

Newquay Neighbourhood Plan

**A Summary of Evidence
and Documentation relevant to Newquay
Parish**

2018

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1.0 Introduction

This report presents summary results of the evidence and documentation gathered during the process of forming Newquay's Neighbourhood Plan (NP). This document is structured thematically into sections e.g. Housing, Natural Environment, Heritage, Transport and Travel etc.

A number of sources of evidence have contributed to the formation of Newquay NP. These sources are briefly set out in Section 2: Evidence Gathering. Work carried out by the NP Group or other working group members is then listed in Section 3. The results and conclusions drawn from these sources are then presented within Sections 6-14, with any additional comments in Section 15.

It should also be noted that due to the variable nature of how the evidence has been gathered and presented (e.g. not all evidence is statistical or necessarily recorded in the same format) it has not been possible to present the data consistently.

2.0 Evidence gathering

This section introduces all of the sources of evidence that have been reviewed and have been referred to in this report. A number of these documents form the evidence base for the Cornwall Local Plan and the Newquay Town Framework and as a result may not be referred to individually in the later sections of the document. In addition in some cases the evidence base is only relevant to specific themes and therefore documents are only referred to under the themes where they raise specific and detailed evidence that is considered relevant.

2.1 Strategic Documentation and Area Studies

2.1.1 Cornwall Local Plan 2010-2030

The Local Plan is a key evidence document as neighbourhood plans must be in 'general conformity' with the Development Plan for the area and the National Planning Policy Framework (NPPF).

The town of Newquay falls within the Community Network Area (CNA) of Newquay and St Columb, encompassing the parishes of Colan, Mawgan-in-Pydar, Newquay, St Columb Major and St Wenn. The Cornwall Local Plan includes a number of key facts regarding this CNA including the following:

Population (2011 Census):	20,342
Dwellings (2011 Census):	10,412
Past housing build rates 1991-2010:	3,303
Newquay completions 2001-2010:	1,488 (165pa)
Housing need (preferred area):	952 (Bands A-D) plus

1,162 (Band E) equates to 8.3% and 7.9% of Cornwall total respectively

Existing housing commitments 2010-12: 2,206

Newquay employees estimate (2011): Full time: 3,737
Part-time: 3,581

2.1.2 Newquay Town Framework (March 2016) and emerging Allocations Development Plan Document

A Town Framework was developed for Newquay to inform the spatial strategy for the town alongside the Cornwall Local Plan.

A Member Steering Group for the Town Framework was established which included representatives from the Town Council and surrounding Parish Councils; alongside other local interest groups.

Work on the Town Framework commenced in 2010 and was reissued in 2016 identifying a vision for Newquay as follows:

“To be a high quality place to live and visit, building upon its role as the surf capital of the UK, whilst diversifying the economy, including the development of the aerospace industry”

The Town Framework helped to inform site allocations within the Cornwall Site Allocations Development Plan Document (Allocations DPD).

This document was examined in March 2018 and will ultimately accompany the Cornwall Local Plan. It will include allocations for housing and employment in the Newquay area. These allocations will be strategic in nature and thereby, if a site is not allocated in the DPD, this does not necessarily mean it will not be acceptable in planning terms.

Both documents are supported by an extensive range of evidence base which will be referred to under this title.

2.1.3 Community Network Profile (Sept 2014)

The Community Network profile provides a broad range of key statistics covering the area. A number of standout figures for Newquay that are not consistent with the Cornwall average are provided.

The total population of the Community Network Area (CNA) is stated as being 26,612 (Census 2011). Between 2001 and 2011 the overall population growth is recorded as 6.2%, compared to 6.6% across Cornwall.

1,231 households live in social rented housing in the Newquay and St Columb CNA which is lower (10.8%) than the Cornwall average (12%). 7,387 homes are owned or shared ownership (64.9%) compared with 69.6% average in Cornwall.

5.5% of people in the Newquay and St Columb Community Network live in a highly deprived area (in the top 20% most deprived in England) compared with an average of 9.8% across Cornwall.

The CNA has 20.3% of households without access to a car, above the 17.3% average across Cornwall.

Newquay has been identified as a priority town by Safer Cornwall. Crime and disorder levels are highly seasonal, falling below other large towns in Cornwall outside the summer months. 85% of recorded crime in the Newquay network occurs within the Newquay town boundary. The volume of crime has seen a slight reduction in both the network area and the town when compared with the previous financial year.

Crime rates per 1000 people in the CNA are recorded 70.3, whilst the Cornwall rate is 45.5.

2.1.4 Newquay & St Columb Place Based Topic Paper - March 2013

The Topic paper summarised the key issues for the Newquay CNA brought together to inform and focus the policies in the Cornwall Local Plan.

2.1.5 The Restormel Borough Local Plan 2001-2011

The Restormel Borough Council Local Plan was due to run from 2001-2011, but Cornwall became a unitary authority (Cornwall Council) in 2009 and Restormel BC ceased to exist. However, in the absence of a Cornwall Local Plan, the contents of the Restormel Local Plan still had some validity, and subsequently a number of policies have been 'saved' and are now part of the Cornwall Local Plan.

The Newquay Neighbourhood Plan Team did undertake a review of the Restormel Borough Council Local Plan policies to consider (in light of community consultation comments) which of these were felt to have some validity and might need to be incorporated in some way to future work on the Neighbourhood Plan.

2.1.6 Cornwall Infrastructure Needs Assessment, Newquay & St Columb Schedule (March 2014)

This schedule identifies the infrastructure requirements for Newquay as well as the requirements for the rest of the Newquay and St. Columb CNA.

The Assessment categorises the infrastructure requirements as being critical, necessary or desirable and details a timescale for their expected delivery.

The schedule identifies a number of projects within the Newquay Neighbourhood Plan area.

2.1.7 Green Infrastructure Strategy for Cornwall

The Green Infrastructure Strategy for Cornwall provides a strategic framework to manage and enhance the wider natural environment for the benefit of people, biodiversity and places. It also sets out an approach to how Cornwall wants to guide and shape the planning and delivery of Green Infrastructure up to 2030.

It also sets out how we intend to develop Green infrastructure Strategies on a local place based level and at a wider catchment level.

Green Infrastructure includes:

- Green Places – parks, woodlands, informal open spaces, allotments, street trees, multi-use trails etc
- Blue places – rivers waterways, lakes and our canal
- Yellow places – our beaches
- And post-industrial mining areas

2.1.8 The Strategic Housing Land Availability Assessment (SHLAA) January 2016

The Strategic Housing Land Availability Assessment (SHLAA) is a fundamental component of the evidence base that supports the Cornwall Local Plan. Local authorities are required to prepare a SHLAA.

The purpose of the SHLAA is to identify all available sites within Cornwall which have the potential to accommodate the level of housing proposed in the Local Plan.

These sites are not formally identified nor is it assumed they will get planning permission; the evidence is simply to demonstrate that there is potential to deliver the emerging Local Plans growth targets and that there is a 5 year housing supply.

This version of the SHLAA builds on and refreshes the previous Cornwall SHLAAs (published 2011, 2013 and 2015). The 2011 study focused solely on the main towns in Cornwall, the 2013 study both extended the coverage to smaller settlements and updated the original assessment, compiling the results into a single report. The contents have also been reviewed in 2015 and 2016 to incorporate additional SHLAA sites from public submissions sites and to factor in new planning permissions and revised build out rates.

It should also be noted that Cornwall Council plans to establish a Register of Brownfield Land in line with the Government's recent Housing Bill proposals. It is expected that the Register of Brownfield Land will be partly informed by the SHLAA and used to implement central government plans to introduce a new system effectively granting automatic planning permission on suitable brownfield sites subject to the approval of a limited number of technical details.

2.1.9 The Strategic Housing Market Needs Assessment (SHMNA) (2013)

Cornwall Council undertook a Strategic Housing Market Needs Assessment (SHMNA) in collaboration with neighbouring councils in Devon to better understand housing need in the wider housing market area. GVA working with Edge Analytics were the consultants appointed by Cornwall Council to carry out this work.

This evidence base was developed to support the development of the Cornwall Local Plan. A detailed analysis of demographic, market and economic drivers was undertaken in order to identify a proposed dwelling requirement for Cornwall over the period 2011 to 2031. Information presented relates to CNA levels.

2.1.10 Settlements: Hierarchy and Settlement Categories 2012 Update (2013)

This document is evidence base to the Cornwall Local Plan and uses a methodology to 'rank' all settlements/clusters of settlements in a sustainability matrix (a hierarchy); and then uses this sustainability matrix to allocate settlements/clusters of settlements to a category.

This category can then be used to give an initial indication of the level of growth that is appropriate for each settlement before constraints and characteristics are considered.

Newquay is a Category A settlement, being identified as one of the strategically significant towns in Cornwall, and being one of the main employment and service centres.

2.1.11 The Duchy Masterplan

The concept of a new urban extension to the east of Newquay has been around since at least 1991. The Restormel Local Plan included a Newquay Growth Area and was adopted in 2001.

The development of the master plan for the Newquay Growth Area evolved through the proactive public consultation in the form of an 'Enquiry by Design'. This comprised a technical working group in 2004. It included key stakeholders: statutory agencies and authorities, landowners, a master planner, local communities and voluntary groups initially at a briefing session in June 2004 and then at a workshop in October 2004.

With the merging of the former districts into the unitary authority and the preparation of the Cornwall wide Local Plan the Masterplan was reported to Cornwall Council's Cabinet in June 2011 and was adopted as a material planning consideration.

2.1.12 Cornwall Renewable Energy Supplementary Planning Document – Consultation (Draft 2015)

The role of this Supplementary Planning Document (SPD) is to support the Local Plan in providing a comprehensive planning framework to enable Cornwall's renewable energy sources to be exploited in a

sustainable and appropriate manner by balancing such proposals with the conservation of our natural environment.

The document is accompanied by the study an '*Assessment of Landscape Sensitivity to On-Shore Wind Energy and Large Scale Photovoltaic Development in Cornwall*'. This guidance provides specific advice on the landscape sensitivity and capacity to accommodate the stated renewable energy technologies.

The guidance is broken down to the Landscape Character Areas in Cornwall. The relevant guidance being within Newquay and Perranporth Coast Landscape Character Area

2.1.13 Connecting Cornwall 2030 - Cornwall's Local Transport Plan

Connecting Cornwall: 2030 is the third Local Transport Plan for Cornwall and is a statutory duty for local transport authorities under the Local Transport Act 2008.

Connecting Cornwall is the key strategic policy tool through which the Council exercises its responsibilities for planning, management and development of transport in Cornwall, for the movement of both people and goods. It is the tool that informs the transport policies in the Cornwall Local Plan.

2.1.14 Cornwall Employment Land Review (2010)

This is a further evidence based document to support the development of the Cornwall Local Plan. It provided analysis of some of the key employment land issues across Cornwall prior to the specific planning or economic development policies being developed for the Local Plan.

Newquay falls within the St Austell Travel to Work Area (TTWA) in this document and as a result a number of the conclusions at TTWA are not truly representative of the position in Newquay itself.

2.1.15 Cornwall Retail Study Update (2015)

In a similar vein this retail and town centre study was prepared by GVA Grimley to inform the Cornwall Local Plan. It included a review of the vitality and viability of the 16 main town centres in Cornwall, including Newquay. The study provided an assessment of the retail performance of each centre, as well as demand for space by national multiple retailers.

In 2015, Cornwall Council commissioned GVA to update the study because of considerable changes in the economic situation that would impact on the 2010 findings.

2.1.16 Newquay & St Columb Major Area Strategic Investment Framework 2007-2013

With the direction of funding through Priority 4 of the Convergence Operational Programme 2007-2013 being directed at named towns, which included Newquay, each of these settlements were subject to their own Strategic Investment Framework (SIF) to help direct potential funding through Convergence.

Whilst the SIF was specific to a funding Programme that has now closed, it was produced with a strong supporting evidence base and identified a number of economic and social projects that may still be relevant for consideration through the Neighbourhood Plan.

2.1.17 Cornwall Town Centre Boundaries Assessment (2012)

The Cornwall Town Centre Boundaries Assessment outlines how the proposed town centre boundaries contained in the Cornwall Local Plan have evolved from previous Local Plan designations through consultation with the consultants GVA Grimley (as a part of the Cornwall Retail Study 2010); through advice with Council officers; and with the general public through the Issues and Options and Preferred Options consultations of the Local Plan.

The Assessment dealt directly with the Newquay town centre boundary.

2.1.18 Cornwall Strategic Flood Risk Assessment Level 1 (2009)

The Cornwall Strategic Flood Risk Assessment forms part of the evidence base for the Cornwall Local Plan and will help form the basis for preparing appropriate policies for flood risk management.

The Strategic Flood Risk Assessment identifies and evaluates the flood risk across Cornwall. It will form the basis for applying the sequential test to the selection of sites for development, with the aim of directing development to areas at lowest risk of flooding.

2.1.19 Cornwall Maritime Strategy 2012 – 2030

The Cornwall Maritime Strategy is a strategic document to establish: the future direction of work, increase the recognition of the importance of the maritime sector and respond to the various challenges and opportunities that lie ahead for all parties engaged in maritime interests.

2.1.20 Open Space Strategy for Larger Towns in Cornwall (2014) - Newquay

In 2014 Cornwall Council adopted the Open Space Strategy for Larger Towns in Cornwall as interim planning guidance pending adoption of the Cornwall Local Plan, when it will follow the process to become a Supplementary Planning Document. The strategy identifies local provision standards for open space for Newquay and identified and mapped all types of open space within the Newquay Area to inform existing level of provision (in terms of quantity per person).

2.1.21 Newquay Cornwall Airport Masterplan 2015-2030

Whilst outside of the Neighbourhood Plan boundary, the future activity and development at the Airport has significant implications of the level and type of development pressures that will impact upon Newquay town. The Airport Masterplan relates to development associated with the Airport and is a requirement under the Aviation White paper.

2.1.22 Newquay Aerohub Enterprise Zone

Whilst outside of the Neighbourhood Plan area it is important to acknowledge that in 2011 Enterprise Zone was secured on land at the Aerohub at Newquay Cornwall Airport covering two development zones which benefit from tax and business rate discounts and a simplified planning environment.

The intention being that Newquay Aerohub will facilitate private sector investment within the aerospace sector by creating a new aviation/aerospace hub that will deliver high value, highly skilled permanent jobs underpinned by the development of an aviation skills academy

The two zones identified relate to [direct aerospace \(23.3Ha\)](#) and the Business Park (32Ha).

2.1.23 Cornwall Towns Study (Roger Tym & Partners - September 2006)

The study was commissioned by the then Cornwall County Council to gain a better understanding of the roles and functions of the main towns (including Newquay) in Cornwall to inform the future direction in emerging planning policy documents.

2.1.24 Cornwall & Scilly Urban Survey – Historic Characterisation for Regeneration – Newquay April 2003

The Survey assessed Newquay along with 19 other historic towns in Cornwall and created, for each, an information base and character assessment which can contribute positively to regeneration planning.

The document has provided an extensive character assessment for Newquay town and is a valuable resource that can be utilised for informed specific character area policies. A similar approach has been undertaken with regard to the emerging St. Ives Neighbourhood Plan.

2.1.25 Newquay Hotel & Holiday Accommodation Market & Planning Policy Appraisal (2005)

This report by HLL Humberts Leisure Ltd was commissioned by Restormel Borough following a number of planning applications submitted to the Council in 2004 for the redevelopment of hotel sites for residential development. The Council wanted to know whether by granting permission for these applications it is weakening the local tourism economy, or, whether it may be doing a service by removing redundant or poor quality stock.

2.1.26 Restormel Borough Council Newquay & St Columb Major Area Strategic Investment Framework (Oct 2008)

This document was prepared by the Regeneration and Strategic Policy team in the Directorate of Regeneration, Restormel Borough Council in 2008.

It is an economic development document setting out how the area intends to deliver against the objectives of the European Union Convergence Programme for Cornwall & the Isles of Scilly 2007-2013. Specifically, it

identifies the key interventions that could receive funding from Priority 4, Strand 2 of the European Regional Development Fund within the Convergence Programme.

It will be used as a lobbying document to establish the area as a local, regional and national priority and will provide a basis for the Cornwall Local Development Framework, particularly for major projects that unlikely to proceed within the next five years.

2.1.27 Hotel Accommodation Informal Update by CRCC

CRCC undertook a piece of work in 2015 to review various evidence documents and websites to see what changes had occurred since the Humberts report in terms of accommodation and tourism. Sources of information included the Newquay Visitor Guide 2005; Cornwall Visitor Surveys 2006-12 and 2012; Visit Britain; HLL; Newquay Association of Tourism & Commerce; Civil Aviation Authority statistics; property websites; Surfers Against Sewage report.

2.1.28 Newquay Business Needs Survey (2004)

A survey was sent out to more than 900 respondents with the aim of establishing business needs and constraints. The survey was undertaken by Enterprise Edge and launched by the Newquay Regeneration Forum.

In total 978 surveys were sent out to commercial and community addresses – which included over 600 businesses. 91 responses were received back and it was suggested that those businesses that were having negative issues with expansion had been more likely to respond.

2.1.29 The Cornwall and Isles of Scilly Landscape Character Assessment (2007)

The Study identified 40 Landscape Character Areas within Cornwall and 5 for the Isles of Scilly providing information about the natural, historic and visual environment as well as giving advice about planning and land management guidelines.

The work will have a variety of applications but in particular provides an important evidence base for the Cornwall Local Plan.

The town of Newquay falls within Newquay and Perranporth Coast Landscape Character Area.

2.1.30 Newquay Shopfront Guide (2004)

This guide was adopted as a supplementary planning document (SPD) to the Local Plan. Restormel Borough Council being the relevant Local Authority at that time (pre the restructure of the county from 6 district and 1 county council to a Unitary Authority).

2.1.31 Cornwall Shopfront Design Guide: Appendix 2 Newquay (April 2017)

Above was replaced by this document as part of the NNP work to be an appendix to the new Cornwall Shopfront Design Guide. The design guide itself will explain what, and how, to improve design quality in shopfronts.

This appendix tells you about some of the special qualities, issues and opportunities in Newquay itself.

2.1.32 Planning Applications

This details significant planning applications for new developments, which include a number of large scale strategic planning applications that have been recently determined or are currently in the planning system on the edge of the settlement.

Additionally, planning applications in relation to certain types of development e.g. street signage, development in an area of special interest, redevelopment of hotels, are also noted where these have attracted significant discussion of a specific issue at the Town Council Planning Committee.

2.1.33 NDP Boundary Designation Comments

Newquay Town Council submitted a request to submit the parish boundary as a Neighbourhood Development Plan area (application PA14/00015/NDP). This was received by Cornwall Council on 28th July 2014 and, after the statutory requirements were fulfilled, the decision was made on the 18th September 2014 to agree the designation.

As part of the designation process, 3 of those consulted registered a response - these were: English Heritage; Cornwall Council Affordable Housing Team and Cornwall Council Historic Environment Planning Team (West and Central).

