

Infrastructure is the basic physical and organisational facilities needed for a community to function and grow.. The capacity, quality and accessibility of services and facilities are all critical factors in ensuring that people can enjoy living, working and visiting our town.

## Infrastructure Requirements to Enable Growth

Liskeard Neighbourhood Plan



Liskeard Neighbourhood Plan Steering Group

# **Liskeard Neighbourhood Plan**

## **Infrastructure to Enable Growth**

Infrastructure is the basic physical and organisational facilities needed for a community to function and grow. When planning for the long-term growth of Liskeard, it is vital that new development is supported by the necessary infrastructure, and that existing inadequacies are resolved. The capacity, quality and accessibility of services and facilities are all critical factors in ensuring that people can enjoy living, working and visiting our town.

This report notes the infrastructure needs estimated to meet the requirements of the Cornwall Local Plan (as at July 2016) i.e. the needs of the new population generated by 1400 additional dwellings and the traffic/drainage requirements of up to 17.55 ha of employment land. It also notes where infrastructure is already inadequate and proposes improvements where possible.

In assessing the infrastructure need, reference has been made to:

- Cornwall Infrastructure Needs Assessment – Liskeard & Looe Schedule
- Cornwall Community Infrastructure Levy webpages
- Planning Future Cornwall – Infrastructure Planning: Town Framework Evidence Base 2012
- Cornwall Local Plan Open Space Strategy for Larger Towns 2014

### **Education**

**Primary** – There are currently 2 primary schools within the Liskeard Neighbourhood Plan Area (Liskeard Hillfort Primary and St Martin's CE Primary) which can cater for approximately 735 pupils, but which had only 653 on-roll in January 2016, a surplus of 82 places.

**Table 1: School Capacity at January 2016<sup>1</sup>**

<b>School Name</b>	<b>Capacity</b>	<b>On-Roll (Jan 2016)</b>	<b>Surplus/Deficit</b>
<b>PRIMARY</b>			
Hillfort Primary	420	349	+71
St Martins CofE	315	304	+11
TOTALS	735	653	+ 82
<b>SECONDARY</b>			
Liskeard School and	1,607	929	678

<sup>1</sup> Dept of Education, EduBase2, January 2016

Some parents/guardians have made arrangements to place their children in the smaller primary schools in the villages surrounding Liskeard.

It is anticipated that proposed housing growth will generate the demand for approximately 156 additional primary school age children (i.e. 1 primary age pupil per 9 new dwellings) leading to a deficit of 74 places by 2030. It is expected that this additional demand will be catered for through the expansion of the towns' existing schools or a new primary school. In relation to the latter, Cornwall Council has safeguarded a Council owned site at Callington Road for provision of a new 7 class (1 Form Entry) primary school, which is protected under Caradon Local Plan policy Lisk 7. That policy will be carried forward into the new Cornwall Local Plan and is restated for clarity in the Liskeard Neighbourhood Plan. This growth is estimated as costing c£4m and is currently unfunded, although it is expected that S106 funding from housing development will make a contribution. Such contributions have been included in agreements for recent new developments in and around the town.

**Secondary** – There is one secondary school within the area, which has the capacity to accommodate 1,607 students, and is currently operating significantly below this with a school roll of 929, a surplus of 678 places.

As a result of Liskeard's growth over the Plan period, it is anticipated that the school will have to cater for approximately 156 additional students, plus additional students generated by growth in the villages within the School's Designated Area, which include Menheniot, Merrymeet, Tremar, St Cleer, Darite, Common Moor, St Neot, Dobwalls, the Taphouses, St Pinnock and St Keyne. Sixth Form students are accepted from a wider area. It is estimated that growth within the Liskeard area and surrounding villages can be accommodated by Liskeard School.

As at July 2016, developer contributions for education are £2,736 per dwelling. It should be noted that whilst schools are in 'special measures', expansion is not permitted. None of Liskeard's schools are currently in 'special measures'.

