

# Truro & The Roseland CNA

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

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Alan Truan	Clerk Feock Parish Council									<p>The parish council supports the assertions made in "Understanding Cornwall" that communities are varied and therefore service deliveries need to be flexible to meet differing needs.</p> <p>These differences even occur within parish areas that serve more than one community or settlement. It will be important therefore that future "Neighbourhood Areas" are not based on Community Network areas.</p> <ul style="list-style-type: none"> <li>• The parish</li> </ul>		Yes	<p>Comments noted and will be taken into account in drafting the preferred approach.</p> <p>The housing</p>

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										<p>council has a high number of retired people who choose to live in the parish area as a means of sustaining their quality of life. This is not seen as a negative issue, or one which should necessarily lead to further growth. Residents' rationale for wanting to live in the area, and more generally why people want to live in Cornwall is an issue that has not been fully rationalised within the strategy.</p> <ul style="list-style-type: none"> <li>• The parish council supports the assertion that Cornwall's environment is a key asset and contributes to people's quality of life.</li> </ul>			<p>projections incorporate and are primarily driven by migration.</p>

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										<p>This has been borne out by responses to the parish plan.</p> <p>The council would wish to see existing planning policies within the current Cornwall Structure Plan, and those policies within the Saved Local Plan designed to protect the environment, retained as a means of facilitating easy understanding of the eventual Core Planning Policies throughout Cornwall.</p> <ul style="list-style-type: none"> <li>• The council would also wish to see all existing Special Planning Policy Guidance, including Design Guidance, Conservation</li> </ul>			

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										<p>Area policies and a scheme to effectively manage Areas of Natural Beauty endorsed within the Core Strategy somehow to ensure continued protection of special areas and local landscape character.</p> <ul style="list-style-type: none"> <li>The parish council is of the opinion that the Core Strategy needs to address the needs of a growing elderly population. Special links are therefore considered necessary to Health Service and Social Service deliveries throughout Cornwall. This needs to be a further key issue set out under para 1.15 of the</li> </ul>			

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										<p>options papers.</p> <p>The overarching principles set out in the discussion papers in paragraph 2.3 do not provide enough emphasis on applying local solutions to the generally well accepted principles that good planning should shape the places where people wish to live. There is little within the strategy to explain how settlements or areas are able to articulate the local issues that contribute to sense of place, or what sustainability issues will apply to various areas. It is also not sensible, at this time, or for some time in the future, to assume that</p>			<p>Local solutions are specifically referred to in 4<sup>th</sup> bullet point.</p>

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										<p>the level of investment necessary to achieve economic development can be brought forward.</p> <ul style="list-style-type: none"> <li>The proposals express the aspiration that “by 2030 everyone living in Cornwall will have a better quality of life equal to or better than the rest of the UK.” The parish council asserts that parts of the county have already met this aspiration. at least in the view of many residents. Care needs to be also taken to recognise the contribution already made to its well being as a place where people want to visit or live.</li> </ul> <p>The parish</p>			Housing

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										<p>council is concerned that the proposals set out so far only factor in where housing development should go in the future. The parish council believes it is a fundamental mistake to assess where housing needs should go without clear ideas on where the economic development can take place within the County. Infrastructure requirements need to be considered at the same time and not part of a possibly disjointed, incremental approach.</p> <ul style="list-style-type: none"> <li>• It is also not clear from the papers or supporting papers whether future housing needs have been assessed in the</li> </ul>			<p>numbers have been used as the simplest way of expressing quantum of development - however the intention would be to bring forward a mix of development including employment.</p> <p>There is significant evidence on housing need that has helped inform the options</p>

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										<p>context of the type of housing required, and why local demands need to increase. Great care needs to be taken to ensure that new housing needs are not just provided to enable the county housing stock for retired people to grow without fully considering those "sense of place" issues which contribute to its attractiveness as a place to live or retire. An assessment of the impact on local services also needs to be undertaken to ensure the County can sustain the impact on growth of services of this kind.</p> <ul style="list-style-type: none"> <li>• The Local</li> </ul>			<p>preparation.</p> <p>National</p>



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										Transport Plan for Cornwall is disappointing in that it does not create a strategy for rural areas. It is therefore assumed that as the Transport Strategy is focused on the Towns within the County and therefore that it has already been decided where most of the housing will go.			policy requires a town focus for development but the options do explore the extent to which development could be dispersed.
AW and A Bishop-Stephens											We object strongly to the development plans for the eastern side of Truro on the following grounds: -  1 Prime agricultural and pasture land would be lost.  2 Flooding in the Tresillian Valley is likely to increase with water run-off.  3 The very attractive	No	These comments have been forwarded to the town framework team for Truro.

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											<p>entrance to Truro from the east would be blighted by an inappropriate crescent of homes and skyline development.</p> <p>Thus, tourism and food production would be put at risk.</p> <p>As regards the retail development - Waitrose / Taste of Cornwall - why has the Retail Study for Truro (DTZ 2008), which was impartial and specific in its recommendations for development in the west, been ignored.</p>		
Barclays Bank plc					In relation to PPS12, the Bank notes that the Council is now preparing a detailed evidence base for the new Core Strategy, as this was a concern it raised in connection with Carrick's draft Core Strategy and with its draft							Yes	Development management policies, including retail and town centre policies, will be looked at during the next stage of the Core Strategy process – the Preferred

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					<p>Truro and Threemilestone Area Action Plan of December 2008. The Bank has reviewed the findings of GVA Grimley's "Cornwall Retail Study" of December 2010. It is noted that, in relation to Truro, the Study found that the "city centre is a healthy and very successful centre. It holds the clear position of largest retail centre in Cornwall and performs at the top end of expectation across a number of health check indicators which have been surveyed. Notable attributes for Truro are its high number of national multiple retail and service businesses, its wide range of multiple and local independent retailers, the rental levels for prime retail floorspace and range of other town centre uses.....investor confidence in</p>								Approach.

