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Introduction

1.1 The Document

The Bodmin Town Framework is a document that sets out the vision for the future sustainable growth, particularly economic growth, and regeneration of the urban area and immediate hinterland of the town (see figure 1). The Bodmin Town Framework is one of a series of ‘Frameworks’ that have been produced by Cornwall Council that will eventually form part of an Allocation Development Plan Document (DPD), which will sit alongside the Local Plan, the Council’s main planning document for Cornwall. The DPD will then be used in the determination of planning applications by Cornwall Council.

The Bodmin Town Framework draws extensively from the work undertaken on the Bodmin Masterplan and it utilises the significant amount of work and consultation undertaken in looking at the aims, objectives and aspirations for Bodmin. The plans for Bodmin have been developed in tandem with the Local Plan, which has enabled a top-down bottom-up approach, resulting in a good blend of strategic and local issues being analysed and addressed in the development of both documents.

The development of the proposals presented in this document has included a significant amount of engagement; ranging from stakeholder workshops, consultation with Cornwall Council members and the Town Council; plus there was a public consultation event in June 2009. In addition, this represents the first of two formal stages of public consultation on the Town Framework; with the second planned as part of the Allocations DPD consultation, during the autumn of 2013.

The Bodmin Town Framework articulates the overarching strategy for the town, incorporating issues relating to Economic growth, Transportation, Green Infrastructure etc. The intention is for the Town Framework to be a holistic strategy, which brings together all of the main aspirations, particularly spatial aspirations, for Cornwall Council and the local community.

Cornwall Council is seeking feedback on the proposals set out in the document. A series of questions have been set, which are intended to guide responses, which can be seen at the end of the document; however do not constrain yourself to just these questions, if you feel an issue you would like to raise is not covered by them.

(Please note that representations made relating to the Bodmin Town Framework, via the addresses below, will not be taken into consideration as part of the Cornwall Local Plan consultation; any such representations should be made separately as part of the Cornwall Local Plan consultation process – details can be accessed via the Cornwall Council website)

The closing date for representations is Monday 22 April. You can either submit your response by post or e-mail via the following addresses:

E-mail: Frameworks@cornwall.gov.uk

Post: Bodmin Town Framework Consultation Cornwall Council Planning Delivery Team Dolcoath Avenue Camborne Cornwall TR14 8SX

This document, together with additional background information is available on the Cornwall Council website.
1.2 Background to the area

Bodmin sits at the heart of the county, well located on the A30 and A38 and is within a 30 minute drive of Cornwall’s administrative centre, Truro, as well as within 20 minutes of Newquay airport. Bodmin is also well connected to some of the South West’s other major cities, with it being within 45 minute and 60 minute drives of Plymouth and Exeter respectively.

Bodmin has always represented one of Cornwall’s largest towns, with a population now at just under 15,000. Its history as the County Town, means Bodmin can boast a number of fine Georgian and Victorian buildings, which have recently had a facelift through a Townscape Heritage Initiative.

Bodmin is one of Cornwall’s larger employment centres and the town’s unemployment rate, at 3.1%, is below national levels.

One of the main economic challenges for Bodmin is to complement the current economic base with higher quality job opportunities. Whilst in recent years Bodmin has been able to provide jobs for the vast majority of residents seeking employment; this work has generally been in lower skilled occupations and subsequently lower pay. Currently wage levels for Bodmin and surrounding area is £392, which is only 78% of the national average (£504).

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1 Based upon working age population seeking Job Seekers Allowance (DWP, Nov-11)
2 Annual Survey of Hours and Earnings – resident analysis, 2012: Full time gross weekly pay
These economic challenges, together with the national trend for rising house prices, have also resulted in a significant requirement for affordable housing. As at January 2013 there were 700 families on the Council’s HomeChoice Register with a location connection to the town; whilst there are over 1400 families on the register who have indicated Bodmin would be a preferred location for them to live.

In looking forward, it is estimated that with the targeted growth in housing, Bodmin’s population will grow to approximately 25,000 by 2030, an increase of 30%. Whilst growth is expected to be seen in all age ranges, this will be limited in the younger age groups, whilst the most significant increases are anticipated in the over 65 age group.

Furthermore, due to social trends and people living longer it is resulting in a continued reduction in average household size; in particular the aging population is making a significant contribution to the number of single person households. In 2001, the average household in Bodmin contained 2.3 persons; by 2030 this is expected to fall to approximately 2.2 persons. This means that in the region of 400 homes will be needed in Bodmin to just maintain the population at its current level.

There are a number of key socio-economic issues which affect the performance of Bodmin and which need to be addressed in order to deliver sustainable growth:

- **High quality employment premises are in short supply** – There is a particular lack of high quality, suitable sized premises available for businesses to grow or to attract inward investment. Bodmin has a number of existing employment sites and industrial estates, but some of them offer a poor image, poor quality of environment and poor access.

- **Skills** – There is evidence that a lack of appropriate skills including employability and relevant vocational skills is preventing the local workforce from accessing new job opportunities, particularly those associated with growth employment.

- **Transport** – The centre of the town often suffers from congestion, resulting in poor air quality, particularly during the summer months.

- **Town Centre facilities** – The town centre suffers from a poor scale and range of non-food and service uses (including those within the evening economy) leading to a significant leakage of shopping trips from the town to other settlements.

Despite these challenges, Bodmin’s central location and connectivity means it still represents a key opportunity for the future economic growth of Cornwall.
1.3 Understanding Bodmin

In preparing a strategy for an area’s future it is important to develop this in the knowledge of how it currently operates. Firstly, Bodmin is made up of various neighbourhoods (see Figure 2) and it is important to support them where possible when developing a strategy for the future. With regard to movement, the A30 and A38 represent the strategic connections, which are located on the eastern edge of the town; with the A389 acting as the main east-west link through the Bodmin. The mainline rail network runs to the south of the town, with Bodmin Parkway Station being located 5km from the town centre.

Bodmin’s main industrial estates are currently located to the east of the town, linking into the strategic highway network; whilst there is a significant existing employment opportunity to the west of the town at the Beacon Technology Park.

Bodmin’s primary schools are well located along a ‘spine’ going east-west through the town, which offers good accessibility for residents; whilst the secondary school sits to the east of the town. Two of the three health facilities are located close to the town centre, whilst the third, Bodmin Community Hospital, sits to the west. Finally, the town centre still sits at the heart of the conurbation, again providing good access for most local residents; whilst there are four foodstores, one on the edge of the town centre and three out of town.

There are a number of important green assets surrounding the existing build environment. The Beacon, now a Local Nature Reserve, sits at the centre of the town, in doing so shaping past and future directions of development. Secondly, there is Castle Canyke (an ancient settlement area and Scheduled Ancient Monument), which is a defining landscape feature located on one of the highest points surrounding Bodmin. Other important green assets include Cardinham Woods and Lanhydrock to the east of the town and Dunmereg Woods to the north-west. Furthermore, the town sits on the Camel Trail, offering high quality cycle and pedestrian routes, although this asset could be exploited further, which is discussed later.

Figure 2: Outline Structure and Neighbourhoods of Bodmin
When defining the vision for Bodmin, the starting point is to recognise the overall vision for Cornwall, which is stated in the Sustainable Community Strategy, ‘Future Cornwall’:

Cornwall in 2030 will be an industry leader in environmental technologies (land and marine) and at the centre of a global network of businesses. It will combine internationally recognised research with skills in environmental technologies across the workforce. It will be a green peninsula.

