

# LISKEARD COMMUNITY STRATEGIC PLAN 2008



## Volume 3



◀ *Cover Picture*  
*Artist's impression of*  
*redevelopment of the*  
*cattle market site with*  
*new iconic building and*  
*civic space.*  
*by John Barwell*

## Table of Contents

### **Volume 1 - The Strategic Plan**

*Contains an overview of the progress  
and process of producing Liskeard's  
Community Strategic Plan*

Why Produce a Plan?  
Presenting Liskeard  
Liskeard Today  
Our Vision for Liskeard  
Your Town, Your Choice  
The Six Thematic Strategies  
The Town Centre  
Future Possibilities  
Monitoring and Delivering the Plan  
Our thanks

### **Volume 2 - Policies and Projects**

*Contains detailed information on  
proposals, partnerships and delivery  
of the Plan*

Proposed Policies  
Project List

### **Volume 3 - The Reports**

*Contains the full, edited reports  
produced by the Theme Groups  
and blank questionnaires*

The Theme Group Reports  
Town Centre Report  
Residents Questionnaire & Open Field Results  
Business Questionnaire & Open Field Results  
Young People's Project  
Final Consultation

### **Volume 4 - The Statistics (CD only)**

*This material is available on CD and  
only on request.*

Original Theme Group Reports  
Cross Tabulation Of Residents Questionnaire  
Results  
Cross Tabulation Of Business Questionnaire  
Results

*These documents collectively set out a proposal for the development of Liskeard over the next twenty-five years, and constitute a statement of community involvement that will inform the Local Development Framework. Our plan has been prepared in consultation with the public, community groups, public agencies, local business interests, education as well as representatives of the rural parishes that surround us. It covers all aspects of our community life.*

# Volume 3

## The Reports

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# Volume 2 - Contents

## Thematic Reports:

Our Community - Population and Housing  
Our Community - Health and Community Services  
Our Community - Recreation and Leisure  
Good Jobs for Locals  
Transport and Access  
Heritage, Culture and the Environment

Town Centre Holistic Study Report

Residents Questionnaire  
Top open field responses

Business Questionnaire  
Top open field responses

School project and Outcome

Final Consultation - Responses

## Maps and Diagrams

- Map 1. The Virtuous Circle  
also showing parish and 1999 development boundaries
- Map 2. Housing development locations, proposed and rejected
- Map 3. Employment Sites to be safeguarded / created
- Map 4. Possible routes for north and west ring road
- Map 5. Open green spaces to be safeguarded / created
- Map 6. World Heritage Site and Caradon Hill Area Heritage Project
- Map 7. Town Centre - Historic Settlement
- Map 8. Town centre - Conservation Area
- Map 9. Town Centre - Area covered by current Planning Policy H11
- Map 10. Current Commercial Core as defined by Policy LISK 6
- Map 11. Proposed Town Centre
- Diagram 12. An Indicative Plan for Cattle Market redevelopment





# LISKEARD COMMUNITY STRATEGIC PLAN

Volume 3

## THEMATIC REPORTS

Theme: Our Community

Section: 1a. Population & Housing

Notes:

This group was a relatively small one but its members all had a working or professional knowledge of the issues. This was felt to be important as the results of their work would have significant influence on the considerations and debate of the other groups.

## Introduction.

Currently, Liskeard has a population of around 8,750 residents. Growth in numbers has been fairly steady in recent years and it is anticipated that this increase will continue. Although it is difficult to give a truly accurate forecast of the precise rate of growth for this area, reliable projections from a variety of sources have indicated the sort of expansion that can be expected in the region as a whole. It would be unwise, however, to assume future growth will be uniform since history shows that different parts of the South West have grown at different rates. But, if the future of the town is to be planned, not only is it necessary to make some intelligent predictions of this growth pattern, but it is also essential to assess the desirability of the potential changes that lie ahead.

Growth of any settlement has both advantages and disadvantages. On the one hand, an increase in population can bring opportunity for a greater range of employment. More facilities, too, become available since a larger population renders these more economically viable. And, of course, a larger catchment population is likely to make the town more attractive to a greater range of retail outlets, and especially so to national companies and brands.

On the other hand, it could be argued that excessive growth can destroy the character and atmosphere of an historic market town, even running the danger that it becomes a dormitory for larger settlements in the area.

What is certain is that there *will* be growth - and moreover that this growth will be substantial.

In light of this awareness, it is both appropriate and timely to examine the changes that are likely to affect Liskeard and to advance arguments as to what may be considered desirable and acceptable for the town. It is also considered prudent in this assessment to plan for growth figures that are close to the maximum acceptable level and thus offer a robust argument for setting limits. Equally, should the population projections fall short of the mark, it is then easier to scale back on the development and infrastructure that would be required.

## Population and Housing.

### 1. Population.

#### 1.1 Regional Calculations.

- 1.1.1 Predictions of population change are difficult to carry out with a high degree of accuracy and will inevitably be at least partially dependent on historic figures and trends. The longer the period over which the prediction is made, the more liable any such forecast will be to changes in historic data and the less accurate the figures are likely to be.
- 1.1.2 In its Integrated Regional Strategy<sup>1</sup> it is stated that “the region is growing and we anticipate an extra half million people in the region by 2016”; based on a regional population of just over 5 million, this is a forecast rise of about 10% in 10 years.
- 1.1.3 The Draft Regional Spatial Strategy<sup>2</sup> (Draft RSS) is slightly more cautious in suggesting a growth of 750,000 (15%) to 5.85 million by 2026. It refers to a growth of over 400,000 since 1991 and a typical net annual growth rate of around 30,000 but also states that “growth has been accelerating since the early 1990s” and draws attention to the fact that “the South West had the highest regional rate of increase between censuses of all regions”.
- 1.1.4 Regional Planning Guidance Note 10<sup>3</sup> which will be superseded when the Draft RSS is adopted, also draws attention to the fact that the South West has the fastest growing population amongst UK regions and quotes “an overall population increase of 460,000 (11%) over the period 1981 - 1996”.
- 1.1.5 Whilst there is variation in these figures, there is some consistency in a growth rate of between 15% and 20% over a period of 20 years.
- 1.1.6 Over the 25 years of this plan therefore, unless there are very significant changes, it is reasonable to expect a regional population growth of between 20% and 25%.

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<sup>1</sup> An Integrated Regional Strategy (Just Connect), SWRA, November 2005.

<sup>2</sup> Draft Regional Spatial strategy for the South West, SWRA, June 2006.

<sup>3</sup> Regional Planning Guidance for the South West (RPG 10), GOSW, September 2001

## 1.2. Caradon.

- 1.2.1 Looking closer to home, the Caradon District saw significant growth above the regional rate between 1981 and 1991 but, contrary to apparent regional trends, the rate of growth diminished somewhat in the following decade. Local variations such as the supply of housing land at any particular time will inevitably skew figures but the population growth from 67,700<sup>4</sup> to 79,649<sup>5</sup> show a growth of 17.6% over the period 1981 to 2001, in line with the regional figures. Current estimates by the Office for National Statistics (ONS) indicate a continuing growth of just under 1% per annum, also in line with the regional figures and giving a population of around 83,400 in 2006.
- 1.2.2 It can be postulated, therefore, that the district will continue to grow at a similar rate to the South West Region during the period of the plan with an increase of between 15% and 20% by 2026.  
A growth of 15% would mean an additional 12,510 people by 2026  
A growth of 20% would mean an additional 16,680 people by 2026.
- 1.2.3 The Draft RSS proposes an annual requirement of 290 dwellings for the district which, with an average household size for the region of 2.3 (2003) but continuing a slow downward trend, would indicate a population growth of some 13,500 over 20 years which accords closely with the previous calculations.
- 1.2.4 Despite their location in Cornwall, Saltash and Torpoint are considered as parts of the Plymouth Principal Urban Area (PUA) for housing calculations but are a part of Caradon and thus of Cornwall where population figures are concerned. But where people live depends upon any settlement's ability to house them and thus this becomes an issue in determining the absorption of growth within the district. The Draft RSS requires a growth figure of 50 households per annum in Torpoint and Saltash or 1000 households by 2026.
- 1.2.5 With the average household size, it can thus be assumed that these two towns will absorb around 2,300 from the 20 year forecast growth for the district total, some 20%. This equates to 3,000 over 25 years.
- 1.2.6 With the geographical constraints of Torpoint and the recent large expansion of Saltash as a consequence of the building of the Latchbrook and Pillmere estates, the future growth for these two settlements proposed in the Draft RSS of around 17% is probably not unreasonable despite the fact that they currently account for around 30% of the district's population.

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<sup>4</sup> ONS Census statistics 1981.

<sup>5</sup> ONS Census statistics 2001.

1.2.7 The net upshot, however, is that over 80% of any growth , some 11,200 people by 2026, must be absorbed elsewhere in the district.

1.2.8 To the year 2031, if these figures are projected forward, there will be another 5% increase in population - a total growth of between 20% and 25%.

### 1.3 Development Distribution.

1.3.1 In proposing a functional approach to Spatial Strategy, the Draft RSS moves some distance from the stance taken in RPG 10. Whereas the emphasis in RPG 10 was very strongly in favour of maximising development in PUAs with little or no development encouraged outside these, the Draft RSS recognises that it needs to build in “more sensitivity to the diversity of the region”. In addition to the PUAs, it thus develops the context of other “Strategically Significant Cities and Towns” (SSTCs), ‘locally significant towns’ and ‘small towns and villages’ and proposes development policies for each. This is summarised at paragraph 2.5.10, which states:

1.3.2 The functional approach to Spatial Strategy means:

- The identification of settlements in the Draft RSS should avoid creating a hierarchy of cities and towns determined on population size, and should be based on selecting significant places because of their role and function. This is an important point to note, distinctly different from the approach of RPG 10.
- The majority of major development needs to be focused at the strategically significant settlements, in a way that encourages a better balance between homes and jobs.
- Elsewhere, the policy approach for individual settlements, and the level of appropriate development, should reflect evidence relating to a given settlement’s role and function, its significance locally and the sub-regional context.
- The nature of the region requires a “fine grain” approach if places are to develop as sustainable communities and, as such, a single region-wide approach to development would not be appropriate.

1.3.3 Turning then to guidance on the scale and location of development, the Draft RSS proposes Development Policies B and C to cover what it calls Market Towns (locally significant) and for which it lays down criteria, and for Small Towns and Villages to cover all the others. In small towns and villages development is not totally ruled out but “small amounts of development (particularly economic development) may be appropriate”.



- 1.3.4 The approach taken by the Draft RSS in its shift away from RPG 10 is very similar to that in the report of a Parliamentary Select Committee<sup>66</sup> which states “Government housing and planning policies must be flexible enough to allow new housing to take place in smaller settlements to support their regeneration and to enable them to support a wider range of services. We endorse the objectives of the report by the Government’s Rural Housing Commission and urge the Government to consider its recommendations seriously.”

#### 1.4 Liskeard.

- 1.4.1 The issues discussed in the preceding paragraphs are pertinent in the consideration of the next step of the argument as to where the balance of the predicted population growth should be accommodated. Setting aside Saltash and Torpoint, calculations show that the rest of Caradon should absorb a growth of around 11,200 people in 4,800 households by 2026 but that some of this is already planned.
- 1.4.2 It is believed that, again discounting Saltash and Torpoint, the only settlement that falls into Draft RSS Development Policy B is Liskeard. Whilst development in Callington, Looe and the villages of the district is no longer precluded by the Draft RSS, any such development in these communities is likely to be restricted. It would therefore seem that a significant part of any future growth of the district will inevitably come to Liskeard.
- 1.4.3 If Liskeard were expected to absorb half of the proposed increase, this would amount to some 5,600 additional people on a current population of around 9,000, an increase of over 60% and would bring the town to approaching 15,000 inhabitants. This, it is considered would probably be the absolute maximum that could be absorbed without having a severely detrimental effect on the character of the town. Indeed, there is a body of opinion that believes that even this would be too much. However, over 20 years this amounts to an average of under 300 people per annum and it is believed that this might just be accommodated provided that it was spread evenly across the time frame.

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<sup>66</sup> Select Committee on Office of the Deputy Prime Minister: Housing, Planning, Local Government and the Regions, Third Report, Affordability and the Supply of Housing, paragraph 119, 20 June 2006.

- 1.4.4 The 1<sup>st</sup> Alteration to the Caradon Local Plan<sup>7</sup> proposes allocations for 475 new dwellings in Liskeard and assumes a further 312 windfall households<sup>8</sup> in the period 2006 to 2016. This would absorb 1800 of the requirement which would leave a balance of around 3,800 people to be accommodated in new developments and further windfall sites. If windfalls proposed under the alteration are discounted, this balance rises to 4500 people.
- 1.4.5. Over the 25 years of the plan, assuming a continued growth at the same rate, this would mean the population increasing by a further 1400 people to a total of about 16,000, or nearly double its current size.
- 1.4.6 A more reasonable and sustainable rate of expansion might be for the town to take only, say, one third of the non-PUA district figures. This would amount to a population increase of approaching 4,000 people by 2026 and 5,000 by 2031 giving a population of 14,000 by the latter date.
- 1.4.7 Whilst eventual allocations will be made by the Local Planning Authority, it is considered that a ceiling should be set to the planned population over the period of the plan in order that the character of the town is protected and its infrastructure does not become overwhelmed.
- 1.5 Surrounding Parishes.
- 1.5.1 While development in towns and villages defined in the Draft RSS as being in Development Policy C will be limited, if Liskeard cannot accommodate the entire requirement of the Draft RSS, then some development of these settlements is inevitable.
- 1.5.2 Although the Liskeard Town Plan is not the right place to discuss or prescribe the detail of such development, nevertheless any relatively substantial development that does take place in the surrounding settlements, for which Liskeard is the natural “hub”, will inevitably impact on the infrastructure of the town itself.
- 1.5.3 To this end, the town must be aware that after the towns of Looe and Callington have been considered, four of the seven most highly populated parishes in the district fall into this category. These are St Cleer (approx pop 3250), Dobwalls (2500), St Ive (Pensilva)(2000) and Menheniot (1750). Whilst some of these villages may have adopted policies to resist further development within their parish plans, it is likely that they will come under pressure to expand in view of the magnitude of the Draft RSS proposals.

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<sup>7</sup> 1<sup>st</sup> Alteration to the Caradon Local Plan (Adopted 1999), Re-deposit version, May 2005

<sup>8</sup> Housing Windfall Study, Entec Consultants, November 2004.

## 2. Housing.

Note: To accord with the Draft RSS, calculations in this section are done for the 20 years to 2026 and projected ahead to 2031 in the final paragraph.

### Quantity.

Working from a population increase of 5,000 over 20 years, there will be a need for around 2,100 additional households over the period. However, there are currently around 200 committed and remaining allocations. The 1<sup>st</sup> Alteration to the extant Local Plan proposes an additional allocation of 475 and predicts some 312 windfalls in the town. This accounts for about 1,000 of the requirement. There is thus a need to allocate a further 1,100 houses (but see windfall provision below).

### Windfall provision.

A detailed study into potential windfall sites within the district was commissioned by Caradon District Council in 2004. This sought to produce a robust prediction for the five towns by identifying all potential windfall sites within their boundaries and including a market analysis of those likely to become available. With recent developments being of a higher density than many older ones, the potential for additional windfall opportunity in the town over and above that already identified is considered sufficiently small that it will not affect the new land provision required.

As previously stated, however, current planning allows for a windfall provision of 312 dwellings over the next decade. Paragraph 14 of the Draft PPS 3 introduces a potential change to this; it states that “where it is not possible to allocate sufficient land, local planning authorities should make an allowance for Brownfield windfalls only where the particular circumstances justify it and where sustainability appraisal indicates that allocating sufficient land would have unacceptable impacts”. This sentence could be interpreted as instruction to the local planning authority not to plan for windfalls and would accord with the proposals of the Barker Review of Housing Supply. If this is the case, then a further number of dwellings will need to be planned in. It is presumed that windfalls already achieved could be deducted but this would still require provision for approximately a further 300 properties. In view of the uncertainty of this policy, this figure is not included in the current plan but provision is made below to add this quantity on if required.

### A mixed and balanced community.

PPG 3, the draft PPS 3 and particularly RPG10 and the draft RSS place significant emphasis on creating mixed and balanced communities and the need for a balanced range of housing provision to support the economic needs of a settlement.

Recent provision of housing in Liskeard has been significantly biased towards the lower end of the market to the point where the community is becoming unbalanced with the attendant risk of engendering a downward economic spiral; indeed local growth has lagged significantly behind that of the rest of the district and county in the last decade which may, at least partially, be due to the skewed nature of the housing stock. The imbalance is well illustrated in the table below and it should be noted that the percentage figures have changed little in the last five years which is indicative that current developments remain unbalanced and thus, in absolute numbers, tend to make any required compensation more extreme.

The need for affordable housing is recognised and the target set by the district council of 40% of new build being affordable is endorsed. This however means that, for the period of this plan, the remaining 60% would all need to be at the upper end of the market if the current imbalance is to be rectified. Indeed, if 60% of the proposed 1100 houses were all to be above the Band D Council tax median, then the profile in Liskeard would be 75.6% below the median and 24.4% above, a figure similar to that for both district and county.

Housing stock by Council Tax Band - April 2006												
Tax Band	National		Cornwall & IoS			Caradon			Liskeard			
	Below Band D Median	Above Band D Median	Number	Below Band D Median	Above Band D Median	Number	Below Band D Median	Above Band D Median	Number	Below Band D Median	Above Band D Median	
A			54866	22.87%		7115	18.57%		923	22.31%		
B			60597	25.26%		10836	28.28%		1526	36.89%		
C			50881	21.21%		8252	21.54%		808	19.53%		
D/2	50.00%		19427	8.10%		3102	8.10%		264	6.38%		
D/2		50.0 %	19362		8.0 %	3101		8.09%	264		6.38%	
E			22400		9.3 %	4103		10.7 %	259		6.26%	
F			8267		3.4 %	1271		3.32%	74		1.79%	
G			3823		1.5 %	501		1.31%	18		0.44%	
H			282		0.1 %	31		0.08%	1		0.02%	
			239905	77.44%	22.56 %	38312	76.49%	23.5 %	4137	85.11%	14.89%	

*Figures supplied by the seven district councils of Cornwall and the Isles of Scilly of properties registered for the payment of Council Tax. Note, this does not include second homes registered for NNDR*

## Density.

Draft PPS 3 gives proposed density ranges for different types of community. For a town such as Liskeard it proposes a minimum density of 30 dwellings per hectare. In order to redress the balance of local housing stock, it will be necessary to build at an average close to the lower end of the recommended density range; indeed, there may be some areas where the density will need to be even lower. Also, as there is no available brown-field land, provision will need to be made for “Greening the Residential Environment” as proposed in the draft PPS 3 and in PPS 9. This will also create pressure for lower density developments.

## Location

National and regional guidance seeks to create coherent and cohesive communities that are, as far as possible, sustainable in their own right. It seeks to deter the use of private transport and to minimise the need for commuting from settlements outside the Principal Urban Areas and their defined TTWAs.

In adopting this guidance and seeking to create such a settlement that meets the criteria whilst providing a local service centre for the surrounding smaller communities, a simple starting point has been adopted. A circle has been drawn on the map with a radius of 1450m, centred on The Parade, and within which all currently proposed residential development is situated; indeed, all development with the exception of a part of the Moorswater Industrial Estate, a small portion of the proposed industrial land put forward in ALT 9 and the playing fields in ALT 15 fall within this circle. Areas currently undeveloped that fall within this “virtuous” circle were then examined with a view to their suitability for development including such issues as access to the town centre. Parish boundaries, the current development limit and the virtuous circle are shown on Map 1.

It became apparent that there is an area in the south-east quadrant that lies within this circle but is outside the parish of Liskeard; whilst this is not an obstacle in itself, it was noted that the parish of Menheniot has adopted a policy of “no further development” in its parish plan which has been endorsed by the district council. Residential development in an adjoining parish has, however, other disadvantages; the precept raised by the Town Council to pay for the facilities and infrastructure maintained by this body for the benefit of its residents can only be levied within the parish. Thus any parts of the “town” that fall outside the parish boundary will reap the benefits whilst not contributing to the cost. This has been noted particularly in Bridport, one of the pilots for the Market and Coastal Towns Initiative, where it is understood to have caused significant problems.

Possible sites for residential development were proposed in the First Alteration Issues Report in 2000. The arguments advanced in the discussion of that report have not significantly changed and thus it is considered that the reasons for rejecting some sites put forward at that time remain equally valid today.

Island Shop / Bolitho is the area referred to above which is outside the parish of Liskeard but inside the virtuous circle. In addition, the area is divorced from the town centre and town facilities with access realistically only by way of the Island Shop trunk road interchange. The site is not within or well integrated with the built up area of the town and the access to the town would almost certainly result in a development that was orientated towards car use and to commuting to Plymouth which is directly contrary to national and regional guidance. This site is within the parish of Menheniot

Tencreek Farm is also in the parish of Menheniot but it lies outside the virtuous circle. It, too, remains divorced from the town centre and its facilities, again with access only via the trunk road interchange. While further limited retail development has occurred in this area, this is not seen to affect the argument previously advanced. The site is neither within nor well integrated with the built-up area of the town, is almost entirely outside the virtuous circle and would further extend the major axis of the current settlement, creating ribbon development along the A38. Its close proximity to this trunk road would almost certainly result in a development that was orientated towards car use and to commuting to Plymouth, which is directly contrary to national and regional guidance.

The area between Callington Road and St Cleer Road was previously seen as one that met the necessary criteria for development and it appeared in the 1<sup>st</sup> alteration proposals as ALT 11. This proposal has been reduced from 600 to 475 between first deposit and redeposit due to a reduction in requirement as specified in the County Structure Plan. The land removed from this site could be reinstated. At the same time, the site for sports fields proposed under ALT 15 was adjusted such that there are just over 3 Ha of land between these two sites which might be utilised to provide further units.

Also between first deposit and redeposit of the 1<sup>st</sup> Alteration the site at Lamellion Cross, south of the railway station, (ALT 10) was deleted due to lack of need. This could be reinstated to provide some 400 houses or possibly slightly enlarged to increase this to around 550. This site is adjacent to a current bus route and is close to the railway station; it thus meets the government requirement to promote development that is linked to public transport nodes. However, current road access is poor and will need to be improved by means of direct access to the A 38 at Moorswater. Such a link would also connect the housing with a major employment site which might be developed to provide increased employment in reasonable proximity. The infrastructure improvements necessary to avoid exacerbating the already choked traffic conditions on Station Road will mean that a relatively large site will be required if the development is to be viable. 550 properties are thus proposed. Although the site has the potential to take slightly more than this, it is considered desirable to constrain its western boundary in order that it does not intrude into the Looe river valley.

In similar manner ALT 13 (45 units) could be reinstated; however, ALT 12 is considered unsuitable without access improvements and ALT 14 is unavailable.

Reinstating and enlarging these sites would thus account for, say, 720 of the required provision. There is still a need to find 365.

Land to the west of Coldstyle Road was considered in the issues report and was said to be able to take 540 dwellings although the development was not favoured as it was seen to encroach upon the end of the “attractive valley that leads .... to Moorswater”. As this is well outside the boundary of the AGLV, the precise reasons that it was excluded are not understood. With the need for more housing, however, it must be re-examined; it is the closest site to the centre of town with sports and education facilities also within walking distance. The prior completion of the site between Callington Road and St Cleer Road would provide improved vehicle access from Charter Way and thus it would be less dependent on the congested area around Barras Cross than is currently the case. The total site bounded by Coldstyle Road, Venslooe Hill and Culvermoor Road would, in fact, take considerably more the 540 dwellings previously proposed but considerable benefit is seen in retaining a “green finger” on the western flank of the site and thus it is not proposed to utilise the entire site. However, the site could be developed in phases with an initial allocation of around 400 in two phases and a potential third phase to incorporate some of the additional dwellings necessary if windfalls are deleted.

All of the areas discussed above are shown on Map 2.

	Location	Units	Possible Release date
0	Extant consents at adoption	225 (say)	
1	Between Callington Road and St Cleer Road (1 <sup>st</sup> Alteration allocation)(1 & 2)	475 (ALT 11)	2006/8
2	South of the Railway (1)	275	2010
3	South of the Railway !2)	275	2013
4	Between Callington Road and St Cleer Road (3)	125	2016
5	West of Coldstyle Road (1)	200	2017
6	West of Coldstyle Road (2)	200	2019
7	Western Avenue	45	2021
	16 year Total	1820 (=114 p.a.)	
8	West of Coldstyle Road (3)	200	2022
9	North Western area (to be determined)	150	2024 - 2026
		2170 (x 2.3 = 4990 people)	

### Projection to 2031.

Assuming the population continues to grow at the same rate and that household size continues to fall, there will be a need for approximately another 550 dwellings in the five years from 2026 to 2031. Some of this might be accommodated on the remaining parts of the Coldstyle/Venslooe wedge, although it is seen as important that provision is made within the master plan to keep a green finger here. The remaining sites within the virtuous circle are in the Old Park/Lady Park area or at Island Shop/Bolitho.

As previously discussed, the Island Shop/Bolitho area is badly situated for access and integration with the town and it is also outside the parish boundary. Significantly this means that, when built up, Council rates would go to a neighbouring parish despite Liskeard providing the services and infrastructure to support the needs of its residents!

It is likely, therefore, that the Old Park / Lady park area will have to be examined more seriously as a potential development site. Access is currently a problem but improvements to the existing road infrastructure, or a new road connecting Venslooe Hill to Old Road closer to the town, would help to open the area up as well as effectively completing the ring road around the town.

There will, no doubt, be pressure to reconsider the Tencreek area but the arguments previously advanced would still seem to mitigate against the development of this unsustainable location.



### 3. Spatial, Planning, Design and Sustainability Issues.

Current guidance and the increasing emphasis on creating sustainable communities points in the direction of compact settlements. These have the advantage of reducing the need or wish to use motor vehicles to access both work and services. As stated above, it is believed that the proposed development of Liskeard, whilst large, can be constrained within a circle of 3km diameter and to achieve this is seen as a significant factor in improving the sustainability of the town. This “virtuous circle” is thus seen as a cornerstone of planning the future of the town.

With little brown field land available and no opportunity for significant infill, the majority of the new residential areas will have to be built on green field sites and will be of a significant size. A “master plan” approach to these developments is therefore seen as essential in order to ensure that issues such as permeability, community safety and the provision of local infrastructure is addressed; it is also important the planning process does not allow sub-division of the sites in order to ensure that these issues are addressed holistically and that policies are not applied piecemeal. Where it is planned that sites will be released for development in phases, it is particularly important that the master plan takes account of the whole development and not merely the current phase.

The Draft RSS forecasts a significant rise in the percentage of the community who will be of pensionable age. The planning process will need to address this in considering the types of housing proposed and the services needed. For example, whilst the idea of gated retirement villages should never be supported, there may be a need for “extra-care” developments or for clusters of housing designed for the elderly and less mobile with level access to public transport and local facilities. Bungalows have been out of favour for some time, largely because of increased development cost and land usage but they are an option that should not be discounted without full investigation.

If the predictions are correct and the development of the town and its surrounding villages is on the scale envisaged, there will be a requirement for significant investment in the infrastructure of Liskeard in order to service the additional population. Investment on this scale will require fairly major intervention and it is seen as imperative that robust policies are in place to maximise the Community Benefit achieved from all development in the town and its catchment. An Audit Commission report<sup>9</sup> demonstrates that many Local Planning Authorities do not have adequate policies to achieve this and gives guidance and exemplars from which such policies can be developed and improved. Proposals for this are outlined below.

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<sup>9</sup> Securing Community Benefits through the planning process, Audit Commission, August 2006.

With regard to the design of estates and individual properties, there is a considerable amount of guidance and regulation emerging from government:

- a. The Manual for Streets, which will replace Design Bulletin 32, indicates a change in philosophy on estate layout to improve community safety, permeability and access as well as new thinking on issues such as parking and communal areas. With the overhaul of the planning system it would appear that much of the detail previously contained in Planning Policy Guidance but not included in the new Planning Policy Statements, has been transferred to this document; at the same time, there appears to have been a recognition that some of the previous guidance was open to misinterpretation and some did not reflect good current practice. Whilst Local Planning Authorities will be determining their own detailed policies, it may be anticipated that the proposals espoused in this document will be included in local policies and should thus form a part of the master planning considerations.
- b. The proposals for introducing a Code for Sustainable Houses, visualises a code which contains six essential elements:
  - energy efficiency,
  - water efficiency,
  - surface water management,
  - site waste management,
  - household waste management
  - use of materials.

At the same time, changes to the Building Regulations (particularly parts E and L and the introduction of a requirement for air leakage testing) give notice of government's intentions to pursue the issue of sustainability and to progressively raise standards. Whilst at first sight, these issues would appear to raise the cost (and thus reduce the affordability) of housing, it is considered that the emergence of new systems and practices, coupled with the use of modern materials can reduce this effect and ensure that these higher standards become a positive aspect of new housing in Liskeard.

Over the life of a building only 10% of its environmental impacts are embodied in building materials; 90% are caused by the lifestyle of the occupants.

Good building practice using modern methods of construction to high specifications, even in materials that have a high carbon footprint, may add a little to the cost and to the environmental impact by way of a higher construction/material carbon footprint but this will be far outweighed, both in environmental and financial terms, by the through-life savings that can be achieved.

In terms of energy efficiency, dwellings should be designed to exceed the current air leakage test limits such that they achieve a leakage of less than 5 cubic metres per hour per square metre. Target Emission Rates (TER) and Dwelling Emission Rates (DER) should be such that the Standard Assessment Procedure (SAP) rating is as high as achievable, exceeding the approved figure for the type of building in order to minimise the carbon footprint. To assist the achievement of a high SAP rating, the use of Ground Source energy should become the norm and other sustainable energy sources should be used where, as and when they are viable.

The dwindling resource of water should be conserved by the provision of grey water purification and recycling and, for example, the use of low or reduced flow taps, showers and cisterns.

Surface water management should be achieved by harvesting and utilising run-off and by the required provision of sustainable drainage.

Site waste management aims to reduce the significant waste generated by the construction industry whilst household waste management will involve the provision of facilities to encourage and promote recycling etc; this will require, for example, the provision of storage areas for recyclable waste.

In addition to the essential elements of the code, developers will also be required to address the internal adaptability of new dwellings in order to provide for “lifetime homes” and such things as the promotion of healthy living through higher daylighting standards.

Past practice in developing residential estates has often resulted in uniform mediocrity of design with many houses showing little if any variation compared with those around them. New developments should demonstrate a variety of styles and individual designs in a mix of sizes and materials whilst maintaining an overall atmosphere in keeping with the local vernacular. This will require innovative thinking and design, the selection and employment of differing modern techniques and the use of a variety of materials that are appropriate to the setting of a Cornish market town. Uniform rows of mass-produced buildings are undesirable and unlikely to be acceptable.

### Community Benefit.

The Audit Commission report referred to above espouses strong policies to maximise the Community Benefit obtained from development. It indicates that, for residential properties, a contribution of up to 10% of the market value / increase in value of a property may be appropriate although the actual figure will depend on the local development context and other variables. For non-residential developments, the contribution will generally be less and will be determined by the effect of the development on the local community.

A robust policy and comprehensive guide has also been found to be welcomed by developers as this means that there is visibility and transparency of the likely contribution requirement from the outset of their plans.

