

Neighbourhood Plan (NP) Steering Group meeting Thursday 8th October 2020 at 10.00am via Zoom

Present: Cllr S Kingdom (SK), Cllr I Capon (ICP), Cllr C McCormack Hole (CMH), and M Steart (MS), P Smith (PM)
M Kelly (MK), Planning Partnership Ltd
Mrs V Woodhouse, Executive Officer (EO)

Apologies

Apologies were received from G Townsend, Planning Partnership Ltd, Mrs L Kimberley, J Gulliver, D Jury and I Crawford.

Amended Draft Neighbourhood Plan

The amended draft had been circulated to the Steering Group prior to the meeting.

SK expressed her disappointment that the maps and appendices had not been included with the draft. MK confirmed that GT had spoken to the officer at the North Devon Council and confirmed that NDC is able to assist with the maps, MK/GT would meet with NDC's officer to progress. SK felt that not having the maps would affect the discussions at the meeting.

ICP stated that a climate emergency had been declared and the standard of Passivhaus, or similar, should resonate throughout the document, he did not feel that he could "sell" the current draft of the Neighbourhood Plan to the community of Roundswell and felt the biggest issue is social/affordable housing and that there should be specific in the plan for housing for young people, electric charging points, solar panels etc should also be included.

MK went through the comments from the Steering Group meeting on the 13th August 2020 and was confident that all of the points raised had been addressed and the main issue with the lack of affordable housing is the delivery of it despite the policy in the Local Plan being set at a 30% contribution rate. MK explained that Passivhaus is a marketing brand and the document refers to "building for life". MK Confirmed that the final plan will be an attractive document and the consultants are looking for a local architect and have been talking to MS to help amplify the points.

MS explained that in relation to affordable housing the aspiration should be to deliver different tenures tied in perpetuity for local people and the group should be looking at different mechanisms to achieve this through the plan. MS felt that the vision, Objections and SWOT analysis still did not line up with the evidence base and the focus is on the B3233 but there are sections of the wider parish which need to be identified in the plan. MS felt that the maps would be incredibly important to the document and asked if the objective is to put all of the traffic onto the A39 because that is what some of the statements imply. He explained that the repercussions of the statements need to be considered as it could leave the parish open to more controversial development. There is very little on the climate emergency in the document or community assets. The survey states that the community feels there are a lack of tennis courts and asked why that can't be an objective, along with a community building for Yelland which has also been identified as a need, or improvements to the Tomlin Hall. MS asked how the objectives have been identified as they do not appear to have come from the consultations.

MK confirmed that they had been told what to include by the Steering Group.

CMH explained that so much has changed since the process was started and the document requires a chapter explaining the current position in relation to the changes and climate change.

PS agreed with CMH's statement and explained that the document talks about keeping the individual identities of the areas, but this is already being lost, he agreed that there needs to be a strong message on climate change included along with the requirement for the villages to keep their individual identities.

SK felt that the residential policy needs to be more specific with the detail to reflect the community's needs and to prevent inappropriate design.

MK agreed with the points that had been made and explained that the vision statement had been changed to take account of climate change and this does run through the document, there will be a key diagram included which will bring together all of the different threads.

SK stated that the requirement for affordable homes was a strong thread through the community consultations.

MK explained that the policy in the Local Plan is 30% contribution rate and the NP should look at anything above this threshold. MK informed the group that the 30% is never delivered due to the viability of schemes and asked what the NP can do about that?

MS explained that social rented is one element of affordable housing and makes up 75% of the 30% of the affordable contribution but there is a smaller element of intermediate, most people that require affordable housing are in work but do not earn enough to purchase and they do not qualify for the social rented, they are struggling to get on the housing ladder, this is the market that needs to be targeted through the NP with low market purchase price to local people in perpetuity.

MK was supportive of including this as a policy as was the rest of the Steering Group, it was agreed that MS would provide some wording.

ICP provided further support to this point and felt that something should be done to help young people to stay in the area.

PS asked how many developments in the last few years have been mainly purchased as second homes, a lot of developments are targeted at rich people looking for second homes and some parishes have taken a strong view on this.

MK explained that there is a principle residency policy in St Ives and explained that a study was carried out a few years ago and it was found that the parish of Fremington was not badly effected by this, however, it was noted that this survey was probably now out of date and the situation may have changed.

MK reminded the group that the Neighbourhood Plan sits alongside the Local Plan and should not repeat what is contained in the LP, all development that comes forward will be assessed against the LP and NP and it must not contradict the LP.

CMH stated that the design and residential policy does not mention who the housing is for, and would like to see additional paragraphs to say more about affordable housing and what residents of this parish see as important issues to them.

SK stated that Bickleton and Woodville are missing in the separate identities and in the second paragraph on pg17 it just talks about Fremington – but it should be Fremington Parish as a whole.

MK picked up on some of the comments that had been made and agreed that they would make greater reference to “built for life” and “Passivhaus”, there is quite a bit of information on what it is in the LP, and there is nothing wrong with being more specific in the NP. MK went through his notes and confirmed the following:

- Graphics – in principle an agreement from NDC to assist.
- Update plan to reflect how the parish is now.
- Clearly on climate change/species extinction.
- Review wording of residential policy to look at low cost open market tied through S106 to local people in perpetuity.
- More helpful description/inclusion of “built for life” and specify Passivhaus.
- Refer to Fremington Parish throughout and include Bickleton and Woodville.

MS felt that the Steering Group really needed to do some work and provide MK and GT with a steer on specifics to include. For example there is little mention of the Tarka Trail and the Steering Group is not clear on whether or not better connectivity is an aspiration, MS was mindful that the NP should be over and above the LP and asked which specific green spaces, over and above the LP, should be protected, MS was also unclear where the archaeological policy had come from as this did not appear to have been highlighted through the consultations. MS felt that the parish should be split into key areas as it is a large area with a lot of people and a different spirit in each area but they need to collaboratively work together.

PS supported the comments and would like to see expansion on renewable energy and employment opportunities.

SK felt that Wifi/connectivity needs to be included and noted that some of the items previously discussed such as light railway and water taxis had not been included, SK did realise that these might not necessarily be realistic through the NP but felt they could be put as an aspiration.

It was agreed for MK and GT to work on the identified points above (as listed by MK) and for the Steering Group to meet next week to discuss further and identify specific points to feed back to MK and GT, a date would be circulated.

Meeting ended at 11am.