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**REGIONAL SPATIAL STRATEGY**  
**(Extract of Paper provided by Caradon District Council – 9 Nov 04)**

**REGIONAL SPATIAL STRATEGY FOR THE SOUTH WEST 2006-2026:**  
**POSSIBLE DEVELOPMENT STRATEGIES FOR THE REGION**

**SUMMARY:**

The Regional Assembly is seeking views on the approach to development which should be included in the new Regional Spatial Strategy. 3 possible strategies illustrate different approaches.

**What is the Regional Spatial Strategy?**

Regional Spatial Strategies (RSS) have been introduced as part of the Government's planning reforms, to replace the current arrangement of Regional Planning Guidance and County Structure Plans. RSS are, according to Regional Assembly literature, a new kind of plan which will set a regional framework for the location and scale of new development, and the links between broad issues like healthcare, education and crime, as well as basic infrastructure such as transport.

The RSS for the South West will set the regional context for planning to 2026. It will:

- Guide planning at the local level, in District Local Development Frameworks.
- Help deliver the region's Integrated Regional Strategy.
- Include a Regional Transport Strategy to guide transport investment.
- Provide broader policy guidance than hitherto on issues like minerals, waste, business, housing, health, culture, environment.
- Include District housing numbers.

**Timetable**

The RSS is being produced over the next year, and a consultation programme is being developed. The timetable is likely to look like this:

Consultation on possible development strategies – main events in Bournemouth, Weston SM, Plymouth.	Aug-Nov 2004
Technical and sub-regional reports	Jan-Dec 2004
Draft RSS	Dec 2004 – Mar 2005
Pre-submission draft	Spring 2005
Final draft and submission of RSS to Secretary of State	Autumn 2005

**The 3 Possible Strategies**

The Regional Assembly consider that the core strategy of the current Regional Planning Guidance for the South West (RPG10) is still highly relevant. This strategy emphasises that future development will be sustainable in economic, social and environmental terms if it is concentrated at the 11 largest towns and cities in the region; the so-called Principal Urban Areas (PUAs).

The 3 possible strategies that the Regional Assembly are consulting on all have this theme at their core but suggest different ways in which it can be put into effect. At present about 42% of the region's population live in the PUAs. Under any of the 3 strategies this proportion will increase, and an even larger share of new development will be located 'at the PUAs'.

Summaries of each strategy, taken from Regional Assembly literature, are:

- **Strategy 1:** No change in basic strategy – continue with RPG10.
- **Strategy 2:** Strengthen RPG10 and concentrate more growth on a smaller number of PUAs and immediate catchments.
- **Strategy 3:** Differential approach recognising the varying needs and **potential of different parts of the region.**

The Regional Assembly is asking for views on the approach to development which should be included in the new RSS. This is not presented as a choice between the 3 strategies, but is an opportunity to suggest how different approaches, or elements of them, might help the region deal with the challenges of the next 20 years. Views are requested by 26th November.

Studies of the larger urban centres, funded by the Regional Assembly, are being carried out to test different growth levels. For Cornwall there are 2 relevant studies:

1. Plymouth, Devon and South East Cornwall Area Study  
This is being progressed through an officer working group and an overall steering group. On 31/3/04 Full Council endorsed Cllr R.W.Levack as its representative on this group. The study will look at the role of Plymouth and surrounding market towns in Devon and Cornwall, and will examine potential development strategies for the area and the implications of different growth levels.
2. Cornwall Towns Study  
This will explore the role, function and relationships between Cornwall's major towns, their hinterlands, and their relationship with South East Cornwall and Plymouth. This would also act as a strategic regional focus for securing investment in infrastructure and services, recognising that Cornwall lacks its own PUA. There is a need for a similar steering group to oversee this work. Given the implications for all of Cornwall (including South East Cornwall), an adapted Planning Forum might fulfil this function.

Besides the 3 strategies set out above, other approaches were considered by the Regional Assembly but they did not perform well under testing.

### **Comment**

One of the biggest challenges for the region over the next 20 years is to balance the needs of development with environmental quality. Current growth trends and in-migration will continue. During 2006-26 the South West population could rise by a further ½M above the present 5M. The pattern of existing and committed development will be a major influence on where new development occurs, and it will be many years before any significant variation from this pattern begins to be manifest. RPG10 is starting to result in more development on previously developed land, and a more urban focus. It is the Regional Assembly's view that the RPG10 strategy of focussing development at the 11 PUAs and other designated centres, with development elsewhere meeting local need, is broadly correct.

