

# Falmouth & Penryn CNA

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

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Anna Pentecost	Clerk Mylor Parish Council	Yes			The Parish Council's preferred option is 1 as Falmouth and Penryn already have an infrastructure that could be developed to support economic growth. However it is acknowledged that Falmouth's capacity for housing and business growth is limited and will by necessity encroach on neighbouring areas.					The Parish Council would also like to see greater emphasis on small communities working together and pooling resources and an increase on training structures for young people. In Mylor and Flushing, a large number of residents are retired, and any increase in new business would need an increase in housing, as existing residents are unlikely to leave the area.  It is also suggested that a link with Falmouth to the A30 would be an advantage, plus an improvement is needed in the existing public transport if people are to commute to work.			Comments noted and will be taken into account when developing the Preferred Approach.  Comments will also be forwarded to the Infrastructure Team.
Ben Simpson	Assistant Director Drivers Jonas Deloitte			Economy Led / High						The Council should be pursuing the level of growth tested and defined through the RSS preparation and that when applied to Falmouth/Penryn would result in a total of over 6500 dwellings being provided.	Please see attached visioning statement and letter.		Comments noted. The RSS proposed 2000 dwellings for Falmouth, and Penryn with a further 800 in an area of search at Mabe and a further 2500 in this part of the former Carrick

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													area.
Cllr Jenny Booth			<p>Issue 1</p> <p>There is an urgent need to provide affordable housing for the local residents currently looking for affordable housing. This should be on the small pockets of land that are still available within the Town. These sites were identified in 2007, some of the sites have been sold by Cornwall Council, however there are still several sites from that list that are still available and should be progressed for affordable housing as quickly as possible. The additional student accommodation that may be required should be located on the periphery of the Town, thus enabling the Town to continue to have a residential</p>		<p>This has been answered in part in the Issues above. We would ask what other issues are involved with the marine infrastructure. We would respectfully request that any future sale of land which is being considered for sale, that Falmouth Town Council is consulted.</p>	<p>Falmouth is dominated by Truro</p>	<p>Mylor, Flushing, Mawnan Smith and to a lesser degree, Mabe. All have shops and pubs one or two have dentists, and 'drop in' doctor surgeries.</p>	<p>Don't know</p>	<p>No</p>	<p>The towns should retain their own identity and be kept separate by way of the green corridor between the towns.</p>	<p>There is currently a part pedestrian only section of the town. This would lead people to think that this will continue in due course. To continue with the plan to close Church Street Car Park would be severely detrimental to the town. To make the town a pedestrian area, a better way would be to look for funding to create a promenade on the seaward side of the shops, as was favoured by the people of the town many years ago. This would attract people to the town, would be an attractive view from the sea and mean that traffic could flow in and out of town via High Street and/or Killigrew Street.</p> <p>We need to promote Falmouth better with the retail trade. Falmouth used to have department stores and independent shops that worked in harmony together.</p>		<p>These important issues for Falmouth are noted – many of them go beyond the remit of land use planning, but they are useful in developing a coordinated strategy in which land use planning can play its part.</p>

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			<p>community within it.</p> <p>The Creation of the Article 4 direction is vital for the future of the Community of Falmouth.</p> <p>Issue 2</p> <p>Fully encourage the continuing growth of the docks.</p> <p>With regard to tourism, we must retain the CDC saved Policy 11C. If any more bed &amp; breakfast/small hotels are allowed to have a change of use to any other type of class, it will have a detrimental effect on the surrounding properties, who still wish to trade with the tourism business. The retention of the TIC in some form is also required. Although the argument is that everybody has the internet now, a lot of people don't</p>								<p>Now the retail is aimed towards the younger people of the town. To keep all age groups shopping in Falmouth, we need a more diverse type of shopping centre, to make it more attractive to stay in Falmouth, rather than go elsewhere to shop.</p> <p>If there a large enough empty industrial unit in the area, to be more environmentally friendly, local food producers should be encouraged to form a co-operative and sell their produce from a centrally local point of distribution to the residents of the area. This could include fruit, vegetables and meat/poultry. This in time could grow to other produce and have a market of locally produced goods to be sold locally, thus cutting out the miles of travel to get it back to the customer.</p>		

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			<p>have 1 phone or similar, and like to go into ask what is available locally. The library has been muted as a possible site, or the one stop shop. However the latter site could cause problems relating to opening times and availability of staff.</p> <p>Caution should be given to encouraging the further growth of the University until the accommodation and parking issues are resolved. It is our opinion that by working together with the University, Cornwall Council and Falmouth &amp; Penryn Town Councils to achieve this issue can be resolved to a mutually agreeable outcome. Developers have been identified and should be encouraged to progress the building of high</p>										