Examples of the type of expectation are:

*Note: In the first column of each table, the term 'development' is taken (unless otherwise stated) to include redevelopment, mixed use schemes, changes of use, and applications to extend the duration of a planning consent.*

Table 1: Affordable Housing

Development Type	Proposal	Sought
<p>All applications for housing development including:</p> <ul style="list-style-type: none"> <li>• Special needs and sheltered housing schemes</li> <li>• Windfall sites not identified in the Local Plan.</li> </ul> <p><i>Exceptions:</i> Student accommodation</p>	<p>All Areas: Sites of 0.5 hectare or schemes proposing 15 or more dwellings (net additional).</p> <p>Other smaller proposals for piecemeal development, which clearly form part of a larger site.</p>	<p>As a starting-point, 40% of the total dwellings to be provided.</p>

Table 2: Transport (Highways and Public Transport)

Development Type	Proposal	Sought
<p>All applications for Housing, Business, Retail, Leisure, Health and Education development.</p>	<p>Development that will involve a net increase in the number of dwellings or floorspace on the development site, or wherever an increase in vehicular or pedestrian or cyclist movement arising from the development is probable.</p>	<p>A contribution per additional dwelling or increase in floorspace towards meeting the cost of projects identified by the Council. Work must be to standards acceptable to the Council and be carried out as part of an agreement under s.278 of the Highways Act 1980.</p>

Table 3: Transport (Workplace Travel Plans)

Development Type	Proposal	Sought
All applications for Business, Retail, Leisure, Health and Education development.	<p>A Travel Plan will always be required where:</p> <ul style="list-style-type: none"> <li>• There is a new commercial building</li> <li>• There is an increase in the number of vehicle trips generated to and from the site</li> <li>• The existing owner/developer or occupier seeks to increase or decrease car parking (a decrease may impact on on-street and public car park supply)</li> <li>• The existing owner/developer or occupier seeks expansion of business operation/change of use with the likelihood of increased vehicle trips to and from the site or locality</li> <li>• The locality/community will benefit from traffic reduction and an increase in sustainable transport measures</li> <li>• Development results in a particular local problem that can be overcome by a Travel Plan</li> <li>• The development proposed, cumulatively with others in a locality, would be a major travel generator</li> <li>• A commercial building is replaced with another, regardless of whether there is a change in size or use.</li> </ul> <p>A Travel Plan will not be required where there is already one in existence for the site that addresses all issues arising from the development proposals.</p> <ul style="list-style-type: none"> <li>• New &amp; expanded schools</li> <li>• The Council's policy for the provision of School Travel Plans is set out in (the School Travel Plan Strategy).</li> </ul>	<p>Prior to first occupation, design and infrastructure measures to be implemented.</p> <p>Within three months of the development being occupied, a Travel Plan that will:</p> <ul style="list-style-type: none"> <li>• Reduce single occupancy car usage for business travel</li> <li>• Encourage more environmentally friendly forms of travel</li> <li>• Deliver sustainable transport</li> <li>• Reduce the need to travel.</li> </ul> <p>(para. 88 PPG13 )</p> <p>A School Travel Plan (para. 89, PPG13)</p>

Table 4: Education Provision

Development Type	Proposal	Sought
<p>All applications for housing development</p> <p>Exceptions:</p> <ul style="list-style-type: none"> <li>• 1-bedroom dwellings</li> <li>• Dwellings for the elderly or Sheltered housing schemes.</li> <li>• Student accommodation</li> </ul>	<p>Development that will involve a net increase of 1 or more dwellings.</p>	<p>Contributions towards the cost of providing new accommodation and/or remodelling/ improving existing accommodation at educational facilities where additional pressure is likely to arise as a result of the development.</p> <p>In most instances this contribution will be calculated on a per dwelling basis.</p> <p>It may be appropriate in some cases for a developer to provide suitable land for a new school or for the significant expansion of an existing one and to construct it, to meet the demand from the proposed development.</p>

Table 5: Community Facilities

Development Type	Proposal	Sought
<p>All applications for housing development.</p>	<p>Development that will involve a net increase of 1 or more dwellings.</p>	<p>A contribution per additional dwelling towards the cost of:</p> <ol style="list-style-type: none"> <li>1. providing new community facilities in the area, or</li> <li>2. enhancing or extending existing community facilities in the area.</li> </ol>

Table 6: Leisure Provision - Public Open Space

Development Type	Proposal	Sought
All applications for housing development.	<p>Dwellings on site of 0.4 ha or greater.</p> <p>Net increase of 1 or more dwellings on site of less than 0.4 ha.</p>	<p>Open space in accordance with the Council's Local Plan Policy of 4.3 ha./1000 population.</p> <p>At least a minimum amount of on-site provision is required on-site (as per Local Plan policies).</p> <p>Any shortfall of provision requires contribution, as considered appropriate by the Council, towards the cost of:</p> <ol style="list-style-type: none"> <li>1. providing new facilities in the area, or</li> <li>2. enhancing or extending existing facilities in the area.</li> </ol>
All applications for business developments, retail, leisure, health and education development	Development that will involve a net increase in floor space on the development site	A contribution per increase in floor space towards meeting the cost of projects identified by the council

Table 7: Leisure Provision - Indoor Sports Facilities

Development Type	Proposal	Sought
All applications for Business, retail, health and education development.	Development that will involve a net increase in floorspace on the development site.	A contribution per increase in floorspace towards meeting the cost of projects identified by the Council.
All applications for residential development	All applications involving a net increase in bedrooms on the development site.	A contribution per increase in residents towards meeting the cost of projects identified by the Council.



Table 8: Town Centre Management, Regeneration and Improvement

Development Type	Proposal	Sought
All applications	Development within the Parish of Liskeard. Exceptionally, contributions may be required from development in neighbouring parishes where such development directly affects the level of service and infrastructure provision required in Liskeard.	A contribution will be sought based upon average build prices for South West England (adjusted for local area and index linked). The contribution shall be calculated in relation to the mean cost £/m2 of gross internal floor area for the type and use of the new or extended floor space.

Table 9: Economic Development

Development Type	Proposal	Sought
All applications for Business, Retail, Leisure, Health and Hotel Development.  Exceptions: • Development resulting in a net increase of less than 20m <sup>2</sup>	Development within the Parish of Liskeard. Exceptionally contributions may be required from development in neighbouring parishes that have a direct impact upon the local economy and employment sources.	A contribution per increase in floorspace towards meeting the cost of projects identified by the Council.

Table 10: Town and Parish Projects

Development Type	Proposal	Sought
All applications for Housing, Business, Retail, Leisure, Health and Education development.	Within the context of development proposals, whenever a contribution is required to bring forward the need to implement a Parish Project, and this cannot be appropriately secured through planning conditions, a planning obligation will be sought.	A contribution per additional dwelling or increase in floorspace towards meeting the cost of measures identified by the Council. This may include commuted sums for maintenance over a specified period, to be agreed with the developer.

Other areas in which contributions may be sought include:

- Recycling
- Community safety
- Crime and Disorder prevention
- Archaeology and conservation
- Environmental improvements.



# LISKEARD

## COMMUNITY STRATEGIC PLAN

### Volume 3

## THEMATIC REPORTS

Theme:	Our Community
Section:	1b. Community Services

## Notes

This theme was probably the most difficult of any to address. It is well known that all the services that fall into this area suffer from severe resource constraints but seem to be faced with unlimited demand. Services are thus quite normally based upon reactive provision rather than their long term future being predicted. At the same time, rapidly moving science and changing approaches to service delivery make it almost impossible to address this area in a quantitative manner.

The theme was addressed by a small group of volunteers with experience in the broad field and separately by individuals with professional knowledge in specific areas.

The editing and review process was particularly difficult and, in some respects, the results are not ideal.

## Introduction

To explain why the following reports have considered more than the disease model of health, one must take on board two definitions. The first is the conventional definition written by the World Health Organisation in 1958, the second was written by Ferguson, as a post-graduate attempt to more clearly define what is actually meant by 'health'.

*'Health is a state of complete physical, mental and social well-being and not merely an absence of disease or infirmity.'* W.H.O., 1958<sup>10</sup>

*"Health is a state of being in which a person is free from starvation and whose anatomical, physiological and mental processes are accepted as a norm by the society in which they live.* Ferguson. 2005

From Ancient Greek times, health has not been seen as simply concerned with healing, but also with the prevention of disease and illness. Indeed there is evidence to show that even Hippocrates was as much concerned with public health advice as he was with diagnostics and treatments. Perhaps the best perception of the way in which to consider what promotes good health is via the concept of eudaimonia (physical and mental well-being). Within a 21<sup>st</sup> century community, the physical, mental and social well-being of the individual is ensured with the aid of a range of professional services of which the "Health Service" is but one. By taking this as a core concept, then, it is obvious that all the Community Services are involved in promoting health and that an increased population in the town and its hinterland will require them all to review their capacity and capability.

In the same vein, in their individual work on developing this plan for the future of the community of Liskeard, each of the different theme groups have also, in one way or another, touched upon health issues relating to the present and future population of the town.

While this study accepts that other groups are best able to concentrate on their own specialities, the Health and Community Services group would endorse the need for good architecture and well-designed housing estates with improved facilities for different needs, age groups, transport etc.

Any serious investigator into Health Care also becomes aware of the importance of spirituality as a contributing factor to wellbeing. (Here it is important to separate spirituality from religion as the two are not necessarily the same thing. A person can be intensely spiritual without being religious in the recognised sense of the word. However, a religious person can also be spiritual.)

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<sup>10</sup> Constitution of the World Health Organization (preamble). *The First Ten Years of the World Health Organization*. (Geneva: W.H.O., 1958). In *Concepts of Health and Disease*. pp. 83-4 Eds Caplan. A.I., Engelhardt Jnr. H., McCartney. J.J. 1981. Addison-Wesley. Reading Massachusetts.

## Report 1 - The Scientific Perspective

### 1.1. Introduction

An increase in population from 8,500 to 15,000 by the year 2025 does not necessarily call for a doubling in the number of health services provided. What needs to be balanced against any possible changes in demography are the future discoveries and rapid advances that can be expected in a range of sciences over the coming years.

### 1.2 A Healthier Population

In 1974, geriatric wards existed for the elderly from the age of 65 years - people in their sixties at that time being classed as *old*. Today, a person in his or her late sixties is considered still relatively young while serious and complex surgical procedures for people in their seventies is not unusual. Today, people in general remain healthier into a later age than did their parents and grandparents, and there is no reason why the current generation of school children should not expect to live even longer and healthier lives than their parents. Activity level at an older age will probably increase. Therefore, while we can expect to see an older population in the year 2025, we may not need to provide a comparably larger number of services to match.

### 1.3 Advances in Medical Science

In the past twenty-five years there have been many advances in medical science. An example might be that of inguinal hernia repair. This used to require admission to hospital with a stay of up to five days. Now a person will be admitted and have this procedure carried out as a day case, possibly at a Community Hospital or even GP surgery. Even heart disease now requires a shorter stay in hospital. In some cases, Paramedic- or GP-administered thrombolysis will resolve a heart attack caused by a blood clot. When it does not, primary angioplasty and stenting will generally solve the problem. Currently, angiography takes place both as an in-patient and as a day-case procedure, while follow-up care is increasingly carried out in the community. Much the same is happening in other fields of medical science, with the General Practitioner starting to play a part, the importance of which has not been seen since the time of Hippocrates. Acute General Hospitals, then, will play a much lesser role than they do today, receiving and treating the most acute, urgent and staff-consuming cases.

Information Technology is now fast becoming an integral part in health provision, linking between Acute General Hospitals, Community Hospitals, General Practitioners and Paramedics. Specialist Consultants can, and will, continue to be able to give advice on the condition of patients without moving from their offices in the District General Hospitals.

Complimentary therapies are also likely to be taken into routine health care. Acupuncture is already an acceptable treatment in the surgery, while greater notice is being given to hypnotherapy and aromatherapy.

Also of importance is preventive medicine. This is not new; indeed, any research into the history of health care shows that prevention is as old as the curative arts themselves. It is unlikely that preventive medicine will play a lesser role in the future and new advances should considerably help in reducing the number of health care interventions that are carried out.

#### 1.4 Conclusion

Although it is anticipated that the age of the population will continue to rise at a greater rate than the size of the population, this does not necessarily mean that the amount of health care provision will need to increase by the same proportion. It is highly probable that there will be a healthier older population than there is now. Significant advances in medical science might mean that procedures currently carried out in District General Hospitals will become routine either in General Practitioners' Surgeries or in Community Hospitals. For these reasons, it is estimated that community health care provision will need to double in size, but this provision will need to deal with cases which are not currently dealt with at present in this way. Community Hospitals may then become hubs for GP Surgeries, linking them to laboratories and District General Hospitals via up-to-date Information Technology.

## Report 2 - The Holistic Perspective

*Liskeard has choices to make in adapting to the unknown and unknowable future, and could be at the forefront of the necessary changes. It is said that there are three kinds of people, and similarly there may be three kinds of town. There are people who make things happen. There are people who watch things happen. And there are people who say 'what happened?' Hopefully, Liskeard will not be shaking its collective head in 25 years' time, and wondering how it failed to plan for the changes in society that occurred.*

### 2.1 Two Perspectives

2.1.1. The provision of specific health and social care services e.g. dentistry, orthopaedics, general practice etc. as mentioned in the scientific model above.

2.1.2. A broader public health approach that is essentially preventive. This emphasizes the wider influences that have an effect on health and wellbeing. This concept can be defined as "Healthy Communities, Healthy People."

## Connections with Other Groups

This wider approach to health and wellbeing interconnects with the findings of other working groups. The connections which appear closest are:

- 2.2.1. Transport.
- 2.2.2. The local economy: crucially, (wealth creation?), food production and consumption.
- 2.2.3. Housing and Architecture - including the planning and design of new housing as Liskeard expands to meet its housing targets.
- 2.2.4. Population growth and change. Looking forward twenty or so years means that the issue is not just about how many people will live in the Liskeard of the future, important though that may be. But what is as equally important is the mix and makeup of that population structure in terms of age balance, incoming skills, resources and expertise. There may be aspects of itself that Liskeard should proactively develop and promote in order to attract the 'right' people, however that may be defined, to the area.

## 2.2 Important Themes

The following issues have an impact on health outcomes for the population, the details of which are picked up later in this report:

- 2.2.1 It is an accepted fact that poverty and (a lack of) education have a huge impact on health outcomes. *Poverty* is not just about a lack of financial resources, but also includes lack of opportunity, poor access and take-up of essential services, and social exclusion. Poor health outcomes have been shown to correlate with a combination of financial poverty and a lack of education. Services are often least well provided in an accessible way to those populations who need them most. Whereas, if people are educated but financially poor, they have the ability to access health information via free resources such as public libraries. Ability to read and comprehend among the better educated is not the problem. The problem lies with those who are illiterate or less well-educated.
- 2.2.2 Community cohesion and supportiveness. The supportiveness of families and local community (neighbours), and the strength of people's social networks have all been shown to improve the way that individuals cope with illness and disability, as well as with family and individual problems.
- 2.2.3 Young people and their needs also require specific attention. The local survey indicates that as with the majority of rural villages and towns, many young people plan to leave Liskeard and never return. There is little point in attempting to stop them leaving, indeed it is probably an important part of a young person's education. However, provision needs to be made to attract other young people to the town and local young people back when they have finished their travelling/education. With one of the biggest gaps in the UK between wage levels and house prices, the provision of affordable housing is vital to the town's economic future.



2.2.4 Social inclusion and exclusion does not just apply to the youth, it also applies to gender, race and other ???s and needs to be considered in all of the proposals. This includes access to services, including maternity services, childcare provision and employment. The ability of the Liskeard community to welcome incoming minority ethnic groups needs to be considered. Many community development programmes around the world have also rightly identified the involvement of women as being the key success factor.

### 3 Community cohesion and supportiveness

- 3.1 In times of rapid social change, including the rapid population expansion that Liskeard may be faced with, it cannot be guaranteed that strong and cohesive communities will develop of their own accord. There is likely to be a need to use community development methods and resources to achieve this. Community development methods can be applied to develop community strengths and resources by encouraging and supporting participation and cooperation, and to impact on identified issues such as crime, health, and facilities for young and old. The participation of women is crucial and often meets opposition. The town plan should consider identifying and obtaining the necessary financial resources to support a coherent community development strategy for the town. The need to do this should not be seen as negative or a sign of failure and deterioration in the life of the town - but be seen as a positive way of responding to the needs of a growing town and the problems that will arise.
- 3.2 Community development resources should be very locally based (i.e. within individual estates and neighbourhoods in Liskeard) and should consist of physical resources (meeting and activity spaces), and appropriately skilled staff.
- 3.3 Community development stresses individual and collective empowerment, and inclusiveness of all sections of the community. These values are especially appropriate in times of change and uncertainty.

## 4 PREVENTING ILL-HEALTH AND PROMOTING GOOD HEALTH

### 4.1 Good Food

There is a general agreement with the findings of the Recreation and Leisure group for a need for the provision of allotments, and additionally for other small food-growing facilities. The rationale being not just that fresher food is better for us, but also resulting in the reduction in food miles - distribution which will probably increase as fossil fuel becomes scarcer. This may lead to an increased demand for allotments so that people can grow their own food. This should be encouraged since it is not only healthier but also more economic for those on low incomes. The group therefore recommend that allotment provision should be made as new housing estates are planned and built.

- 4.1.1 Healthy eating should continue to be encouraged and taught in schools.

4.1.2 Food for schools and hospitals should be locally sourced and cooked on the premises.

4.1.3 There should be a sustainable food network, supported by local authorities, farmers, businesses and individuals.

## 4.2 Education

The following two aspects to education are relevant to this discussion.

These can loosely be termed 'education for life' and 'specialist education'.

4.2.1 *Education for life* can be said to start at birth and finish at the grave.

There needs to be a seamless transition through the school system, with all schools cooperating with each other. More important than any curricular subject is teaching the joy of learning so that people do not perceive that learning is only for a select few. In adult life, the stigma of illiteracy needs to be overcome and the learning of simple reading, writing and arithmetic an achievement by those unable to learn during their school years. As the world becomes more complex, there is a greater need for the provision of adult education at many different levels and many different subjects. Whilst for the older person, mental activity at least defers mental diseases such as dementia. Thus a greater emphasis should be placed on the importance of the University of the Third Age (U3A). Furthermore, involving our mentally alert older citizens in the teaching of history to our young people will have the double benefit of making history live, whilst breaking down the age gaps between the generations.

4.2.2 *Specialist Education*. It may be possible to develop the role of Liskeard Community College, which has a specialist focus on engineering to become involved in green technology innovation. To link in, too, with Cornwall University which could be encouraged to set up a 'green engineering' campus in Liskeard to develop a model self-sustaining community of the future, not so dependent on expensive oil and imported energy and food. Green engineering could focus on energy generation and consumption, transport and agriculture. Such an approach should help to keep young people in the town, and as a flagship project would attract others for positive reasons to Liskeard.

## 4.3 Architecture and Best Practice House Builds

The rationale behind this is to incorporate the most energy efficient designs and practice, to situate buildings in layouts that are shown to prevent isolation from neighbours, shops, transport, and facilities, and which minimise crime and encourage interaction - common areas and seating for people of all ages, and play areas for children.

4.3.1 Design (of houses, estates, transport systems, and community facilities) will not of itself bring about the behavioural changes that promote health, but poor design, or no design, will make them impossible. We should look at inspirational examples of design from other places and cultures and adapt them to the local context.

- 4.3.2 Good quality, appropriately designed housing is also important for the needs of particularly vulnerable groups such as the elderly, people with learning and physical disabilities, and those with recovering mental health issues.

## 5 SERVICES FOR PEOPLE WITH SPECIFIC HEALTH ISSUES

Regardless of any measures put in place to reduce ill-health, there will always be people who have health problems and health needs. This is especially true of elderly people who will generally need more and more care as they grow older. This will come at a time when they are least able to access health care because of mobility or financial problems. In a rural area like Liskeard, public transport is limited and expensive.

Health services should be available for all age groups, in or near the town. However, access to services should also be available through other means such as video conferencing mentioned above. Although Health Care Professionals are already looking at alternative means of providing treatment, care and support, these could be provided in new and innovative ways.

- 5.1 Maternity services, and supportive services for families with young children. Providing home birth as an option for those who chose it. A Sure Start programme needs to be introduced into the Liskeard area.
- 5.2 In addition to appropriate housing, elderly people may need accessible support for a wide range of problems. Key services could be provided in a user friendly, informal setting which provides an important social function as well, providing meals, company, information and stimulation for those receiving services. It would be beneficial to attract to the town a credible non-statutory service provider, such as Age Concern, to help create the right environment in which these services could be offered. There is also a perceived need for more OT and physiotherapy. Problems dealt with at an early stage are less likely to escalate. Loneliness, isolation and difficult-to-access services will lead to more severe intervention later. This applies not only to the elderly but also to any other group needing health or social care.
- 5.3 Caring for the Carers. Carers normally care for a relative who is either ill, infirm or handicapped in some way. Although of all ages, carers can often feel lonely and isolated. Each age group of carers will have different problems but all will nevertheless need support, assistance and respite.
  - 5.3.1 Respite Care needs to be provided in two ways. First, in the very short term, to allow carers to go shopping and socialise. Secondly, in the longer term to provide a break for the carer in emergency situations and for periods of up to three weeks to enable the carer to have a proper break.

- 5.3.2 Facilities need to be provided to enable this to happen in the provision of short-term carers to allow for short breaks. Secondly, in either Community Hospitals or Nursing Homes. To provide for greater need in the future, this could be through a public/private finance initiative (PFI).

#### 5.4 Mental Health

A more holistic approach, getting different professionals involved in a case so that many issues can be dealt with early to encourage the healing process. Many users of mental health services when consulted about their needs feel that 'talking treatments' combined with social integration are preferable to drug treatment alone. Non-statutory bodies such as 'Mind' could also be involved either for advice or as part of a partnership approach.

- 5.4.1 General Practitioners are reporting an increase in the number of patients suffering from stress and depression. This is partly a result of the modern work/life balance and partly a result of other factors such as the cost of housing and isolation. Many of the issues discussed in this paper may relieve stress, these include access to services, and energy-efficient buildings, access to advice and information, support systems, community support, feeling part of the community, access to leisure and recreational facilities.
- 5.4.2 Jobs and projects - so that people feel included in the life of the local community. This would also include those more meaningful groups so that they feel they have more meaningful roles.
- 5.4.3 Drugs and alcohol - the use of drugs and alcohol seems to have grown over the years and has not levelled off. There does not appear to be much help for people within the town who suffer from such addictions or wish to be rehabilitated. Cornish drug and alcohol services are concentrated in the centre of the county, and Plymouth services do not cross the Tamar. It seems likely that as the town grows, so could our drug problems. Local people need to be aware problems do not go away if they are simply ignored. The problems caused by drugs and alcohol addiction need to be addressed. There must be proper support and education put in place either through charitable and/or public means. There will also be a need for more 'halfway house' provision for those who are trying to address their addictions, despite NIMBY attitudes in relation to this provision. The need should be brought to the attention of the Cornwall Drug and Alcohol Action Team who are responsible for the planning and commissioning of substance misuse services.

#### 5.5 Access

Knowledge of available services.

Cheap local transport to reach those services.

Keeping services as local as possible, less advanced but with links to experts.

## 5.6 Information

This is very confusing at the moment. More health professionals need to be involved in providing sources of information. At present Liskeard CAB, which is often a starting point for people seeking to address a problem, is under-funded by any objective criteria. A more fully resourced CAB could play an expanded role as an information provider. In addition, the Town Information Centre could also act as a signpost in helping people to work out where to go for further information or action.

## 5.7 Conclusion

There is a role for the voluntary sector in many aspects of health provision, although it is recognised that the supply of volunteers appears to be drying up. It is recognised, however, particularly with regard to vulnerable people, that volunteers will need training and also police checks. There is also a lack of refuge provision for the victims of domestic violence, and of counselling for people with relationship difficulties.

## 6 Crime and Anti-social Behaviour

Crime falls under roughly four categories: assault and bodily harm; theft from property; vehicle crime; anti-social behaviour.

- 6.1 Fortunately the first two categories have and will probably remain low level in the Liskeard area. However, drug addicts to obtain money in order to feed their habit often use burglary and theft. Since drug abuse continues to increase, careful monitoring of statistics and an increased police presence need to keep pace with the rise in population.
- 6.2 The amount of vehicle crime appears to be fairly stable; speeding is likely to remain at its present level or perhaps even decrease with the ever-increasing cost of oil.
- 6.3 Anti-social behaviour has been and will, no doubt, always be a part of the life of the town. This is not confined to one particular age group and can include such things as dropping litter, cigarette ends and chewing gum to damaging and disfiguring property. It is important that young people are not 'demonised' even though a minority may cause a disproportionate amount of problems. Anti-social behaviour includes both parking on pavements and the behaviour of boy/girl racers. For some, a group of young people gathering in and about the town, particularly at weekends, is regarded as anti-social. The noise and size of such groups can make other people feel threatened.

### 6.3.1 What measures could be put in place now to restore a sense of civic pride in the town?

Ensure that there are adequate and affordable facilities for the young, e.g.:

- A purpose-built youth facility with outreach workers;
- Facilities for sport and leisure;
- A cinema and coffee/soda bar;
- Introduce regular consultation with representatives of the town's youth groups in order to involve them and canvass their ideas as to their needs;
- Councillors of all levels to get involved with local schools to promote good citizenship and carry such debate to the wider public;
- Better use of the town's CCTV to monitor illegal parking and crime;
- Litter Bins.

## 7 Transport

The amount of traffic passing through the town is already a concern. With more and more housing planned, the town centre will be unable to cope with more cars and the air pollution they cause. Not only will this affect people's health but it will stop the town's centre, e.g. *The Parade*, from being used as a pleasant place for young and old to meet and socialise. It would seem sensible to start a debate now to explore how the damage caused by cars and traffic could be minimised. From a health perspective, Liskeard should take steps to promote walking and cycling (a comprehensive network of pedestrian and cycle routes) as part of everyday life for those who are fit and able, while providing appropriate access and assistance for those with mobility difficulties.

## 8 Fire and Rescue Service

At present, the Liskeard area is served by part-time retained fire fighters. A growth in local population and industry will probably mean more call-outs. Unless there is an increase in the number of either retained (or more unlikely - full-time) fire fighters, employers will become increasingly reluctant to release these volunteers, whilst the volunteers may become disillusioned with the increasing loss of their free time.

## 9 Spirituality

In any study of health care provision and philosophy, it is soon noticed that spirituality plays an important part in the health of people. Spirituality is not necessarily about organised religion but rather in the beliefs that make us human and respectful of other people. It is perhaps best summed up in the words of St Augustine and John Donne as follows:

*'memory, understanding and will are one mind, one essence, and one life.  
Therefore, just as life belongs to the essence so does the mind'*

*Aquinas T<sup>11</sup>.*

*'No man is an island, entire of itself; every man is a piece of the continent, a part  
of the main. If a clod be washed away by the sea, Europe is the less, as well as if a  
promontory were, as well as if a manor of thy friend's or thine own were: any  
man's death diminishes me, because I am involved with mankind, and therefore  
never send to know for whom the bell tolls; it tolls for thee.'*

*Donne J<sup>12</sup>.*

- 9.1. Liskeard has a wide variety of mainly Christian churches while citizens of the town hold an even wider variety of belief ranging from Shamanism and Witchcraft to Buddhism. Thus we should attach considerable importance to the subject.
- 9.2. It is probable that churches will decide on what is the best need and what suits the individual congregation. If believers of non-Christian religions continue to grow in number, allowance may need to be made for land available for centres of religion.
- 9.3. What may well be needed is a place for quiet contemplation. When the weather is good a garden or the countryside may provide this, but when the weather is inclement, a covered area will be invaluable.
- 9.4. It is possible that the Anglican and Methodist churches will amalgamate, leaving one or both buildings free. In light of the historic, architectural and spiritual value of these buildings, neither should be left to either rot or knocked down. Perhaps one could be used as a centre for contemplation.

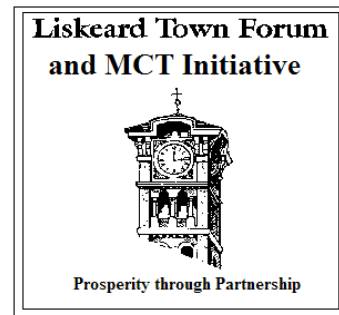
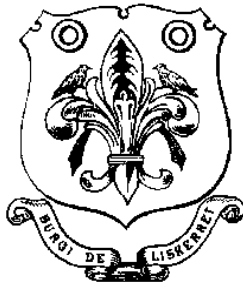
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<sup>11</sup> Selected Writings Thomas Aquinas Edited by The Rev. Father M.C. D'ARCY. Everyman Library. 1939. Last reprinted 1950

<sup>12</sup> Donne.J.1624. XVII Meditation. From devotions upon Emergent Occasions. In John Donne The Major Works. Ed. Carey.J. Oxford University Press. 1990







# LISKEARD

## COMMUNITY STRATEGIC PLAN

### Volume 3

## THEMATIC REPORTS

Theme: Our Community  
Section: 1c. Recreation and Leisure

Notes:

A large and disparate group including several young people took a wide ranging view of what comprised recreation and leisure and developed some interesting ideas.

They deliberately did not address the provision of pitches for the major sports as this is addressed by an agreed formula, had recently been undertaken by Caradon District Council, and the Alteration to the local plan made allocations which covered the shortfall.

## Introduction - Positive thinking towards Recreational Excellence

### *Liskeard - where there's Moor and More!*

In terms of recreation and leisure, much of Liskeard's future prosperity must inevitably rely on outside, private, investment. In order to achieve the levels of investment required, a major re-branding exercise needs to be undertaken. Essentially, Liskeard needs a new image! It has to be seen as a thriving, go-ahead, dynamic centre, with a large wealthy hinterland - or catchment area - eager to utilise the excellent facilities offered in the town.

Local facilities and mass delivery systems could become vital links as on-line shopping takes a firmer hold and town centre retail outlets either decline or become commercially uncompetitive.

Local population growth and increased catchment area numbers could result in an expanded total 'recreation and leisure market' in excess of 50,000. This includes an increase of the current local population from 8,750 to around 15,000. According to the recent 2001 census, a 10-mile radius of Liskeard currently gives an immediate catchment area population already in excess of 30,000.

It could be assumed that the majority of this population growth will be centred around the town as rural transport continues to decline and country properties continue to increase in value at a disproportionate rate.

None of the population estimates currently in circulation allow for "real" immigration. Certain areas of the county have already seen a localised population influx in excess of 1,000. At present, partly due to limited employment prospects, Liskeard has not been subject to this kind of increase but it is evident that eastern European workers are moving into the area. Attempts have been made to quantify immigration figures but, at the time of writing, even central government has no idea of the true scale of numbers.

At present, the attraction of Liskeard for potential new residents is limited: little employment, poor quality shopping and a lack of night-time entertainment. The danger, therefore, is that the town is turning into a "dormitory centre" with residents finding both employment and leisure activities in other areas.

Government statistics suggest that the number of residents over retirement age will significantly increase. If this proves to be true, recreation and leisure will play a vitally important part of their lifestyle. The elderly are far more active than ever before, working lives are being extended and their disposable income will be targeted by many local businesses.

## Research and Background

The leisure industry is one of the largest sectors of the UK economy, employing over 3 million people and with an annual turnover of £90 billion. Sport and physical recreation account for over £10 billion of consumer expenditure each year (Sports Council, 1997).

The countryside is the destination of one-third of all leisure day-trip visits from home with 8% of day visits involving trips to the seaside or coast (Sports Council, 1993).

Recreation, leisure and tourism continue to be one of the country's growth industries and a major contributor to local economies in many parts of the country.

However, Liskeard Town and Caradon District have not shared in any large-scale recreation, leisure or entertainment projects. In fact, many opportunities that may have arisen in the run-up to the 2012 Olympics seem to have been missed - although perhaps it is still not too late to capitalise in some way in this major international event.

In 1997, the Sports Council for England (SPE), highlighted an increase in participation of flexible lifestyle activities such as walking and cycling - activities which are popular in coastal areas.

Detailed national data concerning the levels of different types of recreation is scarce. The General Household Survey, Living in Britain (2002), produced by the Office of National Statistics, does provide some useful data on recreational activities, including the following:

Based on annual participation (participation in the last twelve months), walking (46%) was the most popular sports activity followed by swimming (35%), keep fit/yoga (including aerobics and dance exercise) (22%), cycling (19%) and cue sports (17%).

Another trend is the greater attention now being given to health and fitness and to countryside activities. These can be expected to rise during the next 25 years as society places more relative importance on the aspirations of the aging population and the effects of youth obesity.

In England, adults living in the South West were more likely than those in other regions to have participated in at least one activity excluding walking (50% compared with 37-46% for other regions in England). Respondents in the South West also had the highest proportions for walking (42% compared with 28-37% in other regions in England) and for swimming (18% compared with 11-15% in other regions in England).

This overall trend is intended to make it clear that, in general, the development of recreation, leisure and tourism facilities and services are welcomed - and in fact should be actively encouraged in Liskeard. And since

it is expected that the majority of this development and investment will be made by private developers and investors, policies must therefore be put in place to allow rapid assessment and approval of any such schemes.

Conflicts, however, can sometimes arise with other objectives, such as those relating to the countryside, conservation and heritage. Leisure development should benefit residents by increasing the choice of recreational activities while at the same time creating jobs for local people, broadening the employment/wages base and bringing increased spending into the district.

While sites in various parts of Liskeard are highly suitable - including those zoned or allocated for employment or residential development - concentration of leisure developments in or adjacent to the town centre would in addition consolidate the role of the town centre, helping to promote town centre regeneration and ensuring accessibility of the facilities, not just to car users, but to all sections of the community.

A prime example is the Lamellion Hospital site which might be well-suited for entertainment / leisure purposes with use classes A1, A3, A4, A5, D1 and D2 as the preferred options. This site should be considered for non-residential development. (See Appendix One for Classifications)

The Lamillion site would be the ideal location for the cinema/bowling alley development which many local residents and local media have petitioned for and which is in much local demand.

If Caradon District Council move from their current premises, the Luxstowe site would be ideal for C1 and D1 use - i.e. a hotel and meeting place. It must, in any event, not be used for residential development.

Liskeard is desperate for a “main attraction” to draw consumers and visitors back to the town centre. This could be something as simple as a national supermarket on the Cattle Market site (preferable due to higher employment /wages prospect and the lure it would provide for other national retailers to the town centre), or a “manufactured” tourist attraction yet to be devised.

### The Financial & Economic Aspects of Leisure

Leisure planning and marketing within Caradon is at an unacceptably low standard. The facilities provided at the district’s two principal leisure centres require significant public sector subsidy. Originally provided and operated by the District Council, the operation of leisure services was, until lately, contracted out but has recently been taken back in-house.

The question might be asked as to whether a Local Authority is the optimum provider of such facilities. As an alternative, a new external “trust” might be established to manage all functions of leisure and recreation within

Liskeard, and preferably with an out-reaching role throughout the whole of Caradon district.

*A Leisure and Recreation Trust* would be able to attract funding from the widest possible range of sources and hence reduce the overall financial burden on Caradon District Council which, by virtue of its status, does not have access to all possible funding sources. In order to provide the widest range of day-to-day sport and leisure activities to the maximum number of potential participants, subsidies may have to be increased by accessing different sources.

The *Leisure and Recreation Trust* should ensure that Liskeard's open spaces are well cared for and that local people and visitors are able to enjoy them all throughout the year. Through managing these facilities along with leisure centres, sports activities and events, the aim should be to enable people to enjoy an improved quality of life and cultural diversity.

Local people must be encouraged to be fit and healthy, to learn new skills, or to become volunteers in the community and to play an active role in improving leisure activities in Liskeard. Many people are able to go further than just enjoying leisure and should get involved through sports clubs, countryside volunteer work and other opportunities.

#### *A Note on The Compensation Culture vs Volunteers*

However, recent research has shown that the increasing litigious culture is having a dramatic effect on the number of volunteers willing to provide their services. 86% of respondents considered excessive risk management and the litigious culture were responsible for destroying the culture of volunteering!

As many sports and leisure activities rely on volunteers to act as co-ordinators, instructors, judges etc., the impact of declining numbers of volunteers will result in a dramatic reduction of activities available. Already, the country has seen a decline in "social" events such as carnivals and festivals as insurance costs and the decline in volunteer numbers make these events "un-safe" according to required risk management assessment. (Volunteering England 11/10/06)

#### Marketing Leisure Activities and Services

All aspects of leisure and recreation marketing and promotion should be passed into the hands of a proposed new *Leisure and Recreation Trust* targeted at improving facilities and maximising the benefits and returns for the local community.

