Delivering a wide choice of high quality homes
	Meeting the challenge of climate change, flooding and coastal change
	Conserving and enhancing the natural environment
	Promoting healthy communities
Impact	Meeting the challenge of climate change, flooding and coastal change
	Conserving and enhancing the natural environment
	Conserving and enhancing the historic environment

URBAN EDGE ASSESSMENT MODEL

THEME	SUSTAINABILITY PRINCIPLES (NPPF & NPPG)	EVALUATION CRITERIA
LOCATION	<ul style="list-style-type: none"> Promoting sustainable transport NPPF4 Promoting healthy communities NPPF8 Ensuring vitality of town centres NPPF2 	1. Walking distance to local amenities and workplaces
ACCESS	<ul style="list-style-type: none"> Promoting sustainable transport NPPF4 Promoting healthy communities NPPF8 	2. Access by public transport 3. Access by bicycle 4. Access by pedestrians

	<ul style="list-style-type: none"> • Meeting the challenge of climate change, flooding and coastal change NPPF10 • Securing a high quality communication infrastructure NPPF5 	
DELIVERABILITY	<ul style="list-style-type: none"> • Delivering a wide choice of high quality homes NPPF6 • Meeting the challenge of climate change, flooding and coastal change NPPF10 • Conserving and enhancing the natural environment NPPF11 • Promoting healthy communities NPPF8 • Requiring good design NPPF7 	<ul style="list-style-type: none"> 5. Proximity to road and infrastructure 6. Safeguarding good land 7. Topography 8. Developer interest 9. Rights of way etc 10. Features difficult to re-site or remove 11. Proximity to un-neighbourly features
IMPACT	<ul style="list-style-type: none"> • Meeting the challenge of climate change, flooding and coastal change NPPF10 • Conserving and enhancing the natural environment NPPF11 • Conserving and enhancing the historic environment NPPF12 • Supporting a prosperous rural economy NPPF3 • Building a strong competitive economy NPPF1 	<ul style="list-style-type: none"> 12. Impact on archaeological sites 13. Impact on cherished views 14. Impact on setting of town 15. Impact on historic environment and heritage buildings 16. Impact on natural features and rural landscape 17. Flood risk – ground saturation 18. Flood risk – fluvial and/or coastal 19. Impact on biodiversity and ecology
PREVIOUS ASSESSMENT	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> 20. Relation to previous Urban Edge Assessment (if any)

Criterion Values are values assigned to a criterion aspect or measure that best describes it (given in the description of the criterion aspect as "CV") and which sum up its potential impact. The greater the value, the greater is the negative impact. So for example, with regard to the criterion 'location relative to local amenities':

Aspect/Measure	Impact on sustainability	Criterion Value
The site is within 5 minutes' walking distance of most local amenities.	None	CV 1
The site is within 10 minutes' walking distance of most local amenities.	Small	CV2
The site is within 20 minutes' walking distance of most local amenities.	Considerable	CV5
The site is more than 20 minutes walk from most local amenities.	Very Considerable	CV10

The numbers assigned to Criterion Weightings (given in the description of the criterion as "CW") concern mitigation, that is, the difficulty of delivering a positive impact from the site, or overcoming a negative impact (including conservation and environmental impact), or its feasibility to be built upon. Thus:

CW 2 Impact which is mitigatable.

CW 5 Impact which might be mitigated.

CW 10 Impact which would be difficult or unlikely to be mitigated.

CW 20 An unmitigatable aspect of the site.

After each site is assessed for its CV and CW scores, an overall Criterion Score ("CS") is generated based on the product of the CV and CW scores.

The CS scores are then totaled to give an overall Total Criteria Score ("TRS"). Low TRS scores are favourable and high TRS scores are unfavourable (i.e., "points mean penalties").

For example, the Criterion Score for a site which is assessed as matching Criterion 2 Aspect (c), which has a Criterion Value of 5, is calculated by multiplying that value by the weighting of Criterion 2, which is 5. The Criterion Score for this site against Criterion 2 is therefore 25. This figure of 25 will contribute to its Total Criteria Score.

Sites favoured to be selected will have low total Criterion Scores.

Criterion Values are set at 1, 2, 5, and 10 and Criterion Weightings at 2, 5, 10 and 20. In both cases these reflect increasing importance in the selection of sites. The use of a logarithmic scale of values is chosen because this increases discriminability between sites and may better represent the psychological scaling of the magnitude words associated with Criterion Values and Weightings.

(The exception to this scaling is Criterion 11, which has arithmetically-increasing Criterion Values because what is assessed is area which is a linear scale).

For example, the location of a site is unmitigatable if that location is an obstacle (CW = 20, see Criteria H-1) whilst "Unneighbourly features" (CW = 2, see Criterion 9) are more mitigatable by a developer.

EVIDENCE SOURCES

The evidential sources referred to were as follows in the list below. Main references are quoted from in the contextual reasoning given following each criterion.

1. National Planning Policy Framework
2. Cornwall Local Plan Amended Submission Version Nov 2015
3. Liskeard Urban Extension Assessment and associated documents Dec 2012
4. Getmapping aerial and other mapping through Parish Online
5. Site visits by Housing Working Group

CRITERION VALUES

1. LOCATION

This section describes the aspect being assessed and allocates a CV to the particular measure involved, then explains why the criterion is of relevance to the Neighbourhood Plan.

CRITERION 1. Location relative to local amenities - site choices should wherever possible reduce the need to travel and promote more sustainable transport choices and promote healthy life styles. Site choice should not have a detrimental affect on existing provision or facilities that encourage and promote healthy life styles and reduce health inequalities. In particular, Liskeard site choices should preferentially be located within close walking, cycling or public transport distance to local amenities in order to promote its modern

market town role and improve sustainability through reduced car usage and congestion within the town. This will improve air quality (reduce air pollution) by encouraging people to walk rather than use the car. "Local amenities" are: shops and services, a primary [or secondary] school with available places, healthcare facilities, cultural, religious and recreational facilities, libraries, places of worship, cinemas, sports & community centres, evening classes, play parks and open spaces, rail station, and regular bus-service stop. The "facilities in Liskeard are dispersed, and people will prioritise the facilities they need to be accessible, dependent on their household circumstances, and travel to work needs. E.g. a young family may prioritise primary school, food shopping, play-parks, and healthcare facilities, whilst a commuter will value access to station, or main road, and is likely to shop in the evening, requiring late opening times. (CW 20)

a) The site is within 5 minutes' walking distance of most local amenities. (CV 1)

c) The site is within 20 minutes' walking distance of most local amenities. (CV 5)

b) The site is within 10 minutes' walking distance of most local amenities. (CV 2)

d) The site is more than 20 minutes walk from most local amenities. (CV 10)

CRITERION H EXPLANATION & REFERENCES

REASONING and WEIGHTING Government, Cornwall Council and EC policies confirm what is common sense: housing should be close to shops, schools and other amenities, which enhances and strengthens the resilience of a community and the builds strong neighbourhood centres. Proximity also reduces car usage, which means a reduction in air pollution and greenhouse gases. Additionally, living nearby encourages people to walk, cycle or use public transport to access the shops or to school, which promotes health and sociability. Also this is important in our rural location because local people, particularly the elderly, vulnerable or those with restricted incomes, may have limited options for travel. For all of these reasons it is considered that location and proximity to local amenities are the most important criterion for housing site choice, both to meet planning policy and also to plan for the integrated and resilient community to which we aspire. Accordingly, it is the only criterion to receive the highest weighting of 20.