2.1.34 Newquay Town Framework Plan. Review of Employment Sites (May 2010)

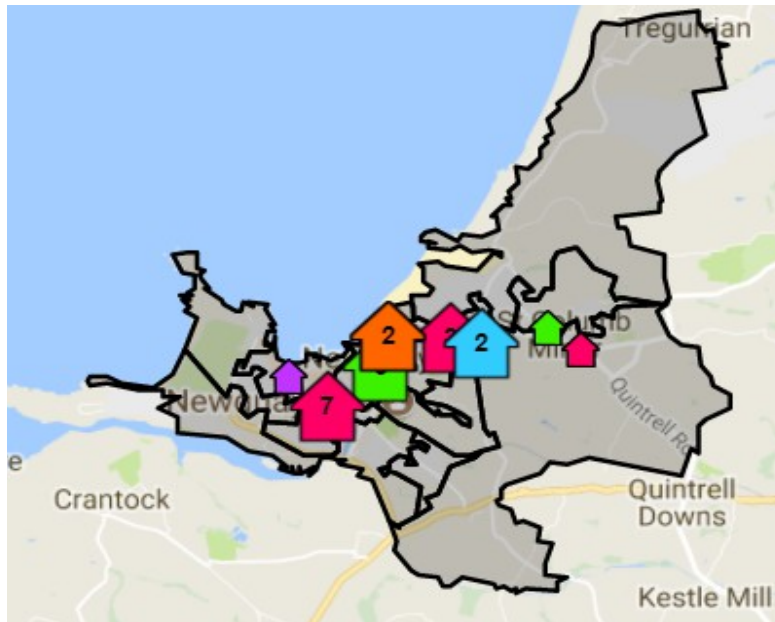
This short paper reviews the employment sites which are currently available for employment purposes within the town of Newquay. It has been undertaken as a starting point for developing a Town Framework Plan.

It highlights:

- Land identified in the ELR within the Newquay area.
- The amount of vacant and available land sourced from existing Surveys and Strategies covering Newquay
- The appropriate scale of development that could be accommodated.

2.1.35 Local Insight profile for 'Newquay Town Council' area (Oct 2017)

This report highlights the key social and economic indicators for the parish. It is important to note that this report is based on the whole parish with the addition of the west side of Colan parish.



2.1.36 Shoreline Management Plan Mid Term Update 2016

Updated the Cornwall and Isles of Scilly Shoreline Line Plan 2 which covers Rame Head to Hartland Point. It discusses the policies and action plans of individual management areas. The Newquay parish is divided into 3 management areas: Fistral Bay and Crantock, Newquay Bay and Trevelgue Head to Trevoze Head.

2.1.37 Newquay Coastal Community Economic Plan 2016

This report documents the visions for Newquay's economy. It highlights projects that focus on bringing back into use important coastal assets. Each project has been identified in conjunction with the local community and have been reviewed in regards to its feasibility and opportunities.

They aim to contribute to identify and progressing with more coastal projects that will contribute to delivering the ambition of a thriving Newquay.

2.1.38 Biodiversity Supplementary Planning Document

Cornwall Council have created this document to assist with assessing planning applications to ensure biodiversity is protected, conserved and enhanced.

'It seeks to promote transparency and consistency in the quality and appropriateness of ecological information submitted with planning applications, and to promote environmental growth and ecological enhancement.'

It will support the Cornwall Local Plan policies and will therefore run for its lifetime.

2.1.39 National Planning Policy Framework (March, 2012)

The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to be applied. It

sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

There are 3 areas to sustainable development:

Economic – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

Social – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being;

Environmental – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.1.40 Building for Life 12

This document was redesigned in 2012 and is a government endorsed industry standard for well-designed homes and neighbourhoods. Local communities, local authorities and developers are encouraged to use it to guide discussions about creating good places to live.

2.1.41 Cornwall Design Guide 2013

This document has been created by Cornwall Council and was adopted in March 2013. It will help inform the design of new development and ensure all factors of good design are recognised and incorporated by setting out key principles to assess development proposals.

The Cornwall Design Guide aims to create sustainable and safe neighbourhoods where people can work and socialise, and to improve people's wellbeing, health and security.

2.1.42 Newquay Growth Area Pattern Book

This Pattern Book is intended to guide development in Newquay in a way that will strengthen the built character of the town as a whole.

By identifying forms and characteristics of successful urban and architectural typologies within Newquay, as well as in cohesive settlements nearby, the Pattern Book is intended to encourage transformations of existing patterns. It suggests how urban patterns may extend into new areas and thereby reinforce the best of the existing with the new. Within the extended urban fabric, in addition to housing, the book also anticipates other essential elements of a truly sustainable, mixed community, such as shops, workshops and light industrial units, a place of worship, a school and even a new railway station.

The Pattern Book gives town planners, architects and builders a resource of typologies and details for the design of urban spaces and buildings that both stem from and reinforce local character. It serves as a bridge between distinctive indigenous building patterns and the requirements of a vibrant, expanding town.

2.1.43 Silvanus Trevail Society, 2014

Silvanus Trevail was a British architect and a prominent Cornish architect of the 19th century. His website contains a list of all Silvanus Trevail Buildings within Cornwall.

1.1 Community Led Strategies & Documents

2.1.44 The Newquay Town and Parish Plan (2010)

The Newquay Town and Parish Plan was commenced in early 2009 and completed in November 2010. The primary purpose of the Plan was to establish the views from people living, working and using Newquay to identify what they felt about the present condition of Newquay and how they would wish to see it develop in the future.

The Plan covered the main town area and all built up areas including Pentire, Mayfield, Treloggan, Trencreek, Porth, Whipsiderry and St. Columb Minor, plus Gusti Veor, Gusti Vean, Chapel, Trewollack, Penrose, Trevelgue, Trebulsue, Watergate Bay and Tregurrian.

The Plan was informed by an extensive level of consultation to get as many people within the community to contribute to it as much as possible. Different methods were used including a number of public meetings alongside an area-wide questionnaire which was available to everyone in the Parish over the summer of 2010. Special effort was made to talk to those who might find difficulty in responding, such as the elderly, school children, homeless and those with disabilities. In addition views were sought from people, businesses and groups from a wider area who influence and are influenced by what Newquay does.

Through this wide consultation the document focussing on the identified areas of:

- General Issues
- Environment
- Tourism
- Crime, Disorder and Community Safety
- Transport
- Work, Business and Employment
- Education (including Adult Education)
- Community
- Health
- Housing
- Personal Situation, Issues and Views

3.0 Community Consultation

3.1 Scoping Survey and Awareness Raising (2014 onwards)

3.1.1 Background

During the summer of 2014 Newquay Town Council started the process of developing a Neighbourhood Plan and an initial activity to raise awareness in the community and start to identify the priority areas of consideration for the plan, a short 'scoping survey' was developed.

This was available online and as paper copies from August 2015. It contained a series of short questions and tick boxes asking residents to identify those things in Newquay which they most highly valued, that which required improvement and scope to include additional information.

The results of this survey was used as an initial filter to confirm the priority areas and start to marshal efforts to investigate, evidence and consult on in an effort to move towards policies.

3.1.2 Scoping survey

Residents were asked to consider a list of topic areas and then indicate which ones they considered to be priority issues. They were able to choose any number of issues. The topic areas were: affordable housing; business site identification; business and retail development; community facilities; employment and training; footpaths and bridleways; heritage; housing design; housing sites; leisure and recreational facilities; natural environment; open/green space; playgrounds and parks; public toilet location; renewable energy; traffic and parking; tourism; and visitor accommodation. There were 308 responses to the survey.

3.1.3 Awareness Raising Events and Opportunities

Information on neighbourhood planning was made available at a number of events and meetings. Members of the Working Party were able to distribute leaflets which explained the process and the thinking behind proceeding with one. One to one discussions as well as presentations to groups were all part of this awareness raising process. The initial launch was at Newquay Fish Festival (September 2014) but other events and opportunities were also used e.g. Christmas Fayre; Carnival event; Chamber of Commerce meeting; school presentations; Newquay Regeneration Forum meeting; Newquay Business Improvement District (BID) AGM; Pentire Residents' Association meeting and so on.

3.2 Consultation – Secondary Schools led Surveys & Research (2014-15)

3.2.1 Background

In partnership with the two secondary schools in Newquay (Newquay Tretherras and Treviglas Community College) a series of short surveys were created to target students, parents and businesses in the town.

The students devised questions and carried out the exercise as part of A level research units.

Students of both secondary schools and local primaries, and parents of students, were targeted.

Questions were also informed by students carrying out additional research based on existing evidence such as the OCSI data.

3.2.2 Parental Questionnaire

Circulated to all parents of both schools and developed by students at both schools. 360 responses were recorded. Almost 70% were female and ages ranged from 16 to over 56, with the majority of responses (just under 40%) falling in the 35-45 age group.

The questionnaire covered subjects from tourism and business to local facilities and the natural environment.

3.2.3 Student Questionnaire (Tretherras)

Alongside the parental questionnaire put together by students from both Newquay Tretherras, and Treviglas Community College, further questions were sent out to students across the school, as well as in our main Primary Partner, Newquay Junior. Results gathered were roughly on par with expectations, with 622 sets of results at Secondary Level, and 330 at Primary.

3.2.4 Student Questionnaire (Treviglas)

Whilst the students from both Tretherras and Treviglas worked collaboratively on the parental and business surveys, they were given freedom to work up their own student surveys. As mentioned above the Tretherras survey also went out to their main primary feeder school. The Treviglas survey was restricted to Treviglas students and there were a total of 97 responses.

3.2.5 Business Questionnaire

Alongside the parental questionnaire put together by students from both Newquay Tretherras, and Treviglas Community College, further questions were sent out to businesses in the area. This was quite low key and attracted only 4 responses, as student activity had been more focused on engaging their peers and parents.

3.2.6 Open Space Assessment

The purpose of this research was to get an idea of what is liked and not liked about the surrounding parks of Newquay. The aim being to offer some recommendations for the future to enable Newquay Town Council to refer to this and other information and make informed decisions.

The playgrounds that were researched by the Year 8 students from Newquay Treviglas were: Mayfield Wreck, Atlantic Road and Trenance.

Questions asked related to: the equipment (condition; what age group it was aimed at; what was missing); seating and facilities (bins, toilets)

fencing; paths and cycle bays. Finally, the students were asked to comment on what could “really improve the park”.

3.2.7 School Referendum (2017)

The schools have been involved throughout the process of forming the policies so both Treviglas and Tretherras held a youth referendum to understand the support for the proposed Neighbourhood Plan policies.

Treviglas

Overall there was a 95% turnout due to daily absences, out of this; 88% ticked ‘yes’ and 12% marked ‘no’, the majority of these came from year 9. The reasons against the plan include; too many houses already, worried about farmland being taken away, worried about jobs and inward migration, concerned about facilities for growth and not wanting change.

Tretherras

A total of 1194 votes have been counted, equalling 74% of the school population. 81.74% (976) voted ‘yes’ and are in favour of the policies, 18.00% (215) marked ‘no’; against the policies and 0.26% (3) have been excluded from the count.

	Yes	No	Abstain	Percentage
Year 7	208	59		98%
Year 8	209	36		84%
Year 9	158	67		85%
Year 10	181	18	2	74%
Year 11	139	25		58%
Sixth Form	81	10	1	38%

3.3 Consultation – Themed (2015-16)

3.3.1 Newquay NP Business and Organisations (2015)

This survey was created for business owners within the parish. It asks them to comment on the Neighbourhood plan process; what they would like it to conserve or change; the impact it will have on them and issues relating to expansion. Only 8 business owners completed the survey.

3.3.2 Environment, Landscape & Recreation Survey (2016)

The landscape sub group devised a survey on very specific environment, landscape and recreation issues in order to further inform their work, and to provide a good foundation for other themed work. The survey (paper copies and on-line) was open from spring to summer 2016. A total of 287 respondents completed the survey.

3.4 Consultation – In-depth (2016-18)

3.4.1 Household Survey (Autumn 2016)

An in-depth survey was created for the residents of Newquay asking questions about the most popular topics that have arisen throughout the process to date. These included; Landscape, Environment & Wildlife; Connectivity; Housing; Economy; Design & Place-making and any local projects they would like to see funding spent on. There were a total of

1,885 responses to the survey; in which 557 were made online and 1328 were paper copies.

3.4.2 Consultations – Public Events (June/July 2017)

A number of public consultation events were conducted around the whole parish to give as many local residents as possible the chance to come and view the draft policies. These were held at various weekends, weekdays and evenings over a 2 month period.

3.4.3 Engagement Leaflet (Oct 2017)

Distributed to all households, although not a direct questionnaire, a further 30 comments were received.

The policies have been formed from all the evidence that has been gathered to date; various planning documents (Cornwall Local Plan etc); as well as the views and feedback received from previous surveys and consultations. It was an opportunity for them to give us their feedback and let us know if we had missed anything.

3.5 Formal Consultation Period (Jan – Feb 2018)

The draft NDP went to formal consultation on the 5th January to the 16th February 2018. It was sent to statutory bodies and other stakeholders and in addition to individual residents who had signed up for the mailing list. Comments received were generally favourable with suggestions for minor changes to wording and enhancement to certain policies. A full list of those consulted and the comments can be found in the consultation statement.

4.0 Vision, Theme and Policy Formation – NP Group

4.1 Local Landscape Workshop and Activities (2015-16)

4.1.1 Background

From initial surveys in 2014 and 2015, it was clear that landscape is hugely important. As a result, an information evening was arranged (open to all) and it took place on 28th July 2015.

The meeting kicked off with a brief overview of Neighbourhood Planning (NP) and how this relates to land use and planning issues – this includes houses, businesses but also open space, renewables and other issues related to land use and which can be made into policy. It was made clear that some issues will be outside of NP remit.

It was agreed to set up a landscape working group. It was explained that this would be an important element of the NP – as it is a high priority for residents and also underpins direction in terms of other themes. The landscape work would include both desktop research (to bolster the evidence base) and field work. In addition, the environment group would contribute towards community consultation and policy work.

4.1.2 Local Landscape Character Assessment (LLCA)

The landscape sub group were set up to undertake tasks and with this in mind it was agreed, via the Working Group, that a LLCA would be instigated. Expertise was bought in from Cornwall Council to lead on this, directing and supporting volunteers from the landscape sub-group.

4.2 Housing Workshop (2016)

A planner led housing workshop took place on the 4th February, 2016. The context for the housing target was discussed, as well as risks for consideration, what the priorities should be and the agreed way forward.

4.3 Economic Workshop (2016)

An economy workshop was held on 20th April, 2016. The focus of the session was to identify how the Newquay Neighbourhood Plan should respond to the developments at the Aerohub, and the context of Cornwall Local Plan (as it should at that point in time) and employment land/employment floorspace.

4.4 Design Workshop (2016)

On Saturday 2nd April 2016 a design workshop facilitated by Tim Kellett of Tim Kellett Urban Design took place with an interested group of volunteers. The workshop covered planning background and useful resources; design in the planning system; an exercise to review examples of buildings, townscape and shopfronts; other design opportunities that could complement NP policies.

From this workshop session, a report was produced identifying key design challenges; outlining potential objectives and defining key tasks.

4.5 Character Workshop (2018)

A CSUS review was conducted in 2003 as an information base and character assessment of Newquay. On Saturday 13th January 2018 a character workshop was held at the Newquay Centre by Tim Kellett (Urban Designer) with a group of local volunteers, in the hope to update this original document. The day turned out to be a great success with 20 volunteers in attendance to the workshop.

The intention of this workshop, which involved a practical element, was to educate local residents on the process involved in assessing areas. The aim was to get local volunteers to complete a survey of an area of Newquay. 30 studies were produced which has informed the Newquay Character Statement.

5.0 Themes & Topics

The following Themes and Topics were identified using the evidence gathered:

- **Open Space, Community and Recreation Facilities**
- **Natural Environment**
- **Heritage**
- **Housing and Affordable Housing**
- **Transport and Travel**
- **Economy**
- **Design**
- **Renewable Energy**
- **Crime, Disorder and Community Safety**

6.0 Open Space, Community and Recreation Facilities

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.1 Cornwall Council Documentation

6.1.1 Cornwall Local Plan 2010-2030

Objective 7 requires development to *'meet a wide range of local needs including housing and for community, cultural, social, retail, health, education, religious, and recreational facilities, in order to improve quality of life and reduce social exclusion'*.

Objective 8 seeks to *'promote development that contributes to a healthy and safe population by providing for opportunities for walking and cycling and ensuring the appropriate levels of open space and the protection and improvement of air quality'*.

Policy 13 relates to development standards and states that *'all new development will be expected to achieve the provision of the following: ... Public open space on-site, in proportion to the scale of the development and providing for different types of open space based on local need. Where there is access to alternative facilities that would meet the needs of the new development, contributions to the ongoing maintenance and management of these alternative facilities may be required as part of a reduced requirement on site'*.

Policy 25 concerns Green Infrastructure and requires development proposals:

To contribute to an enhanced, connected and functional network of habitat, open spaces and waterscapes by:

- 1. Retaining and enhancing the most important environmental infrastructure assets and connections that contribute to the functionality of networks of ecosystems and connections in their location; and*
- 2. Demonstrating that all the functional environmental infrastructure and connections have been taken into account in the design of the scheme or site layout including impacts on ecosystem services; biodiversity; coastal processes; and recreation within and near to the application site and show how this understanding has positively contributed to place making and influenced the proposal; and.*
- 3. Providing appropriate buffers to high value natural spaces that have community, biodiversity and heritage significance; and.*
- 4. Restoring or enhance connectivity for nature and people through the site and linking to adjacent sites. Or green routes, helping to provide better links between urban and rural landscapes and*

coastal areas, creating accessible and attractive places for communities to make regular contact with the natural environment; and

- 5. Providing accessible and good quality open space and where applicable improved access to coastal space; and*
- 6. Providing clear arrangements for the long-term maintenance and management and/or enhancement of the green infrastructure assets*
- 7. In exceptional circumstances where the need for the retention of the most important environmental infrastructure assets and connections is outweighed by the benefits arising from the development proposals, the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity, quality and ecological or open space value that enhances the provision of ecosystem services in a suitable location'.*

There is no specific objectives regarding open space, recreational and community facilities highlighted directly for Newquay under the local chapter PP8. Objective 9 for the CNA which relates to Environment does seek to *'protect environmental assets, recognising their contribution to local people's quality of life and their role underpinning the tourism economy, in particular the undeveloped coast'.*

6.1.2 Cornwall Local Plan, Place Based Topic Paper: Newquay & St Columb Community Network Area (2013)

This document emphasises the natural recreational opportunities within the network area.

- ❖ The South West Coast Path is a significant recreation asset enjoyed by both residents and visitors.
- ❖ The numerous beaches and waterways in the area provide for informal recreation and water based activities such as surfing, gig rowing and sailing.
- ❖ Objective 9 recognises importance of environment. Environment Agency advises strategic view to be taken (in line with Shoreline Management Plan) and that economic assets such as Fistril golf course be protected.

Matters for the Local Plan to address:

- ❖ Accessibility to recreational facilities, particularly youth activities. The need to boost recreational opportunities is noted as a key issue within the CNA.
- ❖ Lack of amenities in remote rural areas.

Table 1: *Community Facilities in Newquay as contained in the Place Based Topic Paper*

<p>Community facilities: This table will explore the evidence relating to community facilities, including health, recreation and open space – health care, education, meeting places, formal and informal sports spaces, open space, and loss of facilities. Evidence that highlights issues relevant to the remit of the Local Plan (Policies for Places) specific to this CNA will be identified under ‘Matters for the Local Plan to Address’. For Cornwall-wide issues please refer to the Topic Papers.</p>		
Evidence & Policy Context	Key Points from Community Plans	Matters for the Local Plan to Address
<ul style="list-style-type: none"> • Town centres of Newquay and St Columb Major – village and other local facilities, hospital, leisure centre, zoo. Newquay Tretherras and Treviglas College Newquay cater for 11-18 year olds and the larger villages support primary schools • There are five junior and infants in Newquay, St Mawgan and St Columb Major • Cornwall College/ University of Plymouth project to establish a new centre in Newquay which focuses on enterprise and entrepreneurship • Additional housing puts pressure on the existing health infrastructure in Newquay. GP practices, dental practices and Newquay Community Hospital services are reaching capacity (and certainly very stretched during the summer months). Nearly 1000 additional homes were approved at Quintrell Downs and on Duchy Land. 	<ul style="list-style-type: none"> • Support for retention of open spaces (previous LDF consultation) -opposition to any redevelopment of Newquay golf course (40% of Action Framework consultees) • Need for wet weather facilities – cinema • Parish Plans Access to rural services /facilities • Development of year round community facility (Parish Plan) • Need better access to facilities for young people. 	<ul style="list-style-type: none"> • Provision of new community infrastructure • Protection of open spaces • Capacity of health services in the area
<p>Approach to be Taken: PP8 2c - Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.</p>		

6.1.3 The Restormel Borough Local Plan 2001-2011

This document included provision for protection of existing recreation fields and this is now covered through Cornwall’s Local Plan (policy 25). The re-development of golf courses might also be covered through the same policy but not through a standalone policy.

