

# LISKEARD COMMUNITY STRATEGIC PLAN 2008



Volume 2



## Abbreviations used:

### *Themes etc*

PH	Population and Housing
EM	Good Jobs for Locals (Employment and Training)
TA	Getting Around (Transport and Access)
HCS	Health and Community Services
RL	Recreation and Leisure
ENV	Heritage, Culture and the Environment
TC	Town Centre (holistic study)

### *Other abbreviations*

A1	Liskeard Town Centre Regeneration Study - WS Atkins - 1996
A2	Liskeard Action Plan - WS Atkins - 2003
ACTNOW	Broadband project for Cornwall
ALT (+ No)	Refers to Policy No in 1 <sup>st</sup> Alteration to Local Plan
CHAHP	Caradon Hill Area Heritage Project
CHAIN	Community Health Action and Information Network
DGH	District General Hospital
ECRTP	East Cornwall Rural Transport Partnership
ESF	European Social Fund
EU	European Union
LDF	Local Development Framework
LPA	Local Planning Authority
LSC	Learning and Skills Council
MCTi	Market and Coastal Towns Initiative
NHS	National Health Service
PPG	Planning Policy Guidance note
PPS	Planning Policy Statement (replacing PPGs)
RSL	Registered Social Landlord (Housing Association)
SWRDA	South West of England Regional Development Agency
WHS	World Heritage Site

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

# Volume 2

## Projects and Policies



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

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

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

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

Proposed Policies  
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## **Volume 3 - The Reports**

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

The Theme Group Reports  
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## **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 2 - The Rationale

Set out in this volume are lists of possible projects to be undertaken in the regeneration of Liskeard, together with proposed policies for adoption by relevant bodies.

These lists have been extracted from the reports of the six thematic groups and the holistic town centre work which has formed the Liskeard Town Plan. The reports can be found in Volume 3. Relevant outstanding projects from previous regeneration studies (q.v.) have also been included here.

While this plan identifies all the projects and policies that have emerged during the planning exercise, to implement them will require the production of an Action Plan in order to identify how, and by whom, projects will be taken forward. It will also be necessary to specify in what scheme and by whom the proposed policies should be formally adopted.

Given the large number of projects listed, an exercise was conducted with the assistance of Roger Tym and Partners to prioritise those projects deemed potentially to provide most benefit to the town. Those selected were recognised as worthy of being given a degree of precedence in the further work necessary to take the Strategic Plan forward. The projects that scored highest in this exercise are identified at the start of Section 1, and appear in bold text in the body of the document.

Both projects (*Section 1*) and Policies (*Section 2*) are listed under the appropriate theme of the plan. In each case, the references identified refer either to the reports in this plan or to its predecessors which have also contributed to this work.

Projects and policies are numbered with an abbreviation identifying the theme group from which they originate. This is followed by a number in the case of projects, and by a letter in the case of policies.

For example, *TA 11* refers to project number eleven which is cited in the Transport and Access (Getting Around) report, while *PH B* denotes a proposed policy pertaining to the Population & Housing report.

*A full list of the abbreviations used in this volume can be found on the inside front cover of this document.*

# Section 1 - The Projects

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## Projects of Special Note

Here, in prioritised order, are the projects which have been considered the most important for the regeneration of Liskeard and which should therefore be given precedence in future development for the town:

- |  |                 |    |
|--|-----------------|----|
| 1. Maximising Community Benefit from developments        | <i>see page</i> | 7  |
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While the above projects, which were flagged up in the prioritising exercise described on Page 4, are recognised as keystones for Liskeard's future development and prosperity, they do not diminish the value of the other projects listed in this document. It must be borne in mind that there are many factors which will affect the achievability and affordability of most of these projects and of the time frame in which they can be, or need to be, progressed.

## Population and Housing

Project Number	PH 1
Title	Community Benefits
Reference	PH
Description	To develop a policy for the Liskeard Action Area Plan or other spatial planning document to ensure that appropriate Community Benefit is gained from <u>all</u> developments in order to fund the necessary infrastructure and services.
Partners	Liskeard Town Forum and MCTi Liskeard town Council Local Planning Authority
Funding partners	Local Planning Authority (as part of LDF process)
Cost	LPA Officer time
Timescale	Local Planning Authority (as part of LDF process)
Priority - Need	VERY HIGH - needed to fund all other projects.
Notes	<p>We will work with the planning authority to establish a Community Benefit Policy. This will ensure that <u>all</u> development within the town makes an equitable contribution towards the provision of the infrastructure needed to support the growing population with the services it desires. It should be levied on all new construction, extension, conversion or any other development that enhances value. This policy should also apply in an appropriately modified form to development in surrounding settlements since there is a high probability that residents who live outside Liskeard will, at some point, make use the town's services and infrastructure, too.</p> <p>In accordance with "Securing Community Benefits through the Planning System", Audit Commission, August 2006.</p>

## Employment (Good Jobs for Locals)

Project Number	EM 1
Title	Skills Deficit Identification and Training provision
Reference	EM, A2
Description	To carry out a study to determine the extent and nature of the skills deficit that exists locally and to quantify its magnitude. This will look at which skills are needed, to what level and in what numbers both to service the needs of the current business community and that which is anticipated. To quantify the training that is needed to overcome the established skills deficit and to work with partners in providing local training delivery to overcome the shortage.
Partners	Liskeard Town Forum and MCTi, Liskeard Town Council, Principal Local Authority, SWRDA LSC, Training providers
Funding partners	SWRDA EU Convergence (ESF)
Cost	Up to £10,000
Timescale	Short
Priority - Need	HIGH
Notes	Initially, a similar project to that carried out in North Cornwall is envisaged.

Project Number	EM 2
Title	Employment Space Provision
Reference	EM, A2
Description	To acquire and service land for employment use. To provide serviced plots and to build employment space of a mixed range of sizes and functions suitable to allow for both the expansion of existing local business and to attract new business to Liskeard.
Partners	Principal Local Authority, SWRDA, Private Sector. Possibly Priority Sites
Funding partners	Principal Local Authority, SWRDA, EU (convergence), Private Sector
Cost	£Millions
Timescale	Throughout plan period
Priority - Need	<u>VERY HIGH.</u> The economy of Liskeard has stagnated in past years and successful firms have been forced to relocate away from the town due to lack of employment space.
Notes	In developing existing employment land allocations, the feasibility of creating a viable science park or hi-tech cluster should be examined.

<b>Project Number</b>	EM 3
<b>Title</b>	Wi-max
<b>Reference</b>	EM
<b>Description</b>	The provision of Wi-max facilities to improve access to high speed broadband throughout the town and surrounding villages
<b>Partners</b>	Principal Local Authority Cornwall Enterprise ACTNOW SWRDA
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	medium
<b>Priority - Need</b>	medium
<b>Notes</b>	Rurality presents problems for remote settlements in obtaining broadband access. This infrastructure will assist in eliminating "holes" and ensuring broadband access for all.