References:

NPPF Section: Core planning principles

17. actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

NPPF Section 4. Promoting sustainable transport

37. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure,

education and other activities.

NPPF Section 8. Promoting healthy communities

69. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. 70. To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:
- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

NPPF Section 2. Ensuring the vitality of town centres

In drawing up Local Plans, local planning authorities should:.....recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites; and

Cornwall Local Plan provisions

Future Cornwall themes; the plan's objectives

Theme 3: To promote good health and wellbeing for everyone.

Objective 7: Meet a wide range of local needs including housing and for community, cultural, social, retail, health, education, religious, and recreational facilities, in order to improve quality of life and reduce social exclusion.

Objective 8: Promote development that contributes to a healthy and safe population by providing for opportunities for walking and cycling and ensuring the appropriate levels of open space and the protection and improvement of air quality.

Policy 1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and set out by the policies of this Local Plan.

General Policies Para 2.154 'Access to what we need each day is crucial to our future sustainability. Reducing our need to travel is central to our longer term strategy. But, infrastructure and services to enable movement will still be required, especially to improve the economic prospects for Cornwall. We will maintain our key transport network and associated infrastructure for walking; train; bus; car; cycle; air and sea transport ...'

General Policies Para 2.156 The plan reflects our existing communities and their potential to be more sustainable as the ability to travel is restricted due to cost and other factors. By providing the opportunity to live more locally with less need to travel our communities will be more resilient and healthier.

Policy 27: Transport and accessibility

- For major developments:.....
 - 2. Locate development and / or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport
 - 3. Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport or areas which will be made highly accessible by the development.

2. ACCESSIBILITY

CRITERION 2a. Access by public transport - site choices should be accessible by public

transport, within an easy walking distance of stops which is defined as 300 metres (roughly equivalent to 4 minutes' walk). (CW 5)	
a) The site is adjacent to well-served public transport stops. (CV 1)	c) The site is beyond an easy walk from well-served public transport stops but it is feasible to create a new stop within easy walking distance. (CV 5)
b) The site is within an easy walk of well- served public transport stops. (CV 2)	d) The site is beyond an easy walk from well-served public transport stops and it is not feasible to create a new stop within easy walking distance. (CV 10)
CRITERION 2b. Access by bicycle - site choices should wherever possible reduce the need to travel and promote more sustainable transport choices, promote healthy life styles and improve air quality (reduce air pollution) by encouraging cycling / public transport rather than private cars. (CW 5)	
a) There are cycle paths / roads for safe cycle access to the site. (CV 1)	c) There are no cycle paths / roads for safe cycle access to the site, but a new safe cycle path could be made to meet existing cycle paths / roads. (CV 5)
b) There are cycle paths / roads for safe cycle access within 50m of the site. (CV 2)	d) There are no cycle paths / roads for safe cycle access to the site and a new safe cycle path could not be made to meet existing cycle paths / roads. (CV 10)

CRITERIA 2a & 2b EXPLANATION AND REFERENCES

REASONING AND WEIGHTING As stated regarding criteria 1 it is very important that housing sites are as close as possible to amenities and the town centre. Access by public transport and bicycle from a site or close to a site is therefore very desirable. However these criteria values and the actual location of bus stops, routes and cycle paths are not as critical as H-1 which establishes the principle of sustainable transport. This is because new bus stops, bus routes and cycle routes can be provided as part of a development: that is, the deficit might be mitigated. Thus these criteria have been given a weighting of 10.

References:

NPPF Section: Core planning principles

17. actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

NPPF Section 4. Promoting sustainable transport

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be: located and designed where practical to accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; incorporate facilities for charging plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.

Cornwall Local Plan Provisions

Policy 1: Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and set out by the policies of this Local Plan.

General Policies Para 2.154 'Access to what we need each day is crucial to our future sustainability. Reducing our need to travel is central to our longer term strategy. But, infrastructure and services to enable movement will still be required, especially to improve the economic prospects for Cornwall. We will maintain our key transport network and associated infrastructure for walking; train; bus; car; cycle; air and sea transport ...'

General Policies Para 2.156 The plan reflects our existing communities and their potential to be more sustainable as the ability to travel is restricted due to cost and other factors. By providing the opportunity to live more locally with less need to travel our communities will be more resilient and healthier.

Policy 27: Transport and accessibility

- For major developments.....
 - 2. Locate development and / or incorporate a mix of uses so that the need to travel will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport

3. Locate larger developments which attract a proportionally larger number of people in the

city and main towns or locations which are highly accessible by public transport or areas which will be made highly accessible by the development.

CRITERION 3 Access by pedestrians - site choices should wherever possible reduce the need to travel by vehicle and promote more sustainable transport choices, in order to promote sustainability and to reduce car usage and congestion within the town; also to improve air quality (reduce air pollution) by encouraging people to walk rather than use the car. (CW5)

a) There are existing footpaths / pavements or roads edged for pedestrians allowing them safe access to the site. (CV 1)

c) No existing footpaths / pavements or roads edged for pedestrian use allowing them safe access to the site but can create a safe walkway to a road edged for pedestrians use. (CV 5)

b) There are existing footpaths / pavements or roads edged for pedestrians allowing them safe access to the site within 50m of the site. (CV 2)

d) No existing footpaths/ pavements or roads edged for pedestrian use allowing them safe access to the site and a walkway to a road edged for pedestrians' safe use cannot be created. (CV 10)

CRITERION 3 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING Everything that has been mentioned regarding criteria H-1 and Criteria A-1 and A-2 applies here. This has been given a criteria value of 5 because all developments must be accessible by people on foot. If in the event a site is not proximal then developers will need to mitigate the deficit to provide pedestrian access. Our aspiration is to increase the number of footpaths and accesses and enhance them through the provision of appropriate street furniture such as benches and signage in order to encourage walking.

References: *NPPF and Cornwall Local Plan as for Criteria A-1 and A-2. Plus NPPF Section 8. Promoting healthy communities*

69. The planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see. To support this, local planning authorities should aim to involve all sections of the community in the development of Local Plans and in planning decisions, and should facilitate neighbourhood planning. Planning policies and decisions, in turn, should aim to achieve places which promote:

- safe and accessible developments, containing clear and legible pedestrian routes, and

high quality public space, which encourage the active and continual use of public areas.

3. DELIVERABILITY

CRITERION 4. Road and infrastructure access - to be considered for feasibility of developing the site; "domestic services" means utilities and main sewage and accessibility for waste removal and collection. (Sustainability: Recycling is considered as part of waste collection). (CW 2)

a) Adjacent to existing maintained public roads and domestic services and requiring no additional infrastructure. (CV 1)

c) Access greater than 100m to public roads and domestic services - requiring some additional infrastructure to be provided and new roads to be built. (CV 5)

b) Access within 100m to public roads and domestic services - requiring some additional infrastructure to be provided and existing road needs upgrading or widening. (CV 2)

d) Access greater than 500m to public roads and domestic services - will require major works to provide new service and road infrastructure, e.g. roundabout, bridge. CV 10)

CRITERION 4 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING It is sensible that if at all possible, new development should take place in a location where there are already links to roads, utilities, sewerage, waste collection routes and other infrastructure. This makes development of a site more viable and sustainable overall. This criterion has a weight of 2 because it is a planning and buildings regulation requirement.

