

Launceston Southern Growth Area Concept Plan: Public Consultation 29 June – 10 August 2020**Comments received**

Launceston Community Development Trust is an ambitious community benefit society with open membership and run by local volunteers. We currently have 35 members, both individuals and local businesses. Our vision is for a better Launceston.

Uses and Layout

We would like to express our strong support for the Launceston Southern Area Concept Plan. It is clearly a product of hard work and careful thought which has taken on a number of comments made through the consultation to date. The shape, scale and layout we feel are proportionate to the town's need to grow to support the services and facilities we wish to preserve and enhance. Such a development, if delivered well will enable Launceston to continue to be an influentially market town adapting for the future and serving itself but also as a satellite town serving Truro, Plymouth and Exeter.

Climate Change

We applaud the intention to encourage the development as part of the town's response to tackling the global climate emergency, but feel it could go further. It is rare to have such an opportunity to develop such a large series of adjacent sites and more could be done to steer the aspirations we have in the town for renewable district heating and micro electricity grids. All residential and commercial builds should aspire to get as close to net zero carbon. Use of in-roof solar PV, ground source heat pumps and sedum roofing (for biodiversity, natural cooling and to reduce water runoff) could be more clearly encouraged.

The development also offers an opportunity to open up Launceston's spectacular landscape for residents and visitors to enjoy and address the disproportionately small amount of public green space currently available for people to enjoy. The two valleys offer the chance to create green pedestrian and cycle centric highways. The plans as shown illustrate this intention but could be even more ambitious. The green routes should be extended completely through to the main arterial routes into the town and not stop short because of arbitrary existing or anticipated barriers.

Local Infrastructure

There should also create a clear indication for how these natural flows of pedestrians can be connected to the rest of the town. It is disappointing to see that the concept plan does not attempt to look at ways to address issues that it creates off site. Specifically such a large development area naturally emphasises the town's dislocation caused by the A30 trunk road. More needs to be done to address this to avoid the town splitting into two districts. For instance a land bridge across the A30 providing a green space above the trunk road connecting Hurdon Road with Dunheved Road replacing the inadequate existing foot bridge. In addition we can see the potential for a cable car connecting the development with the town centre perhaps at the Cornwall Council owned Market carpark, and then onto Ridgegrove and the Kensey valley. We understand these kinds of interventions are beyond the scope of this concept plan but this is a flawed assumption since such a large development zone will change the entire dynamic of the town and so demands a more holistic approach if we are going to avoid more short distance car journeys and the emergence of two neighbouring towns.

Sports

The proposed sports pitches are laudable but as a stand alone resource will be difficult to manage sustainably. It would be better to have more housing and use the resource to expand the existing facilities near launceston college and coronation park. The scale of the development may even provide enough CIL to perhaps even rebuild Launceston College on the Pennygillam end of their under-utilised playing fields and opening up an chance to extend Coronation Park through the existing school grounds and over the A30 as a single Central Park. This would again prioritise pedestrian routes across the town without having first to navigate narrow and indirect footpaths hidden within or around housing estates.

Movements and Connections

Cycle and pedestrian routes should be prioritised both in the green spaces and on the roads, both should be sufficiently wide and straight to provide efficient travel options. Car routes should be less straight (safer) and managed (sufficiently narrow with gentle / broad speed bumps). The bridge spanning the east valley is an essential piece of infrastructure that will avoid this area of Launceston become a series of disconnected cul-de-sacs. Any developer on either side of the valley must be obliged through the planning process to configure their site layouts appropriately and contribute proportionately.

Neighbourhood Centre

The Neighbourhood Centre is well intentioned and an important resource but would be more commercially viable if it was not totally surrounded by houses and instead bordered the valley park making it a more plausible destination venue, or adjacent to the proposed sports pitches so staff could manage and secure these facilities more easily.

Launceston CDT was set up to help be the conduit that could help prioritise, develop and steward the neighbourhood elements of Launceston. We would be willing and able to be channel section 106 funds or any CIL as well as act as land owner for the whole site or just those parts that a housing developer would not like to retain once homes have been sold.

I am writing to comment on the plans for Launceston Southern Growth Area.

I currently live near the proposed development.

Firstly, I would like to say that I agree that the proposed development is located in the right area for Launceston to expand, based on the topography of the land surrounding Launceston.

I do have some concerns:

- I worry that the development will put undue pressure on the road system around the Southern end of Launceston, particularly approaching Pennygillam roundabout and onto the A388 at Stourcombe. I believe traffic attempting to join the A388 is an accident waiting to happen.
- I am concerned about the environmental impact of replacing farmland with houses. All the hard surfacing is likely to cause flooding issues in the streams within the proposed development. I appreciate that there are SUDS written in to the plan, but don't trust the developers to adhere to this.
- Similarly, I would like to know how the development fits in to Cornwall's Net Zero plans. Will the houses be energy efficient enough? Will there be in built solar panels/ground-source heat pumps? Will trees be planted to replace the lost hedgerows/pastureland?

- I would like these houses to be pleasant places to live that enhance the local area. Large gardens and green spaces should be available and the houses must be built in the local Cornish vernacular rather than being the identikit yellow boxes seen elsewhere in modern housing developments.
- I worry that Launceston's infrastructure will not cope with the increase in people in the area, particularly the doctor's surgery/minor injuries and the primary/secondary schools. I would like to see the developers contribute to addressing this, rather than just building houses.
- I worry that the houses will not be affordable for local people. It should be a priority for these houses to support local people who will in turn support the local economy, rather than becoming a dormitory town for Plymouth/Exeter.
- I have also heard that these houses are frequently sold to councils from England to house their more "difficult" citizens. I feel this wrong on many levels, especially for the citizens of these cities who are effectively forcibly rehoused against their will. I would like Cornwall Council to be more vocal in addressing this.
- I have heard that the development at Upper Chapel has been rushed, with many houses built to exceptionally poor standards. I would like Cornwall Council to hold the developers to account over this.
- I also have concerns that councillor [REDACTED] owns much of the land in this development and therefore cannot be an impartial voice on the matter. He should stand down/be removed from the council if he wishes to develop his land, otherwise it smacks of corruption and gives Cornwall Council a bad name.

My most important point is that Cornwall Council must stand firm to the developers and hold them to account over the quality of developments. We know they have the money to do the job properly and in a way that enhances the local area. Please make sure they do so.

Thank you for the opportunity to comment on the Launceston Southern Growth Area Concept Plan 2020. This document is submitted on behalf of St Woodrow Care Ltd by Red Planning Ltd.

In the last few days the government has published the White Paper *Planning for the Future and Changes to the Current System*. The latter document sets out a revised standard method for housing requirements. The proposed standard housing requirement for Cornwall, calculated by consultancy *Lichfields*, sees an increase of 1,429 new dwellings per annum. We would urge the Town Council and local authority to take early action to identify Stourscombe Farm as the next allocation for the town. This submission promotes the benefits of the site and of bringing it into the southern growth area.

St Woodrow Care Ltd are bringing forward several sites across Cornwall to deliver much needed older person's accommodation. In fact, to say much needed does not do justice to the severe shortage and critical importance of providing a range of housing solutions for older persons in Cornwall, with and without care. Cornwall Council are to be commended for their ambitious targets for extra care housing across Cornwall of which Launceston requires at least 130 units by 2025. Sadly, the Local Plan has failed to deliver the land required for this need and it is left to landowners and developers to bring sites forward and they must be encouraged.

The land at Stourscombe Farm is being submitted as an extension to the Southern Growth Area which should be positively planned for now due to the benefits that can be achieved from the land, which are presented in this representation and the increased housing requirement that is coming for Cornwall. The accompanying vision statement presents the opportunities at Stourscombe Farm which have previously been recognized in the town framework and demonstrates how the land could be developed through a site wide masterplan. The intention is to bring the site forward through the development management process, aiming to deliver new extra care housing for the town.

St Woodrow Care Ltd are also bringing forward plans for an Extra Care scheme at Kensey Valley within allocated site LAU-H3.

These representations are accompanied by a *Stourscombe Farm, Launceston - Vision Statement*.

In response to the guide questions at section 7.0 of the Concept Plan we make the following comments:

1. Do you have any views on the different uses and layout of development shown in the Concept Plan? There are many comments that could be made about the Concept Plan, but we will limit our observations to the need for the development at this time and the deliverability and viability of this land.

Why is this land being brought forward ahead of 2030? Has a cost appraisal been carried out on such a scale of development and infrastructure? Is all this land viable and have landowners agreed to work together and share infrastructure costs?

2. Are there any comments you would like to make regarding the infrastructure highlighted on page 10 within the Concept Plan area?

A mixed-use sustainable development at Stourscombe Farm can provide many of the infrastructure requirements listed on page 10 of the Concept Plan and these are detailed in the accompanying *Vision Statement*. In particular we strongly support the proposal to provide further health facilities and to locate these close to new residential accommodation for older persons and persons requiring care and support. St Woodrow Care can deliver these as part of a mixed-use sustainable extension to the concept plan area.

The Stourscombe site can provide sports pitches which integrate with the new development and provide important green infrastructure links. It is a flat site of which there are few in Launceston.

3. Are there any other comments you would like to make regarding the Concept Plan consultation?

We do not feel that the LAU-H2 site needs to come forward at this time as the proposed link road is not necessary. LAU-H2 was only supposed to come forward beyond the plan period (2010- 2030). Our client's site is well served by existing transport connections and is land that can be developed and delivered quickly to provide significant community benefits. It does not need the new link road, but it can make infrastructure contributions which could

be directed toward funding the new road if and when it is needed beyond 2030. Our client's site can also provide land for a new 1FE primary school if required.

The Members of Lezant Parish Council would like to raise the following concerns regarding the proposed development that are likely to have a direct impact on Lezant parishioners:

- increased traffic along the A388 (what additional speed restrictions will be put in place?)
- light pollution (what will be done to mitigate light pollution?)
- flooding issues near Little Comfort and Landue. Within the parish is situated a stream into which overflow water runs - what provisions are being made to take care of the additional excess water (from the new housing) flowing down into the valley and contributing to serious flooding in the area?

I am writing to comment on the plans for further building on the site south of the A30 in Launceston in the area to the south of the link road.

The ideas in the plan sound good in principal, but I wasn't sure how binding any of them would be on the firms that were doing the building.

Whilst 'Building with Nature' has good levels for improved building schemes it is only an accreditation system and not binding on developers. I presume that a given building contractor could ignore it?

Footpaths and cycle ways down into the valley for the public sound nice, but is the public going to be allowed to roam in the valley. At the moment, as far as I am aware, it is privately owned land. As one walks down Landlake Road the woods are labelled private.

Tree lined streets sound nice but will adequate width be left for two people to walk alongside each other, a person with a pushchair and a toddler to be able to walk side by side, enough room to allow for tree circumference to increase and for the roots

not to raise the pavement, making it uneven and therefore challenging for pushchair or wheelchair users or those less stable on their feet?

Will the smaller streets off the main street be wide enough for dustbin lorries to collect refuse and with enough places for other road users to be able to pass them whilst they go about their valued business.

This proposed area for the development has wetlands as marked, also the area marked for potential retail to the left of Landlake Road when facing north has patches of 'marshland' grass so presumably at times is tending to be wet too. The Burden's pointed out that the areas of the site are frequently boggy. What will happen in this area in very wet times such as we had this past winter? I see that water collection areas have been planned in for drainage of potential flood water, but what about rising water table levels in an obviously wet area?

Will the water collecting areas be static and therefore a potential breeding ground for mosquito? If these are close to housing might this not potentially become a problem at certain times of the year?

Very recently, taking an evening walk down Lakeland Road we spotted a deer with her two fawns in the field to the left as one faces north to the link road with D Smith packaging on your right. How is this development going to impact on wildlife? I doubt that she would be bring her family into shallow wooded areas very close to habitation, they were instantly on guard when we passed and we were some way off the other side of the hedge. They were also very aware of traffic passing on the link road. If access to the valley is increased that will also affect her habitat.

What plans will there be to keep the water collecting areas, safe and also to prevent them from becoming rubbish dumps.

As this site has steep gradients in places, as noted, will it overall be accessible to wheelchair users, pram users, not so good at getting around users?

Will there be properly available accessible in financial terms homes available so that young people can afford to have a home in our town?

Will there be a mechanism to stop these new homes being bought up as second homes?

I was pleased to see that current hedgerows should be preserved, although it seems some may end up being moved. Hopefully relocated and not destroyed.

What plans will there be to keep the water collecting areas, safe and also to prevent them from becoming rubbish dumps? Who will oversee the maintenance of these green spaces? Will there be a salaried warden for the area?

If a new sports facility is provided then parking will need to be provided, not just 'considered' as if it isn't. at high use times parking on roads will increase and for those residents nearby this could be a problem and road safety may be compromised.

I was pleased to see that the plan for the main street was to make it low speed as, with all the residential areas, there is potential for a lot of domestic footfall and road traffic and to have high speed vehicles travelling that route would make it potentially quite dangerous and unpleasant.

The proposed traffic lighted junction onto and off Tavistock road is good. There is mention in the plan of putting a retail unit on this junction. Mention has been made of the concern about traffic not slowing enough when coming from the Callington direction. If a retail unit were to be put on that junction would it not complicate matters with people parking unhelpfully because they are 'only just popping into the shop for a moment'! If it is really felt that a retail unit should be put there will adequate off road parking be provided?