<b>Project Number</b>	EM 4
<b>Title</b>	Review existing employment infrastructure
<b>Reference</b>	EM, A2
<b>Description</b>	To review all existing employment sites to establish their condition and ascertain whether they need redevelopment to make them fit for purpose in the 21 <sup>st</sup> Century. To draw up a prioritised list of sites that need upgrading.
<b>Partners</b>	Not yet known - this is probably best done by the Economic Development Unit of the Principal Local Authority
<b>Funding partners</b>	Principal Local Authorities SWRDA
<b>Cost</b>	Not yet known
<b>Timescale</b>	short
<b>Priority - Need</b>	medium
<b>Notes</b>	Previous studies have indicated that a significant proportion of the existing stock is in need of refurbishment or redevelopment

<b>Project Number</b>	EM 5
<b>Title</b>	Green Tourism
<b>Reference</b>	EM, A2
<b>Description</b>	To provide support for increased passenger numbers on the Looe Valley Line by promoting associated tourism. To co-ordinate existing work and complete a feasibility study into the restoration of parts of the Looe Union Canal To work with partners in establishing cycle ways to the Caradon Hill, the Heritage Project and World Heritage Site.
<b>Partners</b>	Devon & Cornwall Rail Partnership, Principal Local Authorities (inc CHAHP and WHS teams), Liskeard Town Council, Liskeard Looe Canal Group,
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short - medium
<b>Priority - Need</b>	medium
<b>Notes</b>	

<b>Project Number</b>	EM 6
<b>Title</b>	Townscape maintenance
<b>Reference</b>	EM, ENV, A2
<b>Description</b>	To work with the local business community (both freeholders and tenants) and other stakeholders to improve and enhance the appearance of the town and to maintain an improved standard.
<b>Partners</b>	Chamber of Commerce, Commercial freeholders / tenants, Town Council, Principal Local Authority
<b>Funding partners</b>	Not yet known. Some public sector funding will probably be required (heritage regeneration scheme or similar).
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short
<b>Priority - Need</b>	High
<b>Notes</b>	Previous attempts at brightening up the commercial core have had mixed success and limited life. The use of s 215 of the 1990 Town & Country Planning Act by the Local Authority, together with a regeneration scheme creates the carrot and stick approach that should have a lasting effect.

## Transport & Access (Getting Around)

Project Number	TA 1
Title	Full Flow Junction at Moorswater
Reference	TA, TC, A2
Description	To develop a full-flow junction between local roads and the A38 at Moorswater
Partners	Principal Local Authority, Highways Agency, SWRDA, Developers
Funding partners	County Council, Highways Agency, Developers
Cost	Order of £5 million
Timescale	Short - medium
Priority - Need	Very High
Notes	<p>The road network in Liskeard is such that most road traffic must of necessity pass through the Parade area for access and transit.</p> <p>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. Narrow streets and awkwardly placed car parks add to the problems which will get worse as the population of the town and its hinterland increases.</p> <p>The need for the junction is recognised by the Secretary of State for transport and the Secretary of State for Communities and Local Government; the net present value of such a scheme has been assessed as £80 million by the Highways Agency.</p> <p>The proposed scheme would also overcome the problems of access to the Moorswater Industrial estate caused by the construction of the Dobwalls bypass and would provide for an alternative access to the southern areas of the town for emergency vehicles on occasions when the Parade is subject to road closure.</p>

<b>Project Number</b>	TA 2
<b>Title</b>	Town Hoppa
<b>Reference</b>	TA
<b>Description</b>	To establish a "Town Hoppa" hail-and-ride round-town bus service.
<b>Partners</b>	Town Council, Principal Local Authority, EC RTP
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known - however, will require revenue subsidy
<b>Timescale</b>	Short
<b>Priority - Need</b>	HIGH - an effective service would reduce town centre traffic
<b>Notes</b>	The "Town Tripper" worked relatively well for several years. Recent government requirements for free bus travel for pensioners means that many regular users of such a service would travel free. As a means of improving sustainability and reducing in-town journeys by private car, there are very considerable benefits to be gained if this free facility could be extended to <u>all</u> users. The project will thus also investigate whether a revenue funding stream can be established which would make this a totally free service within the town limits.

<b>Project Number</b>	TA 3
<b>Title</b>	<b>Public Transport - Buses</b> a. Integrated Bus Timetables b. Bus shelters c. The nodal point for buses
<b>Reference</b>	TA
<b>Description</b>	a. To complete a study into the needs of local bus passengers in order to establish any timetable changes necessary to integrate services and provide a better system that will be used by more people. b. To encourage the provision of well-designed bus shelters for all bus stops in a programme that addresses the most used and most exposed stops first. c. To carry out a study into possible sites for an improved nodal point (a bus station) for bus services, both local and long distance, which would reduce congestion and provide improved facilities.
<b>Partners</b>	Principal Local Authority, Town Council, Rural Transport Partnership
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium
<b>Notes</b>	Currently, all local buses and National Express coaches stop on the Parade. Because of the need for people to change services, buses on many routes arrive in a short space of time. As the bus lay-bys are inadequate for such numbers, buses frequently encroach on the main carriageway thereby causing significant additional congestion.

<b>Project Number</b>	TA 4
<b>Title</b>	North West Ring road
<b>Reference</b>	TA
<b>Description</b>	To link the Eastern relief road (Charter Way) with Moorswater by means of a ring road. Phase 1. From the Callington Road roundabout to St Cleer Road. Phase 2. From St Cleer Road to Culverwood and Venslooe Hill. Phase 3, From Venslooe Hill to Moorswater
<b>Partners</b>	Principal Local Authority Developers
<b>Funding partners</b>	Principal Local Authority Developers
<b>Cost</b>	
<b>Timescale</b>	Phase 1 Short - in conjunction with Addington housing development Phase 2 Medium to long - in conjunction with further housing development Phase 3 - Long - probably beyond the timescale of this plan
<b>Priority - Need</b>	Phase 1 - High to relieve traffic pressure on inadequate roads within the town Phase 2 - Currently low but will become significant as town grows.
<b>Notes</b>	It is anticipated that phases 1 and 2 will be provided through s106 agreements with developers of housing in the town.

<b>Project Number</b>	TA 5
<b>Title</b>	Westbourne Car Park - Dean Street entrance
<b>Reference</b>	TA, TC, A1, A2
<b>Description</b>	To create an entrance to Westbourne car park from Dean Street
<b>Partners</b>	Principal Local Authority
<b>Funding partners</b>	Principal Local Authority
<b>Cost</b>	Current cost not known
<b>Timescale</b>	Short
<b>Priority - Need</b>	HIGH - the provision of this entrance would have a significant effect on traffic at the Parade / West Street junction.
<b>Notes</b>	This scheme was previously recognised by the County Council Highways department but has not been progressed and has been excluded from the latest Local Transport Plan without consultation.

