# Cornwall Gateway CNA

## Events: Community Network Areas Core Strategy Area Based Discussion Paper

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| C R Harris | Clerk<br><br>Landulph Parish Council | Yes | Climate Change - The parish needs practical help and support to meet the challenges of climate change and the need for sustainable living. Parish Plans clearly identified a need for local allotments and a community composting scheme.<br><br>Community development - For a number of years the parish has been without any form of public transport and has consequently become completely dependent upon private transport. There is a need for low carbon, energy efficient public transport to link in with the main road routes into the principal towns.<br><br>Future | Economy Led / Low | Support for a mix of Options 1 & 3, but does not support Option 2. | | | | | | | No | Comments noted and will be taken into account when developing the Preferred Approach.<br><br>The area issues were developed individually for each CNA based on the priorities coming out of their Parish Plans and through consultation with the Network Managers. It is noted that many of your suggested replacement issues are the same between each CNA, thus losing the local dimension to the priorities.<br><br>However, many of the issues you raise will be covered in more detail at the next stage of the Core Strategy when we begin to consider which policies will be |

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| | | | prosperity - The Parish Plan identified the need to provide for the development of small businesses to provide employment for local people. Above all is a requirement for a full broadband service.<br><br>Housing - A need for limited affordable housing has been identified. However any growth in population must be supported by improvements to the local infrastructure. | | | | | | | | | | needed in implementing the strategy. Policies should cover climate change, accessibility, employment uses (including rural businesses), affordable housing and infrastructure in addition to an Infrastructure Delivery Plan, Local Transport Plan and Affordable Housing DPD. |
| David Cormack | | Yes | | Economy Led / Low | | | | | | Development outside towns is not feasible without good public transport and simply not there. | | No | Comments noted and will be taken into account when developing the Preferred Approach. |
| David Lobban | PCL Planning | | | | We do not believe that there are significant opportunities for further development around Torpoint. However Torpoint and Saltash are both closely linked with Plymouth and judgements in terms of the future of these towns need to be made in the context of the wider Plymouth economic area. We acknowledge that this | | | | | | | No | Comments noted and will be taken into account when developing the Preferred Approach. |

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| | | | | | may not be a particularly Cornish comment. However, it is the reality as identified in the Roger Tym & Partners work on settlements as part of the background to the Regional Spatial Strategy. With regard to Saltash, we believe that there is significant opportunity for further development making best use of the links into Plymouth, and also the A38 and A388 corridors which may help and assist the immediate economy of East Cornwall whilst also forming part of the overall pattern for Plymouth. | | | | | | | | |
| Edward Heynes | Savills | Yes | The issues identified are acceptable however an additional issue is that a priority is to deliver a wide range of housing to meet the overall needs of the area. While affordable housing is referred to there is a need to provide suitable types of housing to meet a variety of needs. | | In the context of this CNA, Saltash and Torpoint are the key settlements. The remainder of the area is made up of open countryside interspersed with smaller villages. Both towns should clearly be the focus for development as both have a good level of services and facilities. However it is considered that Torpoint should have an equal role to play compared to Saltash. By having this status it would assist in meeting the objective identified in Option 3 of "develop(ing) the role of south east Cornwall … to balance the draw of Plymouth". As explained previously, Torpoint has a particular role to play in meeting the needs of a specific | The CNA is dominated by Saltash and Torpoint and, historically, these two settlements act as service centres for the surrounding hinterland. It is these two settlements, and in particular where growth should be focussed. | There are a number of villages that are self contained and which share facilities and it is important that these smaller settlements are supported with an appropriate level of growth commensurate with the level of services and facilities that currently exist and/or the access they have to public transport. | | | In summary the focus for growth should be on Saltash and Torpoint given that they are the key settlements within the CNA. | We note that a Saltash Town Framework Plan is being produced but given that we consider that Torpoint has an equal role to play then a Town Framework Plan should also be produced for Torpoint. If the Saltash Town Framework Plan is intended to cover Torpoint we have severe reservations as to whether this is the correct approach as both towns | Yes | The housing growth will include market housing. This will be explored further as part of the Preferred Approach.<br><br>Comments on distribution noted and will be taken into account when developing the Preferred Approach.<br><br>Protection of the AONB and coast will be issues across all Community Network Areas which contain them. They are therefore not listed |