Health Facilities in the town would definitely need to be addressed. The current health centre is partway through an extension project. I note that does take into account some future need as well as current need but does it take into account an extra 950 homes? My personal experience since moving here, Covid-19 issues aside, is that it seems to be difficult to get an appointment unless it is an urgent matter. I would add though, that despite that, virtually all the staff have been very helpful.

Dentist provision in the town and in the area in general is nowhere near adequate. We are currently waiting for an NHS place with a dentist and were told that we may be waiting 2-2 1/2 years for one!

I see that the main street has been proposed as a bus route, have any discussions taken place with a bus company to see if they are actually potentially prepared to run one on that route?

It sounds good to put some shops into the area, but it would be good not to detract too much from the current town centre shops or the town centre will become an empty shell. Will the proposed retail units definitely be part of the plan or only advisory? Having lived on a large estate of relatively new housing, early in our marriage, which was then added to whilst we lived there and has been expanded again since we have moved away, without any small retail provision, I would recommend having some, especially as the tone of the presentation for this development seems to be to encourage people to live, work and play in the same area to cut down on some travel. Where I grew up was also new build and had a corner shop built in, which was handy and used (although shopping patterns have changed!). People can/will still use other shops too but it is good to provide something local, which will help to create community which has also been mentioned as a goal. Bovis, I think it was, raised the point that initial land allocation had not included mixed use, what is the status of these plans with regards to that?

At the beginning of the presentation 350 houses is mentioned as an initial figure. Later 950 homes is mentioned as a future figure. That has potential for increasing traffic flow in the area by probably at least another 1000 cars, probably more, plus those coming in for work or to use the sports facilities, has adequate consideration been given to that as concerns road safety and quality of road construction, junctions, adequate parking provision? The provision in the plan to provide cycle routes is good. Where these follow the course of the road will they be separated from the car route by more than a white line?

I note that West Country Land was not prepared to take on junction construction. The Burden's raised the question of who would carry out the road building. Has this been resolved? Will the Cornwall Council be taking on the road building?

West Country Land and Bovis seemed very keen to get applications in before a town plan was finally sorted. Why? To beat upcoming building regulations? To not have to provide mixed use building?

I note that in one of the documents there were a number of statements about how buildings were to be built taking into account various things such as town character, future proofed for energy saving, etc. Not being trained in these things I don't know how binding these are on building firms but I trust that Cornwall Council will push for the best adherence possible.

Having said that with Boris Johnson's recent announcements re planning and new builds, who knows!

I don't understand how you can have a 'Local Centre (mixed uses)' over a junction with an 'A' road i.e. the junction of the road to Lawhitton, the road into the new development and the A388, Tavistock road. The Lawhitton road has been realigned, seemingly to accommodate the new housing. The developers plans for this area only show housing, no neighbourhood facilities. Will there be a roundabout or traffic lights at this new junction? Whenever there are temporary traffic lights on the A388, long tailbacks rapidly form.

Whilst the proposal of a footpath (denoted 'K') or the residents of the new development is likely a well intended idea, I am concerned that its route has not been suitably considered for the following reasons:

- The footpath extends through land outside the Launceston parish boundary as well as the DPD boundary passing very close to an existing private residential development (Newton Farm).
- The current route involves crossing 3 field boundaries within Newton Farm and constructing a bridge over the stream which has been identified as an environmentally sensitive area.
- The number of field boundary crossings makes accessibility of this route questionable e.g. for mobility impaired accessing this route - an obvious reroute of the path along the west side of the stream, means no bridge is required nor so many boundary crossings, since the field follows the current proposed route on the other side of the river.
- It could appear that the current proposed and questionable routing of the footpath on the east of the stream compared to the west is a deliberate act of avoiding land owned by those with very close connections to the Council.

Furthermore, I trust that due consideration will be given to the comments submitted via the link provided on the development plan webpage under the incorrect email title 'Hayle Concept Plan' since this error is with the Council website and not those who are submitting comments or queries.

Whilst I overall support the aims of the Launceston Southern Area Concept Plan, I have comments relating to the proposed new footpath routing:

- When considering the proposed footpath, my comments specifically relate to the path through the fields of Newton Farm and adjacent land, denoted 'K' on the concept plan.

- The proposed route crosses a number of field boundaries of Newton Farm, each requiring a gate or stile. In addition, a bridge would be required to cross the stream. Each of these crossing points requires additional cost for installation and for maintenance, over and above general signage.
- In the interests of reducing the cost to the residents of the area who ultimately will be funding this project, an alternative route running parallel to the proposed route on the West side of the stream must be considered. This would result in the footpath running around the perimeter of a continuous field with no crossings required of either boundaries or the stream.
- This would significantly reduce the cost of the footpath, reduce the need and cost of maintenance and also enable increased accessibility for all to enjoy the footpath, particularly for the more mobility impaired.
- Therefore, specifically referring to the reduction of wasteful expenditure and the need to allow mobility impaired persons enjoying a public right of way, I object to the proposed routing of the footpath and request due consideration to be given to an alternative routing.
- As a general comment, I would be interested in understanding why the proposed route passes through land that is neither in the Launceston Parish or in the DPD. It appears that the route has been proposed to specifically avoid the field to the West of the stream, with ownership potentially a conflict of interest to a member of Cornwall Council East Sub-Area Planning Committee.

The general ethos and aspirations presented in the Launceston Southern Growth Area Masterplan Consultation Document are most laudable and appear to be more considered than many similar ventures, however the key question must still be how much of the development proposed by this document is actually needed by, and of direct benefit to the local community?

It would be very interesting to see specific predictions as to how many of the homes would be occupied by locals, and how many long-term jobs would be provided for them. Also, exactly what the current perceived local needs are for low cost/affordable housing and exactly how many such homes would be delivered as part of this proposal, one would assume based on the scale of this development all such needs would be met.

It is not my assertion that people from outside the area should be unwelcome, as an 'incomer' myself I am hardly in a position to deny the rights of others to make a home wherever they chose, however the possibility of a large, concentrated and sudden influx of outsiders occupying a significant proportion of such a development does raise concerns as to how this might affect Launceston, and whether it would prove a catalyst for the dilution of the town's unique characteristics. It would be sad to see Launceston evolve into just another homogeneous town as so many others have become throughout the country.

Launceston needs to attract people who want to live here because they care about the place, not because they're conveniently close to a KFC!

Of particular relevance during the ongoing Covid crisis and throughout its aftermath, the other consideration must be what impact, if such an influx were to occur, would be had on local employment; at a time when jobs are going to be at an absolute premium; I wonder just how welcome any additional outside competition would be?

As a resident of Lezant Parish I would also ask what considerations have been given to any potential negative effects this development will have on Launceston's neighbouring parishes, and what measures will be undertaken to mitigate them?

A recent survey carried out within Lezant Parish suggests a strong desire to protect and maintain all aspects of the local countryside and environment, including the dark skies, a particular feature of the parish that Launceston's night time glow has already begun to diminish, and which will potentially suffer further adverse effects as any new development proceeds. If Launceston wishes to prove itself a good neighbour what measures will be taken to prevent further damage & protect the natural asset and amenities of the adjoining parishes?

The survey also highlighted widely held concerns regarding the safety of the roads in the parish; it is felt that neither the lanes, nor the A388 are safe for users or pedestrians largely due to the speed of traffic, any development of this scale will surely increase the volume of traffic on the surrounding roads, particularly the A388, inevitably adding to the already unacceptable levels of casualties. Will those proposing this development help to prevent more unnecessary and inexcusable damage to and loss

of lives by supporting and lobbying for a decrease in the overall speed limits, and the installation of the appropriate measures, (i.e. average speed cameras) to enforce them, as well as assistance and action to help combat any rise in the associated levels of traffic pollution?

Finally, although not entirely convinced, based on the more recent developments to the south of Launceston, that such high standards and ideals will be delivered, I would ask those with the authority to sign off this proposal that if they truly believe in what is outlined in this document, wish Launceston to be genuinely enhanced and are earnestly committed to its delivery, they should before putting their signature to this undertaking be absolutely certain that once the proposal is adopted they will still be in complete control of what is delivered, and that they can prevent any dilution, degrading or loss of any of the promised ambitions, aspirations, assets or quality, providing a worthy extension to the town and idyllic homes for the residents, rather than gravitating to the minimum required for the sake of profits and the benefits of businessmen.

Should this project be endorsed it provides Launceston with the opportunity to demonstrate that pleasant communities of carbon neutral, energy self-sufficient homes and businesses can be provided with due concern and care for the natural environment, and that developments do not have to be carelessly designed and overcrowded tarmac and concrete eyesores that destroy social cohesion and provide an excuse for discontentment.

Come on Launceston, prove you are up to the challenge, all that is needed is for greed to be put aside, and the desire and determination to deliver something that matches the aspirations.

I writing to ABSOLUTELY OBJECT to these plans.

There are no jobs here already so where on earth are over 1000 people going to work??

The town is turning into a slum as it is-whenver I walk down any street I can smell weed and I see too many undesirables around.

The type of people that will move into the proposed development will be city dwellers wanting a slice of the perceived idillic Cornish lifestyle that they've seen plastered all over the media and but not being able to afford to live in Cornwall's picture box villages.

Already people from estates/hoods are being dumped here bringing with them their estate/hood mentality.

I worry about the safety and wellbeing of the elderly and local people who are gentle natured and shouldn't have to be made to live amongst the riff raff.

PLEASE DON'T take our beautiful countryside away!!!

1. Will there be affordable social housing included?
2. What about infrastructure, medical centre especially parking; hospital, available school spaces, road safety, adequate crossings? Transport links?
3. Will there be a policy of no second home purchases?
4. The town centre is full of empty shops and it is hard for business owners. What about investing in the centre of town?

Thank you for consulting Sport England on the above named document. We commented on an earlier version.

Sport England is the Government agency responsible for delivering the Government's sporting objectives. Maximising the investment into sport and recreation through the land use planning system is one of our priorities. You will also be aware that Sport England is a statutory consultee on planning applications affecting playing fields.

The new Sport England Strategy 'Towards An Active Nation' (2016-21) identifies key changes in the delivery of the strategy:

- Tackle inactivity: more money and resources
- Invest in children and young people to build positive attitudes to sport and activity
- Help those currently active to carry on, but at a lower cost to the public purse
- Put customers at the heart of what we do/be welcoming and inclusive

- Help sport to keep pace with the digital expectations of customers
- Encourage stronger local collaboration to deliver a joined up experience for customers
- Working with a wide range of partners, using our expertise and investment to align
- Applying behaviour change principles to encourage innovation to share best practice

Sport England has assessed this consultation in the light of Sport England's Planning for Sport: Forward Planning guidance <https://www.sportengland.org/facilities-and-planning/planning-for-sport>

The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary, new sports facilities should be fit for purpose, and they should be available for community sport. To achieve this, our objectives are to:

PROTECT sports facilities from loss as a result of redevelopment

ENHANCE existing facilities through improving their quality, accessibility and management

PROVIDE new facilities that are fit for purpose to meet demands for participation now and in the future.

Sport England believes that sport has an important role in modern society and in creating sustainable and healthy communities. Sport and physical activity is high on the Government's national agenda as it cuts across a number of current topics that include health, social inclusion, regeneration and anti social behaviour. The importance of sport should be recognised as a key component of development plans, and not considered in isolation.

The following comments are provided within the context of:

- The National Planning Policy Framework (MHCLG, 2019).
- Sport England's Planning for Sport webpages (2020).

1. Local Plan & Evidence Base

The National Planning Policy Framework (2019) states:

96. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.

Sport England's view is that, in order to meet the requirements of the National Planning Policy Framework (NPPF), this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches.

Playing Pitch Strategy

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/playing-pitch-strategy-guidance>

This guidance document provides a recommended step by step approach to developing and delivering a playing pitch strategy (PPS). It covers both natural and artificial grass pitches. Sport England believes that to ensure there is a good supply of high quality playing pitches and playing fields to meet the sporting needs of local communities, all local authorities should have an up to date PPS. By providing valuable evidence and direction a PPS can be of significant benefit to a wide variety of parties and agendas.

There is no current Playing Pitch Strategy in Cornwall which is a major issue in the planning for pitches for existing and future residents.

Assessing needs and opportunity for sports provision (Indoor and Outdoor)

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance>

This guide for sports facilities (built) is complimentary to the PPS. Sport England believes that providing the right facilities in the right place is central to enabling people to play sport and maintain and grow participation. An assessment of need will provide a

clear understanding of what is required in an area, providing a sound basis on which to develop policy, and make informed decisions for sports development and investment in facilities.

Again, There is no current Sport Facility Strategy in Cornwall which is a major issue in the planning for sports that do not use pitches including major infrastructure buildings like swimming pools and sports halls.

The evidence base for sport and recreation should directly link into the development of an Infrastructure Funding Statement and / or SPD Development Contributions and / or the Community Infrastructure Levy.

Action – complete the sport and recreation evidence base and devise a strategy for the delivery of sport and recreational land and buildings including playing fields as per the NPPF.

2. Active Design

Sport England along with Public Health England have launched our revised guidance ‘Active Design’ which we consider has considerable synergy the Plan in relation to increasing cycling opportunities and enhancing the public realm. It may therefore be useful to provide a cross-reference to <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

Sport England believes that being active should be an intrinsic part of everyone’s life pattern.