<b>Project Number</b>	TA 6
<b>Title</b>	Greater rail use by commuters
<b>Reference</b>	TA
<b>Description</b>	To work with partners to explore and implement ways of making rail the preferred method of travel for those residents who commute to work, particularly in the major conurbations.
<b>Partners</b>	Principal Local Authorities, Public Transport operators.
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium
<b>Notes</b>	

<b>Project Number</b>	TA 7
<b>Title</b>	Traffic Management Schemes a. Castle Street, Pound Street b. Barras Place, Tremeddan Lane, West Street.
<b>Reference</b>	TA
<b>Description</b>	a. To implement a scheme to relieve the issues of traffic volume and congestion in these narrow streets. b. To undertake a feasibility study into the options for introducing a one-way system or other scheme to address the issues of congestion and safety in this part of the town.
<b>Partners</b>	Principal Local Authority
<b>Funding partners</b>	Principal Local Authority
<b>Cost</b>	Not known
<b>Timescale</b>	a. Short b. Medium
<b>Priority - Need</b>	a. High b. Medium.
<b>Notes</b>	Highways department have undertaken initial consultation on (a)

<b>Project Number</b>	TA 8
<b>Title</b>	Traffic calming research
<b>Reference</b>	TA
<b>Description</b>	To undertake a study into the various options of traffic calming available in order to determine those which are most effective and acceptable in differing circumstances with a view to informing schemes undertaken within the town.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Not yet known
<b>Priority - Need</b>	Medium - low
<b>Notes</b>	An informed review of available options and their suitability for use at differing sites.

<b>Project Number</b>	TA 9
<b>Title</b>	Greater use of 20 mph zones
<b>Reference</b>	TA
<b>Description</b>	To identify those areas of the town which would benefit from lower speed limits and to seek their inclusion in the necessary programmes.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Low
<b>Timescale</b>	Short - medium
<b>Priority - Need</b>	Medium
<b>Notes</b>	Many, principally residential, areas would benefit from reduced speed limits.

<b>Project Number</b>	TA 10
<b>Title</b>	Safety Improvements a. Station Road b. Charter Way / Clemo Road Junction c. Charter Way Cycle / Footpath d. Cycle Tracks.
<b>Reference</b>	TA, A2
<b>Description</b>	a. To address reported issues of speed, visibility, parking etc to improve safety of the B3254 south of the town centre. b. To improve turning arrangements and pedestrian safety in the vicinity of this junction. c. To address the lack of a footpath and inadequacy of the cycle track along the length of Charter Way. d. To develop a network of cycle tracks throughout the town.
<b>Partners</b>	Principal Local Authority
<b>Funding partners</b>	Principal Local Authority
<b>Cost</b>	
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium - high
<b>Notes</b>	

<b>Project Number</b>	TA 11
<b>Title</b>	Parking: <ol style="list-style-type: none"> <li>a. Maximise off-street parking,</li> <li>b. Additional off-street parking,</li> <li>c. Residents' parking zones,</li> <li>d. Improved enforcement of civil parking restrictions</li> </ol>
<b>Reference</b>	TA, ENV, A1, A2
<b>Description</b>	<ol style="list-style-type: none"> <li>a. To identify and implement ways to encourage the use of off-street parking.</li> <li>b. To increase the amount of off-street parking available by better use of the town's car parks.</li> <li>c. To investigate the support for the creation of residents parking zones.</li> <li>d. To achieve greater investment in the enforcement of civil parking restrictions.</li> </ol>
<b>Partners</b>	Principal Local Authorities
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short - medium
<b>Priority - Need</b>	Medium - high
<b>Notes</b>	<ol style="list-style-type: none"> <li>a. Congestion and obstruction of the narrow streets of the town centre are a major source of complaint. The project will seek ways to discourage this and persuade people to make greater use of the car parks.</li> <li>b. Car park utilisation factors in the town are high, particularly in the more convenient car parks. Development of existing sites or even different layouts could provide additional capacity. Current capacity must not be allowed to fall.</li> <li>c. There is concern from residents on the edges of the town centre at their streets being used as "workplace" parking.</li> <li>d. The current state of affairs with nearly non-existent enforcement encourages abuse and potentially dangerous situations.</li> </ol>

<b>Project Number</b>	TA 12
<b>Title</b>	Improved Access to Caradon Hill project and WHS
<b>Reference</b>	TA, ENV, A2
<b>Description</b>	To investigate the provision of improved sustainable access to this important area.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not known
<b>Timescale</b>	Medium
<b>Priority - Need</b>	Medium - low
<b>Notes</b>	

Other possible projects (see main report for details):

TA13	Improve links to new housing areas
TA14	Wider footpaths
TA15	Footpath Map

## Health and Community Services

Project Number	HCS1
Title	Increase services at Liskeard hospital
Reference	HCS
Description	<p>a. To determine by means of a study what additional services can be provided at the hospital in order to reduce patient travel to the District General Hospitals in Plymouth and Truro.</p> <p>b. To implement the results of the study</p>
Partners	Primary Care Trust Hospital Trusts (DGH) Local Strategic Partnership
Funding partners	NHS Trusts
Cost	Study costs need not be high
Timescale	Short
Priority - Need	Medium
Notes	It is generally cheaper and more sustainable to take services to the patient rather than have a large number of patients travelling, many at public expense, to the DGH. Further clinics and some procedures could be arranged at the Community Hospital where expensive equipment is not required. This project will seek to maximise the opportunity to introduce sustainable practices in this way.

Project Number	HCS 2
Title	Health Service Directory
Reference	HCS
Description	To create, maintain and publicise a directory of health services in the broadest sense with a secondary objective of attracting additional services to a centre of excellence.
Partners	CHAIN NHS
Funding partners	Not yet known
Cost	Not known
Timescale	Medium
Priority - Need	Low
Notes	

<b>Project Number</b>	HCS 3
<b>Title</b>	Housing for the Needy
<b>Reference</b>	HCS
<b>Description</b>	To provide specialist housing for needy groups such as the elderly, disabled and those with mental health problems living in the community
<b>Partners</b>	Local Planning Authority Developers and RSLs
<b>Funding partners</b>	
<b>Cost</b>	
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium - high
<b>Notes</b>	

<b>Project Number</b>	HCS 4
<b>Title</b>	Sustainable Food Network
<b>Reference</b>	HCS
<b>Description</b>	To develop a sustainable food network supported by local authorities, farmers, businesses and individuals
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Medium
<b>Priority - Need</b>	Low
<b>Notes</b>	

<b>Project Number</b>	HCS 5
<b>Title</b>	Co-ordination of health care and services
<b>Reference</b>	HCS
<b>Description</b>	Investigate the feasibility of a charitable organisation providing co-ordination of care across NHS and non-NHS services for those in need in the community.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	medium
<b>Priority - Need</b>	Low
<b>Notes</b>	