Culturally distinctive, its people creative, active and highly productive; Cornwall will have strong inclusive communities with character and purpose. Its main towns will have a key role and will have been regenerated. Individual places and clusters of smaller settlements will be viable centres for employment and services. Each community will contribute to Cornwall’s common goals in its own way.

At the heart of sustainable living is Cornwall’s unique and extraordinary natural and historic environment, highly valued by its residents and visitors and contributing to a resilient local economy and self-sufficient communities. By 2030 everyone in Cornwall will have the chance of a quality of life equal to or better than anywhere in the UK.

In supporting these aspirations, Bodmin’s vision is to be:

**A sustainable and vibrant community for Bodmin, which is recognised as the food capital of Cornwall**

For Bodmin to achieve this vision there are various strategic objectives that have been articulated within Cornwall Council’s Local Plan, which are:

**Objective 1 – Housing:** Create a better balance between the amount of housing and jobs and enable the delivery of affordable housing.

**Objective 2 – Travel:** Address the traffic congestion that leads to the air quality issues in the town centre at Bodmin. Promote walking and cycling links to Lanhydrock.

**Objective 3 – Employment:** Promote better quality jobs to create a more balanced economy.

**Objective 4 – Services and Facilities:** To expand Bodmin town centre to help to retain a greater level of comparison shopping trips. Maintain and enhance local shops, facilities and services with the aim of providing for local communities.

**Objective 5 – Environment:** Ensure development is sensitive to the natural, built and historic environment of the area.

**Objective 6 – Infrastructure:** Investigate the need for new road infrastructure to address congestion and air quality issues and to allow continued growth of Bodmin, support drainage infrastructure and promote ICT infrastructure.

**Objective 7 – Inequalities:** Address deprivation in education, training, skills, and health as well as issues relating to disability.
To complement these strategic objectives, there are 10 key aims established arising from the consultation with a range of stakeholders:

1. Improving the Town Centre
2. Improving the tourism offer
3. Improving the quality of jobs
4. Improving training and education
5. Improving air quality in the town centre
6. Improving potential for sustainable energy
7. Improving access to affordable housing
8. Improving arrival into the town
9. Improving access to green space
10. Improving public transport

All of these aims are discussed in more detail throughout the rest of the document.

Targets

The Local Plan has set the following targets for Bodmin:

- To develop 3000 dwellings between 2010 and 2030
- To deliver at least 7,700sqm of additional office space and 8,800sqm of industrial space, creating in the region of 650 jobs up to 2030 (further growth in jobs will also be supported in other sectors – see section 3.2)

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3 The Local Plan has also set a target of delivering a further 200 dwellings within the wider Bodmin Community Network Area; whilst this falls outside the area covered by the Bodmin Town Framework, it is recognised later in the document when considering Bodmin’s role as a service centre for its wider hinterland.
3.0 The Spatial Strategy

3.1 Overarching Strategy and Concepts

The successful growth and regeneration of Bodmin will require a holistic approach, but future built development will play a critical role; from delivering higher design standards to new / enhanced services and facilities; and from more / better quality employment opportunities to assist in reinvigorating the town centre offer.

The economic growth of Bodmin is one of the primary drivers behind what is articulated in the strategy, whether this is directly in the form of identifying sites for the development of employment space; to identifying infrastructure that will enable this growth; to delivering housing growth to support the economic growth aspirations.

The town centre sits at the heart of Bodmin, plus it sits at the heart of the strategy for the town. It is recognised that due to the changing nature of retail, with the growth of internet shopping etc, if the town centre is to flourish it needs to maintain and enhance complementary leisure / tourism roles – providing a destination where the shops form part, albeit the most important part, of a wider experience. Previous studies have helped to establish the importance of the town centre as the focus for new retail growth, office development, and new leisure and tourism attractions.

The area between Dennison Road and Fore Street, currently characterised by poor quality buildings and underutilised land, represents the best opportunity in the medium term to deliver this expansion; whilst land to the south of Fore Street, the Burgage Plots and car park, also offer the potential for development in the longer term, assuming an appropriate level of car parking can be maintained. These edge of centre locations can provide larger units for national retailers, smaller shops for local and specialist businesses and space for cafes, bars and restaurants, which are lacking in the town.

In addition to the town centre there are three main areas for employment growth. Opportunities exist at Callywith Gate and Walker Lines for higher quality industrial premises; whilst Beacon Technology Park is being prioritised for higher quality employment, particularly office uses. In addition, small amounts of employment space will also be encouraged on the larger urban extension sites, to promote a good mix of uses.

Sitting at the heart of the strategy is maintaining, enhancing and creating sustainable communities. Residential growth will form a key component of this strategy, whether in the form of helping to create new sustainable neighbourhoods or support existing neighbourhoods. In doing this, new development will be expected to offer necessary infrastructure, such as public open space, transport infrastructure and other facilities that will be of benefit for the new and existing community.

Focus should be placed on maximising the potential of delivering new residential development on appropriate sites within the existing urban area, to make best use of the existing facilities. This will help to support existing communities and enhance the sustainability of the town centre. However, it is recognised that, to deliver the required level of housing growth, development on greenfield land on the edge of the town will also be required.

Four main urban extension options have been highlighted, which offer the best opportunity to create sustainable neighbourhoods, but still relate well to the town’s existing services and facilities, whilst also protecting Bodmin’s most important environmental assets.
Fundamental to the delivery of the strategy will be the enhancement of Bodmin’s infrastructure, including improved healthcare and academic facilities; strategic and localised investment in the area’s utilities; plus the delivery of Transportation and Green Infrastructure strategies.

Bodmin’s growth and regeneration could be constrained by the highway infrastructure and air quality issues, unless the Transportation Strategy is delivered. The strategy identifies various site specific solutions, which are highlighted in section 4.4. In addition, there are various strategic interventions that all development would be expected to contribute towards, such as the Priory Link Road and associated junction improvements. In addition, there are various sustainable transport measures that are required to help mitigate highway impacts and in turn promote more environmentally friendly means of travel.

Finally, the Green Infrastructure Strategy, discussed in more detail in section 4.5, will improve walking and cycling links between the residential areas and the town centre and employment hubs, as well as improve connections to other ‘green assets’, e.g. green spaces, gardens and woodland. There should be a strong sense of connection between the historic urban core and the attractive countryside which surrounds Bodmin. The strategy will also seek to maintain and enhance the quantity, quality and access to a range of public open spaces.
Figure 3: Spatial strategy

Legend
- Existing employment area
- Employment option
- Town centre
- Urban housing
- Urban mixed use site
- Proposed mixed use site*
- Urban extension option*
- View from Beacon

*Precise boundaries to be determined at a later stage (i.e. during detailed master planning)

Drawn by: RLB

Date: February 2013
Bodmin Town Framework:
Preferred Strategy

Legend
- Existing employment area
- Employment option
- Town centre
- Proposed mixed use site*
- Urban extension option*
- Urban mixed use site
- Railway & station

*Precise boundaries to be determined at a later stage (i.e. during detailed master planning)

Drawn by: RLB                                                                                                     Date: February 2013

View from Beacon

Urban housing
3.2 Economic Strategy

Bodmin Town Framework

3.2 Economic Strategy

Bodmin has a strategic role to play in helping to stimulate economic growth across Cornwall. Bodmin’s central location within Cornwall, together with its unique positioning on both the A30 and A38, as well as relatively close proximity to Newquay Airport, presents the town with a significant opportunity for industry.