Sports, recreation and leisure marketing must be of a highly professional standard and co-ordinate with any marketing activities instituted by the town. Liskeard must be marketed as:

- a thriving, dynamic community with a willing workforce
- a town with superb facilities for growing families
- a town devoted to recreation and leisure, etc.

### Regeneration and Development

To achieve these goals, a *Town Centre Regeneration Partnership* is urgently required to help develop the town centre and regenerate Liskeard as "a thriving, prosperous, safe and attractive commercial town with sustainable jobs, homes and facilities for all".

The partnership should seek to secure funds from private and public sources to revitalise the town as a rural commercial centre for the 21st century.

The aim is for the revitalisation to meet the needs of local people and visitors alike. The process should "create a shared vision of the town's future, shaped by people who live and use the retail, leisure, professional and public services" located within the town.

An action plan should be developed to initiate the regeneration process and following the completion of the scheme, a succession plan and revised action plan must be developed to take on board completed works and changes in circumstances.

### The Countryside & Environment

According to the Caradon District Council website, within a radius of 3 miles of Liskeard town centre there are no areas of: -

- Special Scientific Value
- Outstanding Natural Beauty
- Special Scientific Interest

But as we have all seen in the local press recently (Oct 2006) the Caradon Hill Project has gained new World Heritage status and a grant of £2.8m. Liskeard as the nearest town could, with the right marketing, benefit as "The Gateway to Historic Caradon Hill".

It should be noted that the proposed new sports fields could possibly have historic value. This is to be investigated but the outcome is unlikely to restrict or hinder development of the proposed new sites dedicated to sport.

## Recreation Planning

Major recreation development plans have already been agreed within Liskeard's boundaries. These projects, centring on the three main sports of cricket, football and rugby, should go a long way to encouraging and promoting sporting excellence. But space and provision should also be made available for less high-profile sporting and leisure activities which, as the table below suggests, have a significant following.

'Top ten' sports, games and physical activities (*ranked in order of participation in the four weeks before interview*) for men and women:

Men %	Women %
Walking 36	Walking 34
Snooker/pool/billiards 15	Keep fit/yoga 16
Cycling 12	Swimming 15
Swimming 12	Cycling 6
Soccer 10	Snooker/pool/billiards 4
Golf 9	Weight training 3
Weight training 9	Running 3
Keep fit/yoga 7	Tenpin bowling 3
Running 7	Horse riding 2
Tenpin bowling 4	Tennis 2

*(Sport & Leisure National Household Survey 2002)*

Substantial reports cover development plans for the 3 main sports dating from 2002 onwards, obviously these development plans must be updated on a regular basis.

## Leisure & Sports Centres

Lux Park is currently undergoing a phase of re-development, which includes the expansion of the gym to cope with higher numbers of GP-referred patients. In terms of future growth and development, it is recommended that a *Leisure and Recreation Trust*, mentioned above, should be formed to undertake management of all recreation and leisure facilities within the town, possibly replacing Liskeard Sports Association.

As a major leisure centre it is felt that Lux Park fails to meet the requirements of many of the local residents. The whole centre should be geared towards the encouragement of fitness, sport and health, working more in participation with accredited sports clubs, perhaps offering discounted use of facilities during slack periods.

Current thinking is to develop "big three" mixed sports at the new site rather than develop *Centres for Excellence* in sports zones. The proposals also fail to feature any form of athletic facilities or alternative sports. This



is where the proposed *Leisure and Recreation Trust* might again prove of benefit.

### Walking & Cycling

As seen in the introduction, walking plays a major role in recreation and leisure activities. Stuart House has introduced several detailed “interest walks” covering historic buildings etc. The recently introduced Heritage Town Centre Walk has proved very popular even though the new signposts seem to conflict with the existing town centre informative signs. A publication entitled “A Guide to Footpaths and Walks in the Liskeard Area” also highlights 6 walks in and around the town.

Liskeard currently has no “exercise” routes signposted despite the existence of a circular route from Barclays Bank past Luxstowe House to the Callington Road/Charter Way roundabout, round to the Plymouth Road roundabout, along Castle Street/Pound Street back to Barclays Bank - a length of almost exactly 2 miles which is regularly used by runners.

Unfortunately, the section of this route from Peppers Park Road to the Morrison’s roundabout is very dangerous due to the lack of suitable foot/cycle paths. The wide “white lined” verge is not a suitable solution for this stretch of highway. A new foot/cycle path needs to be constructed urgently to encourage residents of the estate to walk to Morrison’s and the town centre.

However, weekly “guided” walks/bike rides are also organised from the hospital by “Pedal Back the Years” - a project in partnership with NHS, Caradon District Council and Cornwall County Council amongst others. The 4.5 mile route takes participants out to Looe Mills and back.

In terms of recreational access, then, the town has a number of walkways. Although some of these provide valuable opportunities for local informal recreation and are in practical use to differing degrees, more attempt should be made to create key links, which would open up greater opportunities. A number of specific routes criss-crossing the area should be identified, along with a round-Liskeard route joined to these and taking in much of the varied countryside on the periphery of the built up area.

It is inevitable that many of the routes involved will cross private land, which may be in use for farming or other purposes, although often on an existing right of way. It is important, therefore, that the network should be promoted and developed through negotiation with the owners and occupiers of this land, and that efforts should be made in the process to, as far as possible, reconcile or lessen conflicting interests (which may already exist to some extent).

Not all the routes will be achievable at once, and financial resources will be a major determinant of progress. In some instances it will be necessary to secure sections of the network within future development schemes. It is

reasonable that new housing development schemes that generate additional demand should provide or contribute to walk/cycleway provision.

### Parks, Playgrounds and Open Spaces

A network of open space of the highest quality, diversity and beauty that underpins the culture, prosperity and quality of life in Liskeard for existing and future residents, and that is managed in a way that provides a refuge for wildlife, benefits the environment, and provides a free, accessible recreational resource to residents and visitors.

Children's play areas include both informal play areas and equipped playgrounds. Suitable play areas should be available so that children can play close to their home in a safer environment than would be encountered elsewhere, fulfilling a widely accepted need and one which is acknowledged by the Government.

Again, it is reasonable to require that new housing development schemes that generate additional demand should provide or contribute to play area provision. The contribution should be used to help achieve an overall play policy within the town.

Town parks help to meet the needs of local residents for children's play and informal recreation in reasonably accessible locations. They are particularly valuable to certain groups who might otherwise be deprived of recreational opportunities, including parents with young children, old people, and residents without cars.

Existing parks should be protected but also be allowed to develop facilities to serve the needs of the local community. Also, town parks are an asset in their own right and should be an important element of the town's tourism base. Some parks would benefit from improvement work and in certain instances there are opportunities for extension into adjoining areas of open space. Desirable measures such as these, however, will be subject to the constraints on local authority expenditure. Here is a resumé and critique of Liskeard's parks and play areas:

- Skate Park and Basketball Court - adjacent to Rapsons Car Park - poor location, too far from town centre, no lighting.
- Thorn Park - swings and limited play equipment.
- Castle Park - playground equipment recently installed (grant funded)
- Westbourne Gardens - secluded small town centre park. Not popular because no walk-through and numbers of teenagers etc using park as drinking den and local vandalism. This area needs to be opened up and made more accessible to the general public.
- Sungirt Lane Conservation Area - Wooded walk and nature area, also subject to vandalism perhaps because it is currently off the

beaten track, and should somehow be more incorporated into the town's activities.

Currently, a new site - the Maudlin Farm Project - has been earmarked as a future sports field. It comprises of a piece of land owned by Cornish Homes, situated on the Maudlin Farm Housing Estate next to St Martins Primary School, and due to be handed over to Caradon District Council in the middle of 2008 for recreational use.

As part of the agreement, an amount of landscaping, including paths and cycle ways, will be carried out by the developers prior to handover.

A number of residents and local children have also formulated a plan to include on the site a number of sporting and recreation facilities to possibly include the following:

- A contained artificial surface multi ball court, to include football, hockey and basketball.
- A purpose built skate board and BMX facility.
- An artificial cricket practice-batting wicket in partnership with Liskeard Cricket Club.
- A meeting area with timed solar lighting.

It is expected that there will be further development to the area to encompass linking paths to other areas of Liskeard including the new medical facilities and schools and to develop wooded areas adjacent to Charter Way.

It is envisaged that the facility will be sports-orientated for older children while partnerships with local sports groups will be forged to provide sports coaching to local children during school holidays.

A local officially constituted group called CHAIN will take the lead in raising funds for the project and once completed it is expected that local residents will form a group to provide wardens to monitor its use and together with local children, to police the facility. A survey of the area has been completed and received support from the majority of residents. A public consultation exercise to select the appropriate project has also been held.

### Liskeard Looe Union Canal

Over the years, several attempts have been made to plan the renovation of the Liskeard-to-Looe Union Canal. This would obviously create a major attraction in the area but it is unlikely to materialise while a national company owns the railway.

If the line is ever offered for sale, funds should be made immediately available for its purchase. The line should then be converted to a “Steam” line with a walkway/cycle track alongside and where possible, parts of the canal renovated as an additional attraction.

### Community Facilities

There are basically three types of community buildings in Liskeard that are connected with recreation and leisure.

Firstly, there are the larger public halls run by the Council, and which can be hired for a wide variety of functions.

The second category includes the smaller community or neighbourhood centres, some being provided by the Council and others as a result of local initiatives, which are typically located in residential areas. Other clubs may also perform a similar role in some cases. Buildings in both of these categories normally cater for a wide range of social and recreational activities of local groups and voluntary organisations.

The third category of public library and museum is obviously much narrower in function but nevertheless are very valued local facilities.

Community buildings of these types are recognised as an important recreational and leisure asset to the residents of the town. (See Appendix Two for current usage)

This policy aims to maintain a satisfactory level of easily accessible local provision, and where the need exists to ensuring that this aspect is addressed in new development proposals.

### Allotments

Currently, the allotment sites provided by the Town Council are over-subscribed. Healthy Living programmes and the expanding organic culture have revived interest in grow-your-own and resulted in an increased demand for allotment availability. Since for many people gardening is not only a leisure activity but also a means of exercise, and gardens in new-builds tend to be small, any new residential development should allocate extra areas for allotment development.

An area close to, or part of, the proposed new sports fields should be considered a prime location as facilities such as off-road car parking, walkways and cycle paths will aid accessibility. The sports facilities will also require provision of major utilities, the installation of which could be shared by the allotments.

## Arts & Entertainment

Within the town of Liskeard, the arts are reasonably catered for. Stuart House, The Liskerrett Centre and several “private” facilities offer art tuition, gallery space and support for new and existing artists.

Currently, Liskeard lacks any specialist retail outlets for antiques but does have an excellent art supply shop that also actively trades on-line and offers tuition and product-specific seminars.

As mentioned elsewhere in this report, Liskeard has a desperate need for an *Entertainment Centre* comprising a cinema, theatre and possibly bowling complex, which could also incorporate a business conference centre. Similar projects in other parts of the country reportedly attract people from a wide area. This could prove to be the *major attraction* much needed to re-motivate the whole town. Full support by all levels of the Local Authority will help to ensure the success of a commercially run and managed facility of this nature.

## Museums

Stuart House, a 16th century town house in the centre of Liskeard, has been restored by Stuart House Trust as an arts and heritage centre. The house is used for exhibitions and sales of arts and crafts, for charity sales, meetings/seminars and other heritage, community and cultural events.

The Liskeard and District Museum exhibits and displays show the transformation of the medieval market town into an industrial, commercial and shopping centre which began with the growth of mining in the area. Liskeard has been one of the few “coinage”, or tin assaying, towns since the fourteenth century. However, the heyday of local mining was in the nineteenth century and much of the quality townscape that is visible today results from the wealth generated by the mines and their associated industries in this period. The museum also organises periodic events featuring local celebrities (architects, builders, etc.), or local trades such as mining.

The first known reference to Liskeard was in the Domesday Book in 1086. In 1240, the first of eighteen charters was granted to the town, thus permitting the holding of markets, which have continued to the present day, cattle markets being held on Mondays and Thursdays.

Given this long and distinguished heritage, perhaps Liskeard should do more to capitalise on its history as an important trading centre by (i) enhancing its ‘market’ association with perhaps a regular pannier market, (ii) defining its position as a chief ‘service’ provider and (iii) actively promoting its historic key role with the mining industry.

## Libraries

The Mission of the Cornwall Library Service is to:

- Be the most reliable source of information in Cornwall.
- Promote reading, learning and the latest information technology to everybody in Cornwall.
- Celebrate Cornwall's unique culture and heritage.

The Passmore Edwards Library in Barras Street sets a standard both for the design and prominence of the building and for the facilities within. Although the range of books is somewhat limited as alternative services consume valuable space, the rotation of books throughout the Cornwall Library Service organisation means that different reading matter is generally available.

The computer section seems to be well-supported which possibly indicates a lower than “national average” take-up of Home Computers. Research needs to be organised to investigate the proliferation of home computers in and around Liskeard. If it is in fact below national average, a “recycling” scheme should be introduced as computers are now seen as an essential part of education.

### Cornish Language

This is part of Liskeard's heritage and should not be forgotten. The Council of Europe's Charter for Regional and Minority Languages has opened the door to a resurgence of Cornish as a regional language. A Strategy to help develop the Cornish Language was officially published in April 2005 following extensive consultation with Cornish language groups, individual Cornish speakers, local councils and members of the public. This followed the Government's recognition of Cornish under Part 2 of the European Charter for Regional or Minority Languages in November 2002. The aim of the Charter is to protect historical or minority languages from extinction and promote their role in encouraging diversity.

The acceptance of a generally agreed common written form due spring 2007 may provide both pressure and the opportunity for greater use. Apart from the cultural aspect, experience in Scotland and Brittany has shown that the judicious use of the local language gives a special appeal to places and products, with measurably positive results.

While language can help people to regain pride in place and heritage, this might also help develop a new civic pride. Liskeard currently features two Cornish shops promoting the Cornish language, folk law and history.

## Pubs, Cafes, Clubs and Restaurants

For the existing population, it would seem that Liskeard has an ample number of pubs and clubs. Indeed, the supply is probably sufficient to cater for an even larger town. As highlighted in the civic trust report, “NightVision”, there is some doubt, however, as to whether these serve the needs of the majority of the population or are targeted at specific sectors. Restaurants have always been a problem in the town as, in the past, the standard has seemed poor.

Two new restaurants have opened within the last 2 years or so, both of which have gone a long way towards raising the standard of food in Liskeard. While one has successfully identified its target market, appears well-managed and would seem to be making a reasonable profit, the other seems not to have established its niche quite so successfully.

The three “ethnic” restaurants, one Indian and two Chinese, appeal to a different market and provide a different quality of service and food. Despite a fairly high number of covers, they seem to have a reasonable restaurant trade and their takeaway service is buoyant.

Daytime cafes and coffee shops have captured an active trade but none extend their opening hours into early evening. The gap between cafes and pubs/restaurants is still too great. Throughout Europe, cafes open in the early morning serving workers both food and drink on their way to work, and remain open well into the evening trade.

To develop this culture here, Liskeard needs entrepreneurs with a forward-thinking business plan. This also needs the support of both Liskeard Town Council and Caradon District Council with regard to planning approvals, suitable properties and the right environment.

## Hotels

Although Liskeard may not be considered primarily a tourist destination in the popular sense of the expression, a great many people nevertheless visit the area for various reasons - on business or to see friends and relatives.

There is, however, a pronounced shortfall of quality hotel bed spaces. A considerable number of overnight stays associated with activities in the area must therefore currently be taking place outside the town. It may also be possible that the shortage of hotel spaces could sometimes have a negative effect on decisions that people may take about the area.

It is essential that Liskeard encourages real hotel development in the centre of town, in order to accommodate regular visitors locally and to attract a greater number of visitors in the future. The value of “Travelodge” type

facilities for the town will be very limited. Any hotel plans should be a minimum of 3-Star standard, if not preferably higher.

Hotel development should help to capitalise on the benefits, such as increased spending and job creation, that additional visitors could bring to the area, and contribute both directly and indirectly to local economic growth and enhancement of Liskeard's external image.

Redevelopment of the town centre should include planning for a central 3 or 4 Star Hotel with a capacity for, say, 80 beds. With increased accommodation space it would be possible for larger county/regional/national/international sporting/leisure events to be organised, thereby increasing the commercial value of the town's facilities.

### Shopping

Liskeard does have some very unique shops many of which have an old-fashioned appeal and manage to stock individual items as opposed to the "packaged" goods that superstores carry. These frequently have a loyal client base stretching well beyond the town's normal catchment area. Indeed, some have also been described as "tourist attractions" in their own right.

In view of the conservation area and Listed Building issues in the existing commercial core, the success of these niche, boutique or specialist shops perhaps gives an indication of where the strength of this part of the town might lie. Certainly, many of the businesses that do not fall into these categories appear to struggle for survival.

The proposed *Town Centre Regeneration Partnership* would identify the reasons why some retail businesses in Liskeard have such a struggle to survive. There is a perception that, over the last ten years, there has been a decline in the sector with shops closing and being replaced by Estate Agents, Charity Shops etc. Might this decline be due to a fixation with preservation, poor quality premises and high rents? Or, on the other hand, could the blame lie with poor management and low levels of retailer investment and training?

Two new out-of-town stores have recently opened offering national wage rates to local staff. As individual transportation becomes more expensive and on-line shopping becomes more popular (latest reports show 10% year-on-year growth), town centre shopping facilities will have to fight harder to retain custom.

One solution would be for Liskeard to actively encourage national retailers to the town centre and to undertake a major project, under the auspices of a *Town Centre Regeneration Partnership*, to determine and preserve the town centre shopping core for future generations. At the same time, it is important that the town does not lose its individuality.



Currently, it is felt that Liskeard town centre has limited shopping opportunities for the consumer. Looking at the list of retail outlets, the ideal for a thriving town centre would be for consumers to have every purchasing requirement covered. At present, however, there seems to be shortage of choice in comparison shopping and therefore much scope for new retailers wishing to come into the town.

It has been noted that Caradon District Council claim the following objectives are relevant to town centre and retail development: -

- Promoting economic prosperity, including maintaining and improving local employment opportunities, economic diversification, reducing dependency on Plymouth and meeting the requirements of new and expanding industrial and commercial firms.
- Regenerating town centres, including improving the range, choice and quality of shopping facilities, supporting the role of town centres, enhancing the attractiveness of town centres mainly by controlling vehicular movements, and protecting key shopping frontages.
- Increasing accessibility, including relieving congestion and vehicular pedestrian conflict, and meeting parking requirements.
- Planning to reduce global warming, including encouraging a compact urban form by preventing sprawl and protecting the role of town and district centres, thereby discouraging the need for long car journeys.

If the above policies were carried out, town centres like Liskeard would experience major beneficial change.

A major development opportunity will be the Cattle Market once the site has been vacated. Many schemes have been suggested including a pannier market, a coach station and a yet-to-be-thought-of tourist attraction. In order to make this site viable without destroying valuable car parking, any scheme should be allowed to investigate the purchase of additional adjacent land.

Many of the above schemes and proposals have a quaint, colloquial charm but lack the requirements of a “retail therapy” starved population. According to the town’s recent Residents’ Survey, many local consumers want a town centre shopping experience that can only be satisfied by the addition of major retailers of high calibre.

### Specialist Youth Activities/Opportunities

While some facilities do exist in the town for the youth of Liskeard, such as for example, the Skate Board Park adjacent to Rapsons Car Park, it is

considered that more specialist facilities for youngsters are urgently required. Indeed, even in the case of the skateboard park, there are some who think this is too far from the centre of town and, being unlit, renders it almost unusable other than by absolute beginners who want to perfect their skills prior to a “performance” which, being an “urban” experience, is then acted out on the large pedestrian areas in front of Webbs House or across the road by the Royal Café.

On the whole, however, it is felt that the “troubled” youth of Liskeard have numerous facilities dedicated to their needs, but that most of these outlets are under-funded and appear to lack the attraction necessary to ensure engagement. These facilities could become more “inclusive” offering “adventure” activities and channelling energies and passions into less destructive interests.

Certainly, the motivated and educated youth have fewer problems. However, a lack of local Further Education facilities and poor employment prospects will inevitably move them away from the town - something which will damage the balance of the community and its demographics.

As is often the case, efforts have been made in Liskeard to cater for the young “casualties” of society rather than eliminating the cause. Once again, a lack of information and a failure to effectively engage with these youngsters may exacerbate the situation. By involving and including the youth of the town, and by encouraging an outlet for both stimulating their creativity and need to “perform”, many of the problems might be removed.

One suggestion is that an application for a licence for a “Community Radio Station” be made. Although a venture like this is not without its commercial and operational difficulties, it could be one way to address the lack of current information that many young people in the town complain about. Much of the broadcast output could be controlled by the young people themselves, who would then be responsible for the on-going business and funding of such an enterprise.

### Community Radio and Local Communications

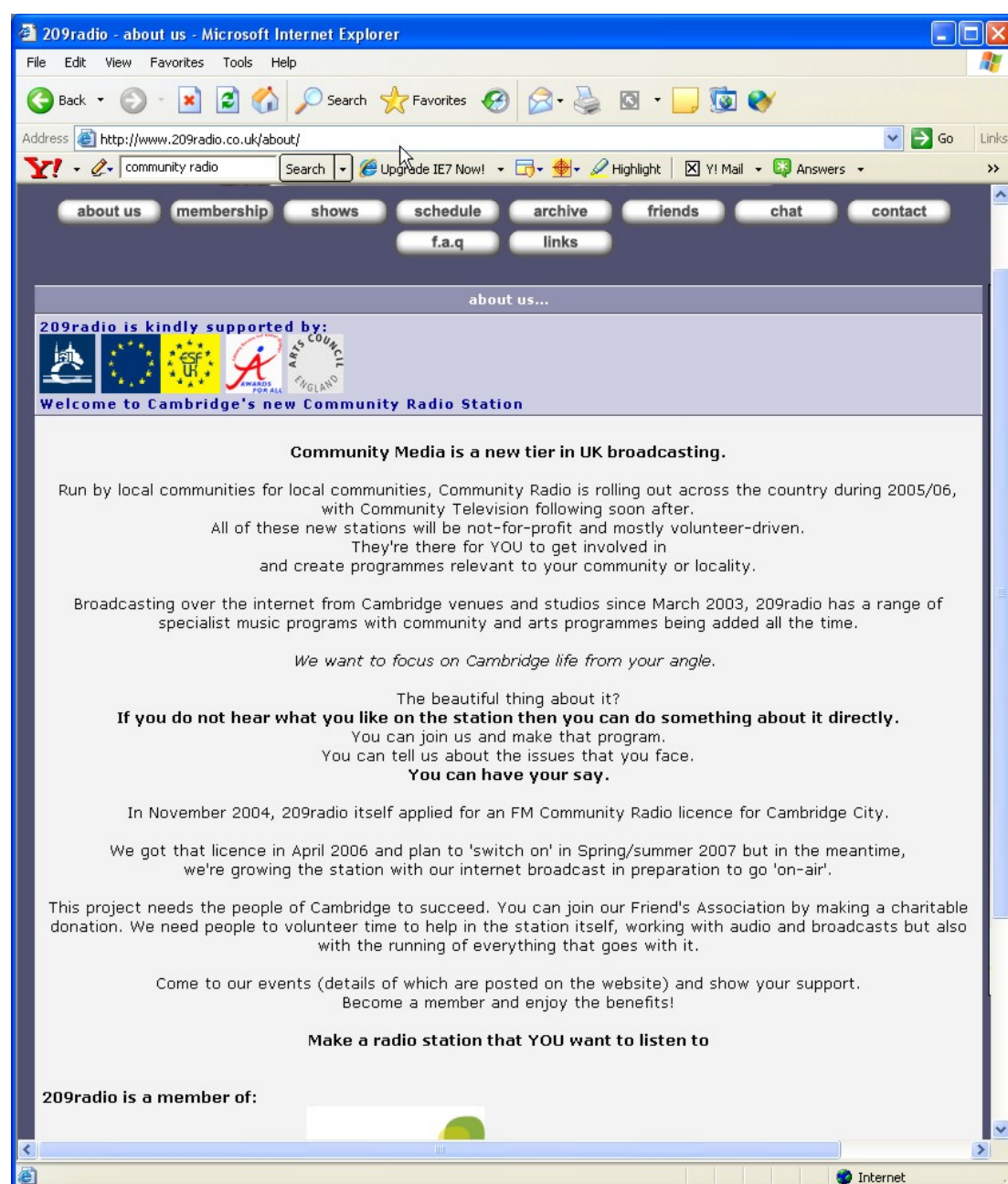
One of the most prolific comments during informal local research for this report has been the response, *“I didn’t know about that!”*

Perhaps it is that organisers do not advertise efficiently by not promoting their events through the most appropriate medium for their target audience. Or perhaps it is that people simply fail to read or pick up the information given out. Whatever the reason for this failure in communication, one solution to plug the gap might be the setting up of a local radio station.

Local community radio is a new(ish) innovation launched by the government to allow local communities to establish their own radio/tv stations. Here is an opportunity to create a local radio station which would be a huge asset for local residents and visitors from Liskeard to Looe, a radio station which appropriately could be called 'Double-L Radio, Moor to Sea'!

In fact, this project is already at an early stage and is being researched prior to business launch. OFCOM currently limit the airtime available to community radio stations. However, most have overcome this limitation by broadcasting via the internet which allows 24-hour daily broadcasting.

Two examples of local community radio services that are already up-and-running are shown here below:



Radio Bemerton - Community Radio for Bemerton Heath - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Home Search Favorites Refresh Print Mail Link

Address http://www.radiobemerton.co.uk/about\_us.htm Go Links

Y! community radio Search Upgrade IE7 Now! Highlight Y! Mail Answers >>

# At the heart of YOUR community

# Radio Bemerton

Back on air during 2007

## About Us

### What is Radio Bemerton?

Radio Bemerton is a community radio station which will start broadcasting later this year for a four week period. The station aims to exclusively cover the Bemerton Heath Area of Salisbury and follow on from the success of our previous broadcasts.

### Who runs the radio station?

The project is supported by Salisbury College in association with the Learning & Skills Council. This partnership helps us provide support and training to make the station a success, but essentially we would like the residents of Bemerton Heath to have a say on how the station is run and how it will sound.

### What type of programmes will the station broadcast?

Last year we undertook an extensive market research campaign in the local community to establish the type of programmes we should broadcast. This year we aim to build on these findings and reflect the results in our programmes.

### How can I get involved?

Right now, we are looking for people who live locally to offer just a few hours a week, or whatever time they have, to become actively involved with the radio station in a number of areas. [CLICK HERE](#) for more details

### Will I receive training?

We can offer 'on-the-job' training with the opportunity to gain accredited qualifications as part of the process. The experience you gain from working with Radio Bemerton may well open the door to a new and exciting career in broadcasting or other industries.

### Will I get paid?

Unfortunately, we cannot offer monetary rewards for the work you do at Radio Bemerton. In some cases however, we may be able to help with the cost of transport, childcare and traveling expenses. Please ask for more details.

### Is there a minimum or maximum age limit?

We would like to actively encourage people from every age group and every walk of life to become involved with Radio Bemerton. If you are under the age of 16 we will need to seek permission from a parent or guardian before you can become involved. This year we have an exclusive Academy for 11-16 year olds. [Click here for more details](#)

## WHAT PEOPLE ARE SAYING ABOUT RADIO BEMERTON

~

*"Thank you to Radio Bemerton for brightening the lives of a lot of people, including me"*  
**Robert Key MP**

~

*"I've heard so many positive comments about it from those involved and those at home"*  
**Rev Simon Woodley - Rector of Bemerton**

~

*"The confidence and pride of the local residents was self evident. Well done everyone concerned - truly inspiring"*  
**Richard Sheard - Chief Executive Salisbury District Council**

~

*"The recent radio station was appreciated by many in the community - Congratulations to all involved"*  
**Janet Hardy Bemerton Methodist Church**

~

*"My congratulations go to you all - Well done"*  
**Cllr Kevin Wren - Salisbury District Council 2004**

~

**PROUD TO BE SUPPORTED BY**

  
**SALISBURY COLLEGE**

  
**Learning+Skills Council**

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latest news  
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whats on








## Special Needs

One of the main problems encountered by residents with special needs in Liskeard is the physical topography of the town: short steep hills and narrow pavements.

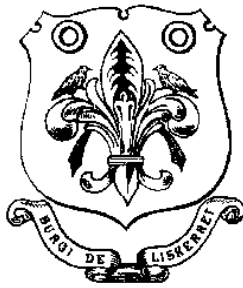
The Council must place a higher priority on ensuring that the needs of disabled and other relatively disadvantaged people are taken into account in decisions about development and improvement work.

At present, facilities for those with special needs are very poor. For example, there are no public transport services connecting the town centre and Lux Park. Having arrived at the leisure centre, or the adjoining Sports Association Club House, access is very limited for those with mobility problems.

Facilities for people with special needs are as equally important in the recreation and leisure field as they are in shopping and town centres. Clearly, the practical issues will vary according to the type of scheme involved. But wherever indoor activities or support services for outdoor facilities are proposed, there will be basic requirements on such matters as disabled parking, adequate access, changing, toilets etc. Outdoor activities themselves may in some cases be more constrained by the type of landform or sport, but there still do exist opportunities to, for instance, provide level or gently sloping paths leading from car parks.

No special needs sporting activity clubs seem to exist in Liskeard. With the Olympics and Para-Olympics being held in London in 2012, perhaps this is an opportune time to address this situation and set up suitable facilities not only for special needs sports but also make provision for general athletics in the town.





# LISKEARD COMMUNITY STRATEGIC PLAN

Volume 3

## THEMATIC REPORTS

Theme: Good Jobs for Locals

Notes:

This fairly small team included professionals with a background, knowledge and expertise in the employment agency/service and Economic Development fields.



## Background and Aims

As a town, Liskeard is the hub of South-East Cornwall. Essentially a service centre and the only town in the district that lies outside the Plymouth PUA, Liskeard offers a full range of services, is accessed directly both via the national (trunk) road network and by main line rail.

For these reasons, Liskeard is ideally placed over the next twenty years to create opportunity and provide the environment and facility for both its residents and those of the surrounding villages to find good local employment. Additionally, the town itself should also be capable of offering work opportunities to those who wish to work here but who choose to live elsewhere.

It is a truism that the prosperity of any community depends on the wealth created by its members. If the town and surrounding settlements are to thrive, then the jobs offered locally must provide them with that wealth. Well-paid local jobs also reduce the desire or necessity for people to travel elsewhere for employment.

Ideally, the ultimate aim between now and 2030 is to build a prosperous community in which people work, acquiring their wealth locally and in turn spending that money in the area. It is proven that £1 spent in local businesses circulates locally about 11 times. A beneficial spiral is thus created. Every £1 spent in a national business, such as a supermarket, almost instantly disappears out of the local economy.

If the right sort of jobs are to be created either within the town or attracted in from elsewhere, then the town must be attractive to both those who bring their businesses here, and to their employees. An attractive town centre will attract the right sort of business and create good local employment which will then create the wealth on which the local economy can thrive - the beneficial spiral again. The vitality, viability and attractiveness of the town centre and the facilities it provides are a fundamental key factor in this success story.

A new town centre group will discuss how this can be achieved. However, other factors are also influential and cannot be ignored. These include:

- range of goods,
- services and activities available locally
- the urban and rural environment
- the character of, and sense of community, within the whole town.

However, since all that has been described above contains a degree of “chicken and egg” issues, it is imperative to find a way to kick-start this process. Raising the profile of the town can help to do this, provided that the businesses in the town were also to simultaneously raise their game to justify the hype.

## The Statistics.

- Statistical calculations regarding employment are, as with many statistics, difficult to produce with accuracy. Whilst up-to-date information may be available about those working or otherwise, an accurate population count is only carried out at the ten-yearly census.

Using the 2001 figures for population and demographic breakdown, the population of Liskeard was 8656 (a) of which 4832 (b) fell into the 16 - 59 age bracket.

Using the latest figures from NOMIS, within the two wards that make up Liskeard, there are 115 people (2.3% of b) receiving Job Seekers Allowance and 675 (7.8% of a, 14% of b) receiving Incapacity Benefit or Invalid Care Allowance. Also there are 370 people (7.7% of b) in receipt of Income Support. IB and ICA are not, of course, only paid to those in the 16 - 59 age bracket and IS is also payable to people who are working.

Overall, therefore, it would not be an unreasonable conclusion that there are around 750 people (about 15%) in the age bracket 16 - 59 who are economically inactive.

The figures do not capture those in the 16 - 59 age bracket who are in receipt of, for example, a private pension and have taken early retirement. But equally there are many economically active people who are over 60.

However, it is reasonably safe to draw the conclusion that there are around 4,300 economically active people in Liskeard, roughly half the population.

- About 1900 people leave Liskeard every day to go to work. If the above figures are even vaguely correct, that is somewhere in the region of 40 - 50% of the working population either choose not to work in the town, or cannot access the right sort of job here. However, a lot come into the town either from surrounding villages or further a-field, thus creating a resulting net inflow.
- Liskeard is forecast to grow at a rate of around 250 persons per annum. On this basis, the number of economically active people should increase by about 125 p.a. There may be some development in the surrounding villages that will result in a higher demand for jobs in the town.
- To find a way to repatriate some of the jobs to which residents commute would be desirable. If roughly half were of those who leave town to work were, over a twenty-five year period, to return this would give a rate of 40 p.a.
- There should thus be a target of creating 150 to 175 jobs in the town each year, or around 4,000 jobs over the next 25 years.