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| | | | | | area which Saltash cannot serve because of the presence of physical/topographical features. Torpoint must be given the opportunity to grow and develop in order that a sufficient amount of growth can occur and with that growth there will be an ability for improvements to community infrastructure to be made.<br><br>It should be noted that because of the rural characteristics of this CNA there is also a need to have regard to the requirements of surrounding smaller villages. Careful consideration should be given to the impact of development on the coastline and AONB. There is clearly a need to make sure there is sufficient housing to meet the needs of all aspects of the community and a high level of growth is appropriate given Saltash and Torpoint has the ability to accommodate further development. | | | | | | have differing characteristics and the needs for both towns differ in terms of their needs and requirements within the lifespan of the Core Strategy. | | | specifically for Cornwall Gateway, but this does not mean they will not be taken into account.<br><br>The Saltash Town Framework Plan is not intended to include Torpoint. Torpoint is included in those places being considered for a second phase of town framework plan production. |
| Edward Persse | Westcountry Land Planning Consultancy | Yes | The development of the site at Tideford Road would in particular address the concerns raised in Issue 2 with regard enabling affordable housing. | Dispersed | Bibio Ltd supports growth options 2b and 2c. | | | | | We are concerned that options 3a, 3b and 3c would all fail to deliver a sufficient critical mass to deliver sustainable growth. Furthermore | | Yes | Comments on growth and distribution noted and will be taken into account when developing the Preferred Approach.<br><br>Individual sites are not being |

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| | | | | | | | | | | these options would fail to properly address the significant shortfall in the provision of affordable housing for the County as a whole but also Cornwall Gateway in particular. | | | considered outside of the Town Framework Plan areas at this stage. |
| Edward Persse | Westcountry Land Planning Consultancy | Yes | Bibio Ltd agrees with the priorities identified for Cornwall Gateway. The development of the site off the B3249 would in particular address the concerns raised in Issue 2 with regard enabling affordable housing. | Dispersed | Bibio Ltd supports growth options 2b and 2c. | | | | | We are concerned that options 3a, 3b and 3c would all fail to deliver a sufficient critical mass to deliver sustainable growth. Furthermore these options would fail to properly address the significant shortfall in the provision of affordable housing for the County as a whole but also Cornwall Gateway in particular. | | Yes | Comments on growth and distribution noted and will be taken into account when developing the Preferred Approach.

Individual sites are not being considered outside of the Town Framework Plan areas at this stage. |
| I J Biffen | Clerk

Landrake with St.Erney Parish Council | | The local Spatial priorities (Ref B Page 39) are fairly basic and depend on local authorities and individuals supporting the priorities. | Economy-Led | Of the options for the distribution of new development, Option 3 is considered the most viable. Distribution will go with economy based development. Home based business is likely to develop in fair sized | | | | Network areas are not thought likely to affect adjacent villages who will continue to use the facilities of | | | No | Comments on Issues and distribution noted and will be taken into account when developing the Preferred Approach. Issue |

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| | | | Reference Issue 1, Saltash town centre suffers from too many empty shops and charity shops. Local landlords appear to charge high rent and thus discourage local business. Lower and more practical rents might well generate more local businesses and ore income via Business Rates.<br><br>Issue 3 - public transport for villages away from the roads between towns is expensive and not used much, private cars in rural area being the norm.<br><br>Issue 4 - Plymouth provides jobs and a range of shops which are well used by surrounding towns and villages. This is a fact and does not merit further study. | | villages but they will need good broadband facilities and will use adjacent towns for some services. There may, too, be some reduction in vehicle mileage. The provision of say two workshops at Landrake should help to provide extra employment and the development of the economy, with space for a further 2-4 workshops in the following couple of years if the workshops prove popular. | | | | neighbouring towns. Network Areas may help local government in place of the former and larger District Councils and the more distant Cornwall Council. | | | | 4 refers to how the Core Strategy should respond to the influence of Plymouth.<br><br>The Community Network Areas boundaries have been pre-determined and are used for convenience – however this would not prevent the "clustering" of settlements for the purpose of planning services and facilities etc. |
| Ian Williams | Cornish Social and Economic Research Group | | Develop a local transport plan that restricts car use and | | 'Steady-state' dispersed. | | | | | | | No | The area issues were developed individually for each CNA based |