Manufacturing has represented a significant employer for Bodmin, which can act as both an opportunity and a threat for the town. It is recognised that the UK’s manufacturing base has been one of the hardest hit by foreign competition; however Bodmin’s location and transport links means it still represents one of Cornwall’s most attractive locations for manufacturing and distribution companies that wish to operate from within Cornwall. As a result, ensuring land is available for development, particularly land with good access to the A30 / A38, forms a key element of this strategy.

Furthermore, Bodmin already has a cluster of food related manufacturing / distribution companies and this represents a sector that it wishes to expand upon. The Cornwall ‘Agri-Food’ industry, which ranges from production through to processing and distribution, has almost doubled in turnover in the past 12 years; plus it is witnessing the development of more better paid, higher skilled job opportunities within it. The industry is interested in Bodmin as a central location that can help rationalise Cornwall’s supply chains. Opportunities exist to grow the presence of this industry within Bodmin; creating an agri-food cluster that can act as an industry hub for Cornwall. Fostering this niche for Bodmin will require a range of measures, but will include identifying sites for existing companies to relocate / expand, as well as offer appropriate premises for micro businesses to take the next step in their business’ development. The development of this niche for Bodmin could also open up other spin-off opportunities, such as skills training, more cafes and restaurants, farmers markets etc – in turn this will offer the opportunity to not only deliver employment growth, but to support aspirations relating to the regeneration of the town centre, improving its evening economy, as well as offering improved education and training opportunities.

Another important strand of the future economic success of Bodmin will be to ensure it has a relatively diverse economic base, so that the town does not overly suffer from downturns in particular industries. Retail, tourism, the public sector and manufacturing all represent important sectors that the town can continue to support and enhance.

Truro currently represents Cornwall’s only location for significant office development. However, there is an opportunity for Bodmin to develop a foothold in this sector. This can be stimulated by Cornwall Council’s plans to develop new premises within the town at the Beacon Technology Park; which could in turn offer other opportunities to create a public sector hub at the centre of Cornwall. Furthermore, Bodmin can offer businesses relocating from outside of Cornwall Superfast Broadband, overcoming many disadvantages associated with operating from one of the UK’s more peripheral regions.

Delivery of office and higher end service and industrial employment will also support one of the key aims of the strategy, which is to improve the quality of jobs on offer; but in doing so it will be important that a good range of jobs are on offer to support a range of skill levels.

Due to Bodmin’s inland location it has never represented one of Cornwall’s traditional tourism destinations. Despite this, Bodmin has a number of tourist attractions, most notably Lanhydrock House and the Bodmin & Wenford Railway. In addition, Bodmin has a number of other attractions, such as the Military Museum, St Petroc’s Church, Bodmin Jail, and the Bodmin Town Museum. The historic focus of all of these attractions represents a key opportunity to further enhance their collective promotion as a day’s experience. This collective promotion, together with the regeneration / enhancement of the town centre offer, will help to increase the tourism spend captured within the town. Furthermore, enhancement of Bodmin’s pedestrian and cycle network, discussed in the Transportation and Green Infrastructure sections later, will also contribute towards the promotion of a joined up approach to these tourist attractions.

In supporting the delivery of these economic aspirations, various actions are required. Firstly, to deliver on the aspiration to continue the growth of its industrial and office based employment, as highlighted previously, it is estimated that sites to deliver at least
8-9,000sqm of industrial space and 7-8,000sqm of office space need to be provided. However, with the increasing significance that it is felt Bodmin will play in the economic growth of Cornwall, this strategy will seek to identify a range of sites throughout the town that could deliver in excess of these projections. This will ensure every opportunity is given to delivering the economic ambitions, as well as ensuring a range of sites are available to cater for the differing needs of industry.

**Industrial / Manufacturing** – the existing industrial estates collectively offer little more than 1ha of vacant land and whilst this should be prioritised, it will not offer sufficient space to provide for the future needs of the town. As a result, the extension of Callywith Gate Industrial Estate (as part of the urban extension BdUE4) is recommended. This will provide a prominent location for industry, within close proximity to the town centre. Furthermore, higher quality industrial uses would also be supported at Beacon Technology Park, as long as it complemented its role as a location for office development. Castle Street (M1) would also be supported for industrial uses, either as a pure employment development or as part of a mixed use scheme. Finally, light industrial uses should also be provided within some of the other proposed urban extensions, to help deliver high quality mixed use proposals in these locations – see section 3.4 for more information on the urban extension proposals.

**Office** – Firstly in line with national policy, office development will be supported within the town centre, as set out under R1 below. However, despite the clear advantages that this would have for the town centre, it is recognised that the challenging nature of the town centre and edge of centre opportunity sites mean that alternative locations should also be highlighted, to ensure delivery is not constrained in the short-term. As a result, Beacon Technology Park should be prioritised for office development. Furthermore, the development of office space in the proposed urban extensions are promoted, to again help deliver a vibrancy through a mix of uses; whilst also offering an alternative to businesses not wishing to locate within traditional industrial estates.

Another important strand of the future economic success of Bodmin will be to ensure it has a relatively diverse economic base
3.3 Retail Strategy

A good quality retail offer can provide many advantages beyond just offering residents’ daily essentials. Vibrant, welcoming retail centres can provide a leisure offer; a focal point for the community; an important employment base; as well as helping to stimulate other development within the town.

Bodmin town centre provides a valuable, but currently fairly limited retail offer compared with some other retail centres; highlighted by its national ranking of 747 (out of 2000), which makes it only the 7th best retail centre within Cornwall. Bodmin town centre is characterised by a linear main street with predominately smaller units that are not attractive to the majority of national multiples. The challenging topography has also limited the ability to deliver the desired ‘retail circuit’.

The quality of the local provision, together with the growth of retail within the surrounding areas, particularly Truro, has resulted in a low proportion of residents’ spending on comparison (non-food) shopping being retained within Bodmin. In contrast most food shopping expenditure is retained within the area, although this is still dominated by the edge of town and out of town supermarkets.

Key issues that will need to be addressed to improve the town centre offer include:

- Delivering larger retail units to attract the national multiples – in doing so, overcoming the limited unit sizes on Fore Street
- Creating a shopper circuit, which in turn will open up other areas for retail growth, whilst still protecting Fore Street
- Integrating Dennison Road – currently divorced from the town centre and with it representing the key east-west route through the town, it means visitors can easily bypass the retail centre without knowing it is there; plus areas of Dennison Road have poor frontages. The provision of better quality development in this location, will not only provide more retail space, but can act as an important gateway to the town centre.
• Air Quality – The town centre lies within an Air Quality Management Area (AQMA), with Dennison Road witnessing the highest level of pollution. This issue needs to be managed to enable growth to be brought forward for the town (see the Transportation section, for the proposed solution)

• Town Centre Car Parking – If the retail centre is to flourish, a good quality parking provision is required. However, some of the most realistic opportunities for additional retail development are currently car parks, so this conflict needs to be carefully managed.

The Strategy

The overriding priority for Bodmin is attracting new investment to the town centre. However, the constrained nature of the sites available, together with the current economic climate, might limit deliverability in the short term.

Future Convenience (food) Shopping: Studies into shopping patterns and future demand for retail floorspace, suggest that Bodmin is well served by convenience (food) retailing. Indeed, even with the proposed increase in population, it is suggested that there will only be the need for approximately 500sqm of additional food related retail floorspace at the end of the plan period.