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					<p>Truro remains high, with the city being able to match, and sometimes even out-perform, the largest centres in Devon: Plymouth and Exeter..... (para 4.43).</p> <p>To succeed, town centres need to provide a full range of services and these often need to be located in ground floor premises in accessible locations. Whilst the Carrick District Local Plan is generally supportive of town centre diversity because it contributes to vitality and viability, the CDLP contains Policy 7E, which is very restrictive upon certain Part A uses (including Class A2) in the defined primary shopping areas of Truro and Falmouth. Promoting vitality and viability in town centres are thus common objectives of the Government and the Council, but</p>								

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					subjecting banks to outmoded restrictive controls on their location is not supported by Government policy, or by any evidence.								
Barratt Homes	c/o Des Dunlop D2 Planning on behalf of Barratt Homes	Yes		Economy Led / High		Truro and Threemilestone.	N/A	N/A	N/A	Please see attached letter	Please see attached letter	Yes	Comments noted. Letter passed to Town Framework Lead with regard to sites and the Framework Plan.
Caroline Jones	Truro Civic Society				TCS favours the dispersed option, but with a much lower estimate of population growth so that we build with 2 objects in mind:  * To meet local need;  * To substantially reduce migratory population growth.  TCS empathically does not favour or in any way condone Option 3.					It was generally agreed that any key strategic document such as this needs to take a view over 50 years.  Cornwall faces competing demands for using land and has to make profound, long-term choices. It needs to strive to balance the needs of the population against the need to conserve (and perhaps extend) the agricultural resource to help meet future food demand, as		Yes	The Council has a duty to provide for the needs of a growing population and reduction in population growth is beyond its remit.

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										<p>world resources shrink in the wake of climate change.</p> <p>It follows that in order to achieve balance in land management and to reduce the land-take for development Cornwall needs to find ways and means to reduce population growth.</p> <p>Please see attached letter for further detail.</p>			
Cllr Armorel Carlyon	Truro Conservation Advisory Committee		<p>We question the grouping of Truro City and area with the Roseland as they are two distinct communities.</p> <p>Under the paragraph entitled Opportunities and Growth (p101) we strongly oppose any further development on greenfield sites within the City boundary and any development on brownfield sites should be undertaken with sensitivity and to</p>	Dispersed / Low	<p>It was agreed that the lowest level of housing is most appropriate which is most likely to preserve the character of the City and its Conservation Area status. However, we feel that the figure of 38,000 dwellings for Cornwall over the next 20 years is excessive and it should not be assumed that the provision new houses should be calculated on the level of inward migration when essential local need housing</p>					<p>Our remit was to consider what the effect will be on the fabric and character of the Truro Conservation area should the proposed number of houses be built in and around the City of Truro.</p> <p>Transport Considerations</p> <p>The increase in the number of heavy vehicles which will pass through the town centre, especially over</p>		No	<p>The Area Based papers use the Community Network Area boundaries which have been set up by the council, for consistency. We understand that the CNAs are not homogenous areas and are able to consider different issues within them. Nevertheless we do recognise that</p>

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			<p>the scale which will enhance the quality of the Conservation area.</p> <p>Any further "infill" will soon lead to "town cramming" and should be avoided.</p> <p>Part of what makes Truro successful both as a commercial and tourist centre is the quality of the Conservation area and its care and management. Planning to focus business in the town centre is the best long term way of achieving good conservation principles throughout the Conservation Area without expensive (and often impossible) public intervention.</p>		<p>should be given uppermost priority. Absentee landlords of rented property and owners of property visiting only a few weeks each year should not be provided with further housing opportunities.</p> <p>We favour Option 2 - dispersed development as this is the only option which preserves the historical development pattern and is also the only option that is likely to support the continued viability of small towns and villages.</p>					<p>the granite setts in Boscawen Street ,for example the proposed increase in buses, should the Eastern District Park and Ride come to fruition, which will seriously affect the fabric and character of the Conservation area.</p> <p>We would draw your attention to the character of Victoria Square which has regrettably changed due to the revised layout and bus lanes.</p> <p>Environmental Considerations</p> <p>The hills which surround Truro should be protected from any further development as these provide an important green fringe to the City which is essential if we are to retain the character and uniqueness of a Cornish market town. Added to</p>			<p>contrasts within the Truro and Roseland CNA are particularly stark.</p> <p>The threats to the character of the Truro Conservation Area are noted and more detailed consideration of this sort of issue will be possible as policy intent evolves in the next stage, the 'Preferred Approach.'</p> <p>If Greenfield sites within the city are not to be built on and infill limited, this is likely to lead to Greenfield development on the edge of the city.</p> <p>We have a duty to provide for population needs and the control of immigration and</p>

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										<p>which it is important that the green backdrop to the Cathedral, a Grade 1 listed building, and other historic buildings be retained.</p> <p>We cannot stress strongly enough that we expect any further housing development in Truro to be provided predominantly to satisfy local needs and bearing in mind the present shortfalls in our infrastructure and service provisions we also feel that all necessary infrastructure provision should be in place before further development takes place.</p> <p>Due to the present inadequate infrastructure major problems will arise especially using Options 1 and 3 and to a certain extent this too</p>			<p>population growth is beyond the remit of the council.</p> <p>An Infrastructure Delivery Plan (IDP) will 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</p>



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										will apply to Option 2.			<p>plan for growth and work together to achieve the best and most cost-effective infrastructure.</p> <p>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 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.</p> <p>In addition, Cornwall Council is in the process of developing a Cornwall-wide Community Infrastructure Levy (CIL). The CIL will be chargeable</p>

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													on most development and will be used to help fund infrastructure to support new development.
Cllr Armorel Carlyon			<p>Facilities:</p> <p>Truro City no longer has a swimming pool - the pool was relocated from Hendra to Threemilestone almost 4 miles from the Trelander Housing Estate.</p> <p>Truro City has now only one Post Office with no disabled parking</p> <p>The Comprehensive School was removed from Highertown to Higher Besore, over three miles distant, thereby causing many children from the City to travel to school - whereas before they walked - so much for sustainability.</p>	Dispersed / Low	<p>Yet another loaded question. Option 2 - dispersed distribution. It is essential that our towns and villages remain vital and vibrant.</p> <p>What does the statement "This model does not specifically include or preclude eco-communities" mean? What size are the eco communities to be or is this just another name for a new town?</p>	As previously stated I find it difficult to understand why Truro has been placed with the Roseland as a Community Network				I shall be interested to take part in the Truro City Framework Plan. When is this document to me available for consultation?	<p>I just want to see a community use plan for the old Richard Lander school with an element of local needs housing and the retention of the Art Block, tennis courts, running track for the young people in the Malabar Area. It would also be helpful to leave one or two of the locatable classrooms. A decision on the future of this block of land is long overdue.</p> <p>I would also welcome the use of the Claremont Rail Halt (which is situated behind the Law Court) for commuter travel. This would bring people right into</p>	No	<p>Comments noted and passed to town framework officer.</p> <p>Research is currently being undertaken to explore whether an 'eco community' is appropriate in Cornwall. This could either be a sustainable urban extension or a new town. If feasible, this can then be consulted on at the preferred approach stage.</p>