However, concerns have been expressed, some echoed by this Council, that:

- A strategy based on urban growth must be accompanied by actions to make urban living more attractive.
- The needs of smaller communities are not sufficiently addressed in RPG10.
- The variation in needs across the South West cannot always be accommodated in a single "one size fits all" approach.
- Questions arise about the choice of centres as PUAs and the extent to which some are capable of accepting further significant growth.
- Affordability is now a major issue and the effectiveness of RPG10 in delivering housing has been questioned.
- The RSS should say "more on less" and not repeat national policy.

## **CARADON DISTRICT COUNCIL'S RESPONSE TO THE REGIONAL SPATIAL STRATEGY CONSULTATION IS SET OUT BELOW:**

1. Strategies 1 (no change) & 2 (more concentration) provide insufficient opportunity for policy to reflect the varying needs of the many disparate parts and sub-regions of the South West. The strategy of concentrating development at the PUAs raises the danger that overall economic growth in the region will be made more vulnerable to increased internal congestion and infrastructure constraints within the PUAs. This will result in a poor perception by in-migrants of the quality of urban living in the South West, and a barrier to overall growth.
2. The principle of differentiation behind Strategy 3 is supported. However, the strategy should be adapted still further to reflect the "finer grain" of communities in the far South West, and to allow a wider spread of sustainable development which will enhance the self-sufficiency of smaller towns and rural areas. Economic growth should also be dispersed more widely, e.g. to selected market towns as strategically important settlements and focal points of sustainable development, services and employment, serving wider rural areas. The economies of smaller towns and rural areas must not depend solely on the proximity of, and ease of getting to, the nearest PUA.
3. Delivery of the Regional Spatial Strategy will be through the LDFs at District level. Most of the issues and conflicts will therefore be resolved at District's expense. Planning has always suffered from being a "top down" process, and the difficulty of getting people to engage at County and especially regional level. By the time policy has cascaded down to District level, the strategic decisions have been made about where development goes. Preparation of the Regional Spatial Strategy must incorporate the comments of District Councils if the new development plan system is to be effective.
4. The Regional Spatial Strategy should look at Cornwall as a whole, and address the economic disadvantage created by the county's low wage economy.
5. There is resentment that the prosperity of rural areas is dependant on the multiplier effect of growth in the PUAs, and in turn on the efficiency of transport links and distance.
6. If there is no primary provision for industrial growth and introduction of new industries into the small towns of Cornwall, particularly South East Cornwall, then the low wage economy will be perpetuated and Caradon will become a dormitory area for Plymouth.
7. The Cornwall Towns Study should proceed as a matter of priority, under the supervision of its own steering group. Liskeard should be added to the 5 Cornish towns in view of its size and relationship to the rest of Cornwall. Links between South East Cornwall and the Plymouth Sub-Region are limited to through 3 access points and are therefore more tenuous. The Council recognises the location of Saltash and Torpoint in the Plymouth PUA, but being Cornish towns, requests that they be included within the compass of the Cornish Towns Study.

***Copied from <http://www.southwest-ra.gov.uk/swra/assemblymeetings/2005papers211005.shtml>***

***DRAFT RSS VERSION 1.92 The RSS Strategy Document  
08/10/2005***

## ***The West of the Peninsula***

### **5.7 Plymouth, South East Cornwall and South West Devon Spatial Strategy**

**The comments about the Plymouth, South East Cornwall and South West Devon Area which follow have been compiled by officers of the Regional Assembly Secretariat based on a combination of the Section 4/4 Advice and other available information.**

#### **5.7.1 Context**

The Plymouth, South East Cornwall and South West Devon area is strategically located at the centre of the far South West, straddling the border between Devon and Cornwall. Plymouth, the region's second city with a population of 240,000, lies at the heart of this area. It is a geographically compact city which provides high order services for an extensive catchment area. The surrounding hinterland is characterised by a number of small market towns.