Future Comparison (non-food) Shopping: The same study also indicate that approximately 5-6,000sqm of retail floorspace should be created by 2030, to provide for the additional demand (assuming the same low proportion of residents spending being retained in the area); although this could rise if two extant, currently unimplemented, planning permissions do not come forward. The Retail Study also goes on to say that, with the implementation of these extant permissions, the qualitative need for bulky goods retailing should be covered; as a result future growth in retail floorspace should be concentrated on improving the non-bulky town centre offer. Furthermore, comparison retail growth above the levels stated could be supported, on the basis that it helps to regain some of the local residents’ lost retail spend to other centres; however this would only be supported on town centre or edge of centre sites, to enhance the town centre offer.

The main opportunities to deliver the future Comparison retail growth relate to sites to the north and south of Fore Street:

1. Dennison Road Car Park – Of the two sites highlighted this is likely to represent the more deliverable option in the medium term. It is well connected, with it being adjacent to Dennison Road; plus there are opportunities to link the retail development in this location with existing public rights of way back into Fore Street. This starts to address issues of developing a shopping circuit, which will help to ensure a development in this location would support, rather than detract from, the Fore Street offer. Furthermore, this site would enable delivery of a limited number of larger units, which would be more commercially attractive to the national multiple retailers. However, the successful delivery of a development in this location would need to ensure an appropriate parking provision is still maintained for the town, plus it would need to address issues relating to the Town Leat, which runs through the site.

2. Burgage Plots and Car Park – The main opportunity relating to this site is that it potentially represents a large edge of centre site, from which a significant retail scheme could be implemented. However, there are a number of challenges that would need to be overcome. Firstly, the site has a significant level change, which doesn’t ordinarily suit itself to standard, larger footprint retail uses; so if a development were to come forward an innovative design solution would be required. Secondly, the historical significance of the Burgage Plots represents an issue and it would be important to resolve the potential conflict between retaining this historic asset and promoting the future expansion of the town centre. Thirdly, the topography makes integration of the western half of the site with the town centre more challenging. If these issues can be overcome, then support would be given to further retail and leisure development on the site; although it is recognised that this is likely to represent a longer term opportunity.

In line with national policy, support will be given to retail uses within or on the edge of the town centre, with no restrictions on the scale of such development, subject to appropriate design quality being achieved.

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5 VenueScore data (taken from the Cornwall Retail Study 2010)
6 Cornwall Retail Study 2010
7 It should be noted that a draft Conservation Management Plan has been prepared by Cornwall Council which has highlighted the importance of the Burgage Plots and has recommended extending the conservation area to include this land – a resolution to the these potential conflicts will be sought by Cornwall Council once both consultation exercises have been completed.
In addition, proposals for change of use or redevelopment will only be permitted on the Primary Shopping Frontage or within the Primary Shopping Area, if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use. Furthermore, the use of disused or underutilised premises above shops for retail, employment or residential uses will be encouraged.

Whilst delivering additional retail space represents a key component of regenerating the town centre, it shouldn’t be seen as the answer alone. Other aspects to delivering a more vibrant town centre offer, which might be achievable within the short term, include:

- **Marketing and events** - Further marketing of the town and its facilities and attractions, which could also include having regular events, such as the current farmers markets at Mount Folly Square (which links with the aspiration for Bodmin to be a ‘Food Hub’ of Cornwall).

- **Improving the evening economy** - There has been interest in the past from cinema and hotel operators; if combined with more café’s and restaurants, this would help to stimulate a town centre evening offer.

- **Town centre employment growth** - New office development within the town centre would help to stimulate further footfall for the town centre and support the aspiration for more café’s and restaurants. New development or conversion of existing units (limited to upper storeys within the town centre) would be supported. One such opportunity exists on the current Enterprise / ATS Garages site, opposite St Petroc’s Church. The redevelopment of this edge of centre site would help to provide a better quality setting for the Church, whilst it could act as a high quality gateway for the town.

- **Improved links from the Camel Trail to the town centre** - Improvements to the Camel Trail to Dennison Road would improve the sense of arrival and link in to the development proposals for that area; further enhancing Dennison Road’s potential as a ‘gateway’ location for the town centre.

- **Town Centre Pedestrianisation** - There is local interest in pedestrianising parts of Fore Street to provide a safer, more inviting, retail experience. This proposal would be made possible with the proposed Priory Link Road (See the Transportation Section).

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**Figure 5: Bodmin Town Boundary and primary retail area**
• Continued coordination of the tourist attractions within the town – further joint marketing, together with improved pedestrian and cycle links (and signage) between the attractions, will help to promote Bodmin as a day’s attraction – in turn increase the number of visitors and the amount of time spent within the town.

No single action will deliver the regeneration of the town centre; instead it will only be through the delivery of a series of interlinking, complementary projects, that the desired regeneration of the town centre will be achieved. For example, underpinning a number of the proposals will be the delivery of the Transportation Strategy. In particular, the pedestrianisation of Fore Street and better management of the air quality issues, will require the development of the Priory Link Road – this project is discussed in more detail in section 4.4.

3.4 Housing Strategy

The delivery of good quality housing that meets future demand forms a key strand of the overall strategy for Bodmin. There is an aspiration to provide for a good mix of housing, providing for the affordable housing needs, right through to larger high quality housing, to seek to retain the well paid, skilled employees that the economic strategy is seeking to attract. Furthermore, the Council is seeking the delivery of economic and housing growth in a complementary manner.

Housing Targets

Bodmin is targeted with delivering 3000 dwellings between 2010 and 2030. This target was set based upon a number of factors, including: the scale of affordable housing need within the area; the estimated continued demand for affordable housing over the plan period; reflecting on the scale of growth that might be deliverable within the plan period; to support the area’s economic ambitions; which in turn will assist in delivering the town’s regeneration agenda.

Affordable Housing

Low wage levels and relatively high housing prices result in many people struggling to get a foothold onto the housing ladder. Currently there are approximately 700 families on the Council’s HomeChoice Register that have a local connection to Bodmin; plus 1439 families on the HomeChoice Register who wish to live in Bodmin⁸. As a result, any new housing scheme, including mixed use schemes, delivering a net increase of 2 units or more must contribute towards meeting affordable housing needs. Sites providing a net increase of 5 or more dwellings should deliver not less than 40% affordable housing. There may be some circumstances, particularly on sites of 4 dwellings or less, where it is more economic or sustainable to seek a financial contribution towards the provision of affordable housing on an alternative site. The mix of affordable housing products will be based upon the latest evidence of need; but will typically be 70% rent and 30% intermediate sale. (Please refer to the Local Plan for more information on the affordable housing policies)

Housing Mix

Larger developments of 10 units or more should provide a mix of housing sizes to reflect the needs of the local community; but a typical larger development should look to provide a mix similar is: 10% flats; 40% 2 bed houses; 40% 3 bed houses; and 10% 4+ bed houses. An amended mix can be sought through negotiation, particularly where it can be demonstrated that an amended mix would be more in-keeping with its surroundings or better reflect local requirements. The principle of providing Live / Work units and Extra Care Sheltered Housing will also be supported.

Location of housing development

When searching for housing sites, the Council has adopted the approach of firstly identifying appropriate sites within the existing urban area, (i.e. determining the capacity of the urban area), before searching for greenfield Urban Extension sites. This seeks to reduce the need to develop on greenfield land, due to its importance as an agricultural resource and its amenity and landscape value.