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			<p>Issues</p> <p>The problems associated with any further development in Truro and the surrounding area will cause enormous infrastructure problems. These have been highlighted at recent Planning Appeals and have been accepted by the Planning Inspector. Truro is prone to flooding even though a bund has been erected to delay surface water flooding the City from the River Kenwyn and also a barrier across the river to prevent tidal flooding. The river Tinney causes flooding in the village of Calenick although this has been helped by a flood alleviation scheme. It is accepted that the sewage system is overloaded and this is evident by the stench that is emitted on a regular basis,</p>								<p>the centre of Truro within a 2 minute walk... a really positive move towards sustainable travel.</p> <p>The housing for Local needs and an amended allocation points system should also be encouraged.</p> <p>Please take the statements made by me to the Core Strategy Options Paper into consideration when considering my responses to the Core Strategy Area Based Discussion Paper.</p>		

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			<p>especially in the summer, from the pumping stations at Calenick, Tresillian and from the Truro sewage works itself.</p> <p>Truro is a Cathedral City and to develop any more of the green fields around the "bowl" would destroy the setting of the Cathedral which gives so much pleasure to many a tourist and resident alike and retains the ambience of a Cornish market town as does the approach road from Falmouth travelling past Nansavallon and up Arch Hill to the junction when the Cathedral comes into view.</p> <p>To prioritise any of the 9 Local Spatial Priorities will commit me to agreeing with the proposed development levels with which I strongly</p>										

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			disagree.  I am concerned that little mention seems to be made of the contribution the Port of Truro could make to sustainable transportation of goods.										
D P Nightingale		Yes	Issue 4 - the retail function of Truro is approaching capacity now and further growth should depend upon better highway infrastructure particularly in relation to the A390 (northwest of Truro) and A39 (southwest of Truro). Therefore I would place restrictions on further retail growth unless such pre-requirements could be met.  Issue 9 ...maritime industries...I am not sure what these are in relation to this network area, but assuming they involve the River Fal and Carrick Roads I	Economy Led / Low		Truro travel to work area dominates rural road network during commuter/school hours with traffic coming from outside the network area from Falmouth, Penryn / Helston as well as from within the area as drivers try to avoid the A39 and A390 Highertown corridor when travelling to Truro or Threemilestone.	Playing Place, Carnon Downs/Devoran	No	No - see response from Feock Parish Council, Parish Plan Documents and Evidence base they have produced supports their conclusions which have been forwarded to you and which I support.	I would not support attempts to cluster villages or provide affordable housing which is not on mixed dwelling sites or does not strictly meet locally determined needs criteria. Consider as part of this view, providing sheltered accommodation or appropriate warden accommodation for the elderly which could be incorporated into local schemes and free-up larger properties for subsequent use or conversion.		No	These comments are noted and will be taken into account when developing the preferred approach.  Issue 9 specifically includes reference to protection of the environment – it's about balancing competing demands.

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			would wish to see the protection and enhancement of the environment included in any such framework.										
David Lobban	PCL Planning		We broadly support the local spatial priorities set out and believe that Truro should maintain its focus on high quality jobs. However, a critical requirement is to provide further residential opportunities around the town, in order to improve the current imbalance between the availability of employment and the number of economically active persons within the town. We believe the Threemilestone area represents the only suitable area for the scale of provision required as this is the only part of the town where there is adequate transport infrastructure. We believe this to be the main		With regard to Truro we support the economy led distribution.							No	These comments are noted and will be taken into account in developing the next stage of the strategy, the 'preferred approach.'

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			priority and that Truro has the potential to accommodate a substantial level of growth, both residentially and employment wise to the benefit of the wider economy of the County.										
Dr. Charlotte MacKensie	Councillor Truro City Council	No	<p>The broad priorities are out of kilter with Truro's community wishes:</p> <p>1. Most people in Truro were delighted the Truro and Threemilestone Action Plan - and extent of growth envisaged - had been abandoned, and we do not want developers (or Cornwall Council planners) to attempt to reintroduce it by the back door.</p> <p>2. It is not sensible to encourage people who work in Truro to leave the other Cornish communities they live in - in fact it risks undermining 5.</p>		<p>For the community of Truro, a housing approach is needed which meets the need for local affordable homes including social homes for rent. This would be economically sustainable and support the regeneration and sustainability of other local towns. We need to combine distributed housing development (option 2) with better social use of existing housing stock across the TR network area, with a greatly reduced number of homes planned for Truro by allowing this to be local needs led, not market-</p>		<p>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. There is a need for Council measures to promote reliable local and pedestrian (including elderly) access to basic shops and services where people live.</p>					No	<p>Comments noted. The priorities are taken from community plans and consultation.</p>

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			<p>4. The existing retail capacity in Truro is sufficient and sustainable for the current resident (18,00) and daytime working (estimated 30,000) population.</p> <p>6 and 7. A more sustainable transport infrastructure is needed for the existing commuter flows and current resident population in Truro.</p> <p>Transportation. The Langarth park and ride is full. For the existing commuter flows we need (1) eastern park and ride capacity, and (2) southern park and ride with rail link from Treluswell. It would be to the detriment of Truro &amp; Roseland CNA if people who commute to work were instead expected to move their home to where they work. We</p>		<p>driven, a lower option for total housing numbers (option A), and high Council planning standards (Code for sustainable homes level 6 requirement on all new build). Live/work units should also be included in new developments.</p>								