Furthermore, informal open space areas and footpath links in the Newquay area were proposed including: Gannel River bank from Tregunnel House to Pentire Crescent; land near Treloggan, land near Tretherras and other sites.

In terms of recreation facilities it refers to Trenance leisure facilities, Fistral Beach and Newquay Harbour.

6.1.4 Newquay Town Framework (March 2016) and the emerging Allocations Development Plan Document

The document outlines as follows:

Public Open Space

Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. In comparison to the other main towns in Cornwall, Newquay has a higher than average supply of some of these types of open space, although this is primarily realised by access to public beaches (natural space). However, this provision is shared with a considerable number of visitors and is located too far from many of the communities to substitute for local provision; therefore it is important to continue to provide open space through new development.

Whilst there are various categories of open spaces, most highlighted below, integration and multi-functionality will be sought (i.e. providing new open spaces or upgrading existing spaces that can perform more than one role). **Table 2 below** sets out the space requirements when delivering new development.

Table 2: Newquay's Open Space Requirement

	Minimum new space (per dwelling)	Equivalent additional off-site contribution (per dwelling)
Parks & Gardens	9.46	10.09
Natural & Semi-natural spaces	5.26	27.52
Formal Sports Pitches	22.63	0.00
Children's Play Spaces	1.39	0.17
Teenagers' equipped spaces	0.45	0.10
Allotments	3.46	0.00
TOTAL	42.65	37.88

More information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, can be accessed in the *Open Space Strategy for Larger Towns in Cornwall*.

Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

6.1.5 Green Infrastructure Strategy for Cornwall 2030

The document defines public open space typologies, many of which are relevant to Newquay but there is no specific steer on place based policies. The typologies include: parks and gardens/amenity green space/civic space; Natural and Semi-Natural Green Spaces/Green Corridors/Accessible; Countryside in Urban Fringe; Outdoor Sports Facilities – with full public access; Provision for Children; Provision for Teenagers; Allotments/Community Gardens/City (Urban) Farms; Cemeteries and Churchyards; School Grounds & Other Outdoor Sports Facilities – with no or limited public access

6.1.6 Open Space Strategy For Larger Towns in Cornwall (2014)

The document provides a specific analysis of the open space provision in Newquay, is supporting evidence base to the Cornwall Local Plan and in particular the requirements for compliance with policy 25 referred to above.

The key observations of the existing provision are as follows:

- **67% higher than average level of natural open space.** Almost entirely coastal environments, for which Newquay is famous, resulting in the town population swelling to nearly 100,000 in the summer months. Additional beach space is available at when the tide falls below sea-level.
- **Slightly higher than average level of outdoor sports when combined – public and private sports space.** This is undoubtedly as a result of the town's marketability as a coastal resort and seasonal demand. Combined the current area devoted to sports pitches has the capacity to meet current & future demands, providing quality and accessibility issues are resolved.
- **47% lower than average level of children's play.** However demand is, to some extent, to be met by the high standard and accessibility of the nearby beaches captured under natural open space.
- **21% higher level of allotment provision than average,** which doesn't include the new site on land south of Tretherras School, Yeoman Way, which requires further evaluation pending mapping.
- **Only 17% of land laid out to sport available for formal community games.** The draft Cornwall Sports Pitch Strategy (2013) is based upon consultations with sports clubs, schools and other leisure stakeholders on current trends in demand predicts a shortfall in most types of football, rugby and cricket pitches at some point during the playing week.

Table 3 below outlines the future quantity standards for Newquay based upon the increased population identified in the Column 2 identifies the existing areas of deficiency based on the current population data and applied accessibility standards. The delivery of open space provision for the area as a whole, which incorporates growth in line with the Local Plan, as recommended in column 3 and column 4 (value '*per person*'), can only partly be delivered by new development, with existing deficits being rectified by other methods e.g. regeneration projects, change of use etc.

Column 5 provides the minimum quantity of open space specifically needed to be delivered as part of new housing proposals in support of the town wide standard. This is given as a '*per dwelling*' value for ease of use by developers and planning officers, and to avoid ambiguity in making the necessary calculations.

The Open Strategy concludes that there is a deficiency in provision of children's equipment in the West Pentire and Trevenson Road areas. Equipped play areas are highly expensive to maintain and require regular specialist inspections. The improved standard of provision can still be met through fewer, larger & better designed sites. There can be consolidation of play sites in some areas, resulting in the removal of low value sites such as at Cross Close and Reeds Way. Deficiencies in other types of open space are listed in **Table 3** column 2.

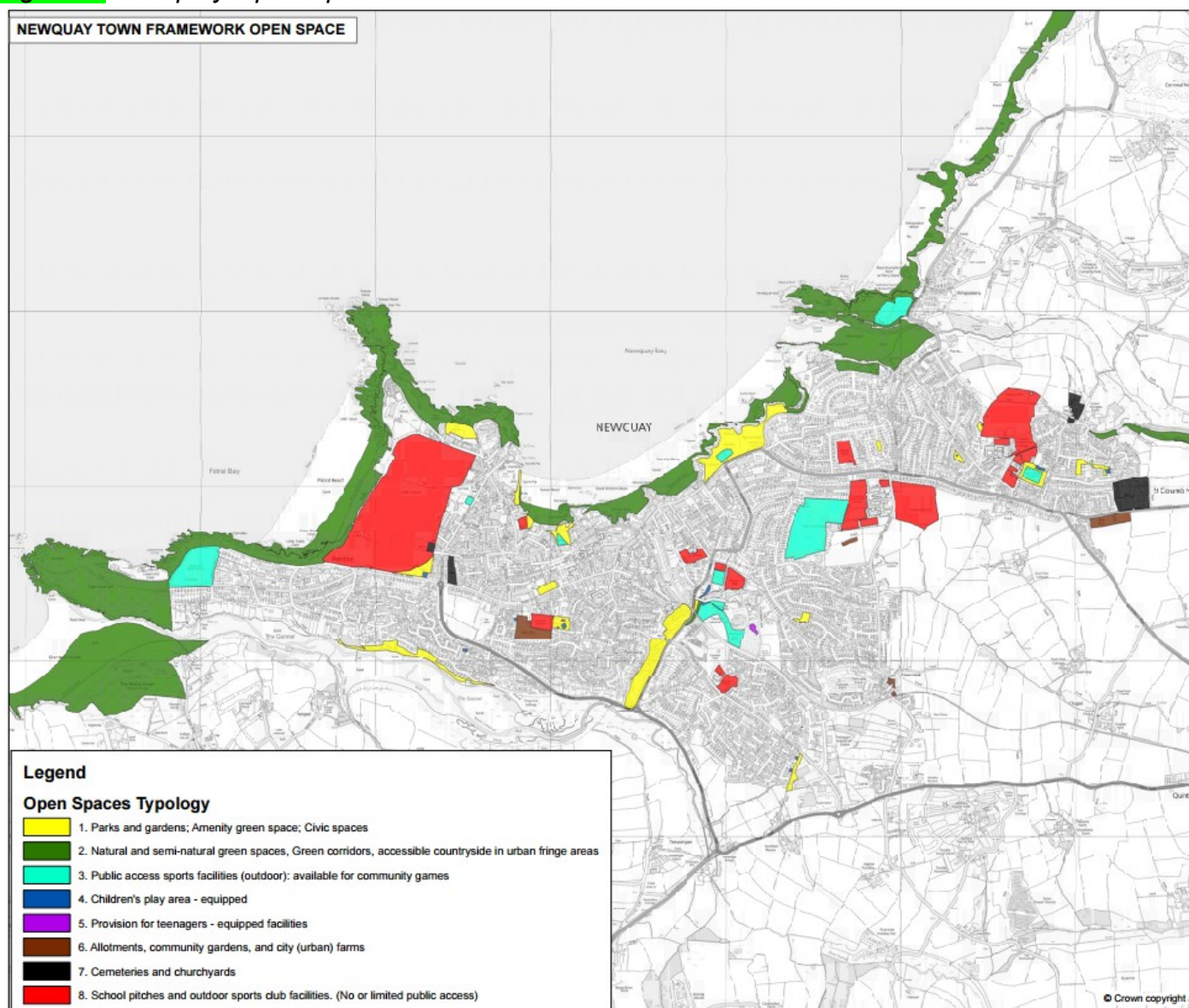
The quantity of space required for dwellings shown in **Table 3** is below the standard set due to the existing provision in parks & amenity and natural space partly meeting future needs. It is recognised however, that an improvement in quality will be needed to mitigate for the additional population, for which contributions for enhancement will be sought.

Further investment through local partnerships will be required to supplement the increases required in children's equipped play, teen provision (equipped) and allotments.

Table 3: Proposed quantity provision standards for strategic open space in Newquay as contained in the Open Space Strategy.

Proposed quantity provision standards for strategic open space in Newquay				
Increased population estimate of: 30,792 (3550 new dwellings)				
Type	Existing requirements based upon assessment of distribution	Recommendations on future provision	Future quantity provision standard town wide (m2/person)	Minimum quantity needed for new housing (m2 per dwelling)
1. Parks, amenity	South-east Treninnick/Lane Area	Existing & abundance of natural space partly meets additional needs	7.62	9.46
2. Natural space		Minimal new for key GI links	34.77	5.26
3. Public sport	Dependent on disposal typ.8 pitches at Tretherras School	Combine with typ.8 to maintain sports pitch standard.	26.4-typ8	22.63
4. Children's Equipped Play	Consolidation into 1 strategic site south-east Treninnick/Lane. East Tretherras (Pydar Close, Trerice/ Shackleton Drive	Increase, but allow for how beach makes contribution	0.60	1.39
5. Teen provision	Quintrell Downs		0.20	0.45
6. Allotments	New site at Tretherras pending mapping	Increase in line with growth	1.50	3.46
7. Cemeteries	Assumes no increase within town study boundary		1.70	-
8. School pitches & Clubs	Requires increased availability to community.	See typ 3	26.4 – typ3	-
Total	72.82	-		
Total for 1-6 (standards apply)	51.89	42.64		

Figure 1: Newquay Open Space



6.1.7 Planning Applications

PA16/10001

A planning application was submitted to Cornwall Council for the land at the sports field, Newquay View Resort, Trevelgue Road, Newquay. The development proposed is for a change of use of the land from sports and recreation to camping and touring, it will involve landscaping, the construction of one reception and facilities building and associated infrastructure (access tracks, porous hard surface pitches, electricity, water and foul water connections).

The application was refused by notice dated 2nd March 2017. An appeal was made by Newquay View Resort Ltd against the decision of Cornwall Council which was dismissed on 14th August 2017. The main issues were:

- whether the site provides a suitable location for the proposed development having particular regard to noise and disturbance (St Francis Home for Animals – a kennels to the west of the site).
- the effect of the proposal on the character and appearance of the area.

6.1.8 Local Insight profile for ‘Newquay Town Council’ area (Oct 2017)

1,209 residents are classed as rural residents, 2,573 are suburbanites, 280 are cosmopolitans, 2,922 are hard pressed living. 8,329 are urbanities and 4,540 are constrained city dwellers which are both above the England average.

4,989 people in the parish are living in health deprivation ‘hotspots’, 4,185 have a limiting long-term illness; all above the England average.

6.1.9 National Planning Policy Framework (March, 2012)

Promoting healthy communities

Creating a shared vision with communities of the residential environment and facilities they wish to see.

Planning decisions should aim to:

- Provide high quality public space, which encourage the active and continual use of public areas.
- Plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments
- guard against the unnecessary loss of valued facilities and service

6.2 Community Led Strategies and Consultation

6.2.1 Newquay Town and Parish Plan 2010

Through the section on Community the Town and Parish Plan outlined that:

In terms of the importance of having a specific meeting/ activity/exhibition space in developing their group, the responses were clear:

- Activity / exhibition space – 66.6%
Important / very important (of 338 responses)
- A place to meet in – 82.3%
Important / very important (of 373 respondents).

This aspiration was picked up again in the final section, indicating whether this interest in having a community facility was also felt by the wider community:

- Provide an all-year round multipurpose community venue – 88%
Important / Very important (of 1,130 respondents)

In addition, one view in that section was more specific with regard to “the arts”:

- “More facilities to promote the arts”– 54.8% as very important or important (of 1,110 respondents)

With regard to the types of group people would like to join, if those groups existed, the top ones featured were:

- Sport and fitness – 39.7%
- Environmental Group – 30.3%
- Social Group – 23.8%
- Arts Group - 21.7%

(of 522 respondents, multiple answer)

Through the Environment section on the Plan specific comments were received concerning local rights of way and are summarised as follows:

A significant number of respondents (45.5% of 1,165) stated that they used local rights of way very regularly (once a week or more) and 63.9% of respondents stated that they wished to use them more than they do at present (of 1,174 respondents).

From those respondents it was seen that there is perceived need for better maintenance of routes and communication and publicity about where they are from. The responses selected from the possible (multiple) choices regarding reasons for not using more are:

- That there should be “*better maintenance of the routes*” (54.8%)
- There should be “*more knowledge about where they are*” (49.5%)
- Those respondents would need “*more spare time to use them*” (37%)

1.2 Community Consultation

6.2.2 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- 207 respondents (over 75%) ticked ‘open/green spaces’.

The following four options all gained over 50% support:

- playgrounds and parks attracted 164 responses (59%);
- leisure and recreation facilities - 161 responses (58%)
- community facilities – 159 responses (58%)
- footpath/bridleways - 151 responses (54%)

6.2.3 Awareness Raising Events and Opportunities

There was a lot of interest in the open/green space (and natural environment) themes. Some general comments were received about the need to protect the Pitch and Putt as a recreational facility; and the need for activities that are suitable for families.

6.2.4 Secondary Schools Led Surveys and Research 2015

Parental Questionnaire

There were 360 survey responses received.

- 72% are not happy with the standards of Public Toilets in the Newquay area
- Over 50% of the respondents wanted to see more Leisure centres, beach events and Playgrounds in the Newquay area
- Almost 50% of respondents are not satisfied with the number of cycle paths in the Newquay area
- Over 50% of respondents wanted to see cycle paths developed in Newquay town (inc Treninnick, Trenance and Pentire) as opposed to surrounding areas
- 63% of respondents wanted the boating lake and the Headland to be protected in the Newquay area

Student Questionnaire (Tretherras)

There were 598 secondary school student responses and 286 primary school pupil responses.

- 59% Secondary Students don't think there are enough leisure facilities.
- 36% Secondary Students know what a Community Building is.
- 20% Secondary Students know where the Community Buildings in Newquay are.
- 86% Secondary Students don't feel that there are enough Cycle Paths in town.
- 46% Primary Students think that there are enough leisure facilities.
- 12% Primary Students think that there are enough cycle paths around town.
- 27% Primary Students think that there are enough parks and playgrounds.

Student Questionnaire (Treviglas)

In total, 97 students responded to the survey, and of those answered individual questions there were:

- Just over 40% of respondents indicated that they would like to see more skate parks; football fields; and/or playgrounds.
- Over 70% supported improved footpath provision.
- Other suggestions for recreational facilities included: water/swimming facilities; and gyms.

Open Space Assessment

The students felt that the main improvements required for each of the three parks were as follows:

- ❖ Mayfield Wreck – adventurous, organic equipment suited to teenagers; adult outdoor gym; toilets; bins and better use of space (skate ramp etc)
- ❖ Atlantic Reach – remove green middle bank; better use of space (i.e. tunnels); more swings and activities; more colour and closer toilets.
- ❖ Trenance – useful and more diverse equipment; skate/scooter facilities; maybe an assault course; larger area for teenagers. Noted that the younger pupils are 'getting a better deal'.

6.2.5 Themed Survey – Environment, Landscape & Recreation (2016)

Valued Features/Assets

Residents were asked to indicate (from a list) what they valued about Newquay's environment and landscape on a scale of 1 (no value) to 4 (highest value). 285 of the 287 survey respondents answered this specific question. Features/assets suggested included: the Gannel Estuary; Beaches; undeveloped headlands; undeveloped coast; open countryside (inland); open amenity spaces; children's play areas; allotments; playing fields/sports pitches; cemeteries; bowling greens; South West Coast Path; footpaths; bridleways; heritage sites; dark night skies; and, peace and tranquillity.

Whilst open space such as the beach and headlands attracted the highest levels of value; even those that came in lower such as the children's play areas, playing fields/sports pitches still were deemed of the highest value (score of 4) by over 40%. Additionally, in terms of cumulative scores for score of 3 and 4 (highest value) play areas; playing fields/sports pitches and bowling greens scored between 62 and 78.

Use of Open Spaces

Typical use of outdoor open space includes: surfing; swimming; walking; cycling; playing; sports; enjoyment; wildlife watching. Key locations include: Pentire; coast/cliff path; Fistral; boating lake; Barrowfields; Trenance Park; Killacourt and the sports centre.

6.2.6 Household Survey (Autumn 2016)

This questionnaire was sent to households and received 1885 responses so comments have been summarised to give an overview on the reoccurring themes.

In relation to community/recreation facilities, generally comments received have indicated that residents would like to see more funding spent locally on community projects and halls, services/activities for youth, mental health services and more parks & green spaces for families and children.

There were also a huge percentage of respondents who felt that the golf courses including the pitch & putt, allotments, community orchard, Lawton

Close green, Mount Wise gardens, Esplanade green, Colan woods and Rialton Valley should all be protected as 'green space', as well as those mentioned in the question; The Gannel, Pentire head, Towan head, Trevelgue head, Porth island, Barrowfields, Trenance gardens & boating lake and the Killacourt.

People agreed that there should be a restriction on garden developments. Comments include; open space is crucial for everyday life and is important for health and wildlife.

The majority of respondents frequently and occasionally use local footpaths, bridleways and cycle paths. Reasons indicated include; pleasure, relaxation, leisure, walking, running, cycling, riding and commuting. 586 commented on places that should be better connected; Pentire, Fistral, St Columb Minor, Porth, Crantock, Quintrell Downs, harbour, Treloggan, Barrowfields, Trencreek, Gannel, town were all listed. Better maintenance of footpaths was also widely mentioned (litter and weed picking, hedge cutting, better signage).

6.2.7 Consultations – Public Events (June/July 2017)

Again, there was a lot of support to protect the green/open spaces in the community, particularly golf courses and the Pitch & Putt. A factor that was mentioned a few times was to make sure there is enough allotment provision within the parish and that these are not developed on as they are particularly important. Specific places have been identified as important open spaces; Killacourt, Lawton Close green, Towan Blystra and the green near 'the Walkabout'.

6.2.8 Formal Consultation Period (Jan – Feb 2018)

The Environment Services (open spaces) have commented on the infrastructure section of the plan.

- In relation to the current allotment policy, they suggest that it could result in tiny, unviable facilities or could be at the expense of other public open space requirements. They have suggested two options for the group to discuss prior to plan completion.
- They have questioned whether designating Newquay Golf Course as a local green space would stand up to serious challenge as they are unsure how it meets the criteria and suggest it needs reviewing to see if it fits elsewhere in the plan.