## Recreation and Leisure

Project Number	RL 1
Title	Leisure Facilities (Feasibility)
Reference	RL, ENV, A2
Description	To undertake a feasibility study into potential sites for and the financial viability of a leisure complex providing such facilities as a cinema / theatre, a bowling alley and an event space.
Partners	Principal Local Authority, Town Council, Community Groups
Funding partners	Not yet known
Cost	£15,000 estimate
Timescale	Short
Priority - Need	High
Notes	Liskeard's hopes about leisure facilities have been raised and dashed before. This is an issue that is important to the people of the town and its hinterland. As the town grows, it is possible that such a facility will become commercially viable and it is important that this study is undertaken in order to determine the likely way forward

Project Number	RL 2
Title	Sports Grounds
Reference	RL, A2
Description	To purchase and develop the land allocated in the 1 <sup>st</sup> alteration of the Local Plan (ALT 15) as sports pitches and ancillary facilities such as training tracks etc
Partners	Town Council Principal Local Authority Private developers (Community Benefit - s 106) Liskeard & District Sports Association and Sports Clubs
Funding partners	As above plus national sporting bodies
Cost	Order of £750,000
Timescale	Short term
Priority - Need	High
Notes	The housing allocation at policy ALT 11 of the 1 <sup>st</sup> alteration to the Local Plan suggests a developer contribution towards the provision of this facility and initial discussions in the Recreational Land Needs Group indicated that the actual provision of the land by a developer might be acceptable. A consultant's study has been undertaken by CDC which indicates the sort of facilities that might be achieved in order to meet the extant development plans of the local sports clubs and the sort of costs that might be expected. Note that apart from equipment stores etc. there should be no structures on this prominent site.

<b>Project Number</b>	RL 3
<b>Title</b>	Feasibility Study into Recreation Trust
<b>Reference</b>	RL
<b>Description</b>	To carry out a feasibility study into the management of the sporting facilities of the town.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Unknown, probably of the order of £15,000
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium
<b>Notes</b>	Currently the sports pitches of the town are owned by CDC and leased to the Sports Association. It has been suggested that the freehold of the new sports field allocation (ALT 15) might be held by the Town Council. This study would look into the options of ownership and management in order to produce efficiencies and ensure that facilities are provided at a cost that encourages wider participation and ensures ongoing improvements.

<b>Project Number</b>	RL 4
<b>Title</b>	Community Radio
<b>Reference</b>	RL
<b>Description</b>	To carry out a study into the potential for the creation of a Community radio station to improve engagement and the dissemination of local information.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Not yet known
<b>Priority - Need</b>	Medium
<b>Notes</b>	The study would look at the area of coverage (just the Liskeard catchment or possibly also the Looe Valley), technologies, costs, equipment, licensing, and possible operating methods.

<b>Project Number</b>	RL 5
<b>Title</b>	Review of Listed Buildings
<b>Reference</b>	RL
<b>Description</b>	To complete a review of the buildings to ensure that such listing remains appropriate and does not unnecessarily stifle business development.
<b>Partners</b>	Town Council Principal Local Authority English Heritage
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known.
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium
<b>Notes</b>	

## Environment, Heritage and Culture

Project Number	ENV 1
Title	Websites
Reference	ENV
Description	To update, improve and link appropriate web-sites involved in promoting all aspects of Liskeard and providing information about the town and its hinterland.
Partners	Principal local Authority, Town Council, Parish Councils, Town Forum, Chamber of Commerce, Community Groups
Funding partners	Not yet known
Cost	Not yet known
Timescale	Short
Priority - Need	HIGH
Notes	See also Project TC2 below.

<b>Project Number</b>	ENV 2
<b>Title</b>	Town Records and Local Research Base
<b>Reference</b>	ENV
<b>Description</b>	The creation of a local research centre for the town and its hinterland which will contain a comprehensive set of records of the locality for people wishing to research historical issues, be they social, industrial, personal or environmental.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Not yet known
<b>Priority - Need</b>	Medium - low
<b>Notes</b>	

<b>Project Number</b>	ENV 3
<b>Title</b>	Heritage Festival
<b>Reference</b>	ENV, A2
<b>Description</b>	To build on existing events and establish a regular festival involving all sections of the community in celebrating the Heritage of this ancient Market town.
<b>Partners</b>	Liskeard Town Forum and MCTi, Liskeard Town Council, Community Groups
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known. Will also need to determine revenue issues.
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium
<b>Notes</b>	

<b>Project Number</b>	ENV 4
<b>Title</b>	Free Park and Ride for Liskeard
<b>Reference</b>	ENV
<b>Description</b>	To create a park-and-ride facility linking car parks on the edge of town with the town centre, thereby reducing traffic in the town.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Not yet known
<b>Priority - Need</b>	Not yet known
<b>Notes</b>	

<b>Project Number</b>	ENV 5
<b>Title</b>	Restore Pipe Well
<b>Reference</b>	ENV, A1, A2
<b>Description</b>	The restoration of the ancient Pipe Well and its surroundings in Well Lane to generate a focus in this part of the town centre.
<b>Partners</b>	Liskeard Town Council
<b>Funding partners</b>	Liskeard Town Council
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short - Medium
<b>Priority - Need</b>	Medium
<b>Notes</b>	The ancient Pipe Well is the historic water source of Liskeard life and as such is an emblem of the life of the town and potential USP for Liskeard's regeneration programme.

<b>Project Number</b>	ENV 6
<b>Title</b>	Improve Town Gateways
<b>Reference</b>	ENV, A1
<b>Description</b>	
<b>Partners</b>	
<b>Funding partners</b>	
<b>Cost</b>	
<b>Timescale</b>	
<b>Priority - Need</b>	
<b>Notes</b>	

## Town Centre

Project Number	TC 1
Title	Redevelop Cattle Market and Provide Civic Space.
Reference	TC, A1, A2
Description	<p>To redevelop the Cattle Market to provide:</p> <ul style="list-style-type: none"> <li>a. modern retail units suitable for and attractive to a range of retail businesses that will wish to be present in this expanding town,</li> <li>b. modern office facilities above the shops,</li> <li>c. a pannier market,</li> <li>d. an open civic space that is either traffic free or in which traffic is severely restricted,</li> <li>e. increased parking for cars.</li> </ul> <p>and possibly:</p> <ul style="list-style-type: none"> <li>f. an entertainment complex.</li> </ul>
Partners	Principal Local Authority, SWRDA, Town Council, Private Sector.
Funding partners	Principal Local Authority, SWRDA, Town Council, Private Sector.
Cost	Not yet known
Timescale	Short
Priority - Need	High
Notes	<p>If a cattle market is to be retained in the town, then it will need to be relocated.</p> <p>This is the principal site still available for the regeneration of the town without significant loss to its heritage and historic heart.</p> <p>Current retail stock is unattractive to most national or regional retailers.</p> <p>A range of facilities must be provided rather than the site being occupied by a single outlet.</p>

Project Number	TC 2
Title	Branding and marketing
Reference	TC, EM
Description	To prepare and implement a high-quality marketing campaign in order to "put Liskeard on the map", attract inward investment and inform business and people of the benefits the town has to offer. To create a "brand" for Liskeard.
Partners	Town Council, Chamber of Commerce, Principal Local Authorities, SWRDA
Funding partners	Not yet known
Cost	Not yet known
Timescale	Short
Priority - Need	HIGH
Notes	There is a need to identify and publicise the unique features of Liskeard and present this to those who might wish to come to Liskeard in the future, as well as to the current residents. The town has potential as a centre of wellbeing now but with the right investment it could become much more, particularly with its excellent environment.