References:

NPPF Section 10. Meeting the challenge of climate change

95. To support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions;

CRITERION 5. Safeguarding Good Land – Site choice to ensure the most efficient & effective use of land and the use of previously developed land and buildings; to safeguard agricultural land for food

production; and conserve and where possible enhance landscape. (CW 10)	
a) previously developed land and buildings (brownfield) or despoiled, degraded, derelict and contaminated land (CV 1)	c) Previously undeveloped (greenfield) land, grade 3b agricultural land. (CV 5)
b) Brownfield uncontaminated or slight contamination. ungraded or low grade agricultural land (CV 2)	d) Previously undeveloped but within a protective designation e.g. AGLV, SSSI, AONB (including: adjacent to, adjoining or nearby), or grade 1, 2 and 3a agricultural land (CV 10).

CRITERION 5 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING South East Cornwall is renowned for its natural landscape and countryside. Liskeard has a sharp urban/rural definition that adds to its attractiveness, and most of the surroundings can be described as 'greenfield', that is land used for agricultural purposes including crops and grazing, or deeply incised woodland valleys. Within the Northern boundary of Liskeard is an Area of Great Landscape Value, containing the remains of the World Heritage Liskeard and Caradon Railway, and further 'heritage landscape' can be found at Moorswater. Potential sites for development, using greenfield sites rich in biodiversity should be avoided where possible to avoid loss of habitat: thus development on previously-used 'brownfield' sites is preferable. Preserving and enhancing our landscape and natural environment is very important for the future vision of the area and therefore this criterion has a weighting of 10.

References:

NPPF Section 6. Delivering homes

51. Local planning authorities should identify, and bring back into residential use empty housing and buildings, in line with local housing and empty homes strategies

NPPF Section 11. Conserving and enhancing the natural environment

109. The planning system should contribute to and enhance the natural and local environment by: protecting and enhances valued landscapes, geological conservation interests and soils.

110. In preparing plans to meet development needs, the aim should be to minimise pollution and other adverse effects on the local and natural environment. Plans should allocate land with the least environmental or amenity value, where consistent with other policies in this Framework.

111. Planning policies and decisions should encourage the effective use of land by re-using land

that has been previously developed (brownfield land), provided that it is not of high environmental value. Local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land.

112. Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

Cornwall Local Plan, Policy 2 – Spatial Strategy:

.....Overall, development should seek to meet the following objectives of the plan for Cornwall:

1. Respecting and enhancing quality of place:

Proposals should maintain and respect the special character of Cornwall, recognising that all urban and rural landscapes, designated and undesignated are important by:

Ensuring that the design of development is high quality and demonstrates a cultural, physical and aesthetic understanding of its location;

Causing no significant adverse impact upon the biodiversity, beauty and diversity of landscape and seascape, character and setting of settlements, wealth of natural resources, agricultural, historic and recreational value of Cornwall;

Identifying the value and sensitivity of the character and importance of landscapes, environmental and historic assets and ensuring that they are protected, enhanced and conserved proportional to their value;

Protecting, conserving and enhancing the landscape character and the natural beauty of the AONB and undeveloped coast, and the outstanding universal value of the World Heritage Site.

Cornwall Local Plan, General Policies, Safeguarding Land

2.117 Land is a valuable resource. In providing for our needs we need to make best use of land, this must be achieved as efficiently as possible and where appropriate we need to safeguard it.

2.118 It will support our ability to respond to longer term global changes. It will also strengthen a range of objectives: the protection of our environment from flooding and through flood alleviation, the aim for self-sufficiency in energy and food and export markets, as well as the effective treatment of waste. The achievement of these objectives will in turn help to deliver economic objectives and benefits.

2.119 The Cornwall Local Plan seeks to deliver a sustainable balance of development, meeting our communities' needs and seeking to protect and enhance our environment. The plan led system provides the best way of achieving this objective as set out in Policy 3 of this Plan. The Plan and the Allocations Document and Neighbourhood Plans that follow will identify sufficient land to meet those needs locally but also seeks to ensure that proposals prioritise previously developed land.

2.120 The importance of the countryside (defined here as the area outside of the urban form of settlements) ranges from its value as agricultural land, for its landscape value, its biodiversity and historic character. The emerging Site Allocations Document for the main towns will consider the need for significant areas of greenfield land use to meet future needs against the provisions of Policy 22.

Policy 22: Best use of land and existing buildings

To ensure the best use of land, development proposals should give priority to:

- a. using previously developed land and buildings provided that they are not of high environmental or historic value; or
- b. using despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value; or
- c. the subdivision of properties, the reuse or conversion of existing vacant properties and increasing building density that will ensure an efficient use of land; and
- d. the safeguarding of Grade 1, 2 and 3a agricultural land for food production (and where reasonable alternatives for development can be identified, the safeguarding of grade 3b agricultural land); and
- e. the safeguarding of land, where it is identified to be functional flood storage, to make space for water at times of flood.

Policy 23 Natural environment:

Development proposals should sustain local distinctiveness and character and protect and enhance Cornwall's natural environment and assets according to their international, national and local significance through the following measures;