**Specialist & Safeguarding** - this encompasses special education needs, social work and family support. In the early infrastructure assessment carried out by Cornwall Council, needs were identified in the South East of Cornwall (Liskeard & Looe and the Cornwall gateway Community Network Areas) for:

- A Short Stay School – which has now been provisioned through the Acorn Alternative Provision Academy (also known as the Caradon Pupil Referral Unit) located on West Street, which has a pupil population of mixed sex placements for those young people who

have been permanently excluded or are on intervention programmes between Key Stage 1 – Key Stage 4 from locations across the South east Cornwall area

- A Childrens Centre (under Sure Start initiative) – which has been provisioned at the Liskeard and Looe Children's Centre hosted by the Liskerrett Centre on Varley Lane. The centre is designed for children under five and their families to receive high quality integrated services and information within their communities, including:
  - Access to health and parenting support services
  - Information about training and employment
  - Access to play activities and childcare
  - A base for childminder networks
  - Support for children and parents/carers with additional needs
  - Community meeting rooms
  - Crèche facilities
  - Access to toy libraries
- Liskeard Child Development Centre - a specialist assessment nursery for preschool children experiencing significant difficulties with aspects of their development running both in-reach and out-reach sessions for up to 12 children supported by a multi-disciplinary team of professionals. Located at St Martin's School.

## **Disability Services**

The Echo Centre on Barras Place is a purpose built multi-function Day Resource Centre for people with physical disabilities, supported by funding from Cornwall Council and the charity 'Echo Cornwall'. Serving a wide catchment, it's aim is to assist people in maximising their quality of life through the provision of activities, assistance in rehabilitation and reintegration into the community where possible. Echo also supports people with long term disability to enjoy life to the full.

Morley Tamblyn Lodge, on Lodge Hill, is a base for a range of activities tailored to the needs of people with learning disabilities from south-east Cornwall.

The Cornwall Council infrastructure studies refer to a need for play facilities for disabled children which appears to be unmet<sup>2</sup>. A project to identify an appropriate site, secure permissions and funding, implement and maintain such a facility is recommended.

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<sup>2</sup> See Liskeard Neighbourhood Plan Green Spaces WG Report, pages 14 and 31

The East Cornwall Short Break Centre for provides short break support for up to six children/young people who have disability and complex needs, at Number One, Charter Way. Demand for these services is likely to grow in the Neighbourhood Plan period, and support for the expansion of Number One is justified.

## **Emergency Services**

**Police** – Although Liskeard Police Station continues to act as the Police hub for south east Cornwall, the Devon & Cornwall Police Strategic Spending Review has led to reductions in Police Officer and PCSO numbers. This may be anticipated to continue as crime figures fall.

The Police Station is an older building which is unfit for use beyond the short term. It is hoped that it will be replaced, either as part of a new tri-service hub (see below), or as a stand-alone new-build by Devon & Cornwall Police, the latter depending on a current operational review of Police bases due to report in late 2016.

**Ambulance** – Liskeard has a South West Ambulance Service station. The buildings are of similar age as the Police Station, but appear to be in better condition.

**Fire & Rescue** – Liskeard Community Fire Station is an 'on-call' fire station staffed by 'on call firefighters', and is the base for two appliances which cover the town and a wider surrounding area. In 2015/16 the Fire Station dealt with 79 fire and 70 special service incidents in its area.

A joint Fire, Police and Ambulance blue light facility is being considered at Liskeard to improve cross-service integration and deliver efficiencies. This project is unlikely to receive One Public Estate grant funding and therefore alternative proposals are currently under consideration, according to the Office of the Police and Crime Commissioner for Devon and Cornwall in July 2016. It will not have a Police front office for public use.

## **Utilities**

**Waste Water Treatment** – New development must drain through the town centre to Lodge Hill works. The network linking to the treatment works has capacity (subject to note below on surface water drainage), and SWW state that there is room for expansion of the works to meet the demand of the planned growth. Any localised reinforcement work that might be required would be payable by the developer.

**Foul Drainage** - SWW completed a scheme in 2014 to replace over 2,510 metres of sewers at Bodgara Way, Killigrew Road, Dungarth Road, Dungarth Green, Pendragon Road, Spurway Road, Poldue Road and Lake Lane.