## The issues

- As the town grows, there is a natural tendency to provide employment sites on the periphery, often for good reasons such as accessibility. However, by divorcing these from the business heart of the town, little is done to enhance or maintain the vitality and viability of the centre, and pressure grows for increased peripheral development of shops and services. Under these circumstances, sequential testing is intended to provide a deterrent but is rarely sufficiently robust to do this effectively. Local policies are thus required to strengthen this process and deter any tendency for drift away from the centre.
- The centre of the town has already been intensively developed, largely in an unplanned manner, and few if any sites exist which are suitable and available for employment use. Additionally, because they have been previously unprotected, some employment sites that have recently become vacant have been lost to housing; a policy of protecting employment sites is thus required.
- Historically there was little hard evidence of demand for employment premises in the town; as a result, little land has been zoned for employment and this lack of opportunity has been a major contributory factor in the local economy, growing much slower than elsewhere in the district and county. Recently, the Local Authority has kept records indicative of demand and the case can be more readily made. However, pressure will be needed to ensure that provision remains adequate as the town grows.
- There is thus a need both to provide new jobs for the growing population and to raise the GVA of existing ones.
- Currently, unemployment is low and the available labour pool is generally relatively unskilled. In order to improve the economy and increase GVA, it will be necessary to encourage people with higher skills into the local communities as well as improving training opportunities for those who already live here.
- Liskeard needs to create up to about 4,000 new jobs and boost overall productivity by something approaching 100%.
- Businesses which pay good rates must be targeted - but this means that highly skilled people will also have to be attracted in. A suggested current average of somewhere in the region (or should it be "in excess of") of £15 per hour might indicate the sectors of interest.

There will also be an increased need for employment for unskilled workers. This is due both to unemployed people on various benefits returning to the labour market and, with the expansion of the EU, to increased numbers of migrant workers.

- Nationally the number of over 50's is expected to increase by 36% by the year 2031. By 2026 the number of retirees in Cornwall is forecast to grow from 21% to 30%. This will mean employment opportunities for unskilled workers to provide not just care, but services too. Small businesses providing gardening, window cleaning, decorating and DIY, for example, will be much in demand.
- The impact of broadband and future technology, e.g Audio and video conferencing collaborative working with "virtual meetings" and knowledge-based industries will mean that small business units are needed ( or perhaps larger homes with room for a home office.)  
These jobs will be high GVA.
- Caradon should review the provision of a Wi-max point on Caradon Hill to provide broad band to the surrounding villages.

Review of existing employment sites (See map 3).

- It is essential to protect existing industrial or business sites from alternative use and/or limit their future range of use (by class).
- Some existing estates need redevelopment in order to provide better use from the site. When carried out, control of further use should be imposed. There is a role for the local authority to plan and facilitate this process.
- Sites to protect:
 

1. Cattle Market (see above)	A1, A3(?), B1(class II), D2
2. Existing Car Parks	retain, possibly incorporate B1
3. Luxstowe / Laity House	B1 (class II)
4. Trevillis Park (Hotel / Offices)	C1, C2, B1 (class II)
5. Morley Tamblyn Lodge	C1, C2, D1, D2, B1
6. Westbourne House	B1 (class II)
7. Liskerrett Centre	B1, A3, D1, D2
8. Liskeard Infants School	B1, D1, D2
9. All other schools and sports facilities/fields	B1, B8, D1, D2

New and redeveloped employment sites.

- Sufficient additional land must be allocated to provide for the needs of the growing local population. Some will be in the surrounding villages but the bulk will probably be in Liskeard.

- New sites chosen must be compatible with the local sites for housing in order to minimise the need for travel.
- Some new units should be 5000sq. ft. but with the ability to be linked if necessary. Generally, businesses requiring larger than 5000sq. ft. prefer to buy the land and construct their own building. Presumably, land should be zoned to allow for this.
- Overall, there should be provision for a range of industrial buildings (Liskeard is relatively well off for small units but there seems to be a shortage of larger ones in which to enable business to expand). There should also be provision for more intensive uses (offices etc) to provide for emerging technologies that will create jobs with a high GVA. A small “science park” or at least a Hi-tech cluster.
- Sites to be protected but not requiring redevelopment:
  1. Miller Business Park
  2. Heathlands Business Park
  3. Clemo Road
  4. Holman Road / Quimperle Way
- Sites to be protected and requiring redevelopment:
  1. Moorswater
  2. Trevecca (and field behind adjacent units) - ideally should be limited to B1 uses.
  3. Enterprise Centre - ideally should be limited to B1 uses.
- New sites:
  1. With a large amount of new housing proposed to the north of the town, it is logical to seek further employment land in this area. It needs, however, relatively easy access to the national trunk road network and thus a further expansion in the Holman Road /Quimperle Way /Clemon Road would appear logical. It is therefore proposed that approximately 8.5Ha to the north of Pengover Road and running behind the Clemon Road site to the Callington Road be allocated.
  2. In addition, when the Trevecca site is redeveloped, opportunity should be taken to include the area behind the adjoining two employment sites. The proximity of this enlarged site close to the new housing between Coldstyle Road and Venslooe Hill makes it particularly suitable. It is also close to the Lux park Leisure Centre, providing nearby opportunities for people working there to participate in a Healthy Living programme.
  3. Input is needed from the Local Planning Authority to ensure that adequate land is allocated for the new sites.

## Tourism.

- Currently, tourism forms a small sector in Liskeard itself although this is more important to some of the surrounding villages.
- Now Caradon Hill is designated as a World Heritage Site there is an opportunity for Liskeard to provide the gateway to this attraction. This means an expansion of tourist-related services, hotels, restaurants etc. While this development is good for locals, tourism notoriously tends to provide lower paid jobs.
- Looe Valley Line / Canal. Historic Town. Green Tourism.

## Education, Training and Skills.

- Because of a distinct skills deficit in the area, Liskeard is not at present equipped to move into cutting edge technologies although this is where the future lies for small communities like ours.
- A programme to address literacy / numeracy with schools / skills for life / etc via partnerships stimulated through LSP should be put in place.
- Training is a problem since there are few outlets available locally and often access is difficult by public transport. There is a need to identify what is required on an on-going basis and work with LSC.
- There are issues of work placements / apprenticeships etc. essentially because locally most businesses are small with only a limited workforce. Training up a youngster reduces the productivity of the trainer thus making the scheme unviable.
- New initiatives for more technology outlets and training - for example on the new Moorswater site - should be created.
- Research is needed to determine the skills deficit both in magnitude and extent / range after which advice will be needed from the LSC on the best way to deliver the necessary training locally in order to ensure the workforce has the necessary skills to meet the needs of modern business.



# Volume 3

Theme: Transport & Access

## Notes:

Another fairly small team that had early access to professional highways advice to assist them. They recognised that, notwithstanding the government efforts to reduce reliance on the private car, in rural areas such as ours it will be a major feature for the foreseeable future. They thus spent a lot of time examining the issue of congestion in the town in the knowledge that clogged streets and pollution engender degeneration.



## Background:

Less than half the population of Caradon live in the five main towns and it is estimated that approximately 40,000 people visit those towns for shopping banking etc. To this must be added the daily commuter travelling to and from work which, in the case of Liskeard, means 1900 residents leaving the town to work elsewhere while 2400 come into the town to work.

Although incomes are low, there are more cars per head of population than average for the West Country, due mainly to the inadequacy of public transport. Easy access to the town, low-cost plentiful car parking and good public transport are essential to the future of Liskeard.

Current estimates suggest that the population will grow by 30% in the next 10 years and 70% over 25 years. This is the second highest in the county and compares unfavourably with an historic rise of 1% a year.

Access to and from the town is uneven with a bias towards the eastern junction with the A38, and near gridlock at peak times.

- Those living or visiting residential areas in the south and west of the town can only access or egress eastbound on the A38 via the Parade.
- Anyone approaching the town from the north or east can only access car parks via the Parade and return the same way.
- Workers and delivery vehicles to Liskeard Enterprise Centre, Miller Business Park, Heathlands Business Park and the rail station all have to use the Parade.

This draws more vehicles through the town centre than would be necessary if there were better links to the A38 and better access to car parks in the town from the primary routes into Liskeard. Moreover, the new Dobwalls bypass will exacerbate these problems and the proposals in sections C1 and C2 have tried to address this.

The purpose of this report is to set out the measures needed to try to ensure that the predicted increase in population and traffic in and around Liskeard can be beneficial to the town, its residents and visitors. As a start point to addressing Liskeard's traffic issues, consideration has been given to the Atkins Reports, to responses that were made to the Town Council's business and household questionnaires, and to the County Council's Local Transport Plan (LTP).

LTP1 contained a very useful diagram titled 'A Transport Strategy for Liskeard' which detailed a number of improvements which would ease some of the many problems faced by the town. It was learnt with dismay that in the new Local Transport Plan (LTP2 2006-2011) these improvements are not specified and Liskeard no longer attracts specific funding. These

improvements are important to the town and those that are not yet completed should be part of a priority-funded programme. This report picks up those parts of LTP1 that still need action but it is strongly recommended that action should be taken now to progress those uncompleted projects shown in the document “A Transport Strategy for Liskeard” dated March 2001.

(See Appendix 1).

It is believed that the recommendations laid down in this report will meet most of the needs of the town as it expands over the next 25 years. The interim report of Theme Group 1a - Population and Housing - has been taken as the baseline for population increases and likely new housing areas. It is recognised that some areas are controversial and may have traffic engineering or cost/benefit implications. These proposals may also need to be altered in the light of further public consultation or new information. However, if the town is to prosper under the pressure of expansion, the bulk of these recommendations should form the basis of Liskeard's future transport strategy and should be adopted in any future county Local Transport Plans.

#### Assumptions:

- A1) That a form of personal private transport (i.e. car or similar) will still be available to the majority of the population during the planning period. However, usage may be curtailed due to higher running costs.
- A2) Town population increases from approximately 9000 to 15000 by 2031 and new housing will eventually be built in three locations: Between Trevecca & Addington (plus Sports facilities); The Pencubitt & Lamellion area; Land West of Coldstyle Road/Venslooe Hill.
- A3) Population demographics skewed to increasing numbers of older, affluent residents could attract people with higher-than-average disposable income to increase the amount spent in the Town.
- A4) Caradon Hill Area Project has been granted almost £3m funding from the Heritage Lottery Fund to be spent up to 2011. This will increase the number of visitors, boost tourism-spend in the area and has traffic/access implications for Liskeard.
- A5) No new major employer will come to town but there will be a substantial increase in Small & Medium-sized Enterprises (SMEs) that are broadband-enabled and attracted to the location.
- A6) Cattle Market moves out of town within the next decade.

### Key Issues:

#### **B Public Transport:**

- B1) Many new facilities such as the hospital, dental centre and some retail developments have moved to the edge of town leading to additional car journeys. A hail-and-ride 'Town Hoppa Bus' with disabled access is essential to reduce the need for car journeys. The service needs to be cheap, if not free, and link to the rail station to further promote the use of public transport.
- B2) Local public transport should operate later in the evening and with integrated timetables for both buses & trains. Timetables should be arranged to provide a more even distribution of buses throughout the hour.
- B3) All Bus Stops should be provided with a lay-by where appropriate, to ease traffic flow. More and better designed bus shelters should be provided as highlighted in the residents' survey.
- B4) The Main-Line station is an asset and should be promoted as the preferred method of commuting to Plymouth. If new housing were to be built in this area it would require improved access avoiding Station Road. (See C2)
- B5) While Liskeard should not be promoted as a commuter centre for Plymouth, there will always be those who choose to live remotely from their place of work. The provision of a Park & Ride facility with links to Liskeard and Plymouth should be considered if there is a sufficient number of users and a suitable site can be agreed. The area around the Island Shop Junction and Moorswater are considered possibilities.
- B6) It is important that buses and National Express Coaches remain in the centre of town. To alleviate congestion, the taxi rank should be re-sited to the lay-by outside the book shop with appropriate clear signage. The cycle rack should be re-sited to a wider section of pavement. The current taxi rank and cycle rack space could then become part of a larger bus/coach stop, large enough for the inevitable multiple bus and coach arrivals. It will be essential to sign and mark the stop as a no parking area.

## C Roads:

- C1) Construct a Liskeard West full-flow junction. The inspector's report from the Dobwalls Bypass inquiry states that the construction of the published scheme does not preclude a full-flow junction at Moorswater at a future date. This was welcomed by ministers who supported the inspector's view that it was the task of the Local Authorities to look into this in the light of future developments in the town. An improved west Liskeard junction could be funded (in whole or part) by any future housing or other development in the area. The cost at today's prices would be in the region of £9m which would need significant new development to make the junction worthwhile. Such a scheme would need to link to the Rail Station and the west ring road described below. This would remove significant traffic from the town centre and reduce the temptation to use Old Road as a short-cut. It would bring greater balance to traffic flows and help alleviate problems identified elsewhere in this report. The inspector's report also identifies significant economic benefits that would accrue to Liskeard from a full flow junction.

*(See Dobwalls Bypass Inspectors Report Para. 7.36 page 78 and paras 7.34-7.39.[Ref. 1])*

- C2) Create a Western Ring Road around the north and west of Liskeard to ease congestion in the Town Centre; provide proper access to new housing areas west of Coldstyle Road and both Moorswater and Pencubitt areas; also improve access for HGVs. Three options exist which would facilitate these proposals:

1. Option 1: Charter Way extended to join existing B3254 at the St. Cleer junction with a roundabout at the junction of the St. Cleer Road and the B3254. A blind exit to be provided to continue this road at some future stage around to the north of the Magistrates Court and Western Power. It would continue through the Council-owned land (currently the extension to the new Burial Ground), passing above Old Park and Lady Park to finally link, via the top of Old Road, to Moorswater.

*(See Appendix 2).*

- Pros:

- Keeps all traffic out of existing housing areas and proposed 20 mph zone.

- Allows significant expansion and better access to Trevecca Industrial Estate without compromise.

- Encourages traffic to avoid Town Centre/Barras Cross.

- Provides dedicated access to new housing west of Coldstyle Road.

- Facilitates pedestrian access to new sports fields.

- Indicates limits of town urbanisation.

- Improves a busy and dangerous existing B3254 junction.

- Cons:  
Could be an expensive option.
2. Option 2: Charter Way extended to join existing B3254 just north of the Halbathic Burial Ground at Trevecca Cottages with a junction/roundabout to extend the road at some future stage around the back of the Magistrates Court and Western Power. It would continue through the Council-owned land (currently the extension to the new Burial Ground), passing above Old Park and Lady Park to finally link, via the top of Old Road, to Moorswater. (See Appendix 3).
- Pros:  
Keeps all traffic out of existing housing areas and proposed 20 mph zone.  
Allows significant expansion and better access to Trevecca Industrial Estate without compromise.  
Encourages traffic to avoid Town Centre/Barras Cross.  
Provides dedicated access to new housing west of Coldstyle Road.  
Facilitates pedestrian access to new sports fields.  
Indicates limits of town urbanisation.
  - Cons:  
Could be a mid-cost option.
3. Option 3: As Option 1 or 2 but without an extension north of the Magistrates Court and Western Power. Instead, Culverland Road and existing lanes could be widened to create a western ring road giving main access to Trevecca Industrial Estate/New Office Site, Magistrates Courts, Western Power Depot, Mitchell's Depot and housing land west of Coldstyle Road. (See Appendix 4).
- Pros:  
Could be the cheapest option.
  - Cons:  
Increased HGV and commuting traffic through existing housing estate earmarked for 20 mph zone.  
Road width possibly compromised by existing houses and sewerage pumping station.  
Future office development at Trevecca Industrial Estate will produce concentrated multiple traffic movements during working hours.  
Widening existing lanes not an easy prospect due to existing gradients/bends and proximity of housing.  
Would be unlikely to relieve significant traffic in Town Centre/Barras Cross.

Of the three, Option 1 is considered the best solution for the town and the one that would bring greater long-term benefits. However this would need to be the subject of a cost/benefit and traffic engineering feasibility study.

- C3) Liskeard suffers from a poor network of access roads and linkages to the A38 bypass. Restricted access to the major car parks and narrow streets make congestion frequent and this is growing worse. In particular, far more traffic has to use the town centre (The Parade and Barras Street) and far more traffic approaches the town via Castle Street, than is desirable. Some problems could be eased (but not solved) by one-way systems in town forcing heavy traffic in particular to use roads better suited to take that traffic. Suggestions for improving traffic flow include:
1. To relieve some of the traffic turning at the junction of West Street and the Parade, implement a one-way system north up Barras Place from West Street, along Tremeddan Lane to a Mini Roundabout on Greenbank Road. This would allow for a pavement in Barras Place and will relieve the junction at West Street and The Parade. It would also require on-street parking restrictions in Tremeddan Lane and could move traffic queuing town-bound further back along Greenbank Road at peak times. Although this scheme would make Barras Place safer for pedestrians and relieve some of the congestion on the Parade, it would be unsuitable for HGV's and could not be implemented unless suggestion C3)- 4 is implemented. (*New access to Westbourne Car Park from Dean Street*)
  2. Alternatively, a new one-way link road could be constructed through North West Street Car Park and the Passmore Edwards site to connect with Barras Place. This would create an off-set junction with Barras Place -and require changes to Tremeddan Lane.  
(*See Appendix 5*).
  3. Castle Street is too narrow to allow heavy vehicles to pass in opposite directions and has virtually no pavement on one side. Pound Street is wider but again houses open directly onto this busy road. A one-way system from the Lord Eliot along Castle and Pound Streets would allow for better pavements on both these streets and remove a bottleneck on Castle Street. The one-way system could be either inbound or outbound and would create other issues:
    - Inbound - would mean that all out-bound traffic would have to use Greenbank & Callington Roads which might affect Addington residents' on-street parking. Possible safety issues as main school is on this route. Emergency services would have a longer drive to get to Plymouth Road and housing in

the Lake Lane area. More use would be made of Church Street which is even narrower. Bus and transport companies would inevitably complain about longer routes but this would apply to all potential solutions to this problem.

- Outbound - would solve the problem of access to school and residential areas from the town but would create a longer route to get to the town. The temptation to use Church Street would be removed but other disadvantages would remain.
- Traffic Lights - an alternative to a one way system would be to use traffic lights to control single file movement along Castle Street. To reduce heavy traffic, signing and weight restrictions could be used to direct traffic to use Greenbank Road and Charter Way. This would allow for pavements on both sides of Castle Street, reduced traffic speeds and improvement of pedestrian access from Higher Lux Street to the town centre. The disadvantage of this arrangement is that it does nothing for Pound Street and would create significant congestion at the lights which at busy times could back up into town

4. A new access to Westbourne Car Park from Dean Street would prevent traffic having to negotiate the Parade to gain access to town parking and enable “barrier control” on entry and exit to both the Cattle Market & Westbourne Car Parks. As well as the reduction of vehicle movements on The Parade, it would allow HGVs to use this point as ingress/egress for deliveries. This solution was included in the original Atkins report and the sketch plan of the proposal is attached. (*See Appendix 6*).

- C4) Encourage the establishment of a Community Speed Watch Scheme. On main access roads, use updated methods of speed control such as solar-powered speed-activated warning signs at key points with a recording unit to determine future action.
- C5) Investigation into speed humps and chicanes has shown that both systems are unpopular with residents living near them. In some areas of the country, residents have petitioned successfully to have speed humps removed because of noise. In some cases, chicanes have been shown to increase traffic speeds between the pinch points which also increases noise. Whilst there is a need to reduce speeds in the town, these methods of traffic calming should be a last resort. It is recommended that more up-to-date and “user friendly” speed calming methods be investigated. i.e. blurring road/pavement boundaries, intelligent speed bumps and “table” bumps.

- C6) Make the whole of the Town Centre, inside the current 30mph signs, a 20 mph zone apart from the main access roads. This is essentially the implementation of those uncompleted projects shown in the document “A Transport Strategy for Liskeard”, dated March 2001 and originally included in the county Local Transport Plan 1 (2001-2006). There is a New Government “Manual for Streets” document which concerns the safety of the town street environment and may provide some solutions for Liskeard. It is believed that this document promotes the use of Home Zones, School Zones etc. and in the town centres, gives priority to people rather than vehicles.
- C7) Station Road gives cause for some concern. Aspects that need addressing include; visibility from side roads, the size and location of parking lay-bys and current traffic calming measures. There needs to be a detailed study to draw together a better design for this key approach to town. Given the possibility of further development south of the rail station, this work needs to be given appropriate priority and the residents consulted on detailed proposals. There may be sufficient space on the road bridge to provide more residents’ parking areas.
- C8) Old Road is congested at the best of times and with the amalgamation of the schools is intolerable at peak times. This will get worse with the completion of the Dobwalls bypass. The suggestions at C1 and C2 above would alleviate some of the problem but, as major projects, they might not be completed in the timescale of the report. In the meantime, action needs to be taken by the school authorities in conjunction with the PTA, police and county highways to educate drivers and pedestrians and if necessary impose some discipline.
- C9) The junction of Charter Way and Clemo Road gives concern. Now that the hospital and doctors’ surgery are fully functioning, much more traffic is turning right at this junction creating increased accident potential for motorists and pedestrians. It should be possible to improve the design of the junction to make it safer for all users and implement this in a short timescale.

#### D Parking:

##### D1) Increase current parking spaces by:

1. Market Car Park - Remove the yellow lines in front of the pens, since this applies on market day and then is marked with bollards - during the week it is used as a legitimate car parking area - this would legalise common sense. The market still has an area fenced off that is used as a private car park - the vehicles and their occupants make no effort to disinfect themselves or their vehicles. An area may be required on market days, but should be available to the public on other days. Removal of this fence will free up 24 spaces and provide additional income to the Council. Additional spaces could be obtained by creating three spaces behind Kivell’s old office and three at the front and rear of the cafe.



2. Westbourne Car Park - Now that invalid spaces have been provided it is difficult to see how any increase on the 261 parking spaces already available can be obtained.
  3. West Street North Car Park - a ticket machine and a large notice (visible from the road) should be sited at the entrance stating that "this area is available for Saturday parking ". This strategy will provide an extra 35 spaces at a peak parking time.
  4. Lower Sungirt Car Park - Removal of some of the grass bank facing out from the entrance would provide an extra five spaces. A further eight spaces can be obtained by removing a small area of the bank on the right hand side of the car park.
- D2) Re-examine current parking charges by aligning costs with similar towns such as Bodmin and Launceston, possibility of first half hour of free parking.
- D3) If the Cattle Market Car Park is re-developed as retail space, existing parking provision must be preserved or enhanced.
- D4) Enable a 3-storey extension to the Lower Sungirt car-park to increase space availability. The use of well-designed, low-rise multi-story construction in any of the existing parking areas (including West Street North) to increase supply would be beneficial.
- D5) Residents' on-street parking schemes should be considered although they can push the "problem" to adjacent areas. However a "whole town" solution might be feasible in future especially if parking was made cheaper. Current policy was to implement large zones in those areas affected by commuter parking only after full consultation that gave a positive response overall.
- D6) Create additional short term parking spaces in town. (Max. 30 minutes)
- 8 Spaces by Moss Chemists using herring-bone pattern, extend opposite disabled parking bay.
  - 3/4 Spaces in Pipe Well Lane adjacent to Fat Frog Café.
  - 2/3 Spaces outside Tamar Tropicals in Market Street.
  - In Bay Tree Hill, investigate moving Taxi Rank to outside Seasons Café. However, this may not be possible if the Atkins plan is implemented in this area.
- D7) Retaining a permanent full-time Traffic Warden is essential for the town.
- E Cycleways:
- E1) Cycling should be promoted in the future structure of the town.
- E2) To get people out of cars and to encourage people to cycle, dedicated cycle-ways are required.

- E3) Current efforts using only white lines are totally unrealistic. Any proposals should ensure that new routes are clearly marked and do not start and stop in silly places. Distinct coloured surfaces are helpful.
- E4) In the future, the town should have a completely off-road cycle network. This must be physically separate from the road network and link specific locations. Only when there is physical separation from cars will parents be happy to allow their children to cycle.
- E5) These cycle-ways must be incorporated in any new housing developments and gradually spread throughout the town in order of potential usage i.e. to schools, town centre and leisure facilities
- E6) A method must be found to link, by road and cycle-way, the area around Pencubitt and the main-line station to the rest of the town.
- E7) Where possible, new links should be wide “multi-use” paths for cycles, walkers and wheelchairs.
- E8) With the funding approved for the Caradon Hill Area Project, we need to consider improved sustainable access to the project area. The project plans state that the expansion of existing Car Parks will not be considered. The opportunity exists to make this a regenerative low-impact tourist attraction by creating a dedicated off-road multi-use track from Liskeard to Caradon Hill via St Cleer and the mining heritage sites. This would be similar to the Camel Trail but would probably involve the purchase of field margins as it is not possible to follow the original route of the Liskeard-Caradon Mineral Railway. This scheme would bring significant sustainable economic benefits to the area.

#### **F Pedestrian/Disabled Access:**

- F1) Footpaths in some housing estates are simply not wide enough. Especially as in future years there will be increasing use of powered wheelchairs.
- F2) A footpath is needed along the length of Charter Way to complement the existing cycle way. A safe crossing is needed to access the hospital and doctor’s surgery.
- F3) Footpath minimum of 1.5 m wide or 2.5m in the case of multi-use paths.
- F4) Further pedestrianisation of the Town Centre is needed. The Bay Tree Hill Atkins scheme could be progressed with parking restrictions rationalised and enforced. Deliveries to premises are banned between 10.30am - 4pm and parking between 9am - 6pm in Fore Street - this should be enforced or amended to make sense for traders.

- F5) A comprehensive footpath map with numbered routes linked to signposts on the ground would be a most useful adjunct to any campaign to encourage walking. Signposts need to clearly state where the path is leading and carry the same number as the map. Car parks could display the same maps to complement the 'Heritage Trail' maps currently in place.

#### G Problems that need Urgent Action now:

- G1) Locking bollards are recommended on Market Approach (Caradon Council land at Galvin's entrance to the Cattle Market). This would restrict general vehicle egress but allow for occasional usage for specific key-holders.
- G2) Rapson's Car Park is under-used at present. The provision of a Bus Stop or free parking may encourage better usage. A single post+flag stop could be provided both ways adjacent to Rapson's Car Park.
- G3) A taxi rank and shelter is needed at the Railway Station.
- G4) The eastern entrance to Gipsy Lane should be blocked to prevent ingress from or egress to New Road.
- G5) Road signs in the town and the approaches to the town look scruffy and uncared for. Action should be taken to spruce them up and bring coherence to all town signs. Signs should be clear and designed to contribute to a town identity.  
A dedicated "town gateway" proposal is required to be implemented at the main access points. This must mention the town's stannary heritage and would include road graphics or treatments to encourage speed reduction on entering the town limits.  
Existing town signage on the A38, both westbound (on slip-road), and eastbound (at Moorswater), is particularly poor and needs to be replaced.
- G6) Town centre parking is a problem now which could in part be addressed by implementing the recommendations in paragraph D1 as a matter of priority.

## H Other Issues:

- H1) It is recommended that any new retail development should be in the town centre possibly on site of PO Sorting Office or Taylor's Garage down to Fore Street. Future proposals should include apartments over retail space only if parking is available.
- H2) Financial restrictions have meant that no new public toilets are likely to be built until the redevelopment of the market commences. Existing facilities need complete refurbishment and should be treated as an urgent matter as the public convenience is often the first impression a visitor gets when arriving at the town.
- H3) Pending any major redevelopment of the cattle market, the existing buildings offer potential for a covered civic space. Removal of the cattle pens, installation of extra lighting and general draught-proofing would be sufficient for a quick Stage 1 development of a pannier market.
- H4) A Pannier Market would encourage visitors to the town. As an existing historic building is not available, a new building - possibly of an iconic design - should be encouraged.
- H5) Consider a roof over Fore Street that would provide an all-weather environment encouraging longer casual shopping. Some covered areas are required, possibly in a new Pannier Market development.
- H6) Should the cattle market area become available for redevelopment, the following points are important in coming to a decision on the future of this vital site:
  - 1. It is the only large flat area left for town events and much of this must be preserved.
  - 2. Any retail development should be tied to the construction of a new Pannier Market.
  - 3. Development should be low rise to minimise the visual impact on the area as a whole. Taken with point 1 above this militates against a multi-story car park in this area.  
The two most suitable sites for the location of multi-story car parks are West Street North Car Park and Sungirt Car Park.
- H7) With the recent success of the Heritage Lottery Fund Bid for the restoration of the Caradon Hill Mining Area, there will be heightened parking issues on and around access points. It is believed the local authority has a remit to improve the quantity as well as the quality of the existing Car Parks.

References:

Ref. 1

Dobwall Bypass Report:

Report to The First Secretary of State and The Secretary of State for Transport by Jack Moffett BSc(Hons), FICE, MIHT, dated 21 March 2006, Ref: HA/061/011/013.

Ref. 2

Atkins 1 Report

Liskeard Town Centre Regeneration Study Final Report by W S Atkins dated January 1996, Ref. 014.4235.

Ref. 3

Atkins 2 report

Liskeard Action Plan Final Report by W S Atkins dated January 2003 Ref. 670.1026

Ref. 4

Cornwall Local Transport Plan 1 (LPT1)  
Cornwall County Council 2001-2006

Ref. 5

Cornwall Local Transport Plan 2 (LPT2)  
Cornwall County Council 2006-2011 dated March 2006

Appendices:

Appendix 1 A Transport Strategy for Liskeard (March 2001)

Appendix 2 Western Ring Road (Option 1) - see red route on map at rear

Appendix 3 Western Ring Road (Option 2) - see blue route on map at rear

Appendix 4 Western Ring Road (Option 3) - see yellow route on map at rear

Appendix 5 Passmore Edwards Link Road

Appendix 6 Westbourne Car Park Access

[illegible]

- 88 -



Appendix 2            )  
Appendix 3            ) Refer to Map 4 at rear  
Appendix 4            )

Appendix 2. The route is shown in red on map 4

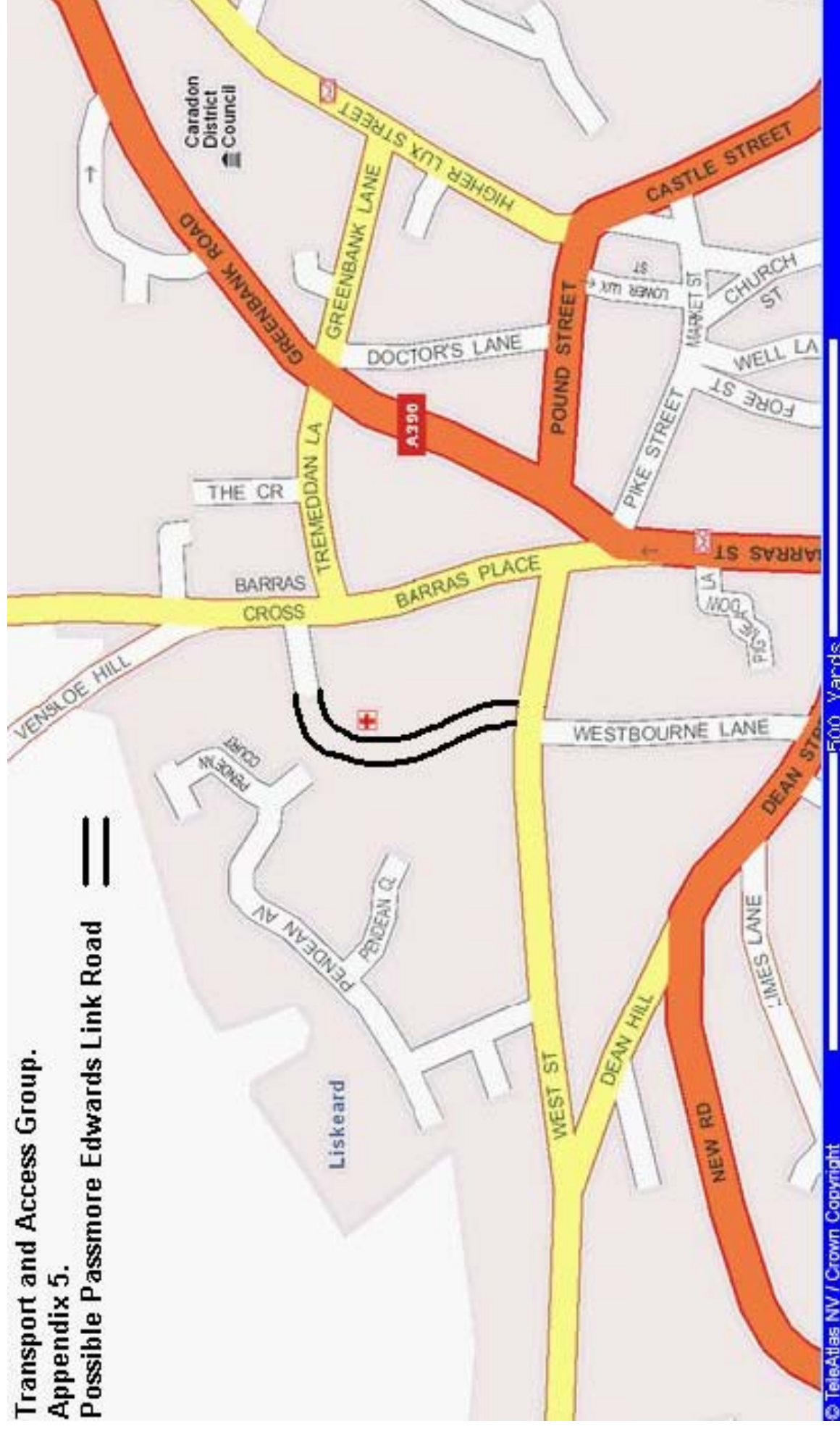
Appendix 3. The route is shown in blue on map 4

Appendix 4. The route is shown in yellow on map 4

# Transport and Access Group.

## Appendix 5.

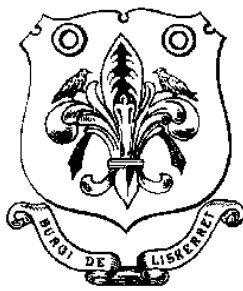
### Possible Passmore Edwards Link Road











# LISKEARD COMMUNITY STRATEGIC PLAN

Volume 3

## THEMATIC REPORTS

Theme: Heritage, Culture and  
Environment

## Notes

This was a large group that took a different idea to the way in which they looked at their theme. Recognising the breadth of the subject and having a wide range of interests, knowledge and experience, they decided that, after the initial brief, they would go away and, either individually or in smaller groups, would all address the task. The result is six reports which are all included here; it is worthy of note that they show remarkable similarity of a large proportion of the theme. They then re-grouped, assessed the reports and developed their recommendations.