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| | | | promotes alternatives within the town. Upgrade public transport links to other settlements.<br><br>Maintain and respect the environment of the area, accepting the need to include all elements rather than focusing on protecting certain landscape and other designations.<br><br>Plan for housing development to meet local need, not for unsustainable growth.<br><br>Maintain and enhance local shops, facilities and services, with the aim of providing for the local community.<br><br>Support and develop an ICT infrastructure so that households, businesses and others can carry out more activities on line, hence reducing travel. | | | | | | | | | | on the priorities coming out of their Parish Plans and through consultation with the Network Managers. It is noted that many of your suggested replacement issues are the same between each CNA, thus losing the local dimension to the priorities.<br><br>However, many of the issues you raise will be covered in more detail at the next stage of the Core strategy when we begin to consider which policies will be needed in implementing the strategy. Policies should include the natural environment, the economy, affordable housing etc. |

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| | | | Work towards reducing dependence on Plymouth. Support the needs of communities in the rural hinterland through appropriate local needs development and the maintenance of community facilities. Promote better quality jobs to create a more balanced economy. | | | | | | | | | | |
| J Christie | | | Equal consideration should be given to social, economic and environmental issues. Add 'Ensure location, scale and design of new development minimises impact on the natural environment and ecosystem goods and services (including at the coast and in the nearshore waters). Ensure development | | None of the 9 options work best for the area as the scale for each is too high to deliver sustainable development. Should the number of proposed dwellings be reduced then the preferred option would be either the Cornwall Towns or Economy led option depending on the environmental features of specific sites. | | | | | Future development must be sustainable; ensuring social prosperity and the continued provision of quality environmental goods and services. | | No | Many of the issues raised will be covered in more detail at the next stage when we begin to consider which policies will be needed in implementing the strategy. |

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| | | | includes adequate measures for environmental protection, enhancement, mitigation and compensation'.<br><br>I have concerns about Issue 4 - the impact of which might result in significant development pressures in Cornwall adjacent to the proximity of the Special Area of Conservation. | | | | | | | | | | |
| Kaja Curry | Coastal Planning Coordinator<br><br>Tamar Estuaries Consultative Forum | | Given the significance of the designations as a Special Area of Conservation and Special Protection Area, TECF requests that these two designations are mentioned under the Environment section of the Key Feature section.<br><br>TECF would also like to see that the role of the Tamar Estuaries Consultative Forum is recognised and suggests the following wording: "The | | | | | | | | | No | Key Feature – SAC & SPA Agreed.<br><br><br>The proposed change to the wording is far too lengthy for the section, and will be out of step with both the other sections of this CNA paper and the other CNA |

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| | | | management of the Plymouth Sound and Tamar Estuaries is currently co-ordinated through the Tamar Estuaries Consultative Forum (TECF), chaired by the Queen's Harbour Master. This body works to a six year management plan which provides a framework for the sustainable management of the Tamar Estuaries and a context to ensure statutory compliance in delivering conservation objectives for the European Marine Site.

TECF suggests that the CNA includes wording that recognises the need to conserve and enhance the Networks coastal and waterfront setting, promoting an integrated management approach to its sustainable | | | | | | | | | | papers. However, when redrafting we will add to the text in line with the comments received and can provide a link to your website in the background evidence base paper. |

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| | | | development which: Protects the value and integrity of the Port of Plymouth , recognising its position as a unique asset to the area. Delivers the conservation objectives of the Plymouth Sound and Estuaries European Marine Site. Delivers opportunities for improved water transport linkages along the waterfront. Acknowledges the port's fundamental importance to the economy of the area, and the need to accommodate a wide range of uses / activities, including its role as a primary naval port and dockyard, its uses by commercial shipping, commercial fishing, tourism, recreation and | | | | | | | | | | |

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| | | | leisure. | | | | | | | | | | |
| M Calder | The National Trust | | The Placed Based Issues Paper identifies the coast as an important natural asset in this area, supporting a wide variety of functions. An identified issue for consideration, arising in part from public consultation, is the need to protect and enhance the undeveloped coast. However, the summary of the Coast issue on Table 9 incorrectly states that the coast 'is protected', rather than that it needs to be protected and enhanced, through spatial land management policies. This should be identified as a spatial priority. The Tamar Estuaries Management Plan should also be identified as evidence in the Placed Based Issues Paper. | Cornwall Towns | In principle the Trust favours the 'Cornwall Towns' distribution for the reasons set out earlier in this response. However, whichever distribution option is preferred, more evidence is required to demonstrate that there is the landscape capacity to support the levels of growth proposed without unacceptably harming the character of the undeveloped coast, the AONB and the setting of Antony. Until the Saltash/Torpoint 'Town Framework' is available to provide the evidence, it is difficult to comment further. It is as yet unclear if there is the capacity for the levels of growth proposed for this CNA, given that the draft RSS had only identified a provision of 500 homes for Saltash/Torpoint towns, whereas the levels proposed in the Core Strategy range from nearly 2,000 dwellings to over 3,500 dwellings, with the majority focused on Saltash/Torpoint (whichever distribution option is chosen). | | | | | | Antony House, which is listed grade I, and the grade II* registered park and garden, are designated heritage assets of exceptional interest and should be identified under the key features of the area. | No | Comments on the distribution options are noted and will be taken into account when developing the Preferred Approach.