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			<p>quality, affordable and managed student accommodation.</p> <p>Issue 3</p> <p>To support the retailers in the town during the current financial climate, a reduction of business rates may attract more diverse shops and perhaps some larger stores back into the town. Actively promote Falmouth throughout the Country as a positive place to bring a business to.</p> <p>The current 'shopping zone' must be increased to include all shops up to the cross roads of Killigrew Street and Trelawney Road. This would discourage the current trend of converting shops to HMO's. It is considered in the town that the cross roads</p>										

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			<p>are the beginning of the main shopping area.</p> <p>The discouraging 'clamping zone' statement should be taken off the signage on the entrance to the town, which is rather off-putting. Better signs to car parks. More sign posts in the town directing people to places of interest, TIC, beaches, water front etc. Lots of people come into the town without knowing that there are beaches across the town, and leave feeling disappointed with their visit.</p> <p>Issue 4</p> <p>The current infrastructure is insufficient to encourage people to leave their cars at home and catch the bus or train. The train line now has a loop so the trains run more often to Truro, however</p>										

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			<p>if you travel before 9.30am the cost is high it tends to discourage people back out of their cars. Buses do not visit the outskirts of the town very regularly, again positively encouraging the use of cars. Complaints have also been made about the number of student buses being run and the fact that 'local residents' cannot get on a student bus. A suggestion of smaller buses being utilised for the residents use was made, and a more regular service around the town.</p> <p>The main A39 Falmouth/Truro road is in desperate need of remedial work in places. The amount of traffic on the road demands the upgrade of the road. If Falmouth is to grow in any</p>										

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			<p>way, docks, tourism, university, a better road system is urgently required. The road regularly gets blocked with accidents etc.</p> <p>Issue 5</p> <p>There is a need to encourage the youth to partake in more sports, nationally. There are wonderful opportunities for the youth of the town to do sailing, water sports, rugby, football etc. Etc. To ensure that there is somewhere for them to play sports on, the green playing fields should be kept for sport and on not to be built on.</p> <p>Issue 6</p> <p>The foreshore must be accessible to the public, and access to this secured to the coast and</p>										

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			foreshore whenever a planning application is received. We would suggest that a Policy should be created to ensure that this is maintained, if one is not in place already.										
Colin Chapman	Parish Clerk Constantine Parish Council			Economy Led / Low									Choices noted.
David Lobban	PCL Planning		We acknowledge the significant changes that have taken place in this area, particularly with regard to the CUC and also improvements to transport infrastructure with regard to rail based access. However, as one of the world's best natural harbours it must be served by some of the world's worst transport infrastructure, and as a consequence we believe that the main focus of new development										Comments noted and forwarded also to IDP team. Comments will be taken into account when developing the Preferred Approach

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			should be to bring about a step change in the transport infrastructure to Falmouth if the potential of the area is to have any wider benefit to Cornwall.										
Dr. Charlotte MacKensie	Councillor Truro City Council		The broad priorities (FP1) are reasonable. Regarding economic regeneration, there is a need for concerted action to deliver the docks masterplan, jobs, and transportation infrastructure. Expanded rail infrastructure and services are needed for existing commuter flows, and to support more off-road freight. Commuter links need to be strengthened by a park and ride at Treluswell using the Falmouth Branch line; development of this might also provide an opportunity to minimise car and road use		Regarding the three housing options (FP2). Regeneration led development would focus on bringing jobs to Falmouth Penryn and meeting other social and community needs. A 'market driven' approach to housing would not facilitate that. For the community, a housing approach is needed which (1) meets the need for local affordable homes including social homes for rent, and (2) brings more existing properties into all year local use. There is extremely limited scope to build in Falmouth - the former Budock hospital site is one exception.		It is inevitable that some employment, services, and larger retail are in or adjacent to towns. But new housing in villages should be associated with efforts to ensure local centres can thrive. Even in a community the size of Penryn, with an expanded younger population, there is a need for Council measures to promote reliable local and pedestrian (including elderly) access to basic shops and services, as the recent closure of Penryn's only cashpoint machine showed.						Comments noted and will be taken into account when developing the Preferred Approach  Comments will also be forwarded to the Infrastructure Team.