- The guidance is aimed at planners, urban designers, developers and health professionals.
- The guidance looks to support the creation of healthy communities through the land use planning system by encouraging people to be more physically active through their everyday lives.
- The guidance builds on the original Active Designs objectives of Improving Accessibility, Enhancing Amenity and Increasing Awareness (the ‘3A’s), and sets out the Ten Principles of Active Design.
- Then Ten Active Design Principles have been developed to inspire and inform the design and layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and physical activity and active lifestyles.

- The guide includes a series of case studies that set out practical real-life examples of the Active Design Principles in action. These case studies are set out to inspire and encourage those engaged in the planning, design and management of our environments to deliver more active and healthier environments.
- The Ten Active Design Principles are aimed at contributing towards the Governments desire for the planning system to promote healthy communities through good urban design.

Sport England would encourage development in Launceston be designed in line with the Active Design principles to secure sustainable design. This could be evidenced by use of the checklist. The developer's checklist (Appendix 1) has been revised and can also be accessed via <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

Additionally we have recently released 2x short animations on what Active Design is and how planning links with health.

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>
or

<https://www.youtube.com/watch?v=mDaVBh1Bs7Y>

https://www.youtube.com/watch?v=oRCJ4JL_LjM

3. Community Use of Education Sites

Making better use of existing resources contributes to sustainable development objectives by reducing the need for additional facilities and the potential loss of scarce resources such as open space. The practice of making school sports facilities available to wider community use is already well established and has been government policy for many years, but there are further opportunities to extend this principle within the education sector through programmes such as Academies and to other privately owned sports facilities, to help meet the growing demand for more and better places for sport in convenient locations.

Sport England promotes the wider use of existing and new sports facilities to serve more than one group of users. Sport England will encourage potential providers to consider opportunities for joint provision and dual use of facilities in appropriate locations.

Sports facilities provided at school sites are an important resource, not just for the school through the delivery of the national curriculum and extra-curricular sport, but potentially for the wider community. There are also direct benefits to young people, particularly in strengthening the links between their involvement in sport during school time and continued participation in their own time. Many children will be more willing to continue in sport if opportunities to participate are offered on the school site in familiar surroundings. Many schools are already well located in terms of access on foot or by public transport to the local community and so greater use of the sports facilities outside normal school hours should not add significantly to the number of trips generated by private car.

There is a free online resource from **Sport England (Use Our School)** that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; <http://www.sportengland.org/useourschool>

4. Specific comments on the Masterplan

- Area Q – without the evidence as set out in (1) above how do you know what to plan for, what sports, what size, what ancillary facilities, sports lighting? Co-location with other sports / other complementary uses?
- A new primary school can be an opportunity for community sport but how will we ensure design and management will make better use of educational sites?
- What about planning for other sports (non pitch sports)? On-site of s106/CIL to off-site? As set out in (1) above.
- Are you designing homes that will help residents to live an active lifestyle? As set out in (2) above.

The Football Foundation on behalf of The FA advise that

1. 1 x sport hub is to be provided within the concept plan – Which sports are hoping to be targeted for these pitches?

2. If pitches are to be used for football, what pitch sizes are to be proposed (5v5/7v7/9v9/11v11)? – There is currently no playing pitch strategy in place within Cornwall though national and local participation trends are showing growth in mini soccer (5v5/7v7) and U11/U12 youth provision (9v9), though this was pre-covid19. Will Cornwall FA be consulted to support with identifying potential users?
3. What ancillary facilities will be provided within the hub?
4. Who will manage and operate the hub?
5. Could key football sites grass pitches / 3G FTP's be supported through this development to help support increase demand? E.g. Launceston College has been flagged within the Local Football Facility Plan for a need to improve grass pitches through enhanced maintenance and also ancillary facilities, which is near this development.
6. What sport facilities will be developed at the primary school site?
7. The new proposed pitches are isolated is there a better place for them?
8. What is the proposed spec/design of MUGA
9. The Football Foundation and Cornwall FA would welcome any opportunity to discuss the finer detail of any proposed football provision as part of this concept plan.

England Hockey advise that Currently the AGP provision within Launceston, comprises of a full sized 60mm 3G AGP, which is hockey cannot be played on and a small MUGA facility which is in a poor condition, needing refurbishment in the next 1 to 2 years. Both these facilities are sited at Launceston College. To develop Launceston College as a sporting hub for the town would enable shared amenities across a number of sports, making running costs more efficient. However, England Hockey believe that investing in another small MUGA facility in the town would not be meeting the community demand for hockey and possibly other sports. This unmet demand from hockey would still need to travel out of the town to either Bude, Liskeard or Tavistock in order to access a suitable playing facility.

There is definitely a gap in the provision for a full sized floodlit sand AGP in Launceston. A new sand AGP facility would inspire the community to participate in various sports by offering more local opportunities. There are currently two hockey clubs based in the Launceston area, Launceston Hockey Club and Launceston Junior Hockey Club both of whom are currently hindered by the lack of an appropriate full sized sand AGP for the sport. Through adverse conditions both clubs have managed to survive and foster hockey participation within their local community. Launceston Junior Club currently uses the existing small MUGA facility

at the College for training purposes only, there is no access to a full sized sand AGP and so the opportunity for match play is not viable. With a membership of over 50 young players the club has had to reorganise their training provision, doubling the training time on the MUGA to cater for the increase in demand. They currently have a waiting list to join the club as they have had to cap their numbers due to the limiting pitch capacity. The club regularly participate in the Cornwall Junior Leagues (4 junior teams) which could be expanded further if an adequate facility was in place.

Launceston Hockey Club has over the past few years struggling to maintain their membership purely because they are a 'nomadic' club. Training and playing their home matches on the nearest AGP over 30 minutes travelling distance, at either Bude, Liskeard or Tavistock has meant players commitment has waned. This has also had a detrimental effect on players transitioning from the junior club into senior hockey, and in the main will drop out of the sport. Many local players also play for other regional teams because of the lack of facilities in Launceston. Having a suitable facility in the town would encourage the expansion of Launceston Hockey Club, enabling local male and female players to play for their home team.

England Hockey feel a full sized floodlit sand based AGP would benefit both the pupils and community; offering wider opportunities on a multi-sport pitch. The relatively new 3G AGP based at Launceston College has a narrow community usage of primarily football.

There is a clear identified need for a full sized floodlit sand AGP facility in Launceston, with hockey's preferred AGP surface being sand dressed, we would not support another small MUGA facility as this would be exclude hockey. The LTA are broadly supportive. It is a sizeable development justifying a need for more tennis facilities at the outset. Locate tennis courts in the green space part of the development or – perhaps more courts at the existing land the club is on, providing the new courts are all publicly accessible with gate access etc.

Thank you for the opportunity to provide comment on the following consultation.

The Woodland Trust would like to highlight that there are five veteran trees recorded on the Ancient Tree Inventory within the proposed site boundary (ATI no's: 188348, 188350, 188349, 188352 and 188351 respectively).

Therefore, the Trust asks that the above veteran trees – plus any other veteran trees found within the site boundary – are retained within any development proposal and afforded a Root Protection Area of 15x the stem diameter or 5m beyond the Crown (whichever is greater) as recommended within Natural England’s Standing Advice. <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

Thank you for the opportunity to comment on the Launceston Growth Area Concept Plan.

We are not land use specialists and note the reference and adherence to a number of published guidance documents including from Sport England which provides some confidence in the way the plan has been approached.

In terms of sports facilities we believe that the creation of hub sites where possible is a good idea as it provides a focal point for sports activity in the town. Location of facilities on/ adjacent to school sites in general helps maximise the use of facilities, makes best use of resources and therefore aids sustainability.

The proposed new green space including a MUGA also identifies changing facilities which are not normally required for informal MUGA provision. If the site also contains community sports pitches then the stand alone nature creates challenges for management , maintenance and access due to it being remote from other facilities. If the intention for this site is for organised sport as opposed to casual play, then location of the community pitches with the school facilities will likely provide better management and booking of the facilities as well as closer supervision as part of a larger site.

The intention to intensify off site provision to all weather pitches, will likely draw the attention and objection from Sport England unless they can be satisfied that the proposed equals or exceeds the previous provision. All weather pitches represent significant investment and typically need the surface replacing in 10-15 years depending on type and usage. It is important for longer term sustainability that regular contributions towards eventual replacement of the surface are set aside for this purpose.

It will be important that the intention for community use is clear and enshrined in policy relating to the operation of the school and its facilities.

We noted in the consultation document mention of skatepark provision, though nothing further in the proposals. Skateparks are proving extremely popular in many parts of Cornwall for young people and suggest that the possibility of inclusion is revisited, as responding to local needs we believe is one of the strengths of the consultative approach for the Concept Plan.

The provision of play areas is noted. Our observation on these is that they often lack good play value for the intended recipients. The installation of off the shelf equipment can result in low play value and high ongoing maintenance costs. A creative approach to the play facilities should apply as much as it does to other aspects of the proposed developments.

We act on behalf of Development Securities (Launceston) Ltd.

We have been notified by the Council, via email dated 29th June 2020, of a consultation exercise being undertaken in relation to the above document. Accordingly, we are providing representations as appropriate. The Council will be aware that we have made representations previously on behalf of our Client in relation to the previous version of the document. These are set out in a letter dated 14th October 2019. While the Council should be in receipt of that letter a copy can be made upon request.

In relation to the previous version of the document, we commented upon the fact that notwithstanding the fact that the draft Masterplan (now called 'Concept Plan') included land over which our Client has control, no discussion had taken place with them and/or the relevant landowners for the land over which our Client has an interest. In spite of these comments, there has still been no contact from officers of the Council and/or those involved in the production of the Concept Plan which is surprising.

This may be because our Clients land is no longer included in the Concept Plan area (previously it was included). However, it is unclear as to why this is the case. It may be that the Council is satisfied that the content of the Masterplan will not impact upon the delivery of development covered by the permission which has been secured by our Client (Council Ref: PA12/07683). This is for a mixture of retail, commercial and residential development and is shown shaded in grey and marked, correctly, as being 'Site with permission/under construction'.

However, as the Council will be aware, our Client has been in discussion with the officers in recent years about providing an alternative form of commercial development compared to that which was approved at the eastern end of the site covered by

the above permission. The land in question abuts Badash Farm. Therefore, even if this land is not included in the Concept Plan, we would have expected there to be some dialogue because delivery of development elsewhere in the Concept Plan area, in particular on land covered by the allocation as contained in the now adopted Site Allocations Development Plan Document (DPD), Council Ref: LAU-E2 (Badash) could have implications regarding the opportunities for delivery of development on our Clients site. Moving on, and from reviewing the document we note the commentary in Section 1.0 'Introduction' and 2.0 'Planning Policy Context'. In particular we note the commentary at P.6, para. 4 where there is discussion regarding the need to allow for '*sensible enabling development to fund the restoration of the Farm (Badash) complex*'. Further, we note the comment on P.10, para. 4 regarding the flexibility in the mix of uses to be provided on allocated sites to ensure delivery of development and the stating of policies from the Site Allocations DPD on Pages 11 to 13.

Section 5.0 'Concept Plan' sets out the land use components of the Concept Plan. We have a number of comments to make in relation to this Section. Most importantly at paragraph S, it states "*S: New employment sites on land east of Badash Farm with vehicle access from the east. Smaller footprint sites due to steep slopes. Landscaped buffer on the west edge could be broken by some pedestrian linkages between Badash and these new employment uses. Potentially allow for some enabling retail provision if required / appropriate.*" The reference to retail provision is also made at 5.21, 5.27 and Fig. 27 on P.60.

We note the reference to "*Potentially allow for some enabling retail provision if required/appropriate*". This was included in the previous version of the Plan and we strongly object to this reference. It is extremely disappointing to see that it continues to be included and that no-one at the Council has contacted us to discuss this concern.

As stated previously, paragraph S should reflect the relevant Policy (LAU-E2) in the Site Allocations Development Plan Document which allows the site to be used for B1 a), b) and c) uses together with B2 and B8 uses. Approximate floorspace is identified for each use. There is an additional policy requirement which states "*Other ancillary uses will be considered, if it is demonstrated that they are required to cross subsidise the delivery of the employment space*".

We continue to question why reference is being made to '*enabling retail provision*' as opposed to the possibility of ancillary uses being considered. The Council will be aware that the concept of enabling development was first introduced in relation to projects involving heritage assets. It has been extended in some cases where there is the possibility of a development coming forward

that could ordinarily be deemed unacceptable, but which would be allowed as it would assist a landowner/developer to generate finance for a project which has support in policy terms.

The above process is completely different from the statement in the Site Allocations Plan which refers to “ancillary uses” coming forward to ‘cross subsidise” the delivery of employment spaces. The Council needs to fully understand what is meant by enabling development before making reference to it in this part of the Concept Plan. This is important because from reviewing the Stakeholder engagement and workshops, Summary Report V3 commentary made suggests that the landowner for LAU – E2 expects enabling development to come forwards to allow for repair/improvement to Badash Farm. As set out below, there needs to be an understanding of what level type of enabling development is required before any commitment is made to it being included in the Concept Plan.