<b>Project Number</b>	TC 3
<b>Title</b>	Bay Tree Hill Improvements
<b>Reference</b>	TA, TC, A1, A2
<b>Description</b>	To implement a scheme for the improvement of Bay Tree Hill.
<b>Partners</b>	Principal Local Authority
<b>Funding partners</b>	Principal Local Authority
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short
<b>Priority - Need</b>	Medium - High
<b>Notes</b>	Scheme already identified and partially completed. Balance has, without consultation, disappeared from latest Local transport Plan

<b>Project Number</b>	TC 4
<b>Title</b>	Review options and earmark central hotel site
<b>Reference</b>	TC, A2
<b>Description</b>	To examine all the options for a site for a full service, high quality hotel.
<b>Partners</b>	Liskeard Town Forum and MCTi, Liskeard Town Council, Principal Local Authority.
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short
<b>Priority - Need</b>	High
<b>Notes</b>	There is a need for a town centre facility that provides high quality accommodation and a venue for functions in the town (wedding receptions, formal dinners, balls, conferences, etc). It needs to be centrally located, easily accessible and set in attractive surroundings. The project will look at all potential sites in or near the town centre.

<b>Project Number</b>	TC 5
<b>Title</b>	Fore Street Arcade
<b>Reference</b>	TC
<b>Description</b>	To investigate the feasibility of covering Fore Street and creating an arcade.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Short - medium
<b>Priority - Need</b>	Medium
<b>Notes</b>	Access constraints mean that the retail units in Fore Street are best suited to the niche or boutique market. An attractive pedestrian arcade with quality features and architectural lighting would enhance this central area.

<b>Project Number</b>	TC 6
<b>Title</b>	Review Options, Sungirt car parks
<b>Reference</b>	TC, A1, A2
<b>Description</b>	To investigate possible development options for this underused central site.
<b>Partners</b>	Not yet known
<b>Funding partners</b>	Not yet known
<b>Cost</b>	Not yet known
<b>Timescale</b>	Not yet known
<b>Priority - Need</b>	Medium
<b>Notes</b>	



## Section 2 - The Policies

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## Population and Housing

<b>Policy Number</b>	PH A
<b>Title</b>	Population Growth
<b>Reference</b>	PH
<b>Wording</b>	The planned population and associated housing growth in Liskeard over the period of the plan (to 2031) will be restricted to an average of 110 households per year.
<b>Adopted by</b>	Local Development Framework
<b>Reason</b>	<p>The Regional Spatial Strategy indicates a growth of over 10,000 people in the non-Plymouth PUA part of the district of Caradon by 2026 and it suggests that most of this should be in locally significant settlements (Policy B) of which Liskeard is probably the only one.</p> <p>It is apparent that growth of this magnitude concentrated in Liskeard would totally overwhelm the town and its infrastructure.</p> <p>It is considered that approximately one third of this growth might be accommodated in a sustainable manner that avoids overstrain of the infrastructure and a loss of identity, attractiveness and character of the town. This is also considered to be around the maximum rate at which local jobs might be created thus avoiding the town becoming a dormitory.</p> <p>This equates to an average of 110 households a year, and would generate a population increase of around 5,000 people by 2030 giving a population of 14,000.</p>
<b>Need</b>	<b>HIGH</b>

<b>Policy Number</b>	PH B
<b>Title</b>	The Virtuous Circle
<b>Reference</b>	PH
<b>Wording</b>	To prevent sprawl and ensure sustainability, development will be contained within an area whose boundaries are designated by a circle with a diameter of 1.45km centred on the Parade and by the parish boundary as shown on Page 15 Volume 1 and Map 1 in Volume 3.
<b>Adopted by</b>	Local Development Framework
<b>Reason</b>	Part of the character of Liskeard is its compactness and its clearly defined boundaries. Both are aspects appreciated by residents who wish to retain them. The shape that achieves maximum area with minimum spatial separation and is thus most sustainable is a circle.
<b>Need</b>	High

<b>Policy Number</b>	PH C
<b>Title</b>	Housing - A balanced community
<b>Reference</b>	PH
<b>Wording</b>	Residential development will be planned to create a mixed and balanced community and to support households of different sizes, ages and incomes and which also takes into account the characteristics of the existing housing stock in the town and the need to address any imbalance therein.
<b>Adopted by</b>	Local Development Framework
<b>Reason</b>	A balanced community with a cross-section of households covering the full range of size, age, income and interests is essential for the existence of a sustainable settlement with the vibrant business, commercial and social components that ensure its ongoing success. Liskeard currently has an unbalanced housing stock with a strong bias towards the bottom end when compared with the rest of the district, the rest of the county and the national profile. This imbalance affects disposable wealth, health and education issues and generally tends to depress activity and potential in the town. Whilst recognising the need for affordable housing, there is still an urgent need to address the imbalance within open market developments.
<b>Need</b>	High

<b>Policy Number</b>	PH D
<b>Title</b>	Housing - Sustainability and Design
<b>Reference</b>	PH, HCS
<b>Wording</b>	Planned residential developments must comprise both housing and its surrounding public space designed to a high standard that contributes to the development becoming an enduring asset to the town and the local environment. They will use modern methods, sustainable technologies, contribute to community safety and a sense of wellbeing and will incorporate local characteristics in a local context.
<b>Adopted by</b>	Local Development Framework
<b>Reason</b>	Good quality, appropriately designed housing and housing estates are important in preventing isolation from neighbours, shops, transport and facilities, especially for vulnerable groups such as the elderly. Good design and construction techniques will also reduce carbon footprint and enhance the through-life sustainability of the properties and of the town as a whole.
<b>Need</b>	High

<b>Policy Number</b>	PH E
<b>Title</b>	Housing Distribution
<b>Reference</b>	PH
<b>Wording</b>	Planned new housing will be developed on sites indicated on Map 2 in Volume 3.
<b>Adopted by</b>	Local Development framework
<b>Reason</b>	Possible development sites as discussed in previous planning proposals since 2000 have been examined as were other possible sites within the boundaries set by the virtuous circle. The arguments advanced for the various sites were revisited and generally found to remain valid. The sites proposed are believed to represent those that most closely meet the needs of the town.
<b>Need</b>	High

<b>Policy Number</b>	PH F
<b>Title</b>	Housing for the Elderly and other needy groups
<b>Reference</b>	PH, HCS
<b>Wording</b>	In the master planning of any development, provision will be required for a proportion of housing to be specifically designed for older, less mobile residents and those with other specific needs.
<b>Adopted by</b>	LDF
<b>Reason</b>	Demographic projections show that during the period of the plan the number of older people will increase disproportionately while the size of households will decrease. This has consequences for the type of housing needed. The type of housing which may be required includes, bungalows, sheltered housing developments, extra care housing and housing adapted for the less mobile. It is expected that the majority of the units provided for this purpose will be at most two-bedroom properties. While it is acknowledged that single storey developments often need a lower density of development, the purpose of these units is such that a lower amenity area may be acceptable. Similar provision for other needy groups living in the community may also be appropriate.
<b>Need</b>	Medium