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⁸ These are individuals or families that either can’t get on to the housing ladder because they can’t afford to pay the market value for a house; or they are in inappropriate accommodation (e.g. too small for the size of their family) due to not being able to pay market values for the type of housing that their circumstances would normally dictate. Of the 700 families with a connection to Bodmin, 317 are in Band’s A-D; whilst of the 1439 families that wish to live in Bodmin, 655 are in Band’s A-D (figure correct as at 15/1/13)
Urban Sites

The assessment of ‘appropriate’ sites has indicated that Bodmin’s urban area has the ability to deliver up to approximately 1,010 dwellings within the plan period, which is predominately made up of a selection of sites that either have permission or have been identified through the Strategic Housing Land Availability Assessment. It should also be noted that this urban capacity figure also includes dwellings that have already been completed since the start of the plan period (66 dwellings in 2010-11 and 119 dwellings in 2011-12).

The two main development sites that are reflected within this urban capacity figure are:

**H1: Dunmere Road**
The site has an extant permission to deliver 280 dwellings.

**M1: Castle Street**
The site on Castle Street has been highlighted to deliver either a mixed use scheme (housing and employment (B1, B2, B8) space) or just an employment space (B1 / B2 / B8) scheme.

If a mix use development were progressed it would be anticipated that some of the employment uses would be positioned on the eastern side of the site, so that it could deliver an appropriate screening for the residential units from the services areas of the food store. Furthermore, it would be expected that the main vehicular connection would be from Launceston Road.

It is anticipated that the residential component to the site would have a density of approximately 35-40 dwellings per hectare, which could result in delivery of approximately 150 to 200 dwellings, depending upon the scale of the employment uses for the site.

Finally, it would be expected that the site would provide off-site contributions towards the wider transportation strategy for Bodmin, which should include improved pedestrian links between the site and the town centre. These contributions will be through a s106 agreement or the Community Infrastructure Levy if in place at the time of an application being submitted.

Urban Extensions

As a result of the assessment of Bodmin’s urban capacity, locations for at least 1,990 dwellings would need to be accommodated on greenfield sites, to achieve the Council’s preferred overall target of 3,000 dwellings.

In assessing the appropriateness of all land immediately surrounding Bodmin’s urban area, 4 potential urban extension sites have been identified:

**BdUE1: Priory Road**
Priory Road could deliver in the region of 600 to 650 dwellings, based on an average net density of approximately 35 dwellings per hectare. Furthermore, the development should provide employment space, which could include Live / Work space, located predominantly to the north of Priory Road, in doing so providing a good transition between the industrial estate to the north and the residential development to the south. However, the development of the site, particularly adjacent to Priory Road, should be primarily residential; creating a high quality entrance and setting for the town.

Any development on the site will also need to respect the setting of Castle Canyke, a Scheduled Ancient Monument, by maintaining an appropriate green buffer between it and the build development. Furthermore, the development along this edge should be of a scale that won’t dominate the setting.

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9 Housing numbers for the urban extensions have been calculated assuming that 40% of the land would be given over to other uses, facilities, access roads etc; i.e. the net density is calculated at 35dph for 60% of the total site area
Whilst the site is within walking distance of Priory Park, the site should still deliver approximately 1.5-2ha of open space in line with the Green Infrastructure Strategy, to ensure an appropriate provision of public open space is provided for the expanding population.

Finally, it would be expected that the site would provide off-site contributions towards the wider transportation strategy for Bodmin, which should include improved pedestrian links between the site and the town centre. These contributions will be through a s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

**BdUE2: Halgavor**

Halgavor could deliver approximately 700 dwellings at an average net density of 35 dwellings per hectare. The site would not be required to deliver employment space, due to it being located adjacent to the existing industrial estate; although delivery of such space would still be supported, if of an appropriate scale for a predominately residential development.

However, the appropriateness of the site for development is dependant upon resolving hydrological and transport issues. Firstly, the site would be expected to deliver an improved vehicular link across the railway line from Carminow Rd to Respin Rd and into the urban extension.

Secondly, initial investigations have shown the site contains a number of springs, sinks and collects. Furthermore, the nature of the vegetation and the presence of numerous flowing ditches indicate that the site is likely to have a high water table, although trial pits or boreholes would be required to determine the nature of sub-surface conditions. For the development of the site to be deemed acceptable, it would need to be demonstrated that these issues can be overcome, which is likely to include a sustainable urban drainage solution that would preclude an infiltration based system.

It would be expected that approximately 2ha of public open space should be provided on site. In delivering this, it should include providing land that can be used by Bodmin College, so that they are able to provide the necessary expansion of their facilities.
The site should also provide a community ‘hub’ which incorporates facilities necessary to create a high quality neighbourhood, that existing residents can also easily access.

Finally, it would be expected that the site would provide off-site contributions towards the wider transportation strategy for Bodmin. These contributions will be through a s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

**BdUE3: St Lawrence’s**
The St Lawrence’s Urban Extension could deliver approximately 900 dwellings, at an average net density of 35 dwellings per hectare. Furthermore, the delivery of some office / light industrial space on site would also be supported.

The site should incorporate a community ‘hub’ which provides an appropriate focal point for the new neighbourhood, incorporating community facilities, that both the new and existing residents can easily access.

With a lack of public open space within an appropriate walking distance of the majority of the site, delivery of on-site facilities is important. It would be expected that approximately 2.5ha of public open space should be provided, offering a range of facilities in line with the Green Infrastructure Strategy (see section 4.5).

Finally, it would be expected that the site would provide off-site contributions towards the wider transportation strategy for Bodmin, which should include improved pedestrian links, particularly from the site, along Westheath Avenue. These contributions will be through a s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

**BdUE4: Callywith Urban Village**
The urban extension at Callywith has to perform two functions. The first is enabling the delivery of employment space (B1 / B2 / B8). This space should be placed on the eastern side of the site, along Old Callywith Road; which represents the most commercially attractive location to industry, as a result of its proximity to the A30. In total it would be expected that approximately 8ha of land should be set aside on this eastern edge of the urban extension for employment space; a small element of residential development would be seen as acceptable within this area, on the basis that it is helping to create an appropriate entrance to the wider urban extension site.

Beyond the employment space, the urban extension should deliver a new neighbourhood, which could accommodate in the region of 600 dwellings. This is based upon a slightly lower density of the other urban extensions (i.e. at a net average of 30 dwellings per hectare), to reflect the more rural nature of the site. The site needs to be masterplanned as a sustainable neighbourhood, incorporating, public open space and other community facilities, such as a community hall and a small convenience store, if commercially viable.

The site should provide in the region of 1.5-1.7ha of public open space, including provision for children and teenagers, a park etc, in line with the Green Infrastructure Strategy.

Fundamental to the delivery of the site will be the upgrading of Old Callywith Rd / Launceston Rd junction, to provide the capacity necessary for the development, particularly the economic growth. The urban extension should also be designed so that the entrance to the site and the main road running west to east through the site has the ability to deliver a vehicular capacity that would enable further growth beyond the plan period. The development should also consider other sustainable transport options, which could include the use of Helland Rd / Berry Lane.

Finally, it would be expected that the site would also provide off-site contributions towards the wider strategic transportation strategy for Bodmin. These contributions will be through a s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

To ensure the urban extensions are comprehensively planned, it would be expected that they would be masterplanned prior to applications being welcomed.
4.0 Infrastructure

When planning for the long-term growth and regeneration of Bodmin, it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all vital factors in ensuring people can enjoy living, working and visiting the area.