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			<p>while addressing the mini roundabout accident blackspot issues. It would be to the detriment of Falmouth &amp; Penryn CNA if people who commute to work in Truro were instead expected to move their home to where they work.</p> <p>It is likely that higher education in Falmouth/Penryn will experience no further growth - and may contract - as a result of reduced public investment and £9000pa student fees to be charged by the University of Exeter from September 2012. To boost growth of local renewables sector Cornwall Council should adopt a local planning requirement for all new homes to be built to level 6 of the</p>		<p>A clear identification of economic regeneration / new jobs locations (option 3) which combined distributed housing development (option 2) with better social use of existing housing stock, a lower number of new homes (option A), and high Council planning standards (Code for sustainable homes level 6 requirement on all new build), would be sustainable. Live/work units should also be included in new developments.</p> <p>One specific housing comment is that planning permission should not be granted for 'gated communities' - it is disgraceful that the Falmouth dockside 'village' restricts open public access to the waterfront.</p>								

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			Code for Sustainable homes.		Like Events square, the docks new gateway and any shops/restaurants must welcome all year round access and use by people who live in Cornwall.								
E O'Connor	Clerk Mabe Parish Council									Members of Mabe Parish Council have considered the consultation paper and are of the opinion that the whole plan is not sustainable as it will be necessary to double the population and households in order to achieve the figures quoted. The figures are pointless if no work is available. Also there are conflicting arguments such as cutting travel but building houses away from work.			Comments noted.
Galliford Try Strategic Land	c/o WYG			Cornwall Towns / High	We broadly agree that the identified issues are those that should be prioritised.  We support option 1C (as indicated above) across the County but we also believe that it would work best for the Falmouth and Penryn								Comments noted and will be taken into account when developing the Preferred Approach

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					<p>Community Network Area.</p> <p>It would seek to ensure that 5,700 (285 per annum) new homes are delivered in the CNA within the next 20 years. Given that the CNA includes two Category A settlements (as defined within the Settlements: Hierarchy and Settlement Categories evidence base paper), we believe this level of provision is suitable (to meet the need) and achievable.</p> <p>Falmouth and Penryn are both suitable locations for significant growth. There is a longstanding need to address housing issues in the CNA, in terms of an under-supply of affordable housing in particular. We therefore believe that the delivery of housing is of paramount importance in Falmouth and</p>								

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					Penryn. The lower levels of growth that other options would propose will only exacerbate the local housing need.								
Ian Williams	Cornish Social and Economic Research Group	No	<p>Develop a local transport plan that restricts car use and promotes alternatives within the town. Upgrade public transport links to other settlements.</p> <p>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.</p> <p>Plan for housing development to meet local need, not for unsustainable growth.</p> <p>Maintain and enhance local shops, facilities and services, with the aim of providing for the</p>		'Steady-state' dispersed.					There is potential in this CNA to meet a proportion of housing need under the 'steady-state' scenario through the transfer of second homes into the residential market.			<p>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.</p> <p>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</p>

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			<p>local community.</p> <p>Support and develop an ICT infrastructure so that households, businesses and others can carry out more activities on line, hence reducing travel.</p> <p>Support the needs of communities in the rural hinterland through appropriate local needs development and the maintenance of community facilities.</p> <p>Promote better quality jobs to create a more balanced economy.</p> <p>Promote and develop the maritime sector.</p>										<p>natural environment, the economy, affordable housing etc.</p> <p>The council has no powers to control second home ownership; however it is initiating monitoring, working with Revs&amp;Bens to ensure correct classification and investigating the potential to negotiate with owners to bring homes back into full use.</p> <p>Comments on level/distribution of growth noted and will be taken into account when developing the Preferred Approach</p>
J Christie			<p>Equal consideration should be given to social, economic and environmental issues.</p> <p>Add 'Ensure location, scale and design of</p>		<p>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</p>					<p>Future development must be sustainable; ensuring social prosperity and the continued provision of quality environmental goods and services.</p> <p>Growth in the docks and coastal area should focus on the</p>			<p>This comment has been repeated for all CNAs. Agree – the sustainability appraisal process makes sure all three aspects (social, environmental</p>

