

## Bude Study and Action Plan: 2002

### 1 The 2002 Vision and Objectives and Developments Since 2002

As part of the consultation process, the authors of the 2002 *Bude Study and Action Plan* ('the plan') brought together members of the local community in workshops. The plan reported on this consultation and recommended the setting up of Theme Groups in various areas, to take the work to the next stage – to bring together members of the community to make more detailed proposals for the future and consider how these might be implemented. These theme groups were not set up in 2002 and the need for them has been re-visited in 2007 as part of the Bude Partnership work.

The Theme Groups to be set up in 2002 were recommended as:

- Economy with business, skills and transport
- Tourism with Bude Town Centre and environment
- Community (housing, education, health, policing, youth and community facilities)
- Stratton
- Poughill

The overall vision for 2002 was recorded as;

#### ***Long Term Vision (2002):***

*To ensure that Bude Stratton, Poughill and their hinterlands remain attractive places to live and work by increasing the prosperity of the area, improving the quality of life of its citizens while maintaining and enhancing the area's natural heritage.*

The plan reported on Objectives developed during the consultation process and these are shown below, with a brief summary of the findings of the research and the conclusions reached in the 2002 plan.

#### **A Economy, Employment and Skills**

*2002; 'The Council and the Forum will seek to create a more prosperous and diverse economy that increases local employment rates and reduces unemployment to levels close to the national average. The Council and the Forum will promote social inclusion and work to ensure that the high quality physical and business environment is readily available in which firms and individuals can prosper and grow'.*

In encouraging business activity in the Bude area, the plan concluded that additional sites were required in the town for industrial investment. The Business Parks were seen as performing the function of 'shop windows' for industry and the plan put forward the view that the North Cornwall District Council (NCDC) and the South West Regional Development Agency (SWDRA) should be asked to carry out environmental improvement to encourage new Companies and investors.

It was also proposed that the Bude Forum should meet with local property owners to highlight the general lack of good quality town centre properties and to seek ways to address the issue.

Considering employment in the area, the plan also proposed that the general skills level should be improved, particularly computer and 'ICT skills. The plan also highlighted the lack of public transport for those seeking employment and considered that some plans 'in the pipeline' may address some of these issues.

## **Business Clusters**

Cornwall Pure Business is the inward investment programme run by Cornwall Enterprise, (Cornwall's economic development division) which was launched in 2004. Strong growth has been achieved in a number of sectors in Cornwall over recent years. These include advanced engineering, life sciences, IT, media and the environmental technology sectors. This has led to firms from outside Cornwall being attracted to join rapidly developing business clusters in Cornwall. Since 2004 Cornwall Pure Business has assisted over 50 innovative businesses to move into the County. Businesses are said to be reaping the benefits of the new, supportive environment that exists in Cornwall. In recent years a number of business clusters have emerged as dynamic focuses of growth and innovation in Cornwall's economy. North Cornwall has a cluster of high quality food processing companies based on industrial estates built by the district council and Bude has a cluster of bio-medical companies.

## **Cornwall Union Learning Network**

Under Objective One, South West TUC was awarded a priority 3.3 grant. The project funded the Cornwall Union Learning Network to support the existing network of Union Learning Reps (ULRs), work with trade unions and employers to train and support new ULRs in SMEs, develop ULRs to work with business clusters and manage a training subsidy available to SMEs.

## **Grants**

Money was granted from Objective One to fund a North Cornwall Business Adviser. The aim of the project was to increase the number of start-up businesses in North Cornwall and the support available to them, increase sustainable employment by small and medium size enterprises (SMEs) in North Cornwall, improve survival rates of SMEs and increase SME turnover. Assistance is also given to both start-up and established businesses to write business plans.

## **Integrated Area Plan**

Integrated Area Plans were set up throughout the County aimed at determining how to use Objective One and other investment to meet local needs, improve the economy and the way of life. Originally there were 11 Integrated Area Plans (IAP) including two for North Cornwall (North Cornwall IAP and the Bodmin Moor IAP). The IAPs did not hold or control any money for projects; they were local frameworks which supported project applications for Objective

One and other investment. The IAPs worked with all sectors including craft, small businesses, training and skills, farmers and horticulturists, tourism and community groups.

Although the IAP teams were expected to facilitate projects that contribute to the aims of the Objective One Programme, they have always been able to work with groups in the community who have early project ideas where it is not necessarily clear whether it will eventually be eligible for investment.

The implementation of the IAPs was originally overseen by a group for each IAP representing the local public/private sector organisations and voluntary organisations. These groups endorsed prospective projects to meet the needs of the local community. IAPs have played a key role in the community, helping groups to access funds as well as signposting projects to the Objective One Programme's delegated grant schemes.

From 2004 the IAP was embedded into the District Council supporting the development of community development initiatives and projects providing additional economic regeneration activity, and the local authority took a greater leadership role in the implementation of the IAPs and for developing a strategy for the continuation of activity after Objective One.

In June 2005, the NCDC Regeneration Committee received a report on the Integrated Area Plan. They learnt that since 1<sup>st</sup> December 2004 the IAP team have been working on a cross section of projects, with a variety of public, private and voluntary organisations. The IAP has had two projects approved, four projects currently with GOSW under appraisal and a further 10 under development.

The IAP maintained contact with Government Office South West (GOSW) and four projects were shared with GOSW. These were the Bude Regeneration Project – Development Phase, Bude Stratton Business Park, Chestnuts Centre and North Cornwall Credit Union. Other projects included the Bude Canal Regeneration Project – implementation (Phase 2) and Project Limelight (as described below). The IAP team is now the grants team with responsibility for convergence and RDPE (described elsewhere in the is plan).

### **Business Development – Business Premises**

Recent research indicates there is a national shortage of affordable/flexible premises for small and medium size enterprises (SMEs) and micro businesses of which there are many in North Cornwall. The problem is particularly acute for new-start, micro businesses with a turnover of less than £25K and for SMEs in disadvantaged areas. In response to this, the Government is introducing a number of interventions to expedite planning and encourage investment in business premises in the 200 most deprived areas of England and Wales, designated as Enterprise Areas. Unfortunately North Cornwall is not one of these.

Live/work schemes represent an innovative approach to new workspace development by offering a combination of residential and employment space. Because they are specifically designed to have a higher intensity of business use, they differ from traditional home-working models. They are not designed for businesses that can be run from a spare room at home, and the live work network seeks to influence those responsible for planning decisions on the value of Live Work scheme.