<b>Policy Number</b>	PH G
<b>Title</b>	Reduced Development Standards
<b>Reference</b>	TC
<b>Wording</b>	To delete the content of policy H11 of the current Local Plan from any future spatial plans or strategies affecting the town and to ensure that any town centre residential development, be it new-build or conversion, includes the provision of at least one off-street parking space for each new residence created.
<b>Adopted by</b>	LDF
<b>Reason</b>	<p>The existence until recently of national planning guidance which promoted the provision of small residential units with restricted facilities (parking etc) in town centres (PPG3), 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.</p> <p>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, especially the elderly, fearing for their safety, particularly at night. The conversion to residential use of previous employment space, particularly workshops and storerooms associated with shops, has also reduced the space available for people to work in the town centre. As a result, employment in the core of the town has fallen and those inhabiting the resulting accommodation tend not to be employed in the town centre. 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 in normal shopping hours.</p> <p>Current national guidance (PPS3) does not include the previous provision but instead places great emphasis (PPS1, PPS6) on sustainability, employment and an attractive environment.</p>
<b>Need</b>	HIGH

## Employment (Good Jobs for Locals)

Policy Number	EM A
Title	Raising per capita GVA
Reference	EM
Wording	To increase the proportion of high-waged employment in Liskeard by attracting new knowledge-based sector businesses that utilise information and communications technology as well as facilitating the growth of existing ones.
Adopted by	All appropriate authorities and bodies. Economic Development Units
Reason	<p>A high Gross Value Added results from greater wealth creation in the economy; this is usually the result of businesses adding more value to their products and services. Thus, high Gross Valued Added employment means work that generates a high differential between input costs and output value, which in turn provides the opportunity of raising income both for businesses and employees. This boosts the economy of the town as a whole.</p> <p>The impact of broadband and the growth of knowledge-based industries provide an opportunity for the local area to take this advantage, particularly as the district currently has the lowest proportion of high GVA jobs of all the Cornish districts.</p>
Need	HIGH - After years of stagnation, Liskeard needs considerable help to achieve greater wealth if it is to remain a viable, sustainable settlement in its own right.

<b>Policy Number</b>	EM B
<b>Title</b>	Skills Development Training
<b>Reference</b>	EM
<b>Wording</b>	To ensure a high priority is given to the provision of the training necessary for unskilled workers, both school leavers and the long-term unemployed. To ensure the necessary training is available locally to provide increased or different skills to the local workforce to meet the changing needs of the local employment market.
<b>Adopted by</b>	LSC, training providers.
<b>Reason</b>	Several employers have reported that there is a lack of suitable skills locally, which constrains their business. Training is a problem since there are few outlets available locally and often access, where training is offered, is difficult to reach by public transport. Further issues of work placements / apprenticeships etc. are commonplace essentially because most of our local businesses are small with only a limited workforce. Training up a youngster reduces the productivity of the trainer thus making schemes of these kinds unviable.
<b>Need</b>	High

<b>Policy Number</b>	EM C
<b>Title</b>	Protection of Central Employment Sites
<b>Reference</b>	EM
<b>Wording</b>	To ring fence all employment sites and spaces in and on the edge of the town centre and to protect them from being redeveloped for other use. To ensure a presumption against development in or near to the town centre that would reduce employment opportunity in the town centre.
<b>Adopted by</b>	Local Development Framework
<b>Reason</b>	Encouraging businesses to remain in or adjacent to the centre of town gives their workforce easy access to the town's facilities, in turn providing an increased footfall to other businesses in the commercial core and thus enhancing the vitality and viability of the centre.
<b>Need</b>	High

<b>Policy Number</b>	EM D
<b>Title</b>	Provision of Employment Land
<b>Reference</b>	EM
<b>Wording</b>	To ensure that the Local Development Framework allocates and justifies sufficient land for employment use as the population of the town and its hinterland grows.
<b>Adopted by</b>	Local Planning Authority
<b>Reason</b>	Past lack of provision of land for employment has resulted in economic stagnation due to lack of premises. In particular, successful growing business has been forced to relocate away from the town as it has outgrown its site. With the predicted growth of the town and the sustainability aim of reducing the number of people having to commute to work, it is imperative that adequate local provision is made. Map 3 in Volume 3 of this plan indicates a suitable site for allocation when more land is required.
<b>Need</b>	High

<b>Policy Number</b>	EM E
<b>Title</b>	Youth Employment
<b>Reference</b>	EM
<b>Wording</b>	To ensure that the employment needs of the young people of the area are considered and to seek ways to raise the number and quality of opportunities for them so that they can remain a part of our community.
<b>Adopted by</b>	LSC, SWRDA, Principal Local Authority
<b>Reason</b>	Currently, there are few local opportunities for young people to undertake tertiary education, vocational or professional training. With an economy comprising very largely small or micro businesses, such things as apprenticeships are also rare. There is thus an inevitable movement away from the local area by a large number of the young people who want to get on in life.
<b>Need</b>	High

<b>Policy Number</b>	EM F
<b>Title</b>	Home Working
<b>Reference</b>	EM, (PH)
<b>Wording</b>	To ensure that the planning of residential development considers and, where appropriate, includes an element of housing containing provision for a study or home-office.
<b>Adopted by</b>	Local Planning Authority
<b>Reason</b>	Many people working in knowledge-based industries are able, and prefer, to work from home. In other areas, the advantages of home-working are also beginning to become apparent. Home-working of this sort can be beneficial to employer and employee alike but creates a need for a place to work in the home, particularly as properties tend to become smaller. There is thus seen to be benefit in considering the provision of a study or home-office in a proportion of houses when residential developments are planned.
<b>Need</b>	High

<b>Policy Number</b>	EM G
<b>Title</b>	Tourism
<b>Reference</b>	EM
<b>Wording</b>	To work with the tourism and hospitality industry to encourage the expansion of tourist-related services, hotels, restaurants etc.
<b>Adopted by</b>	Tourist Boards, Tourist Associations, Principal Local Authority
<b>Reason</b>	Whilst tourism has historically played a very small part in the economy of the town and has not been a major feature of that of the local area, now that Caradon Hill is designated as a World Heritage Site there is an opportunity for Liskeard to provide the gateway to this attraction and for an increase in this sector throughout the area.
<b>Need</b>	Medium