It is also important to understand what is meant by the term ‘ancillary uses’. It is not altogether clear what is meant by ancillary in the context of the Policy but clearly the intention is that the primary uses for the site are B1/B2/B8 uses and therefore any other use will have to be ancillary i.e. subservient to those uses and not become the dominant use. We do not see how any retail provision could be deemed ‘ancillary’ in the context of the Policy.

Further, nowhere does the Policy make reference to unacceptable forms of development coming forward in any context. Retail development is not referred to in the Policy. There are numerous planning issues that would be raised by this type of development coming forward in this location. The Council has taken a huge leap by deciding to include reference to retail provision on the site which then brings the Concept Plan into direct conflict with the Site Allocations DPD which states at paragraph 12.27 *“The lack of available larger sites within or on the edge of the town centre, together with the timeframe when the additional retail capacity is estimated to come to fruition, means there is not the intention to allocate any sites for retail development at the current time;”* The inclusion of the retail use in the Concept Plan is effectively allocating it on the site which, in our view is not what the Policy intends. Other types of development can only be introduced if it is **“demonstrated”** (our emphasis) they are required.

The inclusion of the word ‘*demonstrated*’ is important. Where is the evidence to support the inclusion of a retail use on this site?.

Has the Council undertaken any viability analysis to understand if ancillary development is indeed needed to support the stated uses for the site and what uses (not just retail) could be brought forward if delivery becomes an issue? There is no clear understanding of why a retail use (food or non-food or both?) **“if required”** is suddenly considered to be the use that will support the delivery of the remainder of the allocation. Has the Council explored alternative uses to retail uses?

The inclusion of the words *‘Potentially’* and *“if required/appropriate”* suggests it is by no means certain that retail provision is needed/required so why include it in the text accordingly? It is interesting to note that the Concept Plan shows a single unit shaded pink at the front of the site (filling the width of the site – not just the eastern half as required by relevant policy). The Council clearly has in mind a type of retail use for the site and has shown a preferred location. Is that a decision taken by Council officers only or through discussion with interested parties? We appreciate the need for commercial confidentiality but the Council is committed to widespread consultation/liaison with the community in the production of the Concept Plan and therefore information should be shared and made available for public scrutiny so there is a full understanding of the implications of its content.

Effectively, it must be the case that the Council will no doubt want to see our Clients site developed. There is a close relationship between this site and the delivery of residential development to the west. The commercial development that our Client intends to put on the site has the benefit of being able to serve the residents of that development and the town and wider community. In the absence of any compelling argument to place retail development on the allocation Council Ref: LAU-E2 (Badash) as contained in the now adopted Site Allocations Development Plan Document (DPD), then it would be far better to accommodate retail development on our Clients site.

Finally, in light of the publication of the ‘Planning For The Future’, White Paper, August 2020 we urge the Council to carefully review the content of the Concept Plan as it should be a document that is future proof as far as is practically possible. Noting the intentions of Government regarding making significant changes to the Planning System, the Council should, in our view, consider delaying the production of the Concept Plan. If significant changes are made to its content, we would expect a further version to be published for consultation.

2 people made this comment

More roads and traffic on an already overloaded system (gridlocked on occasions), the materials of which already cannot cope. And yet a chance to introduce real "green" transport solutions isn't even mentioned; reintroduce a rail network link.

Since the Beeching closures the local population has increased dramatically and people in towns and outlying villages are desperate to leave the car at home (or a cheap dedicated car park).

Railways are a vote winner! Initial expense yes (trackways and routes are often still there) but maintenance much easier. A proven environmental benefit, and of course, employment opportunities for those not working on your "10-20 year building project".

No matter how you present your massive building programme for this beautiful county, covering up mile upon mile of countryside with bricks and tarmac is not very, er, green. One chance to alleviate the destruction, and to plan for a future with fewer cars, has been totally ignored. A great shame.

The Coode Estate owns the allocated employment sites referred to as LAUE2 and LAUE1 in the 2019 DPD. The land around Badash (LAUE2 and its fields to the west) have been allocated for employment use for the last twenty years but despite constant and numerous attempts to market it to developers and retailers it has not been commercially viable to be delivered. Unserviced Employment Land values in Launceston are low – lying well below £75,000 per acre. Launceston and the servicing costs for the employment land LAUE2 (usually in the region of £100,000 to £150,000 per acre) will be significantly higher than normal given the unavoidable challenging topography of LAUE2.

We welcome the Concept Plan's suggestion of what Sensitive Employment Buildings might look like near Badash but that also illustrates that creating Employment Space in LAUE2 is going to be even more expensive than normal for all types of development – including retailers.

Now in addition to;

- Low employment land values in Launceston,
- the challenging topography of LAUE2; and
- the additional design and build expense consequential to the heritage buildings complication

Cornwall Council planners have shackled Employment development further by requiring in the 2019 DPD that:

“Development of this site [LAU E2] must contribute to and seek to deliver elements of the Launceston Transport Strategy. As a result, development of the site should deliver part of the ‘Southern Loop Road’, connecting to the section of the road that will be created through the Landlake Road allocation (LAU-E1). It is expected that the road will connect to Link Road.”

We applaud the detailed designs of the Main Street (formally known as the Southern Loop Road) in the Concept Plan. They provide clarity of what is expected to create a mixed-use, linked neighbourhood. However the proposed Main Street designs are also unavoidably and significantly more expensive than “usual” employment land service roads.

Our experiences of the last 20 years have taught us that LAUE2 is a challenging site on which to deliver new employment development. Whilst they do provide useful clarity about what Launceston wants, the combined effect of the 2019 DPD and the Concept Plan is to significantly further increase the cost of new employment development at LAUE2. It is our view that; without more subsidy from the Housing land and/or without a wider class of permitted uses on LAUE2 than is currently set out in the planning guidance the Concept plan is not viable to deliver more employment land.

To back up the theoretical points I make above and our experience of trying to develop the Badash area for commercial employment use over the last 20 years we have, in the last four weeks and with the benefit of the published draft Concept Plan, approached a specialist employment site / mixed use developer based in the west country who are actively looking for new sites to develop in the region (from Launceston to Taunton). After reviewing the DPD and the latest draft Concept Plan they said that they would not be interested in LAUE2 or LAUE1 in Launceston and they were very surprised that the proposed housing sites to the east of the Concept Plan, LAUH1 and LAUH2, were not being asked to directly contribute to building out Main Street over the Employment Land or in other ways contribute to the promotion of the Employment sites.

We therefore conclude that the proposed Employment use of LAUE2 (and by extension LAUE1 which must be connected through an upgraded Landlake Road in LAUE2) is simply undeliverable under the current Concept Plan proposals. Perhaps you already recognise this when you say in the concept plan at para 4.7 of the summary document *“In the very long term the development area could provide a significant amount of new high quality employment space”*. You almost seem to be acknowledging and accepting that there will no new employment development delivered in Launceston in the near future. This is fundamentally not compatible with your Vision (para 4.1 of the Concept Plan Summary Document) of *“Providing new workspace that will support the economic growth of the town”*. Equally you make reference to the serious air quality crisis in the Newport region of the town and say that (at para 4.7) LAUE2 and LAUE1 *“offer[s] an opportunity for industrial uses to relocate from Newport Industrial Estate, in doing so,*

taking HGVs away from the constrained town centre and improve air quality” . We agree with this but why do you then in the next paragraph refer to development taking place in *“in the very long term”*? Does Cornwall Council think there no reason for greater urgency in addressing this air quality crisis?

Also the Concept Plan now needs to recognise and adapt to the changes in working practices that have happened because of the Coronavirus pandemic. It is widely accepted that large communal offices are no longer needed or indeed are no longer acceptable. IT developments have demonstrated that “high quality” economic growth is no longer dependant on the availability of large office spaces. Accordingly the 2019 DPD requirement for LAU-E2 to deliver 14,000sqm of office space now looks out of date and we recommend that you take the opportunity that this 2020 Concept Plan presents to review this. We suggest you widen the use classes restricting LAUE2 and LAUE1 and do more encourage more employment uses and create jobs in Launceston than the plan currently allows.

Normally new Employment space is (outside the south-east of England) only deliverable as part of mixed use schemes where, ultimately highly profitable, new housing subsidizes (often by providing the infrastructure for) the Employment land. Cornwall Council appear to accept this as they have bought (as Treveth Holdings) the housing element of the mixed use scheme to the west of Badash farm and consequently Treveth Holdings, as they have the housing, are delivering the main access road and new roundabout for the commercial hotel and pub development to stem off. We therefore suggest that the highly profitable housing developments in LAU H1 and LAU H2 should directly contribute to enabling the development of employment land - for example by contributing to the creation of the full length of the Main Street and upgrading the new junction(s) with the Link Road so that they are suitable not just to service an employment site but to serve as an access for the whole largely residential new neighbourhood set out in the Southern Launceston growth plan. As currently drafted the only link between the employment land and the housing land is entirely the opposite - that development of the Employment Land should not be detrimental to the Housing land across Hurdon Road! Both the objectives to Deliver Employment Space and to support Local Infrastructure should be a condition of the residential land.

We have consistently stated that this approach is uneconomic and the infrastructure burden is unfairly spread amongst the Launceston growth area Landowners, given the disparity of land uses and values involved. This does not mean that the new Employment spaces can only be delivered after the new housing as the space for necessary infrastructure improvements can be designed into employment units and left for the housing developments to upgrade as and when the whole Concept Plan comes to fruition.

Finally, over the last two years we have been in talks with Cornwall Council to open the land allocated in the DPD for employment use LAU E2 by delivering a food retail store and a suitable road on to enable us to market the land behind as a new site(s). Despite all the constraints listed above to the development of employment land in LAUE2 this is a viable first step in a step-by-step plan to unlock and deliver the proposed new employment space, and thereby create new jobs, for Launceston. Additionally the food store will not just improve LAUE2 by providing the necessary first steps of the site infrastructure; it will be key to the broader site as an anchor development at the entrance to the employment site at LAUE2 that creates footfall and drives interest in the employment space opportunities of the wider site and the land beyond it. This now seems very unlikely to happen as the infrastructure upgrade requirements demanded by Cornwall Councils planners (following meetings and pre-apps) which amount to over £1.5million now make this unviable.

You state, admirably, in the draft Concept Plan summary that you “want to create sustainable neighbourhoods” by “..providing a series of connected neighbourhoods that promote walking and cycling” and provide “new workspace that will support the economic growth of the town”. We agree entirely that sustainable growth requires both new houses, new roads and new jobs.

At Paragraph 4.7 of the Summary you state that “The employment sites will offer an opportunity for inward investment”. However saddling the Employment sites with excessive contributions will only close off the opportunities and the potential employers for Launceston will look elsewhere where they can be supported not penalised.

Our view is that as drafted the Concept Plan will only deliver new housing; it will not deliver the desired full length new Main Street (as set out in the transport policy); and, it will not deliver any of the desired new jobs and Employment Spaces. As a consequence Launceston will only develop as a dormitory town for Bodmin or Exeter which would be a social and economic disaster for Launceston and more broadly is totally incompatible with the much heralded but praiseworthy, and most of us agree – essential, carbon neutral goals set out in Paragraph 3 of the summary Concept Plan.

We therefore strongly urge you to;

- include amongst the main principles of Movement & Connections (paragraphs 4.4) and as a necessary component of Delivering Employment Space (Summary -Paragraph 4.7) that any new housing development must contribute to / deliver the full length of the new Main Street road;
- do more to encourage inward investment in Launceston by broadening the prescribed use classes for LAUE2 and LAUE1
- specifically recognise in the Concept Plan that providing new employment space in LAUE2 is challenging and will be abnormally expensive because of the topographic and heritage restraints.

- Emphasise the importance to the Concept Plan, for all the above reasons, of delivering new employment space at LAUE2 and LAUE1 quickly instead of just saying that “*the development area could provide a significant amount of new high quality employment space*”... “*in the very long term*”.

We, the Coode Estate, applaud the broad vision and helpful detail of the Concept plan. We believe in a potential bright future for Launceston. We look forward to opening up our farmland and woodlands to the south of Badash to provide new green spaces, new walkways and cycle trails for the new South Launceston neighbourhood. We want Badash farm to evolve from being a beautiful but redundant set of buildings to being a beautiful spacious and green heart for the truly mixed use neighbourhood amongst and around it. But we think the vision set out in the Concept Plan will fail to be delivered unless you do much more to encourage inward employment investment in Launceston rather than discourage it as you currently seem to be intent on doing.

This representation is submitted by Planning Potential, on behalf of our client Aldi Stores Ltd., in response to the Launceston Southern Growth Area Masterplan: Concept Plan. Our comments specifically relate to land at Badash Farm, Launceston, which is ear marked for employment development.

The purpose of this representation is to seek to expand the proposed range of uses permitted on land at Badash Farm. We support that the concept masterplan has been amended to show ‘Potential Retail’ on the northern portion, with the remaining land to the south continuing to be ear marked for ‘Predominantly Commercial B1 and B2’ uses. It is considered that the diversification of permitted uses will facilitate an economically diverse and functional development that is in accordance with guidance contained within the Cornwall Local Plan, as well as the four tests of soundness for development plans contained within the National Planning Policy Framework (NPPF).

The purpose of this representation is to seek clarity on the level of infrastructure that the development of the Badash Farm site would need to provide facilitate the viable development of land to the south of Launceston for a mixture of uses, including industrial, retail and leisure.