## Heritage, Culture and Environment

### The Positive Aspects Of The Town

- Liskeard is an historic town with ‘some of the finest Regency and Victorian streetscapes in the country.’ It has two Heritage Trails with printed and illustrated guides.
- The town has several public green spaces and is surrounded by beautiful and interesting countryside with public footpaths and printed guides to country walks. There are also several green fingers of natural habitat which extend virtually right into the town centre.
- The town has a good selection of places in which to eat out, or just ‘pop in’ for a coffee.
- Liskeard’s past is closely connected to the mining industry and the World Heritage Site. It is a natural ‘point of entry’ to the latter, but also for the Caradon Hill Project sponsored by Caradon District Council.
- The town has an excellent newly refurbished Museum.
- Liskeard has excellent road and rail links with the rest of the country and has scope for the development of business and light industry.
- Liskeard has several arts centres both in it and nearby. (Stuart House, Liskerrett Centre, Sterts, Dobwalls.)
- The town is home to the District Council, as well as the regional adult education offices, the regional newspaper, and a weekly regional cattle and sheep market.
- The Lions Club organises three enjoyable events which bring the town together: Carnival Week, St Mathews Fair, and the Torchlight Procession, while the Chamber of Commerce supplies the town with beautiful Christmas Lights, and the Round Table gives us superb fireworks display on November 5th.
- Liskeard has good sports facilities with a Sports Centre, two all-weather pitches, rugby, football and cricket grounds. (But overall lacks recreational pitches).
- The town has several excellent venues which could be used for concerts, theatre etc. The Public Hall and Sports Hall at Lux Park.
- Liskeard boasts one of the best One Day Agricultural Shows in the country and also has a thriving regular Country Market.
- The town’s historic centre still retains a significant number of privately run shops. Several of these are of considerable character and offer attractive goods.
- Liskeard has many youth organisations, as well as adult clubs, choirs etc.
- The town is ideally placed between the tourist areas of Bodmin Moor and the South Cornish Coast.
- The flower decoration organised by the Town Council is now of a good standard. Could it be extended?
- The town has excellent outside play facilities for young children at Castle Park.

- Liskeard's new skate ramps and basketball/football facilities at Rapson's Field are well-used and generally respected by the users.
- The town has an active Heritage Group which is actively promoting both the town and its environs. Its members are willing to work with the Town Council towards a better Liskeard - whatever the population is to be!

### The Negative Aspects Of The Town

- The shape of the town and its relation to the two by-passes make traffic management and congestion serious problems. The town centre is overloaded and Castle Street and Charter Way are the only exits onto the roads to Plymouth, Callington and Launceston.
- Castle Park is cut off from the rest of the town because of poor access and increased traffic along routes to the park. Access to and from the church, schools and old peoples homes are also affected by this traffic problem and the narrowness of pavements in the Pound Street, Higher Lux Street and Castle Street areas.
- Teenagers have too few alternatives for activities in the town centre and dominate the town in the evenings and at weekends. Their access to alcohol is also too easy and thus misused.
- The town's historic centre is on steep hills, which deter shoppers and the elderly. Car parking charges are also a deterrent and so the traditional shopping areas are under pressure, which is difficult to overcome. The town lacks shortstop-parking facilities for people who just need to pop into the bank etc. Also, parking in general is a problem at peak times.
- With the exception of the new Heritage Trail signs, the street furniture in the town - signs, fingerposts etc are looking shabby and signage in general is at best vague.
- The Baytree Hill and Well Lane areas are unattractive and the car is king, while pedestrians have to struggle along on narrow pavements.
- The green spaces in the town centre are underused and thus are misused by those in the 'drug and alcohol culture'.
- The extension of residential housing round the outskirts of the town mean that residents use their cars to come in, or shop at stores on the outskirts.
- The car parks in the town are just large slabs of tarmac, and are unattractive and unwelcoming.
- There is no recognised footpath or cycle route to the World Heritage Site to the north of the town, nor to the coast and the tourist "honey pots" to the south.
- Once the population increases, the town should be able to court the larger multiple chains, but at the moment has no town centre retail locations available.
- The main routes into the town are very open and unwelcoming. The planting of avenues of trees and hard landscaping could easily reverse this.

- Thorn Park and some of the estate parks have been heavily vandalised, and play equipment is unsatisfactory.
- There is very little industry in Liskeard and a major shortage of significant employers.
- The town lacks any defining activity or attraction and thus requires an obvious 'identity' (c.f. St Ives, Padstow, Hay-on-Wye et al).
- There is a real scarcity of good visitor accommodation. An hotel or two are needed.
- The former South East Cornwall Guide paid for, and promoted by, Caradon District Council attracted people to the town. Now, however, it has no marketing except for its website which is woefully inadequate.
- The town has few executive style homes. If these are not provided, Liskeard will neither attract money, nor businessmen looking to relocate.
- The proposed relocation of the cattle market and the offices of Caradon District Council will draw people and jobs away from the town.
- With the increase of population, how will the current water, sewerage, waste disposal, health services and education system cope? These services already all seem stretched at present.
- The town it appears, having had the carrot of a cinema and bowling alley dangled in front of it during the Argos/Focus site redevelopment, is now getting behind the campaign to make it a reality, but the complex should not be sited in an area out-of-town.
- The lack of Police on the street, and the current attraction to binge drinking, and drug-taking by the youth of the town, make it a virtual no-go area at night.
- The World Heritage Site to the north will attract visitors to the town, but apart from the Museum and Stuart House, which are bursting at the seams, we have no locations to enable research into the history of the town or its inhabitants. The nearest archive retrieval site for this type of interest is the Record Office, Family History Centre and Museum in Truro or the Local History Centre in Redruth - all of which need to be booked well in advance.
- On the whole, Cornish Websites do little to promote Liskeard or to attract visitors to the town.
- Moorswater, although an eyesore at the moment, contains many heritage gems - canal quays are just under the surface itching to be revealed, there are two sets of beautiful limekilns, one of which is unique, plus an old kiln type dry in the clay works.

## The Reports

*Having outlined and researched the positive and negative attributes of the town, the following individual reports were produced, each focusing on different aspects of the work. From these analyses, a series of proposals were drawn up and listed below as recommendations for maintaining, enhancing and promoting Liskeard's heritage, culture and environment over the next 25-30 years.*

### *Report 1*

GENERAL HERITAGE CONTRIBUTION: Basically, the town should build upon recent projects such as the Henry Rice Exhibitions, Map and Trails; the four new Heritage Trails with Maps; and other Guided Walks. Within the context of these projects lies the germ for considerably greater publicity for Liskeard's Heritage Assets. Stuart House is completely revising its current website and if handled correctly will be a valuable tool. It is very important that the town looks urgently at the new Cornwall Culture website as this is currently very damaging to Liskeard. There's virtually nothing in it except a few commercial mentions for attractions not immediately related to the town. At present, visitors who consult under the various index headings will receive information along the lines that, "there are no attractions/activities under this heading in Liskeard"!

Almost everyone who takes one of the town's trails remarks they hadn't realised that Liskeard's Architecture had so much to offer. It is arguable that the town possesses some of the finest Regency/Victorian/ Edwardian streetscapes in the UK. The Chairman of the Cornish Buildings Group, following the Group's recent visit, commented on this and wrote, in his letter of thanks for the arrangements made by Stuart House, "Henry Rice's Classic Buildings are as good as anywhere in Britain". As previously stated, the town does indeed have something to build upon.

Perhaps one of the local TV companies should be persuaded to do a programme or even a series on this town.

CATTLE MARKET AND WESTBOURNE. Despite recent talk of moving the Market out of town, there are people who would wish to express strong opposition to such a move. While acknowledging that it would bring advantages in traffic movement to have an-out-of-town site, the loss of this commercial asset to the town centre would be such as the town could hardly bear. The responsible Auctioneers, the Town Council, Caradon District Council and Cornwall County Highways should be encouraged to work together to provide the best facilities to encourage and justify retention of the present site. An investment in more attractive and efficient buildings would surely pay dividends.



At the same time, little support should be given to the idea, sometimes mooted, of driving a new link road through Westbourne Car Park and Gardens. This would only create new and more problems at the related junctions. Above all, Westbourne Gardens and its precious trees should be preserved. Far better to improve the link with Westbourne Car park (and make that more attractive) so that the public and visitors are aware that the park there for the public to enjoy. (In fact, the best way to stop present vandalism, usage by drug addicts etc. is to increase public usage of the space - perhaps have some regular "folk-style" performances -at lunch and afternoon tea times).

ILLUSTRATED TALKS on the "Interpretation of Local Architecture" have been suggested by one of Liskeard's leading historians. The subjects offered are: 1. Classification of Local Styles - Details and Examples to cover Domestic and Public Buildings. 2. Churches and Chapels. 3. Industrial Constructions - covering Canal, Railways (incldg. bridges).

## *Report 2*

Although many angles and areas have already been covered by the Atkins report, not all the proposals that were made have as yet been taken up, perhaps for reasons like funding, availability of land, access or just problems with bureaucracy.

One of the problems Liskeard has is its layout and topography of landscape not only of the main town centre but also of the surrounding area. Places like Castle Park are difficult to find (for visitors), hard to get to from the main town and are consequently underused for recreational activities. Compare this to Meadow Park at Tavistock, on any summer weekend, it is full of families either sitting, having a picnic, playing in the park or just enjoying the weather.

Could one imagine actually sitting in the middle of Castle Park and having a picnic? Westbourne Gardens would be a better choice for visitors to the town to sit and enjoy, (but only after the current occupants have been cleared out). The idea of returning the footbridge from the main car park to the gardens is one that will help to encourage more use of this area, especially since this is the main parking facility for the town. Small open-air festivals, or more community activities to bring people together, should be encouraged and organised.

The Town itself is fragmented and split in two. There is the Parade which now has nice wide pedestrian areas, easy access to all the banks and post office, and places to sit and chat. Then there is Fore Street, again with a nice pedestrian area with a quaint feel about it, but with nowhere to sit and just enjoy the ambiance. These two focal parts of the town need to be brought together as neither invites a visitor to the other.

Also mentioned in the Atkins report is Bay Tree Hill which is in urgent need of pedestrianisation, either fully from Purdys to Boots, or partially to keep vehicle access to Sungirt car park. This open space would ideally suit an annual event like the Tavistock food festival, now in its third year, or even a beer festival given the number of pubs in the town, or just an occasional open market.

Despite the predicted rise of elderly people to 30% of the population, it is important also to make provision for families who possibly would be higher spenders, as well as becoming the future adult population of the town.

There is little at present in Liskeard to cater for family entertainment on, say, a wet Sunday afternoon. Currently, the options are to take a trip either to Plymouth or St Austell, cinema, bowling and a pizza. Whatever the on-going talk and rumours about an entertainment complex of this type in Liskeard - whether it be on the Bubble site or closer in the town - such a development can only be an asset to Liskeard, bringing people into the town who would not normally visit.

Take for example Bude where, opposite the supermarket, is an indoor activity centre. Here, bowling, indoor go-karts, takeaway and a fully licensed bar, as well as a soft play area for toddlers, are all available where families can spend many enjoyable hours. Lamellion, Passmore Edwards, the Cattle Market or even Luxstowe House would make an ideal site for an indoor complex of this nature which is close to the town centre and still would encourage people to walk into the town.

Pike Street, Pipewell Lane and even Market Place would benefit from being pedestrianised, making the experience of walking up and down Pound Street seem less daunting with places to stop and sit without tackling the narrow pavements. Pipe Well - the *raison d'être* for Liskeard's existence - would be brought into the picture and more widely used, as would Market Place together making a nice area for alfresco dining from a nice café etc. Good examples of Pedestrianisation are St Austell, Wadebridge and even parts of Bodmin.

World Heritage status for mining can only be a benefit to Liskeard which is an historical Stannary town - but only if advantage is constructively made of this new designation. This has to be a major part of the "Big Idea" and as such exploited. World Heritage Status, it is understood, does not in itself grant funding. But what it does do is to confer a certain prestige to a place which sets it above other areas of interest.

Increased advertising around the country, *and around the world*, would bring in more visitors to the area, and as Liskeard sits nicely at the gateway to Cornwall (and with 1.2 million people visiting the Eden project each year), these potential customers need to be enticed into the town.

Cycle routes or walks around the Mining area with a guided plan can start from Liskeard, or tour-guided excursions from Liskeard by bus to the Mines.

Signage on both sides of the town advertising World Heritage status is a must, as well as literature advertising on the Mining area and the links it has with Liskeard.

Accommodation is very short in this locality. A good hotel or travel lodge, either in the town or on the outskirts, would encourage people to break up their journey at a suitable location, and would also help the employment in the area.

Employment in the town and the immediate area needs an injection of new employers to help bring people into Liskeard - and not just retail. A recent study in the Western Morning News by PriceWaterhouseCooper looked at the top 150 companies in Devon and Cornwall by employee numbers. The closest to Liskeard was Tiflex at Dobwalls with 170 employees rated at No.133. Trago Mills came in at No.18 (spread over three sites). Bodmin had Fitzgerald Lighting at No.44 with 490 employees and Callington has Samworth Brothers (Ginsters) rated 4<sup>th</sup> with 1961 employees.

An interesting point was raised. For a county high in tourism and agriculture, manufacturing was the greatest employee sector with 19% of the share. Liskeard needs to generate and entice more business of this nature into the area. Any form of employment would benefit the town but manufacturing has a wide supply chain, usually from local suppliers - something which increases employment availability and security both to local residents and to those who travel in from further a-field.

### *Report 3*

On the 14<sup>th</sup> July 2006 Liskeard, and other Cornwall and West Devon Mining Areas, became a World Heritage Site (WHS), recognised as having cultural importance on a global level. To have achieved international recognition at this highest level, together with the ability to attract substantial funding from the Lottery Heritage Fund, should be proof enough that Liskeard's association with its mining district demands greater acknowledgment, and its connections re-established. More especially, the promotion of the town as the important mining administrative, occupation and trading centre it once was, would attract visitors off the moor and into the town itself.

Liskeard needs to be committed to playing a central role in developing these heritage projects and also to bringing together all the surrounding mining areas and activities. While it is true that Caradon is officially part of the WHS, Herodsfoot for example, where lead was mined, is not. And yet mineral samples from Herodsfoot mines are already globally famous. In centuries past, the surrounding area of Liskeard has seen a wide diversity of mining activities for many differing minerals. Historically, miners, their families and their support services, left the area by the thousand either because they failed to find well-paid mining work here, or because they sought better employment in new mining projects overseas.

Today, family history research (genealogy) is already a multi-million pound, world-wide activity. People all over the globe whose families came from these parts avidly want to know more about their roots. No longer is it enough to just know dates of births, marriages and deaths, those who research their lineage now also want and expect to re-trace their ancestors' steps back to their origins, to find out what they did, where and how they lived and why they travelled away.

This is already happening and it is predicted that many more people will be visiting this area for purposes of family and house history research. WHS status gives added publicity and healthier/wealthier economies make it possible for more people to undertake this line of research of their ancestors. Where better to carry out this activity than returning to the area, ie Liskeard and its hinterland, which their forefathers left in the 18<sup>th</sup>/19<sup>th</sup> centuries?

Here, then, is a superb opportunity for the town to capitalise on its wealth of hidden assets and to tap into this increasing interest and potential source of revenue because, although official, controlled records must at present be stored at Cornwall Records Office, there are many other records that need to be kept *safely in their area of origin*.

Liskeard is surrounded by village local history groups, some of whom are expressing concern that they are finding it difficult to store their carefully researched records. An excellent local archive is currently held in Stuart House and cared for by Liskeard Old Cornwall Society. However, its members are becoming increasingly concerned that soon they will not be able to afford to keep these documents in ideal conditions. Increasingly, the Museum is being asked to take care of local archives such as these.

Unofficial pictorial records and information gathered by the Drama group, Liskeard Football Association, Mothers' Union and the recently closed Infant school all require storage space which, in some case, the Museum has provided - but its space is also limited. Research on the Internet may be fine and quick for facts, but many-times transcribed records can become unsafe.

So there is a need for good quality, well-indexed, environmentally-stored and easily-accessible social records for local and world-wide researchers who wish to view the archival material and visit local heritage sites. In turn, these visitors will also need good accommodation, transport networks, cultural and other entertainment activities for themselves and their families - all of benefit to Liskeard's future economy.

#### *Report 4*

Liskeard IS a good place to live, it has a number of assets: geographical and environmental, historical and architectural and not forgetting the good people of the town.

Geographically, Liskeard is positioned almost equidistant from the wonderful south Cornish coastline, and from the beautiful, and historic Bodmin Moor, giving it an unrivalled location to attract those who look for activity/outdoor pursuits across the widest possible range and environment.

Environmentally, the closeness to both of the above, the prevailing south-westerly winds and the distance away from the nearest built-up areas give the town a “healthy air”.

Historically and architecturally, the excellent relocation and refurbishment of the Town Museum, together with the Henry Rice and Heritage Trails, have been instrumental in informing both local and visitor alike of the unique heritage of the town and its environs. But the town and its people must not rest on their laurels. Just six miles to the north of the town there is an area, which is now on a heritage par with the Great Pyramids of Giza, Stonehenge, and the Great Wall of China. Liskeard was a key player in the Victorian mining industry - it was, after all, called the Liskeard and Caradon Mining District! The town must ensure that it gets a piece of the pie - The Tamar Valley, and the Mineral Trails centred on Redruth/Camborne have organisations already in place to ensure that they get a good bite.

It should also be noted that there are no historical study centres this side of Truro, the interest in genealogy and local history is now huge, but with every archive in the county either in Truro or at the Local History centre in Redruth, Liskeard as usual, finds itself at the wrong end of the county!

So what can Liskeard do?

Culturally the town is well-catered for with active centres at both Stuart House and Liskerrett, but perhaps more effort should be made to include the youth a little more, getting schools and organisations to visit these sites, as well as the Museum, running competitions etc. The proposed Civil War Exhibition/Centre plans for Stuart House will raise the cultural profile even more, and with the correct backing and promotion it could become a major reason for visiting the town.

Perhaps we could include as a partner project a historic resource/archive centre - The Liskeard Old Cornwall Society, the Town Library and Museum have archives, could these be relocated to a central location, with internet access and reading areas etc?

The Guildhall is underused and undervalued within the town. Could this be used? The location is excellent, and it is a beautiful and historic building. Could this site and its equipment be made available for the youth of the town to use in the evenings? Many do not have computers at home, and free online access would be a real boon, on-line gaming is now a worldwide phenomenon, and it is good clean fun - some are also very educational.

Maybe a café area could be included, giving the youngsters a meeting place? We, as the rest of Britain, are suffering from an increasing number of drink/drug related incidents and crime, the council should look into banning drinking from the streets, and also liaise closely with the Police to try and provide the youngsters with wet weather entertainment to compliment the excellent skate and cycle park in Rapsons Field. Also to provide community wardens to fill in for the lack of Police on the beat since the town is becoming a no-go area during the evenings, especially on Friday and Saturday nights.

Historically, the visual appearance of the town is excellent, with much of its historic fabric having been retained unlike many other Cornish towns. A lot of buildings, too, have been redecorated since Webbs rose from the ashes. The only blight at present seems to be the number of empty shops. The areas outside the town centre though, are in need of attention. This has been noticed in both the Atkins and the HES reports, and recommendations have been made in both.

Road improvements and house clearances have left wide-open spaces, which have received little in the way of landscaping. Areas which spring to mind are the approaches to the town between the Callington Roundabout through Luxstowe down to Greenbank, from the cross opposite Culverland Park to Luxcross, from Morrisons into Castle Street, and New Road, these are the gateways to the town, which would be greatly improved even with the bare minimum of avenues of trees being planted, and a few benches dotted about. The town of St Austell has recently erected large colourful flags at entry points to the town. Could the youth of the town be invited to design some, perhaps? St Austell's flags really add colour and a sense of fun on entering the town.

These gateways into Liskeard need serious attention regarding traffic flow. At present, traffic from the east travels through the very narrow route of Castle Street and Pound Street. These are major pedestrian routes used by parents and children, by students *en route* to the schools, by the elderly from the three residential homes in the area, by church users as well as by users of the restaurants and public houses in the area. Also on this route is a major crossing point between the town and Castle Park, which is used by the residents of Park View and Lake Lane.

This area of the town is one of the most historic, and the park one of the most beautiful in Liskeard, but access to and from here and to the town centre is neither easy nor safe. Yet this is part of the Town Heritage Trail. The HES report also has recommended that this route receives attention. Flat-topped sleeping policemen, and a crossing point would slow traffic and make pedestrian access much safer.

Liskeard's setting within its landscape is stunning, and from view points at Castle Park one can see that the town is surrounded by glorious countryside as well as beautiful villages and hamlets. BUT without a detailed knowledge of the back lanes and byways, the only safe way to get out into this hinterland is to get into the car and add to the congestion. A "green link" is needed to guide visitors and locals alike from the town centre out into this glorious hinterland. An ideal route could be established from Barras Cross, down Venslooe Hill, up and down to Woodhill Manor. From there, walkers, cyclists and horse riders could be directed to Moorswater, Dobwalls etc or guided on up to St Cleer, the World Heritage Mining Sites, the Hurlers and Golitha Falls. This can all be done using the existing lanes and footpaths which are unusually wide, as this used to be the main route taken by the farmers and miners between the town and St Cleer and the parishes to the north.

The landscaping of the town, however, needs serious attention. As mentioned previously, the gateways into Liskeard are stark. This also applies to the public car parks which are massive slabs of tarmac, comparing unfavourably with Caradon's Luxstowe House car park, whose soft planting gives the site more attractive and friendlier feel. The so-called green fingers - Sungirt Valley, Lamellion Valley etc. could benefit from a little promotion. These are underused resources at present which could be included within the Green Route idea.

Another area which is a jewel in Liskeard's Crown, but invisible to the visitor is Westbourne Gardens. The HES report recommends reinstating the foot bridges over Westbourne Lane - a dual advantage giving people instant access into the gardens and thus pushing out the undesirables who frequent the park.

Additionally, the town could maximise these gardens by relocating the fence much nearer to Westbourne House so that picnic and even BBQ areas could be installed. A small amphitheatre could be created at the southern end on the landscaped slope encouraging concerts, plays and other performance arts. This should be reserved as a grown-up space, however, with no playing equipment for children who, with the excellent facilities at Castle Park and Thorn Park are now well catered for.

Crucially, however, play equipment, and space to play, should be provided in any planning applications relating to the building of new housing.

Parking is a real problem in Liskeard and a short visit to the town can be costly. The number of spaces available could be maximised by decking both Westbourne and Sungirt Car parks. A park-and-ride scheme should also be created, benefiting workers and visitors with free parking on the outskirts of town - a measure which will also free up short term parking within the town centre.

Perhaps the site allocated for the travel lodge at Maudlin could be used? With easy access to and from the A38, and cars coming in from Callington it would really resolve the town's traffic problems, and also encourage shoppers visiting the Maudlin retail sites into the town itself. The HES report also recommends on-street parking in Dean Street. If kept just for 30 minute stops, it would be a great asset to those who only need to pop into the bank, post office etc. This though should be carefully thought-out and appropriately landscaped.

Regarding retail development within the town, it would be a mistake to move the cattle market from the centre, as this is essentially what Liskeard is all about - having been a market town from before Doomsday in 1086. If the southern end of the existing cattle market was moved into the area above Fairpark Road, a huge area could then be freed up for a shopping centre development. According to reports, the town is currently unable to attract large multiples as it cannot offer a large enough retail space suitable for a major national name.

A development of this type and size could include the proposed cinema and bowling alley complex, would mean that no buildings of historic value would be lost, and the farmers and their families would still come into the centre of town. On the downside it would mean that all current parking on the site would be lost, but this could be resolved if a park-and-ride scheme was introduced or by decking either of the car parks mentioned earlier. Gilberts and ATS could be relocated giving a large area for delivery and cattle lorries to load/unload. This space could be used on non-cattle market days and after delivery times for a pannier market.

The town website needs to be revamped, and constantly updated. This is very much a window from which visitors from all over the world get their first impression of the town. If the site does not look good, or lacks vital information, they will not even come. Links should be created to other websites to encourage visitors in.

### *Report 5*

If Liskeard really wants to thrive and increase its GDP it must welcome as much new housing as possible and hope to grow to a size which will encourage the larger stores to move into the area. The current mish-mash of charity shops, estate agents and fast food is unlikely to provide any real growth, and the town is not attractive to look at. There is very little short term on-street parking and if one only wants to pop into the bank, or buy a single item, the cost of parking is prohibitive.

There is only room for one major shopping town, if any, at this end of Cornwall and even this could be unlikely if the internet takes over.



It is cheaper to buy over the net from places like M&S and pay less for delivery than the cost of driving to Plymouth and parking, and if stores with the reliability of M&S or Comet are that easy to access do we need a town at all?

You can no longer buy a TV licence at the Post Office. What other services are likely to go?

And if Liskeard doesn't grow any bigger in area, it will be a much nicer place.

### *Report 6*

The town is a long, thin development stretching over two miles one way and just over a half another. There is a southern by-pass but it is difficult to access at the west end for eastbound traffic, and has an excessively complicated junction with the eastern by-pass. This means that the town centre is much heavier with traffic than it ought to be. (Castle Street is too narrow for this amount of traffic.) The solution would be to build a proper full junction at the west end of the by-pass. A second bridge over the bypass would also encourage westbound traffic to avoid the town centre and remove some of the roundabouts. (It should be possible to travel from West Cornwall to Tavistock, or the reverse, easily.)

The largest and most recent residential estates are now some distance from the shops in the centre of town. This, combined with the steep hills and the development of more convenient shopping on the outskirts, has caused a loss of trade and confidence in the old shopping centre. Perhaps traders could be persuaded to co-operate together and develop new initiatives. E.g. free car-park tickets, period market day, French market visits, more unique shops.

There are green areas in or close to the town centre and attractive rural walks close to the outskirts. Good road and rail links, fairly near the coast, good sporting facilities, many adult clubs and groups. All these make Liskeard an attractive place in which to live.

There are too few activities for teenagers which, together with the alcohol culture, creates problems in the town centre. To control this, more Special Constables should be out and about in the evenings. Also, more adults should be encouraged to organise and run activity groups for teenagers.

Create better access to the Lamellion valley so that housing could develop there, if needed. (Establish links to Moorswater and to Island Shop.)

Build a second deck on the lower Sungirt car park. (Possibly on Westbourne too.)

Liskeard has a 1000-year heritage and is particularly strong on the 19<sup>th</sup> century. This could be developed and exploited to stimulate interest and increase trading in the old centre. (Cf Totnes, here it could be a 19<sup>th</sup> century weekly market.)

It is a reasonably attractive place to live but could be made more so with a few well-thought out creative projects and events.

Finally, there is a need to think up a single, unique attraction for the town centre, which will be as appealing as the Tate at St Ives or Rick Stein's at Padstow. Ideally, this needs to be a wet-weather attraction for tourists as well as an all year attraction locally.

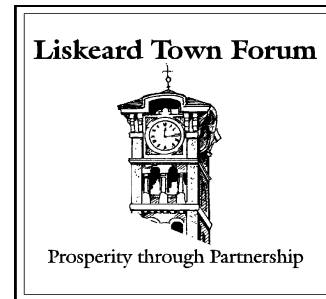
### Proposals and Recommendations

- Push hard for more access to the by-pass, especially a western end access to the east. Access roads from south of the by-pass would open up the Looe/Lamellion valley to development and ease the pressure on Station Road.
- Develop the parks and green areas, and police them at all times. Westbourne Gardens should be accessed by footbridges from Westbourne Car Park as it was in the past, the banks around the current entrance could be adapted into a small amphitheatre for performances, picnic tables, and even BBQ stations could be installed, and the area of the gardens increased by moving the fence closer to the house.
- Alcohol should be banned from the streets as it is in many other Cornish towns.
- Try to encourage the Police to patrol with either Community Support or Special Constables on weekend evenings.
- The town should become the centre for Family History research especially for the Mining History families. The Guildhall should be the focus for this as an addition to the Liskeard and District Museum. Such a project as this could be the focus of a large bid for Heritage Lottery money. It could be the defining activity\* for the town coupled with the historic development of Stuart House as a centre for the study of the Civil War in East Cornwall.
- A safe walking/cycling route to the hinterland could easily be established by utilising lanes and footpaths between Venslooe Hill and Crows Nest via St Cleer and Trethevy Quiot, the lanes are wide and quiet, and these types of trails encourage visitors, and make travelling between the town and the villages to the north an option for non motorists, and children alike. This would dovetail nicely with the current footpath map, which is still available from the Museum, and the various parish footpath maps available as well. This scheme could be combined with a resurrection of the previously proposed

cycleway on the Liskeard and Caradon Railway bed (at least from Looe Mills to Shorta Cross).

- The town needs to work with the Police and youth groups to look at setting up an indoor location for teenagers, an internet café would be a good start. Maybe this could be included in the redevelopment of the Guildhall.
- A Park and Ride facility should be opened up at the Focus/Argos site where the buses and coaches could be centred. This would ease both the traffic and the parking in the town centre.
- If the hospital site at Lamellion is taken up by developers, and the Passmore site used for sheltered housing, the town should look at the cattle market for redevelopment. At the moment, this site is poorly arranged. However, if (i) the pens were relocated to the west end of the area, (ii) any loss of parking was taken up by the park-and-ride scheme, and (iii) Sungirt and/or Westbourne Car Parks were decked, this would free up a large town centre location for a retail development - which should include a cinema and bowling alley.
- The Chamber of Commerce should organise a 'free parking' scheme comparable to the Somerfield one, (i.e. money back for a given amount of money spent.)
- The traffic and access problem in Pound Street, Higher Lux Street and Castle Street should be reduced by the park and ride scheme, but speeds should be lowered by implementing a 20 mph zone, as well as the use of flat topped sleeping policeman, (as used to great effect on the Parade), or a priority system or similar traffic calming method. Lorries and buses should be weight-restricted through these routes, with access for these to the town being redirected via the Callington Roundabout and Addington.
- The proposed relocation of Caradon District Council and the cattle market should be strongly opposed.
- Extend the planting and hanging basket schemes and plant avenues of trees along the entry roads to the town.
- Plant up and landscape the car parks to make them more attractive, make car spaces near to the shops available for short-term parking only - 20 mins, and make it free.
- Baytree Hill should be looked at as advised in the Atkins Report - a 'pedestrian only' area with outdoor eating areas, benches and flowerbeds etc., which could also be extended into Fore Street. Indeed, these streets, together with Well Lane, should be seriously focused upon as, in terms of landscaping and pedestrian friendliness, they let the town down. Hidden in Well Lane is a gem that is rarely visited, since few people know of its existence, but which if presented in the right way, would certainly be a useful addition to the "why go to Liskeard?" list, or even become in itself a defining activity.
- The town should look to organise a week-long festival - ideally during carnival week - with a civil war, mining or mediaeval theme.
- Any proposed housing developments need to include executive as well as low cost accommodation.

- Identify more potential brown-field sites and advertise them nationally. More employment = more people = more spending power.
- Encourage motel/ hotel chains to come to the town.
- Moorswater could be rediscovered, promoting the heritage sites, along with an attractive executive business park for industry.
- Develop the town's website and ensure that the town is positively presented on *all* Cornish websites.



# **LISKEARD**

## **COMMUNITY STRATEGIC PLAN**

### **Volume 3**

## **TOWN CENTRE HOLISTIC REPORT**

## Notes:

When it became apparent that the project needed a team to holistically address the town centre, the individual theme groups were well on the way to completing their tasks. It was thus determined that the most efficient way of forming the group, ensuring some compatibility with the work already completed, and guaranteeing that the deliberations of this group were fed back to the others, was to ask a member of each theme group to further commit themselves to this new task. That they willingly did so is a tribute to their dedication. There was also a little new blood brought in to ensure against any staleness and inject some different expertise and perspective.

## Town Centre Group Report.

Initially, work on the Community Plans was broken up into six thematic topics (Population and Housing, Employment, Transport, Health, Environment and Recreation) which, it was decided, would cover the major aspects of this project. As work progressed, however, it became increasingly apparent that there was a need to also examine, in a more holistic way, the issues of regeneration and development of the town centre itself. This was perceived as the key piece of the jig-saw puzzle required to draw the whole picture together. Thus, a seventh group was created to specifically assess and report on this crucial element of Liskeard's future.

### Designation.

To begin with, it is necessary to determine exactly what comprises the town centre. There are currently several different boundaries of areas in the centre of the town that are used for different purposes. These include:

- The historical settlement (map 7),
- The conservation area (map 8),
- The “town centre” as defined for policy H11 of the adopted Local Plan (map 9).
- The “shopping core” as defined for policy LISK6 of the adopted Local Plan (map 10)

The background to the precise definition of each area and the reasons for the often close, but differing, boundaries are not really understood. A probable explanation is that the differing authorities responsible for the various areas have in the past determined them without reference to the other zones. Equally, the reason for the “shopping core” excluding, for example, the western side of the Parade and Barras Street (and hence 3 of the branches of High Street banks) seems strange for a designation with this title.

*Action: The boundaries of the Conservation Area and the Historic Settlement need to be reviewed to align them where possible.*

While the historic settlement and conservation areas are different rationales which would probably only benefit from minor realignments, there is seen to be a strong argument for the designation of a single area covering the commercial core of the town, and that proposed is shown at map 11. This includes not only the majority of commercially occupied buildings in the middle of the town, but also car parks and other open spaces which form an integral part of the infrastructure necessary for the town centre to fulfil its function. It is likely that policies such as LISK6 and H11, should they remain extant, will require changes to their wording in order to ensure that the original purpose is retained. But the advantages of a single area are deemed to outweigh this.