Newquay Regeneration Forum would like to see replacement facilities local to the developments and within the settlement area and that allotments link up to footpaths and cycle ways.

6.3 Recreation/Community Facilities Theme Conclusions

1. It is clearly apparent that the availability of open space, and beach access is a key attribute for Newquay.
2. Protection of existing recreation facilities e.g. Pitch and Putt, Golf Course, allotments, gardens desirable.
3. The evidence suggests that is shortfall in provision for children's play areas with the suggestion in the Open Space Strategy that fewer but better equipped provision could be a potential solution.

4. With regard to public footpaths and cycle-ways there is evidence to suggest that there is need to support the provision and enhance connectivity including the maintenance of cycle-ways and public footpaths. Footpath links include those for the Gannel area.
5. In terms of community facilities there is evidence from the consultation to provide more opportunities for youth/ children, mental health facilities. However, more information is needed in order to establish what these are, whether existing activities and facilities can be adapted or utilised, and how this would fit within the Neighbourhood Plan.
6. Looking at existing facilities (both informal and formal) – it would seem sensible to establish how well these are used by all age groups and potential for growing these, or making them available to different age groups if appropriate. A particular reference was made to the quality of public toilets.
7. In relation to green/open space, it is apparent that there is a need to prevent garden development, so this space is not lost.

6.4 Other Key Points

This theme also links heavily to the Natural Environment section (they are intertwined) - as the natural environment is recognised as being an important open space recreational resource.

7.0 Natural Environment

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

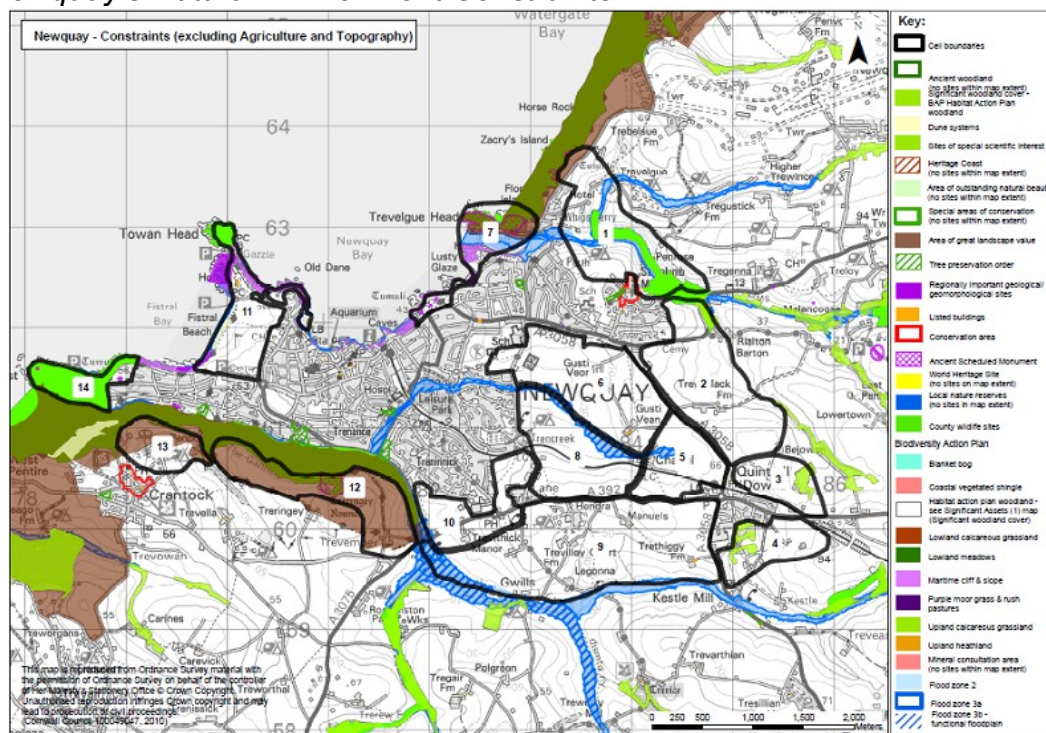
1.3 Cornwall Council Documentation

7.1.1 Cornwall Local Plan 2010-2030

Policy 23 of the Local Plan requires that 'development must take into account and respect the sensitivity and capacity of the landscape asset, considering cumulative impact and the wish to maintain dark skies and tranquillity in areas that are relatively undisturbed, using guidance from the Cornwall Landscape Character Assessment and supported by the descriptions of the Areas of Great Landscape Value (AGLV).

Using Cornwall Council's interactive mapping system it can be seen that significant areas along the Gannel Estuary are designated as an AGLV.

Figure 2: Newquay's Natural Environment Constraints



The AGLV designation is now quite dated due to the age of the original assessment and designation. However the supporting text to the Local Plan policy 23 outlines that the Council '*will undertake reassessment of the descriptions and extent of each Area of Great Landscape Value to inform and produce strong revised statements of these local designations of landscape value*'.

The Local Plan environmental objective for the Newquay and St. Columb CNA is to '*protect environmental assets, recognising their contribution to local people's quality of life and their role in underpinning the tourism economy, in particular the undeveloped coast*'.

7.1.2 Newquay and St. Columb Community Network Profile (2014)

Percentage of the CNA covered by environmental and historical designations:

- ❖ Area of Outstanding Natural Beauty (AONB) – 0%
- ❖ Area of Great Scientific Value (AGSV) – 8.5%
- ❖ Area of Great Historical Value (AGHV) – 6.7%
- ❖ Site of Special Scientific Interest (SSSI) – 2.8%

The network profile does not refer to the AGLV designation.

In broad terms in relation to Neighbourhood Plan boundary, the AGSV has two areas. One section runs along the Gannel encompassing Pentire point whilst the other runs northwards from Porth along Watergate Bay.

There are three distinct sections of AGHV, one of which like the AGSV runs north of Porth, but is specific to land only. There is a second section running south of Porth along the undeveloped coastal edge above Lusty Glaze encompassing the Barrowfields and leading to the cliffs above the eastern edge of Tolcarne Beach. The final AGHV section covers the Pentire point – leading westwards from the mini golf course.

The 2.8% of SSSI in the CNA is not located in close proximity to the Neighbourhood Plan boundary.

7.1.3 Newquay Town Framework (March 2016) and emerging Allocations Development Plan Document

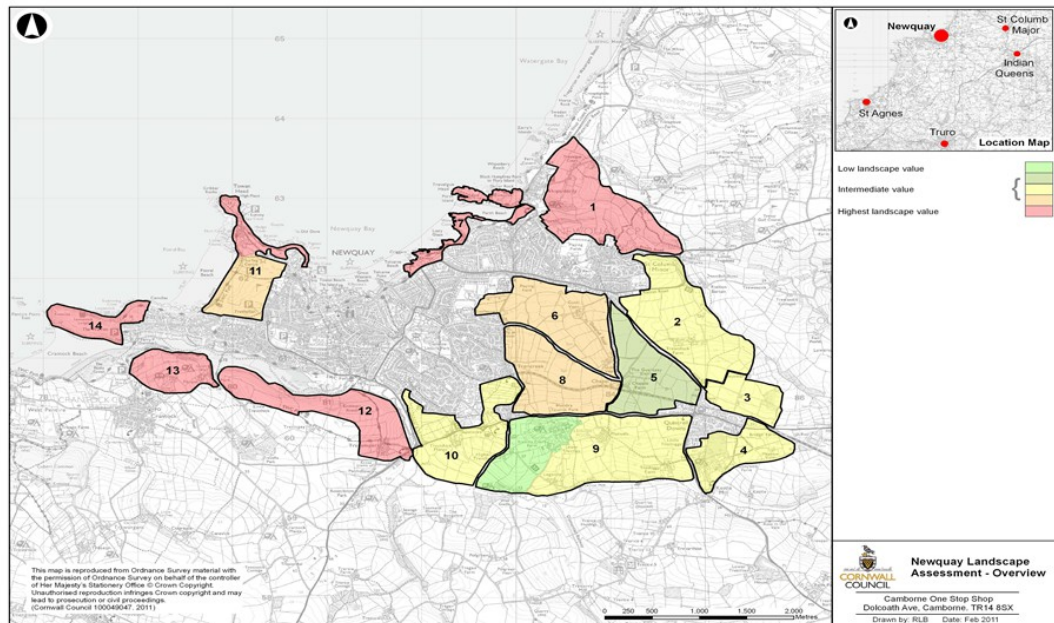
The supporting documentation to the Town Framework includes a landscape character assessment undertaken in 2010 which informed the Newquay Town Framework Urban Extension Assessment November 2010 (DRAFT).

The Landscape character assessment was undertaken by Landscape Architects in Cornwall Councils Environment Service.

The work recorded important landscape features in identified cells on the edge of the settlement and assessed the landscape according to its character and sensitivity to change and gave an overall colour using a traffic lights system according to its overall sensitivity in accommodate development.

Each cell was assessed by a detailed site visit and the overall results following the assessment are recorded in **Figure 3** below using a traffic light/colour code system. Cells, 1, 2, 5, 6, 8, 11 and part of 10 fall within the Newquay NP designated boundary. The darkest green sections signal a low landscape value through to red which indicates the highest landscape value of the cells.

Figure 3: *landscape sensitivity to accommodate development*



As **Figure 3** illustrates the majority of cells were scored as intermediate value, with the reds being predominately undeveloped valleys or coastal sections.

Cells were subdivided if there was a distinct change of character within a cell. In this way cell 9 was subdivided as the western part was largely developed while the eastern part was not.

In conclusion the least sensitive sites from a landscape perspective run to the eastern side of Newquay Town whereas the undeveloped areas to the west and south to west, and the north are scored as highly sensitive and as a result will have a limited capacity to accommodate major development growth.

It terms of biodiversity the Allocations DPD comments as follows:

Newquay's Green Infrastructure (GI) Strategy provides the local delivery mechanism for the Cornwall-wide GI strategy.

The green networks should be multi-functional, delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation where applicable. The highlighting of potential green networks provides an indication of strategic green infrastructure, but does not remove the requirement to retain and enhance smaller important natural features & green corridors within development sites, which should link to major green infrastructure wherever possible.

Biodiversity

The protection and enhancement, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Key biodiversity corridors for the town include:

- The Chapel Valley and its tributaries;
- The Gannel; and,
- Trenance to Tretherras.

All of these should be given careful and appropriate consideration in order to maintain and enhance the opportunities for biodiversity for the towns and their immediate surroundings.

Links out into the surrounding area should be enhanced where possible. These include links to The Gannel, Trerew Wood, Mawgan Porth to Newquay and St Colum Minor Marsh.

The existing network provides predominantly east to west connections and opportunities to enhance north to south linkages between these need to be sought. These would be best targeted by enhancing the existing green corridor which runs from Trenance Boating lake and gardens through Newquay Zoo and on to Tretherras School and Quintrell Downs.

The key habitat corridor identified on the accompanying map has been designed to connect and enhance green links through the town, plus connect to the key north south and east west habitat corridors. The public open space and public right of way networks should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

Green Links

In line with the Transport Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the town. In addition to the benefits relating to reduced congestion, the improved network will provide an important recreational resource. Key routes are proposed to link the Gannel and residential areas, particularly new links between the town and the growth area at Nansledan.

Flood Attenuation

A surface water management plan has been prepared for Newquay which details the requirements and options available.

7.1.4 Cornwall Local Plan, Place Based Topic Paper: Newquay & St Columb Community Network Area (2013)

The document provides a summary of the evidence with regard to the Natural Environment which is identified in **Table 4** overleaf.

Table 4: *Environmental and Coast Evidence conclusions in Newquay from the Town Framework*

Environment & Coast: This table will explore the evidence relating to the environment – biodiversity, geodiversity, landscape & seascape, coast, soil, air and water. Evidence that highlights issues relevant to the remit of the Local Plan (Policies for Places) specific to this CNA will be identified under 'Matters for the Local Plan to Address'. For Cornwall-wide issues please refer to the Topic Papers.		
Evidence & Policy Context	Key Points from Community Plans	Matters for the Local Plan to Address
<p>Cornwall Geological Sites at Fistral and Watergate Bay.</p> <p>Dune systems along the north coast (Pentire, Fistral, Watergate and Mawgan Porth) are exceptionally archaeologically rich.</p> <p>Landscape character: The area contains (parts of) a number of landscape character areas.</p> <p>Attractive cliffs.</p> <p>South West Coastal Path.</p> <p>Possible impact of climate change and coastal erosion.</p> <p>Need to maintain good bathing water quality.</p>	<p>There is support in the town for the AONB designation to be extended to the coast here.</p> <p>Mawgan-in-Pydar Parish Plan – strong support for environmental protection.</p> <p>Greater protection of Newquay coastal landscape has been raised at community level.</p> <p>The Environment Agency advises a strategic view of the direction highlighted in the Shore Line Management Plan needs to be considered and a plan to protect economic assets such as the Sea Life Centre at Towan Beach and the golf course at Fistral is required.</p>	<p>Protection of the natural, archaeological and built heritage of the area.</p> <p>Protection of environmental assets.</p> <p>Natural heritage underpins the tourist industry.</p> <p>Detailed landscape character assessment for Newquay urban fringe is required.</p> <p>Impact of Climate change Coastal erosion.</p>
<p>Approach to be Taken:</p> <p>Objective 9 – Environment: Protect environmental assets, recognizing their contribution to local people's quality of life and their role in underpinning the tourism economy, in particular the undeveloped coast.</p>		

7.1.5 The Restormel Borough Local Plan 2001-2011

There are several policy areas within the Restormel Borough Local Plan that Newquay Town Councillors had raised as being important, and were therefore keen to find out if these would be taken forward into Cornwall's

Local Plan. The areas for discussion were also ones mentioned at various meetings and in discussions with the public. Specifically the policies of interest were Areas of Special Interest (policy 35), Areas of Special Character (policy N3) as well as other more content or policies in this document relating to the Coastline, nature conservation and heritage conservation. Some aspects of these are touched upon in the CLP through policy 23 in terms of the importance of the coast, but without any specific criteria. There are, of course, a number of designations also in existence for the Newquay area.

A number of policies related to local nature reserves, nature conservation and standard protection of the environment and landscape and would be covered by generic policies within the CLP. Therefore there would be no need to take these forward into the Neighbourhood Plan unless something more specific was identified in future work.

The elements within the Restormel Borough Local Plan deemed to be worth investigating further with the community (as these related to feedback already gained from the community) were:

- Areas of Special Character (policies 35 and N3)
- The Coastline (Chapter 5 generally, and policy 28)

7.1.6 Cornwall Maritime Strategy 2012 – 2030

There are increased pressures on the coastal and marine environment but this strategy recognises the value of the landscape (as a natural resource and asset) as well as the coastal and marine industries. This can be measured in terms of economy (fishing industry and tourism) as well as the value put upon the environment as a recreational opportunity.

7.1.7 Cornwall and Isles of Scilly Landscape Character Study – Newquay and Perranporth Coast

The documentation provides a detailed description of the Landscape Character of the area which is summarised as below:

‘The area is an exposed northwest facing coastline with numerous surfing beaches and small sandy coves, backed by dramatic cliffs in the east and extensive Coastal Sand Dunes in the west. Inland there are sheltered valleys with narrow woodlands and small areas of wetland along the small streams which run to the coast and pastoral and arable land enclosed with Cornish hedges. The maritime cliff remains largely undeveloped and includes small areas of heath and rough ground. The area attracts large numbers of tourists and surfers and this has led to a proliferation of holiday accommodation especially in association with the holiday resort of Newquay and settlements such as Perranporth. Caravan and camp sites and associated roadside development have a major impact on the landscape character especially during the summer months. Newquay Cornwall Airport and RAF St Mawgan lie to the north on the coastal plateau’.

The Vision and Objectives for the area is outlined as follows:

‘An area where there is a strong contrast between the developed and undeveloped coast. The objective must be to conserve the undeveloped

sections of coast and improve the appearance of the tourist areas, restoring and repairing in keeping with the landscape character that makes this area such a popular destination.'

The document concludes with the following 'Planning and Land Management Guidelines':

'Create a coastal management plan to conserve the undeveloped coast, manage areas subject to wear and tear and accommodate the requirements of the tourist industry. Develop a design guide to enhance caravan and holiday parks and reduce their visual intrusion in the general landscape. Soften urban edges with appropriate mitigation and planting'

7.1.8 Shoreline Management Plan Mid Term Update 2016

The Newquay parish is split between three management areas of this review and are noted below.

MA 31 Fistral Bay & Crantock

This part of coastline is described as exposed to westerly waves, specifically Fistral and Crantock which are known to have energetic near shore wave climates. Pentire point west/east and Towan Head headlands exert strong physical control over this stretch of the SMP coastline – they are formed of Devonian slates with some harder rocks going through. The headlands and cliffs of this area descend into deep water and recession and erosion rates within this area are low due to the resistant nature of the headlands and geology.

Crantock and Fistral dunes are important UK BAP habitat sites (not designated). The Gannel estuary is home to important intertidal habitats for example the sandbanks and saltmarsh. The Gannel Quarry and Fistral Bay RIGS are both geological designations.

Policies will be expected to facilitate the popularity of Newquay as a tourist destination as well as protecting and enhancing the beaches and cliffs. It should also allow natural evolution of the coast wherever possible.

A summary of the plan policies are represented below:

SUMMARY OF SPECIFIC POLICIES

Policy Unit		SMP1 Policy	SMP2 Policy Plan			Comment
		50 yrs.	2025	2055	2105	
31.1	Undefended cliffs	Do nothing	NAI	NAI	NAI	Will meet high level objectives and satisfy AC and heritage coast criteria
31.2	Crantock Beach	Do nothing	NAI	NAI	NAI	Some recession of dune system anticipated. Assets at risk. Natural response to sea level rise provides most robust accommodation of sea level rise and increasing storminess.
31.3	The Gannel	<i>Not considered in SMP1</i>	NAI	NAI	NAI	Any developing risk to property should be managed through flood resilience and adaptation plus improvement in flood warning systems.
31.4	Pentire / south Fistral	Hold the line	HTL	NAI	NAI	Monitoring of cliff line during epoch 1 should determine actual likely recession potential and threat to cliff top road and properties. Mapping indicates low risk but defences currently in place
31.5	Central Fistral & Dunes	Do nothing	MR	MR	MR	A managed realignment approach is preferred to accommodate the natural variability of this area. This would allow priority to be given to enhancement of the natural dune system as a priority BAP Habitat, whilst continuing to encourage natural and sustainable response to climate change impacts.
31.6	North Fistral	Hold the line	HTL	HTL/MR	MR	Realignment and adjustment of the current shoreline position should be considered and planned for by 2055, possibly earlier.

Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention

MR - Managed Realignment

	Type	Owner	Action	Partners	Programme
MON1/ PCO Central Fistral & nes PU31.5 & North Fistral (31.6)	Monitoring	PCO	Ensure that adequate baseline information is in place to allow on-going long term monitoring of erosion and beach behaviour and sea level rise in relation to coastal flood risk.	CCc, EA	2016 On going
MON2/ PCO Pentire / south Fistral PU31.4)	Monitoring	PCO	Establish on-going monitoring of cliff recession to advise future need for decisions. This will require a review of present monitoring and reporting procedures.	CCc, EA	2016 On going
INV1/CCc Central Fistral & nes PU31.5 & North Fistral (31.6)	Awareness	CCc	Organise initial public meeting to discuss and raise awareness of issues posed by on-going pressures on the frontage	CCp, community, Tourist Board, EA, NE, Landowner(s), Historic England, RNLI, Golf course, Surf Centre	2017
POL1/ CCp	Policy	CCp	Developing on 31/INV1/CCc, consult, agree and define management area as a CCMA.	CCc, CCh, Community, Tourist Board, EA, NE, Landowner(s), Historic England, RNLI, Golf course, Surf Centre	2017
Rst1/ CCc	Risk assessment	CCc	Undertake a more detailed assessment of the risk management issues and explore potential options for longer term management, drawing on initial identification of issues from 31/INV1/CCc. Identify any immediate risks. In particular, review potential local response management approaches.	CCp, community, CCh, EA, NE, Landowner(s), Historic England, RNLI	2018
INV2/CCp	Local management planning	CCp	Develop an adaptive master plan for the area and the communities to allow and encourage adaptation.	CCc, CCh, EA, Community, NE, Tourist Board, EA, Landowner(s), Historic England, RNLI	2020 onwards
Rst2/ CCc	Coastal management strategy	CCc	Develop, based on 33/INV2/CCp and 31/Rst1/CCc, a programme of potential coastal management practices for the areas.	CCp, CCh, EA, Community, Tourist Board, , NE, EA, Landowner(s), Historic	2020 onwards

MA 32 Newquay Bay

The beaches along this coastline are less exposed to the high wave energy environment to the north of Trevelgue Head and south of Towan Head.

Cliff recession and erosion rates within this section are historically low due to the resistant nature of the headlands and geology. Active erosion is occurring along the Newquay/Whipsiderry/Watergate cliff line and this may increase as sea levels rise.

Coastal defences are located in discrete lengths throughout Newquay Bay (Towan beach (including harbour structure), Great Western Beach, Lusty Glaze & Porth).

This stretch of coast has a large concentration of Bronze age barrows (Kesley Head) and Iron Age cliff castles (Trevelgue Head).

The overall intent of policies is to facilitate the continued popularity of Newquay as a tourist destination as well as protecting beaches and cliffs which enhances their wild and rugged Cornish-ness. It should allow natural evolution of the coast and protect and enhance the coastal environment for Newquay's prosperity.

TABLE OF SPECIFIC POLICIES

Policy Unit	SMP1 Policy	SMP2 Policy Plan			Comment
	50 yrs.	2025	2055	2105	
Undefended cliffs	Do nothing	NAI	NAI	NAI	Will meet high level objectives and satisfy AC heritage coast criteria
Newquay Harbour	Hold the line	HTL	HTL	HTL	Maintaining harbour area central to core value Newquay.
Towan Beach	Hold the line	HTL	HTL/NAI	NAI	Constrained frontage, coastal squeeze likely main issue. Redevelopment of commercial site requires careful consideration. Use of the available area to accommodate sea level rise may be preferable. Reef Aquarium site must be considered at high risk of flooding from wave action.
Great Western Beach	Hold the line	NAI	NAI	NAI	Some coastal squeeze and beach narrowing anticipated because of sea level rise
Tolcarne Beach	Hold the line	HTL	HTL/NAI	NAI	Monitoring of beach levels should assist in identifying how rapidly the risk and pressure is increasing
Lusty Glaze	Hold the line	NAI	NAI	NAI	NAI is preferred approach but this does not preclude local management of the private defences which is sustainable and recognises importance to local economy.
Porth	Hold the line	HTL	MR	NAI	Holding defensive line will protect cliff top and route of Watergate to Newquay Rd during epoch 1 but pressure on this frontage means a MR approach preferred during epoch 2 and resilience and safety of the road to flooding along lower section at beach should be considered. Roll back of defences out of the risk zone should also be undertaken in epoch 3.

HTL - Hold the Line, A - Advance the Line, NAI - No Active Intervention

	Type	Owner	Action	Partners	Programme
AON1/PCO	Monitoring	PCO	Ensure that adequate baseline information is in place to allow on-going long term monitoring of erosion and beach behaviour and sea level rise in relation to coastal flood risk.	CCc, EA	2016 On going
Rst1/EA	Risk assessment	EA	Develop understanding of current and future flood risks associated with wave action at Newquay Bay	CC	2017
NV1/CCc	Awareness	CCp	Develop a detailed understanding of stakeholders and land ownership in relation to coastal change management throughout Newquay Bay	CCc, community, Tourist Board, EA, NE, Landowner(s), HE, RNLI, Newquay Town Council	2017
NV2/CCc	Awareness	CCc	Organise initial public meeting to discuss and raise awareness of issues posed by on-going pressures on the frontage	CCp, community, Tourist Board, EA, NE, Landowner(s), HE, RNLI, Newquay Town Council	2017
POL1/CCp	Policy	CCp	Developing on 33/NV2/CCc, consult, agree and define management area as a CCMA.	CCc, CCp, Community, Tourist Board, EA, NE, Landowner(s), HE, RNLI	2017
Rst1/CCc	Risk assessment	CCc	Undertake a more detailed assessment of the risk management issues and explore potential options for longer term management, drawing on initial identification of issues from 33/INV1/CCc. Identify any immediate risks.	CCp, community, CCp, EA, NE, Landowner(s), HE, RNLI, Newquay Town Council	2018
NV2/CCp	Local management planning	CCp	Develop an adaptive master plan for the area and the communities to allow and encourage adaptation.	CCc, CCp, EA, Community, NE, Tourist Board, EA, Landowner(s), HE, RNLI,	2020 onwards

It is strongly advised that Towan Beach, Tolcarne Beach, Great Western Beach, Lusty Glaze beach and Porth are defined as CCMA's in order to prevent any additional development/inappropriate change of use.

MA 33 Trevelgue Head to Trevoze Head

This coastline is very exposed to dominant Atlantic westerly wave climate and weather system. Trevelgue Head, Beryl's Point, Trenance Point, Park Head and Trevoze Head headlands act as control features with rocky cliffs and sandy beaches.

This section contains heritage features and environmental designations; Trevoze Head Heritage Coast, Cornwall AONB, Trevoze Head & Constantine Bay SSSI, Bedruthan Steps & Park Head SSSI, Trevoze Head heritage coast and Whipsiderry Beach RIG.

The overarching management principle is therefore to allow the natural evolution of the coast while recognising the need to support the adaption and resilience of the coastal settlements. It must continue to support recreational and amenity value of the coast but it cannot dictate the long-term shoreline position where a more sustainable realignment is desirable.

7.1.9 Biodiversity Supplementary Planning Document

Although this document doesn't specifically mention Newquay, it is important to understand it for context.

Internationally designated

Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites:					
Policy Unit	SMP1 Policy Plan 2025	SMP2 Policy Plan 2055	2105	Comment	
Undercliffs	Do nothing	NAI	NAI	Will meet high level objectives for safety, access and the environment.	
Watergate Bay	Considered individually in SMP1	NAI	NAI	No approach not preclude the privately funded maintenance of the short of recently improved defence.	
Mawgan Porth – road section	Hold the line	MR	MR	Pressure on this frontage that a MR approach is required to allow the necessary beach development.	
Mawgan Porth – dunes	Hold the line	NAI	NAI	Dunes should be allowed to respond naturally to sea and continue to provide a defence.	
Porthcothan cliff	Do nothing	NAI	NAI	No economic or environmental justification for defending.	
				A non-interventional approach.	

Policy Unit	Type	Owner	Objective	Responsible	Timeline
ION1/PCO	Monitoring	PCO	Ensure that adequate baseline information is in place to allow on-going long term monitoring of erosion and beach behaviour and sea level rise in relation to coastal flood risk.	CCc, EA	2016 On going
st1/CCc Mawgan Porth PU33.3, Mawgan Porth is PU33.4	Risk assessment	EA	Develop understanding of current and future flood risks associated with wave action at Mawgan Porth	CCc	2017
IV1/CCc	Awareness	CCc	Organise initial public meeting to discuss and raise awareness of issues posed by on-going pressures on the frontage	CCp, community, Tourist Board, EA, NE, Landowner(s), HE, RNLI	2017
OL1/CCp	Policy	CCp	Developing on 33/INV1/CCc, consult, agree and define management area as a CCMA.	CCc, CCh, Community, Tourist Board, EA, NE, Landowner(s), HE, RNLI	2017
st2/CCc	Risk assessment	CCc	Undertake a more detailed assessment of the risk management issues and explore potential options for longer term management, drawing on initial identification of issues from 33/INV1/CCc. Identify any immediate risks.	CCp, community, CCh, EA, NE, Landowner(s), HE, RNLI	2018
IV2/CCp	Local management planning	CCp	Develop an adaptive master plan for the area and the communities to allow and encourage adaptation.	CCc, CCh, EA, Community, NE, Tourist Board, EA, Landowner(s), HE, RNLI	2020 onwards
st2/CCc	Coastal management strategy	CCc	Develop, based on 33/INV2/CCp, a programme of potential coastal management practices for the areas.	CCp, CCh, EA, Community, Tourist Board, NE, EA, Landowner(s), HE, RNLI	2020 onwards

Nationally Designated

Development proposals within or outside an SSSI or Marine Conservation Zone which would be likely to adversely affect the site (either individually or in combination with other developments) will not be permitted unless the benefits of the development, at this site, clearly outweigh both the adverse impacts on the site and any adverse impacts on the wider network of SSSI and Marine Conservation Zones.

Locally Designated

Development likely to adversely affect features locally designated sites of biodiversity or geodiversity interests will only be permitted where there are no suitable alternative sites, impacts are unavoidable and there is full provision for habitat re-creation and management.

Biodiversity Action Plan species and habitats (BAPs)

Adverse impacts on Biodiversity Action Plan habitats and species, Species of Principle Importance under the Natural Environment and Rural Communities Act (NERC) (2006) and Red Data Book must be avoided wherever possible. If adverse impacts are not avoidable they must be conserved and protected through mitigation, compensation and enhancement measures.

- Cornish hedges are an integral part of the landscape and are commonly found on development sites. They are also a Biodiversity Action Plan habitat and it is very important they are retained in a sustainable manner on development sites.

Ancient woodland and veteran trees

Development must avoid the loss or deterioration of ancient woodland and veteran trees, unless the need for, or benefits of, development on that site clearly outweigh the loss. Any losses must be mitigated for by the planting of young trees of a similar type within the site.

Protected Species in Cornwall

- The developer must comply with protected species legislation whilst carrying out the development.
- Provide adequate information about important species, habitats and geological features, and appropriate design solutions, must be provided by applicants when submitting planning applications.

Species that can be found in Cornwall that are European Protected species:

- ❖ Bats
- ❖ Dormice
- ❖ Otters
- ❖ Barn Owls
- ❖ Western Rustwort
- ❖ Shore Dock
- ❖ Water Voles
- ❖ Sand Lizards
- ❖ Smooth Snake

The developer should factor in timescales for any protected species licenses that are required into the development timetable.

Enhancement

In order to deliver ecological enhancement across Cornwall all new residential units will now be required to provide either a bat or bird box/brick within the structure of the building or within the site boundaries on non-built features if this is not possible. For developments of two or more houses every other building needs to have a bee brick built in as well as the bat and bird boxes.

All post-development fences on site to have holes of at least 13cm diameter to allow the passage of hedgehogs and other small mammals, reptiles and amphibians.

7.1.10 National Planning Policy Framework (March, 2012)

Although not Newquay specific, it identifies areas of development that have to be considered in relation to planning.

Protecting Green Belt Land

- The main aim is to prevent urban sprawl by keeping land permanently open.
- Should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.

Meeting the challenge of climate change, flooding and coastal change

- Local Plans should take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed.
- Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

Conserving and enhancing the natural environment

The planning system should contribute to and enhance the natural and local environment by:

- Protecting and enhancing valued landscapes, geological conservation interests and soils;
- Recognising the wider benefits of ecosystem services;
- minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
- preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability;
- remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

1.4 Community Led Strategies and Consultation

7.1.11 Newquay Town and Parish Plan 2010

The five favourite specific places/sites in Newquay and surrounding area were identified as (statistics based on 1,106 respondents):

- Gannel (461)
- Fistril (417)
- Trenance (417)
- Harbour (379)
- Pentire (366)

For each of those sites the respondents were asked to say, briefly, how they would like to see those sites/areas developed (or not) in the future. There was a general need to retain favourite sites for the community and a general sense of managing them better and not developing them.

Commonly occurring words confirm a trend against the “development” of respondents’ favourite areas/sites:

- “Retain” (568)
 - “Keep” (481)
 - “Maintain” (260)
- (Statistics based on 1,037 respondents)

In addition, the complete phrase “no more development” occurred 77 times.

1.5 Parish Consultation

7.1.12 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- 195 respondents (70%) indicated that they value the natural environment and that it is a priority area for them.

7.1.13 Awareness Raising Events and Opportunities

There were a lot of interest in the natural environment (as well as open/green space) themes. Specific comment related to: extending the boundary along the Gannel where it backs onto the houses; and protection of Pentire’s landscape and open spaces (including East Pentire Headland Green, Esplanade areas; Gannel etc)

7.1.14 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

Of the 360 responses received:

- Almost 85% of respondents wanted the beaches to be protected in the Newquay area
- 73% of respondents wanted the Gannel to be protected in the Newquay area
- 67% of respondents wanted the harbour to be protected in the Newquay area.

7.1.15 Themed Survey – Environment, Landscape & Recreation (2016)

Valued Features/Assets

Residents were asked to indicate (from a list) what they valued about Newquay's environment and landscape on a scale of 1 (no value) to 4 (highest value). 285 of the 287 survey respondents answered this specific question. Features/assets suggested included: the Gannel Estuary; Beaches; undeveloped headlands; undeveloped coast; open countryside (inland); open amenity spaces; children's play areas; allotments; playing fields/sports pitches; cemeteries; bowling greens; South West Coast Path; footpaths; bridleways; heritage sites; dark night skies; and, peace and tranquillity.

- For each option the following were shown to be rated as having the highest value (score of 4) by over 65% of respondents - Beaches (84%); South West Coastal Path (77%); undeveloped headlands (76%); peace and tranquillity (71%); Footpaths (69%); heritage sites, features & buildings (69%) and The Gannel (68%).
- Open countryside was rated as 4 by 57% and dark skies by 56%.
- Those that attracted under 50% of responses for the highest value (score of 4) were: children's play areas (42%); allotments (31%); playing fields/sports pitches (47%); cemeteries (30%); bowling greens (27%); bridleways (42%).
- All options received over 62% when combining the two highest ratings (3 and 4).
- The feature/asset having the highest level of responses for the 'no value' option was bowling greens. 14% ticked this option. A further 23% rated them at value 2; 35% at value 3; and 27% at value 4. The next least valued feature/asset was allotments.

In terms of comments, it is clear that the environment is a valuable resource for leisure pursuits (e.g. walking, kayaking, tennis etc), visual impact and adding to quality of life in the area. Many commented on these features/assets in terms of them being important; special; priceless; beautiful; vital and needing protection from over development.

In relation to other features that people valued the harbour was a high priority as a stand-alone historic feature.

Wildlife

Important areas for wildlife were felt to be the Headland, Porth, cliffs and Gannel Estuary. Although other areas mentioned were woods, hedgerows, Trenance Gardens, Boating Lake and specific sections of the estuary/coast. Respondents felt more wildlife could be encouraged by taking preventative measures e.g. reduction in noise (such as speedboats on Gannel, litter reduction; more native/wildlife friendly planting schemes; green corridors between developments. Generally respondents felt that there were opportunities to increase wildlife in the valued areas such as the Gannel, coastline etc but also other suggestions received included the

need to plant by development to reduce flood risk and attract wildlife; also on the edge of the golf course and other areas.

Historic Sites/Buildings and Features

The most frequently mentioned sites/buildings or features were: Huers Hut, the Old Lifeboat Station; Barrowfields; Trenance Cottages; and the Headland. Others mentioned included: Victorian buildings; Fly Cellars. The point was made by a number of respondents that all historic features should be retained and protected.

Use of Open Spaces

Typical use of outdoor open space includes: surfing; swimming; walking; cycling; playing; sports; enjoyment; wildlife watching. Key locations include: Pentire; coast/cliff path; Fistril; boating lake; Barrowfields; Trenance Park; boating lake; Killacourt and sports centre.

Access to the Environment and Landscape

Parking charges and availability; lack of safe walking and cycling routes; paths not linked up; over development encroaching on routes; dog mess and litter – general lack of cleanliness and overgrown hedgerows on some routes; confusion over footpath routes; problems with disabled and pushchair access e.g. steps, width etc.

Problems due to lack of Infrastructure

In terms of roads problems mentioned included: lack of safe walkways/pavements and cycle paths were mentioned, as well as lack of on road cycle provision. Additionally other access problems included poor provision on footpaths for those with disabilities or prams; lack of disabled toilet provision; poor linkages between paths; lack of benches (some currently broken); and paths overgrown with nettles, weeds etc. The lack of parking availability was again mentioned – car parks extremely busy at peak times.

Reduction in Car Use

74% of the 262 responses to this question supported the principle of a reduction in car use. Suggestions to support this included: park and ride schemes with cheaper out of town parking available; permits; improved and affordable bus service; reduction in building to prevent an increase in parking problems; improved cycle/walking routes and possible bike hire. It was highlighted that the problem is exacerbated during the peak tourist times.

Important Walking Routes

Generally people wanted to be able to access the Gannel, beaches, headland, harbour, town and local points of interest (boating lake, gardens etc). It was felt that there should be better access into town from places like Treloggan, Trencreek, Trenance and Tower Road – as well as improved access through the town. Also access to Chester Road shops was suggested.

Bike Use

61% of 273 respondents indicated that they do not use a bike. Other than through choice, some respondents indicated that lack of bike use was due to feeling unsafe on the road, or lack of a good cycle network in the area. For those that use a bike they indicated that they cycle Route 32, at the sports centre, cycle routes and roads in and around the town/hinterland; Trenance, Gannel, Pentire, Camel Trail; tram way.

7.1.16 Household Survey (Autumn 2016)

The Landscape, Environment & Wildlife formed a big section of this questionnaire. 1885 household surveys were received back, however this equates to around 3084 individuals as households could enter up to 4 separate data entries on one survey (this figure isn't exact as some respondents did not answer all questions).

- 2952 out of 3063 respondents ticked 'yes' that they agree the exceptional landscape, coastscape and seascape should be conserved and enhanced. What was meant by enhance was questioned by a number of respondents.
- 2801 out of 3037 ticked that there should be a policy that asks developers to take into account the LLCA and direct development from sensitive areas.
- 2904 out of 3064 agreed that they should seek to improve conservation value in order to support thriving wildlife's to safeguard the culture and heritage of the parish.
- There was overall support for policies that refer to the shoreline management plan.
- 2936 out of 3066 said that a neighbourhood plan should seek to protect important public views and vistas by restricting development which may have a negative impact. Additional places mentioned include from the golf course; across Fistrall; the harbour; Whipsiderry; Towan head; Rialton Valley; Tolcarne; Huers Hut.
Those mentioned in the questionnaire include, views from and across; coast path, beach access, town; undeveloped headlands; of beach from Mount Wise; across the Boating Lake from Trenance Woodlands; of coast from Barrowfields; across Porth beach to Trevelgue head and Porth Island; across beaches, roads and coast path towards Watergate Bay and Tregurrian; from South West coast path back inland and out to sea; along the Gannel estuary; from Pentire head to Crantock beach.
- 2838 out of 3024 would support a policy that seeks to conserve and enhance areas of the undeveloped coast. *Including; Pentire head; Fistrall beach, dunes, golf course; Towan head and the Gizzle, Gannel Estuary; Whipsiderry to Watergate Bay and Tregurrian; Barrowfields to Lusty Glaze.*
- 2614 out of 2997 agree that smaller outlying settlements should be kept visually and spatially distinct (Watergate, Tregurrian).