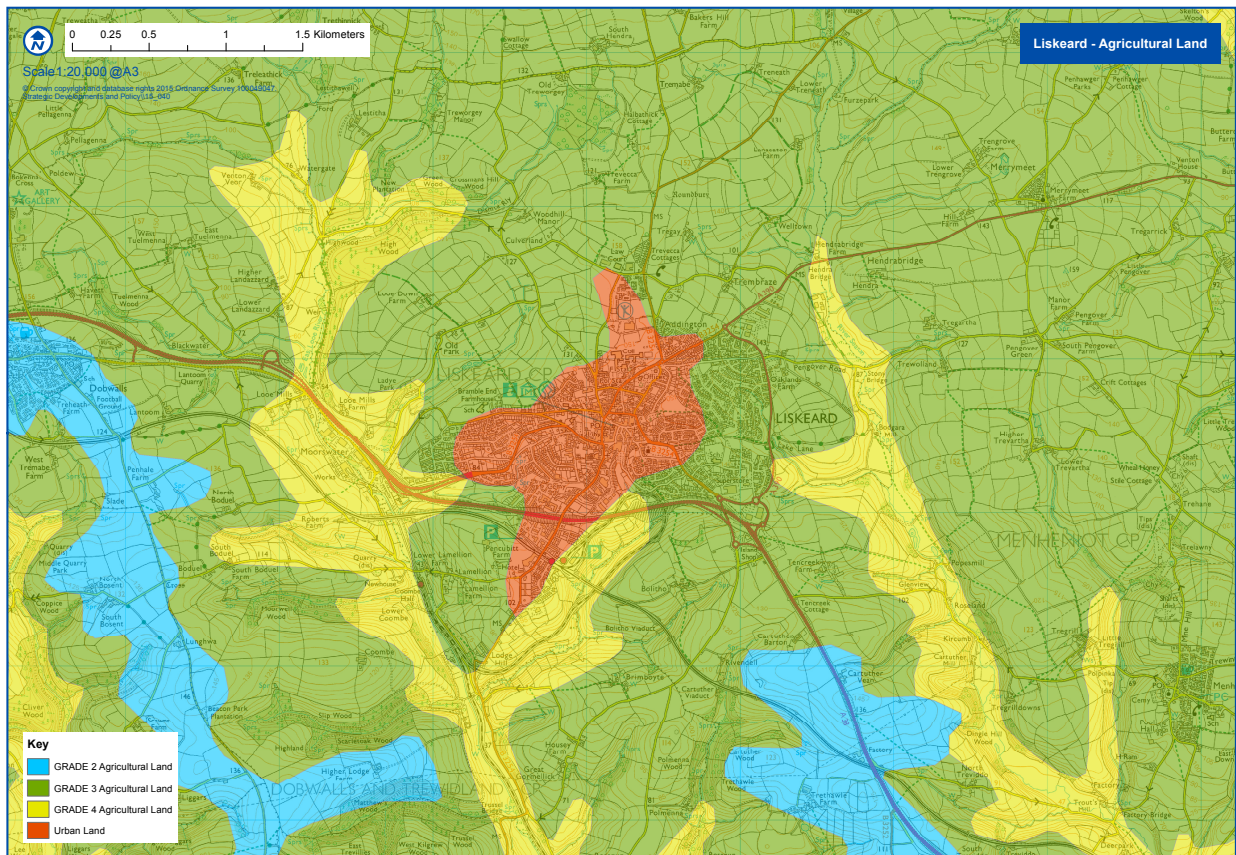
1. Cornish Landscapes

Development should be of an appropriate scale, mass and design that recognises and respects landscape character of both designated & un-designated landscapes. Development must take into account and respect the sensitivity and capacity of the landscape asset, considering cumulative impact and the wish to maintain dark skies and tranquillity in areas that are relatively undisturbed, using guidance from the Cornwall Landscape Character Assessment and supported by the

descriptions of Areas of Great Landscape Value.....

1. The Heritage Coast and Areas of Great Landscape Value

Development within the Heritage Coast and/or Areas of Great Landscape Value should maintain the character and distinctive landscape qualities of such areas



CRITERION 6. Topography – site choice on suitability for building works to ensure the most efficient & effective use of land; to be environmentally sustainable; to avoid the hazard of unstable land slippage. (CW 5)

a) Between 0 and 5 degrees (CV 1)

c) Over 15 degree slope or unstable. (CV 5)

b) Between 5 and 15 degrees slope. (CV 2)

d) Requires a great deal of landscaping or levelling. (CV 10)

CRITERION 6 EXPLANATION AND REFERENCES

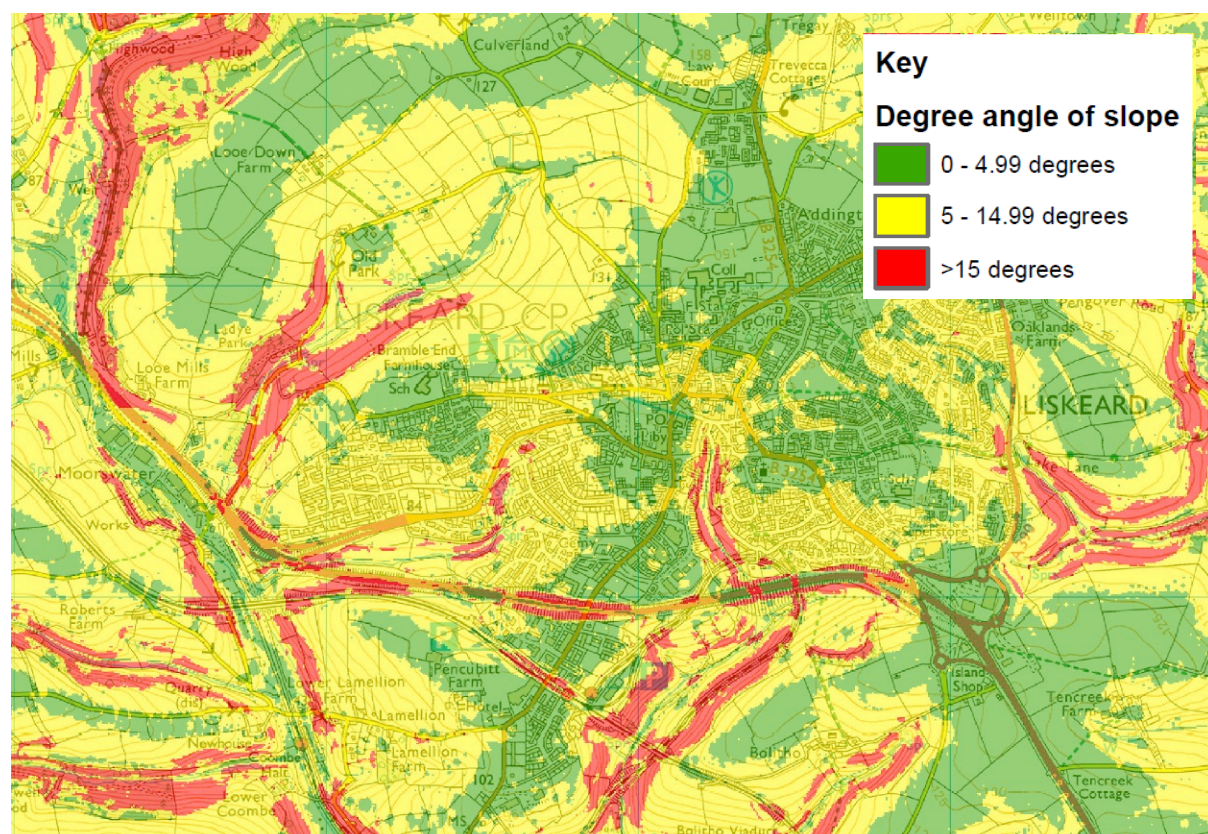
REASONING AND WEIGHTING Liskeard is located atop the SE Cornwall Plateau and many parts of the area are on sloping ground, mostly downwards to bordering river valleys. Some particular areas are very steep and others slope more gently. This means that some sites are less suitable for development and they would require very large earthworks in order to build on them. Additionally there could be an associated hazard from slippage of unstable land on a steep slope. There are buildings regulations and other requirements in place and together with the extra costs to develop such a site, we consider that mitigating the effect of slope is important and this criterion has a medium value of 5.

References:

NPPF Section 11. Conserving and enhancing the natural environment

121. Planning policies and decisions should also ensure that: the site is suitable for its new use taking account of ground conditions and land

instability, including from natural hazards or former activities such as mining, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation;



CRITERION 7. Ownership, Developer Interest and investigation/design - to be considered for feasibility of developing the site; Ownership means willingness of owners to dispose of site for

development. Developer interest refers to the degree of public declaration of interest in developing site. Investigation refers to the level of investigation carried out into the various aspects of development impact (eh Sustainability, Biodiversity, design and access, etc.) (CW5)

a) Owners keen to dispose, developer declared, and high level of investigatory works and design already carried out. (CV 1)

c) Owners keen to dispose, but no developer declared and little progress with site investigation and design. (CV 5)

b) Owners keen to dispose, developer declared, but little progress with site investigation and design. (CV 2)

d) No owner intention to dispose, no declared developer interest, no investigations etc. (CV 10)

CRITERION 7 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING. Sites identified for housing should be readily 'deliverable' and 'developable'. In addition to the suitability of physical characteristics of a site for development, measured by other criteria in this study, the degree to which the 'market' considers a site to be deliverable is also an important factor. Usually a site is considered available if:

- The site is controlled by a housing developer who has expressed an intention to develop, or;
- The land owner has expressed an intention to sell.
- There is confidence that there are no legal or ownership problems, such as multiple ownerships, ransom strips, tenancies or operational requirements of landowners.