**Surface Water Drainage** - Liskeard has areas that are identified as drainage catchment areas, which can impact on surface water flooding. New development should make use of Sustainable urban drainage systems (SUDS), so that fluvial water is returned to the watercourse in a controlled manner. This will help ensure development does not exacerbate flooding issues, whilst in some instances reduce the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system.

In 2015 a major investment designed to reduce the number of discharges into the sea at Looe Bay from the sewerage network during extremely wet weather was completed to the east and south of the town. This involved the installation of a 1,040 cubic metre underground storm water storage tank in the Lower Sungirt long stay car park and a 300 cubic metre underground storm water storage tank on land adjacent to the A38 off New Road.

Some areas are also prone to fluvial flooding. Whilst no strategic improvements are considered necessary, local improvements funded by developers may be appropriate.

**Water Supply** - Residents in the Liskeard area fall under the Colliford Strategic Supply Area, which also includes Siblyback Reservoir, and the recently completed Park Lake reservoir serviced through the St Cleer Water Treatment Works. These works are also supplied from the River Fowey via Trekeivesteps intake, and supplies Looe, Torpoint and Saltash.

In March 2014 South West Water gave a presentation to Liskeard Town Forum about clean water supplies for Liskeard, in which it was confirmed that they have reserve supplies as part of a 25 yr plan which includes monitoring future demand to include population growth and climate change, such that the proposed levels of growth are able to be accommodated within existing clean water supply systems.

## **Energy**

**Gas** - Properties in Liskeard have access to a mains gas supply network. Information is currently unavailable on how the proposed levels of growth will impact on gas supply, although it is anticipated that provision will be extended to new development areas on a commercial basis.

**Electricity** - One 11kV/33kV electricity sub-station is currently located at Liskeard, and this is connected via a 33kV line to the 33kV/132kV substation at St Germans which links via a 132kV/275kV line to the substation at Landulph which is on the main 275kV/400kV circuit. Developers will pay to connect to domestic distribution circuits as required.

## **Healthcare**

**GP Surgeries** - Liskeard currently has 2 GP surgeries, (the Oaktree Surgery at Clemo Road and Rosedean House Surgery at Dean Street in the town centre). These 2 practices cover a large rural area in south east Cornwall from Sandplace to the south, Warleggan to the west, Upton Cross to the north and Quethiock to the east.

Oaktree Surgery is in modern and generous purpose-built premises adjacent to the Community Hospital, on the north of Clemo Road at the edge of the town, with very good road links. It is highly accessible by car and bus from its wide catchment, and by footpath from large areas of modern housing development.

Rosedean House is also purpose built, by Henry Rice the local architect, for Dr Hingston in 1864. It's town centre location gives accessibility to the older parts of Liskeard, where the numbers of people without access to cars is greatest. Being an older surgery in a Victorian building, additional parking provision, better access (possibly though dedicated spaces and path routes in the adjacent Cattle Market car park) and room to accommodate modern facilities may be beneficial.

The inclusion of contributions from s106 funding to support GP practice development may be appropriate.

During the plan period, the proposed growth will generate the need for approximately 1 additional FTE GP (i.e. approximately 1 doctor per 1800 people – national standard). The current planning application for Tencreek includes space provision for an additional surgery if required.

**Dental** – There are currently three Dentistry practices in the town. Liskeard Dental Care on Charter Way is an NHS practice, whilst Windsor Place Surgery, now part of a national group called Oasis, does NHS work alongside an extensive private practice. The Smile Centre, on Church Street, is entirely private.

According to Healthwatch Cornwall, in early 2016 NHS England response indicated that 12 patients were on the NHS dentistry waiting list in Liskeard, but that this seemed to be at odds with Healthwatch Cornwall's

survey which showed 56% of the 664 people who responded, including from these four areas in the east of the county, said yes to the question, “would you like to be registered with an NHS dentist?”<sup>3</sup> This was taken to indicate that there is a gap in the information available to the public about both the availability of and how to access NHS dental services, that unused NHS capacity could be better targeted, and that capacity could be extended by longer opening hours. Currently one of the Liskeard practices is running a pilot of extended opening hours.