- The majority of residents ticked that there should be policies to ensure that Newquay adapts to the effects of climate change as long as it doesn't detract from the beauty of the area.

7.1.17 Consultations – Public Events (June/July 2017)

There was huge support to protect all green spaces and coastlines from development as they are important for the community and the wildlife, specific places mentioned include; Pentire headland, Towan Head, the Gannel There is also a great deal of support to protect important views and vistas; Mount Wise gardens & car park area; coast path beyond and above Fistral.

“Development that opens up sea and other views and vistas should be encouraged”

There were a lot of positive thoughts towards the CCMA and stopping development on the coastlines. Island Crescent has been specifically mentioned as out of character, loss of green space and the possibility of a cliff fall.

7.1.18 Formal Consultation Period (Jan – Feb 2018)

The Development Management team in CC have advised that Policy HB1 (Habitats and Biodiversity – Barn Owls) is revised and expanded to make the policy more robust and give it more weight.

The CC Strategic Environment team have commented on the Coastal Change section and have suggested the justification text under policy CC3 - Drainage Management is slightly changed to avoid any error. They have also suggested that the term ‘buffer zone’ is replaced by either exclusion zones or CEV (whichever applies).

The Local Plan team have commented on E1 Safeguarding existing employment sites. It suggests that the text needs revising to be in conformity with the Cornwall Site Allocations Document (SADPD), because the way it is written currently overrides this document and appears to restrict development of the site (NQ-M1).

The Environment Agency were also supportive of a Coastal Change Management Policy and contributed much to the policy development.

The Forestry Team would like to suggest the inclusion of trees and hedges into the biodiversity and habitat section (currently no reference within the NDP).

Newquay Regeneration Forum (NGF) has listed some additions to environment policies:

- Views from Esplanade Road and Green towards Towan Head and across Fistral Beach and Bay.
- Views to and from the roads, beaches and public spaces around Newquay Harbour.

- Views to and from the beaches, roads and public spaces around The Island.
- Newquay Football Club Ground and Mount Wise should be included in EL4 Local Green Spaces
- Grass area to the East of the King Edward Crescent is not shown
- Esplanade Road Green to Lewinnick is not shown
- Towan Head – land side from the Old Lifeboat House to the Fly Cellars is not fully shown
- Landside fields of Porth Island are not shown
- Gannel North-side grassed areas from California Hotel to the Old Boat Yard are not fully shown as Local Green Spaces
- Map 1b omits existing foot/cycle paths in Pentire – from the end of vehicle access along Esplanade Road to Pentire Avenue – the entrance to the East Pentire Headland Car Park

1.6 Natural Environment Theme Conclusions

1. The undeveloped landscape is highly regarded by local people and whilst the undeveloped coast and the Gannel is recognised through local designations there is concern that these designations do not have enough weight to resist development and should therefore be reinforced and strengthened.
2. The South West Coastal Path important as a natural and economic resource.
3. Areas that will need investigating further in relation to policy development include: connectivity; retaining green space between developments; protection of specific areas and managing development/changes in residential areas that might impact upon the environment.
4. Historic buildings, sites and features area also very important to residents – there is a real wish to protect and enhance.
5. Overall the environment is valued by residents and there is a desire that this is protected and not adversely impacted upon.
6. Connectivity is an important element in enabling people to have appropriate access to this resource. Issues over access and meeting people's needs in terms of routes etc need to be fully considered.
7. There is a real concern over the impact of development; support has been shown to conserve and enhance the undeveloped coast, green corridors, views and vistas.

7.2 Other Key Points

This theme also links heavily to many other themes within this document e.g. design, recreation, economy, and housing.

8.0 Heritage

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.7 Cornwall Council Documentation

8.1.1 Cornwall Local Plan 2010-2030

The Cornwall Local Plan contains strategic policy 24 that requires *'development proposals should sustain the cultural distinctiveness of Cornwall's historic environment, by protecting, conserving and where possible enhancing Cornwall's historic environment and assets according to their international, national and local significance through the following measures: Designated and undesignated heritage assets and their settings, will be conserved, and where appropriate enhanced in a manner appropriate to their significance and expected to:*

- sustain designated heritage assets
- take opportunities to better reveal their significance
- maintain the special character and appearance of Conservation Areas, especially those positive elements in any Conservation Area Appraisal
- conserve and, where appropriate, enhance the design, character, appearance and historic significance of historic parks and gardens
- conserve and, where appropriate, enhance other historic landscapes and townscapes, including registered battlefields, including the industrial mining heritage
- protect the historic maritime environment, including the significant ports, harbours and quays.

The Specific objective relative to heritage identified for the Newquay & St Columb Community Network Area is as follows:

- Promote town centre regeneration in Newquay and St. Columb Major to, in particular, enhance the shopping offer and restore heritage assets

8.1.2 Cornwall Local Plan, Place Based Topic Paper: Newquay & St Columb Community Network Area (2013)

With regard to Heritage the emerging Local Plan Topic Paper identified the following table (Table 5).

Table 5: Heritage in Newquay

Heritage: This table will explore the evidence relating to the Heritage. Evidence that highlights issues relevant to the remit of the Local Plan (Policies for Places) specific to this CNA will be identified under 'Matters for the Local Plan to Address'. For Cornwall-wide issues please refer to the Topic Papers.		
Evidence & Policy Context	Key Points from Community Plans	Matters for the Local Plan to Address
<p>There are Conservation Areas at St Columb Minor (village now contiguous with Newquay), St Columb Major and St Mawgan. St Columb Major identified for heritage-led regeneration scheme.</p> <p>Possible new Conservation Area for historic parts of Newquay –likely to be focused around harbour area.</p>		<p>Protection of the natural, archaeological and built heritage of the area.</p> <p>Conservation Area Character Appraisals and Management Possible new Conservation Area for historic parts of Newquay –likely to be focused around harbour area (23). plans for St Columb Minor and St Mawgan are required.</p>
<p>Approach to be Taken:</p> <p>Objective 9 – PP8 1e - Restoration of heritage assets in the town;</p>		

8.1.3 The Restormel Borough Local Plan 2001-2011

As well as borough wide policy statements, the Restormel Borough Local Plan included a Building Conservation policy for Newquay (N2) which proposed “The historic area of Newquay including the Harbour, Central Square and Fore Street” as an Area of Great Architectural and Historic Value.

There was also a borough wide policy relating to standards for shop fronts. In terms of Newquay there may a link to the visual impact that shop fronts have on specific historic areas of the town.

8.1.4 Cornwall & Scilly Urban Survey – Historic Characterisation for Regeneration – Newquay April 2003

The report identified 11 character areas within Newquay as illustrated on Figure 4 and detailed in Table 6.

Table 6: CSUS Character Areas in Newquay

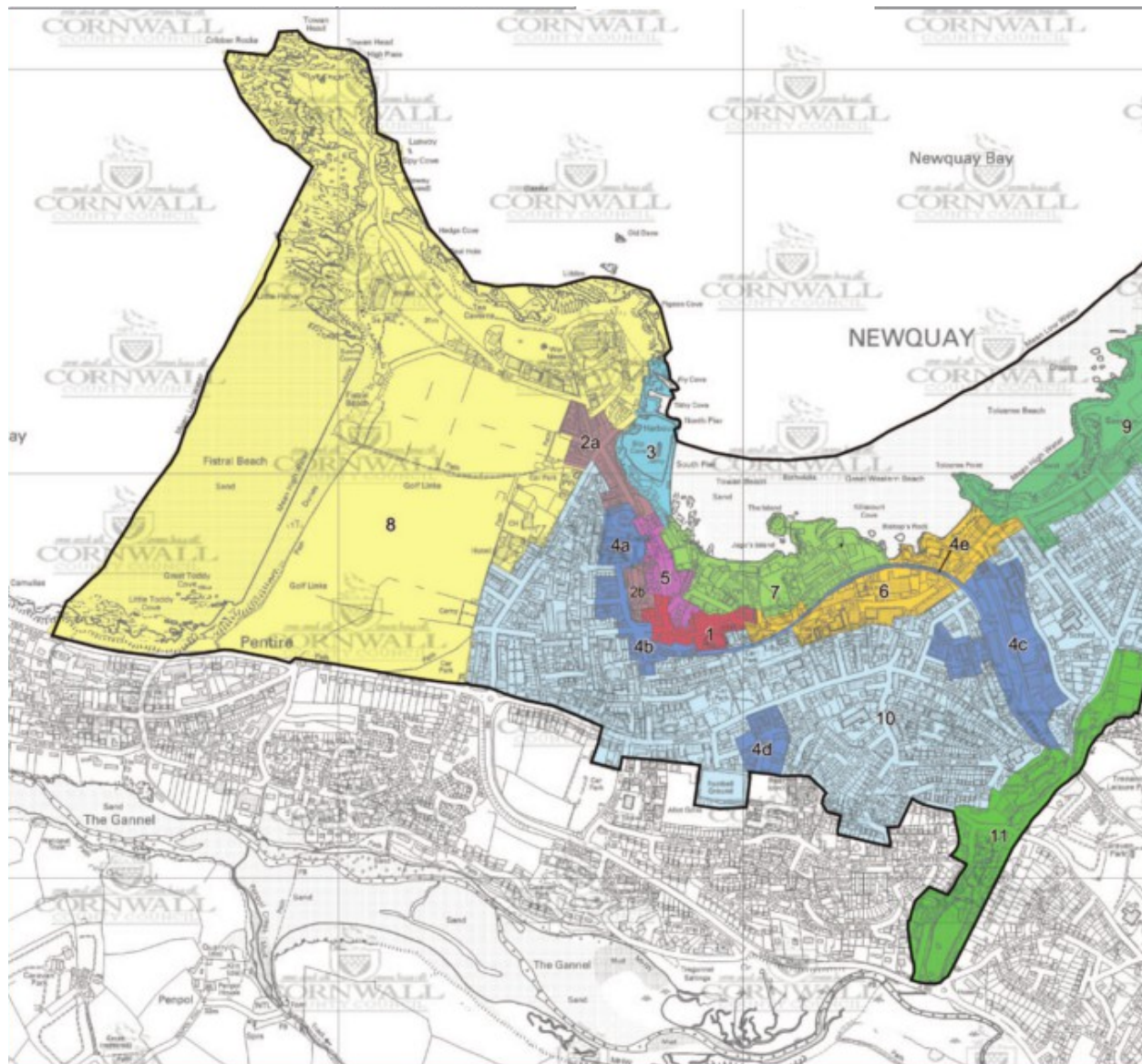
Character Area	Recommendations
<p>1. Central commercial core. The Central Square area is the historic heart of the town and its principal commercial area. It is the most densely urban area of the town, redeveloped in the late 19th and early 20th centuries. Its strong underlying urban form is based on a level, curving main street flanked by a diverse range of towering high quality historic buildings notable for their ostentatious design, detailing and surface decoration.</p>	<ul style="list-style-type: none"> • Redefine the primacy of the area within Newquay's urban hierarchy • Enhance and develop focal places to create a sense of arrival and strengthen the identity of the town centre • Increase permeability through the enhancement of available north-south routes • Recognise and respect the quality of the built environment, public realm rationalisation • Capitalise on the surrounding natural environment
<p>2. Harbour-related residential area. The harbor related residential area evokes the character of the pre-urban fishing community. Its domestic architecture includes 18th century and possibly earlier pre-urban stone cottages. Later 19th century and early 20th century cottage rows and stone terraces stand side-by-side with the larger sea-facing residences of the early holiday visitors. Modest detailing and restrained use of colour bring the area alive and provide a 'sea-side' atmosphere, as does the semi-exotic planting of the raised front gardens. The Red Lion marks an important area linking the town with Fistral beach and the harbour.</p>	<ul style="list-style-type: none"> • Enhance the Red Lion roundabout and forecourt • Maintain the built environment and retain historic architectural details • Reduce vehicular : pedestrian conflict
<p>3. The harbour. The harbour forms a secluded and sheltered, inward looking space set apart from the surrounding bustle of the town. The cliff face and rubble revetment wall surrounding it on the landward side provides a strong sense of enclosure, extended by the overlooking properties of Fore Street and Dane Hill. It is still a working environment, with a fishing fleet of brightly coloured boats and collections of lobster pots and plastic crates stacked along the pier arms. The built environment is a mix of robust stone - built historic structures and more temporary timber</p>	<ul style="list-style-type: none"> • Raise the profile of the harbour • Improve the harbour's accessibility • Enhance the public realm • Increase the vitality of the harbour • Explore the potential for interpretation opportunities

framed buildings.	
<p>4. Industrial area. Several dispersed areas retain an industrial character, mostly linked to the workings of the harbour and the mineral tramway but also to mining and municipal service provision.</p> <p>Characteristics of this area include large scale buildings and land plots. Surviving features relating to former industrial use include enclosed courtyards and upper floor loading doors.</p> <p>Some areas have experienced erosion through demolition or underdevelopment, resulting in a substantial loss of urban grain.</p> <p>The route of the mineral tramway continues to provide an important link between the town centre and the railway.</p>	<ul style="list-style-type: none"> • Reinstate character and quality • Enhance the public realm • Enhance the route of the former mineral tramway
<p>5. Secondary commercial - west. This area is a transitional zone between the commercial core and the harbour-related residential area. Now in secondary retail use, structures are of a residential scale but retain high levels of architectural detailing. Roads, pavements and plot widths are wider than in the densely packed commercial core and sea views are provided by breaks in the streetscape. There are a number of good surviving historic shop fronts and architectural details such as iron railed balconies. Later 20th century suburban-style buildings and 'stage-set' shop fronts mask the quality of the surviving historic environment.</p>	<ul style="list-style-type: none"> • Recognise the quality of the surviving historic buildings and shop frontages – repair and reinstate • Implement the shop front design guide recommendations • Improve the public realm – review and rationalize street 'clutter' • Reinstate enclosure along Fore Street • Enhance Beach Road and Gover Lane – key approaches to the beach area
<p>6. Secondary commercial - east. An area dominated by the bustling secondary commercial activity of the town. Although many of the buildings are good quality historic terraces, unsympathetic ground floor retail conversions, shop fronts, advertising signage and segregated display forecourts dominate the character of the streets and obscure the surviving</p>	<ul style="list-style-type: none"> • Creation of a town square, closely integrating the urban core with the Killacourt and coastline • Recognise the quality of the surviving historic buildings and shop frontages – repair and reinstate • Implement the shop front design guide recommendations

high quality historic environment.	<ul style="list-style-type: none"> • Improve the public realm – review and rationalize street ‘clutter’ • East Street environmental improvements
<p>7. Towan promenade and Killacourt. This early resort expansion area is the part of town that best combines Newquay’s coastal location and urban development, with good interaction between the two elements. The built environment is well planned to take full advantage of the spectacular setting, with crescent streets providing good underlying urban form and successfully enclosing and defining key areas such as the Killacourt. Towan Beach provides a sheltered beach, with Jago’s Island and suspension bridge forming one of the town’s best known features.</p>	<ul style="list-style-type: none"> • Recognise the quality of the surviving historic buildings and shop frontages and treat sympathetically • Enhance the Killacourt and use it to better link the town’s urban core and its coastal setting • Potential for enhancement of Towan promenade
<p>8. Towan Head and Fistral Beach. Towan Head and Fistral include some of the iconic landmarks, amenities and coastal landscapes that help define Newquay. The area is designed on the grand scale with expanses of open coastal land, landmark hotels, internationally renowned beaches, early golf links and large residential villas. It forms a key area in the distinctive interplay between the town’s built environment and its spectacular natural setting.</p>	<ul style="list-style-type: none"> • Recognise the quality of the surviving historic buildings and treat sympathetically • Fistral beach improvements provide the exciting opportunity for an iconic 21st century building for the town • Conversion/redevelopment of the Westward Ho! Hotel • Continue enhancement of the public realm
<p>9. Narrowcliff and Barrowfields. Cliff top development along Narrowcliff marks the eastern limit of the town’s historic extent. This area is dominated by large hotels with a number of surviving reminders of former private villa residences. The promenade above Tolcarne beach affords spectacular views in all directions. Many former villa front gardens are now used for hotel forecourt car and coach parking. The Barrowfields, one of the town’s surviving open grassland areas, provides a clear break in development between the historic urban core and the outlying</p>	<ul style="list-style-type: none"> • Barrowfields enhancement and improved interpretation • Recognise the quality of the surviving historic buildings and treat sympathetically • Enhance property forecourts • Enhance the Narrowcliff promenade

settlements of Porth and St Columb Minor.	
<p>10. Residential area. A predominantly residential area defined by its loose grid plan form and close-set terraces. Properties step up the sloping topography of Mount Wise. The terraces have considerable architectural detailing with projecting bay windows, balconies, porches and gabled dormers common features. Situated close to the commercial core, an area of large plots, civic buildings and car parks is defined. Soft landscaping is provided by the enclosed front gardens and green spaces and street trees are important features of the area.</p>	<ul style="list-style-type: none"> • Provide a framework for major redevelopment proposals for the car park areas on Mount Wise • Streetscape maintenance and enhancement • Retain historic architectural details and front garden enclosure
<p>11. Trenance Park. The sheltered Trenance Valley provides the picturesque setting for a 'sub-tropical' park with gardens, boating lake, streamside walks and leisure and sports facilities. The Trenance railway viaduct crosses the valley and forms the focus of some stunning views, amid the mature trees.</p>	<ul style="list-style-type: none"> • Conservation repair and reuse of the 'Heritage Cottages' • Continued enhancement of the public realm

Figure 4: Newquay Character Areas from the 2004 CSUS Study



8.1.5 Newquay Shopfront Guide (2004)

The Aims and Objectives of the Guide which was adopted the supplementary planning document to the Restormel Borough Local Plan is too:

- Arrest the visual deterioration of the towns shopping streets
- Encourage innovation and imagination combined with quality
- Improve access
- Improve the vitality, quality and success of the town centre

The document provides specific guidance on design approaches and principles to traditional, modern shop fronts, including signage and security.

8.1.6 Cornwall Shopfront Design Guide: Appendix 2 Newquay (April 2017)

Newquay town centre has a vibrant and colourful seaside character (beach and surfing shops, streetside cafes, restaurants, gift shops and amusement arcades, pubs and clubs) but its commercialisation is overlaid on an important historic townscape.

Historic Environment

There are many examples of Edwardian and Victorian style buildings with quality design and decoration above fascia level.

Design principles:

(1.1.1.a) *Valuing and conserving the historic environment will ensure Newquay's culture and distinctiveness can be restored to pride of place. We should ensure there is no further loss of historic fabric and a concerted programme of restoration where we can find evidence.*

(1.1.1.b) *Do not remove any further evidence of historic shopfronts. These are really valuable and should be used to reinstate a really attractive shopfront or incorporated as a feature in a new shopfront.*

Examples include:

- Decorative brickwork and masonry
- Faience and terracotta
- Cast iron

Conservation principle:

There are sufficient heritage assets in the central part of Newquay to warrant the designation of a conservation area. This would bring more protection, improve future design quality and could support funding bids.

Seaside character

More needs to be done to restore some of the Victorian and Edwardian shopfronts as well as keeping the seaside character.

- Routes to the sea are especially important.

1.1.1.a) *Wherever possible, restore the original shopfront pilasters, console brackets, cornice and fascia to create a strong frame for artistic colourful and contemporary shopfront displays.*

1.1.1.b) *Celebrate the town's distinctive seaside, surf and holiday destination character, but do not detract from other elements that have an equally important role to play, such as heritage, architectural quality, arts, crafts, a tidy environment and good accessibility.*

Signs

1.1.1.a) *Ensure signage enhances the shopping environment and the buildings they are fixed on. Avoid using large box signs that often hide or disregard the architectural design.*

Outdoor seating

a) *Put a simple well-designed edge or enclosure around the seating.*

- b) *Use good quality furniture*
- c) *Make the seating areas accessible for buggy's and wheelchairs*

Place making: buildings and spaces

Develop co-ordinated place making improvement projects to enable the private and public sector to work together to bring about a transformation to some of the great spaces and buildings in the commercial heart of the town.