## Transport & Access (Getting Around)

Policy Number	TA A
Title	Roads and Congestion
Reference	TA
Wording	Provide sustainable vehicle access to the town's facilities that reduces congestion while utilising schemes which reduce speed, give priority to pedestrians/bicycles and minimise emission and noise pollution.
Adopted by	Principal Local Authority, Local Transport Plan
Reason	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 <b>via the Parade</b> . Anyone approaching the town from the north or east can only access car parks <b>via the Parade</b> 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 <b>the Parade</b> . 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. Narrow streets and awkwardly-placed car parks add to the problems which will get worse as the population increases
Need	VERY HIGH

<b>Policy Number</b>	TA B
<b>Title</b>	Moorswater Developments
<b>Reference</b>	TC
<b>Wording</b>	To restrict the development of any land in the Moorswater area that would be required for the provision of a full flow junction with the A38 and whose development would add to the cost of, or prevent, the eventual construction of such a junction.
<b>Adopted by</b>	Local Planning Authority, Local Transport Plan
<b>Reason</b>	<p>Currently:</p> <ul style="list-style-type: none"> <li>• All traffic arriving in the town centre from the north or east wishing to access parking,</li> <li>• All traffic from the western and southern areas of the town wishing to leave using the A38 eastbound,</li> <li>• Goods vehicles bound for addresses in the south or west of the town or nearby settlements,</li> </ul> <p>have to cross the Parade. This already creates congestion problems now but, as the town grows in size, this problem will become worse. On market days, car park usage nears capacity - future growth of the town will require additional provision. More importantly, access to the current car parks is far from ideal and, for some car parks, is via inadequate streets and junctions such that congestion problems are exacerbated. The construction of a full flow junction at Moorswater will ameliorate this problem.</p>
<b>Need</b>	VERY HIGH

<b>Policy Number</b>	TA C
<b>Title</b>	Cattle Market
<b>Reference</b>	TA
<b>Wording</b>	If or when the Cattle Market is re-developed, the existing parking provision must be preserved or enhanced.
<b>Adopted by</b>	Principal Local Authority
<b>Reason</b>	In a rural area such as this, reliance on the private car will be an ongoing fact of life and thus adequate parking provision in centres will remain vital for their effective functioning.
<b>Need</b>	HIGH

<b>Policy Number</b>	TA D
<b>Title</b>	Car Parks
<b>Reference</b>	TA
<b>Wording</b>	To encourage greater use of the town car-parks and to reduce on-street parking whilst maximising the use of the town as a retail centre.
<b>Adopted by</b>	Principal Local Authority
<b>Reason</b>	Parking - or the lack of it - was a major irritant for residents and businesses in the questionnaires. Parking prices, parking on streets, access to car parks, wasted space, parking enforcement, short term parking and lack of parking provision for residents were all issues that exercised the respondents. These issues all need to be addressed and a long-term strategy for their solution must be determined
<b>Need</b>	Medium

## Health and Community Services

<b>Policy Number</b>	HCS A
<b>Title</b>	Active Lifestyle
<b>Reference</b>	HCS
<b>Wording</b>	The promotion and facilitation of an active lifestyle for all residents will be encouraged as a means of preventive healthcare. Assistance for those least able to access the facilities for such a lifestyle will be encouraged.
<b>Adopted by</b>	NHS, CHAIN, Local Authorities
<b>Reason</b>	To promote better health through fitness and regular activity.
<b>Need</b>	Medium

<b>Policy Number</b>	HCS B
<b>Title</b>	Fresh Food
<b>Reference</b>	HCS
<b>Wording</b>	Public sector organisations within the area that provided catering for their clients will be encouraged to maximise the use of locally-sourced fresh food.
<b>Adopted by</b>	NHS, Principal Local Authorities
<b>Reason</b>	Healthy eating contributes to the overall health of the community. Locally-sourced food also reduces the carbon footprint of the ingredients and thus improves sustainability.
<b>Need</b>	Medium

## Recreation and Leisure

<b>Policy Number</b>	RL A
<b>Title</b>	Sports Grounds
<b>Reference</b>	RL
<b>Wording</b>	To develop new sports grounds and facilities to meet the needs of a growing population to a level at least that laid down in national guidelines. While maintaining and enhancing existing facilities for the most popular sports of football, rugby and cricket, attention will also be paid to creating opportunities for other sports which, although no less popular, do not enjoy as high a profile as the 'big three'.
<b>Adopted by</b>	Principal Local Authority Town Council Liskeard and district Sports Association Sports Clubs
<b>Reason</b>	Although Liskeard seems well-catered for in terms of the major sports, there is a shortage of pitches for the number of people wishing to use them. There should be better facilities for minor sports such as athletics.
<b>Need</b>	High

<b>Policy Number</b>	RL B
<b>Title</b>	Hospitality trade
<b>Reference</b>	RL
<b>Wording</b>	To support and encourage the development and improvement of establishments in all areas of the hospitality trade to ensure there are facilities of a high quality that meet the needs and aspirations of visitors and residents alike.
<b>Adopted by</b>	Principal Local Authority
<b>Reason</b>	The town has no facility for larger functions such as wedding receptions, club dinners and balls. Studies have shown that visitors looking for quality accommodation have to stay outside the town even when they have business in the town. With the exception of a few good restaurants most of the town's pubs and clubs are seen by many to lack appeal.
<b>Need</b>	High

<b>Policy Number</b>	RL C
<b>Title</b>	Communications
<b>Reference</b>	RL
<b>Wording</b>	To improve communications locally. To provide opportunities for groups to share information in ways that are as accessible as possible to all. To encourage groups to advertise events centrally and to cooperate in the compilation of a 'What's On' listing electronically.
<b>Adopted by</b>	Relevant authorities and bodies
<b>Reason</b>	There is evidence that many residents have difficulty in finding out about facilities, clubs and events in the town. It is clear that existing communications are not reaching their target audiences and not achieving what the community needs and expects. In turn this affects participation. There is also evidence that many are very unclear about, for example, which Council is responsible for which service, or who to contact to get things put right.
<b>Need</b>	High

## Environment, Heritage and Culture

Policy Number	ENV A
Title	Green Spaces
Reference	ENV, RL
Wording	To maintain existing green spaces within the town and seek to ensure that all further developments will include additional green spaces for public use. To ensure that all parks and green spaces are well-maintained.
Adopted by	Local Authorities
Reason	Residents value the parks, playgrounds and other open spaces in and around the town. Such spaces add to the attractiveness of the town for residents and visitors alike. As Liskeard grows, there will be a need to add to the green spaces in and around new emergent developments.
Need	High

Policy Number	ENV B
Title	Public Transport Use
Reference	TA
Wording	To encourage the increased use of public transport in and around the town, and in the local area.
Adopted by	Relevant Authorities
Reason	There is inadequate use of local public transport. Whilst fairly heavily subsidised, the viability of many routes must be subject to question if local people will not use it. There is some evidence that public transport operating hours and frequency do not reflect the needs of the local population whilst the need to change services mitigates against its use. This has been sharply highlighted by the recent relocation of dental and medical surgeries to the edge of town. Later evening operation is required together with improved frequency and timely links between local services, with national Express and with rail.
Need	Medium