Whilst the number of homes in Bodmin will rise by approximately 47% by 2030, the population is estimated to increase by a slightly lower rate (41%, 5,900 people), as a result of falling household size, creating a population of approximately 21,000 by 2030. This represents a significant increase that will put pressure on the area’s infrastructure, unless measures are taken to improve capacity. In addition, anticipated changes in demographics indicates that the growth in population will be more limited in the younger age ranges, but significant increases in the older age groups.

The level of growth, together with the nature of the age groups that it will affect, have all been taken into consideration in the impact of Bodmin’s growth on its infrastructure. Furthermore, the Council has worked closely with service providers to identify the impact that growth would have on the area and setting it within the context of Cornwall’s wider growth aspirations.

The results of the work with the infrastructure providers are summarised in the remainder of this section. In addition, further information can be accessed from the Bodmin Infrastructure Delivery Plan, which is available on the Cornwall Council website.

4.1 Education

Primary – Bodmin is currently served by 5 primary schools (2 of which being related Junior and Infant Schools), which have a combined capacity to accommodate 1194 pupils and the schools are already operating over capacity, with 1205 pupils on roll. It is estimated that by 2030 there will be at least 335 additional primary school age children, resulting in an excess demand for approximately 345 places. To provide the necessary additional capacity, the preferred option is to expand existing schools, rather than to create a new school, as this will represent a more cost effective and timely solution. St Petroc’s School has been earmarked as one of the schools that might expand, due to its proximity to a number of the proposed housing sites, taking it to a full three form entry school. Further assessment of the ability for this school to expand will be undertaken. In addition, further work will continue to be undertaken on assessing which of the other schools would be appropriate to expand. Whilst the development of a new school is not Cornwall Council’s preferred option, due to issues relating to funding and not being able to address short term needs, if the ability to expand the existing schools can not be delivered, a new school to the east of the town would have to be considered.

Secondary – Bodmin College represents the town’s only provider of secondary education, which has the capacity to accommodate 1467 pupils, but is already operating over capacity and is projected to remain over capacity up to 2015. It is estimated that the planned growth for Bodmin up to 2030 will generate demand for at least 335 additional secondary school places. This additional demand is not sufficient to warrant the development of an additional school, which means Bodmin College will need to expand. As a result, land to help facilitate this expansion should be planned for as part of the development of the Halgavor Urban Expansion (BdUE2).

4.2 Utilities

Drainage – The Town has a long history of flooding from a range of sources. Flooding has come from both of the tributaries of the River Camel that drain the urban areas as well as from surface water runoff, especially at times of high flows in the receiving watercourses. In addition, drainage from the A30, Cooksland Industrial Estate and Bodmin Business Park has led to erosion in the Callywith

10 Bodmin Town Framework – Strategic School Place Planning (Nov-12)
Stream to the east, and in the past, A30 drainage has exacerbated erosion within the Halgavor Stream. A fully integrated approach to protect Bodmin from future flooding is advocated in the Bodmin Surface Water Management Plan (Jan-11). It would be expected that future development is brought forward in line with this Management Plan.

**Water Supply** – There will be a need for reinforcement of the local distribution network for each development, to ensure that pressure and security of supply to our existing customers in maintained. Further enhancement of trunk mains or associated pumping stations will depend on timing of future development, interaction with other developments in the area, etc; as a result Cornwall Council will continue to work with South West Water to evaluate future needs and the capacity of the strategic system, to ensure any necessary upgrades are implemented in a timely manner.

**Gas** – No additional strategic infrastructure would be required as a result of the growth, although some reinforcement may be required to address localised issues, particularly related to growth on the western side of the town.

**Electricity** – With the proposed level of growth for the town it is anticipated that an additional sub-station within the town might be required. The Council will continue to work with Western Power Distribution on future delivery of necessary infrastructure.

### 4.3 Healthcare

As a result of the area having high numbers of people that have a limiting long-term illness, plus the emerging trends towards an aging population, it highlights the continuing importance that healthcare will have for the local community.

Health facilities within Bodmin currently include one community hospital, 2 GP surgeries and 4 dental practices. It is estimated that three to four additional GP’s will be required to support the growth in population. The Council will continue to work with the Primary Care Trust to ensure appropriate healthcare provision is delivered.

### 4.4 Transportation Strategy

The transport measures that have been identified to enable housing and employment growth in Bodmin are based on the policies set out in Connecting Cornwall: 2030. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision which supports economic prosperity and a move towards more sustainable travel with less reliance on the private car. The anticipated outcomes of this approach will be a vibrant, accessible and safe town environment with strong links to other communities in Cornwall and beyond.

The focus for transport investment to support Bodmin’s growth is targeted in two key strands:

- Minimising congestion on the strategic and local road network
- Supporting the switch to bus, walking and cycling for more local trips

The transport measures work together to create the conditions for more people to make use of sustainable travel methods (e.g. walking, cycling, bus) than using the private car; therefore minimising the constraint of the highway network for future growth.

The Camel Trail provides an excellent off road route connecting Bodmin to Wadebridge and Padstow. Furthermore, there are wider aspirations to develop a network of cycle trails around Cardinham and Lanhydrock making Bodmin a good location for outdoor pursuits and active travel.

With a total working population of just over 5,500, approximately 3,600 live and work within the town; furthermore 5,100 residents from outside of Bodmin travel to the town each day to work. 67% of trips to work in Bodmin are made by private car resulting in congestion through the town centre at some of the key strategic junctions; and there are localised air quality management issues along Dennison Road resulting in an Air Quality Management Area (AQMA) status.

The Bodmin Masterplan (May 2011) sets out a vision to improve the economic viability of the town with the reduction in congestion and an improvement to the public realm space being two vital factors in order to deliver the aspirations.

The Masterplan proposed the delivery of a northern relief road to allow high levels of growth to come forward without adding to the congestion already witnessed along Dennison Road. However, given the risks around the delivery of such significant highway infrastructure, including the significant cost estimated at approximately £35m; the Council have continued to considered how the same (or better) benefits could be achieved through a package of lower risk transport measures, which it is felt the proposals set out below would achieve.

Furthermore, the Bodmin transport strategy will assist in the delivery of the wider benefits aspired to in the Masterplan including the opening up of business space, reduced congestion, improved air quality and the economic regeneration of the shopping centre through public realm works and improved access by public transport, foot and bicycle.
Through the delivery of a sustainable transport strategy, there is an opportunity to increase the level of trips by sustainable modes in Bodmin while enabling the level of housing and commercial growth proposed. The town already has good interurban bus links which will see further improvements to 2030. With 24% of households with no car, opportunities for improved cycle and pedestrian links and crossing points have been identified which will help connect new housing developments to the town and employment.

The aspiration of the transport strategy is to increase the use of sustainable modes of travel within the town by 25% for cycling / walking and 65% by bus, while seeking higher levels of switch from new development where the opportunities to encourage sustainable travel from the outset are greater. These increases are based on best practice elsewhere in the UK and reflect the potential for modal switch within different communities, i.e. opportunities to achieve greater shift within new development sites where high standards can be set for developers.

The table below summarises the package of transport measures proposed for Bodmin to 2030. Many of these are not fully developed and will be dependent on the outcome of public consultation as well as land ownership and other impacts being resolved.