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			<p>new development minimises impact on the natural environment and ecosystem goods and services (including at coast and nearshore waters). Ensure development includes adequate measures for environmental protection, enhancement, mitigation and compensation’.</p> <p>The wording of issue 2 should be changed from ‘growth’ to sustainable development.</p> <p>There is concern regarding Issue 4. Expansion of the Falmouth and Penryn area is constrained by its geography, coastal location and surrounding high quality designated marine environment. This makes the area unsuitable to support significant</p>		<p>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.</p>					<p>existing development footprint due to the SAC</p>			<p>and economic) are considered.</p> <p>The issue of impact on the natural environment etc is not specific to this CNA, but is an important issue for the Core Strategy and will be treated in more detail in the ‘Preferred Approach.’</p> <p>Issue 4 suggests the development of a coordinated transport network – not road building. The problems of congestion and the overburdened road network are well known and a sustainable solution is favoured.</p> <p>Further comments are noted and all will be taken into account in developing the Preferred Approach.</p>

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			<p>growth in the number of dwellings or associated infrastructure.</p> <p>The current road network struggles to cope with existing traffic and it is unlikely that new road links would improve congestion.</p>										
Mawnan Parish Council	Mawnan Parish Council			Dispersed / Medium									Choices noted.
M Calder	The National Trust		<p>The Placed Based Issues Paper identifies the coast as an important natural asset in this area, supporting a wide variety of functions. The summary of the Coast issue on Table 8 incorrectly states that the coast 'is protected', whereas the unspoilt character and appearance of the undeveloped coast needs to be protected, and enhanced. This should be identified as a spatial priority.</p>	Cornwall Towns	<p>All the growth options appear high when compared to the 2,800 homes proposed for Falmouth/Penryn in the draft RSS (2008). Until the Falmouth/Penryn 'Town Framework' is available to provide evidence on the capacity for growth, it is difficult to comment further.</p> <p>In principle the Trust favours the 'Cornwall Towns' distribution for the reasons set out earlier in this response. The Trust has concerns over</p>							<p>In this CNA the coast is afforded some protection through its AONB status. It is a spatial priority, but not exclusive to this CNA hence it is not listed as a priority for this area as it is a priority for the whole county.</p> <p>Preference for 'Cornwall Towns' option noted and this will be taken into consideration in developing the strategy.</p>	

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					<p>the 'dispersed option' for growth, not just on climate factors, but as it is likely to have the most visual impact along the coast (SA, page 19), and an extremely negative effect on the historic environment with the greatest visual impact of all the options (SA, page 20). The dispersed option will also have a negative effect on Tourism with the 'most potential to jeopardise the attractiveness of much of Cornwall's more rural and coastal communities' (SA, page 34), which should be accorded significant weight, given the importance of tourism to the economy of Cornwall (Tourism Issues Paper; 1.7) as well as to its 'social, cultural and environmental wellbeing' (Tourism Issues Paper; Summary</p>								

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Mark Williams	Clerk Falmouth Town Council	Yes	The issues are broadly in line with the Falmouth and Penryn Community Plan. See attached letter for comment on specific issues.	Economy Led / High	See attached letter for context.	The CNA does have 2 large towns within it.	The CNA does have larger and smaller villages within it, that whilst having some self contained facilities tend to rely on Falmouth / Penryn and / or Truro for facilities or services.		From the Council's perspective this appears to work well.	See attached letter regarding specific issues as raised under question FP1.	See attached letter.		These comments are noted and will be taken into account in developing the preferred approach.
Michael Clegg				Dispersed / Low	My view is that it is far better to allow a large number of small developments in the surrounding villages than to centre development just on the main towns. This will make the villages more sustainable and allow village amenities such as village halls, shops, post offices, garages etc. to remain viable and even to expand.					Despite the distinct lack of any detailed mention of Falmouth's AONB, this remaining area of beautiful countryside should be protected from any large scale development at all costs, especially from residential housing development. Planning policies are already in place to do this and must be supported by the council through its planning department.			Views on growth and distribution noted and will be taken into consideration in developing the strategy.  The AONB is listed in the Environment section, but is an issue relevant to several areas across the county, not specific to Falmouth and Penryn CNA alone.  Landscape issues will be considered in more detail in the next draft of the strategy.
Mike Kerton	Strategic Land Manager	Yes	Yes the issues identified should be prioritised.	Cornwall Towns / High	As stated in Conclusion 1 Option C is	(a) Yes – Falmouth and Penryn	(b) No – not within the immediate	N/A	N/A	We reserve judgement on this for the later stages of the			Comments noted and will be taken into

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	Persimmon Homes(South West Ltd)				<p>supported and Conclusion 2 supports Option 1 – Concentration towards Cornwall towns is supported. The Option 2 figures show a very low spread of housing unsuitable for a strategic town such as Falmouth/Penryn, which supports the reasons against the dispersed distribution described above. The Option 3 figures could possibly rely on sites to come forward that may be constrained in landscape terms or for other technical planning reasons.</p> <p>Equally, option 1A and option 1B housing figures propose relatively low housing delivery targets that would not meet housing or affordable housing demand. In accordance with the recent Ministerial</p>		hinterland of Falmouth and Penryn			<p>Core Strategy when a greater level of detail will be available to comment upon.</p>			account when developing the Preferred Approach