<b>Policy Number</b>	ENV C
<b>Title</b>	Rail Use
<b>Reference</b>	TA
<b>Wording</b>	To support actions to promote and improve the use of our rail links.
<b>Adopted by</b>	Relevant bodies
<b>Reason</b>	The Main-Line station is an asset and is under-used both as a method of commuting to Plymouth and as a link to Looe via a picturesque valley.
<b>Need</b>	Medium

<b>Policy Number</b>	ENV D
<b>Title</b>	Literature and the Arts
<b>Reference</b>	RL
<b>Wording</b>	To work with partners to help support, protect and enhance facilities for the promotion of literature, culture, visual and performing arts and other pastimes.
<b>Adopted by</b>	Relevant bodies
<b>Reason</b>	Recreation and leisure activities make an important contribution to the wellbeing of all age groups and are valued by residents. Policy needs to support and encourage activities involving literature and the arts as part of a diverse cultural programme catering for all tastes.
<b>Need</b>	Medium

## Town Centre

Policy Number	TC A
Title	Entertainment Venues
Reference	TC
Wording	To support initiatives seeking to remedy the lack of entertainment facilities in the town.
Adopted by	Relevant public, community and private bodies
Reason	<p>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 significant lack of the more general, commercial 'fun for all the family' facilities with, for example, no cinema, bowling alley etc. The scarcity of such facilities to cater for all sections of the community, both young and old, was the biggest single issue raised in the residents' survey. This is probably due to the population size being insufficient to make such facilities commercially viable, 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.</p> <p>The Civic trust report, "Nightvision", paints a picture of towns where "after hours, town centres are dominated by alcohol-based and youth-orientated entertainment, with a limited range of other activities available." But what the town needs, however, are 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.</p>
Need	High

<b>Policy Number</b>	TC B
<b>Title</b>	Quality Visitor Accommodation
<b>Reference</b>	TC , EM , RL , ENV
<b>Wording</b>	To give priority to the establishment of a high quality, full service, NQAS registered hotel in or adjacent to the town centre.
<b>Adopted by</b>	Relevant bodies - Principal Local Authorities, Liskeard Town Council.
<b>Reason</b>	Liskeard currently has few hotel beds that could be described as being of the high quality expected by today's visitors. With the advent of World Heritage Site (WHS) status for the adjacent mining areas, it is expected that visitor numbers will increase and the town is ideally placed to become the "Gateway to the WHS", particularly as it is one of the few towns that sits astride both the national trunk road network and the West Country main rail line, being served by both main line trains and national express coaches. A high quality "in-town" hotel providing a full range of services is seen as viable in both catering for the needs of visitors and providing function facilities for local people.
<b>Need</b>	High

<b>Policy Number</b>	TC C
<b>Title</b>	Promoting the Town
<b>Reference</b>	ENV
<b>Wording</b>	To market the town in a comprehensive manner which will to bring Liskeard to regional, national and international prominence. To ensure that all marketing is comprehensive, current and easily accessible through a variety of media to accentuate what's good about this town and the local area, what it has to offer and where it is going!
<b>Adopted by</b>	Appropriate bodies.
<b>Reason</b>	<p>There is a crucial need to raise Liskeard's profile and market the town both to its residents and tourists in a more positive way. Liskeard needs to be 'discovered'. Its jewels and gems lie tucked away waiting for the discerning visitor and the knowing eye to chance upon the town's hidden assets. Despite being an attractive town and despite its ancient heritage it is, to many, 'invisible'.</p> <p>Liskeard seems to lack a clear marketing identity and needs urgently to rediscover its Unique Selling Point. Whilst difficult to determine a selling point that is truly unique, the waters of the Pipe Well were said to be beneficial and thus might form the focus for a town that is a Centre of Wellbeing.</p> <p>While the town sits astride major access routes to the county, potential customers need to be enticed into the town on their way through.</p>
<b>Need</b>	HIGH

<b>Policy Number</b>	TC D
<b>Title</b>	Controlling Change of Use
<b>Reference</b>	TC
<b>Wording</b>	To restrict the change of use of employment space within the town centre to residential use.
<b>Adopted by</b>	Local Development Framework
<b>Reason</b>	<p>There are virtually no unused and undeveloped sites in the centre of the town that can simply and easily be used for retail or leisure purposes. 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! The wholesale conversion of parts of town centre buildings for residential use, however, makes this more difficult as well as reducing the potential for town centre employment.</p> <p>See also policy on reduced development standards.</p>
<b>Need</b>	HIGH

<b>Policy Number</b>	TC E
<b>Title</b>	The Balance of Old and New
<b>Reference</b>	RL
<b>Wording</b>	<p>Where appropriate, to protect conservation areas as places of special interest while recognizing and balancing the needs of the business and other sectors for modern facilities appropriate to the 21<sup>st</sup> century.</p> <p>To raise public awareness of the scope and potential that lies in the local heritage and to encourage its use to the advantage of the town, its residents and its economy.</p>
<b>Adopted by</b>	Appropriate bodies
<b>Reason</b>	The historic features of the town add to its attraction and help make Liskeard an interesting place in which to live and work or to visit. The down side is that restrictions on development that come with listing and conservation requirements create difficulties for businesses, particularly in the retail core.
<b>Need</b>	Medium

<b>Policy Number</b>	TC F
<b>Title</b>	Building Maintenance
<b>Reference</b>	TC
<b>Wording</b>	To encourage property owners in the town centre to maintain smart, attractive buildings, particularly in the Conservation Area.
<b>Adopted by</b>	Liskeard Town Forum and MCTi, Liskeard Town Council, Principal Local Authority, Chamber of Commerce
<b>Reason</b>	The historic core contains significant numbers of buildings of architectural merit but the narrow streets are seen as presenting difficulties for shoppers. This area needs to be made more attractive because first impressions count. An attractive town centre is a magnet to locals and visitors alike. The appearance of frontages, good upkeep and well-maintained properties exude confidence, giving a town a sense of pride and self-esteem. Raising Liskeard's profile requires a concerted effort on the part of all property owners and tenants to set very high standards in the maintenance of their properties
<b>Need</b>	High

<b>Policy Number</b>	TC G
<b>Title</b>	Community Events
<b>Reference</b>	ENV ,RL
<b>Wording</b>	To actively encourage the many groups within the town that organise community-wide events which offer the opportunity to meet and celebrate and to assist them where possible in seeking the necessary resources for their work. To inspire more cultural use (open-air festivals and activities) of the green spaces in the town and to encourage events that showcase local talent and local produce.
<b>Adopted by</b>	Liskeard Town Council, Liskeard Town Forum and MCTi
<b>Reason</b>	Community events such as the Carnival, St Matthew's Fair and Christmas Lighting are popular. The Continental Markets are also proving attractive and increasing footfall in the town. Successful events are good for business and enhance the well-being of all who attend. Events such as these create a general buzz and a 'feel-good' factor for the town.
<b>Need</b>	Medium to low

# 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.

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For further information contact:

Liskeard Town Forum and MCTi, 3-5 West Street, Liskeard, PL14 6BW.

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