Protection of the AONB and undeveloped coast and designated heritage assets will be issues across all Community Network Areas which contain them. They are therefore not listed specifically for Cornwall Gateway, but this does not mean they will not be taken into account. The Antony estate is recognised in the place based issues paper for Cornwall Gateway.

Further details of the Saltash Town Framework are expected to be set out for consultation at the Preferred Approach stage later in the |

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| | | | | | | | | | | | | | year. A town framework for Torpoint is not being taken forward at this point. |
| Mark Harris | Barton Willmore | | An additional priority for Torpoint (Question CG1) is to identify measures to improve local services and retail facilities in the area. | | The 'Economy Led Distribution' option is considered to be the most appropriate means of supporting growth for Torpoint (Question CG2). This will enable market-led growth and regeneration in the town linked with the demand for new housing. Priority should be given to Torpoint sharing the remaining 25% of growth identified for this distribution option. | Saltash dominating the Cornwall Gateway CNA to the detriment of Torpoint. | | | | | | Yes | Improving local services will be considered for the next stage – we will need to be clear that this is a particular concern for this area as it is an issue for the whole of Cornwall. Torpoint Torpoint is included in those places being considered for a second phase of town framework plan production.<br><br>Comments on growth and distribution noted and will be taken into account when developing the Preferred Approach. |
| Nancy Gray | Clerk<br><br>Sheviock Parish Council | | | Economy-Led / Low | We dislike the lack of linkage between planned development and local infrastructure provision.<br><br>We do not have the infrastructure locally to support any further | | | | | | | | Views on growth level and distribution noted. An Infrastructure Delivery Plan (IDP) will |

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| | | | | | development. | | | | | | | | identify what infrastructure is required to enable development proposed in the Core Strategy to progress. This infrastructure encompasses physical, social and environmental infrastructure (utility services, transport, schools, open space, police etc). Infrastructure and services are provided by many different organisations, and the IDP is produced in partnership with the key infrastructure providers in Cornwall. This will help partners to anticipate and plan for growth and work together to achieve the best and most cost-effective infrastructure. The IDP will be an integral part of the Core Strategy and be key to demonstrating its deliverability. |

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| | | | | | | | | | | | | | The IDP will identify what infrastructure is needed and where, when it is needed, who is responsible for its provision, and how it will be funded. It will address future infrastructure needs and 'gaps' in provision that exist now. In addition, Cornwall Council is in the process of developing a Cornwall-wide Community Infrastructure Levy (CIL). The CIL will be chargeable on most development and will be used to help fund infrastructure to support new development. |
| Raymond Lane | Clerk Saltash Town Council | | | Dispersed / Low | Saltash Town Council supports the low growth option because: i) Recent trends, particularly given the global, national and local economic climate, and towards lower net migration into the area ii) Cornwall is not able to sustain medium or high growth based on the available economic and | | | | | We are not happy with the premise of the economy led option, that our area is currently marked for economic funds, infrastructure etc. Our experience is that whilst promised | | | Comments noted and will be considered in developing the Preferred Approach. An Infrastructure Delivery Plan (IDP) will identify what infrastructure is required to enable |