Housing associations are increasingly playing an important role in the live/work sector by providing affordable premises to new-start small businesses. As well as offering cost and convenience benefits to tenants and owners, the live /work concept is consistent with a number of government priorities for regeneration, transport, sustainable communities and small business development. Projects have begun in Cornwall, for example the Falmouth Eco Live Work Park has been given planning permission by Carrick Council for 42 units, the six units in 'the village' at St Austell are now all sold, the units at Gweal Pawl near Newquay were finished in 2007, a Cornwall Housing Association scheme is at the planning stage in Gunnislake and permission was granted for three units in Week St Mary in 2006.

### **Business Parks**

Industrial Sites in Bude Area include the Kings Hill Industrial Estate (including the Bude Business Centre), the Bude Stratton Business Park and development of Stone Barn Conversions at Efford Farm Business Park and business units at Thorne Farm, Kings Hill.

A proposal to extend the existing Bude Stratton Business Park was originally reported to the North Cornwall District Council in February 2002, and the project was identified as a top priority. In May 2006 negotiations commenced with the owner for the acquisition of land adjoining the Bude Stratton Business Park identified as the site to accommodate the extension. During this time it transpired that the provision of employment land in Bude was also a strategic priority for the South West of England Regional Development Agency (SWERDA). In order to share the costs and risks associated with the project a public partnership was established.

A planning application was submitted for the change of use of 6.37 hectares of land from agricultural to B1, B2 and B8 uses to form an extension to the Bude Stratton Business Park, and this was approved in August 2006.

Under a panel appointment with the South West Regional Development Agency to offer Master-planning and Urban Design services, Stride Treglown were asked to lead a multi-disciplinary team comprising transportation, engineering and cost consultants to prepare a detailed feasibility study to extend the business park. A phased masterplan was prepared for the site indicating a mix of industrial uses capable of providing some 450 jobs. A Development Brief was prepared and supporting information collated for an outline planning application for a range of unit sizes and development plots brought forward by SWRDA and North Cornwall District Council. Planning permission has been granted to develop further land for employment next to Kings Hill and the land adjacent to Binhamy also already has permission for development, though discussion continue as to what should be developed there. The extension of employment opportunities through the development of land demarcated for employment around Bude is seen as essential to the future prosperity of the whole area.

### **Training and Skills**

The Cornwall County Council Adult Education Centre (responsible for Bude and Launceston areas) is situated at the Gregson Centre, New Road, and Stratton. From this centre, a wide range of day, evening and weekend courses is made available to local people. The courses

are held at a variety of venues in Bude and Launceston, as well as at the Gregson Centre itself. The centre offers access to Higher Education, Counselling qualifications, art, cookery, craft, GCSE and A levels, general interest, languages, music and dance, specialist qualifications and I.T.

Also at the Gregson Centre is an Open Access/Learning Centre and Learning Dot Shop for computer based learning the centre offers flexible learning and opening times. People learn at their own speed and experienced tutors are on hand to assist them.

Of special interest to employers is the Bude Holsworthy Training Centre (BHTS) which is based in Bude and operates as an outreach centre of North Devon College. BHTS offers a wide range of IT and vocational courses to adults throughout Devon and Cornwall. The main strength of the Centre is the ability to provide nationally accredited courses either through distance learning or through a combination of classroom tuition and workplace assessment. BHTS has a team of tutors and assessors, to seek to ensure that those living or working in rural areas have the opportunity to engage in training and education. Training can be delivered in a variety of venues including in client companies' own premises.

## B Tourism and Leisure

*2002; 'In partnership with the tourism industry and tourism organisations the Council and the Forum will seek to develop and market, sustainable tourism in the area in order to maintain and improve the competitive position of the area as a quality, year round holiday destination. They will look to develop the contribution that the tourism sector makes to the local economy in terms of employment, investment and turnover by supporting the upgrading and diversification of the tourism product, the extension of the tourism season, the improvement of tourism support and marketing.'*

The plan concluded that tourism was in decline but was important to the area, contributing £60m to the local economy.

The plan considered four areas for attention:

- Diversity and improving the range of products to attract tourists.
- Identify and enter new niche markets.
- Increase each visitor's contribution to the economy
- Find ways to extend the season.

Projects that were described as possible ways to begin to meet these aspirations included:

- The Limelight project } Both of which had submitted funding bids at that time and
- Canal Regeneration Project } both of which are described below
- The appearance and management of the beaches
- The provision of leisure facilities: (cinema, bowling and cricket were named).
- The development of the National Kayak centre (for which "no site had been found").

The plan welcomed any projects identified to:

- Enhance the prospects of sea and surf.
- Improve the town centre and standard of hotel accommodation
- Increase the number of festivals to be held in Bude.

The authors concluded that there was no overall tourism development strategy and that there was insufficient data on this issue. It was recommended that there should be a Theme Group to consider these issues.

One development not mentioned specifically but which cannot be ignored is the presence of Adventure International in Bude. This is a privately owned multi-activity centre that has been running in Bude since 1979. The Centre was developed in the old Grenville Hotel (built in 1909). The Centre has 75 bedrooms, a 60ft Climbing wall, a high ropes course, a large artificial caving system, an assault course, an astro-turf pitch, a gymnasium and an internet café.

The centre attracts a large number of people to Bude over an extended season by catering (in particular) for school multi-activity weeks and management development training courses. As well as in-house facilities, the centre uses other facilities in and around Bude, including Bude Canal (for Dragon Boating and Raft Building) the River Neet (for both Kayak and Canadian canoeing), Summerleaze Beach (for Surfing and Boogie Boarding) and Northcott Cliffs for a 140ft abseil. They also make use of Upper Tamar Lake as a sailing venue.

### North Cornwall Tourism Strategy

North Cornwall Tourism was established by NCDC in 1993 in recognition of the importance of marketing North Cornwall as a high quality holiday destination to potential North Cornwall Tourism visitors both in the UK and overseas. The organisation, set up to act in partnership with the tourism industry acts as a marketing service for the many small and micro businesses involved in the Tourism sector in North Cornwall. The service is also involved in visitor information provision through the local Tourist Information Centres and represents North Cornwall on Local, Regional, County and Cross County tourism partnerships. They seek to maintain and improve the competitive position of the District as a quality, year-round holiday destination'.

Tourism has a range of positive and negative impacts on the local community and the environment. The Tourism Service seeks to look after the interests of the local community and the environment as part of achieving a sustainable tourism economy. North Cornwall Tourism is based at the District Council Offices in Barn Lane, Bodmin. As with most public services, the customers of the Tourism Service are many and varied.

The Tourism Service works to support a successful tourism industry which creates jobs and generates spending in the local economy and to guide and support local efforts to develop the tourism product and provide information services.

North Cornwall has an enviable record in tourism marketing and in producing high quality publications which generate business for the area. In 2003 the North Cornwall Guide generated over 17,000 holidays worth over £20 million pounds to the local economy. Using and enhancing these tried and tested techniques was the basis of this successful bid.