8.1.7 NDP Boundary Designation Comments

English Heritage confirmed that they had no objection to the designation, and that information and guidance available should be used to inform Newquay's work relating to heritage.

8.1.8 Planning Applications – Town Council Planning Committee Issues

Signage

The Town Council tends to support signage subject to consideration of the lighting effect – often requesting that lighting is switched off when premises not in use. Recent application for neon lighting/signage has not been supported by the Town Council. The applications are generally approved at the planning stage, some of these with lighting conditions, others without.

8.1.9 National Planning Policy Framework (March, 2012)

Conserving and enhancing the historic environment

Should provide positive strategy for the conservation and enjoyment of the historic environment.

Local planning authorities should take into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness;
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

8.1.10 Silvanus Trevail Society, 2014

The following information has been taken from the Silvanus Trevail Society's website and is a checklist of all Silvanus Trevail Buildings in Newquay, Cornwall. It is possible that more information will come to light regarding buildings which may have Trevail attribution.

- a) *Churches and Chapels designed or renovated by Trevail*
 - 1) Newquay Congregational Chapel (1888), burnt down 1924
- b) *Domestic Buildings and Outbuildings*
 - 1) Newquay, Fistral Building Estate (1881 & 1894) not implemented
 - 2) Newquay, Porth Veor Estate (1881) not implemented

- 3) Newquay, Tolcarne Estate (1883) partly built
 - 4) Newquay, 'Bon Air' (1900) **demolished 2003**
 - 5) Newquay, Fistril Road terrace (1896) **demolished 2007**
 - 6) Newquay, new road to Fistril Beach (1891)
 - 7) Newquay, Gover Road (Lane?) improvements (1891)
 - 8) Newquay, 'Lamorna' (1891) converted to apartments
 - 9) Newquay, 'Pentowan' (1880) converted to apartments (2004)
 - 10)10) Newquay, 'Porth Veor' (1879), former Stephens' family home, now a hotel
 - 11)11) Newquay (1876), pair of semi-detached houses (not found)
 - 12)12) Newquay (1894) residence (not found)
- c) *Commercial Buildings – shops, warehouses and banks*
- 1) Newquay, Cornish Bank (1894) demolished (?) 1913
 - 2) Newquay, Devon and Cornwall Bank (1900) now retail premises
- d) *Hotels*
- 1) Newquay, Great Western Hotel (1879) (now extended and unrecognisable)
 - 2) Newquay, Atlantic Hotel (1892)
 - 3) Newquay, Headland Hotel (1900)
- e) *Recreational*
- 1) Newquay Recreation Ground (1892) not developed at the time

1.8 Community Led Strategies and Consultation

8.1.11 Newquay Town and Parish Plan 2010

No specific points with regard to heritage were identified through the Town and Parish Plan.

1.9 Parish Consultation

8.1.12 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- 110 (40%) felt heritage to be a priority.
- 86 (31%) indicated shop fronts were a priority issue.

8.1.13 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

- 67% of respondents wanted the harbour to be protected in the Newquay area.

8.1.14 Themed Survey – Environment, Landscape & Recreation (2016)

Valued Features/Assets

Residents were asked to indicate (from a list) what they valued about Newquay's environment and landscape on a scale of 1 (no value) to 4 (highest value). 285 of the 287 survey respondents answered this specific question. Features/assets suggested included: the Gannel Estuary; Beaches; undeveloped headlands; undeveloped coast; open countryside (inland); open amenity spaces; children's play areas; allotments; playing

fields/sports pitches; cemeteries; bowling greens; South West Coast Path; footpaths; bridleways; heritage sites; dark night skies; and, peace and tranquillity.

- 69% rated heritage sites, features & buildings as a 4 (highest value) and a further 21% rated it as 3. Only 10% rated it as little or no value (2 or 1 rating).

8.1.15 Household Survey (Autumn 2016)

544 respondents out of 1885 commented on the question, 'are there any built heritage assets that you believe warrant special care when determining planning applications that may affect them?'

- Specific places that have been mentioned include; Huers Hut, Harbour, Barrowfields. Porth Island, Headland Hotel, Churches, Coasts and Iron Age sites.
- Old, historic buildings, specifically Edwardian, Victorian that have architectural interest.
- High street building facades and period features.

8.2 Heritage Theme Conclusions

1. The CSUS Study is an in-depth and valuable resource that has assessed and identified recommendations for the historic areas of Newquay. There is the opportunity to update this document and support through the Neighbourhood Plan
2. The Shopfront guide as an additional valuable resource that could benefit from a refresh and potential application through a Neighbourhood Plan policy.
3. There remains concern that the heritage qualities of Newquay are being lost through development. Unless there are specific elements identified through the NP process then the main policy elements will relate to those mentioned above.
4. Generally built heritage assets do warrant special care when determining planning applications, including; Huers Hut, Harbour, Churches, Iron-age sites, building facades and period features.

8.3 Other Key Points

This theme is also a key feature in the Design section.

5.

9.0 Housing and Affordable Housing

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.10 Cornwall Council Documentation

9.1.1 Cornwall Local Plan 2010-2030

The Specific objective relative to housing identified for the Newquay & St Columb Community Network Area is as follows:

- Enable new housing to meet need, particularly affordable housing, and accompanying key infrastructure

As the main settlement with good employment and transport provision, Newquay will be required to accommodate the majority of those dwellings. Co-ordination will be needed amongst the remaining parishes within the CNA to ensure that housing needs are met.

Policy 6 of the Cornwall Local Plan requires

'new housing developments of 10 dwellings or more should include a mix of house size, type, price and tenure to address identified needs and market demand and to support mixed communities. Proposals should seek to:

1.1.1.a.i.1.

- *Address need and demand* for both affordable, market housing and starter homes including self-build and custom-build housing; and;
- Use local evidence of the need and demand for specific types, tenures and sizes of housing to *contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; and*
- *Respond to the requirements of a changing population* and of particular groups in the community, by increasing the supply of accessible and specialist housing (including ground floor flats, flats with lifts and bungalow accommodation) which is able to meet people's needs throughout their lifetimes based..'

Policy 8 of the Cornwall Local Plan relates specifically to the delivery of affordable housing and outlines that:

'All new housing schemes within the plan area on sites where there is a net increase of more than 10 dwellings or where dwellings would have a combined gross floorspace more than 1,000 square metres (not including

replacement dwellings) must contribute towards meeting affordable housing need.'

For Newquay the target level is for 35% affordable housing provision and the target provision being 70% rented homes and 30% intermediate housing.

The Newquay and Quintrell downs area is expected to deliver a total of 4,400 homes within the plan period. Although this plan only covers Newquay Parish (Quintrell is in Colan parish), it is difficult to split the allocation by parish. Newquay and Quintrell are on target to deliver all of the allocated housing requirement and more besides.

9.1.2 Newquay Town Framework (March 2016) and emerging Allocations Development Plan Document

The Town Framework and Allocations DPD have identified Housing growth represents a key strand of the overall strategy for Newquay, as it will support the economic growth aspirations for the town and the Enterprise Zone.

The March 2016 version of the Town Framework comments that 'whilst there are some opportunities for the development of sites within the existing urban area, the strategic growth opportunities fall to the outskirts of the town. Principally, Newquay's growth will be delivered through a significant urban extension to the south-east of the town, often referred to as the Newquay growth area. The growth area is made up of allocations and permitted development, delivering a well-integrated addition to the town containing housing, employment space and infrastructure that will alleviate some of the congestion issues, as well as provide a key route towards the Aerohub.

The growth and regeneration of Newquay needs to be delivered sensitively, ensuring the special environment surrounding the town is protected and enhanced where possible. Furthermore, new development is also expected to make a positive contribution to the wider regeneration aspirations, through the delivery of higher design standards; new services and facilities that the new and existing residents can utilise; as well as creating the necessary connection to fully integrate it within the existing community.

Critical to the successful implementation of the proposed growth will be the enhancement of Newquay's infrastructure; this relates to transportation, green infrastructure, education etc. One critical piece of infrastructure is the delivery of the 'Newquay Strategic Route', which runs through the Newquay Growth Area, including the site allocations; this will alleviate highway impacts from the proposed growth, as well as delivery transport links for the Aerohub'.

The Allocations DPD continues

The Cornwall Local Plan has set a growth target of 4,400 dwellings for Newquay, which will be delivered over a 20 year period (2010-2030). Table 7 sets out current and anticipated delivery against this target:

Table 7: Newquay Housing Delivery (source: CC DPD document)

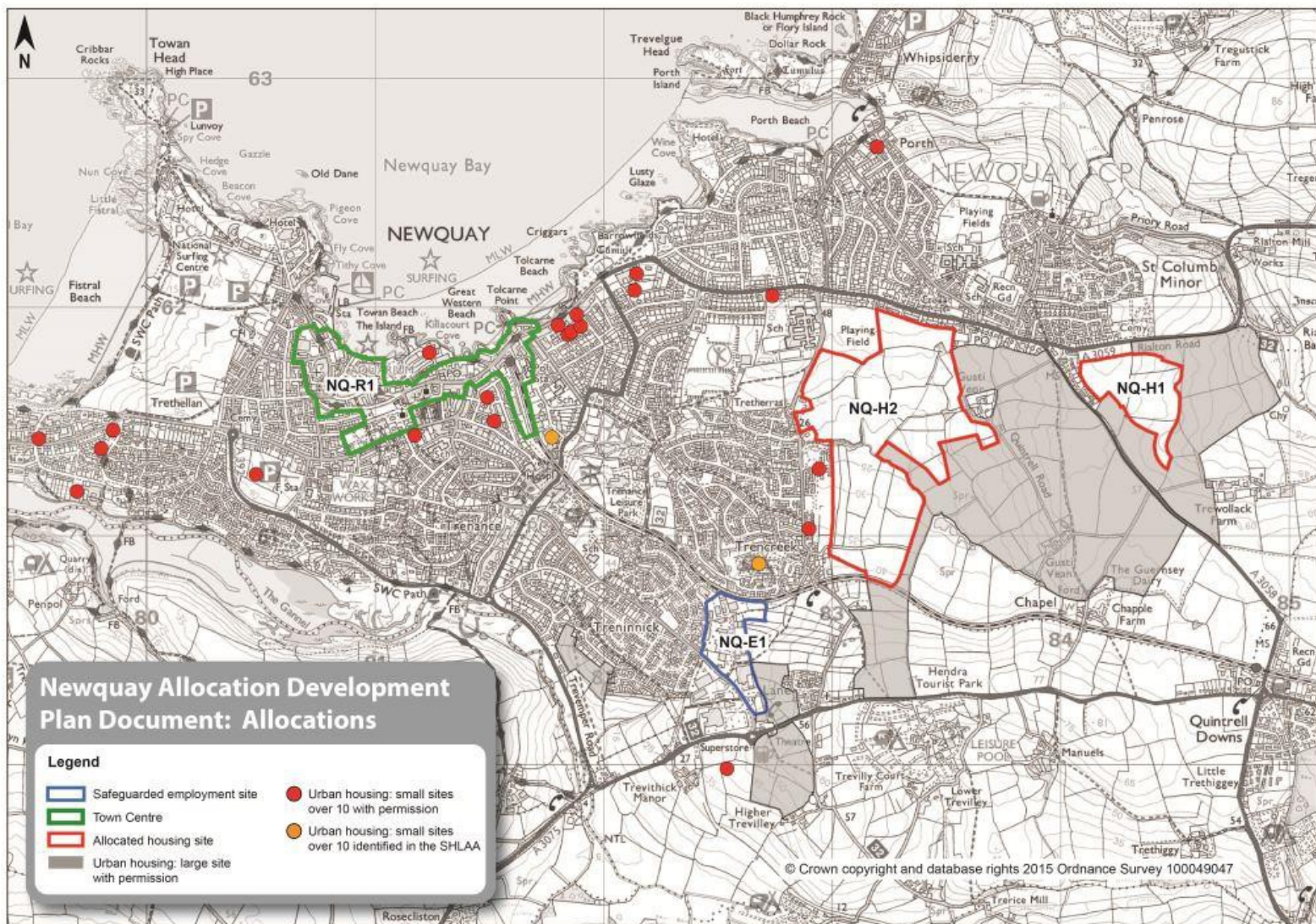
Target	4,400
<i>Net Completions (Apr-10 to Mar-15)</i>	842
<i>Net Extant permissions (at Mar-15)</i>	2,748
<i>Net windfall projection</i>	600
<i>Net additional urban capacity</i>	182
Residual Target	31

It is indicated that permitted development, together with projected development of other small sites within the urban area, will deal with the vast majority of the targeted growth. Despite this, two sites have been allocated, as residential focused mixed use sites that form part of the wider 'Newquay Growth Area', Rialton (Nq-H1) and Gusti Veor (Nq-H2). These sites represent logical future development areas and will help to deliver key infrastructure to enable the proposed housing and economic growth within the Plan period to be delivered.

Rialton (Nq-H1) forms part of the master planned area for 'Nansledan' and there are already permissions to the east, west and south of the site. It represents a natural location to deliver further housing. The site will deliver the eastern arm of the Newquay Strategic Route between Rialton Road and Quintrell Road. This is critical to alleviating traffic impacts associated to the proposed and permitted growth and delivering the aspirations of the Newquay Aerohub.

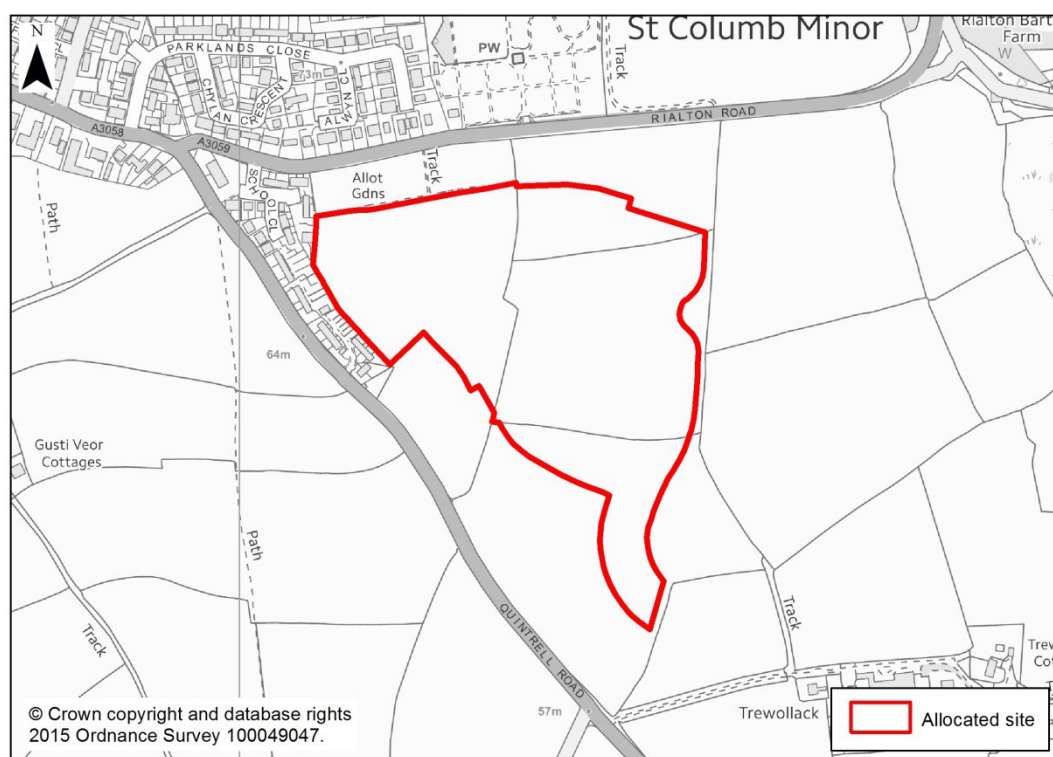
Gusti Veor (Nq-H2) also represents a natural expansion area for Newquay, with permitted housing development to its east and existing build development to the west. The site will provide the western arm of the Newquay Strategic Route, which is critical to overcoming capacity issues at Trencreek.'

Figure 5: Allocations Proposed for Newquay in the merging Development Plan Document



Newquay's Allocations

Policy NQ-H1	Rialton: Newquay Growth Area
Site area: 11.25 hectares	Allocation: Housing site comprising approx. 315 dwellings and part of the Newquay Strategic Route



Additional Requirements & Considerations:

A residential development delivering approximately 315 dwellings. The mix of housing should include at least 5% self and/or custom build dwellings; at least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)

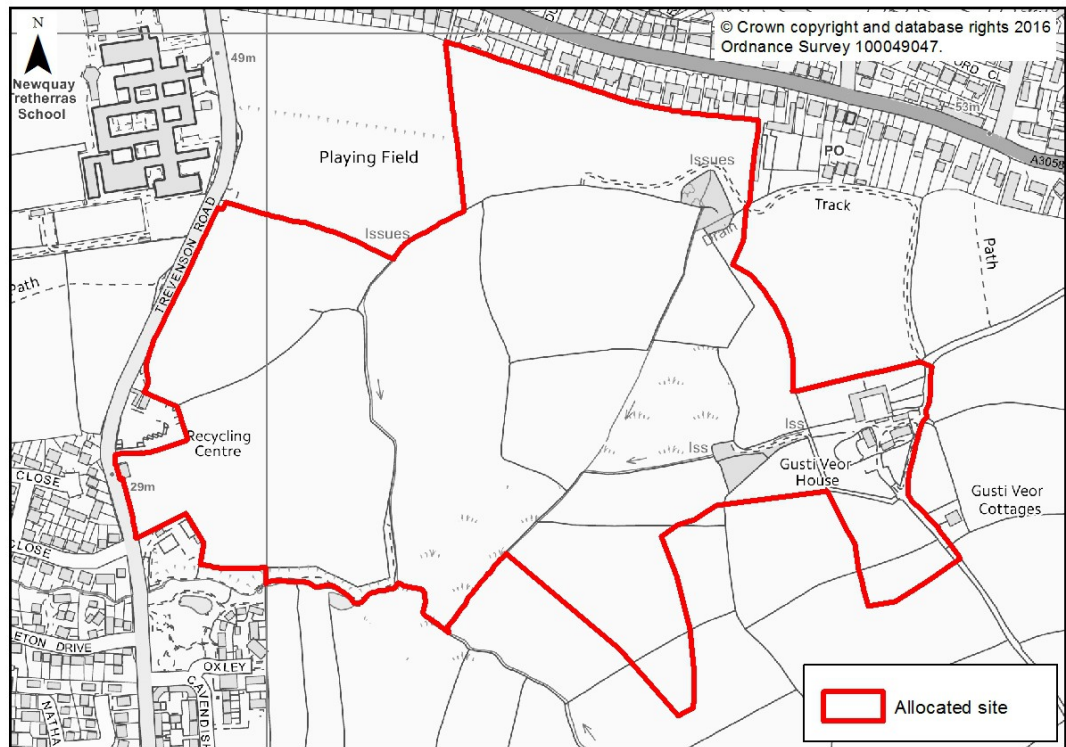
The site must deliver part of the Newquay Strategic Route in line with the permitted scheme that runs through the site (PA13/02307)

42.7sqm of public open space per dwelling should be provided on site, in line with the Green Infrastructure strategy and the minimum size thresholds; unless it can be demonstrated that higher than average levels of open space are being provided on adjacent sites within the Newquay Growth area, in which case an equivalent offsite contribution to the upgrade of these facilities will be permitted

The layout of the site should ensure it is appropriately integrated with the surrounding permitted development: Land East of Quintrell Road (PA14/09346)

Planning permission for the development of only part of the site will be granted only where it is in accordance with a masterplan / concept plan for the entire site.