A useful proxy for judging this is the attitude of the owners of the land, the degree of developer interest, and the extent to which the developer has committed funds to the development of site evaluation, assessment and design. (CW5).

References:

NPPF Section 6. Delivering a wide choice of high quality homes

To boost significantly the supply of housing, local planning authorities should....identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15

Planning Practice Guidance Para 047

To boost significantly the supply of housing, local planning authorities should:

- use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;
- identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer

of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;

- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;

Planning Practice Guidance Para 029

Assessing the suitability, availability and achievability (including the economic viability of a site) will provide the information as to whether a site can be considered deliverable, developable or not currently developable for housing. The definition of 'deliverability' and 'developability' in relation to housing supply is set out in footnote 11 and footnote 12 of the National Planning Policy Framework.

National Planning Policy Framework footnote 11 and footnote 12:

11. To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.

12. To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

CRITERION 8. Rights of way and Public Footpaths – to be considered for feasibility of developing the site. (CW 2)

a) No rights of way or Public Footpaths on or accessing the site that are apparent from a visual inspection, and from OS mapping. (CV 1)	c) Limited rights of way or Public Footpaths on or accessing the site require investigation and will involve some legal access issues being addressed. (CV 5)
b) Potential rights of way or Public Footpaths	d) Major rights of way or Public Footpaths on

on or accessing the site require investigation and may involve legal access issues being addressed. (CV 2)	or accessing the site require investigation and will involve some legal access issues being addressed. (CV 10)
CRITERION 9. Features that are difficult to re-site or remove - to be considered for feasibility of developing the site. Pylons and electrical power lines are considered very unlikely to be re-sited or removed. Telephone lines, telegraph poles, and street lamps are considered to be more feasible to re-site. Other features to be judged per site. (CW 2)	
a) There are no features which are likely to have to be re-sited or removed from the site. (CV 1)	c) There is a feature (or features) which may be feasible to re-site or remove from the site after further research. (CV 5)
b) There is a feature (or features) which is feasible to re-site or remove from the site. (CV 2)	d) There is a feature (or features) which is unlikely to be able to be re-sited or removed from the site. (CV 10)
CRITERION 10. Proximity to un-neighbourly features - to be considered for feasibility of developing the site and for promotion of healthy life-styles. An 'un-neighbourly feature' is an electricity pylon/line or electrical substation, or a source of industrial, highways or other pollution (e.g. chemical, air, noise or light resulting in nuisance or ill effects), major road, or railway. (CW 2)	
a) There are no unneighbourly features affecting this site. (CV 1)	c) The site is less than 100m from an unneighbourly feature. (CV 5)
b) The site is less than 300m from an unneighbourly feature. (CV 2)	d) The site is less than 50m from an unneighbourly feature. (CV 10)
CRITERIA 8, 9 & 10 EXPLANATION AND REFERENCES	
<p>REASONING AND WEIGHTING The issues raised in criteria 8, 9 and 10 are very similar in that these are about constraints which might affect the feasibility of developing a potential site.</p> <p>The Liskeard area is rural with fields and open land and as such has quite a few rights of way, which are very regularly used by local people. Whilst these are important it is likely that many could be incorporated into a development design.</p> <p>There are large and unneighbourly features in the area, such as large electric pylons with power cables running through them. Additionally, much of the electricity supply to the town is through</p>	

overhead wires and there are electricity sub stations located within the town. On looking at the location of sites with these constraints in mind, it was considered that sites with pylons and the like would prove prohibitively expensive for a developer to move and therefore unsustainable and unfeasible. Also if housing was built within the vicinity of pylons or some such feature, the likelihood is that they would be unattractive to house buyers as most people view pylons as eyesores.

Furthermore, the A38 is a busy road and a major source of noise, dust and possibly air pollution, whilst the Railway Main Line has frequent trains and is a source of noise and vibration

Such negative features would be mitigatable, however, and so a criterion rating of 2 has been given to these criteria.

References:

NPPF Section 8. Promoting healthy communities

75. Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.

NPPF Section 10. Meeting the challenge of climate change, flooding and coastal change

95. To support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions;

2. IMPACT

CRITERION 11. Impact upon archaeological sites - site choice should seek to protect, maintain and enhance the historic environment and archaeological assets. (CW 5)

a) No evidence known of archaeological features, groundworks or deposits. (CV 1)

c) Some evidence of archaeological features, groundworks or deposits. (CV 5)

b) Possibility of archaeological features, groundworks or deposits. (CV 2)

d) Strong evidence of archaeological features, groundworks or deposits. (CV 10)

CRITERION 12. Impact on rural setting and cherished views – in order to preserve the essential rural setting and cherished views out of Liskeard, development should not be in the path of a cherished view out of the town which is accessible by the public, and as defined in the Open Space and Leisure Report. Cherished views are from public viewpoints where the

view is part of the liminal and subliminal experience and characterization of people's experience of the town, and not from private sites. If it is in the path of a cherished view, then the development should avoid projecting beyond the natural hedgerow from the existing development boundary that frame the cherished view. (CW 10)

a) The site is not in the path of a View (CV 1)

c) The site projects into the next field beyond the next natural hedgerow from the existing development boundary. (CV 5)

b) The site projects only to the next natural hedgerow from the existing development boundary. (CV 2)

d) The site projects several fields beyond the natural hedgerow from the existing development boundary (CV 10)

CRITERION 13. Impact on the historic environment and heritage buildings of Liskeard and the adjacent area - negative impact to be avoided to preserve historic environment. (CW 5)

a) Enhances an historic / heritage area, or historic / heritage building(s) with a positive impact, e.g. improves derelict or run down site. (CV 1)

c) Some impact on an historic / heritage area or historic / heritage building(s). (CV 5)

b) No impact on an historic / heritage area, nor on historic / heritage building(s). (CV 2)

d) Major impact on an historic / heritage area or on historic / heritage building(s). (CV 10)

CRITERIA 11, 12 & 13 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING The Cornish landscape is stunning, diverse, unique and provides the setting for economic activity acting as a central factor in attracting business and tourism. Landscape is habitat of wildlife and a cultural record of society's use of the land. Most such areas are regarded as *special* in a national or county-wide perspective and protected by various designations, ranging from AONB to AGLV, based on widely recognised criteria.

Landscape near to towns are seen as more *ordinary*. However, views of it and across it play an important role in shaping our appreciation and understanding of our local environment, at both liminal and subliminal levels. The existence of particular and familiar views adds to peoples' enjoyment of places, their sense of local distinctiveness, and even their sense of belonging to a particular place and community. In this sense they are locally cherished. Whilst views can become cherished because of the presence of distinctive and important buildings and landscapes, they can also be cherished because they frame the setting for people's everyday existence within their community and family life, having value as the place where their life experiences occur. This 'attachment to the ordinary landscape' has

important implications for psychological and thereby to social well-being³ and must be therefore be seen as an essential element in sustainable development. It means that landscapes and views do not have to be *special* to justify protection.