Measures taken included:

- Doubling the promotion of the new North Cornwall Holiday Guide, "*Visit North Cornwall*".
- Extra resources for tourism public relations.

- A revamped website and website marketing linked to Visit Britain's national and international marketing.
- Attendance at national travel exhibitions promoting North Cornwall to new visitors and markets.
- Training opportunities to raise customer service levels and quality.
- Assistance to achieve national quality grading for accommodation and other sectors.

The funding bid was approved after close co-operation between North Cornwall District Council and Government Office of the South West.

### **Tourism Strategy (from Objective One documents 2006)**

Tourism is a very important element of the Cornish economy and it is a very competitive market. Part of the challenge for the Cornish tourism industry is to extend the season from the traditional summer months and attract visitors all year round.

Cornwall's Tourism Strategy was developed by the Tourism Task Force based upon four key objectives. These are new opportunities for public and private sector tourism joint working, marketing, data and quality. The projects in the Tourism investment cluster were highlighted as projects specifically investing in the development of the tourism industry in Cornwall and the Isles of Scilly.

### **North Cornwall Tourism Recovery: 2005/6**

North Cornwall District Council project for 2005/6 was to provide additional tourism marketing for all of North Cornwall as well as Boscastle, Crackington Haven and Tintagel. The agreed grant was £92,510 from ERDF towards a £308,366 project to benefit the North Cornwall district.

The funding was matched with North Cornwall District Council's existing budgets to double the amount of promotion North Cornwall received in the vital spring holiday promotion months. The money also enabled a series of measures to keep the District and the businesses within it in front of potential visitors when they are choosing holidays throughout 2005 and into 2006.

### **North Cornwall Tourism Study: 2007/8**

In 2007 North Cornwall District Council recognised the importance of tourism to the District which provides nearly a third of the area's jobs and attracts over 1.1 million staying visitors a year and they commenced a study to assist with planning how the industry can accommodate current demand, attract new visitors and develop further into a quality year round destination. As part of this process NCDC appointed tourism specialists Scott Wilson to provide an overview of the tourism sector in North Cornwall. The study provided the basis for effective decision-making and planning policy formulation to aid the continued management of a sustainable tourism industry within the district.

The Study included the following elements:

- an appraisal of North Cornwall's continuing strong appeal as a visitor destination, including key assets and how this position can be maintained and enhanced;

- a review of the worth of tourism to North Cornwall in terms of volume, value and number of jobs supported, including the seasonality of the industry;
- an audit of current tourism infrastructure in North Cornwall, including visitor attractions and accommodation;
- an assessment of current and future market demand, on both a quantitative and qualitative basis, against current accommodation provision and standards;
- a review of planning policy relating to tourism and its effectiveness in promoting improvements in the quality and range of tourist accommodation and how it can help prevent the loss of such facilities.

North Cornwall District Council also asked tourism operators what they think the future holds. Tourism businesses were contacted in the form of a questionnaire.

Marketing by the District Council of North Cornwall will continue through 2008 via the websites and the 2008 North Cornwall Holiday Guide. In recent years Tourist Information Centres (TIC) and local tourism associations have been encouraged to produce local guides with advertising support and for many this is the main source of income to the TIC. In general the standards and professionalism of these local guides was seen to have risen and seen to represent a very good, accurate guide to the specific areas attractions and accommodation. Given that District Council marketing will, in effect cease in December 2008 NCDC officers are exploring ways of further enhancing and supporting the local TIC guides for 2009 through advertising, production and postage support. Officers are also exploring the production of a district promotional DVD for distribution with the local guides. The DVD would promote the wider benefits of North Cornwall, the environment, beaches, and open spaces giving the potential visitor an insight into North Cornwall as a holiday destination.

### Partners for England

Over the past few years there has been a general re-defining of roles and activities relating to Destination Management and the visitor economy. A group called 'Partners for England' has emerged. This group, led by Visit Britain and the South West Regional Development Agency (SWRDA) has now established a Charter for Destination Management. The Charter sets out the key principles of excellent destination management. It also embraces the '*place making principles*' of the recent Lyons Report into local government. NCDC, through activities such as beach management, toilet provision, open spaces and car parks have embraced the place-shaping role. The five principles of excellent destination management are: '*Integrate, Inform, Innovate, Invest and Improve*'.

### CoaST Sustainable Tourism: building on distinction

Cornwall Sustainable Tourism (CoaST) project was awarded a priority grant. This project provided information and guidance to SME's within the tourism sector to increase markets and marketing opportunities, create cost savings and increase competitiveness.

The grant was £45,000 from ERDF towards a £96,495 project. This project will benefit all districts in Cornwall and the Isles of Scilly.

## Holiday Accommodation

In July 2007, the Regeneration Committee of the North Cornwall District Council received a report on a Tourism Accommodation Study. The report found that the primary assets of the coast and its beaches in North Cornwall have a strong visitor appeal particularly amongst families. These assets have been a catalyst for the growth in other tourism themes, the strongest of which are outdoor activities such as walking and cycling; and adventure activities, largely driven by the good conditions for surfing along the Atlantic Coast.

It was also found that the private sector accommodation businesses seemed to be fairly buoyant and optimistic about their future prospects, with four in every ten suggesting that tourism is steadily increasing (based on an improving growth in occupancy both in 2006 (53% recorded a better performance in 2006 compared to 2005) and an anticipated growth in 2007 (50% suggest 2007 should record an improved performance compared to 2006)). Furthermore, nearly half (45%) of businesses are keen to expand operations. Increasing the length of the season is a key aspiration

## Kayaking

The 2002 plan referred to the need to increase the attractiveness of surf and sea, and specifically referred to kayaking. Bude has increasingly become a centre for surfers, surf schools are blossoming – as are kayaking schools. For surf training there are organisations such as Bude Surfing Experience (B.S.X); the Raven Surf School in Stratton, run by former British, English and European surfing champion Mike Raven; and the Big Blue Surf School in Welcombe.

There are currently three kayaking schools and centres in the Bude area: Shoreline Outdoor Pursuits at Crooklets Beach, Outdoor Adventure at Widemouth Bay, and Atlantic Pursuits in Kilkhampton.

## C Town Centre

*2002; 'The Council and the Forum will seek to improve the appearance and performance of Bude town Centre.'*

The plan concluded that there were a '...number of plans for the improvement of the town centre but still no agreed vision for the function of the town or an action plan.

Ideas were put forward and these included:

- Improve shopping and improve the quality of training and skills in the retail industry.
- Refurbish buildings and shops
- Widen the range, increasing the number of quality restaurants.
- Improve traffic flow
- Increase parking provision
- Pedestrianise the main shopping streets.