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| | | | | | employment infrastructure<br><br>iii) Cornwall is not able to sustain medium or high growth based on the available suitable sites – in terms of our area it is becoming clear from the Town Framework meetings that even the most suitable housing sites have moderate to severe limitations.<br><br>We are concerned that both the town centred and growth led options put 'all the eggs in one basket' with two particular negative effects<br><br>i) Some towns at the larger end of medium (e.g. Saltash) would get more housing than they could reasonably accommodate, in terms of either infrastructure or suitable sites. We will address this further in the area based paper, but it is becoming apparent through the town framework process.<br><br>ii) Smaller towns and villages would get insufficient housing to meet their needs, threatening their growth or possibly even, in the case of settlements that are only just sustainable, their survival<br><br>We support the principle of a full hierarchy of development, as shown | | | | | residential growth is always forthcoming, promised infrastructure growth is not. We must also emphasise that in our area there is an imbalance with insufficient infrastructure relative to the level of housing (resulting in a high dependency on infrastructure in Plymouth, limiting economic and employment opportunities with the town). Therefore any option based on greater infrastructure would need to redress the balance as well as providing sufficient additional infrastructure for the extra housing proposed. We would wish for a clearer specific programme of infrastructure to be discussed with us before we could ever countenance the idea, even | | | development proposed in the Core Strategy to progress. This infrastructure encompasses physical, social and environmental infrastructure (utility services, transport, schools, open space, police etc). Infrastructure and services are provided by many different organisations, and the IDP is produced in partnership with the key infrastructure providers in Cornwall. This will help partners to anticipate and plan for growth and work together to achieve the best and most cost-effective infrastructure.<br><br>The IDP will be an integral part of the Core Strategy and be key to demonstrating its deliverability. The IDP will identify what infrastructure is |

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| | | | | | in the dispersed option. This allows a wide range of areas to accommodate some housing, with more in those areas that can cope with more.<br><br>However we also feel that the three options are currently over mechanistic in defining which areas can accommodate what housing based on population and a fairly crude assessment of facilities etc. In particularly they need to consider local constraints, site availability, and the residential/infrastructure balance more. | | | | | given the other objections above<br><br>We feel that the dispersed option is the best for our area generally because it spreads homes more equitably, particular to some of the larger parishes who do want some Affordable Housing. However we are surprised that all three options given greater housing growth to Saltash than, for example, Liskeard when Liskeard has greater independent infrastructure and more suitable sites for development.<br><br>It may be that different patterns of distribution work well for different parts of Cornwall – e.g. the West may favour growth centred distribution, the Mid Town Centred and | | | needed and where, when it is needed, who is responsible for its provision, and how it will be funded. It will address future infrastructure needs and 'gaps' in provision that exist now.<br><br>In addition, Cornwall Council is in the process of developing a Cornwall-wide Community Infrastructure Levy (CIL). The CIL will be chargeable on most development and will be used to help fund infrastructure to support new development. |

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| | | | | | | | | | | the East dispersed. This is not mutually exclusive and should be clearly considered. | | | |
| Richard Ward | Planning Development Manager<br><br>Campaign to Protect Rural England (CPRE) | Yes | Page 39, Local Spatial Priorities – CPRE Cornwall would suggest that local job provision is an important issue and that Plymouth cannot be relied upon to provide the jobs needed for the area.<br><br>Question CG1 - subject to the comments in paragraph 35 above, yes. | Low | CPRE Cornwall favours the low housing growth options combined with a mix of distributions based on CPRE Cornwall's response to the main Core Strategy. Future housing must be clearly linked to quality jobs and essential infrastructure.<br><br>Please see attached letter for further detail. | | | | | | CPRE Cornwall is not convinced of the need for a Town Framework for Saltash at this stage given other priorities and limited resources. | Yes | Comments noted and will be taken into account when developing the Preferred Approach.<br><br>Saltash has been identified as one of the locations which may have potential for strategic change. It is therefore appropriate for there to be considered in more detail and therefore is included in the Town Framework process. |
| Sharon Lewis | Vice Chair<br><br>Millbrook Parish Council | | | | | | | | | The Rame Peninsula is a microcosm of Cornwall and living here makes us acutely aware of the physical limits to development that comes from being bounded by water on three sides. We | | No | Comments noted and will be taken into account when developing the Preferred Approach.<br><br>All parish/town councils and CNAs will continue to be included in the Core Strategy consultation as |

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| | | | | | | | | | | established the fact that infrastructure and services on the Rame Peninsula are at full capacity and this has resulted in a planning application for affordable homes being turned down in 2010. With well over 100 local people on the current housing list we have a critical need to respond to the needs of people within our community but at the same time we find ourselves in a situation where we need to resolve our sustainability issues before we can consider more housing developments. We trust that, in the spirit of Localism, Cornwall Council will work with Millbrook Parish Council, the Rame Peninsula Cluster of Parishes and the Cornwall Gateway | | | work progresses. We will certainly be interested in Visions of Millbrook once available. |