The proximity of Dartmoor National Park, the South Devon and Tamar Areas of Outstanding Natural Beauty, Plymouth's historical context and high quality coastline provide the backdrop to accommodate a variety of community needs, such as leisure, recreation and culture, as well as environmental benefits, adding to the quality of life.

#### **5.7.2 Vision**

The Vision for the sub region sees Plymouth by 2026 fulfilling its economic potential through the stimulation and optimisation of its contribution to the regional and national economies. Plymouth will be transformed into one of Europe's finest, most vibrant waterfront cities, a city which provides the highest order of educational, cultural, health and leisure services within this part of the region. Stimulating economic development will offer the opportunity to transform the city into a place where people want to live, work and relax, making real progress in reducing deprivation in the City and its hinterland. The following are key aspects of this transformation:

- stimulation and promotion of economic growth in identified key sectors;
- identification, safeguarding and prioritisation of critical employment land;
- managed increase in urban concentration and radically improved urban design;
- transformation of the quality and capacity of the public transport network;
- a better balance between homes and jobs in the sub regions settlements;
- conservation and enhancement of the environmental assets;
- strategic investment in support infrastructure including health, education and culture.

### **5.7.3 Strategy**

The strategy for the Plymouth and South East Cornwall area is to revitalise Plymouth by stimulating economic activity within the city, maximising the potential of brownfield opportunities around the waterfront. It seeks to reinforce the influence that Plymouth has over its surrounding settlements, particularly in providing high order activities such as retail, education and health.

Plymouth has the opportunity to accommodate the majority of development within the existing urban area, thereby minimising potential adverse impacts on the surrounding environment. The existing infrastructure has the capacity to accommodate additional growth, with higher levels of concentration generating greater economies of scale. Increased economic activity, accompanied by a balance of housing provision, will enable Plymouth to achieve a level of performance and quality of life appropriate to its size. It will also enable disparities and inequalities, both at a local and regional level to be reduced, thereby fulfilling a key aim of the IRS.

Additional housing and economic development that cannot be accommodated within the existing urban area can be provided through an urban extension to the east of the city. Joint working between Plymouth City and South Hams District Council, has enabled a framework for the Sherford New Community to come forward to meet this shortfall. This cross boundary approach has ensured that the needs of both administrative areas can be met through a holistic and consistent basis, delivering a sustainable community.

The sub region also incorporates areas across the Tamar Valley in Eastern Cornwall, principally, Saltash and Torpoint. Saltash, Torpoint, Tavistock, Ivybridge and to a lesser extent Liskeard, all relate to Plymouth as the main destination for employment opportunities, services, comparison shopping and leisure. The surrounding settlements in the neighbouring towns in South East Cornwall, West Devon and South Hams play an important role both to Plymouth's future as well as in their own right through more balanced, sustainable communities, albeit at a smaller scale. LDD's should take into account the relationship of these settlements with Plymouth and plan accordingly.

### **5.7.4 Providing for the Economy**

Plymouth has emerged from a period of fundamental economic restructuring following the run down of dockyard activities in the late 1980's and early 1990's and has some significant concentrations of deprivation with European Objective 2 status reflecting this relative economic disadvantage. The City's economy is modernising, moving away from a dependency on public sector funded Ministry of Defence activity as knowledge based sectors grow concentrating in the following key sectors:

- advanced engineering;
- business services;
- creative industries;
- marine industries;
- medical and healthcare;
- tourism and leisure.

The strengthening role of the University is an increasingly important factor, along with the Tamar Science Park. Initiatives to support business and continued training and retraining will be required.

Projected levels of economic growth for the Plymouth area vary considerably with high growth rates (up to 42,000 additional jobs) requiring significant expansion of indigenous business activity as well as inward investment and support from public agencies to achieve the vision. Specific proposals which will increase future economic activity levels are:

- provision of sites within the City for business development and for potential relocations of government activity following the Lyons review. Safeguard strategic employment sites at Langage on the east of the city and at Plymouth International Business Park;
- promote further investment in key sectors such as advanced engineering, business services, creative industries, marine industries, medical and health care and tourism and leisure;
- greater contribution from increased activity at Plymouth airport.