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			<p>also need to plan for increased freight transportation capacity by rail and waterways to reduce future road use.</p> <p>Cornwall Council estimates 1700 homes are needed in Truro up to 2016. Priority should be given to providing these - including more social homes to rent - on brownfield sites (1) the former Richard Lander School site and (2) the former Carrick District Council site. The second of these sites might contribute to meeting the growing demand for homes with pedestrian access to Truro's market town centre, shops, library, and churches by Cornwall's growing elderly population.</p> <p>To boost growth of the local renewables sector Cornwall Council should</p>										

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			<p>adopt a local planning requirement for all new homes to be built to level 6 of the Code for Sustainable homes.</p> <p>The proposals for 3000+ housing developments at Maiden Green, Willow Green, and Langarth greenfield sites should not be considered until brownfield housing potential in Truro has been fully utilised and until housing need in Truro which is not developer/market-led can be demonstrated.</p>										
Edward Heynes	Savills	Yes	<p>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.</p>		<p>Truro and Falmouth 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.</p> <p>It should be noted that because of</p>	<p>The CNA is dominated by Falmouth and Truro and, historically, these two settlements act as service centres for the surrounding hinterland. It is these two settlements in particular where growth should be focussed.</p>	<p>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</p>	<p>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 commensurat</p>				Yes	<p>Meeting housing needs is an overarching issue and is therefore not included in the Local Spatial Priorities of the CNAs.</p> <p>These comments are noted and will be taken into account in developing</p>

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					the rural characteristics of this CNA there is also a need to have regard to the requirements of surrounding smaller villages.		currently exist and accessibility to public transport facilities.	e with the level of services and facilities that currently exist and accessibility to public transport facilities.					the strategy.
Helen Hastings	Friends of Pendower Beach									[APPLIES TO ALL CNAs] Of the nineteen Community Network Areas (CNAs), sixteen include specific reference to AONBs, SACs, Heritage Coast or SSSI. Only nine of these CNAs identify these amenity designations in the section of the report setting out Local Spatial Priorities.  These designations define areas of national significance and impose a duty of protection on local planning authorities. In order to ensure consistency across the county, which was one of the benefits offered by a single unitary		No	Protection of the environment is an overarching issue and is therefore not included in the Local Spatial Priorities of the CNAs.

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										<p>authority, we recommend that the same acknowledgment of the importance of these designations is made in all sixteen CNAs where they occur.</p> <p>Under the heading Local Spatial Priorities, a further priority should be added as follows:</p> <p>Acknowledge the significant importance of designated areas of high amenity to the economy of Cornwall and protect them from all but essential development.</p>			
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,</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.		No	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

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			<p>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 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</p>										<p>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 natural environment, the economy, affordable housing etc.</p>

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			<p>facilities.</p> <p>Promote better quality jobs to create a more balanced economy.</p> <p>Promote and develop the maritime sector.</p>										
J Christie			<p>Equal consideration should be given to social, economic and environmental issues.</p> <p>Add 'Ensure location, scale and design of new development minimises impact on the natural environment and ecosystem goods and services (including wider catchment, coast and nearshore waters). Ensure development includes adequate measures for environmental protection, enhancement, mitigation and compensation'.</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 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>Future development must be sustainable; ensuring social prosperity and the continued provision of quality environmental goods and services.</p>		No	<p>This comment has been repeated for all CNAs.</p> <p>Agree – the sustainability appraisal process makes sure all three aspects (social, environmental 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>

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													Failure to provide adequate housing to meet population needs would not be socially sustainable.
Jill Hocking			Issues of flooding, local facilities' ability to cope, transport links and employment opportunities need to be carefully considered.	Low	It is my opinion that the building of new homes and growth in Cornwall should be low. The figure seems a lot higher than past growth rates, as we are in a recession, there is a lack of employment opportunities I would have expected this figure to be a lot lower/ I wonder why it isn't.  Any building of new homes in my local area should be in response to local need and should be affordable (or largely affordable) [suggests council housing and local need/affordable housing perpetuity clauses] given the					Issue of large number of empty properties, I wonder if these could be converted to accommodation and avoid the use of greenfield sites as we will need these for food production. Allotments in Cornwall are difficult to obtain.  A design competition for an imaginative locally appropriate affordable housing scheme could be set up if a site is found.  A pedestrian crossing for Chacewater is vital for safety of residents – more support is		Yes	These comments are noted and will be taken into account in developing the strategy.  Providing local needs housing will be a top priority for the Council.  The Council has already been proactive in respect of addressing empty homes and has recently adopted an Empty Homes Strategy to help see many of these dwellings come back into full residential

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					<p>issue of second homes and the rise of house prices due to migration. If any houses are proposed in Chacewater I feel these should be small scale developments fitting to a small village and blended to the local area.</p> <p>Please see letter for full comments.</p>					<p>needed at county level.</p> <p>Opening the old station in Chacewater would assist public transport links.</p> <p>We do not need any more supermarkets.</p> <p>Affordable (or 1 hour for free) town centre parking will encourage local business.</p> <p>Please see letter for full comments.</p>			use.
K Lutey	Clerk Ladock Parish Council				<p>The Parish of Ladock has two very different centres of population, Ladock village which has no 'industrial units' and only a small increase in the number of dwellings over the last few years and Grampound Road which has both 'industrial units' and three newer housing estates.</p> <p>This has come about because of</p>							No	Comments, and the support for a mixed flexible approach, are noted and will be used in developing the next stage of the strategy.