The overall conclusion was that there was a need for a credible and deliverable plan.

The plan might include:

- Traffic proposals

- Planning controls
- Shopfront improvements scheme
- Skills and training package
- Parking proposal

The plan reported that all of these proposals would require technical analysis, design, costing and agreement with relevant authorities. This would be ‘...a time-consuming job, requiring skills and diplomacy, as well as a financial resource...’ It was remarked that in other towns Town Centre Managers had been appointed to carry out this role. The plan concluded that ‘...the preparation of a strategy for Bude Town Centre would be a top priority for the Tourism Theme Group.’

In 2004 the Cornwall County Council published a proposed Transport Strategy for Bude. Various concerns were raised concerning the Town centre, including the provision for pedestrians, the speed of traffic and safety issues. The measures proposed for Bude included extensive 20mph zones covering most residential areas; town centre enhancements; speed reduction measures for various roads outside the proposed 20mph zones; a public transport infrastructure review and various improvements for pedestrians and cyclists.

### Cinema

Although Bude has had its own cinema in the past, there is none in the town at present. The nearest was the Rebel Cinema a few miles down the coast but this closed in 2007.

### Retail

In July 2007, the NCDC Planning and Development Committee received a report in accordance with the requirements set out in PPS 6 ‘Planning for Town Centres’ (2005). A Town Centre & Retail Study was considered a necessary component of the Local Development Framework evidence base and to update to the original study undertaken in 2005. The need for additional retail development was assessed on both a quantitative and qualitative level. The quantitative need looks at how much money will be spent in the town centres in terms of the trading patterns for the retail floor space available. The qualitative need for retail development considers what attracts customers to want to shop more in a particular centre.

The Consultants concluded that in terms of the quantitative need for:

- Convenience (food) shops: by 2026, although some of the larger stores in Bodmin, Bude, Camelford and Launceston will be overtrading, there appears to be capacity within other shops in the centres to suggest that no additional stores will be required.
- Comparison (non-food) shops: by 2026 it appears that Bude, Camelford, Padstow and Wadebridge are estimated to still be trading within existing capacity.

In terms of a qualitative need (customers expectations, access, environment, etc) for additional retail development it was concluded that Bodmin could accommodate a wider mix of shops, so long as they are accessible by public and private transport and on foot/cycle and Bude’s requirements are similar to Bodmin insofar as the mix of shops could be broadened:

## D Transport

*2002: 'The Council and the Forum will seek to ensure that all sections of the community have adequate access to either public or private transport and will work to improve the area's transport connection with the rest of Cornwall, Devon and the UK'.*

The plan commented on the poor transport infrastructure and that while there are suggestions made in the NCDC local plan, there are no identifiable projects.

The poor public transport provision affecting every aspect of local peoples' lives was highlighted in all the workshops (held as part of the process of development of the plan). The plan reports that finance had been approved to undertake a study of public transport; it was proposed that the Bude and District Forum should support this study.

### Transport Strategy 2004

The NCDC set out to find ways to maximise voluntary and community based transport and in 2004 the Cornwall County Council published a proposed Transport Strategy for Bude and in March 2004, the residents of Bude gave their views on proposals for transport within the town. An exhibition of proposals took place at The Neetside Centre during March 2004.

The Transport Strategy for Bude took into account the five aims of the Cornwall Local Transport Plan (2001-2006) which were to:

- reduce the adverse impact of transport, in order to promote health and protect and enhance the built and natural environment to improve safety for all travellers
- contribute to an efficient local economy and to support sustainable economic growth
- promote accessibility to work, facilities and services for all people, especially those without a car
- promote integration of all forms of transport and reduce the need to travel through co-ordinated transport and land-use planning

Consultations also took place with representatives of the County, District and Town Councils and other groups with an interest in transport issues. In addition the County Council also completed its Safer Routes to Schools reports for the Bude area. Following the public exhibition, the comments received from members of the public were analysed and the strategy was finalised to form the basis of all transport work in Bude over the next 5 to 10 years.

### Rural Transport Partnership

North Cornwall District Council is now a partner in the 'East Cornwall Rural Transport Partnership' (RTP).

### *Cornwall Community Strategy and Local Transport Plan 2006-2011*

Given the predominantly rural nature of Cornwall, the ease with which people can access services such as work, healthcare, education and shopping is an important and challenging

issue. Improving accessibility in Cornwall is a key theme of the Cornwall County Council '*Cornwall Community Strategy*', as well as being central to the transport strategy contained in the '*Local Transport Plan 2006-2011 (LTP2)*'. It is also widely recognised that access to services depends on far more than purely improvements to transport. During the course of the first LTP, we have worked with strategic partners involved in the direct delivery of services to identify ways in which we could take the 'services to the people' as well as the traditional approach that a transport solution is required to take 'people to the services'.

It is recognised that *all* of the strategies contained in the LTP2 play a role in improving accessibility. This is particularly true of the measures that are planned to reduce congestion and encourage regeneration.

The Local Transport Plan identifies the worst areas in Cornwall in terms of access to services and Bude is one of these.

### Railway

Bude lost its rail link in the 1960's when so many branch lines were closed down. It is now unlikely that visitors to Bude use the rail network to any great extent. While the railway main line runs through the centre of Cornwall and some branch lines access the Cornish coast, these do not approach Bude. The closest railway station for Bude is Exeter St. David's from where direct buses can be taken to Bude. Memories of the railway live on: The 'Atlantic Coast Express' of Southern Railway days inspired the official naming of the 'Atlantic Highway' by Lord Tyler in 2002.

### Bus

There are few regular public bus routes in North Cornwall, but bus services do connect with major towns and cities. Some bus services run only during the summer or during the week only and may run different timetables at weekends. There are also some bus services which connect with the National Rail network, many with through rail-bus tickets available from stations. Ironically it has emerged that although these tickets to Bude can be purchased elsewhere in the country, the same tickets cannot be purchased in Bude itself. Buses can be taken from Bude to Stratton, Stibb, Kilkhampton, Crimp, Shop, Gooseham, Woodford, Morwenstow and Widemouth.

### South Wales Ferry

A detailed proposal has been put together for two car ferry services between south west England and Wales; one would sail between Ilfracombe (Devon) and Swansea and the other from Minehead in Somerset to Barry.

If the Ilfracombe proposal goes ahead it will tie in with existing plans to redevelop the town's harbour with a marina and breakwater. Passenger ferry services already operate in the Bristol Channel during the summer, but authorities in North Devon and Wales would like to have an all-year car ferry service too. Devon County Council has included the possibility of a passenger ferry link between Ilfracombe and Wales in the county's 20-year draft regional plan. It is likely to be a number of years before the service would

become operational, as more detailed plans will have to be submitted and approved by various authorities in England and Wales. Tourists from South Wales will find it easy to come from Ilfracombe to North Cornwall via the Atlantic Highway (the A39).

