

Newquay Neighbourhood Plan
April 20th 2016
Economy Workshop – Notes & Identified additional work

Context

The session focused mainly on how the NNP can and should respond to the developments at the Aerohub within the context of the emerging Cornwall Local Plan and employment land / employment floorspace.

Additional workshop sessions are planned to look at tourism and retail as these two are essential components of the economy of Newquay.

Although the Aerohub development sits outside the Parish it is likely to have an impact on economy and housing.

Evidence so far (please refer to Newquay Evidence Report available online at www.newquayplan.org) concludes that:

- The evidence indicates that there is a need to broaden the economic opportunities in Newquay.
- Existing employment bases need to be safeguarded and retained.
- Capitalising on the potential of the Enterprise Zone should be embraced to help develop the economic base in the town.

Key Points

- Aerohub encompasses both the operation airport and the business park. The area is subject to two Local Development Orders (LDO's) this essentially means that planning permission has already been agreed for the areas, so individual developments do not need to seek planning permission. The intention of the the planning free environment is is to make the sites more attractive for business. The LDO has also been subject to successful funding from Europe which has delivered a large section of the unlocking infrastructure on the site (ie roads, drainage, infrastructure) thereby removing these costs for future occupiers. This has recently been completed and now the sites are actively being marketed.
- It is envisaged that as activity progresses on the Aerohub site (estimated to be around 5,000 jobs over the next 15 years and paid above the Cornwall average) Will be a catalyst for new jobs (estimated 5k over XX years), generally expected to pay above Cornwall average. This this will is in turn is expected to drive the need for additional housing within the parish and will be a catalyst for spin off employment activity.
- The development is not intended to take away from main towns or to meet local need, but is about inward investment and new jobs in aerospace. The LDO includes a restriction that the users are required to demonstrate that they require a location next to the airport due to activity/connectivity reasons.
- The group agreed that Aerohub actually has the potential to increase local need for employment space within the Parish of Newquay. This is particularly relevant considering that evidence to date suggests that there is a considerable lack of any available employment space within the parish.

- A lot of the development in terms of employment land is happening outside the parish. This is an important context to bear in mind when developing our NNP policies.
- Are we clear about what the need is in Newquay? ie what type of space and where it could go? Not all locations will be viable/ attractive to investment – we need to ensure that when planning for employment uses we are planning for what future users require (space/ connectivity etc).
- The group agreed that notwithstanding the need (once assessed) that employment space should ~~be~~ contained within/ adjoining the urban 'swath' of Newquay, protecting the green spaces / areas. This would support the findings of the scoping survey and the work the Landscape Environment and Habitat group are doing eg Community values the environment most highly.
- The group discussed the possibility of supporting more innovative solutions to employment space delivery as cost / value gap ~~creates~~ a viability issue for developers. Eg it is not economically viable to develop employment space.

Conclusions

1. There is a need to safeguard existing employment space in the Parish. However we do need to consider if this is suitable for the 21st century economy.
2. There ~~is likely to be~~ even more local demand in response to the Aerohub development to which the Cornwall Local Plan has identified. Should we including policies/ plan for an increased employment environment to respond to this potential?
3. There is potential to look at old hotels being converted for office space (rather than residential). However we need to bear in mind if such an approach is likely to be suitable for employment uses (viability/ usability) and if there is a potential conflict with local plan/ nppf policies as this would restrict a residential reuse.

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Actions:

- What is the type and size of employment space need and where is there best located (for users/ for sustainability/ for the environment)? Need to assess current evidence and potentially gather more information through research and in depth survey.
- Where have we lost employment space? And why?
- Map potential sites (Tall trees & coach park) but need to speak to land owners before progressing too far.
- Need to look at design – cost / viability eg businesses may like the container solution and tackles the cost/value gap.
- Embedding economy in the landscape and environment and how the environment is valued.
- Hold another session focusing on tourism & retail in economic terms.

Likely Policy Solutions (dependent on evidence and consultation).

Generic policy that would support local employment development in principal above and beyond the LP target figures subject to a set criteria – for example demonstrating spin-off activity associated with the aerohub; responding to a need not providing in the area (start up); being located in/ on edge of town; responding appropriately to the landscape assessments, etc

Site specific polices (subject to land owner agreement/ assessing employment potential of sites/ landscape impact)

- Identifying sites to be retained for employment users
- Identifying sites to be allocated for employment uses

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