*Action: The Commercial Core as shown in Map 11 should be adopted as the designated Town Centre. Extant planning policies should be reviewed and amended to reflect this.*

## Town Centre Business.

### Professional Services

As one would expect from an existing market town and local centre, the town is currently relatively well-provided with professional services such as banks, accountants, solicitors and the like. However, some of the premises they occupy are far from ideal and, with the constraints of the conservation area and the listing of buildings, cannot readily be adapted to meet the requirements for disabled access.

As the town expands it is unlikely that the demand for these services will decline. Indeed it may increase and this will provide the opportunity for some of these companies to relocate to bigger, more modern premises. The recent move of the Parade Surgery from its central position in the town to one on the outskirts is a prime example. It's relocation has resulted in transport issues for residents of the town who do not have access to their own car and has also reduced the opportunity for multi-purpose journeys, particularly for residents of the surrounding parishes needing to access the surgery, as espoused by PPS6. As predicted, this move has had a detrimental effect on the footfall in the town centre. It is thus seen as important that provision for any additional facilities should be made *within* the town centre where their presence will have a beneficial effect on the vitality and viability of the centre as a whole.

### Retail Stock

The current stock of retail premises has grown over many years from the original heart of the town in Market Street. Individual units are generally small and, whilst the opportunity of combining several of these into larger premises cannot be ruled out, the piecemeal way in which development has taken place, together with conservation and listing issues, would make this difficult and expensive. Unfortunately the topography of the town centre and its narrow streets also results in shops that are unattractive to major retailers due to awkward frontages and an almost total lack of rear or side access for servicing their business. The requirement to service existing business on these premises through the front door contributes significantly to congestion of the narrow streets, which in turn has the potential of making the town less attractive to shoppers.

The future of, in particular, Market Street, Pike Street and Fore Street is thus seen at present as providing for specialist small retailers, niche and boutique shopping and the like. As such, current provision of units for this sector is considered adequate, if not slightly excessive. To enhance the shopping experience here, the opportunity should be sought to cover Fore Street as this would provide a shopping arcade not only conducive to this kind of retail setting but also one that is attractive in all weather conditions.

*Action : Feasibility study of project to cover Fore street.*



### Retail Need

The provision of better shopping facilities, including branches of High Street names, ranks high on the list of issues raised in the Residents' Survey.

Previous studies, such as those carried out by Atkins in the 1990s, have indicated that at that time there was little interest from major High Street names in opening branches in Liskeard, even if suitable property were to be made available. The reasons for this were mainly given as the small population of the town and its catchment population. Whilst the latter is of a quite significant size, issues of competition from major nearby centres (Plymouth) were seen as affecting peoples' choice. It is also of particular significance that a relatively large number of people leave town every day to go to work and thus are unable to access the local shops during normal business hours except at weekends.

The bi-annual Shopping Centre Yield analysis undertaken by the Valuation Office Agency, in which Liskeard's rating was consistently low (high risk percentage), was also seen as contributing to the lack of interest. With the expected rapid growth of population, it can be expected that new interest from this sector of the retail economy will grow. Issues of congestion and accessibility in major centres such as Plymouth are also likely to encourage the growth of such businesses in local centres. The provision of a significant area of land for employment use will also mean more local jobs and thus more people who have the opportunity to shop in the town.

Therefore, a very real opportunity exists to attract retail business that will itself add to the shopping experience of Liskeard and fulfil an expressed local need. However, this will only be achieved if suitable premises with good access for both shoppers and deliveries can be made available in the town centre.

### Footfall

The Shopping Centre Yield figures would indicate that footfall in Liskeard is not as high as might be expected. This is probably due to the number of people who work away from the town, particularly as these are likely to be residents with the more significant disposable income. Employment in Liskeard has been blighted for the last decade or so by the failure to provide sufficient employment land that has resulted in a growth rate that is little better than stagnation. At the same time, employment in the actual town centre has been affected by the conversion of previous employment space for residential use. The advent and growth of out-of-town shopping has also had a negative impact on town centre footfall, as has the decline of the cattle market and the changing lifestyles of the farming community for whom market day is no longer a day in town for the family. All these factors have contributed to a retail sector that struggles for survival and suffers from a lack of investment.

The circumstances of the town are currently very similar to those detailed in the report on “Ghost Town Britain”.

With an expanding population and the prospect of new local jobs, the opportunity exists to reverse the situation. This is, however, dependent upon the retention and, hopefully, creation of employment in and around the town centre. It is also important to attract a better range of outlets than currently exists and to ensure good access to the town centre businesses.

It is worthy of note that large numbers of people visit the town centre when there is some form of event or attraction taking place. This indicates that the potential footfall is probably considerably higher than current figures allow. Recent continental markets have achieved good trade despite their prices being significantly higher than those of similar goods available elsewhere in the town. Might the problem then be an issue of customer service standards, enthusiasm, presentation, etc which depresses normal footfall? Certainly, it would not appear to be one purely of price. Although it might be of greater significance on a day-to-day basis, price is not the sole driver - people will use the facilities if the “package” is right.

#### Parking.

Current off-street parking provision is adequate for the current users of the town except, perhaps, on market days when the Cattle Market car park is not available to the public and the usage of the other car parks nears capacity. While every effort to minimise the use of private cars is encouraged, for the foreseeable future the lack of any really good public transport system will mean continued reliance on the motor car, and thus any increase in population is likely to result in increased demand. The vitality and viability of the town centre is inevitably affected by the convenience of parking which requires not only easy access from a car park to a destination, but also ease of access to the car park from the point of origin. Traffic congestion and the siting of car parks is thus an issue for consideration.

The transport theme group report advances the option of creating further parking in the Sungirt valley but this is seen to have relatively poor access that can neither be easily improved, nor is conveniently placed for accessing the town’s other facilities.

There is also an issue with on-street parking in the streets of, and surrounding, the town centre. The provision of housing without adequate parking spaces (reduced parking standards), regular and significant conversion of garages for residential use, and an unwillingness of people to pay even the low charges of the long term car parks, lead to far more on-street parking than is desirable. The recent announcement by the police of their withdrawal from enforcement of parking regulations and the proposed decriminalisation of on-street parking offences is regrettable. The upshot of all these factors is that the streets of the town become cluttered and

congested, thereby reducing its attractiveness and potentially damaging its economy.

#### Traffic Congestion and Access Issues.

Liskeard is a town that has naturally evolved over centuries to meet the changing needs of the people of the town and its hinterland. The resulting layout has occurred haphazardly with little thought for the design of its infrastructure with the upshot that the arrangement of the town is unsuited to modern traffic conditions. While minor alterations have occurred within the centre to accommodate increasing traffic flows, the large number of architecturally significant buildings, together with the constraints of both the conservation area and historic settlement, create problems in modifying the town to meet the needs of the 21<sup>st</sup> Century. In particular, three issues combine to cause problems;

- All traffic arriving in the town from the north or east and wishing to access off-street parking without using narrow and unsuitable streets has to pass through the Parade,
- All traffic from the western and southern areas of the town wishing to egress onto the A38 eastbound also has to travel through the Parade,
- Goods vehicles bound for or from addresses in the south or west of the town, including employment sites, many shops in the town centre or when distributing to nearby settlements, are unable to do so without passing through the Parade. This includes significant traffic using the cattle market on market days when parking is at a premium.

In addition, the carriageway widths of several streets in the town centre, including some radial access routes, are already inadequate for existing traffic flows, even before any increase resulting from the enlarged population is taken into account.

The result of this is congestion. Various proposals have previously been advanced, such as access to/from the A38 from Station Road, but most have proved impractical for one reason or another. Probably the only remaining feasible option is the improvement of the junction between the A38 and New Road at Moorswater to provide a “full flow” junction. This was proposed by means of an objection to the Dobwalls Bypass scheme, but was rejected by HM Inspector at the Public Enquiry on the grounds that it was outside the boundaries of the subject scheme. However, it is noted that both the Secretary of State for Transport and the Secretary of State for Communities and Local Government have acknowledged, by way of the directed letter approving the Dobwalls Bypass, that the need for this improvement is compelling. However, it was not considered one which should be funded solely by central government as this is not a purely Trunk road issue. By improving access to Lamellion (and thus the south of the town), to the western residential areas and to Dean Street and the Cattle Market area, this junction would significantly reduce traffic flows across the Parade and also (by way of the A38 and the Eastern Relief road) provide an alternative route for livestock transporters travelling to and from the cattle market. Figures presented to the Public Enquiry by the Highways Agency

estimated that the “net present value” of such a scheme to the town would be somewhere in the region of £80 million. The challenge lies in how it might be funded.

### Public Transport.

The “Parade Scheme” carried out some ten years ago provided dedicated bus stops on the Parade for use by both National Express coaches and local buses. It was recognised at the time that there was likely to be a conflict as the lay-bys were insufficient for simultaneous use by both operators. This has proved to be the case and also it has become apparent that, with the large number of albeit infrequent local services, the current designated stops are insufficient if the Parade is used as the interchange node for local buses. The result is that there are frequent occasions when traffic flow is held up by public service vehicles stopping other than in the designated lay-bys, which inevitably adds to the congestion problem in the area.

Various solutions have been proposed since the scheme was carried out. However, these should be revisited with a view to determining a viable solution that still provides convenient interchange in the town centre, but with reduced congestion. Routing services (particularly of the larger vehicles) to avoid the narrow Castle Street may provide an option of additional stopping sites in Greenbank Road.

### Leisure.

With over 100 clubs, societies and associations covering a wide range of interests, Liskeard is well-served in the provision of this type of leisure activity. However there is a paucity of the more general, commercial facilities with, for example, no cinema, bowling alley etc.. The lack of such facilities to cater for all sections of the community (youth, families, or any other group) was the biggest single issue raised in the residents’ survey. As with the range of retail outlets, this is probably due to the population size being insufficient to make such facilities commercially viable - something which is further compounded by little or no evening public transport to enable residents of the catchment area to access the town without recourse to the motor car.

While only a relatively small market town, Liskeard also suffers to a greater or lesser degree from most of the issues raised in “NightVision” - the Civic Trust report on its study into the 5pm to 9am urban economy. This acknowledges that few town centres meet the vision that they should be places “where everyone should be able to go out at any hour - young and old, families and children”, and should not be “no-go areas for anyone at any time”. The picture that emerges, however, is one in which, “after hours, town centres are dominated by alcohol-based and youth-orientated entertainment, with a limited range of other activities available”. This report has much to offer but none of its recommendations will be achieved without effective public policy and leadership combined with partnership involvement working between both public and private sectors.

Even if the will and resources were available, Liskeard suffers from a shortage of suitable town centre sites for leisure facilities. It is important that these are found or created and that, as a rule, edge-of-town or out-of-town sites are allowed to draw away yet another aspect of the community far from its heart.

#### Hotel Beds.

At present, Liskeard has no NQAS (national quality assurance scheme) rated hotels. There are, however, three NQAS rated Bed & Breakfast establishments in or adjacent to the town centre. Historically, tourism has not played a major role in the town's economy in the past, but with the growing interest in green tourism, and especially with the designation of the Caradon Hill area as part of a World Heritage Site (WHS), the opportunity exists to capitalise on this resource. The town is ideally situated between the moor and the coast and, sitting as it does astride both the rail main-line and a trunk road with National Express coach services, is well-positioned to become the gateway to the WHS. It would appear, therefore, that a good hotel, with the full range of catering services, might well be a viable proposition. The forthcoming "travel lodge" facility at Tencreek is not seen to affect this argument as it is not designed to cater for the same market. Not only would such an hotel be attractive to visitors, but it would also provide a venue for functions in the town. Currently, there is no facility that can accommodate in excess of 50 people for wedding receptions, parties, dinners, group meetings and the like.

To succeed, the siting of such an establishment is crucial. It must be easily accessible, centrally located and have an attractive outlook. As with the provision of other facilities, this presents some difficulties although there are possible sites which are discussed further below.

#### Events.

A range of events is held in Liskeard throughout the year. While some of these like St Matthew's Fair are historic in their origins, others (such as the Chamber of Commerce Christmas event and the continental markets) are more recent. Most are organised and run by voluntary organisations and involve considerable work, a factor which occasionally creates concern for their survival. Recently, the principal groups involved have got together in order to rationalise and co-ordinate their efforts, but it is noticeable that a declining number of people either have or are prepared to give the time necessary to ensure the success of the various events. Furthermore, with the Parade being such a crucial transport artery, its use as a civic space is limited - and Liskeard currently lacks any other similarly prominent area in the town centre which might be suitably used for these purposes.

Footfall on the days of events in the town is considerably enhanced, as discussed above, and they are seen as beneficial to the economy of the town, as well as socially beneficial.

#### Streetscape, Heritage and User Friendliness.

Liskeard is an ancient market town, whose original centre in and around the Pipewell and Market Street is now bypassed by its current principal

thoroughfares. As the town expanded over the centuries it spread out and, with successive surges of prosperity, development (much of it of high quality) took place both around its changing focal points and on its periphery. The progress of this is easily seen by looking first at the defined historic settlement, then at the established conservation area, and finally at the modern town. Unfortunately, much of the recent development has not, by any means, lived up to the quality of that of, for example, the mining era.

This historic legacy results in a town whose original heart is characterised by narrow streets, many of which rise steeply from the well. While much of this area has been redeveloped in the past, some vestiges of the original remain and are now surrounded by areas containing significant numbers of buildings of architectural merit. While this heritage is of great importance to the town, the plethora of listed buildings and other constraints inevitably complicate any process of regeneration, making renewals not only more difficult, but also adding significantly to cost.

The advent of motor transport and other issues in the early 20<sup>th</sup> Century necessitated further change and shifted the focus of the town yet again. The current town centre area realistically remains structurally unchanged since that period.

As a result, Liskeard's principle shopping streets are tucked away from the main thoroughfares with much of the attractive face of the town hidden from the view of people passing through, or coming to the town for the first time. In fact, many visitors are initially of the impression that the Parade and Barras Street are all that Liskeard has to offer. Car parks are inevitably slightly remote from many of the shops and access is often by way of the steep and narrow streets. To the modern citizen or visitor, and to those with mobility problems, this can be seen as presenting problems, although recent improvements in signage have helped to ameliorate the situation.

The streetscape of the historic core, however, is pleasing and with enhancement this area could be made more attractive. The Bay Tree Hill improvement scheme proposed by Atkins must be completed and the idea of turning Fore Street into an arcade has been mentioned above. Although this latter proposal raises issues of vehicular access, it is believed that if the current prohibition between 1000 and 1600 were to be extended such that access outside this period was limited to "deliveries only", and no parking permitted at any time, the street could become a greater focus. The addition of architectural lighting in this area would also be beneficial.

A Conservation Area Partnership scheme was managed by the District Council some years ago in order to encourage property owners to renovate their buildings and although many took advantage of the grants on offer, few have subsequently maintained their facades to the same high standard that was achieved by the scheme. While another similar scheme might be appropriate for those who did not take advantage last time around, constant grants for owners to carry out their maintenance responsibilities cannot be

condoned. It is suggested that the use by the local planning authority of orders under Section 215 of the 1990 Town and Country Planning Act would be appropriate, particularly for those who have already received assistance from the public purse.

### Housing.

The town centre of Liskeard is developed to a high density. The existence until recently of national planning guidance which promoted the provision of small residential units with restricted facilities (parking etc) in town centres is still reflected in the Local Planning Authority's policies and has recently been reinforced by an appeal decision. Despite the aim of improving the vitality of town centres, these policies have, in fact, had the opposite effect in the town. Fundamentally, the provision of units which, in any other setting, would be described as under-sized and sub-standard has a propensity to attract the type of residents some of whom do little by way of making a positive contribution to the area. This has resulted in many residents, particularly the elderly, fearing for their safety, particularly at night. The conversion to residential use of previous employment space has also reduced the space available for people to work in the town centre.

*Action : Current planning policy H11 MUST be repealed.*

### Employment Space.

For some time now there has been talk of the County and District Councils both examining the possibility of developing larger, improved and more economic accommodation from which to undertake their functions. With the changing structure of local government, this might mean that any redevelopment would free up employment space in or adjacent to the town centre. It is important that, as with other central employment space, this is not allowed to be used for residential development to the detriment of town centre footfall, vitality and viability. It is also an absolute imperative that these numerous and well-paid jobs should not be allowed to leave Liskeard, or even to move to peripheral employment sites, but that they remain within easy walking distance of the town centre.

Apart from the above possibility, there are virtually no unused and undeveloped sites in the centre of the town that can simply and easily be used for employment. A significant amount of previous employment floorspace, particularly workshops and storerooms associated with shops, has been converted to residential use due to planning policy and the lack of any protection or requirement for sequential testing of uses. As a result, employment in the core of the town has fallen. This has had a detrimental effect on footfall within the town centre as fewer people work in an area from which they can "pop out" to the shops. Fortunately, this effect has, to a certain extent, been offset by some significant employment sites on the edge of the centre. It is considered absolutely vital that these are not permitted to be redeveloped in the same way. The report on employment lists specific sites where conversion for residential use should not be permitted, but it is believed that this should be reinforced. Recent changes

to Planning Policy have removed the previous encouragement contained in PPG3 of such conversions and it is felt that this should be reinforced by the deletion of Policy H11 from any future plan. Instead, there should always be a presumption AGAINST any redevelopment in the centre that would reduce the employment opportunities therein. Similarly, employment sites close to the defined town centre must also be protected.

*Action: Ensure no County or District Council jobs move any further from centre than now.*

*Action: Develop policies to preserve and enhance employment space and employment in and on the edge of the town centre.*

### Development Sites.

If Liskeard is to be equipped with modern town centre facilities to meet the needs of its expanding population in the 21<sup>st</sup> century, some radical thinking is required to free up the necessary sites for development. The constraints of the historic settlement, conservation area and many listed buildings make this more difficult but not impossible. Sites previously identified by Atkins include both the Cattle Market and the area between the Parade and Fore Street although development subsequent to those reports may make the latter unviable, at least in the short term.

### Cattle Market.

A study carried out by Smiths Gore for Caradon district Council in 2000 included the following conclusions:

- 1) Liskeard Market continues to have a future, although this is essentially short to medium term (say 2000 - 2010), the reasons being:
  - The role of the livestock market is declining,
  - Competition for the remaining trade will centralise onto new or much improved locations,
  - Liskeard's current market site is not suitable as a competing site in the future.
- 2) Although the outcome is inevitable, the timescale is necessarily uncertain.....

It is believed that these conclusions remain valid.

This was, of course, prior to the 2001 Foot and Mouth Disease epidemic and the increased bio-security rules that have since been applied. The result of these measures has been to reduce the space available for use as a car park. It is believed that the role of livestock marketing continues to decrease and that throughputs at Liskeard have continued to decline in line with, or even faster than, the trends identified in the report. The loss of car parking, despite higher usage rates, has also resulted in a reduction of revenue for the District Council who currently own most of the site. With this loss of car parking and the increased area occupied by the market, there is a much greater differential between the return achieved by the owner on the two parts of the site.



It seems, therefore, that a better use of this site, providing both better value for the public purse and better facilities for the town would be to consider its redevelopment sooner rather than later.

The people of the town have told us in no uncertain manner that what they want to see in the town are “High Street Names” and NOT more supermarkets. Any idea of disposing of the cattle market for development as a single large retail unit is thus unacceptable to the community. However, a possible, although not definitive, scheme for a redevelopment is shown at diagram 12 which provides for

- modern retail units that will be attractive to “High Street” retailers,
- increased car parking,
- modern and convenient office accommodation,
- a pannier market as espoused by PPS6, and
- a civic space.

The redevelopment of this site along the lines of this scheme is seen as key to the provision of much of what the town needs.

Action : Feasibility study and project development for cattle market regeneration project

#### Lower Sungirt Car Park.

Provides long stay parking but is relatively remote from the town centre with poor access. Surplus capacity in the other long stay park at Rapson’s, together with increased capacity in the Cattle Market, would make this site worthy of consideration. While too far from the centre to conveniently provide for other uses, it is advanced as a possible site for an hotel. Access is not ideal but with a view down the Sungirt valley over a protected “green finger” it has a pleasant outlook. Partly because of services crossing the site and the soil structure, development would probably be based upon a “bridge” across the valley at the height of Sungirt Lane, with parking beneath. This would also improve access from Heathlands Road and, with Sungirt valley in constant view from the hotel, this area would become less attractive to vandals. Another possible use for this site would be some form of entertainment complex incorporating, say, a bowling alley and small multi-screen cinema. The proximity of adequate parking might improve the viability of such a scheme.

#### Pendean/Graylands/ and Luxstowe Sites.

It is understood that both the County and District Councils are examining the possibility of new offices in Liskeard and that the option of a shared facility is seen as having significant advantages both in terms of cost and access for residents to a “one-stop shop”. Both are understood to be occupying buildings that present problems with meeting their duties to both their staff and visitors. Should such a development take place, then it is likely that either Graylands and Westbourne House or Luxstowe House would become surplus to requirements. It is also understood that Pendean is considered unsuitable for its current use and relocation of this service is likely. There is thus the possibility of one of two large sites, both of which are currently in Public Sector ownership, becoming available for redevelopment. Both sites contain listed buildings which, to many developers, would seem to be a disadvantage but the incorporation of such a feature into an hotel complex

could be used to significant advantage. It is seen that either of these sites would be the optimum place for an hotel and that such redevelopment would provide best value for the town in their disposal.

Should the opportunity occur, any development of the Westbourne / Graylands site should incorporate provision of the Dean street entrance to Westbourne Car Park. This was a strong recommendation of previous studies that was accepted by the County Council but has never taken place.

#### Westbourne Car Park.

Although initially this site appears to have some development potential, it suffers from the significant drawback of there being rights of way across it to access the rear of properties in the Parade, Barras Street and Dean Street. Most of these properties are commercial and some regularly receive deliveries by means of articulated lorries or other LGVs. This right of access and the manoeuvring space required by these vehicles is such that it reduces the space available and is likely to severely constrain any redevelopment of the site. When access to this car park is provided from Dean Street, the possibility of redevelopment of the northern end with its frontage on West Street could be considered. The closing of this entrance to the car park would also help to reduce traffic on West street and at its junction with the Parade.

#### West Street (North) Car Park.

Currently used by County Council staff and providing access to commercial premises, it is possible that this site might become available if the proposal for new offices for County and District Councils goes ahead. The sloping nature of the site adds problems to its redevelopment prospects, but it could become a site suitable for leisure use.

#### Unique Selling Point / Branding / Marketing.

Despite being an attractive market town, Liskeard seems to lack a unique identity. People employed on previous studies have remarked on their inability to define a Unique Selling Point. There have been several attempts in the past to identify a theme which might provide a platform from which the town could be marketed but, as yet, to no avail. In the course of this study, the slogan “where there’s Moor, there’s more” has been suggested as demonstrating the links between the town and the World Heritage Site and could be used in advancing Liskeard as the gateway to this prestigious designation.

The other feature that has been advanced is the Pipewell with its allegedly beneficial waters. The legend surrounding this is strong and could be used to advantage in branding Liskeard as a “spa town” or a place associated with healing and health. Indeed, the presence of the well situated in the very heart of the town provides greater credibility for such an idea than exists in many towns that already claim a similar designation. This could, perhaps, be carried forward and used by, for example, an hotel in the town as proposed above, or provide a unifying rationale for bringing together those businesses

and practices that deal with health - allopathic, complementary or in its widest application of the term - thereby giving Liskeard a unique identity in South East Cornwall as a centre of excellence for health and wellbeing.

*Action : The subject of branding needs further investigation and it is recommended that a separate study into this be undertaken, based upon these ideas.*

## RECOMMENDED PROJECTS

Moorswater Full Flow Junction  
Bay Tree Hill Enhancement  
Enhance the approaches into town  
Install more seats, especially around Fore St and Bay Tree Hill  
Cover over Fore Street  
Create architectural lighting in the town especially for Webbs, the Guildhall, Stuart House  
Cattle Market Redevelopment  
Create a pannier market  
Make-over for Well Lane  
HOTEL - Caradon will move 2008/2009 and then potential sites come on stream  
Refurbish the Fountain  
Refurbish Pipewell  
Pedestrianise Market Approach  
Review and improve street lighting then update and extend CCTV

### On-Going Investigations / discussions:

Westbourne Car park access from Dean street  
Castle Street  
Sungirt Car park

Spa Theme  
Health and wellbeing theme  
Invest in sculptures  
Start a tree-planting scheme  
MARKETING Liskeard!  
Encourage more visiting markets - look for most suitable area to site  
Toilets for Westbourne / Pigmeadow Lane  
Refurbish murals / create new ones esp in Well Lane  
Enhance the town with creative design and cosmetic projects, eg putting in granite sets  
Focus on tidy-up for Fore Street (use Section 215!)  
Improve car park accesses  
Locate a bus/coach park  
Look into effects of possible "park & ride" at Moorswater  
Preserve employment & other sites.

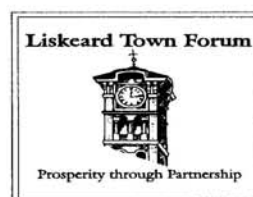
# **LISKEARD**

**YOUR TOWN  
YOUR CHOICE**



A  
**PARISH APPRAISAL**  
by  
**Liskeard Town Council**  
in association with  
**Liskeard Town Forum**

**FREE PRIZE DRAW – SEE INSIDE**



### **Liskeard - Your Town, Your Choice.**

In the past, there have been several reports written about the needs of our town. These have come up with lots of good ideas, some of which have been carried out and some not. In hearing about these reports, you may have thought, "Well, no-one asked me!"

Now, you may know that several of the surrounding rural parishes, with the help of the Countryside Agency, have recently written Parish Plans. As a result, bigger authorities like the District and County Councils *must* now consider such plans when making decisions affecting those parishes. Here in Liskeard, your Council and Forum believe that we should also produce a plan. We also believe that we can only truly reflect the views of the people of Liskeard if you, as a resident, have been asked.

There are lots of facilities it would be nice to have in the town. But in reality, the Council can't wave a magic wand and no-one else will provide these facilities unless they can run them and make a profit. Because of this, we are not asking you for a list of your dreams but, in this questionnaire, we are concentrating on fundamental issues that are important to all the community, such as:-

- somewhere to live
- getting around
- feeling safe
- earning a living
- shopping

We intend this to be the first of a series of consultations, some of which will be directed at everybody and some at specific groups of people.

**Your opinions count! So please take time to fill out this questionnaire and return it via one of the places listed on the back page by Sunday 7<sup>th</sup> August 2005. To encourage you, we're offering a prize of £150 to the first entry drawn. If you're a resident of Liskeard (please fill in your postcode) and would like a chance to win, make sure you write your telephone number in the box below before sending in your completed questionnaire.**

Good Luck!

Sandra Preston,  
Mayor

Nick Mallard,  
Forum Chairman

Please fill in your postcode

PL14.....

Tel. No. FOR PRIZE DRAW:

.2.

1. How many people, and of what age group, live in your household?

MALE		FEMALE
<input type="text"/>	Under 21	<input type="text"/>
<input type="text"/>	21 - 35	<input type="text"/>
<input type="text"/>	36 - 50	<input type="text"/>
<input type="text"/>	51 - 65	<input type="text"/>
<input type="text"/>	Over 65	<input type="text"/>

2. How long have you lived in Liskeard?

<input type="text"/>	Less than 1 year	<input type="text"/>	6 - 15 years
<input type="text"/>	1 - 5 years	<input type="text"/>	Over 15 years

3. How did you come to live in Liskeard? (Tick the best answer)

<input type="checkbox"/>	Grew up here	<input type="checkbox"/>	Retired here
<input type="checkbox"/>	Work in area	<input type="checkbox"/>	Setting up home
<input type="checkbox"/>	Relatives live near by	<input type="checkbox"/>	Came with family
<input type="checkbox"/>	Close to facilities	<input type="checkbox"/>	Like the area
<input type="checkbox"/>	Availability of housing	<input type="checkbox"/>	House suitability

### HOUSING DEVELOPMENT

- With little Brownfield land left in Liskeard, most future development will be on Greenfield sites.
- In addition to the allocations beside the Eastern relief road that are in the current plan, it has been proposed that a further 475 dwellings be built in and around Liskeard over the next 10 years or so.
- 17 out of 20 houses in Liskeard are below the national average Council Tax band.
- On the one hand, more housing means a larger population to support business and other activities in the town. On the other hand, it brings the danger of spoiling the atmosphere and community of our small market town.

4. What do you think about the number of houses that have been built in Liskeard over the past years?

Too Many	<input type="text"/>	Too Few	<input type="text"/>
About right	<input type="text"/>	Don't know	<input type="text"/>

5. Do you think more housing will:

Improve the town	<input type="text"/>	Spoil the town	<input type="text"/>	Make no difference	<input type="text"/>
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6. What sort of accommodation do you think Liskeard needs: (Tick all that you think apply)

a Large family homes (4+ bedrooms)	<input type="checkbox"/>
b Executive (luxury) homes	<input type="checkbox"/>
c Small family homes (2 or 3 bedrooms)	<input type="checkbox"/>
d Small homes for single people (flats/maisonettes)	<input type="checkbox"/>
e Homes for people with disabilities	<input type="checkbox"/>
f Homes for older people (sheltered housing)	<input type="checkbox"/>
g Small starter homes for young people	<input type="checkbox"/>
h None of the above	<input type="checkbox"/>

7. Which of the options you ticked above do you consider the most urgent?

(Please put the letter in the box)

.3.

### AFFORDABLE HOUSING

With low local wages a lot of people cannot afford open market housing. Affordable housing can be provided either as traditional social housing for rent or for sale by shared ownership schemes (e.g. buy half, rent half with the option to buy more later).

8. If affordable housing is to be built in Liskeard should its sale be restricted to local people only?

Yes ☐ No ☐ Does not matter ☐

9. Should there be restrictions on the subsequent sale of such housing? If so for how long?

5 Years ☐ 10 Years ☐ Forever ☐  
Does not matter ☐

10. If the sale of affordable housing is restricted to local people only, where should they previously have been living?

In Liskeard	<input type="checkbox"/>	In Liskeard or an adjacent parish	<input type="checkbox"/>
In Caradon	<input type="checkbox"/>	In Cornwall	<input type="checkbox"/>
In Cornwall or Plymouth	<input type="checkbox"/>	Does not matter	<input type="checkbox"/>

11. And for how long?

Two years	<input type="checkbox"/>	Five years	<input type="checkbox"/>	Longer	<input type="checkbox"/>
Several generations	<input type="checkbox"/>			Does not matter	<input type="checkbox"/>

If you have any other comments to make on housing in the town please use the back page.

### EMPLOYMENT

12. Which of the following applies to members of your household who are over 16? Please enter the number in each group:

Employed - by small employer	<input type="text"/>
Employed - by large employer (Over 100 employees)	<input type="text"/>
Self-employed or own business	<input type="text"/>
Working at home or caring for someone else	<input type="text"/>
Unemployed and looking for work	<input type="text"/>
Unemployed and not looking for work	<input type="text"/>
Disabled and looking for employment	<input type="text"/>
Disabled and not looking for employment	<input type="text"/>
In full time education	<input type="text"/>
Retired	<input type="text"/>
Full time working	<input type="text"/>
Part time working	<input type="text"/>

13. Please indicate where the main wage earner and other members of your household work, putting the numbers that apply into each box:

	Main wage earner	Other workers
In Liskeard	<input type="text"/>	<input type="text"/>
Within 3 Miles of town	<input type="text"/>	<input type="text"/>
Within 15 miles	<input type="text"/>	<input type="text"/>
Further	<input type="text"/>	<input type="text"/>
Do not work	<input type="text"/>	<input type="text"/>



## SHOPPING

24. Do you think the range of shopping facilities in the Town is:

Good	Reasonable	Poor	No Opinion
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. Where do you usually shop for the following? (Tick one for each line)

	Town Centre	Edge/Out of Town	Elsewhere
Groceries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bread, cakes, etc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fresh fruit & Veg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meat & fish	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clothes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DIY & Gardening supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical goods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Newspapers & magazines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Books/tapes/CDs etc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Toys & Games	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical & cosmetic supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26. What additional types of shop would you like to see in Liskeard?


27. If you usually shop in the Town, is it because? (Please tick all that apply)

Local shops give good value	<input type="checkbox"/>	You like to support the local shops	<input type="checkbox"/>
You like the social contact	<input type="checkbox"/>	It saves time	<input type="checkbox"/>
It saves transport costs	<input type="checkbox"/>	You don't have the transport to go elsewhere	<input type="checkbox"/>
You need "last minute" items	<input type="checkbox"/>	Other reason (please state on back page)	<input type="checkbox"/>

28. Would you support a weekly street market?

Yes ☐ No ☐

29. Do you find the opening hours of town centre shops convenient?

Yes ☐ No ☐

30. What type of shopping would you like to do outside current opening hours?

Please select from Q 25


31. If you usually shop elsewhere other than Liskeard town centre, is it because?

Goods are cheaper there	<input type="checkbox"/>	You have more choice there	<input type="checkbox"/>
It is convenient to where you work	<input type="checkbox"/>	It is easier to park	<input type="checkbox"/>
		Other reason (Please state on back page)	<input type="checkbox"/>

## SHOPPING

24. Do you think the range of shopping facilities in the Town is:

Good	Reasonable	Poor	No Opinion
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. Where do you usually shop for the following? (Tick one for each line)

	Town Centre	Edge/Out of Town	Elsewhere
Groceries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bread, cakes, etc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fresh fruit & Veg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meat & fish	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clothes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DIY & Gardening supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electrical goods	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Newspapers & magazines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Books/tapes/CDs etc	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Toys & Games	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical & cosmetic supplies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26. What additional types of shop would you like to see in Liskeard?