### Airport

Cornwall has one airport and it is to be hoped that the improved airport at Newquay may also bring visitors to Bude, via the 'Atlantic Highway' - the A39 from Barnstaple to Newquay, via Bude - a major spine road for the entire region

## E Housing

*2002: 'The Council and the Forum will seek to ensure the provision of a good quality, balanced and well managed stock of private and public housing of the right type, size and price, in the right locations to meet the present and future needs of the community.'*

The overall conclusion was that more land needed to be allocated for housing. While Broadclose Farm was described as being at the development stage more land was required.

The high cost of housing was a real issue that prevented young people from getting onto the property ladder. Although there was a lot of rented property, the comparative lack of shared equity property was highlighted. The workshops overwhelmingly concluded that the owners of second homes should be required to pay full council tax ('rates'). The fact that Bude had become an area favoured for retirement was considered to be changing the demographics of the area.

### House building

The number of households in England is predicted to increase from almost 21.5 million in 2006 to just less than 26 million by 2026. Average household size is also expected to decline by 9%, from 2.31 to 2.10 in 2026 (ODPM, 2005). Over 1.9 million dwellings were built in England between 1991 and 2004, an increase of almost 10% between 1991 and 2004. The highest rate of new dwellings built was in the South West, followed by the East Midlands and East, both with 17% of the national total (an increase of 209,000 and 268,000 respectively). Between 1991/2 and 2001/2 there were 4916 dwellings built in North Cornwall of these, 21.1% were built in Bodmin, 20.7% in Bude, and 18% in Launceston.

Between 1991/2 and 2001/2 life expectancy in N Cornwall for men rose from 74.9 years to 77 years (compared with 73.7 to 75.88 in all England and Wales). The life expectancy in N Cornwall for women rose to 81.9 in 2001/2 compared to 80.57 for all England and Wales. Much of the building that has taken place in Bude in recent years has been the increased provision in dwellings for elderly people, which reflects the increasing age of the population. The population of Bude reflects that of the whole of South West: the percentage of economically active people in the South West between 35 and 49 is lower than average but the percentage between 50 and 59 and those over retirement age, are higher than the national average.

## 2003 English House Condition Survey (EHCS)

The EHCS analysed key areas of the nation's housing stock and consider aspects of 'liveability'.

The survey assesses a range of 'liveability problems' related to the immediate environment of people's homes reported here under two headings:

- Upkeep combined with utilisation:
  - upkeep – the upkeep, management or misuse of the private and public space and buildings: scruffy or neglected buildings; poor condition housing; graffiti; scruffy gardens or landscaping; litter, rubbish or dumping; vandalism; dog or other excrement; nuisance from street parking.
  - utilisation – abandonment or non-residential use of property: vacant sites; vacant or boarded up buildings; intrusive industry; or nonconforming use of a residential area such as graffiti and vandalism; dumping; unkempt areas (including fouling of paths) and nuisance and danger from congested car parking.
- Traffic:
  - road traffic and other forms of transport. Specifically the presence of: intrusive motorways and main roads; railway or aircraft noise; heavy traffic; and poor ambient air quality.

### EHCS Key Findings

- Nationally some 3.3 million (16%) households live in homes with a poor quality environment, In the South West, 10.6% of all households live in homes with a poor quality environment.
- Households in the South East (11.9%), the South West (10.6%), and the East of England (8.6%) are significantly less likely to have poor quality environments, particularly those with upkeep problems, compared with the national average. These regions have a relatively high proportion of stock in rural areas, which are less likely to be in poor quality environments.
- The East of England (3.5%), the South West (4.7%) and the North East (3.5%) have significantly lower traffic problem than England as a whole (7.4%). This may be due to the South West having a relatively lower density of population; this is related to their low proportion of stock in urban areas, which are more likely to have traffic problems

### Second homes

In 2001, 4.6% of dwellings in Cornwall were second homes and 8.2% of dwellings in North Cornwall were second homes. These figures compare with 1.8% of dwellings in the whole South West and 0.6% in all England. This high proportion of second homes affects the council tax that is collected by the District Council and reduces the funding available to spend in the area.

### House Prices

House Prices are higher in Bude area than in other parts of North Cornwall. In a survey of house prices in 2003, a 2 bed flat in Bude cost £76,250 and in Launceston cost £72,000. A

3 bed terrace house in Bude cost £116,000 compared with £105,000 in Launceston. In the most expensive parts of Bude/Stratton house prices are very high: in 2006 /7 houses in Grenville Park, Stratton sold for an average of £523,500, houses in Marine Drive, Widemouth sold for an average of £451,667 and in Breakwater Road Bude, the average price was £445,000.

## NCDC Plans

The North Cornwall District Council Structure Plan sets out housing provision for the whole of North Cornwall up to 2016. The level of provision in the Structure Plan for the Bude area is lower than that in previous plans and this will be an important consideration when the planning authority decides the overall level of housing provision in each of the towns and settlements. The housing allocation identified in this policy including an assessed windfall contribution will provide a development capacity to provide 760 dwellings over the plan period 2006-2026.

The Government's Planning White Paper (*Planning for a Sustainable Future*) published in May 2007 made a number of proposals to streamline Local Development Plan (LDF in North Cornwall) production which would require changes to regulations and policy. The document "*Streamlining Local Development Frameworks: Consultation*" published in November 2007 set out the proposed changes in detail.

The major significance for Bude was the change required to the North Cornwall LDF and particularly the higher scale of the housing provision recommended. This is vastly different from the documents upon which the Preferred Options North Cornwall LDF documents were based. If this proposed increased level of housing provision is substantially carried forward then it would have a significant impact on the current long-term spatial strategy which lies at the heart of the NCDC Core Strategy. The number of houses required across North Cornwall would rise from 760 to 1,300.

Key questions are being addressed, for example: How much of the growth in North Cornwall should be located in Bodmin which has been identified as the focus for development? How much growth should the other towns accept? Should some of the district's larger villages have specific housing allocations?

Clearly the impact of the proposed level of housing provision needed to be fully assessed by NCDC particularly with regard to the necessary infrastructure. In Bude/Stratton, the land opposite the Morrisons store (well defined within a strong boundary provided by the A39) is defined as the Council's preferred option to meet the Bude-Stratton medium- and long-term housing needs. It is designated for housing and community use with appropriate infrastructure improvements. More detail is given below.

## Broadclose Farm

The 2002 plan referred to the new Broadclose Farm. The homes at Broadclose have been built in partnership with Midas Homes. A 'flagship' site the houses have been designed to include eco-friendly specifications. Opportunities will be offered to buy one of these

homes under part-buy, part-rent during the build of the site. Release of available properties will be phased during the period to early 2009.