Town and Country Planning and the legislative/policy framework with which it is delivered tends to emphasise the *special* in a national or county-wide perspective, and thus many *ordinary* landscapes tend to be disregarded in the assessment of development proposals. Neighbourhood Plans, rooted to community self-determination and localism, provide the opportunity to redress this imbalance as part of their task in delivering sustainable developments

The Open Spaces and Leisure Report identifies such views.

Land to the north and west of the town provides an excellent and attractive view across a pleasant tributary valley of the Looe Valley River character area, on to the rising ground of the south East Cornwall Plateau, and the distant Bodmin Moor, which is much valued by townsfolk. The abrupt change from urban to un-spoilt countryside is one of the town's best features, playing a major part in creating the sense of place for the town. To the north and west there are views into the World Heritage Site Liskeard & Caradon railway track-bed, the historic railway viaduct, the AGLV, and Ladye Park/Old Park valley with its associated ducal deer park. There are also a number of listed buildings surrounding the town, and others that may appear on local listings, the setting of which should be respected. Lastly within this group of criteria is archaeology which is of importance due to the long history of the area, and its relevance is reflected by a medium criterion scoring value of 5 (Criterion 10). Together these factors help to maintain and strengthen local distinctiveness and sense of place.

Elsewhere Historic Parks and Gardens and Scheduled Ancient Monuments would be of relevance.

References:

NPPF Section 12. Conserving and enhancing the historic environment

126. Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and

³ Much interest in so-called 'place attachment' has been shown in the fields of psychology and sociology. 'Attachment to the Ordinary Landscape' by Robert B. Riley in 'Place Attachment' a reader in the subject by Irwin Altman, Setha M. Low, which can be found on Google Books, provides a useful overview.

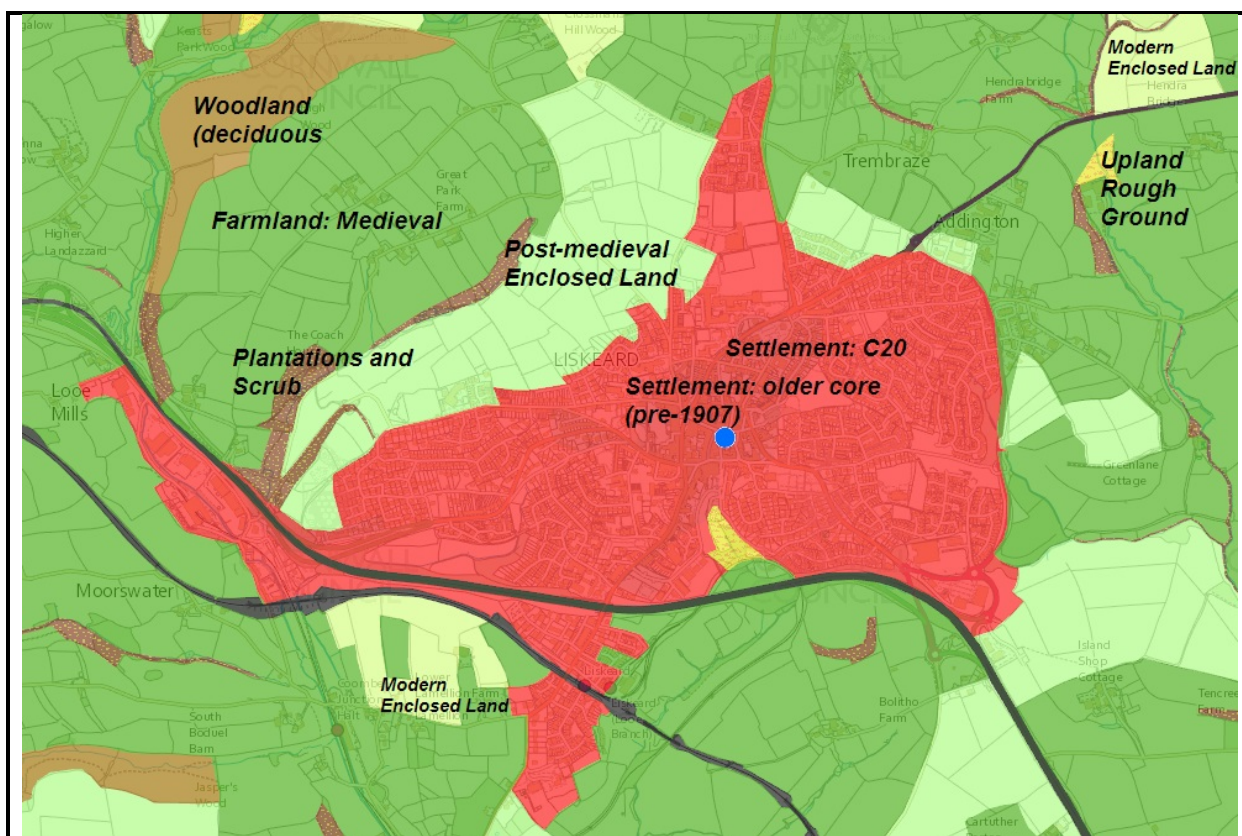
- putting them to viable uses consistent with their conservation;
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place.

Cornwall Landscape Character Assessment

CORNWALL LANDSCAPE CHARACTER BEST PRACTICE GUIDANCE 4.1.6 & 7

The attractiveness of an area will generate a strong pressure for development. This includes new houses, conversion or extensions to dwellings and leisure developments. Meeting the need for new development provides an opportunity to achieve good quality sustainable development. Communities, developers and the planning authority need to work together to ensure that development is in the right place and looks after the landscape for everyone's benefit now and in the future. Development should improve the relationship between settlement and the surrounding landscape.

There are many opportunities for the enhancement or restoration of elements or features in landscapes which have not been adequately managed over time. There may be opportunities for example, to reinstate Cornish hedges with stone detailing to match the local style, plant new trees or provide new or renovated nature conservation features such as ponds where appropriate. By looking after these relatively small features, development will be contributing positively to the overall character of the area.



Historic landscape character areas around Liskeard.

CRITERION 14. Impact on landscape setting, natural features and the rural (natural and man-made) landscape - site choice should (i) ensure protection and enhancement of natural features and sites of specific local importance (e.g. AGLV); (ii) avoid irreversible losses and protect and enhance the quality of rural and urban landscapes.

"Natural features" means significant trees and tree-lines (with or without Tree Preservation Orders), fields, deciduous woodlands, Cornish hedgerows, deep lanes, ponds and ditches, water courses, meanders and other riparian features, as well as green corridors and officially designated trails. (CW 10)

a) No impact on surrounding natural features and landscape. (CV 1)

c) Considerable impact on surrounding natural features and landscape. (CV 5)

b) Small impact on surrounding natural features and landscape. (CV 2)

d) Very considerable impact on surrounding natural features and landscape. (CV 10)

CRITERION 14 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING

The Cornish landscape is stunning, diverse, unique and provides the setting for economic

activity acting as a central factor in attracting business and tourism. It is also a vitally important part of people's lives, contributing to their sense of identity and well-being, and bringing enjoyment and inspiration. Landscape is habitat of wildlife and a cultural record of society's use of the land.