**Community Hospital** – The Liskeard Community Hospital, run by Plymouth NHS Trust, provides Minor Injury Unit (Run by Peninsula Health Trust) facilities daily from 08.00 to 22.00, and an X-ray unit open Monday to Saturday between 09.00 and 17.00, and inpatient care in two small wards. It also provides a range of outpatient clinics supported by Plymouth NHS Trust which reduces the need to travel for consultations and simple procedures. The Hospital was new built in 2004 and has excellent facilities which can accommodate the population growth envisaged.

The Health and Care system is looking at new ways of delivering care, with an aim to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. Liskeard is in the East Cornwall GP Locality which is looking at a number of initiatives for the future, including:

- an acute care at home service where nurses are able to offer a range of more specialist treatments to allow patients to remain in their own homes either to prevent an admission to hospital or to allow earlier discharge back home.
- the Living Well approach and building teams of practitioners that will wrap around the people most in need of support, providing more proactive and coordinated care.

## **Transportation**

Liskeard is located on one of the two main trunk roads linking Cornwall to the rest of the UK, and the County Strategic Freight Network. The key access points to the town are the east and west A38 junctions, and the A390 to the north.

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<sup>3</sup> <http://www.healthwatchcornwall.co.uk/news/dentistry-changes-due-to-recommendations/>



Liskeard has a mainline station providing a direct connection to London and Penzance, with a branch-line service to Looe, and a local bus network which links directly with National coach services further afield.

A Transport Strategy has been developed which sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall*. This is based on a study of how the highway network within Liskeard is predicted to operate by 2030 (the end date of the Neighborhood Plan) carried out on behalf of Cornwall Council by Parsons Brinkerhoff<sup>4</sup>.

Known constraints prior to the study had led to the following highway improvement schemes being committed:

**Table 2: Committed highway improvement schemes prior to Transport Study**

Castle Street Shuttle working system (Completed)
New egress from Golden Bank roundabout
A38 Island Shop south-west roundabout improvement to alleviate queuing back onto the westbound A38
Link road parallel to St Cleer Road as part of Addington development.

The study found that south-east roundabout at the A38 eastern junction is substandard and there is a risk of queuing back onto the westbound A38. As a result, this represents the main highway improvement project for the town. Otherwise the study did not predict any future capacity issue with the junction.

In addition to the highway infrastructure improvements, the delivery of complementary sustainable transport measures also plays a vital role in managing the network. These improvements include creating a comprehensive cycle and pedestrian network.

Improvements to bus services, stops and passenger information will help facilitate both internal trips and external trips to key towns such as Plymouth and allow residents and visitors to access cheaper forms of travel to the private car.

The key transport improvements are listed below in Table 3.

**Table 3: Liskeard Transport Strategy Measures**

<i>Highway Improvements</i>	Addington Link Road, Liskeard- To improve traffic flow and enable housing
	Castle Street Shuttle working system (Completed)
	New egress from Golden Bank roundabout
	Island Shop Junction Phase 1 (SW Roundabout),

<sup>4</sup> Cornwall Towns Models, Liskeard. Technical Note 15 – Issue 6 August 2013

	<p>Liskeard</p> <p>Island Shop Phase 2 junction improvement (SE Roundabout slip road widening) In Transport 2012-17 funding programme</p> <p>Liskeard Traffic Management Measures to be determined, will be a number of small improvements around the town</p> <p>Pengover Road/Charter Way, lift one way restriction</p>
<i>Bus Improvements</i>	<p>The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, vehicles, infrastructure, information, ticketing and branding that will significantly improve the offering to both existing passengers and non-users, increasing the appeal of public transport to drive up patronage on bus and rail and make the network more financially viable. Some of these interventions will be trialled in the Falmouth/Helston area ahead of a wider roll-out.</p>
<i>Rail Improvements</i>	<p>Half hourly service between Penzance and Exeter and hourly between Penzance and Paddington, calling at Liskeard Also a daily sleeper service through to Paddington.</p> <p>Upgrading in 2018 to half-hourly service throughout Cornwall and beyond, to link with an integrated, county-wide bus service.</p> <p>Hourly service between Liskeard and Looe upgrading to two coaches throughout the year.</p>
<i>Walking &amp; Cycle Facilities</i>	<p><b>Liskeard Town Wide Walking and Cycling Network</b> - A number of routes have been identified for improvements such as designated cycle lanes and pedestrian crossings, linking residential areas with key destinations, such as the town centres, schools and some of the main employment centres. A full feasibility study will be carried out to identify key routes and improvements</p>