<table>
<thead>
<tr>
<th>Scheme type</th>
<th>Scheme</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway improvements</td>
<td>Priory Park link</td>
<td>Provide a link road alongside the park/football pitches connecting Priory Road to St Nicholas Street, to alleviate the need for St Nicholas Street/ south bound traffic to travel through the congested Church Square junction. The road could also provide a link to St Petroc’s School. This scheme would alleviate the air quality issues currently experienced in the area; plus offer opportunities to deliver the town centre improvements.</td>
</tr>
<tr>
<td>Junction improvements/traffic management</td>
<td>A389 Church Square Roundabout / Turf Street</td>
<td>The provision of the Priory Link Road, described above, will enable the removal of the mini roundabout as the left hand turn will be a time restricted access priority junction (general traffic will use the Priory link road to access car parks and St Nicholas Street) to reduce congestion and improve public transport access and the arrival into Bodmin.</td>
</tr>
<tr>
<td></td>
<td>B3268 Turf Street/ Priory Car Park</td>
<td>The provision of the above road will provide a new access and enable the restriction of access from Turf Street which will help alleviate congestion at the Church Street junction and improve the public realm space.</td>
</tr>
<tr>
<td></td>
<td>A389 Priory Road/ Church Lane Traffic signals</td>
<td>Improved access onto Priory Road including public transport access. Pedestrians would be catered for with a new crossing to facilitate active travel.</td>
</tr>
<tr>
<td></td>
<td>A389 Priory Road/ Launceston Road/ Priory park</td>
<td>Provision of a double mini roundabout to improve the right turn manoeuvre from Launceston Road onto Priory Road and to the new Priory Park link. Pedestrian crossing facilities will be a key element of the work undertaken.</td>
</tr>
<tr>
<td></td>
<td>B3268 St Nicholas Street/ Priory Park Traffic signals and pedestrian crossing</td>
<td>Creation of a new junction with traffic signals to allow the traffic to enter St Nicholas Street with minimum impact.</td>
</tr>
<tr>
<td></td>
<td>A389 Westheath Avenue/ Dunmere Road ‘Five Ways’ junction</td>
<td>A draft proposal to implement traffic signals and the removal of 2 arms which are Dunmere Road and St Marys Road of the mini roundabouts to reduce congestion and provide safer crossing conditions for pedestrians and non car journeys to school.</td>
</tr>
<tr>
<td></td>
<td>A30/ A389 Launceston Road ‘Callywith Gate Access’ Roundabout</td>
<td>Provision of a roundabout to improve access to employment sites to the north of the town as well as future housing development sites. (This project will only be progressed if the Callywith Urban Village proposal comes forward)</td>
</tr>
<tr>
<td></td>
<td>Respryn Road Railway Bridge and B3268 Lostwithiel Road Roundabout and link road</td>
<td>New bridge over the railway to provide alternative access to Bodmin town centre from the south and access to future development sites to the south of the town. New link road between Respryn Road and Lostwithiel Road with a new roundabout. (These project would only be progressed if the Halgavor Urban Extension comes forward)</td>
</tr>
<tr>
<td></td>
<td>Morrisons Roundabout (and bus stop)</td>
<td>Improvements to the roundabout to ease the flow of traffic and improved facilities for public transport passengers.</td>
</tr>
<tr>
<td>Scheme type</td>
<td>Scheme</td>
<td>Description</td>
</tr>
<tr>
<td>---------------------------</td>
<td>---------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Bus improvements</td>
<td>Bus Infrastructure/ RTPI</td>
<td>The town network will increase to operate between every 20 mins and half hour, providing three high quality and reliable town bus services, connecting people and services, as aspired to in the Cornwall Bus Vision. Bus stops will be upgraded to ensure a high quality provision of stop and real time technology information is provided.</td>
</tr>
<tr>
<td></td>
<td>Bus services</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Walking/cycling</td>
<td>Town wide cycle and pedestrian network</td>
<td>A well planned network of cycle and pedestrian routes with crossing points will link new housing developments to key attractors, including employment retail and education, whilst maximising the existing provision of cycle routes. The Camel Trail will be brought into the town centre via an alternative more level terrain to ensure Bodmin reaps the benefits of the trail providing for utility cyclists as well as improving the current link via Pool Street and Crockwell Street. Links will also allow cyclists to access the new trails at Lanhydrock and Cardinham creating a comprehensive network of routes suitable for leisure and commuter cyclists.</td>
</tr>
<tr>
<td>improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian crossings</td>
<td>Westheath Avenue/ Westheath Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Higher Bore Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Carminow Cross three crossings</td>
<td></td>
</tr>
</tbody>
</table>

The measures outlined above will be supported by initiatives that promote the use and benefits of sustainable travel particularly within new developments. This could include public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

With the transport strategy in place, traffic levels are expected to grow by 41.5% in the peak between 2010 and 2030. Overall, this is 7% lower than what would be expected if no sustainable transport measures were developed. The transport modelling work has shown that with the implementation of the sustainable transport measures, as well as the highway improvements proposed, junction capacity is not expected to worsen as a result of the development proposed. As a result, the highway infrastructure is deemed to be sufficient to accommodate the predicted growth, in addition to supporting a change in travel patterns and delivering wider positive outcomes for Bodmin.

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A 20 year transport vision which supports economic prosperity and a move towards more sustainable travel.
Bodmin Town Framework: Transport Strategy 2030

Key
- Key employment sites and attractors
  - Town Centre area
  - Employment
  - Hospital
  - Retail
  - School
- Future key employment site or attractor

Existing transport networks
- Bodmin and Wenford Railway
- Railway (private)
- Existing cycle/pedestrian routes
- Existing bus routes/No. buses per hour

Development cells
- Potential cells/housing number
- Housing/housing number
- Non-residential

Proposed transport measures
- Junction improved brought within capacity
- Bus priority measures could include:
  - Bus gate
  - Bus lane
- Key bus stop upgrades inc:
  - Real time passenger information
  - Enhanced bus shelter provision
  - Improved accessibility
- Proposed cycle/pedestrian crossings

Traffic management corridor
- Proposed new or enhanced cycle/pedestrian links (including wider green infrastructure)

Strategic highway proposals
- Improvements to bus frequency/No. buses per hour
- Pedestrianise (except for bus)

Key Facts
- Proposed housing: 3,500 (preferred approach 3,200)
- Future traffic growth 2030: +48.2% (do minimum)
- Strategy reduces this to predicted growth of: +41.5%

Non-residential
- Proposed new or enhanced cycle/pedestrian links (including wider green infrastructure)

Future key employment site or attractor
- School
- Retail
- Hospital
- Employment

Existing bus routes/No. buses per hour

Improvements to bus frequency/No. buses per hour

Development cells
- Housing/housing number

Strategic highway proposals

Linked schemes

Potential cells/housing number

Existing cycle/pedestrian routes

Junction improved brought within capacity

Key bus stop upgrades inc:

Proposed cycle/pedestrian crossings

Traffic management corridor

Proposed new or enhanced cycle/pedestrian links (including wider green infrastructure)

Strategic highway proposals

Improvements to bus frequency/No. buses per hour

Pedestrianise (except for bus)

High quality bus stop infrastructure including real time timetable information

Improvement scheme required for Five Ways junction to improve pedestrian access and manage traffic impacts.