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					<p>Statement:</p> <p>Planning for Growth, options that do not deliver an appropriate level of housing to satisfy robustly identified demand should be disregarded.</p> <p>Option 1C that proposes 5,700 houses in Falmouth and Penryn would seem to provide the best balance of providing housing without the associated problems of a higher growth option. Sites such as land adjacent to Lower Kergilliack Farm that are available, deliverable and achievable and acceptable in planning terms should be identified to meet this housing requirement.</p> <p>Conclusion 3 – Option 1C that proposes 5,700 houses in Falmouth and Penryn is supported</p>								

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Neal Jillings	Savills				We consider that higher growth should occur at Falmouth. We welcome the recognition, in para. 2.4.3 of the Housing Distribution document that there should be a 'focus on housing to balance employment provision in...Falmouth'. The town is an important employment, retail and service centre and the level of housing should reflect this function. We reserve judgement on the precise level of growth for the town as we consider that there is considerable uncertainty over the overall housing target as set out in the attached letter.					We consider that the land shown on the attached plan can contribute to the overall sustainability of Falmouth, in particular and Cornwall more generally, in whatever distribution scenario is found in the adopted Core Strategy. We will be making further representations in support of the land shown on the attached plan at the appropriate time throughout the LDF preparation process.		Yes	Comments noted and will be taken into account in developing the preferred approach.
Peter French			Your intro. HOUSING ... '911 second homes' - is there no legal way of restricting the number of these? '243 empty homes' - is there no simple method							a. No more students unless housed on-campus and given adequate parking (yes I am aware of Central Governments edicts on limiting parking). b. More Council housing (built by the Council?) c. More affordable homes but	Penryn is of great and ancient (but under-publicised) historical importance and Falmouth is, was, well-known and loved by many UK holidaymakers for its beach scenery, waterfront activity		The Council has no powers to restrict second homes; it does however have an 'Empty Homes Strategy' and a dedicated team working to bring empty homes

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			<p>of compulsory purchase of these?</p> <p>In the 'dwellings' bar-charts page 47, how were the new dwellings numbers extrapolated from the county totals? I ask because if totalling for example the 'Dispersed Distribution' option, high (2c) figures for all the County's CNAs I make the figure 58900 whereas you state a Countywide growth of 57000. Are the two figures linked?</p>							<p>what these actually are no-one seems to know, even a member of the Housing Depts staff couldn't explain the system. d. more enlightened ways of supporting small and start-up businesses.</p>	<p>and town interest.</p> <p>I wouldn't want Penryn to be swamped by students and a greater than average number of benefits recipients. Neither would I want Falmouth, by over development, to lose its special identity with the march of progress.</p>		<p>back into use. It is also to commence work on monitoring second homes as a first stage of an attempt to find a way to bring them back into use.</p> <p>There was an error in the barchart for Hayle, which was corrected in later documents, the figure in Hayle should have been 2600 not 4300. This gives an overall figure of 57,200 – the extra 200 is due to rounding as figures are only indicative.</p> <p>Other comments noted and will be taken into account in developing the preferred approach.</p>
Richard Ward	<p>Planning Development Manager</p> <p>Campaign to Protect Rural England (CPRE)</p>	Yes	<p>Page 44, Key Features, Employment – No mention is made of tourism and associated employers which CPRE Cornwall finds surprising.</p>	Low	<p>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.</p>						<p>How can the framework plan be developed until the Core Strategy and the answers to this consultation and engagement process are known? There is a real danger that the text of the</p>		<p>Agree – this should be noted in the Employment section.</p> <p>Other comments are noted.</p> <p>The Town</p>