Whilst the measures set out above represent strategic infrastructure to accommodate the targeted growth, developers of significant schemes will still be expected to assess the impacts of their proposal on the network as part of their planning application. As part of these more detailed assessments, it might be necessary to identify additional site specific

improvements that may be required in addition to the schemes highlighted

Certain other schemes that have been mooted were found not to be necessary or appropriate<sup>5 6</sup>

Generally, transport models require a refresh every five years in order to remain valid. In a number of towns the Local Plan allocation numbers have risen or decreased significantly since baseline modelling was undertaken. The Town Strategy models are currently being updated based on recent data and current housing and employment growth figures. The update of the models will also take into account strategy improvements delivered within the 2010 – 2015 period.

The updated model and transport strategy is due to be completed by November 2017, as part of this further strategy improvements will be identified and incorporated where necessary.

## **Green Infrastructure**

**Landscape and Biodiversity** In delivering the main principles of quality, quantity and accessibility to Liskeards network of green assets, careful and appropriate consideration should be given to maintaining, enhancing and protecting our sites of ecological value and opportunities for supporting biodiversity within the town and its surroundings.

Key sites that provide green corridors and a rich habitat, that are also accessible, include Lanchard valley, Sungirt woods, Lake lane, Looe and Seaton river valleys, Ladye Park valley, the designated Caradon Trail, and within the Northern boundary the Area of Great Landscape Value which includes ancient woodland and the World Heritage Site Caradon railway track-bed. Full details of existing and potential new footpaths, quiet lanes/green corridors, and enhanced connectivity, which provide linkage between the urban area and surrounding countryside, are outlined in text and map-form within the Open Space and Leisure report.

### **Green Links**

In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, the improved network will provide an important recreational resource,

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<sup>5</sup> Previous aspirations for an all-ways improvement to the western A38 junction were investigated by Cornwall Council in 2012 with the conclusion that such a scheme was not feasible due to cost, topographical and environmental constraints. Also no junction capacity issues were identified for the western junction in the later 2013 study.

<sup>6</sup> Detailed studies in the 2013 study showed that the B3254/Pound Street and the B3254/Barras Place junctions would function within or below capacity at 2030

whilst also supporting the Framework's objective of promoting the historic character of the area, through the linking a number of Liskeard's historic assets.

### **Sustainable Urban Drainage**

Due to local topography and drainage catchment areas surrounding the town and the potential for wider impacts of surface water runoff and flooding, developments need to address the drainage of land and developments in a sustainable manner that will not adversely impact adjacent areas. Sustainable Urban Drainage Systems (SUDS) should be used to address on site issues and reduce the potential of flooding off-site.

### **Public Open Space**

In 2014 Cornwall Council adopted the Open Space Strategy for Larger Towns in Cornwall as interim planning guidance pending adoption of the Cornwall Local Plan, when it will follow the process to become a Supplementary Planning Document.

The Liskeard Neighbourhood Plan Green Space Working Group noted that this strategy incorrectly identified some open space as fully accessible public space. In addition, it identified a very small Local Area for equipped Play (with a single toddler slide) as the play provision for the whole western neighbourhood in the town. Note: there is accessible open/green space in the west at the Old Rd nature reserve. New development at Woodgate has specified 106 contributions for equipped play.

Nevertheless, the key observations for Liskeard in that Strategy were that:

- There is significantly lower than average level of useable general parks and amenity space;
- The level of natural space is low and not all is easily accessible;
- There is lower than average level of outdoor sports provision<sup>7</sup>;
- Allotment space is at a very low level;
- Across the whole Liskeard/Looe Community Network Area, shortfalls in junior & mini football pitches, full-size & mini rugby pitches and cricket pitches were likely to occur during the playing week;
- S106 funding will be required to provide additional facilities;

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• <sup>7</sup> "if tennis & bowling extracted, provision is below national standard and fractionally under standard based on current demand identified in draft Cornwall sports pitch strategy. To remedy this would require primary school pitches to be made available for formal community use."