Site Context

The land that is the subject of this representation is located to the east of Badash Farm, Launceston. The land currently forms part of a wider undeveloped area of land that is allocated for employment in the Launceston Southern Growth Area Masterplan: Consultation Document. The site is referred to as 'RE1' on Figure 26.

The land at Badash Farm is located to the south of Launceston, adjacent to the Link Road, and constitutes paddock land. There are trees and planting along the site boundaries. The land is located in Flood Zone 1, and there are no known contamination or pollution issues. Levels on the site reduce gently to the south west.

The land at Badash is bordered by recreational land and residential development to the north, industrial development to the east and south east, and open countryside to the south and west. The farm buildings of Badash Farm are located to the west.

Southern Growth Area Concept Plan: Technical document

5.0: The Vision

Section 5.0 sets out the overall vision of the Concept Plan. We support the overall vision set out but believe that a further aim should be to *'encourage the delivery of mixed-use developments that tie in to the economic growth of the town that can ensure a diverse economy'*.

5.1 The Concept Plan

We support the basis of 5.1 The Concept Plan at paragraph 5 that states:

“S: New employment sites on land east of Badash Farm with vehicle access from the east. Smaller footprint sites due to steep slopes. Landscaped buffer on the west edge could be broken by some pedestrian linkages between Badash and these new employment uses. Potentially allow for some enabling retail provision if required/appropriate.” (our emphasis)

As set out above, the wording and concept plan refers to ‘potential retail’ use.

Developing the subject site for retail will help to unlock the employment land to the south. Currently, the land allocated for B1/B2 use is not accessible so is of no interest to potential developers or occupiers. Allowing the northern part of the site to be developed as a foodstore would help to unlock the site as the northern part of Landlake Road would be upgraded to allow access to the store. As part of this upgrade to Landlake Road, a ‘spur’ could be added immediately to the south of the foodstore site which would then allow access to the ‘employment’ sites to the south. This would then make the sites to south more attractive to developers or occupiers as the northern section of Landlake Road has been upgraded.

However, it is important to note that the development of the subject site should not have to fund the complete length of Landlake Road, or indeed provide other infrastructure required such as an upgrade to the Link Road/Landlake Road junction. This would not be ‘fair distribution’ of monetary contributions. For example, the signalisation of the Link Road/Landlake Road junction so it can cope with a high number of vehicular trips from the employment land to the south, in addition to the foodstore trips would place an unfair burden on the retail site. Any contributions should be clearly related to each phase of development, although we agree the first (retail) phase should include measures to unlock the southern land – which will be achieved with the upgrade of the northern section of Landlake Road and a simple ‘spur’ into the land.

Any additional works, such as further upgrades to Landlake Road to the south, or an upgrade to the Link Road/Landlake Road junction to cope with vehicular trips from the employment land must then be linked to any future applications that come forward. However, due to the lower value of employment land, a careful balancing act must be struck between ensuring a development

site has the required infrastructure, and unlocking the development of a viable scheme.

Furthermore, the sites allocated for housing further to the east will also generate traffic which will impact upon local roads and junctions. Those developments should be required to fund infrastructure works too. However, similarly to the point above, requiring the Badash Farm proposal to fund infrastructure to support the housing land would not be reasonable and would render the development unviable.

In light of the above, we request that some reference is made in the Concept Plan that the financial contributions or infrastructure improvements must fairly relate to each phase of development.

Additionally, we would stress that without the LPA showing some flexibility, the entire site could remain undeveloped, and therefore not contribute to the overall aims of the Concept Plan. If the LPA seeks too high a level of infrastructure to be provided, the foodstore will not be developed, and subsequently the chances of the employment land being developed are vastly reduced. Consequently, the site and wider area will not achieve the objectives of the Concept Plan.

Finally, given the current economic uncertainty surrounding Covid-19, and the potential for further job losses across many sectors, any investment in Launceston should now be given increased weight.

Summary and Conclusion

We agree with the overall aims of the Concept Plan, and in particular the reference to the Badash Farm site referring to 'Potential Retail'.

We also agree that the retail use could help to unlock the land to the south be developed for Class B uses. However, as set out above, any enabling works, such as road or junction upgrades must be proportional to that phase of development, and not unfairly burden one particular party.

We request that the wording is clarified to specifically refer to a fair and reasonable level of infrastructure.

We therefore trust you will give this representation due consideration, and look forward to engaging in the future consultations relating to the Launceston Southern Growth Area Masterplan.

The size of the development appears appropriate as does the ratio of employment space.

I would welcome an increase in the area of green spaces – the town severely lacks ‘open spaces’ for walks or recreation – could Area Q be doubled in size? Can pedestrian route K be connected to create a loop?

Would request we follow recent changes to planning in other areas and ensure all cycleways are designed and approved by an accredited cycle body.

There should be a cycle way connecting the development to **AND** along Hurdon way to connect the development to the Retail area and most importantly Launceston College.

Pedestrian surfaces should promote use by all persons – use of cobbles or textured surfaces that look good on an architects drawing but discourage those with mobility problems should be avoided.

On commercial / office premises would promote the use of building styles seen figures 15 and 18. Use of designs like 16 and 19 should be avoided (particularly considering the move toward greater levels of home working)

How will the development support local educational needs? Launceston College is already capacity restricted with no space to expand due to location.

Development should recognise and accept that homeowners will have multiple cars - this is a fact of modern life and will not go away even if developments 'encourage' lower levels of car ownership.

See any development completed in the last 15 years like Kensey valley and at Stourscombe for the issues the failure to acknowledge this creates - Off street parking for at least 2 cars per house will be needed.

With limited use of culde-sacs can the development be made primarily 'one way' – this could discourage car use to go the retail sector or other areas.

With the correct A30 access points the majority of traffic is likely to approach from the existing Link Road – Figure 4 Demonstrates that the shortest route to access the residential areas is via Hurdon Road – how will the development prevent this 'secondary street' from becoming a primary access used by residential traffic or 'rat run' that discourages people from walking or cycling in town?

A no right turn from the link road (east bound)? No left turn from Hurdon Rd?

Objection to proposed footpath across Newton Farm

I welcome the aims of the Concept Plan but I do strongly object to the creation of a footpath through four fields at Newton Farm. This area is part of Lawhitton Parish and not part of the DPD. Opening the Farm to the public with a public footpath is contrary to the DPD policy of protecting the Farm.

My daughter, son-in-law and their young family live and work at Newton Farm. I am concerned that the fields in question are very close to the farmstead and the fact that the footpath would be immediately accessible to the public from the new housing will cause problems for the inhabitants of the farm: create insecurity, invade their privacy, increase pollution and negatively affect their farming income.

Security

The farmhouse and buildings are so close to the proposed route of the path that people could wander into the orchard and back garden, which are a continuation of one of the fields the path would cross. Anybody would be able to enter this private property at any time of the day or night. The residents of the farm would never feel secure or safe.

Invasion of privacy

The residents of the farm use this area for their own private leisure activities so opening it up to the public would be a gross invasion of their privacy. This is not open countryside but a family's private space.

Interference with farming activities

A public footpath would interfere with the farmer's work on a new tree plantation as well as his sheep farming. At times there are sheep with lambs and rams grazing in these fields. The rams can be aggressive and be a danger to walkers. Dogs can be a danger to young lambs and pregnant ewes. The four fields that the path would cross make up 10% of the farm area; the farmers will permanently lose revenue if they have to change the management and stocking rates of these fields.

Health hazard: pollution, litter, dogs

The farmers are hoping to obtain organic status so uncontrolled public access to their fields is not desirable. A public footpath will inevitably lead to rubbish and litter being left behind; this is already a big problem next to the public roads; people throw cans, bottles, plastic, cardboard packaging etc. into the fields with no respect for the countryside or the residents.

The family do not have dogs on the farm and strongly object to allowing other people to walk their dogs across their fields. Dogs inevitably mean pollution from dog faeces as well as the possibility of sheep worrying. Dog faeces contain worms which will create a health hazard for the farmer's family and livestock.

A study carried out in 2007 published in the BMC Veterinary Research journal, “Factors associated with dog ownership and contact with dogs in a UK community” (1) found that in a semi-rural community of 1278 households in Cheshire, UK, 24% of households had a dog and that dog owning households were more likely to be multi-dog households than single-dog if they also owned a cat or a bird, or if the household contained a person of 20–29 years old.

Applying these findings to this area of Launceston we find that of the 950 proposed houses, plus 71 of Hurdon Road Estate, but without the existing new estates on the south side, there will be approximately 245 households with a dog and if only 10% of these households have 2 dogs the total will be 290 dogs. If these dogs are walked at least once a day and if only 50% are taken for walks on the circular footpath there will be 18 dogs an hour going through Newton Farm during an 8 hour period. Dogs taken for short walks on the path will use this path twice i.e. over and back. This will create a permanent disturbance for the family living at the farm, will restrict the use of the fields for livestock, with permanent loss of revenue for the farmer, and would constitute a great burden on one family.

Suggested alternative route

Section 5.0 Page 61 of the Concept Plan quotes the DPD policy that “development of the site should ensure the listed buildings and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm’s significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm”. The concept plan also “includes landscape buffers to Newton Farm which should include additional tree planting to augment existing field boundaries.” This is the opposite of opening up the Farm to the public and breaching the farm boundaries. Having the path on the other side of the stream will comply with the policy i.e. protect Newton Farm’s listed buildings and setting.

Therefore, the advantages of locating the footpath on the Launceston side of the stream are:

1. It would avoid the problems associated with its close proximity to the farmstead as there are no private residences on the other side of the stream.
2. There is just one field to cross instead of four and would involve crossing the stream only once making it more economical
3. It would protect Newton Farm’s listed buildings and setting.

Objection to proposed footpath across Newton Farm

While I am happy with the main content of the Launceston Southern Growth Area Concept Plan, I do object to the creation of a footpath across Newton Farm, an area which is not part of Launceston Parish nor in the DPD. With regard to Newton Farm, Section 5.0 Page 61 of the Concept Plan quotes the DPD policy that “development of the site should ensure the listed buildings and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm’s significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm”. The concept plan also “includes landscape buffers to Newton Farm which should include additional tree planting to augment existing field boundaries.” Opening up Newton Farm to the public with a public footpath would be the opposite of augmenting existing field boundaries and minimising any harm.

Security

As owner of Newton Farm I am particularly concerned that the proposed footpath would be far too close to the farmstead. The fact that it would be immediately accessible to the public from the new housing developments raises many problems for the family who live and work at Newton Farm.

Allowing uncontrolled public access to this private property at any time is a security risk for the residents of the farm. The farmhouse and buildings are in close proximity to the proposed route of the footpath so it would be like giving people a right to walk through your back garden. With the new housing right next to the farm, people would be able to enter this private property at any time of the day or night. The residents of the farm would never feel secure or safe as there would be nothing to prevent people from wandering off the footpath onto other parts of the farm and buildings.

Invasion of privacy

The residents of the farm use this area for their own private leisure activities so opening it up to the public would be a gross invasion of their privacy and deprive them of the peaceful enjoyment of their home. This is not open countryside but a family’s private space. With so many houses close by it would not simply be a matter of a few walkers passing through from time to time but the probability of many people accessing the area every day.

Interference with farming activities

One of the fields through which the proposed path would pass has recently been planted with trees. People walking through this new plantation would interfere with this work, possibly causing damage to the young trees. The farm is very small and at times there are sheep, lambs and rams grazing in these fields with obvious dangers both to the public and the animals.

Pollution, litter, dogs

The farmers hope to obtain organic status so uncontrolled public access to their fields is undesirable. Since people would have immediate access to the fields from their homes they are likely to use the area for short outings, possibly picnics, and are likely to leave rubbish and litter behind; this is already a big problem next to the roads where we constantly find cans, bottles, plastic, cardboard and other rubbish thrown into the fields.

The family do not have dogs on the farm for various reasons and strongly object to allowing other people to walk their dogs across their fields. Dogs would inevitably mean pollution from dog faeces as well as the possibility of sheep worrying. With the path being right next to people's homes it is likely the residents would use the footpath to take their dogs for a toilet walk which is not acceptable on someone else's private property.

Additional costs

A footpath requires upkeep, maintenance and the possibility of extra insurance costs. Having a footpath on the Newton Farm side of the stream means that there would have to be two crossing points over the stream which is the farm boundary, as well as crossing several hedges. This would be unnecessarily costly.

Suggested alternative route

It would be better to have the footpath on the Launceston side of the stream and not on Newton Farm in order to avoid the expense and difficulty of crossing the stream more than once, as well as several fields; it would also avoid the problems associated with the close proximity of the farmstead. There are no private residences on the other side of the stream.

The benefits of the alternative route are:

- a) Protection of listed buildings and setting of Newton Farm
- b) More economical
- c) Less obstacles to cross
- d) Protection of residents at Newton Farm
- e) Less disturbance of farming activities

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England previously advised that the Plan should contain specific reference to biodiversity net gain and that any additional habitat requirements should be calculated using the Defra Biodiversity Metric 2.0 and mapped on the Masterplan.

It is noted that the Concept Plan refers to a requirement to achieve a minimum 10% Biodiversity Net Gain but there is still no requirement for the net gain to be calculated using the Defra Metric and indicative additional habitat requirements have not been mapped on the Masterplan. We do understand, though, that comprehensive net gain calculations will be dependent on the more detailed ecological survey information to be provided at the planning application stage. However, there will be some benefit to mapping indicative areas for biodiversity net gain as this would guide developers to provide net gain on-site, which should be given priority over off-site provision.