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			<p>Page 45, Local Spatial Priorities - CPRE Cornwall suggests that the employment of the area needs in part to be less reliant on Falmouth docks and tourism and that diversification is essential.</p> <p>Page 46, Question FP1 - subject to the comments in paragraph 40 above, yes.</p> <p>Page 46, Opportunities and Growth – Bullet point two should read that affordable housing is to be considered in sustainable rural settlements.</p>		Please see attached letter for further detail.						<p>paper at this point and action of the Council/LPA might suggest the decision is already made. What are the parameters for the framework plan work? CPRE Cornwall supports the preparation of a framework plan once the Core Strategy has been adopted and only then with a clear role for the local community and full community engagement in the evolution and implementation of the framework plan.</p>		<p>Framework plan provides the evidence base for the Core Strategy and does not pre-empt it - the two processes work together.</p>
Shaun Pritchard	Tech Spec Environment Agency		<p>The coastal zone from Falmouth docks through to Commercial Road in Penryn present two issues that growth options will need to consider. Inter-tidal encroachment and flood risk will need to be balanced with any proposals for development</p>										<p>Comments noted and also passed to the Infrastructure team.</p>

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			<p>within these areas. In particular given the desire to grow the existing maritime industries and docks.</p> <p>Growth and regeneration need to support the adaptation of coastal communities. This adaptation includes ensuring resilience of the transport infrastructure (from the A391 at Perranaworthal, to local roads such as at Mylor Bridge), avoiding coastal squeeze of the Fal and Helford SAC, ensuring future resilience of smaller coastal communities such as Flushing. The Shoreline Management Plan highlights locations where this is particularly important.</p>										
S Thomas	Clerk St Gluvias				St Gluvias Parish Council feels that no comment								Comments noted and will be considered in

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	Parish Council				<p>would be a failure to do our duty and commit to keeping our school, post office and stores.</p> <p>Our reply would be that the Parish Council needs to be kept informed and consulted at all stages. The growth should be modest and controlled, linked to employment opportunities and along the lines of option B this should be linked to a satisfactory infrastructure to cover buses, trains, health and social services, police and employment.</p> <p>With the houses should come employment opportunities.</p>								developing the Preferred Approach.
Tim Light		Yes		Cornwall Towns / Low, Dispersed / High, Economy Led / High	Improve public realm and access to public transport	yes and strip development along corridors that are at capacity mean that cars have to be used and congestion the outcome	Yes to a degree - local shops should be encouraged through reduced taxation and business support thus reducing trips from villages to towns. Local shops/markets that support local produce/producers should be provided with	yes	I think the Transition movement has some fairly sound plans with regard trying to reduce car traffic through the provision of local amenity and	I think the Falmouth and Penryn Community plan and the Falmouth and Penryn SIF should be reviewed as much of the considered work and consultation will be useful for your future guidance.  Either build new homes in clusters with good transport links	Provide single tickets for bus, train and ferry that reward shoppers who shop in City/town/village centres - fewer cars and support for local producers and retailers. In Falmouth it is quite essential to remove the cars from the main		<p>Comments noted and will be taken into account when developing the Preferred Approach.</p> <p>Comments have also been forwarded to the Town Framework Plan lead.</p>

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							financial/business support		services. Possibly encourage local produce delivery and village taxis/car share	or in packets where there is existing transport provision/employment	street and make use of Church St Car Park for public space. Build a multistory car park at Quarry with residential above for students. Improve Prince of Wales Pier as a transport hub and public amenity.		
Tim Maynard	Taylor Wimpey	Yes	Yes the issues identified should be prioritised.	Cornwall Towns / High	As stated in Conclusion 1 Option C is supported and Conclusion 2 supports Option 1 – Concentration towards Cornwall towns is supported. The Option 2 figures show a very low spread of housing unsuitable for a strategic town such as Falmouth/Penryn, which supports the reasons against the dispersed distribution described above. The Option 3 figures could possibly rely on sites to come forward that may be constrained in landscape terms or for other technical planning reasons.	Yes – Falmouth and Penryn	No – not within the immediate hinterland of Falmouth and Penryn	N/A	N/A	We reserve judgement on this for the later stages of the Core Strategy when a greater level of detail will be available to comment upon.			Comments noted and will be taken into account when developing the Preferred Approach

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					<p>Equally, option 1A and option 1B housing figures propose relatively low housing delivery targets that would not meet housing or affordable housing demand. In accordance with the recent Ministerial Statement:</p> <p>Planning for Growth, options that do not deliver an appropriate level of housing to satisfy robustly identified demand should be disregarded.</p> <p>Option 1C that proposes 5,700 houses in Falmouth and Penryn would seem to provide the best balance of providing housing without the associated problems of a higher growth option. Sites such as land adjacent to Lower Kergilliack Farm that are available, deliverable and achievable and</p>								

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					<p>acceptable in planning terms should be identified to meet this housing requirement.</p> <p>Conclusion 3 – Option 1C that proposes 5,700 houses in Falmouth and Penryn is supported</p>								