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| | | | | | | | | | | Community Network to ensure that our concerns regarding capacity, access and infrastructure are resolved to ensure that any development in the next twenty years is indeed sustainable.<br><br>Millbrook Parish Council is preparing a document for the Visions of Millbrook as the area has unique problems and we are keen to work with Cornwall Council to find the best way forward. | | | |
| Shaun Pritchard | Tech Spec Environment Agency | | The proposed growth models will require a complement of green infrastructure. The effectiveness of any Green Infrastructure delivery programme will be dependant to some degree on cross boundary co-operation with Plymouth. Transport infrastructure within the area | | | | | | | | | No | Comments noted and will be taken into account when developing the Preferred Approach. A Green Infrastructure Strategy is being prepared for Cornwall to support the Core Strategy. |

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| | | | at threat from tidal flood risk will require careful consideration over the plan period. The plan needs to ensure delivery of coastal adaptation, notably at Millbrook. | | | | | | | | | | |
| Tony Hutchings | Clerk Maker with Rame Parish Council | | Issues 1 to 4 are supported. The provision of affordable housing and the improvement of public transport between rural and urban areas and beyond are of key importance. The provision of affordable housing is exacerbated by virtue of significant parts of the parish being within a Conservation Area and designated as an AONB. An even more significant factor is the extremely high proportion of holiday homes in the area (>50%) which has artificially inflated prices beyond the reach of local families who | | In terms of the options discussed it is considered the 'Economy Led Distribution' that focus on the growth to regeneration and key employment areas (which are also likely to be the areas for high market demand) is the best way forward. The 75% growth to regeneration, key employment areas and high market demand is considered appropriate with the remaining 25% distributed throughout the rest of Cornwall. There are particular issues related to the road infrastructure on the Rame Peninsula which unless addressed with severely limit growth potential. | Employment in the region is considered to be dominated by, Public Sector, retail and service provision SME's. There is seasonal employment due to the tourism industry. The area outside of our CNA that dominates (particularly employment) is Plymouth – hence the importance of public transport provision to the City. | It is not considered that we have any villages that are self contained in terms of facilities and services. | | | The aims and aspirations as set out in the Core Strategy Options Paper and also within the Area Based discussion paper seem geometrically opposed at times, to some of the recent activities by Cornwall Council in its attempt to balance the books. For example, the recent controversy of increased Parking Charges appears to be aimed at extracting the maximum amount of money from local people who live and work in small communities who are often on an | | No | Comments noted and will be taken into account when developing the Preferred Approach. The Council has recently adopted an Empty Homes Strategy to help see many of these dwellings come back into full residential use. A dedicated team has also been established to implement the Strategy. The Council has no powers to control the use of properties as second homes – this would require action at the national level. However, due to the importance of this issue and the impact |

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| | | | are being forced to move away from the area. Many of these homes are vacant for much of the year with some empty and bought purely for speculative purposes. There is too much focus on 'new build/ development' within the paper and consideration should be given as to how these holiday homes can be better utilised. Why are these homes given preferential treatment in terms of the Community Charge? It is considered that holiday homes (which in effect are a business) should be made to pay a premium (Business Rates?). Suggest an issue 5 is added 'Consider the influence of the high proportion of holiday homes in the region and their treatment with respect to | | | | | | | extremely low wage or pension. The 'one size fits all' policy that over a range of issues being proposed by Cornwall Council often flies in the face of 'Localism' and is not consistent with the principles laid down in the 'Sustainable Communities Act' or the development of sustainable communities. | | | second homes have on the local housing market the Council will:<br><br>• Monitor the number of second homes;<br><br>• Work with the Revenues & Benefits Service to ensure that the 'second home' classification is correctly awarded;<br><br>• Investigate the potential to engage with second home owners to encourage those that are receptive to the idea of letting or selling their property.<br><br>Further details of the Saltash Town Framework are expected to be set out for consultation at the Preferred Approach stage later in the |

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| | | | Council Tax'. The statement 'Employment generation to boost Saltash as a distinct location' is not clear. | | | | | | | | | | year. The statement relates to potential to enhance employment opportunities in Saltash and making the town less dependent on Plymouth for jobs. We are working towards local approaches within the Core Strategy which will take shape in the Preferred Approach. We never anticipated a 'one size fits all' approach scenario for the whole of Cornwall. |