It is noted that the response to Natural England's previous comment was that "The Building with Nature checklist is being applied to the Masterplan". Whilst this standardised approach to delivering Green Infrastructure is welcomed, it is *not* a replacement for the Defra Biodiversity Metric 2.0 and both could be applied alongside each other.

The Defra metric calculates the value of the lost habitat and calculates the type and quantity of habitat required to achieve a

meaningful net gain for biodiversity, taking in to account the value of the new habitat in relation to the habitat lost. It would be advantageous to provisionally calculate the area of habitat needed to achieve net gain at an early stage, this might enable the identification of an appropriate quantity of land at the master-planning stage.

In addition, Cornwall Council have recently adopted a Biodiversity Advice Note that commits them to requiring all major developments to deliver 10% net gain for biodiversity, in accordance with the Defra Metric, and ahead of future mandatory requirements. It is assumed that this requirement will be applicable to the Launceston Growth Area, as a strategic area for growth. It might be advisable to include the Advice Note in the list of 'General Guidance Documents' within the Principles Checklist on page 72.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Stephanie Parker- Stephenson on 07799438517. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.

2 people made this comment

There are two specific objections to Launceston Southern Area Concept Plan I would like to raise.

The first one is the creation of a footpath across the land of Newton Farm, which I farm and live with my family. I enjoy walking in the natural environment but I do not think that citing a footpath in this particular location should go ahead, for a number of reasons.

Security

The proposed footpath would allow unregulated access to our land. One of the fields that the proposed path crosses has been planted out in woodland. The wooded area is continuous with our garden and orchard space. My young children frequently play and camp out in the woods. It would be completely unsafe if there were strangers able to access this private space day and night. I feel that the cover of the trees and such close proximity to the housing estates are likely to create a hot spot for unsavoury activities which I'm sure is not what the planners have in mind.

Impact on farming practises

I am also concerned about the impact that the proposed footpath would have on our farming practises. The proposal shows the path going over three fields but because of the way the gates are laid out it would have to go through four. We are a small farm and this leaves 14.6% of the farm accessible. This is a worry as we are sheep farmers with young lambs at certain times of the year. The impact of gates being left open, litter being dropped and sheep worrying especially when the ewes are pregnant, would be significant. I can foresee these constant concerns having a detrimental effect on our mental health. It would also reduce the number of fields we could rotate our rams through. Rams can be aggressive and pose a danger to the public. Dog faeces can carry worms which would affect our animal welfare and well as being a health hazard to our family.

Breaking the Natural Buffer.

This path goes against what has been stated on page 61 of the 5.0 Concept Plan Document. The Concept Plan states that there should be 'landscape buffers' between the development and Newton Farm. By crossing the stream, the farm boundary, the parish boundary and the livestock boundary would be broken. There would be unnecessary expense in making two stream crossings into and out of our land. The path should not encroach into the Lawhitton Parish. On the other side of the stream is one continuous field with no gateways, no fencing and no wooded areas which would not impact on the landscape buffer requirement. The proposed path travels across four fields and it does not follow a natural hedge boundary so would have a larger detrimental impact on the environment. On the Launceston side the path could run along the edge of the field with minimal impact.

The second objection is to the proximity of the houses to the wind turbine. We suffer from shadow flicker as well as frequent noise disturbance from the turbine. Some of the proposed dwellings would be considerably closer to it than Newton Farm. I trust

that the wind turbine would be removed prior to these developments going ahead so as not to subject people to its negative effects.

We have been instructed by Bovis Homes who control some 9.8 hectares of land within the Policy LAU Ht area which they are looking to develop for residential development. An initial outline planning application was submitted on 15th January 2018 but was subsequently withdrawn due to a lack of direction on the role and function of the proposed southern distributor road within the scheme. A further outline planning application (Application No. PA19/05884) was submitted on 8th July 2019 and Bovis Homes are currently in discussions with the Planning Authority and are able to submit further detailed plans for the site.

Bovis Homes have played an active part in the preparation of the Cornwall Site Allocations DPD including attendance at the Examination. Furthermore, they have attended a number of workshop sessions regarding the preparation of the Launceston Southern Growth Area Masterplan. In addition, they have held discussions with Westcountry Land (WCL) who control the remainder of the allocation i.e. the land to the east of the Bovis Homes site. These discussions have ensured that the design proposals for both parts of the site follow consistent design principles and parameters.

With regards the Concept Plan, we would comment as follows: -

4.0 The Concept Plan

Bovis Homes support the principle of creating new and inclusive sustainable communities. However, it is important that reference is made to the original policy for the site i.e. Policy CHI in the Site Allocations DPD. It is noted that the vision seeks to provide improved community facilities. It is important to note that within the Bovis Homes site, there is no policy requirement to provide improved community facilities on that part of the site.

The Bovis Homes proposals for the site will provide a high-quality design that seeks to reflect the local vernacular including that which has been recently approved and constructed.

The Bovis Homes site will in principle provide connectivity to adjacent parcels where it is reasonable and practicable to

do so.

The Bovis Homes proposals provide a range of open space which will contribute to the overall network of green infrastructure in that locality.

There is no requirement on the CHI part of the site to provide any employment use.

4.2 The Concept Plan

The Concept Plan identifies the majority of the Bovis Homes site for residential purposes. The remainder is open space. This is supported. With regard to the connections to and from the Bovis Homes site we would comment as follows: -

- O - which provides a priority junction for additional access
- M - buildings providing frontage for Tavistock Road
- G - Main Street

Bovis Homes have no objection in principle to these annotations. These principles have been incorporated into the current outline planning application .

4.3 Supporting Local Infrastructure

Bovis Homes support the provision of improvements to infrastructure as part of their development provided that these are reasonable and necessary. Furthermore, consideration must be given to the implications of CIL which will be provided as part of these proposals.

Bovis Homes can advise that: -

- Education - off site financial contributions will be paid.
- Healthcare - we are not aware of a specific requirement for these contributions
- Highways- a new east west main street will be provided as part of Bovis Homes' proposals. These will link with

the WCL proposals to the east.

- Pedestrian and Cycle Links - these will be provided as part of the proposals.
- Parks and Play Areas - these will be provided as part of the proposals.
- Sports - the Bovis Homes site cannot provide any sports pitches on site due to the topography of the site. Off-site financial contributions will be considered.
- Drainage - discussions have taken place with the Environment Agency and the Council's drainage officer. The proposals have been designed to meet their specific requirements.
- Sustainable Development - The proposals will meet the requirements of sustainable development in the NPPF.

4.4 Movement & Connections

Bovis Homes' proposals will meet the requirement to provide a 'main street' with a designed speed of 30mph. It will have sufficient space for buses to pass, on street car parking and building frontages along its length.

4.5 Neighbourhood Centre

There are no policy requirements for a Neighbourhood Centre on the Bovis Homes controlled part of the site. Bovis Homes support the principle of a new Neighbourhood Centre within the Southern Growth Area and the indicative location for this shown on the draft masterplan.

4.6 Green Infrastructure

The Bovis Homes proposals seek to provide a range of open spaces, the quantity of which is likely to be in excess of the Council's requirements.

4.7 Delivering Employment Space

The Bovis Homes proposals do not have any requirement to provide employment space. The location of new commercial space within the Southern Growth Area is supported where in accordance with the policy basis set out in the Cornwall Site Allocations Development Plan Document.

5.3 Townscape Guidance

The development of the Bovis site would provide a townscape strategy which would be in keeping and reflect the character of Launceston to ensure that a sense of place is reinforced. The details of this is provided with in the Design & Access Statement submitted with the Bovis Homes planning application currently being determined .

Comments

Bovis welcome the opportunity to comment on the draft Masterplan document. We trust that these comments will be taken into consideration.

Q1. Do you have any views on the different uses and layout of development shown in the Concept Plan?

As stated above, Bevis Homes have played an active part in the allocation of the site and the Concept Plan. The area of land they control is identified for residential development together with the land to the east in the control of West Country Land Limited. Furthermore, they have agreed the principles of development within the masterplan submitted with their application with the planning officer. Accordingly, they have no comments to make on the draft Concept Plan as it affects the land they control.

Q2. Are there any comments you would like to make regarding the infrastructure highlighted on page 1 within the Concept Plan area?

We have already made comments on the infrastructure above.

Q3. Are there any other comments you would like to make regarding the Concept Plan consultation?

The only remaining comment relates to the viability of the development and the ability of it to provide all of the necessary financial contributions and policy compliant level of affordable housing. This is not possible and a financial viability assessment has been submitted with the planning application which outlines fully the constraints to development of the site. This should be recognised in the Concept Masterplan Document.

Conclusion

We trust that the above comments will be taken into consideration and if you require any additional information, then do not hesitate to contact us.

I'm amazed at the very idea of expanding the town in this way.

Yes, housing may be needed but how many local people can afford to rent a new build let alone buy one. My brother's top tradesmen are paid well above the recommended union rates but can only afford to get their own property by communal self building with their own colleagues in their spare time.

The town is already suffering from a major lack of social facilities. It cannot boast a single good restaurant, has no cinema, the pubs are still living in the 1950's, there are no major stores for clothes or household items, no MacDonaldis, KFC or other international fast food outlets that the younger generation seem to rely on for the food supply, limited parking spaces for the current population and the whole place is lacking from modernisation. The town centre has changed little since I first knew it back in the early 1950's.

I see no real mention of any improvement in the number of major retail outlets so desperately needed, the schools are already full, dental practises seem to only be able to accept private patients and the medical centre despite currently undergoing expansion is woefully understaffed. I haven't been able to see my doctor for over two years to discuss my ongoing health problems. Where are all the new doctors and nurses going to come from.

Employment prospects ? What prospects are there with the current rate of business closures or movements out of this part of the county. I'm lucky, I'm old and retired but my grandchildren will have to follow my example of 60 years ago and go elsewhere to get a good job. New business is not going to come to an area with poor communication facilities other than the overworked A30, internet access speeds so low they are laughable and the source of most new employees will have to come from elsewhere, particularly the skilled trades.

I have to believe this plan is the day dream of some highly underworked and grossly overpaid executive sitting in his/her nice comfy chair dreaming of all the extra council tax it will generate to get him/her an even bigger salary. The town is old and very tired. Let it continue to fall apart in peace without all this planned upheaval.

Thank you for the recent consultation with regards to the above growth plan.

The geographical extent of the plan does not contain any main rivers or Critical Drainage Areas. The report includes references to sustainable drainage designs in any development to ensure flood risks are not increased. We are therefore satisfied that they have included this in the report and that it will be implemented in any future development in this area of Launceston.

I need to voice my concerns over this project.

- 1) Are there plans in place to ensure that the vast majority of these houses will end up being occupied by people already in the local area?
- 2) I really don't think that the local roads need more cars on them, especially as the lack of jobs in the local area mean that most of the residents will have to commute to Plymouth, Exeter or even further afield, with all the environmental issues that that raises.
- 3) How are the local schools supposed to cope with the increased number of pupils? Even if another primary school is built, that still doesn't release the pressure on the local secondary school. A similar worry exists over the ongoing lack of health services.
- 4) Are there any steps planned to stop these houses being bought up as second homes for people outside of the area? Second home ownership is already a blight on this area (and many others besides) that should be dealt with. If the second homes were put back on the market for local people, there would be very much less need to build new, as well as keeping prices down for first time buyers and everyone else.

Please rethink these plans.

It's good for Launceston to have more housing so that the shops will benefit, however hopefully the local population will benefit with affordable housing and the homes will not be second homes that stay empty for best part of the year especially when some don't pay council tax as this has got to be a great loss for the councils coffers it's about time they woke up to the fact the locals are getting angry with this as they are paying their dues if not more, so please let us have these houses for permanent residents only. thank you.

With the recent rise in demand for housing anywhere outside a city due to the pandemic please can the Council insist on the clause that all homes must be sold as **primary residences** and so not increase the second home ownership in Cornwall. We are very scared about the future unaffordability of homes in the local area.

I am a former member of the youth council (many years ago) I have seen this new proposed mass building plan, and think it is ludicrous. Launceston does not have enough facilities to support this huge new population moving into the area, our schools are already bursting at the seams with children, this would add greatly to the strain. And I detest how this will destroy the countryside!! That view has been undisturbed for centuries. I thought we were meant to be protecting the environment now more than ever? I thought kernow was known for its countryside and green lands? This will destroy the ecosystem then and ruin the landscape. The houses will be soulless, they will have no character, and almost certainly not fit in with launceston. "Not fitting in with launceston" seems to be the style that launceston is heading. The areas we need to desperately develop is Newport!! The roads down there are horrendous for traffic and there is virtually nothing to do down there do for children. Not to mention the huge emigration from England to kernow. Will these people bring with them the idea that Kernow is just another English shire? And not a Celtic nation with a language that the council does NOT seem to be promoting. Maybe if you did build just a school there, you could introduce a Cornish language scheme? I know this email will probably be ignored but please take it into account as a local who is kernowek through and through.

My comment is that greenfield sites should not be built on if at all possible.

Greenfield sites should be built on only in exceptional circumstances and any such building should be limited.