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					<p>previous Planning Strategies for the rural villages and it is clear that Ladock village now needs Option 2: 'Dispersed Distribution' if it is to be allowed the limited growth to enable it to maintain the existing services.</p> <p>Grampound Road could well be served with Option 2 or Option 3: 'Economy Led Distribution' where there is space for more industrial units and more houses already at the 'Planning Application' stage. (Not that many employees from the Industrial Units actually live in Grampound Road at present.)</p> <p>The Parish Councillors are divided in their support of Option 2 or 3 but, when considering a plan for the next 20 years, are united in the need for a flexible approach. All too often Planning</p>								

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					<p>Applications are turned down because they are 'contrary to the structure plan.' The Plan for the future is a 'best guess' that needs continuous updating. Renewable energy items have been adopted because of Government pressure and not because they were in the Structure Plan. The future of Cornwall's waste disposal will probably be decided in Bristol.</p> <p>People retiring to Cornwall are usually able to buy the more expensive properties, often in Rural or Coastal locations. Increased life expectancy will extend the demand for this type of property and increased fuel costs will not drive the elderly to the towns.</p>								
Karen Harding		Yes		Dispersed / Low	We support and adopt Truro City Council's statement - The landscape setting	The Truro and Roseland Community Network Area is not an	Threemilestone and Shortlanesend. Threemilestone is self		We would support further rail development to reduce the	We do not see any link between Truro and The Roseland so we are no longer	We think Truro should be developing more itself now and any	No	Comments noted. The Area Based papers use the

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					<p>of the city is of paramount importance and would be degraded by inappropriate development spilling down the valleys. Priority should first be given to the redevelopment of brownfield sites within the city boundaries, such as old Richard Lander School and the former Carrick District Council site area (between Pydar Street and the River Allen). City centre sites should include a high proportion of local needs housing. We also wish to see enforceable policies to ensure that better use is made of vacant accommodation above shops and businesses within the city centre.</p>	<p>appropriate network area. It has two distinct and diverse communities, one rural and one urban that are not mutually interdependent. Truro relates well to Kenwyn, Threemilestone, Shortlanesend and other proximate settlements, but only tenuously to the Roseland. When talking about Truro we agree clarity is needed particularly when referring to "Facilities" on page 100 such as Truro Leisure Centre and Swimming Pool, Truro Business Park, Truro College, Treliske Industrial Estate and the new Richard Lander School being in Truro City or Greater Truro. All these facilities are in Kenwyn Parish and this must be made clear. We do not want to be referred to as Greater</p>	<p>contained in terms of facilities and services. Shortlanesend could be in conjunction with Threemilestone but not on its own as it lacks facilities and services.</p>		<p>need for road transport. This should include opening halts within Truro City and in neighbouring places like Greenbottom and Threemilestone.</p>	<p>looking at The Roseland at all now. Educationally Truro and The Roseland works very well together but we don't see it is the same with housing and other services.</p>	<p>development should start in Truro and work its way outwards and not from Penstraze working its way back towards Truro. Truro City Council themselves are asking for some of their areas to be developed e.g. the Penhaligon Site, Old Richard Lander, the Carrick site. Some housing should enable some people to get off the housing list. We are working very closely with Truro City Council and we are not in opposition in any way.</p>		<p>Community Network Area boundaries which have been set up by the council, for consistency. We understand that the CNAs are not homogenous areas and are able to consider different issues within them. Nevertheless we do recognise that contrasts within the Truro and Roseland CNA are particularly stark.</p> <p>Comments have also been forwarded to the town frameworks officer, for consideration of detailed sites in and around Truro.</p>

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						Truro - we are Kenwyn Parish.							
Kea Parish Council	Kea Parish Council	Yes		Dispersed / Low		Yes - Truro	No	Yes - Playing Place, Devoran and Carnon Downs for instance	No			No	These comments are noted and will be taken into account in developing the 'preferred approach.'
Lindsay Southcombe			If by this question you are referring to the priorities list above the question – how can you ask people to decide on one as they are all important.		None of them – for a start I have yet to find evidence for the targets for housing growth in Cornwall that you state and would query even the lowest ie option A. As for distribution, I think you probably need a mix of those not a fixed and dogmatic plan. Growth should be organic, with reference to local need, the environment, local infrastructure, jobs etc. Sadly a lot of communities have local jobs e.g. fishing, but the dwellings that once housed these vital workers have been snapped up as second/holiday	I think the Truro/Roseland settlements work reasonably well, though it must be born in mind that both Truro and the Roseland share a lot in common with Falmouth/Penryn and the Roseland has connections with the St Austell area. I would like to see more self-sufficient communities on the Roseland – not relying on the major towns. Here again the issue of second homes and affordable housing must be tackled so that local shops and other services are viable. Public				I think there is a huge danger of over-development, mainly in Truro. The proposed number of houses on the various developments to the west is ludicrous and there appears to be little evidence of the need – just vague suppositions that people who work in Truro but travel in might like to move here! The proposed massive retail on that side could ruin the presently thriving local retail in St Agnes and Perranporth, as well as Truro. The Eastern Park and Ride development is equally	You appear to have only paid lip service to the major challenges facing us all in the coming years. Climate change, emission targets and resource depletion, most notably oil, are going to be overwhelming issues and we need to start planning now. Building huge estates on agricultural land is not a brilliant idea. We are going to need that land for local food production and for the other 'services' that green space provides – flood control, carbon sequestration, health benefits and, of course,	No	The question asks for a choice to be made from the growth and distribution options. Separately it asks if any issues that should be added to the priorities listed.  We note the comment about a mixture of distribution across the county; the purpose of the area based papers is to allow respondents to give a preference for their area, so that this could be taken into account in proposing

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					<p>homes. The estimated outstanding current local need is 8090 dwellings in Cornwall (Affordable Housing DPD Draft) so where have you plucked your figures from? We simply cannot afford to keep providing profits for developers.</p> <p>Whilst there are some commendable ideas and plans in the Sustainable Community Strategy and the Affordable Housing Development Plan, these are not being turned into reality in the core strategy documents. I would suggest they do not plan for future shocks and do not make for the sustainable, resilient communities that we really do need to be developing if we are to have a realistic future. There is also no mention of building</p>	transport links could be improved.				<p>inappropriate both for it's breaching of the traditional rim of the 'bowl' and its effects on the small retail units in Truro. What is worse is that, with the possible exception of the key worker accommodation, we will still be left with a reservoir or homeless of those living in substandard accommodation because they cannot afford the new houses. This town should not be treated as a honey pot for developers. Residents have had enough of being treated as if we don't exist and not given the same consideration as the business community.</p>	<p>we have responsibilities to maintain and enhance biodiversity. We cannot continue our present systems of food distribution – we have to stop building central supply superstores and start encouraging local production, processing and distribution.</p>		<p>said mixture.</p> <p>The AHDPD identifies a gross current need for affordable housing of 8090: the Core Strategy must provide for all housing need for the next 20 years. The figures are calculated using population projections and range of figures is proposed here for comment – the methodology is published in evidence papers 'Population and Household Change Jan 2011' 'Developing a Housing Target Model.'</p> <p>The more detailed comments are noted and will be used to develop the preferred approach, which is</p>