27. If you usually shop in the Town, is it because? (Please tick all that apply)

Local shops give good value	<input type="checkbox"/>	You like to support the local shops	<input type="checkbox"/>
You like the social contact	<input type="checkbox"/>	It saves time	<input type="checkbox"/>
It saves transport costs	<input type="checkbox"/>	You don't have the transport to go elsewhere	<input type="checkbox"/>
You need "last minute" items	<input type="checkbox"/>	Other reason (please state on back page)	<input type="checkbox"/>

28. Would you support a weekly street market?

Yes ☐ No ☐

29. Do you find the opening hours of town centre shops convenient?

Yes ☐ No ☐

30. What type of shopping would you like to do outside current opening hours?

Please select from Q 25


31. If you usually shop elsewhere other than Liskeard town centre, is it because?

Goods are cheaper there	<input type="checkbox"/>	You have more choice there	<input type="checkbox"/>
It is convenient to where you work	<input type="checkbox"/>	It is easier to park	<input type="checkbox"/>
		Other reason (Please state on back page)	<input type="checkbox"/>

### COMMUNITY SAFETY

- Crime in the Liskeard area is average for Caradon but low compared to the national average.
- Areas with neighbourhood watch schemes suffer less crime than those without.
- People's feelings about their safety and about fear of crime are not directly related to the actual levels of crime and vandalism. Older people in particular are often afraid of young people and badly-lit areas.
- Most crime is committed by young people on young people.
- There are 5 CCTV cameras in the town centre. These are monitored and are continuously recorded. They can track people or vehicles as they move around town and are often used by police in their investigations. The cameras have significantly reduced the amount of crime and vandalism in the town centre.

32. Which, if any, of the following crimes and anti-social behavior concern you in Liskeard?

Drunkenness	<input type="checkbox"/>	Theft	<input type="checkbox"/>	Mugging	<input type="checkbox"/>
Vandalism	<input type="checkbox"/>	Graffiti	<input type="checkbox"/>	Burglary	<input type="checkbox"/>
Motoring Offences (speeding, illegal parking etc.)					
Vehicle crime (theft of or from vehicles etc)					
Drinking in public places					

33. If there are any areas of Liskeard in which you feel unsafe please list them below.

34. Do you think any of the following measures are needed? Please tick the boxes that apply:

Greater police presence	<input type="checkbox"/>		
More drink/drugs education/prevention	<input type="checkbox"/>		
More CCTV	<input type="checkbox"/>	Where	<input type="text"/>
Better street lighting	<input type="checkbox"/>	Where	<input type="text"/>
Neighbourhood watch schemes		Where	<input type="text"/>
Traffic calming/speed traps		Where	<input type="text"/>

35. Do you believe the police coverage of Liskeard to be:

Good ☐ Reasonable ☐ Poor ☐ No opinion ☐

36. Is the service provided by the Neighbourhood Beat Managers (community constables)

Good ☐ Reasonable ☐ Poor ☐ No opinion ☐

37. Would you like to join a Neighbourhood Watch scheme?

Already a member ☐ Yes ☐ No ☐ No Opinion ☐

If you have any further comments on community safety please add them on the back page.

38. Are there any particular issues that you feel the Town Council should address?

Questionnaires can be left in sealed boxes which will be at the following locations:

If there are any other points you would like to note, that are not covered in the questionnaire or if you need more space for your answers, please use the space below.

This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal black lines running across the width of the page. The lines are thin and consistent in thickness. There is no handwriting or other markings on the paper.

## Residential: Results - Open Field

Top 10 answers ranked by frequency of responses:

1. More leisure facilities  
Cinema / bowling alley  
For youngsters & families
2. Traffic problems through town  
Heavy/ congestion / speeding/  
traffic calming devices
3. Better shops / shopping centre/  
introduce pannier market
4. Anti-social behaviour problems  
drinking on streets / yobbishness  
rowdyism / vandalism / noise  
nuisance
5. Better bus services / transport  
in and around town.
6. Improved bus shelters
7. Parking - difficulties for residents  
finding places to park
8. Parking - public, fees too  
high / discourages shoppers &  
visitors
9. Demand for greater police  
presence / more visibility / more  
bobbies on beat
10. Housing - varied concerns:  
improved housing for elderly /  
more affordable housing / more  
family-sized homes

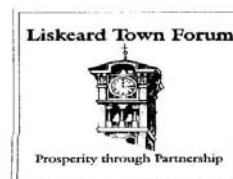


# LISKEARD

## YOUR TOWN

## YOUR CHOICE

A  
Business Questionnaire  
by  
Liskeard Town Council  
in association with  
Liskeard Town Forum



**Liskeard - Your Town, Your Choice.**

You may have heard that we at the Liskeard Town Council are conducting a series of consultations within the town on a variety of issues concerning how people live and work in Liskeard.

What we're trying to do is to build up a picture of the strengths and weaknesses of our town, of the needs, experiences and aspirations of its citizens, and of the success and vibrancy of our business community.

In these surveys, we are asking questions on those issues upon which we feel we, as your Town Council, can have an effect or at least some influence. What we hope to achieve through these consultations is to develop a town plan that definitively reflects the views of our community – a town plan which the local authorities must take into account in any future planning that affects our area.

Questionnaires have already been sent out to the residents of the town but now we would like to consult with you because, basically, you are the driving force of our local economy.

As you are only too aware, the business community is an essential part of any town, providing local employment as well as goods and services for residents. Indeed, the vitality and viability of any town is largely dependent on having a thriving and successful business sector.

That's why we need your response. It's only by you telling us about your needs, experiences, frustrations and vision of the future that we can work to get your voice heard.

**Your opinions and the needs of your business count. We know that you are busy but please take time to fill out this questionnaire (and return it ...).**

Sandra Preston,  
Mayor

Nick Mallard,  
Forum Chairman

Please insert company name  
or company stamp in the box

Position in Company.....



Q1. How many people do you employ in the following categories?

	Male	Female
Part Time		
Full Time		

Q2. Into which category does your business activity fall?

<input type="checkbox"/> Agriculture/Horticulture	<input type="checkbox"/> Manufacturing
<input type="checkbox"/> Food processing	<input type="checkbox"/> Transport
<input type="checkbox"/> Retail	<input type="checkbox"/> Tourism, e.g. Hotels, catering B & B
<input type="checkbox"/> Construction	<input type="checkbox"/> IT/Telecommunications
<input type="checkbox"/> Finance/Professional services	
<input type="checkbox"/> Other Service – Entertainment, Leisure (e.g. Pubs, Restaurants) Health/Beauty etc (Specify)	

Q3a. How long have you been in business in Liskeard?

<input type="checkbox"/> New	<input type="checkbox"/> 6 – 10 years
<input type="checkbox"/> 1 – 5 years	<input type="checkbox"/> 11 and over

Q3b. Was your business already established before you took control?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

Q4. How do most of your employees get to work?

<input type="checkbox"/> On foot	<input type="checkbox"/> Bicycle
<input type="checkbox"/> By car/motorcycle	<input type="checkbox"/> Public Transport

Q5a. Over the next 12 months do you anticipate that your workforce will?

<input type="checkbox"/> Increase	<input type="checkbox"/> Relocate
<input type="checkbox"/> Decrease	<input type="checkbox"/> Remain the same

Q5b. If you are thinking of relocating is it because:

<input type="checkbox"/> Lack of space to expand	<input type="checkbox"/> Better/cheaper premises elsewhere
<input type="checkbox"/> Lack of appropriate skills in the workforce	<input type="checkbox"/> Other (Specify)

Q6a. If you have had staff vacancies over the last 12 months did you have any problems filling them?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

Q6b. If you had a problem filling staff vacancy over the last 12 months, was it because of?  
(tick those that apply)

<input type="checkbox"/> Lack of applicants with required qualifications/skills
<input type="checkbox"/> Lack of applicants with required work experience
<input type="checkbox"/> Lack of suitable candidates/basic ability
<input type="checkbox"/> Unsociable hours/shift work
<input type="checkbox"/> Transport/Parking
<input type="checkbox"/> Other

Q7. How do you advertise your staff vacancies?

- |  |  |
|--|--|
| <input type="checkbox"/> Job centre    | <input type="checkbox"/> County press                                |
| <input type="checkbox"/> Word of mouth | <input type="checkbox"/> Local Radio                                 |
| <input type="checkbox"/> Local press   | <input type="checkbox"/> Other (Including Regional & National Media) |

Q8. What do you think could be done to assist business and create more opportunity for employment in Liskeard?


Q9. Would you welcome new businesses – even if they operate in the same sector as yourself?

- ☐ Yes ☐ No

Q10. What problems do you face running your business and what additional hurdles or barriers do you foresee a new business having?


Q11. What kind of new business or business development do you think would revitalise Liskeard?


Q12. Does crime and vandalism affect your business, if so how?


Q13. Would you be prepared to air your views personally at a (tick as appropriate)

- |   |                                  |
|---|----------------------------------|
| <input type="checkbox"/> Town Council Meeting | <input type="checkbox"/> Neither |
| <input type="checkbox"/> Town Forum Meeting   |                                  |

**Thank you for taking the time to complete this questionnaire. If you wish to amplify any answers or make additional points please include a continuation sheet.**

## Business Survey: Results of 'Open Field' Questions

Q8: What do you think could be done to assist business and create more opportunity for employment in Liskeard?

Top 10 answers ranked by frequency of responses:

1. Improve parking for visitors and workers. Reduce parking fees. Introduce free parking for short-term stay. Create more parking availability.
2. Enhance and improve shopping centre. Make centre of town more attractive. Fill empty shops. Develop the market site. Have a pannier market. Encourage a café culture.
3. Reduce business rates and council tax. Demand better value for money in return from business rates.
- 4 (joint) Make the planning procedure easier. Faster decisions, fewer regulations. Request that the planning department be more flexible, more open to new ideas.
- 4 (joint) Promote, market, advertise the town. Find an identity for Liskeard.
- 4 (joint) Attract more companies. Bring in national names and chain stores to centre of town.
5. Improve/create business parks. Build better, cheaper units. Free up space for industry. Create more office space.
6. Help with grants and funding. Make information on funding more accessible. More government assistance regarding funding for commerce and industry is required.
7. Create leisure attractions to draw people into the town. Eg cinema.
8. Enhance skills training and educational opportunities for the workforce.

## Business Survey: Results of 'Open Field' Questions

Q10: What problems do you face running your business and what additional hurdles or barriers do you foresee a new business having?

Top 10 answers ranked by frequency of responses:

1. Costs, rates, overheads.
2. Planning, red tape, EU regulations, lack of support, planning restrictions, progressive thinking stifled.
3. Parking fees, limited availability of parking space, inconvenient.
4. Out of town competition, e-bay, selling on-line.
5. Reduced footfall, dwindling customers. Need to attract more people, customers and visitors into the town.
6. Access, transport, congestion, traffic, poor road links.
- 7 (joint) Staffing - recruiting and keeping good staff. Skills shortage.
- 7 (joint) Lack of suitably-sized units / space / retail outlets.
- 8 (joint) Poor advertising / promotion of town and what it has to offer.
- 8 (joint) Vandalism, greater police presence required, call for zero tolerance.

## Business Survey: Results of 'Open Field' Questions

Q11: What Kind of new business or business development do you think would revitalise Liskeard?

Top 10 answers ranked by frequency of responses\*:

1. Make retail centre more vibrant and attractive, better stores, specialist shops, 'quality' or 'high class' businesses, attract department stores, bring national franchises into the town.
2. Develop a leisure complex, with cinema, bowling, evening or out-of-hours entertainment.
3. Introduce an outdoor / pannier market, redevelop the market site, improve the existing businesses in the market.
4. Bring in more food franchises (eg KFC), bistros, up-market restaurants, eateries and cafes. Encourage wine bars and more family-oriented pubs. \*\*
5. Provide recreational activities for teenagers and young adults, entertainment facilities, coffee bars and internet cafes.
6. Actively encourage the growth of more office services, supply companies, allied businesses and private commercial enterprises that generate wealth.
7. Build larger units to entice industry, manufacturing and engineering companies.
8. More parking, better access.
- 9 (joint) Hotel with conference facilities, functions and venues.
- 9 (joint) Publicity, promotion, marketing.

Please note

\* Numbers 1 & 2 constituted an overwhelming response to this question. The differential between each of these two top answers and Number 3 constitutes a factor of 3 to 1.

\*\* This survey was conducted before the opening of both Webb's restaurant and the Cornish Ivy.



## School Citizenship Project - Brief.

### Liskeard Town Plan

The Town Council and Town Forum are working to produce a plan for the future of Liskeard and its surrounding villages. In the past, the growth and development of the town has happened on a rather ad hoc basis and often there has been little or no attempt to consider the facilities the residents need, or even to ask them what changes *they* might like to see happen.

We think this is wrong and we want to have a plan that looks at pretty well everything that will be needed to make Liskeard a nice place in which to live.

That is why we are asking you for your views. We need to have answers from as many people as possible because we believe we should listen to everyone's ideas.

The plan will look up to 25 years ahead. By the end of it, you will be about the same age as your parents are now. By then, you will want to be in good jobs, have homes of your own, with transport and leisure facilities for yourselves and your children.

We know you will have all sorts of great ideas BUT you must bear in mind that some of the things you want may not be possible. For example, there's recently been a lot of talk about a cinema. However, no commercial cinema chain would come to a place unless it is certain that enough people will use it on a regular basis to make it profitable. Similarly, a lot of the bigger chains of shops will only open a branch where they see enough trade to make it worth their while. So we have to be realistic about what can be achieved.

But that doesn't mean we shouldn't try because with our Plan, as well as thinking about the present, we also have to think about the future and its possibilities.

Over the page, you'll find some of the subject areas we need to consider. Perhaps you could arrange a series of meetings or focus groups to discuss the different issues and make notes of what people agree they would like to see happen in the town.

All bright ideas, serious assessments, suggestions and solutions are welcome.

*Here are some of the main subject areas we are assessing:*

1. Housing
  - what kind of houses do we need
  - what size should they be
  - should more or less be built in the future
2. Employment/  
skills training
  - is there enough work in the area
  - what kind of jobs do we need here
  - what kind of training should we provide
  - how can we attract new businesses
  - what sort of new businesses do we want
  - how can we boost our economy (eg through tourism, industry, technology etc.)
3. Transport
  - how do people get about
  - do we need more / less buses / trains
  - what about congestion in the town
  - is there adequate parking for visitors and residents
  - how can we improve our means of getting around
4. Shopping
  - are the current shopping facilities adequate
  - what's missing
  - how do we attract new stores
  - how can we make the town centre more vibrant
  - what about a weekly pannier market - what sort and where should we site it
5. Community  
safety
  - what are the main concerns about living in and around Liskeard
  - do people feel safe
  - what do the residents feel about the current level of vandalism and how should we tackle it
  - similarly, what about the drugs problem
  - how can we / should we tackle crime in the area



*When you discuss these matters within your groups, here are some of the things we need to know:*

1. How many people are taking part in your group?
2. How many of those live in Liskeard and how many live in one of the surrounding villages/parishes?
3. How do they get to school?
4. Outside of school, do members of your group play any organised sport?
5. If so, are the facilities good or not - and if not, how might they be improved?
6. Do people take part in any other organised pursuits (scouts, guides, clubs etc)?
7. What would they like to be able to do, but can't because there are no facilities?
8. What is good about Liskeard now?
9. What is bad about Liskeard now?
10. What can we do to improve Liskeard's image, status and appeal?

Now, bearing in mind that you and the people in your group will soon be independent adults with similar needs and aspirations to your/their parents, it would be helpful to us if you would all consider the following questions:

*And looking into the future:*

1. Do people in your group expect to carry on living in Liskeard or in the local area when they leave school?
  2. If not, why not, and do they plan to return at any later time in their lives?
  3. Would they like to be able to work here?
  4. What kind of work or career would they like to pursue (engineering, secretarial, a profession, medical, hotels/tourism, farming etc)?
  5. Do they eventually expect, or want, to be able to buy a house of their own in Liskeard?
- 
1. What do you think your parents would like to see in the town?
  2. What do your parents think is especially good about living here?
  3. What are your mum and dad always moaning about in regard to living in and around Liskeard?

There may be other things that you think are important to your lives but which we've missed out or are not aware of. If so, please do feel free to debate and consider those issues too, and include your findings here as well.

Finally, we'd just like to say a big thank you to you and your tutors for your help and contribution to our work. Once we have your answers, we will produce a short report for you which will show the results and, in due course, you will be able to see how these have been incorporated into The Plan.

## Young Peoples' Project.

A total of 93 young people from Year 12 at Liskeard School and Community College undertook a project as a part of their Citizenship studies. They split themselves into 11 groups for this exercise.

About  $\frac{3}{8}$  (35) of this cohort were resident in the town with the remaining  $\frac{5}{8}$  living in either one of the surrounding villages or, in a few cases, as far away as Looe. There was a firm correlation between where they lived and how they accessed the school with 35 either walking or cycling. Of the remainder, 16 came by car and the rest by bus.

Only a minority regularly took part in any organised sport, the sports including rugby, football, hockey, cricket, basketball, netball and karate. They were generally satisfied with the facilities for their sport.

A further minority took part in a wide range of other activities including Guides, Young farmers, Duke of Edinburgh's Award Scheme, Youth orchestra, Riding.

Asked what they would like to be able to do if the facilities existed, six of the eleven groups cited a cinema; other answers included bowling, a bigger skate-park, rock climbing, better shopping opportunities, bars and nightclubs (!) and a wave pool. There may have been a degree of wishful thinking in the suggestions of a ski slope and an ice rink.

The questions of what they viewed as good and bad about Liskeard resulted in some unexpected responses. Three groups listed Lux Park and three mentioned one of the town's bakers shops (sport and pasties?) as being good points; other answers included Rapson's Field and several individual shops and cafes. Perhaps more surprising from this age group was restaurants and the existence of rail and bus services was also appreciated.....

....although the lack of late night buses was seen as a problem. The biggest moan, however, was the lack of facilities for young people in the town and the cost of those that do exist. Whilst drugs and "chavs" might be expected, food for thought is provided by the mention of "unattractive housing estates", both social and private, by "ghettos" of inappropriate small poor quality accommodation and by the "failure of pedestrians to understand how to use the courtesy crossings on the Parade".

Requested improvements, as expected, included more facilities for young people including a cinema and a bigger skate-park; cheaper train fares, of course may have been triggered by the desire to go in search of what is missing but again some surprise was created by the perceived need to "get youth off the streets" and for "more class"!

Looking to the future, only 20% expect to carry on living locally when they leave school; as the project was undertaken by A level students, this is hardly surprising as it would be expected that most would leave to further their education. It is noteworthy and of concern, however, that of the 80% who expect to leave, only a small minority intend to return in the future. Most cite the lack of suitable local jobs as the reason for not returning although some sought places with better facilities and some were less than enamoured with their peer group in the town. The number of those returning would more than double if there were suitable jobs locally.

Examination of the career choices of this cohort shows that although their aspirations cover a wide range, there are several areas of work that are more common; these include teaching, medicine, arts /media, police/armed forces, and the professions (with most interest in this area in either law or accountancy). Perhaps surprisingly for a specialist engineering school, there was no mention of any branch of engineering in their answers.

Of the few who intended to return to Liskeard or the surrounding area, the majority would hope to buy a house here but several were already worried about affordability.

Asked what they thought their parents views might be, by far the most common answers were:

The town needs:- more shops - high street names but not supermarkets, cinema / theatre / recreational venues other than bad pubs!

What is good about the area :-

few groups ventured any idea but those that did produced a unanimous response of "the surroundings / countryside".

They moaned about:- the lack of decent jobs, poor (choice) of housing, congestion / parking / poor transport, and, by far the biggest moan, chavs / kids on streets / threatening youth /young vandals.



Name	
Post Code	



**RESPONSE FORM FOR COMMENTING ON LISKEARD'S  
"COMMUNITY STRATEGIC PLAN"**

We hope you find the enclosed plan an interesting read. We would welcome your comments and views both on the general thrust of the strategies we are proposing as well as on any points of detail and accuracy you wish to make.

Please send us your replies by 25 April 2008 to 3-5 West Street Liskeard, PL14 6BW

1. Central and regional government have dictated the population increase for which authorities have to plan. For Caradon, this is 6500 households over the next 20 years. We propose that Liskeard's growth should be constrained to an average of 100 new households a year. Do you find this increase sustainable for our town? And what changes would you make to our proposals for housing (if any) and why? Do you support the idea of the virtuous circle to keep the town compact?

2. Our study concludes that more good local jobs are essential to the health of the growing town. Do you object or support the high priority we have placed on attracting such jobs to prevent the town becoming purely a dormitory for Plymouth?

3. You told us that congestion and parking in the town were major causes of concern. We have proposed a new junction for the A38 together with new roads and new access to parking sites. Do you support or object to these parts of the plan? What would you do differently?

4. Demographic projections show Liskeard will have an ageing population which will present new challenges for the healthcare services as our population expands. Do you agree this is a major issue for the town, or is another factor more important - if so, what is it?

5. Sports and leisure facilities are not commercially viable for a small town. Do you support or object to the idea of increasing the subsidy to such facilities in line with population growth? What facilities would you be prepared to pay more for in your council tax?

6. Liskeard has a valuable heritage and environmental setting. Do you support or object to the way we are seeking to protect it in the plan?

7. The regeneration of the town centre was identified as a key issue by all theme groups. Do you think the ideas for the town centre form a reasonable objective for which we should aim? If not, what do you think should be done?

8. Please let us know what changes, if any, you would like to see in this plan that you think would work better.

## Final Consultation - Responses.

The majority of the 83 responses to the final consultation received were very positive about the plan. These responses took three forms:

- a. 57 reply cards completed at the exhibition
- b. 14 response forms supplied with copies of the draft plan
- c. 12 other written responses - letters and e-mails.

Within these, it would appear from the wording that one or two people have responded more than once and that a few other individual returns might be the result of an organised group opinion. However, they are all given due weight.

On the card responses, many writers took the opportunity to comment on several different aspects of the plan. These comments have been separated out into their various categories. The most common areas of comment were:

- a. Town centre -23 comments of which many supported the need to provide a wide range of modern retail outlets located in the centre of the town as opposed to developing out-of-town shops. The proposed redevelopment of the Cattle Market found much favour, especially if a pannier market were created on the site. Many commented on the appearance of the town centre, recognising the need to make the town more attractive and vibrant.
- b. Transport and access -13 comments, many of which regretted the proposals for more roads, particularly the “ring road” although several recognised the congestion issue; there were also some in favour of the ring road.
- c. There were 10 comments on the overall plan and the exhibition; eight of these were extremely positive, none were against the plan.
- d. The 11 comments on housing covered a wide range of issues although the dominant themes were sustainability and quality with several commenting that the most recent developments are not good examples.
- e. Of the 7 people who commented on the proposed rate of growth of the town, 6 expressed the view that the proposals in the plan were too high. The proposal to constrain growth even within the virtuous circle was still seen by several as “sprawl”.

Other subjects elicited fewer responses.

While those who used the response forms provided with copies of the Plan obviously took longer to study its proposals, the format of the response provided opportunity for a greater range of comment. These forms are thus more difficult to analyse.

- a. On the issue of housing numbers, 65% of respondents supported the proposal to constrain the growth while 21% made no comment and 14% questioned the government’s figures that form the premise. A similar number support the idea of the virtuous circle.
- b. Box 2 - There was unanimous support for attracting good, well-paid jobs to the town although some caveats were expressed.
- c. Box 3 - Again, 65% supported the proposal for a full-flow junction at Moorswater although only 50% appeared in favour of the NW ring road. 14% were strongly opposed to both with the balance making no comment that was pertinent to the question. Only 30% mentioned car park access and they were all in favour.

- d. Box 4 - 50% agreed that healthcare will be a major issue with the forecast demographic changes. Of those who did not specifically agree, over half believed that a healthy lifestyle and preventive medicine were the solution.
- e. Box 5 - This produced a wide range of differing responses that would indicate different understanding of the issue depending upon the interests of the respondent. Whilst the majority recognised the benefits of sport and active leisure pursuits, others were more concerned with arts and some returned to the issue of a cinema. Whatever their interpretation or interest, fewer than half admitted that they would be prepared to pay higher Council Tax in order to subsidise it and some were adamantly opposed. There were several mentions of cycling and other alternative activities whilst one response suggested a greater role for the Community College and the need for developers to contribute through a section 106 agreement.
- f. Box 6 - Of those responses that addressed the issue, all were in favour of the approach taken in the plan to protect it. Unfortunately, several responses addressed issues of national planning law and regulation over which there is no local control.
- g. Box 7 - Town Centre. Again, 65% of responses were supportive of the plan whilst 14% were opposed and 21% made alternative proposals. Of the latter, there would seem to be some doubt as to their commercial viability or achievability.
- h. Box 8 - Improvements. There was general support for the idea of the plan and its overall content. The most common (21%) suggested improvement was for a source of green energy.

Of the other written responses, one third were very supportive, some were holding replies from organisational consultees and others raised a range of, generally single, issues which were largely pertinent to the area of the town in which the respondent lives.

As well as many helpful comments, the responses also included some new ideas that have not been considered before - these will need to be taken up when this plan is updated in a few years' time.

There have been three specific objections which are worthy of note. These concern:

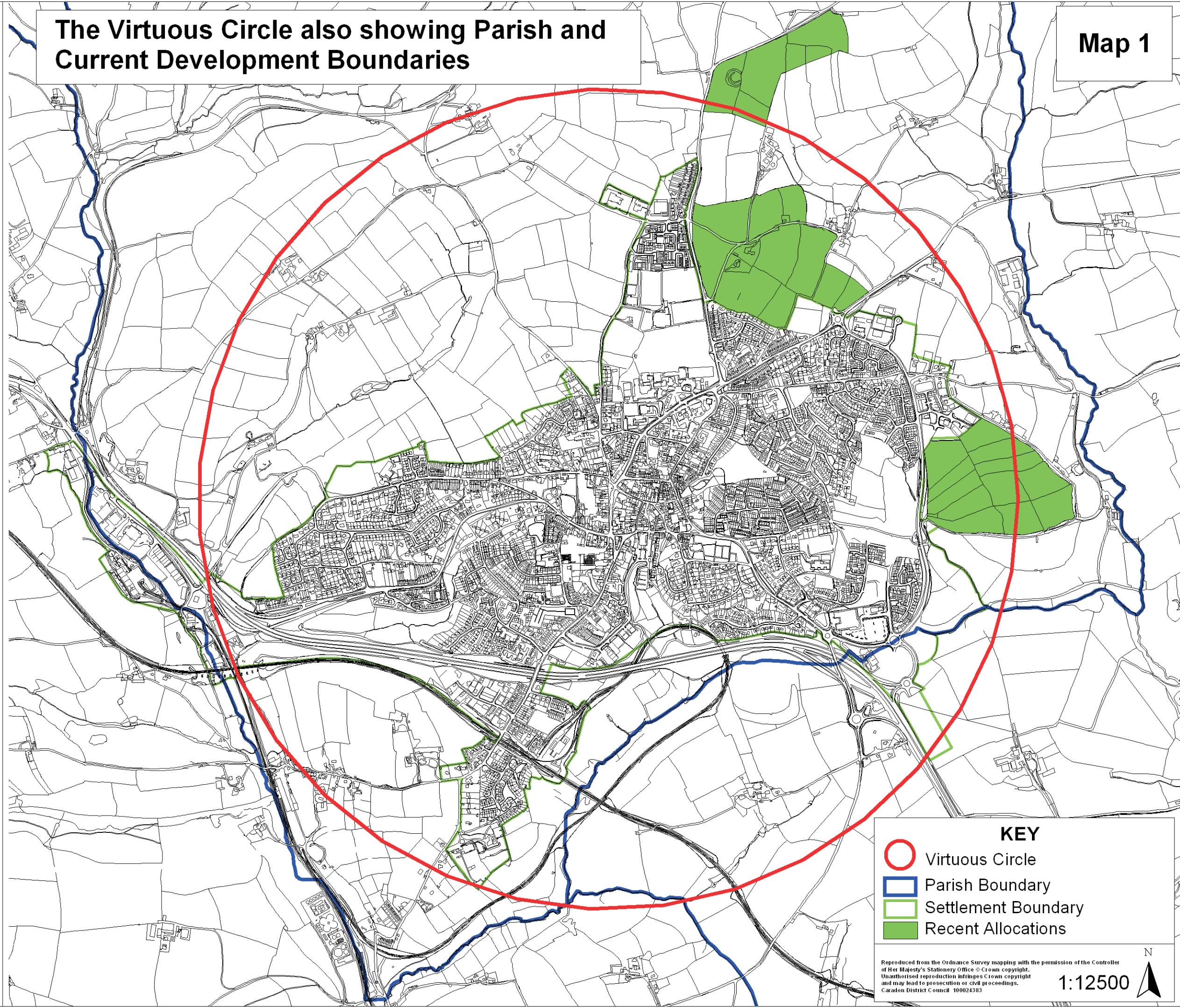
- a. the suggested allocation of industrial land on the grounds that there was no detailed analysis of the need, or options, for meeting that need.
- b. the proposed new access for Westbourne Car Park and the impact that this would have on Westbourne Gardens.
- c. the area between Coldstyle Road and Venslooe Hill being allocated for housing on the grounds that it is further away from transport links to the A38.

It should be noted that, although the above objections have been singled out for mention, it is also fair to say that these proposals also had their supporters. Their continued inclusion is, however, important to ensure that they will be subject to further detailed scrutiny in any planning process that may seek their inclusion or implementation.







**The Virtuous Circle also showing Parish and Current Development Boundaries**

**Map 1**



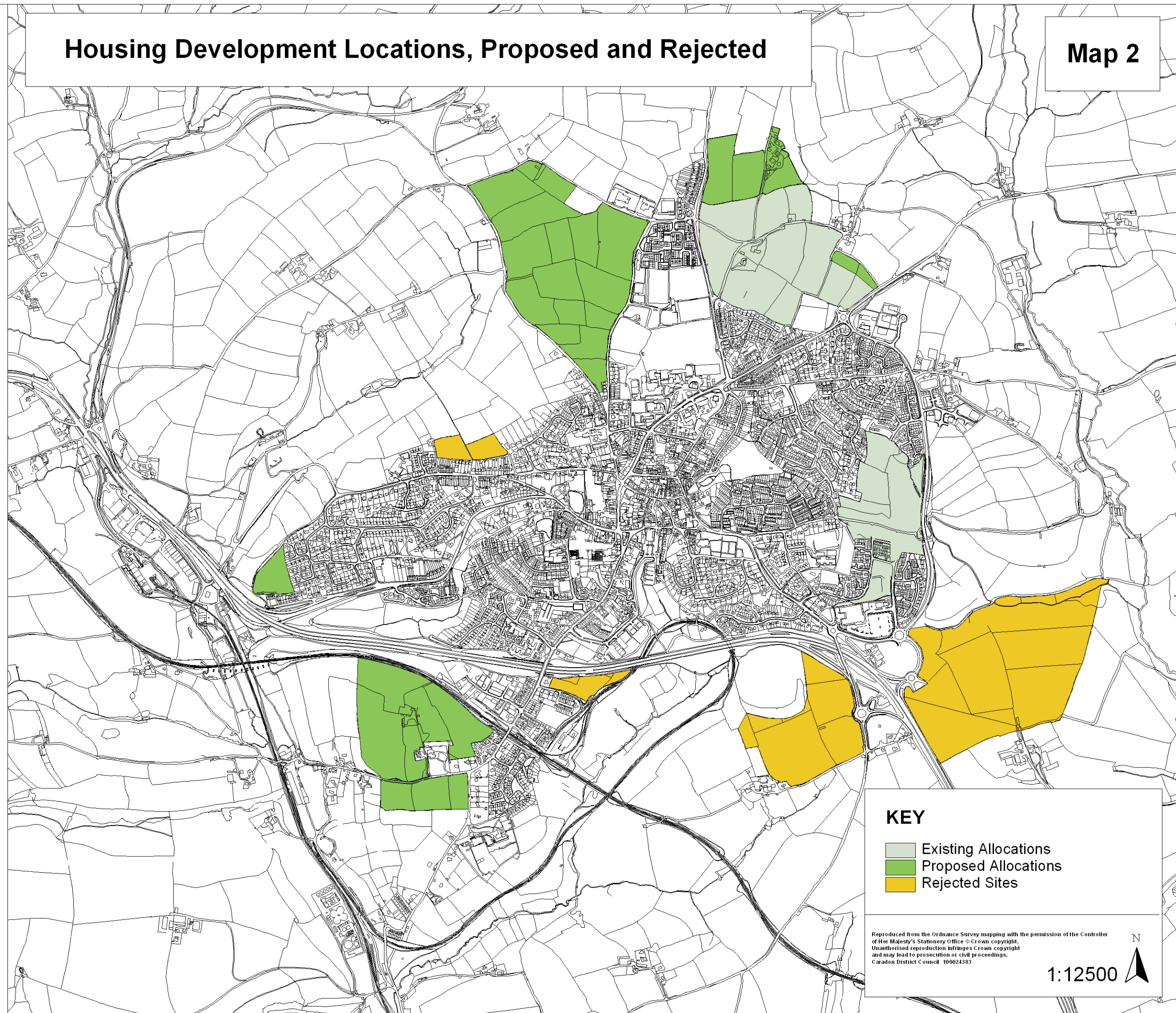
**KEY**

-  Virtuous Circle
-  Parish Boundary
-  Settlement Boundary
-  Recent Allocations