Once built on, those green fields are likely lost forever.

House building targets must be scrapped.

Cornwall is becoming over developed, which is a great shame. If this continues unabated then will be much regret in future years. Cornwall will lose it's soul, identity and beauty as a result.

National Grid has appointed Avison Young to review and respond to local planning authority Development Plan Document consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.

Response

We have reviewed the above document and can confirm that National Grid has no comments to make in response to this consultation.

Thank you for providing Highways England with the opportunity to comment on the emerging Launceston Southern Growth Area Concept Plan which has evolved from the previous masterplan consultations. This document is intended to create a framework for the coordinated development of the allocated mixed-use sites to create a new neighbourhood on the southern edge of Launceston, south of the A30. The Plan has also considered an area identified for potential development beyond 2030, the end of the current Plan period

As you are aware, Highways England is the highway authority responsible for operating, maintaining and improving the strategic road network which in this case comprises the A30 trunk road. It is in the context of these responsibilities that our comments are made, and we would expect the underlying aims of the Plan to include the protection of the strategic function of the A30. Our approach to working with partners in planning is set out within DfT Circular 02/2013 *The Strategic Road Network and the Delivery of Sustainable Development*, and in our guide *The Strategic Road Network – Planning for the Future*. To that end we have been actively engaged with Cornwall Council in the development of the transport evidence to support the Cornwall Site Allocations DPD, which was adopted in 2019.

This identifies the need for delivery of the Launceston Transport Strategy and strategic highway improvements in the form of the Southern Loop Road to accommodate the levels of growth currently proposed. It will therefore be important that the Concept Plan makes the necessary provision for the safeguarding of this east-west “main street” route, and that delivery of the route is appropriately phased as development parcels are brought forward to remove short-distance, local trips from the A30. There may also be the potential need for improvements at the A30 Pennygillam junction and further assessment and modelling is therefore likely to be required as development comes forward.

We would also stress that the transport evidence undertaken to date to identify strategic highways infrastructure requirements has only considered growth within the current Local Plan period. Any proposals for future directions of growth will therefore need to be supported by additional assessment to identify any further mitigation that may be required.

We are keen to ensure that transport and land use planning are closely integrated, and that development actively encourages and promotes sustainable forms of travel as an alternative to the private car. We are therefore supportive of the provision of a new quality bus route and the creation of a network of cycle and pedestrian routes to provide connections to employment, retail, education and other facilities and promote more sustainable travel patterns across Launceston.

Having looked through the Launceston Southern Area Concept Plan with both interest and a certain amount of concern, I would like to make the following observation as well as a small but significant criticism. Whilst plans like these are sometimes necessary to meet the growing needs for housing and employment, it is essential that mistakes made in the past are not repeated –

particularly in respect to providing a sense of social belonging to those living in these areas. Shops, services, pubs and restaurants, schools, places of worship and play/sports areas are all essential elements in village and town life, so should be provided in significant developments like this one. My first concern therefore is whether there is enough of these facilities included in the plan to meet the needs of the proposed development, particularly as there may well be overspill from those residential developments on the peripheries where facilities like these mentioned were/are not included.

My 'criticism' however relates to your "examples of contemporary but contextual housing that respond to the existing 'sense of place'", where one of the offerings shown in both the Story Map and Concept Plan is of particular concern to me. The "Contextual terraced housing, Chichester; Ben Pentreath" I would suggest is anything BUT what is claimed. Even when 'new' these properties are unfortunately a classic example of unimaginative architecture which has been so often used in the past to try and alleviate housing needs across the UK, and look significantly worse than many traditional terrace properties currently being replaced in many British towns and cities. They are brown/grey blocks of soul-less 'living quarters' which would still look sad, ugly and depressing in the middle of a huge military base, or even an open prison or refugee camp.

There is no relief, colour, or use of varied building materials, and within 10 years of build they will look worse than many of the concrete buildings put up in the 60's and 70's to provide mass housing for housing associations or council rent. Surely a little imagination can be used to provide some interest, variety, colour or 'soul' to this type of housing. There are dozen of examples of 'terrace' or 'town-house' architecture which would actually provide "contemporary but contextual housing that respond to the 'sense of place'", so please don't spoil a whole plan by introducing this type of depressing structure. Hardly a positive legacy for Launceston Town Council, or indeed CCC.

I write with my thoughts about the plan.

I will preface first with a personal viewpoint - but one which I believe is held by many; and that is I would prefer that expansion (under the guise of an agreed growth plan) is not what is wanted.

I do feel we are forced down the route of expansion by Central & Local Government; and in reality these consultation exercises do in fact only play lip service to those whose views matter the most.

The character and environment we live in, is being eroded, and the standards of life for current citizens is being harmed.

Those of us who were born into communities and live here feel our voice is not truly listened to, because the agenda has already been written.

However, I cannot complain if I do nothing, so I pass on my thoughts on this Concept Plan, in the absolute belief this growth will take place, whatever I and others say to stop or limit this ridiculous level of expansion here in Launceston & in Cornwall.

I can only hope the lessons will be learnt, before it is too late.

Whilst I have no objection to the proposed Growth Area Concept Plan in principle, as a resident of Trekenner, I am concerned about the resulting impact from any increase in traffic on the A388.

The surrounding landscape and choice of surfacing material means that this road is already excessively noisy for residents living within a few miles.

In conjunction with any development plan, I would urge the council to resurface this major and necessary road to Launceston in line with the latest noise reducing surfaces available and/or install noise reducing barriers where possible to reduce transmission.

We live in a beautiful county and one which relies heavily upon tourism. Tourism will be adversely affected by increasing road noise and it is also a contributing factor to it.

It is therefore not only in the interests of improving the quality of life for Cornish residents (something we were all particularly aware of during the lockdown) but it will be in our economic interest to preserve and improve the county's reputation as a peaceful destination for holiday makers.

Engine noise can be reduced by limiting speed through enforcement and other measures but the most significant noise is that transmitted through vehicle tyres on the road surface.

I enclose below, two links that cover what Highways England is suggesting and developments in poroelastic surfaces in Europe. That latter concludes that, "“We know that this poroelastic surface is as durable as normal asphalt. And here we also have measured the amount of dust that is produced – and this pavement is producing less dust than a normal asphalt,”

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.thetimes.co.uk%2Farticle%2Fsmoothing-the-way-to-quieter-motorways-z9dzt7wgc&data=02%7C01%7Cdelivery%40cornwall.gov.uk%7C322df2aba4b5491c438c08d828b53ebb%7Cefaa16aad1de4d58ba2e2833fd9f%7C0%7C1%7C637304106191002144&sdata=zCallqnHD27LTYnc4y%2BDo1DI%2F9lwlqS7p0UHGo6HoYk%3D&reserved=0>

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.euronews.com%2F2015%2F02%2F23%2Felastic-road-surface-reduces-motorway-noise-pollution&data=02%7C01%7Cdelivery%40cornwall.gov.uk%7C322df2aba4b5491c438c08d828b53ebb%7Cefaa16aad1de4d58ba2e2833fd9f%7C0%7C1%7C637304106191002144&sdata=KtwvEmF7s%2B%2Bb2zkuqHpvPC6Dk6F58BIbARP4I70h1U%3D&reserved=0>

I will look forward to learning if these recommendations will be incorporated in the plan.

Within the Concept Plan, within your opening statement you state:

“Launceston Town Council and Cornwall Council want to set out how development within this location should come forward; with the ambition of enabling a step change in the quality of development

I emphasise the word **QUALITY** as you also state “higher building regulations standards new homes will require a combination of higher levels of insulation, low carbon heating and future proofed to enable further energy efficiency measures”.

In my view, quality also includes the Build Standard of the house/shop.

You later state “These higher standards **will apply to many of the homes proposed** within the concept plan site due to the time scales involved in site delivery”.

Why will the Regulations only apply to many of the proposed homes?

We should strive to EXCEED the required standards in ALL CASES – not just ‘apply the minimum standard required’. All New Build housing and retail premises **should** be Carbon Neutral on the date they are commissioned.

Movement and Connections: A 30mph "Main Street" linking Tavistock Road to the Link Road. Enough room for buses to pass, dedicated cycle lanes and on street car parking.

Why 30mph? Given the evidence that reduced traffic speeds (MAXIMUM 20mph) within residential areas vastly reduces the incidents of accidents, and where accidents do occur survival rates are 4 or 5 times greater than where the impact speed is 30mph.

Therefore, should we not be insisting on a MAXIMUM speed of 20mph anywhere on the proposed site?

Further to your letter dated the 29 June 2020 regarding the above planning application, this Authority makes the following observations:

ACCESS FOR FIRE APPLIANCES

Access for fire appliances within the site will be considered satisfactory providing it complies with Part B5 of Approved Document B, Vehicle Access.

The proposed access for fire appliances within the site does not appear to comply with Part B5 of

Approved Document B, Vehicle Access.

WATER SUPPLIES

Adequate water supplies for Firefighting purposes will be achieved by:

- Complying with the requirements as detailed in the attached guidance note W102.
- Compliance with Part B5 of Approved Document B, Fire Mains and Hydrants.

The proposed water supplies for firefighting purposes within the site do not appear to be satisfactory.

Residential Sprinklers

Cornwall Fire and Rescue Service support the provision of domestic sprinklers into all new residential developments. These should be installed to BS9251 and will reduce the risk to life and significantly reduce the degree of damage caused by fire. This consideration if implemented will enhance the safety of the occupants and any attending firefighters whilst providing property protection and maintaining the buildings continuity.

Important: We strongly recommend the installation of 32mm pipe (communication pipe) between the water main and all domestic premises to allow for the provision of fire sprinkler system to be installed in the future.

Cornwall Fire & Rescue Service

Water Supplies for Firefighting & Access for Fire Appliances

1.0 ACCESS FOR FIRE APPLIANCES

Pedestrian Priority

Pedestrian schemes must take into account the need for permanent and unobstructed access for firefighting appliances. The siting of ornamental structures such as flower beds, must take account, not only of the access requirements of fire appliances, but the need to be able to site them in strategic positions; in particular, account must be taken of the working space requirements of aerial appliances. Consultation must take place with the Fire Authority during the earliest planning stages of any development to ensure adequate access for fire appliances, their siting and use.

Access and Facilities for the Fire Service

If the application involves the construction of a building you will be required to provide reasonable facilities for the Fire Service. In most circumstances this will mean providing vehicular access for fire appliances.

It is important to remember that failure to do so may prevent the applicant from obtaining a completion certificate under the Building Regulations but more importantly, the lives of the occupiers will be put at risk.

Appliance type	Pump	High Reach
Minimum width of road between kerbs(m)	3.7	3.7
Minimum width of gateways(m)	3.1	3.1

Minimum turning circle between kerbs (m)	16.8	26.0
Minimum turning circle between walls (m)	19.2	29.0
Minimum clearance height(m)	3.7	4.0
Minimum carrying capacity (tonnes)	12.5	17.0

Design of access routes and hard standings

A vehicle access route may be a road or other route which, including any manhole covers and the like, meets the standards in Tables 1 and 2 (page 3).

Where access is provided to an elevation for high reach appliances in accordance with Table 1, overhead obstructions such as cables and branches that would interfere with the use of ladders etc. should be avoided.

Domestic Dwelling Houses

There should be vehicle access for a pumping appliance to within 45m of all points within the dwelling house. Every elevation to which vehicle access is provided should have a suitable door, not less than 750mm wide, giving access to the interior of the building.

Flats or Maisonettes

There should be vehicle access for a pumping appliance to blocks of flats or maisonettes to within 45m of all points within each dwelling.

Other Buildings

The access requirements for other buildings will depend upon the total floor area and the height. Further detailed guidance can be found in Table 19 of the Building Regulations Approved Document B Volume 2 (2006 edition (amended 2007)) B5.

2. HYDRANT INSTALLATIONS

Underground fire hydrants, surface box frames, covers, and indicator plates must comply with the specifications set out in British Standards BS750: 2012 and BS3251: 1976 (*see Fig 2 overleaf*) respectively and be installed in accordance with BS5306: Part 1: 2006 (*see Fig 1 overleaf*).

Additional requirements are:

- 2.1 *Hydrants should be sited in pavements wherever possible.*
- 2.2 *The screwed outlet of the hydrant shall be made of METAL in accordance with the laid down British Standards.*
- 2.3 *Indicator plates shall be fixed in accordance with Appendix 'A' of BS3251: 1976 to a purpose made concrete post which should be conspicuously sited facing and as close to the hydrant as practicable. These indicator posts shall have an all over durable finish conforming to colour reference no.309 (canary yellow) in BS381C. In exceptional circumstances where it is not possible to site an indicator post, then the indicator plate should be fixed in accordance with Appendix 'A' of BS3251: 1976 to a nearby wall at a height of not more than 1.2 metres*

or less than 0.6 metres from ground level.

3. MAIN SIZES: FLOWS: SPACING Housing

Minimum main size 100mm and spacing of hydrants not more than 180/210 metres apart.

Minimum of 8 l/sec (480 l/min) for detached or semidetached of not more than two floors up.
Up to 35 l/sec (2100 l/min) for units of more than two floors, from any single hydrant on the development.

Transportation

Minimum of 25 l/sec (1500 l/min) for lorry/coach parks, multi-storey car parks and service stations from any hydrant on the development or within a vehicular distance of 90 metres from the complex.