It is proposed that provision is made for at least x,000 jobs/ x Ha at Plymouth between 2006 and 2026, of which about x,000 jobs/ x Ha should be in the Sherford New Community within South Hams District [Further information to follow]. Evidence has demonstrated that economic growth can be contained within the existing urban area and at the Sherford new community, reflecting the absence for any additional strategic employment to be identified in South Hams District.

#### **5.7.5 Providing sufficient housing**

Accelerating already planned growth in Plymouth is identified as one of the key priorities for the region in the South West's submission for the Communities Plan 'The Way Ahead'. If higher levels of economic potential and job growth are achieved, there would be significant consequences for future housing provision as a result of changing patterns of net migration into the sub region.

It is proposed that up to 24,000 dwellings should be provided for within or adjacent to the Plymouth urban area between 2006 and 2026 with the Sherford new community within South Hams District (including an element of cross boundary development) providing up to 5,500 dwellings over the same period. A further 1,500 dwellings should be provided at Saltash & Torpoint, supplemented by limited allocations of up to 500 dwellings in the smaller Devon settlements, identified through the relevant LDD. Taken together, for the Plymouth area, this would provide up to 31,500 dwellings in the period 2006 and 2026.

Of the overall housing provision about 25% of dwellings within Plymouth City should be affordable, whilst about 50% of dwellings within the Sherford New Community should be affordable.

#### **5.7.6 Development Distribution**

Plymouth is a highly self-contained community with 83% of people living and working within the city boundary and a relatively high level of public transport usage. The

Mackay study has suggested the possibility of the existing urban area releasing significant new sites for development which could accommodate significant population growth above that which would otherwise be possible within the City.

Taking into account the Mackay 'vision', technical work suggests that the bulk of future development requirements can be provided for within the City's urban area using previously developed land, although an urban extension to the east of the City at Sherford will also be required to provide the range and mix of uses to create a balanced community. This urban extension should maximise opportunities to integrate into the existing urban areas and include an appropriate range of services and facilities to meet the requirements of its population, whilst not adversely affect the regeneration of the town centres. A high quality, high technology public transport corridor linking the new community to Plymouth will form a key part of a comprehensive framework to deliver a balanced community.

Saltash and Torpoint, due to their close physical proximity to Plymouth, function as part of the wider city area. Balanced employment and housing development should reinforce their local service centre role, taking into account capacity levels on the River Tamar crossings. At Liskeard and Ivybridge, additional development should take into account the A38 transport link to Plymouth and ensure that development does not increase commuting levels. The ability to maximise public transport use, either bus or rail, should be incorporated.

### **5.7.7 Delivering the Spatial Strategy for the Plymouth, South Cornwall and South West Devon area**

#### **5.7.8 Transport**

In order to successfully accommodate the levels of growth within the plan period there will need to be corresponding investment in transport infrastructure and services including:

- provision of a high quality public transport (HQPT) link between Langage, Sherford and Plymouth City Centre along the Eastern Corridor;
- improvements to Deep Lane junction on A38 to access Sherford housing and Langage employment areas, provision of a transport interchange (including strategic park and ride facilities) accessible to the proposed HQPT link and road based public transport networks;
- improvements to links from the Sherford new community to the A379;
- upgrade to HQPT on the Northern Corridor (HQPT links between Sherford and Northern Corridor employment areas and to serve proposed Central Park 'Life Centre');
- provision of a new boulevard link between Millbay and the City Centre and HQPT extension through city centre to Millbay and Devonport;
- improved links between the City and Saltash/Torpoint and along the waterfront including ferry, bridge tolling, water transport and public transport links (with park and ride provision);
- re-opening of the Drake Line between Tavistock and Plymouth;

- improvements to Plymouth airport including runway extension, new terminal facilities and surface access;
- provision of a road/rail freight interchange at Tavistock junction;
- creation of cruise liner facilities at Millbay;
- creation of sea freight facilities and rationalisation of land uses.

### **5.7.9 Other Infrastructure**

The development strategy for the Plymouth area will require additional investment in social and community infrastructure including:

- creation of a regionally significant “Life Centre” at Central Park providing an Olympic standard swimming pool, the completion of the Plymouth Argyle stadium, together with linked leisure and commercial facilities;
- replacement of facilities from Plymouth Pavilions to create a new arena and conference facility;
- provision of a Central Library linked to the establishment of a cultural quarter around Plymouth University.