- Further investment through local partnerships will be required to supplement the increases in open space derived through developer contributions.

Table 4 below gives updated figures for the overall shortfall in open space, which may change in the future.

<b>Table 4: Open Space Requirement to 2030</b>	<b>Population at 2010 = 9415</b>
<b>Total required provision as at 2010</b>	37.66 ha (at 40 m <sup>2</sup> per person)
Existing provision =	37.84 ha
Shortfall =	-0.18 ha
Additional requirement for extra population of 3220 =	3220 X 44m <sup>2</sup> per person = 14.17 ha
	37.66 ha +14.17 ha
<b>Total required provision as at 2030</b>	= 51.83 ha
	Existing 37.84 ha +16.14 ha committed.
Present provision=	= 53.98 ha
Shortfall =	-2.15 ha

Source: Cornwall Council Open Space Strategy for Larger Towns 2014 and Liskeard Neighbourhood Plan Open Spaces and Leisure Report 2016

The above figures are derived from Liskeard Neighbourhood Plan OS report for committed future provision (i.e. 16.14 ha which includes Alt 15, Addington, and Tencreek, but Charter Way (6.72), Woodgate/Western Ave (0.51) have not been included here). Also, uses corrected number of households for base.

However, there is around 16 ha of open space (sport and natural space) that has limited access to the public or can only be used through private hire leaving only 22 ha of publicly accessible open space. This public accessible amount of open space is 3 ha below the level recommended by the Cornwall Council Open Space strategy.

To deal with the demand generated by the proposed growth, whilst tackling existing shortfalls, Table 5 summarises the neighbourhood Plan proposals and space requirements to be negotiated for delivery through new development proposals:

**Table 5: Proposed quantity provision standards for strategic open space in Liskeard**

<b>Type</b>	<b>Provision to meet existing shortfall</b>	<b>Provision to meet additional requirements from population growth</b>	<b>Future quantity provision minimal standard town-wide (m2/person)</b>	<b>Minimum quantity needed for new housing (m2/dwell)</b>
1. Parks and Amenity	New 'Roundbury Park' proposal (Policy OSL9 and	New 'Roundbury Park' proposal (Policy OSL9 and	8.75	20.12

	ALT15)	ALT15)		
	Conserving & enhancing our parks and green spaces to accommodate greater use (Policy OSL3)	Conserving & enhancing our parks and green spaces to accommodate greater use (Policy OSL3)		
		Urban boundary planting at Tencreek and Charter way (Policy H2A & B)		
2. Natural Space	New 'Roundbury Park' proposal (Policy OSL9 and ALT15)	'Natural play facilities' at Sungirt woods, Lanchard Woods and Roundbury Park. (Policy OSL4)	15.17	34.89
		Urban boundary planting at Tencreek and Charter way (Policy H2A & B)		
		Buffer land adjoining employment land allocation, east of Charter Way (Policy EM1)		
3. Public sport	New 'Roundbury Park' proposal (Policy OSL9 and ALT15)	New 'Roundbury Park' proposal (Policy OSL9 and ALT15)	16.3	37.49
4. Children's Equipped Play	Neighbourhood Equipped Areas for Play (NEAPS) at Castle Park, Thorn Park and Rapsons Park (Policy OSL4) and at Tencreek and Charter way (Policy H2A & B)	Neighbourhood Equipped Areas for Play (NEAPS) at Castle Park, Thorn Park and Rapsons Park (Policy OSL4) and at Tencreek and Charter way (Policy H2A & B)	0.7	1.61
5. Teen Provision	Neighbourhood Equipped Areas for Play (NEAPS) at Castle Park, Thorn Park and Rapsons Park (Policy OSL4) and at Tencreek and Charter way (Policy H2A & B)	Neighbourhood Equipped Areas for Play (NEAPS) at Castle Park, Thorn Park and Rapsons Park (Policy OSL4) and at Tencreek and Charter way (Policy H2A & B)	0.25	0.57
6. Allotments	New allotments and/or community orchard at Boveway Lane	New allotments and/or community orchard at Addington,	0.75	1.72