Pedestrian priority of Fore Street and Turf Street changing access arrangements to remove the majority of traffic from town centre thereby improving local environment and public transport access

Bodmin Railway

Railway (private)

Existing cycle/pedestrian routes

Existing bus routes/No. buses per hour

Figure 7: Bodmin Transport Strategy Map
Key facts
Proposed housing: 3,500 (preferred approach 3,200)
Future traffic growth 2030: +48.2% (do minimum)
Strategy reduces this to predicted growth of: +41.5%

Reducing traffic impact and improving air quality at Church Square and Dennison Road by simplifying road network in this location

Major junction upgrade proposed for Priory Road / Launceston Road incorporating link road along eastern boundary of Priory Park

Enhanced walking and cycling network to be provided throughout the town linking the town centre, employment areas, residential areas and principal leisure destinations, including the Camel Trail

Car park signage directing traffic on individual routes to specific car parks to reduce town centre congestion

Enhanced public transport provision linking residential and employment areas with the town centre and Bodmin Parkway railway station

Major junction upgrade proposed for Priory Road / Launceston Road incorporating link road along eastern boundary of Priory Park

Enhanced walking and cycling network to be provided throughout the town linking the town centre, employment areas, residential areas and principal leisure destinations, including the Camel Trail

Car park signage directing traffic on individual routes to specific car parks to reduce town centre congestion

Enhanced public transport provision linking residential and employment areas with the town centre and Bodmin Parkway railway station

Proposed housing: 3,500 (preferred approach 3,200)
Future traffic growth 2030: +48.2% (do minimum)
Strategy reduces this to predicted growth of: +41.5%
4.5 Green Infrastructure Strategy

Bodmin’s Green Infrastructure Strategy, takes a lead for the Cornwall-wide strategy, which seeks to provide a positive and proactive approach to the management and enhancement of Bodmin’s network of green assets; in doing so delivering to three main principles of quality, quantity and accessibility. Green infrastructure can cover many different areas, but this strategy focuses on four key elements:

1. Public open space
2. Green links
3. Sustainable Urban Drainage
4. Biodiversity

The overriding principle of the Green Infrastructure (GI) strategy is multi-functionality. Delivering multiple functions from GI assets will ensure: better usage; they will become more financially viable to deliver; are easier and cheaper to maintain; which in turn means they can be maintained to a higher standard. Plus it represents a better use of our valuable land assets. As a result, whilst the strategy is articulated within each of the 4 elements, their successful delivery will be through their integration.

Public Open Space

Bodmin is relatively well provided for public open space in comparison to many other towns within Cornwall. However, to ensure the good standard of provision is maintained, new development is still expected to provide for the demands generated by their development. It is estimated that in total approximately 8ha of additional open space will be required to cater for the planned growth in population. In addition, improved access to the town’s natural green space is required. Furthermore, when the strategic housing sites highlighted in this document are being brought forward, they would be expected to create one, or a small number, of larger better quality open spaces, that perform various roles. Whilst there are various categories of open spaces, most highlighted below, the principles of multi-functionality will be expected, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one function.

Studies of existing provision and future growth proposals indicate:

- **Parks and Gardens**: There is a sufficient quantum of parks and gardens in Bodmin for the existing population; however new development should provide for the new demand that will be created (at approx. 18.9sqm per dwelling).

- **Natural spaces**: Whilst there is an under provision compared to the Cornish towns average, it is still recognised that there are a number of assets around the town, such as the Beacon, Cardinham Woods etc. New development should deliver approximately 5.2sqm of natural space per dwelling, whether on site or as an equivalent off-site contribution. In addition to this, future action will be focused on improving accessibility to existing natural spaces, including better access to the Camel Trail from the town.

- **Public Sports**: Whilst there is a slight under provision of publicly accessible sports pitches, when compared to other Cornish towns, it is still generally seen as an acceptable level for the existing population. Furthermore, efforts are being made to help increase public accessibility to school sports pitches, whether for the general community or local sports clubs. On the basis that this improved access to existing facilities can be achieved, new development will not be ask to deliver additional public sports facilities.

- **Children’s play spaces**: Bodmin currently has more children’s play space than the Cornwall towns’ average. As a result, new development will only need to cater for the newly arising need. It would be expected that new development will provide 1.6sqm of children’s play space per dwelling.

- **Teen Provision**: Teen provision, which represents facilities such as multi-use games areas, represents Bodmin’s greatest deficiency, with Bodmin only having one-third of the Cornwall towns average. It would be expected that 0.6sqm per dwelling is created by new development.

- **Allotments**: There is an under provision of allotments compared to other Cornish towns. It would be expected that 1.9sqm of allotments per dwelling is provided from new development. This should be in the form of an on-site provision, in relation to the urban extensions, or an equivalent off-site contribution for small sites.
**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, whilst also supporting objectives relating to the promotion of the town centre and the town’s tourism assets. The improvement of the town’s green links include improving access from the Camel Trail into the town centre. Proposals for the creation, upgrade or maintenance of the town’s green links can be seen in Figure 8.

**Sustainable Urban Drainage**

Capacity constraints within the existing fluvial drainage system within Bodmin, such as the Town Leat, need to be managed carefully, so that future development can be brought forward without causing any additional problems. New development will be expected to adhere to Sustainable Urban Drainage principles that are set out on the Bodmin Surface Water Management Plan. Successful implementation of the plan by new development, should not only prevent additional flooding issues, but should also help to reduce the current capacity constraints, as a result of more land being drained in a controlled manner.

**Biodiversity**

The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. One such asset sitting at the heart of the town is the Beacon; other assets around the town include Cardinham Woods, Lanhydrock and Dunmere Woods.

Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

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*Figure 8: Bodmin’s Existing and Proposed Green Links*

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**The overriding principle of the Green Infrastructure strategy is multi-functionality.**
Below is a list of guide questions. Please feel free to highlight any other points, if you feel the questions don’t enable you to address any issues that you would like to raise.

Deadline for representations on the Bodmin Town Framework is **Monday 22 April**.

**Vision and Aims**
1. Do you agree with the Vision and Aims set out in the Town Framework?
   a. If no, please indicate how you would change them

**Housing**
2. Do you agree with the locations highlighted for future housing development?
   a. If no, where would represent better locations for development? (and please indicate why)

**Economic Growth**
3. Do you agree with the proposed economic strategy for Bodmin?
   a. If no, please indicate how you would like it changed
4. Do you agree with the proposed locations for future economic growth?
   a. If, no please indicate what sites you would either add or exclude? (and please indicate why)

**Retail Growth**
5. Do you agree with the proposed retail strategy for Bodmin?
   a. If no, please indicate how you would like it changed
6. Do you agree with the proposed locations for future retail growth?
   a. If, no please indicate what sites you would either add or exclude? (and please briefly indicate why?)

**Infrastructure**
7. Do you agree with the proposed transportation strategy for the town?
   a. If No, please indicate which element(s) of the strategy you disagree with and give a brief explanation as to why?
8. Are there any other issues regarding infrastructure that the Council and partners will need to address to enable the proposed growth to be successfully implemented?

**Other**
9. Feel free to provide any additional comments on the Town Framework

You can either submit your response by post or e-mail via the following addresses:

**E-mail:** Frameworks@cornwall.gov.uk

**Post:**
Bodmin Town Framework Consultation
Cornwall Council
Planning Delivery Team
Dolcoath Avenue
Camborne
Cornwall
TR14 8SX

(Please note that representations made relating to the Bodmin Town Framework, via the addresses highlighted, will not be taken into consideration as part of the Cornwall Local Plan consultation; any such representations should be made separately as part of the Cornwall Local Plan consultation process – details can be accessed via the Cornwall Council website)
Notes
More information

If you would like this information in another format or language please contact:
Cornwall Council, County Hall, Treyew Road, Truro TR1 3AY
Telephone: 0300 1234 100
Email: enquiries@cornwall.gov.uk
www.cornwall.gov.uk