### **5.7.10 Draft Key Diagram - Plymouth, South East Cornwall and South West Devon**

**Diagram to follow**

**PLANNING AND THE LOCAL ECONOMY PANEL**

**date**

**REPORT OF HEAD OF ECONOMIC AND COMMUNITY SERVICES**

Town/Parish Affected: All

Contact Name: G.Roughton  
Ext: 1462

**POLICY STATEMENT / OBJECTIVES AFFECTED:**

*Supporting the rural community and economy*

*Safeguarding the environment*

*Meeting local transport needs*

*Caring for people*

**ESTIMATED FINANCIAL IMPLICATIONS:**

**STATUTORY POWER:** *Planning and Compulsory Purchase Act 2004*

**IT IMPLICATIONS:** *None*

**ASSET MANAGEMENT IMPLICATIONS:** *None*

**CRIME AND DISORDER IMPLICATIONS:** *None*

**REGIONAL SPATIAL STRATEGY FOR THE SOUTH WEST 2006-2026:  
POSSIBLE DEVELOPMENT STRATEGIES FOR THE REGION**

**SUMMARY:**

The Regional Assembly is seeking views on the approach to development which should be included in the new Regional Spatial Strategy. 3 possible strategies illustrate different approaches. Views are sought by 26th November.

**RECOMMENDATION: That the response at the end of this report be endorsed.**

**REPORT:**

What is the Regional Spatial Strategy?

Regional Spatial Strategies (RSS) have been introduced as part of the Government's planning reforms, to replace the current arrangement of Regional Planning Guidance and County Structure Plans. RSS are, according to Regional Assembly literature, a new kind of plan which will set a regional framework for the location and scale of new development, and the links between broad issues like healthcare, education and crime, as well as basic infrastructure such as transport.

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The 3 possible strategies that the Regional Assembly are consulting on all have this theme at their core but suggest different ways in which it can be put into effect. At present about 42% of the region's population live in the PUAs. Under any of the 3 strategies this proportion will increase, and an even larger share of new development will be located 'at the PUAs'.

Summaries of each strategy, taken from Regional Assembly literature, are set out on the following pages. They are:

- **Strategy 1: No change in basic strategy – continue with RPG10.**
- **Strategy 2: Strengthen RPG10 and concentrate more growth on a smaller number of PUAs and immediate catchments.**
- **Strategy 3: Differential approach recognising the varying needs and potential of different parts of the region.**

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Besides the 3 strategies set out above, other approaches were considered by the Regional Assembly but they did not perform well under testing. These discounted approaches may be summarised as:

- Promoting a substantial freestanding new town or towns. Would require considerable and costly land assembly and infrastructure well in advance of any substantial housing delivery even when compared with major extensions to existing urban areas. Local environmental impacts could be very significant. There are also issues around the economic development potential of new locations, since a large dormitory settlement would not be a sustainable response.
- Going with past development trends which existed before RPG10 allowing more scattered growth, particularly in more rural areas, small country towns and rural fringes close to large urban areas. This approach was seen as leading to increased levels of commuting and private car use, lower investment in urban areas which generate most of the region's wealth, and poorer economic performance in the longer run.
- Low growth/ low net migration scenarios. Given significant net in-migration, growth levels below those anticipated in RPG10 are felt to be unrealistic owing to the scale of demand for additional housing. This approach puts pressure on house prices in the South West, increasing homelessness and loss of young people through outward migration, leading to severe losses in general regional productivity.

### Comment

One of the biggest challenges for the region over the next 20 years is to balance the needs of development with environmental quality. Current growth trends and in-migration will continue. During 2006-26 the South West population could rise by a

further ½M above the present 5M. The pattern of existing and committed development will be a major influence on where new development occurs, and it will be many years before any significant variation from this pattern begins to be manifest. RPG10 is starting to result in more development on previously developed land, and a more urban focus. It is the Regional Assembly's view that the RPG10 strategy of focussing development at the 11 PUAs and other designated centres, with development elsewhere meeting local need, is broadly correct.

