

Housing

Please place your comments here:

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|---|
| 88% | 178 | Yes | Future development should be for local need only – Housing Needs Survey |
| 12% | 25 | No | |

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

Any future development should be led by local need however some open market housing may be acceptable as enabling development to bring forward the local need element – Housing Needs Survey

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|---|
| 93% | 189 | Yes | The provision of self-build plots within new housing schemes will be considered if a local need is highlighted. |
| 7% | 14 | No | |

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

The provision of self-build plots within new housing schemes will be considered providing they are set within a Design Brief in keeping with the village and the Local Landscape Character Assessment and Village Design Statement

Open Spaces

Please place your comments here:

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|---|
| 97% | 197 | Yes | Open spaces should be suitable for all ages |
| 3% | 6 | No | |

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

Within the village there should be a range of open spaces to cater for all ages

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|---|
| 99% | 201 | Yes | All the communal open spaces for community use within the Trevispian Parc Estate should be protected irrelevant of size and ownership |
| 1% | 2 | No | |

Many people were unsure of which area the above statement relates too.

Polisken Way, Trevella Vean, Polglase Walk and Killigrew Gardens were originally known as 'Trevispian Parc' during their development.

Parts of these areas are of a very high density and the 'Open Spaces' that are there are very important to the area and help break up the built environment.

Please see the maps below which highlight the areas in Question.

Highways

Please place your comments here:

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|--|
| 95% | 193 | Yes | Any future development must contribute towards a safe commuter cycle route to Truro along the A39. |
| 5% | 10 | NO | |

After looking at the comments received on this statement we would like to clarify a couple of points:

- ❖ **A commuter cycle link to Truro has always shown very highly during parish consultations going back to our Parish Plan (a copy of which is available on the stand to view)**
- ❖ **The majority of the route is within St Clement Parish who support our community in helping to develop a possible route. St Clement Parish Council are currently carrying out their own Neighbourhood Plan**
- ❖ **The implementation of such a route would need to be looked at together by all the relevant agencies and authorities**
- ❖ **The Community Infrastructure Levy (CIL) is a means of collecting developer contributions. These contributions will be used to help pay for infrastructure that is needed to support new development. Monies such as these could help towards such a project if the community wishes**

Highways

Please place your comments here:

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|--|
| 84% | 170 | Yes | Traffic calming measures are required along Trispen Hill, Chapel Road/School Lane and Eglos Road |
| 16% | 33 | No | |

This section received varying comments about the type of Traffic Calming and where or where not it was required.

We have listed possible options for the three roads mentioned in the 'Statement' above and ask you to comment on these options on the consultation on the table below.

Chapel Road / School Lane

The section of road in question would be to the east of this road closer to the School.

Option:

Interactive Speeds Signs

These detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign indicating a specific hazard or speed limit is triggered.



Option:

20mph Speed Limit

Lowering speed limits alone may not have the desired effect. Currently, the Government advises that 20mph speed limits should be self-enforcing. Thus it is often necessary to install traffic calming measures to ensure that speeds are no greater than 24mph.



Trispen Hill

As part of the 'Burrington' development at Trispen Hill it has been agreed that the 30mph speed limit will be repositioned to the bottom of the hill Truro side of the Eglos Road junction. Please consider this when responding to 'Trispen Hill'

Option:

Speed Cushion (near to the shop)

Similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They are especially useful where there are a lot of pedestrians.



Please place your comments here:

Option:

Gateways/Entry Points (either end of Trispen Hill)

Identified by road markings, build outs, coloured surfacing and/or signs indicating that the driver is entering an area where road conditions change, for example entering an urban area or a change of speed limit.

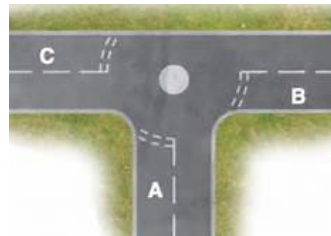


Option:

Mini Roundabout

Entrance to the new 'Burrington' Development

Equal priority in all directions can slow traffic. Ideally, there needs to be a reasonably large flow on all arms for this to be effective.



Eglos Road

Options

Speed Cushions (in two locations)

20mph Speed Limit

(see above examples / details)

Please place your comments here:

Health

| | | | |
|-----|-----|-----|---|
| 97% | 198 | Yes | Look at a pharmacy delivery service in the area |
| 3% | 4 | NO | |

This has been looked into and the details are as follows:

Boots Pharmacy can deliver free of charge to housebound residents only: We will put an article in the next Village Voice with more information on how to set this up.

It may be possible to set up a pharmacy collection point in the village for some general prescriptions to be collected. We will look into this further.

Business

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|---|
| 88% | 179 | Yes | Light industrial units if the need is shown could be considered along the A3076 corridor to the north of the village, but should not impede on the village views, landscape and amenities |
| 12% | 24 | No | |

After looking at the comments received back from this statement we felt that clearer wording was required. Please see below:

Small Cottage Style Business units if the need is shown could be considered along the A3076 corridor to the north of the village, but should not impede on the village views, landscape and amenities

Please place your comments here:

Business

Please place your comments here:

Original wording shown in the Questionnaire

| | | | |
|-----|-----|-----|---|
| 94% | 191 | Yes | It is noted that the village shop is now landlocked, if the need requires suitable land may need to be sought |
| 6% | 12 | No | |

After looking at the comments received on this statement we would like to clarify a couple of points:

- ❖ During the whole consultation process the local Post Office/Stores to the community has shown to be of great importance to the community and village.
- ❖ If larger retail outlets are shown to be required, we should consider suitable land during any possible development process. It would then be up to any retail business to approach this in the usual way.
- ❖ Location is key for any sustainable retail business

**THANK YOU FOR TAKING TIME TO
COMMENT FURTHER ON THESE
ISSUES**