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					standards. It is possible to build resilient, low-impact communities but you need to expand your vision beyond the conventional, profit driven developers and look to more community trusts and, also, less conventional, but very sustainable, forms of community.								where these issues will be considered.
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, and that the landscape is highly valued by the local population, with a consensus that the environment should be protected (table 8). The summary of the Coast issue on Table 9 incorrectly states that the coast specifically 'is protected', whereas the unspoilt character and appearance of	Cornwall Towns	It is noted that none of the growth options are as high as the 6,400 homes proposed for Truro in the draft RSS (2008). Until the Truro 'Town City Framework' is available to provide evidence on the capacity for growth, it is difficult to comment further.  In principle the Trust favours the 'Cornwall Towns' distribution for the reasons set out earlier in this response. The Trust has concerns over the 'dispersed option' for growth, not just on climate					Trelissick estate, which includes a grade II* registered park and garden of exceptional interest, receives in excess of 250,000 visitors a year. It should therefore be identified under the key features of the area, due to its importance as a tourist attraction.	No	The coast is protected through its designation as AONB and the status of the Carrick Roads as a SAC. The role of the Core Strategy is to balance competing issues, whilst complying with environmental legislation.  Comments on distribution are noted and will be taken into account in developing the preferred approach.	

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			<p>the undeveloped coast needs to be protected, and enhanced, through spatial land management policies. This should be identified as a spatial priority, and not weighed against economic development as Issue 9 currently allows.</p>		<p>factors, but as it is likely to have the most visual impact along the coast (SA, page 19), which should be accorded significant weight, given that it impacts on an important natural asset for this CNA. The dispersed option will also have an extremely negative effect on the historic environment (SA, page 20), and 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 1.1).</p>								

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					Evidence would be required to demonstrate that Gerrans/Portscatho and other settlements on the Roseland have the landscape capacity to support the levels of growth that might be proposed under the 'dispersed distribution' option without unacceptably harming the character of the undeveloped coast and the AONB, and that seems unlikely.								
Mark Harris	Barton Willmore	Yes	Support should also be given to the retail function of Truro but there needs to be a transparent and robust debate on the location for new retail development outside the Town Centre in order to serve surrounding residential areas including Threemilestone.	Economy Led / High							As the Local Plan is dated and the draft AAP did not progress, priority should be given to properly examining the growth options for this area as part of the emerging Core Strategy and City Framework Plan.	Yes	Issue 4 is – 'Support the retail function of Truro.' These issues will be examined in more detail in the City Framework, which provides evidence for the Core Strategy.
MHP Prescott	Clerk Perranarworth				In response to the Parish Plan, 73% of							No	These comments are noted. Some



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	al Parish Council				<p>parishioners responded that no more than 30 dwellings should be built over the next 10 years, equating to 60 over the Core Strategy period up to 2030. The Parish Council supports this majority opinion.</p> <p>Of concern is the need to ensure that the physical and social infrastructure is in place to accommodate these additions to the property inventory. Existing facilities are under substantial stress and should be proved to have sufficient capacity before any significant property additions are made.</p> <p>Any chosen sites should be 'infill' locations as near as possible to the village centre of Perranwell Station. Although brownfield sites would be ideal little such land exists in this preferred</p>								of the detailed issues will be explored in the next stage of the Core Strategy – e.g. design principles, but more detail will be in design guidance. A neighbourhood plan would be the best place to cover very local issues – in this way very local design issues can be influenced at parish level.

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					<p>location. It's probable therefore that agricultural land would need to be used. The choice of such a central location is compelling given the cost of private transport, and Perranwell Station is currently well served by public transport both road and rail. The addition of housing on the fringes of the Parish is not considered desirable.</p> <p>'Infill' relates specifically to vacant land between existing properties, and should not be confused with 'back garden' development which the Parish Council is opposed to.</p> <p>Local opinion is in favour of a large proportion of new homes to be 'affordable' either in the form of straight purchase or shared ownership. These affordable properties should</p>								

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					<p>be allocated on the basis of some form of residential qualification and not on an open market basis. Any allocation should be subject to a transparent review process.</p> <p>In the past the design aspect of planning has been extremely subjective in the hands of the planning officer involved. The result has been 'Lego developments' that are bland, repetitive and make no attempt to reflect the nature and character of the community. The design aspect should be a major influence on the acceptability of new development. Far greater importance should be attached to local approval of the proposed development design.</p>								
Richard Ward	Planning Development Manager		Page 99, Key Features, Environment – CPRE Cornwall	Low	CPRE Cornwall favours the low housing growth options combined						How can the framework plan be developed until the Core	Yes	Comments noted.

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	Campaign to Protect Rural England (CPRE)		<p>would suggest in order to reflect the true position that the following text is added. “The nature and quantity for further growth”.</p> <p>Page 100, Local Spatial Priorities, Issue 1 – add at the end the following text “and the physical limits, landscape designations and the environment along with major flooding risks”.</p> <p>Page 101, Opportunities and Growth, first bullet point – CPRE Cornwall objects to the text “more growth could be accommodated on greenfield sites”. Such a proposal is not in accordance with PPS7 and evidence will be required to demonstrate an overriding need and that it is the only option and the special environment of the area can be protected and enhanced.</p>		<p>with a mix of distributions based on CPRE Cornwall’s response to the main Core Strategy. Truro cannot continue to grow at anything approaching past rates of house building and provide sites to support higher growth rates due to many constraints and limitations. Other parts of the CNA are also limited in terms of their potential for major growth.</p> <p>Please see attached letter for further detail.</p>						<p>Strategy and the answers to this consultation and engagement process are known? There is a real danger that the text of the 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>The landscape and environmental capacity work is a major part of the TTAAP research.</p> <p>Greenfield is not Green Belt. It is made clear that the city centre would be the first place to look for growth opportunities, but that this is extremely constrained.</p> <p>Comments on growth level and distribution are noted. The growth rate for Truro over the last few years has been very low and housing supply has failed to meet need.</p> <p>The framework</p>