However, concerns have been expressed, some echoed by this Council, that:

- A strategy based on urban growth must be accompanied by actions to make urban living more attractive.
- The needs of smaller communities are not sufficiently addressed in RPG10.
- The variation in needs across the South West cannot always be accommodated in a single "one size fits all" approach.
- Questions arise about the choice of centres as PUAs and the extent to which some are capable of accepting further significant growth.
- Affordability is now a major issue and the effectiveness of RPG10 in delivering housing has been questioned.
- The RSS should say "more on less" and not repeat national policy.

The **RECOMMENDED RESPONSE** is that this Council's position be maintained, consistent with its response to the Regional Transport Strategy consultation (Planning and Local Economy Panel 11/6/04) and that the following comments be submitted:

- Strategies 1 (no change) & 2 (more concentration) provide insufficient opportunity for policy to reflect the varying needs of the many disparate parts and sub-regions of the South West. Overall economic growth in the region will be made more vulnerable to internal congestion and capacity constraints within the PUAs
- Strategy 3 should be adapted still further to reflect the "finer grain" of communities in the far South West. Economic growth should be dispersed more widely, e.g. to selected market towns as strategically important settlements and focal points of sustainable development, services and employment, serving wider rural areas. The economies of smaller towns and rural areas must not depend solely on the proximity of, and ease of getting to, the nearest PUA.
- Delivery of the Regional Spatial Strategy will be through the LDFs at District level. Most of the issues and conflicts will therefore be resolved at District's expense. Planning has always suffered from being a "top down" process, and the difficulty of getting people to engage at County and especially regional level. By the time policy has cascaded down to District level, the strategic decisions have been made about where development goes. Preparation of the Regional Spatial Strategy must incorporate the comments of District Councils if the new development plan system is to be effective.
- The Regional Spatial Strategy should look at Cornwall as a whole, and address the economic disadvantage created by the county's low wage economy.

## Possible Development Strategies for the Region

Caradon's response to the RSS consultation is set out below:

1. Strategies 1 (no change) & 2 (more concentration) provide insufficient opportunity for policy to reflect the varying needs of the many disparate parts and sub-regions of the South West. The strategy of concentrating development at the PUAs raises the danger that overall economic growth in the region will be made more vulnerable to increased internal congestion and infrastructure constraints within the PUAs. This will result in a poor perception by in-migrants of the quality of urban living in the South West, and a barrier to overall growth.
2. The principle of differentiation behind Strategy 3 is supported. However, the strategy should be adapted still further to reflect the "finer grain" of communities in the far South West, and to allow a wider spread of sustainable development which will enhance the self-sufficiency of smaller towns and rural areas. Economic growth should also be dispersed more widely, e.g. to selected market towns as strategically important settlements and focal points of sustainable development, services and employment, serving wider rural areas. The economies of smaller towns and rural areas must not depend solely on the proximity of, and ease of getting to, the nearest PUA.
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4. The Regional Spatial Strategy should look at Cornwall as a whole, and address the economic disadvantage created by the county's low wage economy.
5. There is resentment that the prosperity of rural areas is dependant on the multiplier effect of growth in the PUAs, and in turn on the efficiency of transport links and distance.
6. If there is no primary provision for industrial growth and introduction of new industries into the small towns of Cornwall, particularly South East Cornwall, then the low wage economy will be perpetuated and Caradon will become a dormitory area for Plymouth.
7. The Cornwall Towns Study should proceed as a matter of priority, under the supervision of its own steering group. Liskeard should be added to the 5 Cornish towns in view of its size and relationship to the rest of Cornwall. Links between South East Cornwall and the Plymouth Sub-Region are limited to through 3 access points and are therefore more tenuous. The Council recognises the location of Saltash and Torpoint in the Plymouth PUA, but being Cornish towns, requests that they be included within the compass of the Cornish Towns Study.

## **“Gateway to Cornwall”**

Saltash and Surrounding Parishes Market and Coastal Town Initiative  
1st Floor, Citizens' Advice Bureau  
18 Belle Vue Rd  
Saltash  
PL12 6ES  
Tel: 01752 823066  
e-mail: [mcti@saltash.gov.uk](mailto:mcti@saltash.gov.uk)

7<sup>th</sup> February 2005

Mr Geoff Roughton  
Planning & Strategy Officer  
Caradon District Council  
Luxstowe House  
Liskeard  
Cornwall  
PL14 3DZ

Dear Mr Roughton

### **South West of England Regional Spatial Strategy**

Thank you for forwarding documents relating to the SW Regional Spatial Strategy policy consultation last October.