# Housing Development Locations, Proposed and Rejected

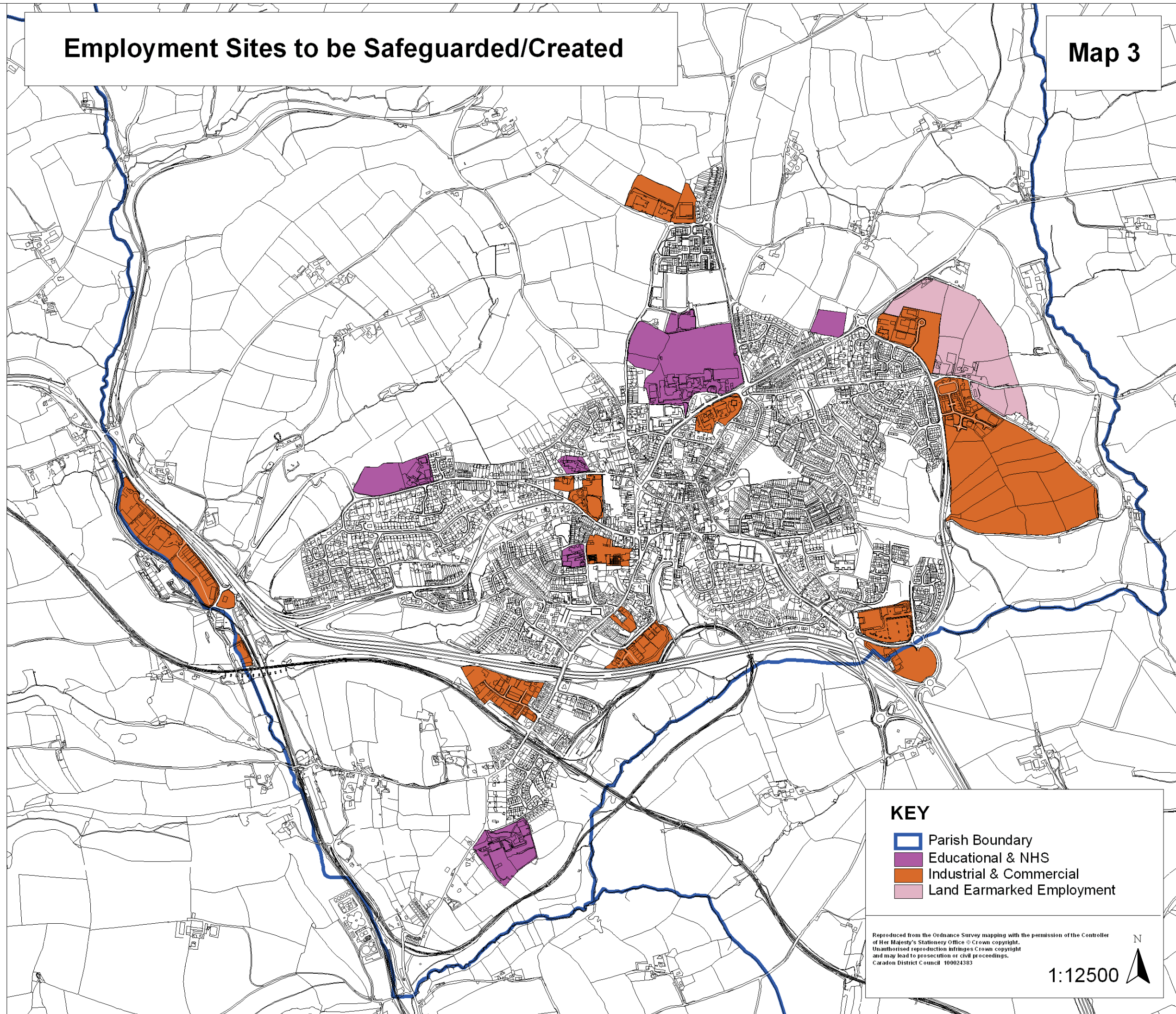
Map 2





# Employment Sites to be Safeguarded/Created

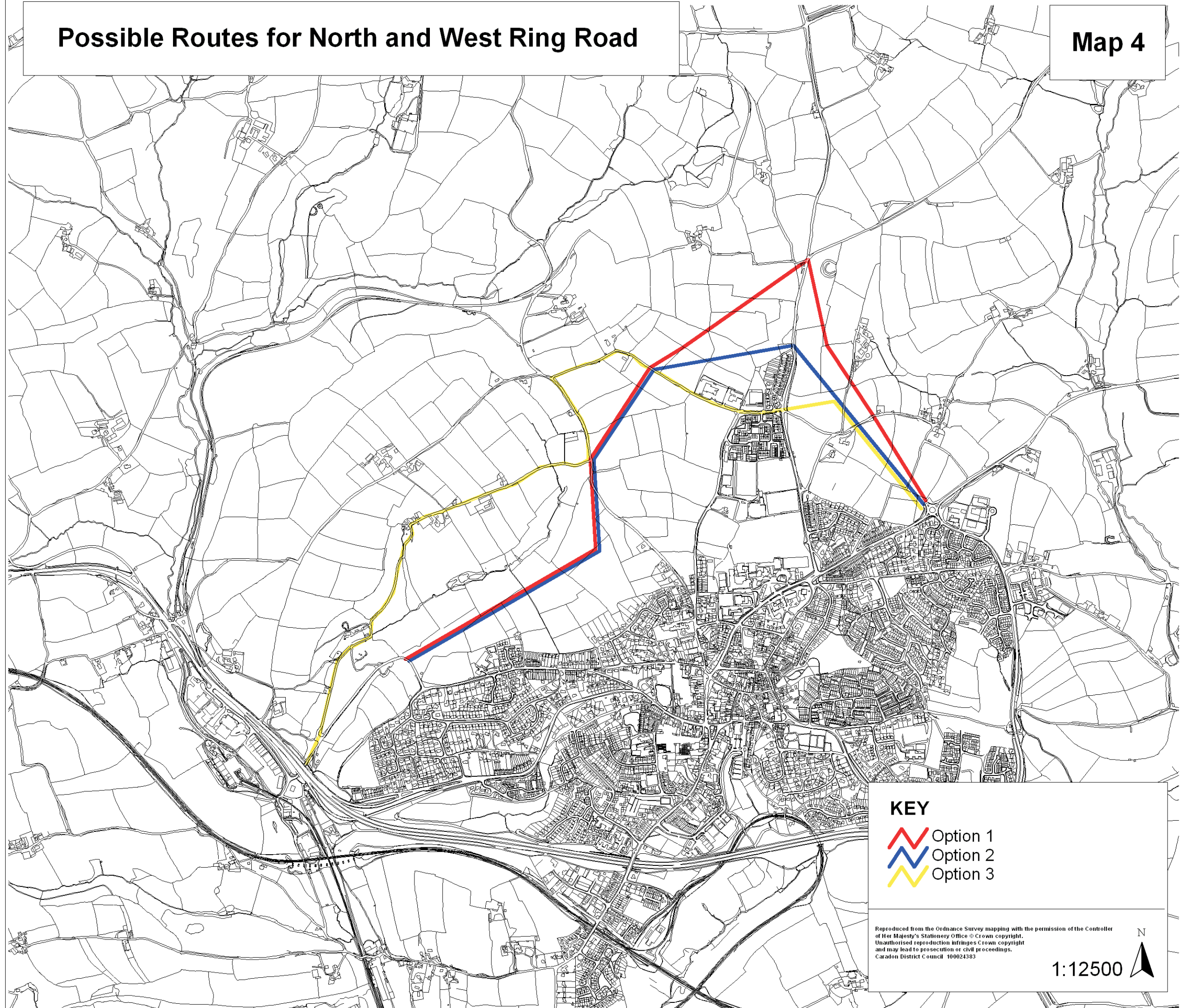
Map 3





# Possible Routes for North and West Ring Road

Map 4



## KEY

- Option 1
- Option 2
- Option 3

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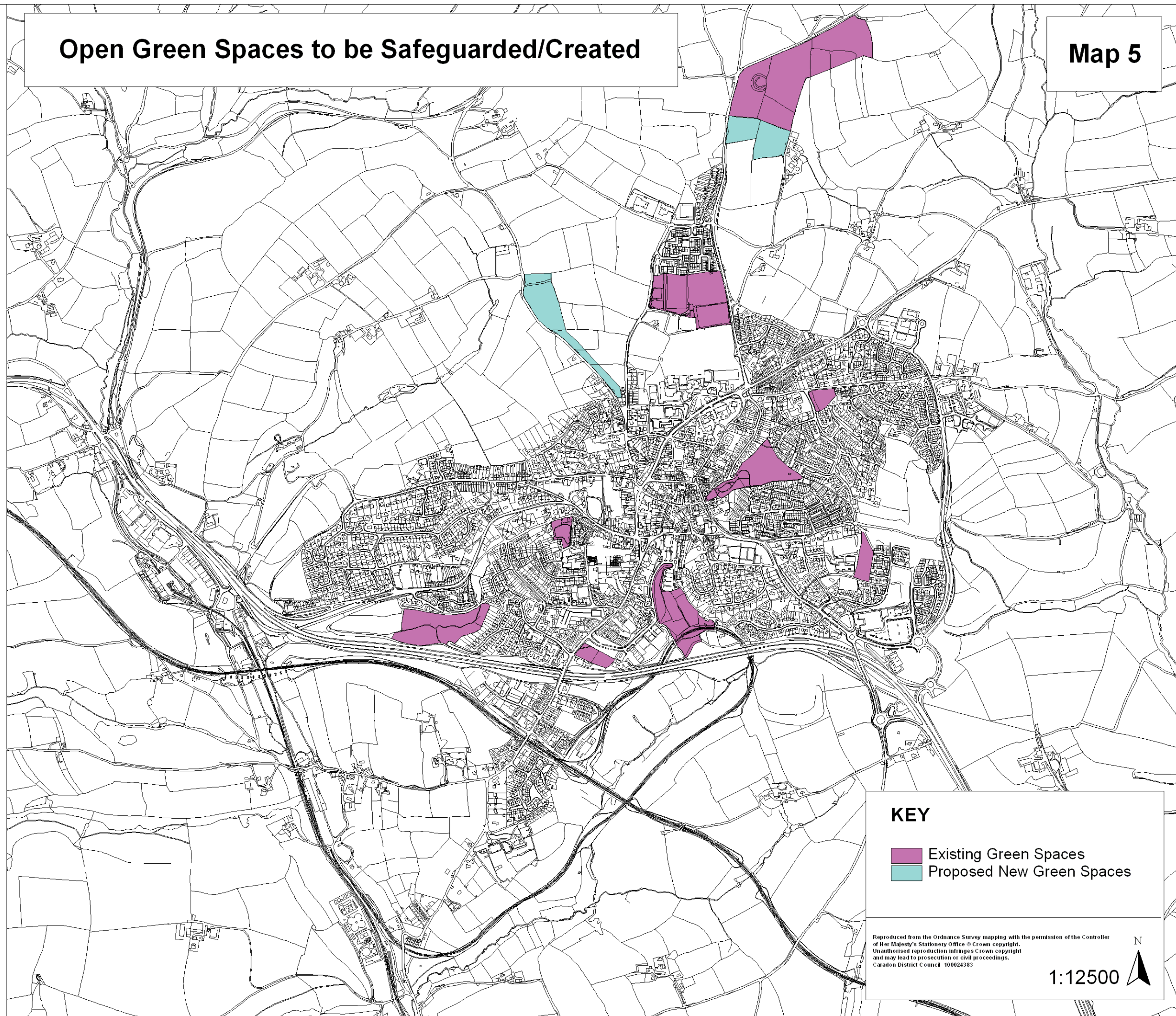
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# Open Green Spaces to be Safeguarded/Created

Map 5





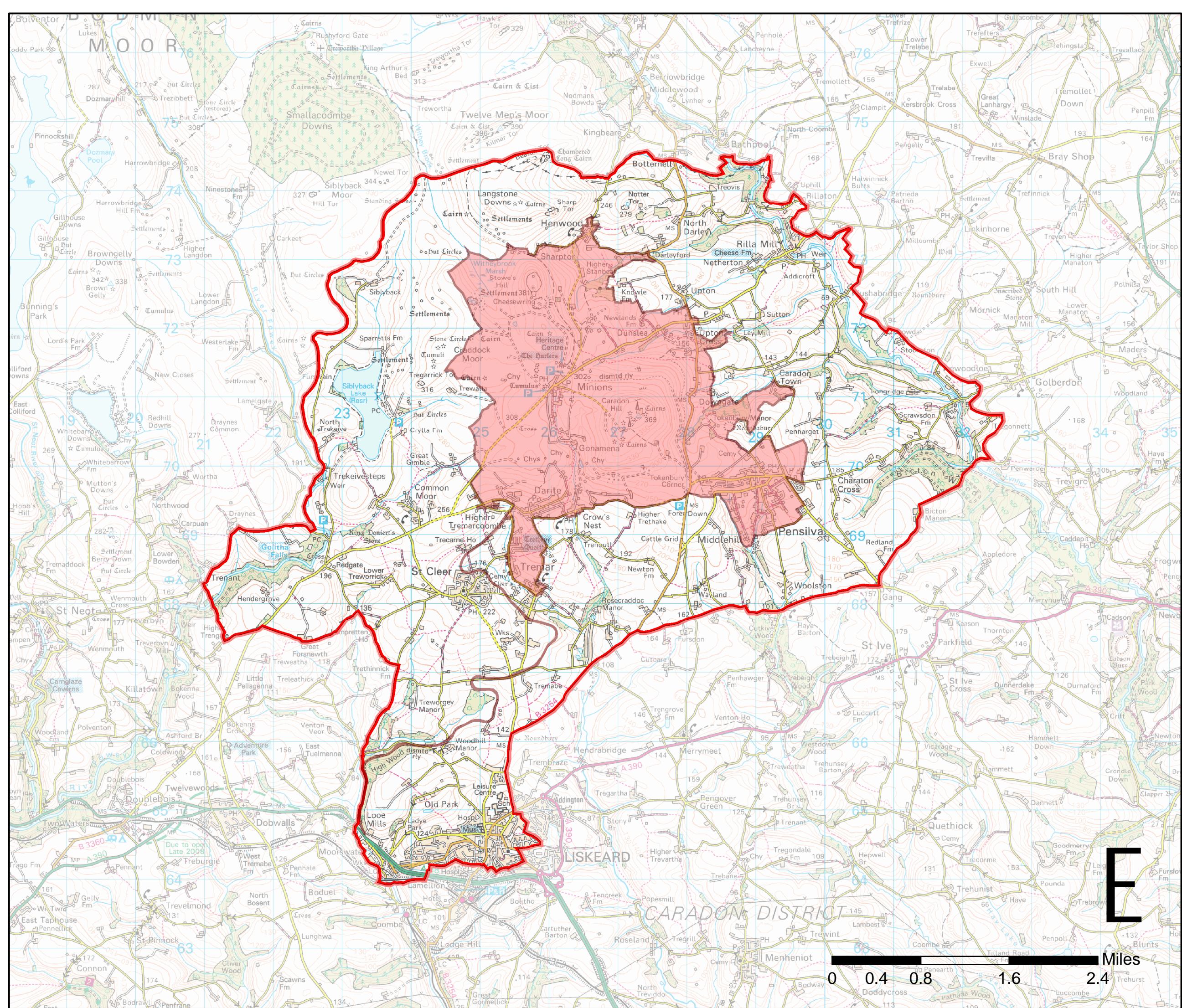
Caradon Hill  
Area Heritage  
Project  
&  
World Heritage  
Site

KEY

Project Area

World Heritage Site

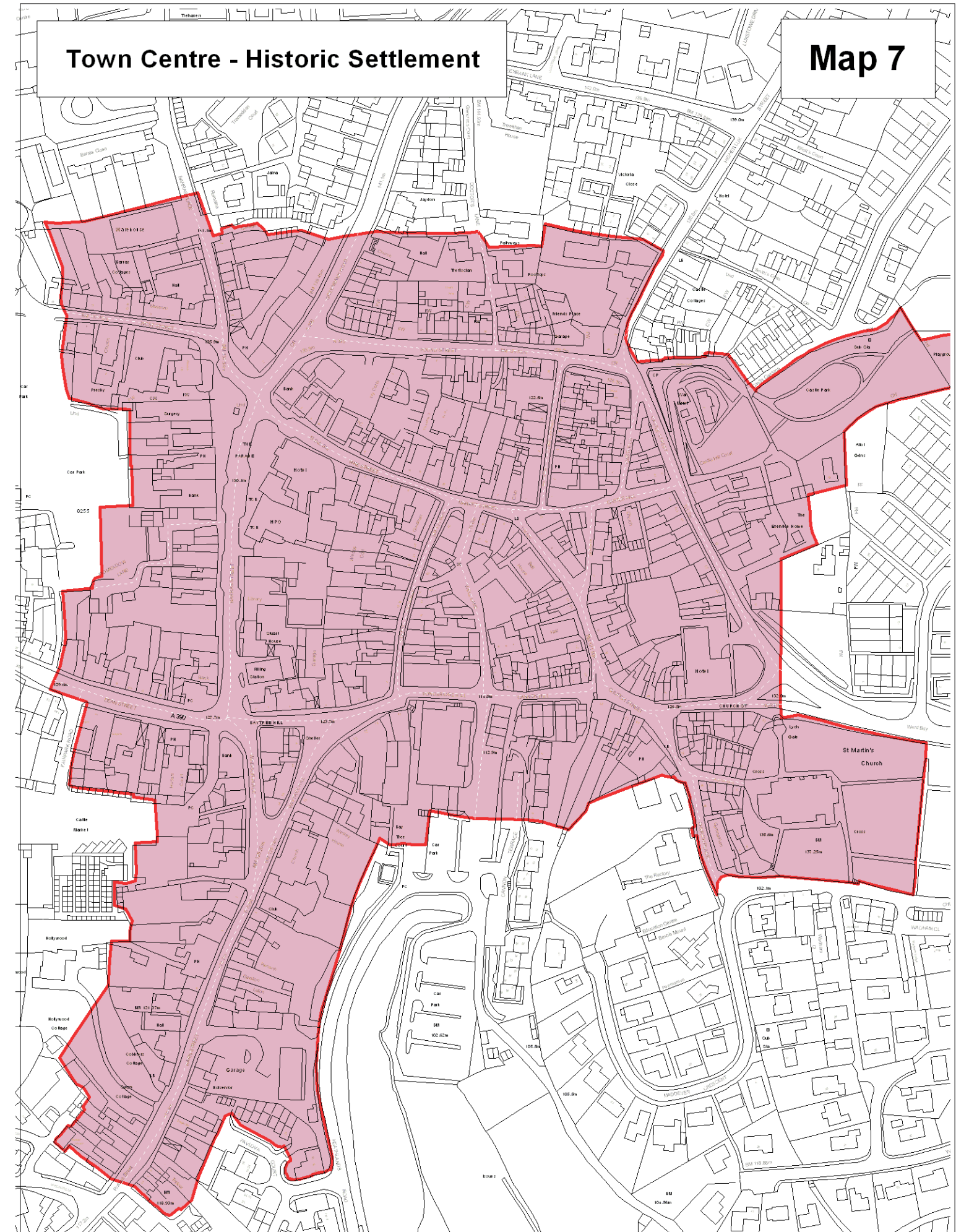
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# Town Centre - Historic Settlement

Map 7



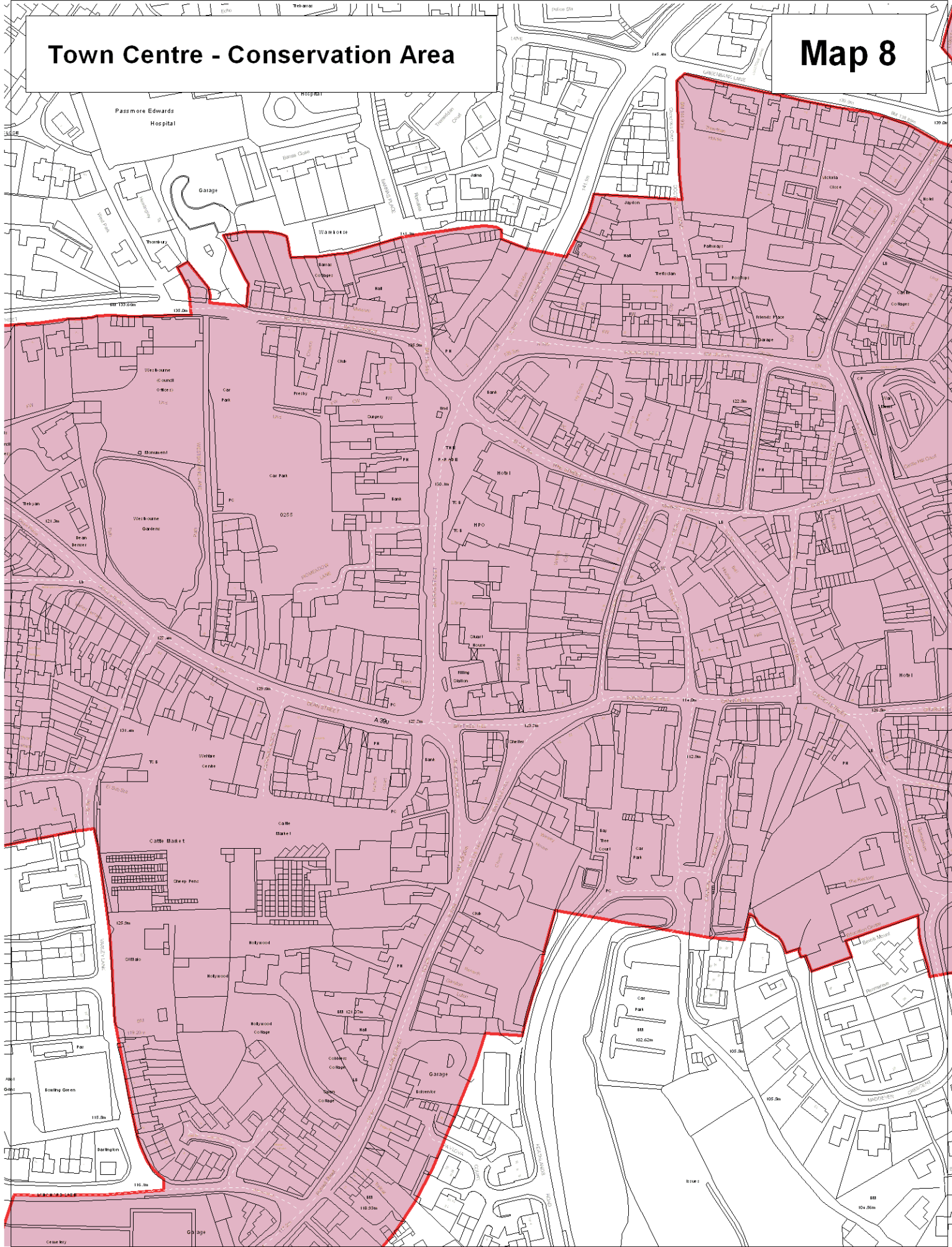
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# Town Centre - Conservation Area

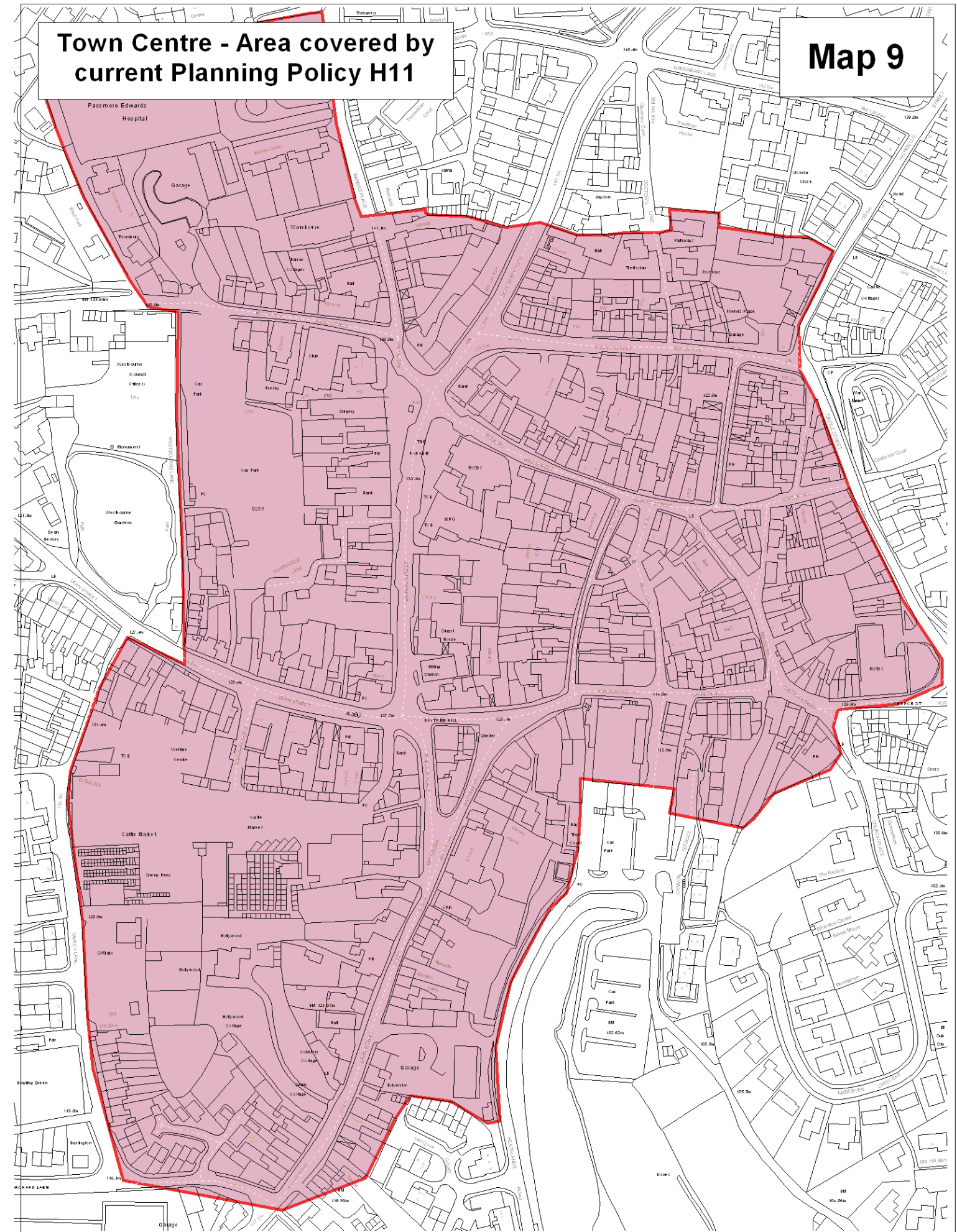
# Map 8






# Town Centre - Area covered by current Planning Policy H11

Map 9



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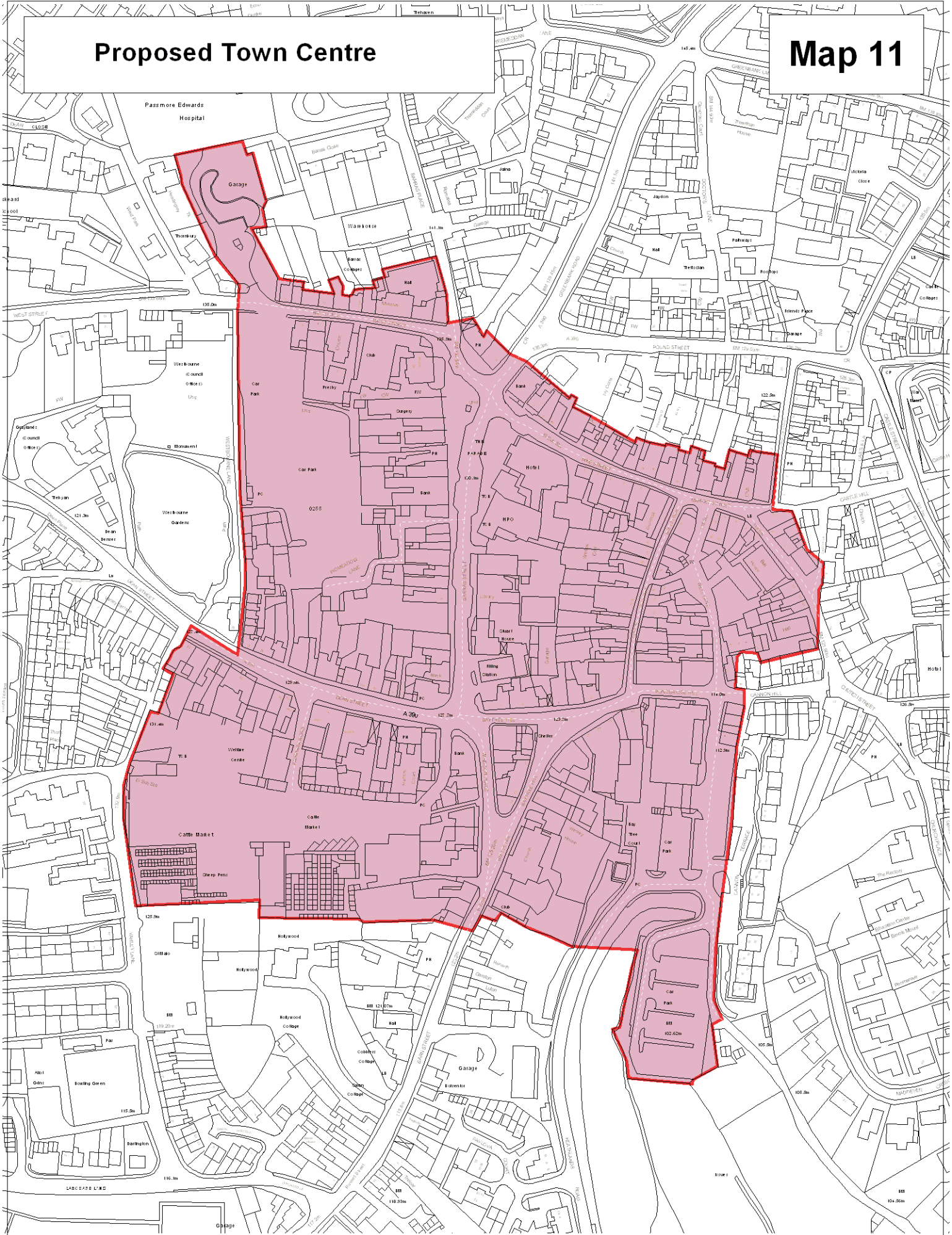
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Proposed Town Centre

Map 11



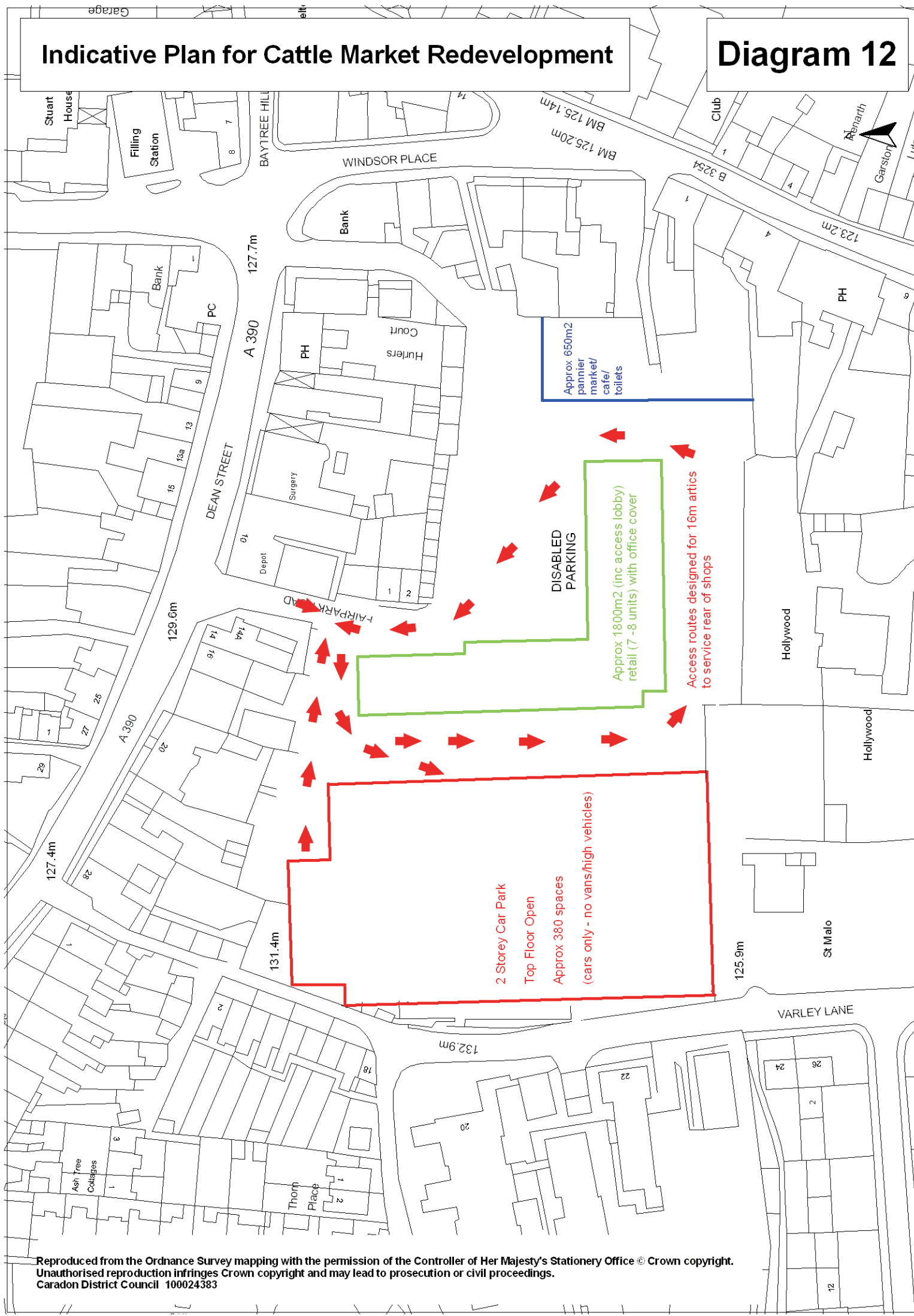
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# Indicative Plan for Cattle Market Redevelopment

Diagram 12



# Our Thanks

The compilation of this plan would not have been possible without the contributions of a large number of people living in the town and surrounding parishes. It is not possible to name them all individually and we are bound to have missed some from the following list, but our heartfelt thanks go to all those who have contributed.

Special thanks go to Lori and Bruce for picking the project up and helping the Chairman drive it through to completion. Special thanks, too, to Fraser Reid for producing the statistical analysis of the residents and business surveys.

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## *Then there are:*

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Jenny Besford-Foster	Roger Holmes	Ann Rochester
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James Griffiths	Heather Medlen	Ron Waxman
Alan Groves	Malcolm Mort	Tony Wood

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Market and Coastal Towns Association



Caradon District Council



Liskeard Town Council



South West of England Regional Development Agency



Department of Communities and Local Government



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and resource  
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