The Broadclose scheme was scheduled to proceed in two phases. Phase 1 comprised 132 dwellings of which 81 were to be rented and shared ownership dwellings provided by Guinness Trust and Westcountry Housing Association and 51 open market dwellings provided by Midas Homes. Phase 2 comprised of 41 dwellings, of which 33 will be rented and shared ownership units and 8 were to be open market dwellings. Funding for Phase 1 was secured from the Housing Corporation and NCDC housing investment programme.

Considerable effort went into designing a scheme which incorporated exemplar features, such as home zones, to achieve a good quality appearance. NCDC engaged Connells, agents/valuers, to act in determining base prices (the anticipated sales values of the open market development) and land values in accordance with the Development Agreement. Land values were primarily determined by the assessment of the completed value of the development and the costs of producing the development.

To be eligible, purchasers must meet the qualifying period of residency for Bude and surrounding parishes. Residents elsewhere in North Cornwall may also be considered.

An example of costs on a 35% share for a property is: Value £138,000: a purchase price of £48,300: rent and service charge of £239.25. Higher shares can be purchased, up to a maximum of 75%.

## F Youth

*2002: The Council and the Forum will seek to maintain and enhance a safe, clean, healthy and crime free environment in which all sections of the area's society can fulfil themselves. They will look to ensure adequate social and leisure facilities, which can be accessed by all sections of the community, and to ensure a healthy and well-educated community.*

The plan described the requests made by the young people who had been involved in the consultation, as being 'modest'. They asked for a skate ramp, more litter bins, a cinema, fashion shops and fast food outlets. The young people thought that the Town Council should oversee the regeneration and appearance of the town. They asked for better public transport, public toilets in the centre of town and a youth club for the under 16's.

### Skate Park and Youth Club

Since 2002, NCDC has built a skate park in Bude but sadly this does not include the sheltered seating or lighting that was in the original proposal. There is a Cornwall County Council (CCC) Youth Centre, which is open 3 nights a week for young people. The other 2 nights the centre is open people with special needs, and youth meetings. There are plans for expanding the provision and the facilities on offer.

### "In Touch" Youth Services

Under the name "*In Touch*" the Cornwall Youth Service is integrating with other youth services, including Connexions, the youth offending team, Cornwall Social Services, to

become Services for Children, Young People and Families. There is a C.C.C. plan for Bude which proposes that the provision for young people should expand, through detached work, support for targeted young people not in education, employment or training (NEETS) and access to advice and information. The single secondary school for the area, Budehaven Community College has developed a proposal for a health, advice and guidance centre on the campus.

### **A New Children's Centre**

A new Children's Centre, based at Bude Infants School opened on April 1st 2008. Principally funded by central Government's Sure Start Unit it is one of 16 new centres due to open across Cornwall to be opened in the spring. There are already twenty other centres that already exist offering a range of services and activities for families with young children including family support, health advice and information, free internet access, courses for parents and carers and childcare and early years education.

Bude is one of growing number of children's centres being developed by Cornwall County Council's Family Services across the county. The aim is that all young children and their families in Cornwall will be able to access Children's Centre facilities by 2010.

The centre will support the delivery of child and family services, including early years care and education, outreach, family support, child and family health services, and links with Jobcentre Plus. Other services may be provided which would reflect outcomes of consultation with community members and local practitioners. The new Children's Centre Manager hosted 'Information Sharing' events from September 2007, one of which was shared with the Bude Partnership as public consultation for this strategic plan.

Bude Infants School is delighted that the Children's Centre has come to Bude to be positioned on their school site. The school has developed many multi-agency links over the years and it is considered to be a bonus for them to be working together in one place.

### **G Health**

In 2002, local people involved in the consultation were concerned about the low level of local health services and the fact that the designation as Health Action Zone would soon be ending. The plan highlighted the general view that the location of the town's only health centre (in Stratton, adjacent to the Community hospital) was inconvenient and gave poor access. While there is a great affection for the local, Stratton Community Hospital there are long distances to travel the local Acute Hospitals, at Truro, Barnstaple, Exeter and Plymouth, making it difficult, particularly for the elderly and people with disabilities.

People wished to see the building of a new health Centre (which idea had been mooted but was not thought to be very far advanced) and there was a request for nutritional advice to be made available throughout the area and not just in Poughill. Plans had previously discussed for a mobile health centre and this would be welcomed locally.

## Cornwall and Isles of Scilly Primary Care Trust (PCT)

The Cornwall and Isles of Scilly PCT Trust Board met in Bude on 10<sup>th</sup> July 2007 and received a report, the executive summary reported that *“Bude and Stratton lie in one of the largest and most sparsely populated districts in the United Kingdom but in general terms, the health of the people of North Cornwall is better than the national average, although only 1 in 8 of adults undertake the recommended amount of physical exercise.*

*“People living in south west Bude, in particular, experience living conditions that adversely affect their health. Although Stratton hospital would benefit from more space, high quality services are provided from there that are complementary to those provided from Holsworthy community hospital. The two general practices in the area provide the full range of enhanced services and are active in the North Cornwall Commissioning Group”.* Further details on the health of the Bude population and on healthcare provisions are given in Appendix 2.

### Mobile health Unit

Initial trials of the mobile surgery started in December 2002 and the unit was fully operational by early 2003. The unit offered higher quality services for those previously seen in branch surgeries; easy access to local patients and extra capacity in summer to cope with holidaymakers. The mobile surgery replaced the branch surgeries in four villages around Bude and provided additional capacity for the Stratton Medical Centre during the tourist season. The mobile surgery covers an area of approximately 27 x 7 miles, serving a total list of 14,500 patients, 35% of whom live in rural surrounding villages, and many of whom are elderly or vulnerable. Most of the area consists of isolated villages and smaller settlements which, in the main have very poor or no public transport.

The mobile centre incurred relatively high start-up costs. The vehicle itself cost £95,000, but it can be driven with a full car (category B) licence reducing the need to invest in driver training or licensing. Running costs were estimated to cost of £13,000 per annum.

The trials demonstrated that the mobile centre has three key benefits:

- It offers a **higher quality service** for those people who were previously seen in branch surgeries where there was limited equipment and no provision for private consultations or physical examination. The GP can now take along a nurse (as chaperone) if required to carry out an intimate examination
- It is **easily accessible** to local patients who tend to be elderly and have impaired mobility with limited travel opportunities because of the rural nature of the area. There is reduced reliance on limited and/or expensive transport
- The centre provides **extra capacity** for the Stratton Health Centre, particularly in the summer months when the centre would face difficulties dealing with the increase in temporary residents.