I have been asked to contact you both on behalf of the Saltash Partnership and the “Gateway to Cornwall” MCTi to request that we are given the opportunity to be consulted both by Caradon District Council and Cornwall County Council on this important topic in relation to proposals for our area.

I note from the SWRA website that Mr Nigel Twinn, Policy Officer, Plymouth City Council, is given as the point of contact for Plymouth and South East Cornwall for the RSS. Consequently I have also written to him with the same request.

I am very happy to continue to receive correspondence by e-mail.

Yours sincerely

John Evans  
Community Agent

## **“Gateway to Cornwall”**

Saltash and Surrounding Parishes Market and Coastal Town Initiative  
1st Floor, Citizens' Advice Bureau  
18 Belle Vue Rd  
Saltash  
PL12 6ES  
Tel: 01752 823066  
e-mail: [mcti@saltash.gov.uk](mailto:mcti@saltash.gov.uk)

7<sup>th</sup> February 2005

Nigel Twinn  
Policy Officer  
Plymouth City Council  
Floor 8  
Civic Centre  
Royal Parade  
Plymouth PL1 2EW

Dear Mr Twinn

### **South West of England Regional Spatial Strategy**

I note from the SWRA website, you are the point of contact for Plymouth and South East Cornwall for the RSS.

The Saltash Partnership and the “Gateway to Cornwall” MCTi Steering Group have asked me to contact appropriate authorities to request that we might be given the opportunity to add our views to the consultation process on this important topic.

I would be grateful if you could confirm that I have understood this correctly, and would be pleased to receive further information about the study and future consultation opportunities. I am also writing to Caradon District Council to ask that we are given an opportunity to be consulted by them and Cornwall County Council.

I would be very happy to receive any reply or further information by e-mail.

Yours sincerely

John Evans  
Community Agent



STRATEGY UNIT  
PLANNING AND REGENERATION SERVICE  
DEPARTMENT OF DEVELOPMENT  
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[e mail ldf@plymouth.gov.uk](mailto:ldf@plymouth.gov.uk)

Tel. 01752 304331/ 304243/ 304818

Fax 01752 304294

Friday, 11 March 2005

Dear Sir or Madam

***PLYMOUTH LOCAL DEVELOPMENT FRAMEWORK (LDF),  
ISSUES AND OPTIONS REPORTS.***

**You are invited to comment on Plymouth's Local  
Development Framework.**

The City Council is going to replace its Local Plan with a new type of city-wide plan, called the Local Development Framework (LDF). This is Plymouth's response to the Government's new Development Planning legislation. This first stage in the process provides an opportunity for all who wish to, to be involved in a discussion on the Key issues that face the city to make their views known. We particularly want your thoughts on the following areas:

- Identifying the issues that are important for Plymouth
- Deciding on what options produce the best outcomes for Plymouth, and those of us who live, work and visit there.
- Discussing how Plymouth should develop in the 21<sup>st</sup> Century
- Being clear about HOW and WHEN you can influence these plans

This new approach to Planning is critical for the future of Plymouth, and relies on the participation of all key stakeholders. Please comment on the first of the Local Development Framework documents, and help Plymouth realise its full potential to become one of Europe's finest, most vibrant waterfront cities.

**The consultation period for the above documents will end on the 18<sup>th</sup> April 2005, and your views are invited.**

Individual responses will not be acknowledged, but the City Council will publish a report in the summer 2005 summarising its findings and conclusions.

NIGEL PITT  
DIRECTOR OF DEVELOPMENT

For details of how to make your comments, together with contact details see the last page of each of the individual documents.

Copies of all these documents can be viewed on the Plymouth City Web site [www.plymouth.gov.uk/ldf](http://www.plymouth.gov.uk/ldf) or can be inspected at local libraries and City Council Area Offices and at the Civic Centre during normal office hours.

All representations must be in writing, but if you have any matters that you wish to discuss please contact a member of the Planning Strategy Team.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Paul Barnard', with a long horizontal line extending to the right.

*PAUL BARNARD*  
Head of Planning and Regeneration.

**This letter is also available in Braille and large print. To request a copy please telephone (01752) 307845.**