Liskeard is located in an area of open sloping plateau extending south of Bodmin Moor to the coast and intersected by some of the main river valleys of south-east Cornwall. Its distinctive natural features that characterize the Liskeard area include the pattern of low irregular Cornish hedges, traditional deep lanes, and tree cover on boundaries, and around farmyards. The river valley system of the East Looe River to the west of the town, and the River Seaton to the east feature mixed deciduous woodland (some Ancient) leading down to the steep sided tight valley system which are intimate, remote, small scale and secret, crossed by narrow lanes enclosed by tall Cornish hedges, dense with flowering vegetation. Too great a loss of these natural features would harm the setting of the town and detract from its local distinctiveness, as well as affecting the health and well-being of local people who benefit from the ability to access the tranquility and amenity value of many of these areas.

The Open Spaces and Leisure report identifies and recommends the protection of important areas around the town which form a green foreground or background which is important to the character of Liskeard's setting, or provide areas of rural tranquility which surround or penetrate the built-up area of Liskeard and helps to maintain the relationship between the town and surrounding countryside.

References:

NPPF Section 11. Conserving and enhancing the natural environment

109. The planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes, geological conservation interests and soils;

115. Great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.

116. Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest. Consideration of such applications should include an assessment of:

- the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local

economy;

- the cost of, and scope for, developing elsewhere outside the designated area, or meeting the need for it in some other way; and
- any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.

123. planning policies and decisions should aim to identify and protect areas of tranquility, which have remained relatively undisturbed by noise, and prized for their recreational and amenity value for this reason.

Cornwall Local Plan Policy 23: Natural environment

Development proposals will need to should sustain local distinctiveness and character and protect and enhance Cornwall's natural environment and assets according to their international, national and local significance through the following measures;

1. Cornish Landscapes

Development should be of an appropriate scale, mass and design which that recognises and respects landscape character of both designated & un-designated landscapes.

Development must take into account and respect the sensitivity and capacity of the landscape asset, considering cumulative impact and the wish to maintain dark skies and tranquility in areas that are relatively undisturbed, using guidance from the Cornwall Landscape Character Assessment and supported by the descriptions of Areas of Great Landscape Value.....

Cornwall Landscape Character Assessment

CORNWALL LANDSCAPE CHARACTER BEST PRACTICE GUIDANCE 4.1.6 & 7

The attractiveness of an area will generate a strong pressure for development. This includes new houses, conversion or extensions to dwellings and leisure developments. Meeting the need for new development provides an opportunity to achieve good quality sustainable development. Communities, developers and the planning authority need to work together to ensure that development is in the right place and looks after the landscape for everyone's benefit now and in the future. Development should improve the relationship between settlement and the surrounding landscape.

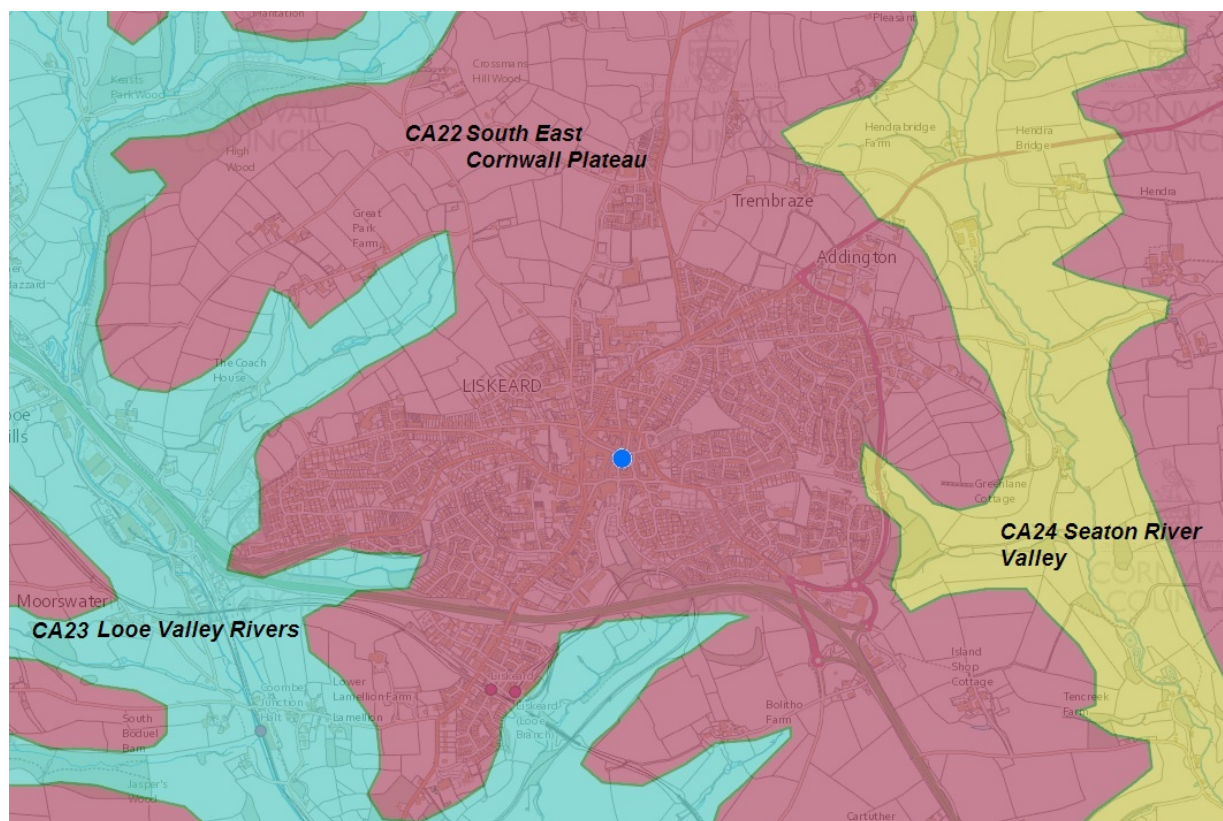
There are many opportunities for the enhancement or restoration of elements or features in landscapes which have not been adequately managed over time. There may be opportunities for example, to reinstate Cornish hedges with stone detailing to match the local style, plant new trees or provide new or renovated nature conservation features such as ponds where appropriate. By looking after these relatively small features, development will be contributing positively to the overall character of the area.

Detailed assessments of the value of various features relevant to Liskeard are given in

Landscape Character Assessments LCA 22, 23 and 24.

Judging Landscape Capacity - A Development Management Toolkit Cornwall Council 2014

This document provides a framework for making planning application decisions relating to specific development proposals, to identify the landscape's sensitivity to the proposed change, the value of the landscape within which the development is proposed, and whether the landscape has the capacity to accept the change without adverse impact. Whilst aimed primarily at the development management process, its criteria based approach is helpful for the Neighbourhood Plan task.



Landscape character areas around Liskeard.

CRITERION 15. Flood Risk: ground water saturation and surface water drainage – avoidance of flood risk on sites in order to protect people and property from the risk of flooding. (CW 5)

a) Outside Critical Drainage Area. (CV 1)

b) Within Critical Drainage Area (CV 5)

CRITERION 16. Flood risk fluvial – avoidance of flood risk on site and adjoining areas in order

to protect people and property from the risk of flooding from rivers. (CW 10)

a) No risk. (CV 1)

c) Flood zone 2 (medium risk between 1000 to 1 and 100 to 1). (CV 5)

b) Flood zone 1 (low risk, less than 1000 to 1 chance per annum). (CV 2)

d) Flood zone 3 (high risk 100 to 1 or greater). (CV 10)

CRITERIA 15 & 16 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING Poorly draining surface water causes many residents' gardens and even dwellings, community buildings and business properties to flood.