There are up to 50 appointments available a week for local residents. and typically 95% of these get booked. However, there was a marked decrease over the 2004/5 winter period. An average of 185 holiday visitors was seen each week in summer 2004.

The practice has carried out a satisfaction survey and the Department of Health expressed interest in the outcome of the project. The number of patients using this unit is to be monitored and the results may culminate in other units being brought into service across rural parts of the country. The project broke new ground in taking fully DDA compliant primary care facilities to the people, thus removing the need to travel to a medical centre.

### **Stratton Medical Centre**

The medical team of six General Practitioners, based at a purpose-built Medical Centre adjacent to the Community Hospital, care for over 14,300 patients in both urban and rural areas, covering about 100 square miles from Welcombe in the North to Wainhouse Corner in the South, Bude in the West to Bridgerule in the East.

They provide specialist clinics in: Alcohol, Allergy, Antenatal, Bereavement, Flu Jabs, Men's Health, Over 50's, Safe Sun, Sexual health and Family Planning, Smoking Cessation, Surfers' Health, Teenagers' Advice, Vaccinations and Women's' Health.

### **Bude Surgery**

August 2005 saw the opening of the first new GP practice in Cornwall for over 20 years in temporary accommodation at the Neetside Community Centre in Bude. The Bude Surgery practice is independent of the practice at the Stratton Medical Centre.

As the new practice opened, the N and East Cornwall PCT began a piece of work with the North Cornwall District Council, the Patient and Public Involvement Forum and local Doctors regarding health services in the Bude area, looking to improve the premises for the new Bude practice and developing a longer-term strategy for the delivery of health and social care in the area.

In September 2007, the Neetside Surgery moved to bigger premises across the road in the Methodist Church Hall, Leven Road, Bude. A new GP and practice nurse were recruited to meet the needs of an increasing number of patients wishing to join the practice and to develop more services for patients.

## **H Education**

The authors in 2002 commented on the generally low level of input from local people on the issue of education, the major concern was that the Community School was running at full capacity with no plans for expansion. It was considered that this could become an issue as more housing would result in increased rolls. The lack of pre-school playgroups, childcare and holiday schemes for working parents were also raised.

### **Higher Education: Combined Universities in Cornwall (CUC) (see also Appendix 1)**

In the past one of Cornwall's most serious challenges has been the annual exodus of young people leaving the area because it was not possible for them to study their favoured subjects close to home. Very few of these people returned to live and work in Cornwall, dividing

families and making it hard for local businesses to recruit skilled, creative young people. There is also a huge demand for part-time or work-based university-level courses from potential mature students in Cornwall who want to enhance their career prospects or pursue their subject interests.

The South West RDA invested over £12m to develop phase 1 of this flagship Objective One CUC project which was fully completed in October 2004 at a total cost of £65m. During May 2005, the South West RDA approved a further £3.7m funding contribution towards phase 2 of the project which will create new higher education facilities at campuses across Cornwall, which will result in more than 50 new university-level courses being offered by the CUC.

The CUC was created to increase the range of university level education available in Cornwall and to make these opportunities accessible to more people. We also aim to develop the capacity for research and innovation in Cornwall and to help our partner colleges and universities to play a greater role in supporting Cornwall's economic growth. CUC secures funding for and coordinates the growth of university-level education in Cornwall. It ensures that Cornwall's unique University partnership is more than the sum of its parts and is developed in a way that will truly benefit the region's people and businesses. Students are recruited and taught by CUC's partner universities and colleges, each of which brings its own strengths and specialisms to the partnership and to the county.

To date CUC has attracted over £120 million into Cornwall. Most of this investment has come from the UK Government (particularly through the Higher Education Funding Council for England and the South West of England Regional Development Agency) and from the European Union (through the Objective One Programme). Cornwall County Council provided £800,000 towards the initial phase of CUC developments.

This investment has enabled the creation of new facilities and courses at a dozen campuses across Cornwall. The funding has also supported a range of initiatives designed to optimize the partnership's role in supporting the region's businesses. The Bude Partnership is working with the CUC to achieve a centre at which CUC courses may be delivered in Bude.

## **I Emergency Services**

In 2002, Crime was not seen as a major issue since Bude Stratton is seen to be a 'safe' place to live, but there were some concerns about drugs and vandalism, it was suggested that CCTV in the town and a new Police Station would be welcomed, but there were no plans highlighted for such a development. The plan states that there was a 'Crime and Disorder Strategy' in place.

### **Life Boat: Bude RNLI**

In 2004 a brand new boathouse for the lifeboat, carriage and launching tractor was completed at the top of Summerleaze beach, providing new crew facilities and a souvenir shop. The funding for the boathouse was donated by Bridget Blundell OBE. A new D class lifeboat, D-617 Henry Philip, donated by Mr. Underdown was named and placed on service.

## J Built and Natural Heritage

*2002: 'The Council and the Forum will seek to attract investment to the area by maintaining and improving its built and natural environments while ensuring that the quality of this environment is preserved and enhanced for the benefit of future generations.'*

The overall view, reflected in the plan was that the high quality of the natural environment must not be diminished in any way. The 'tackiness' of some shops was highlighted and the fact that some parts of town were run-down. People wished to see more re-cycling and the promotion of litter-free and dog-fouling free areas. The castle was mentioned in this section and the refurbishment project that has been undertaken on the castle since the 2002 report is described below.

Encams are an environmental charity who campaign directly to the public and carry out surveys. For example, the LEQSE (carried out by ENCAMS on behalf of DEFRA) was the biggest survey of its kind; looking at 19000 sites in a representative sample of local authorities across all nine regions of England to find out what is plaguing the country the most, filth-wise.

*Encams state that 'the condition of the place where they live – their town or village, or street – matters to most people. They want their home area to be cleaner, safer and more pleasant to live in and LEQSE is now widely recognised as providing the definitive view about the visible aspects the environment that affect people's quality of life, whether they are residents, workers, visitors or investors.'*

When people think of the environment, they tend to remember the big issues, such as acid rain or rain forest destruction, but overlook the things closer to home. People, who live in towns and cities, consider the design of urban spaces and buildings, the management of traffic, and the delivery of local services all of which can have a dramatic effect on our quality of life. More immediately, uncontrolled anti-social behaviour and litter, vandalism, graffiti and dog fouling can make the difference between an area which is attractive and good to live in, and somewhere which appears run down and neglected. Bude is widely reported to be considered to one of these areas which appear run-down.

### Recycling

In 2007 the Bude (Tiscott Wood) household waste recycling centre was closed for a major £750,000 redevelopment. The County Council announced that this would enable local residents to have the benefit of Cornwall's first major new Recycling Centre, at a new split level site with easier public access to containers, plus an increased number of recycling containers to expand recycling opportunities.