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													plan is part of the evidence base for the Core Strategy – the two processes do work together.
Roger Gazzard	Town Clerk Truro City Council		Issue 1 should not include reference to the TTAAP as it is no longer relevant; Issue 2 – see item 1.5 above; Issues 3, 4 & 5 are high priorities; Issue 6 is a high priority if infrastructure improvement is planned to happen before the development of more housing; Issues 7 & 8 are high priorities and Issue 9 is a very high priority for this Community Network Area (CNA).	Dispersed / Low	It should be dispersed to follow the historic and current settlement pattern in Cornwall - broadly following option 2. Moreover, the economic drivers in each area must be maintained and enhanced. For example, in Truro that would mean maintaining its position as the administrative, retail and commercial capital of Cornwall and protecting its important character as a cathedral city and small market town. Locations for new developments must be carefully chosen. The landscape setting of the city is of paramount importance and would be degraded by	We feel that the Truro and Roseland CNA is not an appropriate network area as it has two diverse communities, one urban and one rural. However, to answer the question, it is dominated by the towns of Truro, Falmouth, Penryn and St. Austell.	Most of the larger villages in the CNA are, to a greater or lesser extent, self contained in terms of shops, schools, halls, places of worship and medical facilities.	We do not feel that we have sufficient knowledge of the villages to give an opinion and we defer to the views of the relevant parishes.	We do not feel that we have sufficient knowledge of the villages to give an opinion and we defer to the views of the relevant parishes.	It is essential that the rural nature of Truro be protected within the bowl of the City. This means that the remaining green spaces within the city must be retained. Rather than build the majority of houses in or adjacent to Truro, small numbers should be built in villages. 10-15 houses in each village would help to secure their viability, enable the retention of basic services like schools and Post Offices and make a helpful contribution to overall growth, especially if the extra housing satisfied local needs, in an affordable way.  We feel that a maximum figure	The City Council welcomes the opportunity to lead on the development of the Framework Plan for the City; we do not consider that it appropriate for this plan to be produced by the CNA or for the Roseland plan to be produced by the city.	Yes	Issue 1 refers to the evidence base for the TTAAP which is still relevant.  Note preference for dispersed distribution, landscape protection, level of growth and need for economic lead, which will be taken into account in further development of the strategy.  The Area Based papers use the Community Network Area boundaries which have been set up by the council, for consistency. We understand that the CNAs

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					inappropriate development spilling down the valleys. Priority should first be given to the redevelopment of brownfield sites within the city boundaries, such as old Richard Lander School and the former Carrick District Council site area (between Pydar Street and the River Allen). City centre sites should include a high proportion of local needs housing. We also wish to see enforceable policies to ensure that better use is made of vacant accommodation above shops and businesses within the city centre.					of 3500 new dwellings built between 2010 and 2030 would be appropriate for the CNA if it includes a high proportion of local needs housing.			are not homogenous areas and are able to consider different issues within them. Nevertheless we do recognise that contrasts within the Truro and Roseland CNA are particularly stark.
S Trethewey	Clerk St Erme Parish Council									We feel that the needs of each individual parish/town should be looked at first, so you are working from the bottom tier up. It is important to look at the local needs for each area and not for a large area (i.e. parish's not		No	Agree. Where they have been carried out parish plans are used as a starting point for gathering evidence about local needs. The emerging Neighbourhood planning system will

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										<p>network areas)</p> <p>We are concerned that the network areas are being used, parishes in these areas can be significantly different such as the Truro &amp; Roseland Network Area of which St Erme is included.</p> <p>We feel that any future development in St Erme or any other parish, should only be for the local needs highlighted in their parish. These areas need to be looked at individually</p> <p>We feel that there must be some small pockets of land in the Roseland that could be used for local people living in that area.</p> <p>There should be restrictions, such as a S106 agreement stating that any future housing</p>			<p>also enable parish level influence and decision making. However the Core Strategy does have to be a strategic plan for the whole county and the content will therefore be broad and strategic. Nevertheless the purpose of this consultation and the area based paper is to try to ensure that views from parish level feed into the process.</p> <p>At present, due to national legislation, the council is not able to control second homes in existing housing stock. However we are researching and recording the number of second homes with a view to</p>

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										cannot be used as holiday/second homes.			encouraging owners to bring them into full time use.
Shaun Pritchard	Tech Spec Environment Agency		Flood defence infrastructure represents one of Truro's most pressing infrastructure concerns. The existing town centre is reliant on the tidal defence protecting part of the economic core of the city. Irrespective of any growth projections the improvement of the rapidly diminishing standard of defence will need to be addressed in this plan period. The new changes to flood defence funding in England and Wales will not provide for Central Government finances to support any maintenance or upgrades to this defence. The Council, through the Infrastructure Delivery Plan									No	Comments are noted and have been forwarded to the Infrastructure delivery team.



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			<p>should aim to secure an approach to flood defence maintenance and upgrade that ensures contributions from new development.</p> <p>The Shoreline Management Plan determined that adverse impacts to the Fal and Helford SAC could be avoided by maintaining some current built frontages, but realigning others, such as at Tresillian. The Plan should ensure that it supports these areas of realignment, and that further development does not constrain the ability for mudflats and saltmarsh to migrate inland in response to rising sea levels.</p> <p>Growth and regeneration needs to support the adaptation of coastal communities.</p>										

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			<p>This adaptation includes ensuring resilience of the A390 at Tresillian and avoiding coastal squeeze of the Fal and Helford SAC. The Shoreline Management Plan highlights locations where this is particularly important.</p> <p>Growth of Truro should be accompanied by a Surface Water Management Plan or equivalent delivery mechanism to slow the release of runoff and ensure that flood risks downstream are not increased</p>										
St Just in Roseland Parish Council	Parish Clerk St Just in Roseland Parish Council			Dispersed / High	Option 2 : Distributed development with the proviso that the development is appropriate to the locality and the needs of villages. Any development needs to go hand in hand with providing employment and improving communication links. Residential	There are two villages in the area, St Mawes and St Just in Roseland.	Yes. St Mawes has a school, doctor's surgery, dentist, post office, convenience store, chemist and banks.	All other areas in the parish use the facilities in St Mawes.	This would depend on the nature of any development. It is vital that any new development is appropriate, in scale and protects and enhances the character of the parish.	New developments must be matched by improved communications between villages and into the main towns of Truro and St Austell. Journeys by car are at present the only practical way to travel to work and make visits to hospitals in	Growth in the transport infrastructure and employment opportunities as stated above.	No	These comments are noted and will be taken into account in developing the 'preferred approach.'