Downstream flooding is an important issue in our Neighbourhood Plan as many places within and beyond the Plan area ~~the~~ flood on a regular basis. Much of the later 20th and 21st century development in Liskeard has been on the north and east of the town and drains into the River Seaton, and new development could have long term impacts on fluvial flooding conditions in Menheniot Parish and beyond. Similarly, new development to the north and west drains into the East Looe River and could also have local and downstream consequences.

Whilst surface water drainage issues are significant they are mitigatable by developers through the building of containment tanks. The effect is mitigatable and the criterion has a value of 5.

References:

NPPF Section 10. Meeting the challenge of climate change, flooding and coastal change

100. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by applying the Sequential Test; if necessary, applying the Exception Test;

- safeguarding land from development that is required for current and future flood management;
- using opportunities offered by new development to reduce the causes and

impacts of flooding; and

- where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations. 101. The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.

- ***Cornwall Local Plan, General Policies, Policy 22: Best use of land and existing buildings***

.....e. the safeguarding of land, where it is identified to be functional flood storage, to make space for water at times of flood.

- ***Cornwall Council Critical Drainage Areas - Drainage Standards Guidance***

Critical Drainage Areas for Liskeard North and Moorswater (Environment Agency Critical drainage and Flood risk maps)

CRITERION 17. Biodiversity and ecology - site choice should ensure protection and enhancement of all biodiversity features where possible and avoid irreversible losses. (CW 5)

a) Very little or no plant life, animal life, bird life or insect life of significance on this site. (CV 1)

c) Plant life, animal life, bird life or insect life of medium significance on this site. (CV 5)

b) Some plant life, animal life, bird life or insect life of minor significance on this site. (CV 2)

d) Plant life, animal life, bird life or insect life of major significance on this site. (CV 10)

CRITERION 17 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING There are overriding and clear cut planning policies or designations which might prohibit or restrict development on sites e.g. International, European or national environmental designations (incl. SPAs, SAC, RAMSAR, RIGs, SSSIs, SNCIs) or local nature reserves.. This criteria has a medium value of 5.

References:

NPPF Section 11. Conserving and enhancing the natural environment

117. To minimise impacts on biodiversity and geodiversity, planning policies should:

- plan for biodiversity at a landscape-scale across local authority boundaries;
- identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation;
- promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national & local targets, & identify suitable indicators for monitoring biodiversity in the plan;
- aim to prevent harm to geological conservation interests; and
- where Nature Improvement Areas are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.

3. PREVIOUS ASSESSMENT

CRITERION 18. Relation to Liskeard Urban Extension Assessment - site is within a 'cell' preferred in the Liskeard UEA (CW 5)

a) Site entirely within a preferred cell. (CV 1)

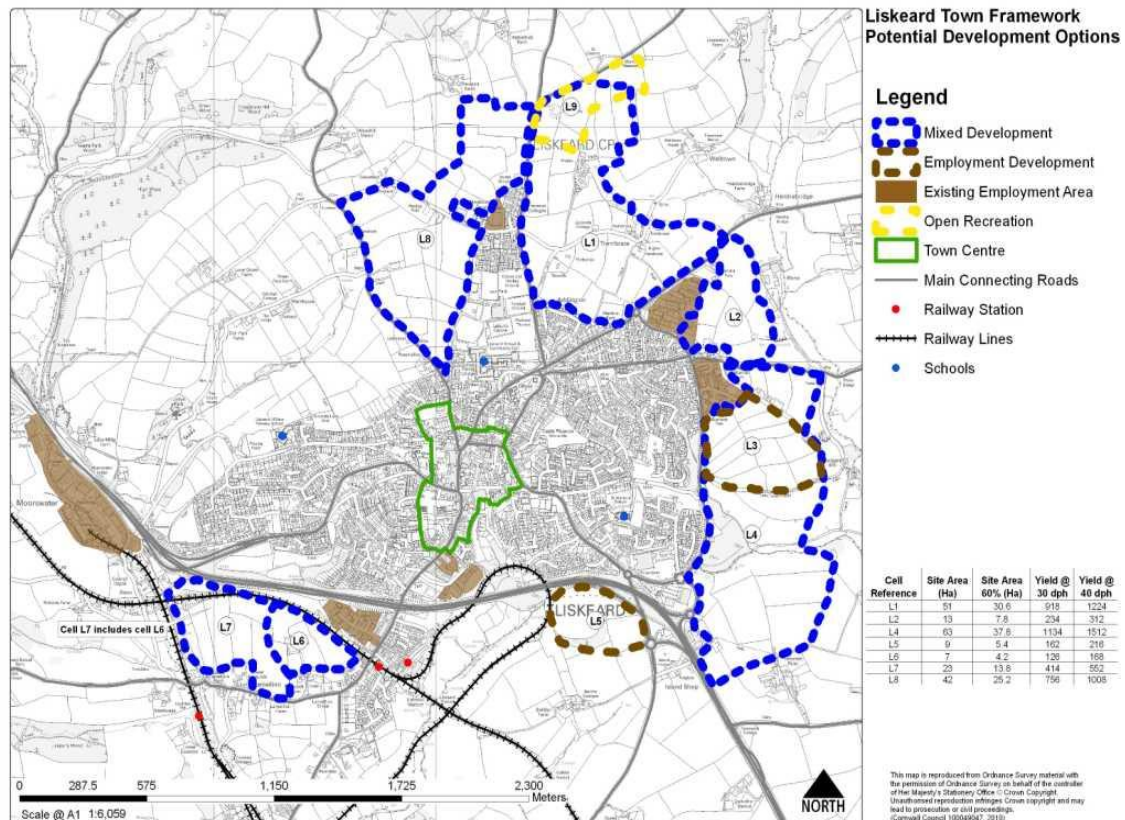
c) Less than 50% of site within a preferred cell (CV 5)

b) More than 50% of site within a preferred cell (CV 2)

d) Site entirely outside a preferred cell. (CV 10)

CRITERION 18 EXPLANATION AND REFERENCES

REASONING AND WEIGHTING The Town Frameworks Urban Extension Assessment used a range of criteria to identify potential development options. This criteria has a medium value of 5.



References:

Liskeard Town Framework Urban Extension Assessment Updated August 2012 (DRAFT)

CRITERION WEIGHTINGS

CW REF	Aspect/Measure	CW Score
<i>LOCATION</i>		
1	Location relative to local amenities	20
<i>ACCESS</i>		
2a	Access by public transport	10
2b	Access by bicycle	5
3	Access by pedestrians	5
<i>DELIVERABILITY</i>		
4	Road and infrastructure access	2
5	Safeguarding Good Land	10
6	Topography	5
7	Ownership and developer interest	5
8	Rights of way	2
9	Features difficult to re-site or remove	2
10	Proximity to unneighbourly features	2
<i>IMPACT</i>		
11	On archaeological sites	5
12	On cherished views and rural (natural and man-made) landscape setting	10
13	On historic environment/buildings	5
14	On landscape settings, views and natural features	10
15	Flood risk ground water saturation	5

16	Flood risk fluvial	10
17	Biodiversity and ecology	5
<i>PREVIOUS ASSESSMENT</i>		
18	Relation to Liskeard Urban Extension Assessment	5