	(Maudlin)/ Carthew Close, Charter Way and Culverland Road	Boveway Lane/(Maudlin)/ Carthew Close, Charter Way, Woodgate Road and Culverland Road areas		
7. Cemeteries	Adequate capacity in the existing cemetery; future expansion space allocated on the adjacent (temporary) rugby practice pitch.		2.09	~
8. School Pitches and clubs			16.3	~
TOTAL			43.99	~
TOTAL for 1 - 6			41.92	96.41

In addition to this provision, already committed through existing section 106 agreements, or planned for under current planning applications are:

	Site	Amount	Note
	Addington	3.24 Ha	(incl. 0.16 allotments)
	Alt 15 (Roundbury Park)	8.80 Ha	
	Tencreek	4.1 Ha	Plus offsite 106 contributions
	Charter way/Pengover	6.72 Ha	+ offsite 106 contributions
	Woodgate Road & Western Avenue	0.51 Ha	plus offsite contributions
	TOTAL	23.37 Ha	

For more information including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the Open Space Strategy for Larger Towns in Cornwall.

There may be circumstances where on site open space provision is agreed not to be appropriate or for there to be less open space on site than required, contributions can be towards the cost of purchasing or converting land, improving existing facilities, meeting increased maintenance costs, in the vicinity of the site that generates the contribution.

## **Appendix: Cornwall Local Plan Infrastructure Chapter**

2.121 An appropriate and balanced mix of new development is essential for the long term prosperity of Cornwall. The Local Plan shapes where new development should be located and also manages the pressures relating to speculative proposals through policy. It will facilitate in new jobs, homes, services and thereby support social, economic and environmental objectives. The impact of development on local communities and the fabric of the existing built and natural environment is an important consideration. Managing this impact involves protecting existing infrastructure and securing the timely investment of new infrastructure.

2.122 Infrastructure is fundamental to the success of the strategy. Its timely delivery through traditional or innovative ways to meet our needs must overcome challenges and enable development. The council will work in partnership with internal and external infrastructure providers; neighbouring authorities; and the Local Enterprise Partnership to ensure that new or improved infrastructure, including that listed in the infrastructure needs assessment schedules, is delivered prior to, or in conjunction with, new development.

2.123 It is proposed that a charge will be made, subject to viability (established through the strategic viability assessment), on new development to provide gap funding to deliver specified priorities. This is crucial for our social and economic success and should support major projects that benefit all of Cornwall as well as local ones.

2.124 Priorities for investment will be established through a robust process informed by the infrastructure needs assessment schedule preparation and will include the opportunity for investment in local projects too, by the allocation of a meaningful proportion of the charge to local areas. The list of infrastructure that the Council intends to spend the Community Infrastructure Levy on is will be contained in the Regulation 123 list.

The Council will continue to work in partnership with infrastructure providers and other delivery agencies to keep an up to date infrastructure delivery plan that will enable proposals, in accordance with the spatial objectives, to be brought forward.

Particular importance is placed upon the provision of adequate sewerage and sewage waste treatment facilities. In areas where development without the provision of adequate facilities could impact on the integrity of the designated or candidate international wildlife sites, including the Fal and Helford and River Camel SACs and Tamar Estuaries Complex SPA development proposals will be refused where there is an impact in line with policy 23 of this plan (see sections 14 and 15 below for more background)

Developer contributions will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to provide or enhance local infrastructure that is adversely affected by the development of a site but which will not be delivered on that site.



## **Policy 28:**

**Development will be permitted where it would:**

- 1. Be supported by appropriate infrastructure provided in a timely manner.**
- 2. Provide on-site mitigation measures or make financial contributions for site specific infrastructure provision not in the Regulation 123 list, including maintenance and management contributions, to be negotiated on a site-by-site basis.**
- 3. Where it can be demonstrated that it is not feasible to do this, the Council will seek to ensure all 'allowable solutions' or 'biodiversity off setting' payments are invested in projects within Cornwall with priority given to projects which achieve multiple benefits.**

\*Regulation 123 is the requirement for a published list of infrastructure projects or types of infrastructure that the Charging Authority intends will be, or may be, wholly or partly funded by CIL, those infrastructure projects or types of infrastructure.