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					development would need to be ring fenced for permanent occupation, not second homes, with a suitable mix of affordable homes for people of all ages with a local connection.					Truro and St Austell.			
Strongvox Homes				Cornwall Towns / High	<p>We broadly agree that the identified issues are those that should be prioritised. We support</p> <p>option 1C (as indicated above) across the County but we also believe that it would work</p> <p>best for the Truro &amp; Roseland Community Network Area.</p> <p>It would seek to ensure that 4,900 (245 per annum) new homes are delivered in the CNA</p> <p>within the next 20 years. We believe this level of provision is suitable (to meet the need)</p> <p>and achievable. In particular, we consider that</p>							Yes	Comments on levels of growth and distribution noted. These will be taken into account in developing the preferred approach.

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					<p>Truro has significant potential and land capacity to accommodate higher levels of growth. We believe that the lower levels of growth for the Truro CNA that the other growth options would propose are likely to unnecessarily curtail the level of growth that is required to meet the backlog and future housing need which is significant.</p>								
Tim Light		Yes	Truro is at 100% capacity any further strip development towards the A30 will require major road infrastructure works. The P&R is a fantastic facility but already reaching capacity	Cornwall Towns / Low, Dispersed / High, Economy Led / Medium	I totally support trying to support local villages with small cluster development particularly on the Roseland where second home ownership making sustainable village life difficult. The access to ultra fast broadband will help many SME and home workers to thrive and there might be model for	Truro and the attraction of supermarkets will always be a problem from a village retail perspective	St Mawes seems to have a good balance of retail/ amenity/ public transport but the school is on the edge	yes	Interlinking CORLINK type services for the villages	Better communication and delivery of public transport - trains and buses that are owned by the same company not having interchangeable tickets is an example of reducing the convenience of using PT. Barriers to modal shift should be identified and	The new P&R East will make a great improvement to the Truro traffic flow but care will have to be taken to balance commuter and visitor use.  Cycle lanes and pedestrian walkways within Truro would be a good way of trying to encourage less use of cars in	No	Comments noted and will be taken into account in developing the preferred approach. Comments on public transport also forwarded to the Infrastructure team.

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					village business hubs to encourage commercial/micro business development. Village development is also likely to make public transport more commercially viable and this is particularly true on the Roseland					broken down one by one.  A Route to the A30 from Falmouth would greatly ease the Truro through traffic problem	the town centre		
Tim Thomson	Chairman Chacewater Parish Council				It was felt that this question could not be approached in a 'one size fits all' basis. Some smaller communities could benefit and flourish from increased housing stock, whilst others would not be able to sustain growth. Therefore, a mixture of options 1 and 2 was favoured. The point was made that to try to align future development plans with the artificial boundaries of Community Networks would be a mistake, particularly in our own Network area which is too					Chacewater Parish as an identifiable entity: Perhaps the most widely expressed concern is the possible loss of identity of our community. The existing facilities of our School, our Village Hall which is used by many community groups as well as many groups from outside Chacewater, and the proposed facility, already designed and with planning approval, of a sports/community centre, are projects which form a very firm base on which to continue building		Yes	Comments noted.  We never anticipated a 'one size fits all' scenario, but set out a broad range of options. The next stage of the Core Strategy, the 'Preferred Approach', will begin to map out how we think this will translate across Cornwall, in accordance to what people have told us through the consultation process. There will then be further opportunity

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					<p>widely spread and diverse to allow for a single categorisation. Chacewater: Generally a level of growth was favoured, in the order of 10% for the village itself, and a further 10% in outlying areas of the Parish. It is widely felt that this level of growth is desirable for sustainability, and that there should be provision where possible for increased employment opportunities within the Parish, whether through the provision of small industrial units, or more retail outlets. The 'chicken and egg' aspect of this proposal is obvious, and housing and job opportunities would need to develop hand in hand.</p> <p>Development of new housing stock in the village should contain a good proportion of both</p>					<p>a sustainable and vibrant community within the Parish.</p> <p>As new development is considered at Threemilestone and out towards Langarth, there is concern, not only about the increasing 'rat-run' traffic <i>through</i> Chacewater, but also about the possibility that Chacewater would become absorbed as simply a suburb of Truro. We need this outcome to be avoided at all costs, and to that end would favour a 'green' boundary around the Parish, to maintain a separation from a developing Truro, or a developing Threemilestone.</p> <p>Although the Core Strategy Options Paper is considering the next 20 years, we realise that we are living in a</p>			<p>for people to tell us whether they think we have read this correctly or not.</p>

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					<p>social and affordable housing, with an emphasis on housing provision for local people. There is a concern that it should be easier for younger people to maintain their roots in the community, and that a younger generation of new residents should be encouraged. We feel strongly that the viability of our primary school should be maintained – particularly in the light of possible future development along the Truro / Threemilestone / Chiverton corridor. If that suggested development was to proceed, possibly including new school and shopping centre, we feel that there is a real danger that the identity of Chacewater Parish would be submerged. Never the less we feel that the village envelope should not be</p>					<p>rapidly changing world. Future plans should be open to review at frequent intervals, say of 5 years, and should have built in to them a degree of flexibility.</p> <p>At this time it is not possible to predict the ultimate effect of Climate Change and regulations introduced to address it, or Peak Oil which is likely to have significant effects on prices and transport patterns. And so the more that we can build sustainability into our Parish as it develops, the better.</p> <p>We hope that you are able to take these views into account in the formulation of the LDF.</p>			

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					<p>inviolate and that individual proposals outside that envelope which might be seen to enhance the community should be considered on their merits. We believe that there should be less rigidity in the way that planning issues are addressed.</p>								