Residents have a kerbside recycling service provided by North Cornwall District Council, which accepts paper, cans, plastics, textiles, glass and cardboard and bring banks elsewhere in North Cornwall.

North Cornwall District Council also operates a fortnightly garden waste collection service in all six main towns. Special biodegradable sacks are on sale at council offices and leisure centres. The garden waste is collected from the kerbside every fortnight on the same day as the normal recycling service.

NCDC also provide a bulky waste collection service, taking up to four bulky household items for a charge and the public can also donate re-usable furniture and items to community recycling schemes.

### **Walks -The North Cornwall Trail**

Hens Kernow Gleth (Bodmin to Devon via Bude); Overlapping with the 'West Country Way', the first part of the route follows the upper reaches of The Camel Trail out of Bodmin and onto the quiet lanes of Bodmin Moor. The route wends its way to Camelford. Heading north, the trail crosses some of the most remote parts of Cornwall. Once past the village of Hallworthy it is possible to choose between a more strenuous route via the coast and the dramatic cliffs of Millook, or an easier inland route through Week-St- Mary. From Bude the route turns east through Marhamchurch. The trail then crosses the county boundary into Devon and links into the National Cycle Network at Holsworthy.

### **- Bude Canal, Plane Keeper's Path and River Neet Valley Walk**

This route offers users the option of three circular routes, each of differing lengths. All of the routes follow a level, surfaced (i.e. tarmac) path along the bank of the Bude Canal, before returning along the other side of the valley with views over the meadows. Another major new path which takes in the natural contours of the land and visits incline plane sites is the 'Plane Keeper's Path'.

### **Local Agenda 21**

In 2000 the Government launched Local Agenda 21, a local-government-led, community-wide, and participatory effort to establish a comprehensive action strategy for environmental protection, economic prosperity and community well-being in local areas. This requires the integration of planning and action across economic, social and environmental spheres. Key elements are full community participation, assessment of current conditions, target setting for achieving specific goals, monitoring and reporting .NCDC published their first Local Agenda 21 Strategy in December 2000 and all annual reports for the council include details on how they are working to achieve a more sustainable community. Sustainable communities are places where people want to live and work, now and in the future.

Sustainable communities are defined as places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all. Sustainable communities are: Active, inclusive and safe, well run, environmentally sensitive, well designed and built, thriving, well served and fair for everyone.

## 2 Projects highlighted in 2002

### Bude Light: The Limelight Project and the Castle.

Contained in the **Recommendations** for the *'Built and Natural Heritage'* of the 2002 Study and Action Plan was the need to conserve buildings such as the castle. The Limelight Project was an ambitious proposal to create a facility to interpret the fascinating history and heritage of Bude and the surrounding area, within Bude Castle.

The "Bude Light" was commissioned by Bude-Stratton Town Council and designed by Carole Vincent and Anthony Fanshawe. It was the first large-scale public sculpture to use colour concrete with fibre optic lighting; it marked the Millennium in Bude and celebrated Sir Goldsworthy Gurney, an 18<sup>th</sup> century inventor who built and lived in Bude Castle. Born in 1793, Gurney has been described as *'Cornwall's forgotten genius'*. A surgeon, architect, builder and inventor, Gurney's life reflects the rapid progress of nineteenth century discovery and development. His many inventions include the first mechanized vehicle to make a sustained journey at speed; Gurney invented 'Bude Light', a brilliant light created by introducing oxygen into the centre of a gas or oil flame, in 1830. It was used in the Houses of Parliament, for lighthouses and to illuminate Gurney's house, now Bude Castle. Gurney also invented ventilation and heating systems still used in cathedrals today.

The Millennium 'Limelight project' was a plan to restore the castle, open it to the public and use it to tell the exciting story of Gurney's nineteenth century inventions. In the castle a café/bistro has been developed overlooking Summerleaze beach and the Breakwater, there is space for visiting exhibitions, a local studies centre, an archive of material related to Bude and area, an educational laboratory, and a community focal point that locals and visitors alike can enjoy. It offers possibilities to use the Castle grounds for theatre, poetry readings, and music for all tastes, re-enactment and summer exhibitions.

A Bude and Stratton Heritage Trust was established to co-ordinate the project and the costs of Limelight were met through grants from the Heritage Lottery Fund and the European Union.

### Bude Canal Regeneration Project

Bude canal is undergoing a £3.8 million facelift to improve the canal. The Bude Canal Regeneration Project aims to restore the first two miles of the canal from the sea lock at the Breakwater near Summerleaze beach to Helebridge. The works include towpath improvements, dredging, lock gate restoration, the creation of a canal interpretation centre, workshops and office space.

In 1998, a canal partnership was set up to actively pursue the regeneration of the Bude Canal. The partnership leader is North Cornwall District Council and the partners include, Cornwall County Council, Devon County Council Torridge District Council, Bude-Stratton Town Council, other Parish Councils, Inland Waterways Association, Bude Canal and Harbour Society, Environment Agency and other interested parties.

The project was dealt with in 2 parts. The first would be a far ranging feasibility study undertaken by Messrs. W. A. Atkins, and the final report identified the aspects that could be achieved. These included the restoration to navigation of the Barge Canal from Bude to Helebridge, nr, Marhamchurch, a distance of 2 miles. This would require the dredging and restoration of banks etc, the re-instatement of the 2 inland locks and the reconnection of the existing canal to Helebridge Basin, which is the terminus of the Barge Canal. The other

aspects include securing canal structures such as wheel pits and inclined planes, re-watering of Bude Aqueduct, circular and long distance walks using where possible canal towpaths.

The project then entered the second stage, which was undertaken by Messrs. Halcrow. The object was to examine the proposals from the first study and give detailed breakdowns on how those proposals could be achieved, with costings and possible funding bodies. Their final report was accepted in November 2001 and the final stages of the project were progressed by North Cornwall District Council working in partnership with both County Councils and Torridge District Council. Funding was obtained from Heritage Lottery, Objective 1 for Cornwall and Regional Development Agency (RDA).

The canal walks are part of the scheme and these were separated from the main funding package in 2002 and became part of a major application for Intereg funding by British Waterways on behalf of Waterway authorities in the UK, Ireland, France and Germany. That funding was granted to establish a 20 mile circular walk, extend the Tamar Way from Launceston to the Tamar Lake, completing the route from Plymouth and create 3 short circular walks in the Holsworthy area, using sections of the canal in that area.

It is widely believed that the Bude Canal Project will be the catalyst to create jobs and give a better and balanced environment for local people and the tourists to use and enjoy.

**The Bude Partnership will work with partners to ensure that all projects are coordinated, so that the benefits of each project and the input from each organisation is '*greater than the sum of the parts*'.**