Industry (industrial estates)

It is recommended that the water supply infrastructure should provide as follows with the mains network on site normally being at least 150mm nominal diameter and spacing not more than 60/90 metres apart:

Up to one hectare minimum of 20 l/sec (1200 l/min) One to two hectares minimum of 35 l/sec (2100 l/min) Two to three hectares minimum of 50 l/sec (3000 l/min) Over three hectares minimum of 75 l/sec (4500 l/min)

Note: High risk areas may require greater flow rates and spacing not more than 60 metres apart.

Shopping, offices, recreation and tourism

Minimum of 20 l/sec (1200 l/min) to 75 l/sec (4500 l/min) depending on the nature and extent of the development.

Education, health and community facilities

a. Village halls

Minimum of 15 l/sec (900 l/min) through any single hydrant on the development or within a vehicular distance of 100 metres from the complex.

b. Primary schools and single storey health centres

Minimum of 20 l/sec (1200l/min) through any single hydrant on the development or within a vehicular distance of 70 metres of the complex.

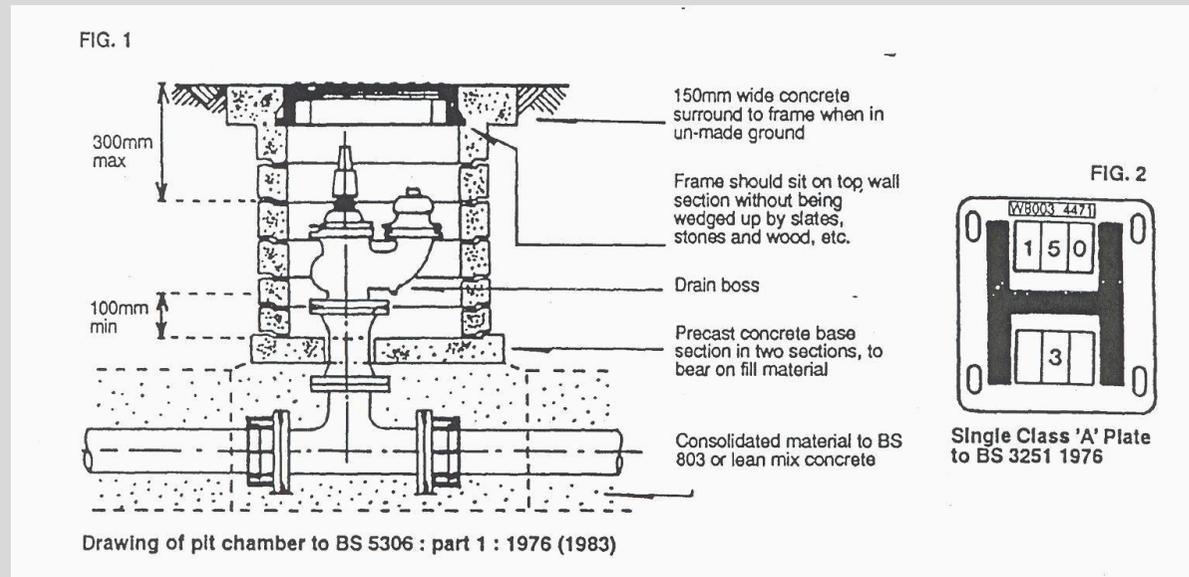
c. Secondary schools, colleges, large health centres and community facilities Minimum of 35 l/sec (2100 l/min) through any single hydrant on the development or within a vehicular distance of 70 metres from the complex.

Caravan sites - caravans/chalets

A fire hydrant should be located at the entrance to the site and if necessary, at 300 metre intervals. The hydrant should provide a minimum of 8 l/sec (480 l/min). If no piped water supply is available or where there is insufficient pressure or flow in the water main an alternative source must be provided.

4.0 CONSULTATION

These observations are offered for guidance. It is important that the Chief Fire Officer should be consulted at the design stage in respect of each scheme, especially with regard to the position of any private hydrants within the site area. The Water Company must also be consulted.



Developers should hold joint discussions with South West Water or the Environment Agency and the Fire Authority to ensure that adequate water supplies are available in case of fire.

The Fire Authority reserve the right to ask for static water supplies for firefighting on site as a condition of planning consent, if the supply infrastructure is inadequate for any given risk.

I would like to comment on the Launceston Southern Growth Area Concept Plan as follows.

I attended the Public Consultation in October 2019 and have looked into your documents of September 2019 and the updated document of June 2020 and am pleased this time that you have sent out your A5 leaflet in The Stourcombe/Eastfield estates etc.

There are very interesting developments for the already expanding in the Southern area off the A388 Tavistock Road.

Before the final consultation plan is adopted by Launceston Town Council and Cornwall Council I would like to see a full public in the Town Hall when residents can make their feelings known to assist council members with local knowledge of housing developments in the Southern area over the last 20 years or so with all the developers making changes to their 1st plan of developments which has not been to the benefit of the new home owners.

I understand one must look forward with new developments and one hopes the mistakes of the past that both Cornwall Council and Launceston Town Council hold developers to account when they change their mind part way through the development.

With our Climate changing at a very fast rate we must develop a successful green infrastructure with all new homes having built in flush to the roof tiles solar panels to cover heating & water heating, cooking and triple glazed windows and to limit any heat loss.

Roads and pathways for linkages to schools and shops for pedestrians who wish to leave their cars home with more off road parking and to cycle or walk also the need for Open Green areas with seating and play and Nature areas, this needs to be done at each phase of building and not wait till the end of developments which be 10-20 years

I hope there can be a pedestrian bridge linking Stourcombe to the new local retail centre, as past chairman of Stourcombe Residents Association I know only too well the broken promise of a local shop at Stourcombe, a Public house with meeting rooms, a School still not started on Hay Common, people purchased new homes on the promise of these facilities and have let down by developers and councils so let see some Guarantee from both Councils that what is in the Southern Growth Area Plan will be built.

Please let's not see the mistakes of the past it's a large detailed plan let's see Councils work together with residents across Launceston for the benefit of all young and old.

I have received the Concept Plan leaflet and would like to make the following observations:-

I truly believe Launceston is "missing a trick" here.

Geographically we are the springboard to Devon & Cornwall. We are the Gateway to Cornwall and this phrase alone conjures up a picture of entering the first Cornish town centre bursting with shops and cafes full of colour and interest. But the reality is a tired, drab rundown town centre, with empty shops, and empty streets.

The potential retail area marked out in the Concept Plan does not allow for any further retail expansion. There appears to be no areas set aside to encourage larger businesses within the site boundary or extended study areas. The ratio of predominately residential area to potential retail areas as marked on the Concept Plan looks very much out of sync. Without encouraging new retail to invest in the area, Launceston will continue to wither. New retail brings new money into the town. Money to spend on revitalising, renewing and rebuilding.

Encouraging retail, provides jobs and wealth to the community.

If we continue as we are, Launceston will continue to be the town that is by-passed on the way to somewhere else!

Thank you for reading my e-mail. I do wish the concept team every success in these extremely difficult times.

I cannot believe that Launceston will have further development as illustrated in the Concept Plan. In the recent past we have had extensive new build at Stourscombe, Withinoe, Upper Chapel and possibly development adjacent to the ring road.

There is never any mention of the infrastructure to cope with the additional footfall or the necessary facilities which the residents expect. At the present time the schools are virtually full and the Health Centre is at breaking point (just see how long it takes to book an appointment!) It is always a case of the "cart before the horse" WHY DO DEVELOPERS NOT PUT IN THE INFRASTRUCTURE FIRST??.

When I first moved to Launceston in the Seventies it was a bustling, busy town with weekly markets, local shops and businesses but sadly no more. To quote the Rolling Stones the town has now become a ghost town. The conundrum is that with so much new build why are there so few people in the town,...".even before the pandemic. Compare this with Tavistock, which is always so vibrant begs the question "where have we gone wrong??".

In my opinion this consultation is a waste of time as it is a fait accompli from the government and both the Town Council and County Council will have no say in the matter whatsoever.

The only sane point is that there should be "higher quality development " but don't hold your breath.
I have lived in the town for many years but expectations and aim to increase employment at this time with this plan is nothing but pie in the sky.

Thank you for being invited to ask questions regarding the above Plan

- How many homes are being proposed, and how many people does that equate to
- Is there Public infrastructure being included to accommodate the proposed increase in population:-
- Additional Doctors Surgery
- Additional Dental Surgery
- Additional Schooling

I assume that if planning is granted it will be based on the items listed above if required or not, if the Schools, Doctors & Dentist are deemed as a requirement will these be set in stone so to speak or will the developer (s) be able to renege on certain promises once the construction starts with no consequences?

I have just received the community concept plan of Launceston. To say that I am appalled that Cornish Parish council and Cornwall county council can let this planning go head.

Firstly Launceston used to be a busy Market town till you decided to close the market for more car parking. The road structure around the whole of Launceston is awful.

The shops in the town square are mostly charity shops or hairdressers or even empty. Pennygillam has a lot of empty places, but you want to build more commercial and retail but not in the town centre.

There is not enough doctors, dentist or schools but you never take that into consideration.

There will be hundreds more people and cars. No infrastructure is being put in place. It just means more traffic and more parking charges.

Launceston was once a beautiful town but it is being totally ruined by Local and county councils.

Trying to get through Newport is awful and you are just letting more traffic on the roads.

Shopping areas are going to be all over the place so have to travel from one to the other.

Think again Launceston and County councils.

I have lived in this area for well over 40 years. Even had a business in Launceston for nearly 20 years. Totally ruined.

I have just looked at your plan for Launceston.

Why are you even considering building on a greenfield site

Have you no thought or consideration for the environment or the welfare of the wildlife already existing in that space.

The Government has made it quite clear that they only want building to take place on Brownfield sites. It will be possible to convert redundant buildings and inner town redundant spaces. That is what you should be basing your plans on. Not this easy and cheap get out that further destroys the area around Launceston.

Shame on you.

I have read all the previous documents, I haven't studied the actual plans in detail as it would mean very little to me at this time. However I would like to add my thoughts on this.

1000 houses is a huge thing for a semi rural township like Launceston. Most of my thoughts have already been voiced by others and it is clear that many people are against such overdevelopment as this would surely turn Launceston into a Borough not a town.

I think there are many problems within Launceston that need to be addressed before any further development is considered.

1. The current town centre does not have sufficient diversity in its shops to attract customers. Free parking is vital if you want people to spend any time here. The town dies on a Saturday afternoon, no-one has managed to find a way of keeping people in town after 1.00pm. Visitors can seldom find anywhere open for a coffee or browsing after 3.00pm. Allowing a large chain like Costa to have yet another outlet is detrimental to the smaller independent coffee shops. There are now 3 Costas in and around Launceston! How on earth was that allowed to happen!
2. The infrastructure here is creaking at the seams. Not only will the Health centre be unable to cope, the Local hospital needs a massive upgrade to allow it to have a proper ED department and be able to offer many more services. Expecting Derriford to take on any more is ridiculous, they can't cope now and traveling there for the elderly and disabled is a nightmare. A second secondary school is needed to offer parents a choice, one size fits all is not the right approach. Another primary school is given but no thought has been given to the elderly, what provisions are being made for them?
3. The environment is and must be a primary concern. Speaking as someone who lives adjacent to the A30, life at times is intolerable. Traffic on this road has increased to such an extent that I firmly believe there are days when the pollution here

is way above legal limits. Something has to be done about this before you add to our woes. In the main summer season we cannot sit in our back garden, it affects my breathing, and I know that many people around here have either died or are suffering from dementia. Will I be next? I would like to see regular monitoring of the pollution levels in this area. I would like to see a mandatory 50mph speed limit on the A30 right through Launceston, this would help reduce noise pollution as well as air pollution. In addition I think sound barriers could be fitted along this stretch to help reduce what has become an intolerable noise level. This all needs to be done before any further development is considered.

4. Public transport to and from Launceston has always been sporadic and subject to change or is axed altogether when bus companies can't make it pay. There needs to be a review on what the town actually needs to take this forward. There is a regular bus to Plymouth, does it actually need to be a double decker? There is a very poor service to Exeter, despite many people going to work or college there. There is no direct bus to Derriford. No way of traveling further down Cornwall only to Bude. Maybe a public consultation is needed here. I worked in Exeter from Launceston for 13 years. I tried several times to use the bus service, only to find the times were changed, the service axed and it added over 2 hours to my day. I resorted to using my car as the only reliable way to get to work. I did in latter years manage to find a lift share with a colleague from Devon. I am retired now but feel for anyone going through the trials and traumas that I did.

I hope that someone somewhere will look at this and take it seriously.

Thank you for letting me have the opportunity to have my say

Cornwall Council, as have many other local authorities, declared a Climate Change emergency in 2019. Launceston Town Council has also declared a climate emergency. In relation to proposals for built development, and considering its longevity, nothing should be planned now without considering and demonstrating how it can actively reduce carbon emissions with an eventual aim that all new development will be carbon net zero.

The above is from your document. Could you verify that the new school at this site will be a 'green' building and utilise green energy?

I am a Launceston Town Councillor and a member of the Climate Change Working Party.

My response to these proposals is overwhelmingly **negative**.

Please record my response.

Overall the concept of this project looks good, but the question I have for you is that do you have an Access and Inclusive Design Consultant embedded within this project who are independent to the architects?