Policy NQ-H2	Gusti Veor: Newquay Growth Area
Site area: 35 hectares	Allocation: Housing site comprising approx. 860 dwellings and part of the



Additional Requirements & Considerations:

A residential site delivering approximately 860 dwellings

The mix of housing should include at least 5% self and/or custom build dwellings; at least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)

The site must deliver part of the Newquay Strategic Route in line with the permitted scheme that runs through the site (PA13/02307)

42.7sqm of public open space per dwelling should be provided on site, in line with the Green Infrastructure strategy and the minimum size thresholds; unless it can be demonstrated that higher than average levels of open space are being provided on adjacent sites within the Newquay Growth area; in which case an equivalent off site contribution to the upgrade of these facilities will be permitted

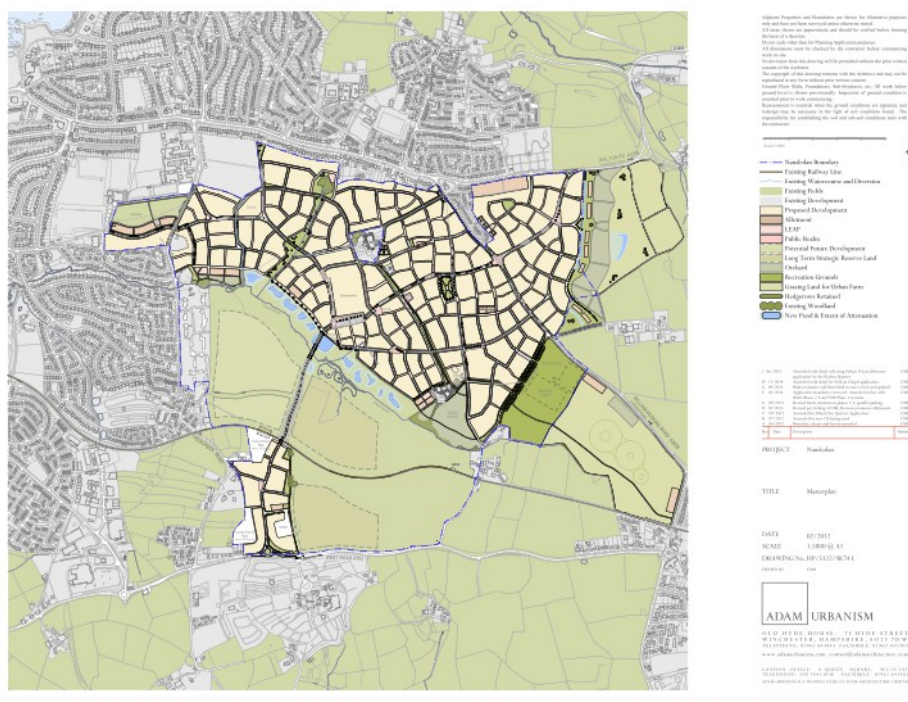
The layout of the site should ensure it is appropriately integrated with the surrounding permitted development including: Land at Chapel Gover (PA15/04171); Land of Quintrell Road (PA12/09350); Land at Quintrell Road (C2/07/01830)

The southern tip of the site is within a Flood Zone 3b area; no build development should be placed within the section of the site.

Planning permission for the development of only part of the site will only be granted where it would be in accordance with a masterplan / concept plan for the entire site

9.1.3 Duchy of Cornwall Masterplan

The Masterplan has been adopted as a material planning consideration and identifies a number of areas for growth to the east of Newquay.



The Duchy Developments planning applications submitted in 2013 for approximately 400 houses in the growth area were supported by Newquay Town Council. A further application in 2016 (PA12/09350) for a large development of 800 homes, supermarket and shops at Nansledan.

9.1.4 HomeChoice register

As of October 2014 there were 1090 people with a local connection to Newquay in housing need on the Councils HomeChoice Register. The number of people with a preference for Newquay was significantly higher at 2,499. Due to social trends and people living longer it is resulting in a continued reduction in average household size; in particular the aging population is making a significant contribution to the number of single person households. This means a number of new homes will be needed just for the existing population moving forward.

9.1.5 Community Network Profile (Sept 2014)

The total population of the CNA is stated as being 26,612 (Census 2011). The population of Newquay town is 20,342 (Census 2011). Between 2001 and 2011 the overall population growth is recorded as 6.2%, compared to 6.6% across Cornwall.

1,231 households live in social rented housing in the Newquay and St Columb CNA which is lower (10.8%) than the Cornwall average (12%). 7,387 homes are owned or shared ownership (64.9%) compared with 69.6% average in Cornwall.

5.5% of people in the Newquay and St Columb Community Network live in a highly deprived area (in the top 20% most deprived in England) compared with an average of 9.8% across Cornwall.

The CNA has 20.3% of households without access to a car, above the 17.3% average across Cornwall.

9.1.6 The Restormel Borough Local Plan 2001-2011

The Restormel Borough Local Plan incorporated, as to be expected, a whole raft of policies relating to housing development. Some of these (e.g. agricultural workers dwellings and exception sites for affordable housing) will be covered in some format within the CLP. Policies deemed to warrant further investigation and research to establish if covered sufficiently within CLP or if relevant to the NP work included:

- Development Envelopes (Policy 3);
- Residential accommodation (policy 44);
- Protecting holiday accommodation (policy 63);
- Conversion of large houses (policy 65);
- Unidentified housing sites (policy 72);
- Houses in multiple occupation (policy 73)
- Development outside development boundaries (policy 76)

9.1.7 The Strategic Housing Land Availability Assessment January 2016

The current sites listed in the SHLAA for the Newquay with Quintrell, and the wider Newquay & St Columb CAN are outline in the below tables.

Table 8: Newquay with Quintrell Downs SHLAA sites

Site Ref	Settlement	Site Location	Total Units	Units in Phase 2: 2020/21 To 2024/25	Units in Phase 3: 2025/26 To 2029/30	Units in Phase 4: 2030/31 Onwards	Source
S161	Newquay	Ace Group Premises, off Quarry Park Road	15	15			SHLAA2
Restormel 133	Newquay	Land adj Lane Theatre	23	23			SHLAA1
Restormel 142	Newquay	Land adj Lower Treviglas Farm	76	76	153		SHLAA1
Restormel 138	Newquay	Land adj St Columb Minor Church	328	175	165		SHLAA1
Restormel 134	Newquay	Land at Trencreek Meadows	340	175	48		SHLAA1
S021	Newquay	Land at Trevemper	223	175	33		SHLAA2
Site Ref	Settlement	Site Location	Total Units	Units in Phase 2: 2020/21 To 2024/25	Units in Phase 3: 2025/26 To 2029/30	Units in Phase 4: 2030/31 Onwards	Source

						wards	
S1303	Newquay	Land off Pentire Avenue. URPN 1135	208	175			SHLAA2
S190	Newquay	Land off St Columb Minor Glebe	60	60			SHLAA2
Restormel 135	Newquay	Land opposite Kings Head	15	15			SHLAA1

S266	Newquay	Land to Rear of at Morrisons Treloggan	22	22			SHLAA2
S469	Newquay	Land to west of Trevenson Road	800	175	175	450	SHLAA2
Restormel 109	Newquay	Manor Road/Mount Wise Car Parks	81	81			SHLAA1
Restormel 298	Newquay	Railway Station	48	48			SHLAA1
Restormel 452	Newquay	Trenance Court, Newquay	13	13			SHLAA1
Restormel 347	Newquay	Trencreek Caravan Park, Newquay	92	92			SHLAA1
Restormel 130	Newquay	Trevithick Manor Farm	461	175	175	111	SHLAA1
Restormel 299		Whipsiderry	24	24			SHLAA1
TOTAL			2829	1519	749	561	

Table 9: Newquay and St Columb CNA SHLAA Sites

Site Ref	Settlement	Site Location	Total Units	Units in Phase 2: 2020/21 To 2024/25	Units in Phase 3: 2025/26 To 2029/30	Units in Phase 4: 2030/31 Onwards	Source
S355	Mawgan Porth	Land opposite Wayside	14	14			SHLAA2
S514	St Columb Major	Barn Lane	24	24			SHLAA2
S251	St Columb Major	Land at Bospolvans	30	30			SHLAA2
S033	St Columb Major	Land at Carloggas Farm	52	52			SHLAA2
U0134	St Columb Major	Land north east of Pall, St Columb	37	37			SHLAA3
U0135	St Columb Major	Land off Penkernick Way, St Columb	27	27			SHLAA2
S191	St Columb Major	Land off St Columb Major Glebe	58	58			SHLAA2
S434	St Columb Major	Union Hill	39	39			SHLAA2
U0045	St Mawgan	Canakey, St Mawgan	40	40			SHLAA3
S294	Trenance	Land at Trenance	10	10			SHLAA2
TOTAL			331	331	0	0	

9.1.8 Planning Applications – New Developments

It is also important to note that some of these site fall outside of the boundary for the Neighbourhood Plan, but fall within the urban area of Newquay and Quintrell Downs as identified in the Cornwall Local Plan.

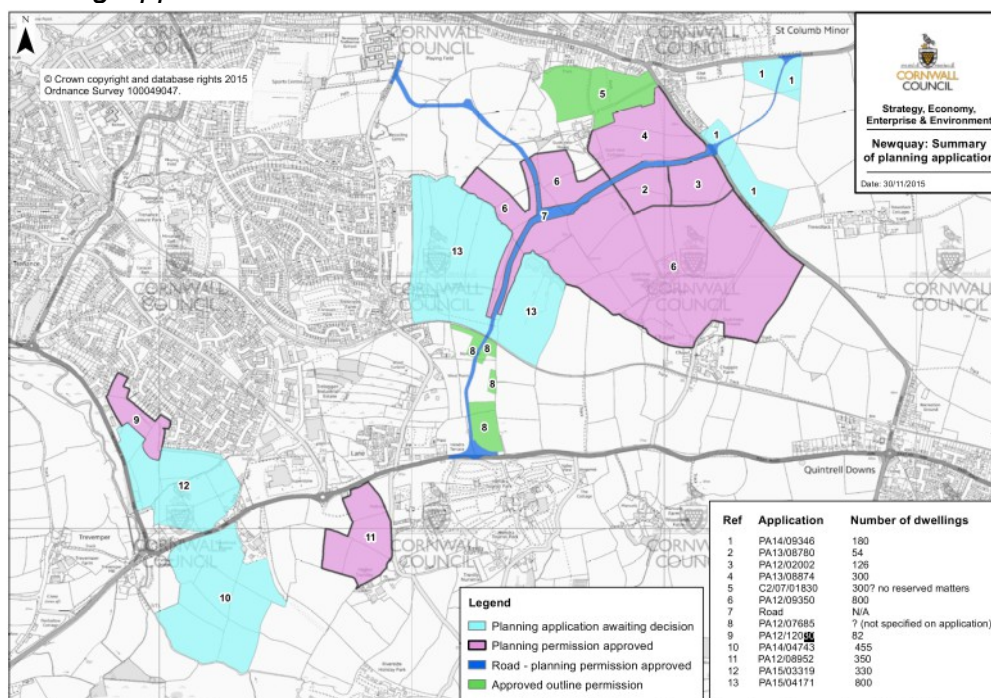
These are listed as below and are show on the attached plan.

Table 10: Planning Applications

Ref	Application	Number of dwellings	Status (as 4/04/2018)	Comments
1	PA14/09346	180	Approved with conditions 11/05/2017	
2	PA13/08780	54	Approved with conditions 19/02/2015	
3	PA12/02002	126	Approved with conditions 31/07/2012	Reserved matters application
4	PA13/08874	300	Approved with conditions 19/02/2015	
5	C2/07/01830	300	Now expired?	Outline with no reserved matters applications
6	PA12/09350	800	Approved with conditions 29/04/2015	
7	Road	N/A		
8	PA12/07685	N/A		Outline application for employment
9	PA12/12030	82	Approved with conditions 10/09/2013	Reserved matters application
10	PA14/04743	455	Approved with conditions 14/03/2017	
11	PA12/08952	350	Approved with conditions 07/08/2014	Outline and no reserved matters submitted
12	PA15/03319	330	Withdrawn	
13	PA15/04171	800	Awaiting Decision	

Figure 6 gives a visual representation of the planning applications above. However, please note that the map is dated November 2015 and will be replaced by NQ1 Newquay Strategy Map at completion of examination of the Cornwall Site Allocations DPD

Figure 6: Planning Applications



9.1.9 Planning Applications – Town Council Planning Committee Issues

Development of former Area of Special Character (ASC)

The Town Council has responded to a number of applications relating to development in former Areas of Special Character – most frequently in the Gannel Estuary, but also in Trenance Valley and Pentire Headland/Fistral Beach. In general, the Town Council has not been in favour of development in these sensitive areas

Below are a sample of these applications; the reason for the Town Council's objection and the result of the planning process.

Table 11 Examples of Applications in an Area of Special Character

APPLICATION AND TYPE OF DEVELOPMENT	Address	Details of Application and Town Council Planning Committee Response	Result of Application/ Appeal
Replacement of Corisande Manor by a block of flats 29/01/2010 APP/D0840/A/09/2109807	Riverside Avenue	Replacement of Corisande Manor by block of 30 flats OBJECTION: Development would damage special area Appeal was by a 3 day Tribunal and described in detail the damage already done to Gannel Estuary by development spilling down the slopes of the Gannel	Appeal Refused
Garden Development on banks of Gannel 28/09/2010 09/01327	Riverside Avenue	Development of a new house in a long garden leading to River Gannel OBJECTION: Development would damage special area Appeal Inspector noted further development would damage the open nature of the Estuary	Appeal Refused

Garden Development in ASC- Gannel Estuary 04/01/2016 PA15/11233	5 Riverside Crescent	SUPPORTED: Committee supported but wanted some assurance the landscaping would not interfere with the natural environment. The landscaping in the area needs to take into account that it is in an area of special character.	Approved on condition that landscaping plans be approved
DEVELOPMENT IN ASC- Gannel Estuary 30/11/2015 PA15/10073	Land south Of High Waters, Gannel Road	OBJECTION: Gannel Estuary Taking up valuable green space in sensitive area. In principle not supportive of development in this area.	Withdrawn
Development in ASC- Gannel Estuary 19/05/2014 PA14/03057	2A Riverside Avenue	OBJECTION: ASC, effect overpowering on the South West coastal path. Note: the proposal to build a sun house down the garden was withdrawn	CC approve after agreeing changes with developers
Development in ASC- Gannel Estuary 10/08/2015 PA15/06804	40 Pentire Crescent	Application on a Brown Field site with Planning permission to build a block of flats – with significant environmental harm by abortive works by previous owner OBJECTION: While replacement plans an improvement on existing permission, an additional house below the building line was not. Unsuitable for Area of Special Character, Earth Science Site, Wildlife corridor (Members of the public attended to object)	Compromise - developers withdrew lower house and would use sensitive landscaping restore the natural river side
Development in ASC – Pentire Headland/Fistral Beach 29/01/2016 PA16/000032 PREAPP	17 Esplanade Road	Replace a house on rough road with two blocks of flats overlooking Fistral Beach	Officer advised a breach of policy
Development in ASC- Trenance Valley 24/03/2014 PA14/00825	Trenance Lane	OBJECTION: ASC, losing a gap would unbalance the look. Subsequent site meeting with Ward member and Town Councillor reassured	CC approved
Development in ASC - Trenance Valley 12/10/2010 C2/09/01532	1-19 Trenance Court Trenance Lane	Demolition of existing apartment blocks and redevelopment of the site to provide a new purpose built 90 bed Care Home with associated access, parking and garden amenity space	Appeal dismissed

Cliff Edge Development

The Town Council objected to development of Paradise Cove Hotel, Alexandra Road, Pentire (application: 05/10/2015 PA15/08238) on the basis that it would be inappropriate development on a sensitive piece of coastline. Similarly, other development at Island Crescent caused concern to the Town Council and members of the public – as perceived as having an adverse impact on the visual impact of the area's open space; and concern over erosion of the natural cliff edge.

In 2016 evidence of local support for a cliff top protection policy (via an online facility) was gathered. The eventual signage was well over 1000 of local signatures. As well as the principle of such a policy, there were specific and incisive comments relating to specific areas such as Island Crescent/Trebarwith Spur.

News articles of rock falls within the parish are detailed below:

Tolcarne Cliff - <https://www.piratefm.co.uk/news/latest-news/2159040/photos-rock-fall-hits-busy-newquay-beach/>

Fly Cellars, Great Western/ Towan beach - <http://www.cornwalllive.com/news/cornwall-news/building-newquays-crumbling-clifftops-causing-954039>

Great Western beach April 2011/May 2016/August 2017 - <https://www.cornwalllive.com> › News › Cornwall News › Newquay

Lusty Glaze Beach March 2018 <https://www.cornwalllive.com> › News › Cornwall News › Newquay

Houses of Multiple Occupancy (HMO)

The Town Council is not generally supportive of changes of building use to HMOs but accept that there are not necessarily grounds to object to all applications. Some of the applications that have been discussed relate to residential dwellings but also the conversion of hotels (e.g. in Mount Wise). Recent objections by the Town Council have been based on concern over issues such as parking and possible social problems (if residential road of individual homes becomes largely HMOs) or loss of holiday accommodation – but the applications were successful at the planning application stage.

New Development in Tregurrian Hamlet

Planning Applications to build a new home on open space (The Frozen) was not supported by the Town Council. The Town Council argued that the hamlet was unsuitable for further residential development having no social or community features and in an area of AGLV. In 2016, an application was submitted by residents to register the open land as a common and protect it from development or land grabbing.

Residential Development in Gardens - “Garden Grabbing”

This practice whereby development takes place in the gardens of existing homes elicits strong feeling at the Town Council Planning Committee Meetings. Key elements that influence the discussions relate to visibility from the public realm; impact e.g. noise; and whether it is deemed to harmonise with the surroundings.

Below are a sample of these applications; the reason for the Town Council’s objection and the result of the planning process.

Table 12 Examples of Development in Gardens (“Garden Grabbing”) Applications

APPLICATION AND TYPE OF DEVELOPMENT	Address	Details of Application and Town Council Planning Committee Response	Result of Application/ Appeal
Development in Gardens 29/07/2013 PA13/05502	36 Pentire Avenue	Object: Replace garden with extra flats covered by sedum roof. CC quote: fails to reflect the current pattern of development in the local area, that of detached dwellings with private undeveloped traditional rear gardens. The proposal would conflict with Sections 6 and 7 of the National Planning Policy Framework 2012 and saved local plan policy 6 of the Restormel Local Plan 2001 which requires new development to harmonise with its surroundings through their design and use of materials.	CC refused
Development in Gardens 26/08/2016 PA14/07360	10 Praze Road	Object: Noise, Parking, Traffic. Access	Withdrawn
Development in Gardens 05/01/2015 PA14/11519 PA13/09741	119 Mount Wise	Supported. 4 houses in garden - room available acceptable as not visible from public realm. Reduced from 5 in 2013 app.	
Development in Gardens 04/06/2014 PA14/03779	7 Pentire Road	Support - Precedent already set and gardens not viewable from public realm	CC approved
Development in Gardens 24/02/2014 PA14/00954	36 Praze Road	Object: Multiple applications attempting to use back lane, garden grabbing etc.	CC refused - garden contribution to public realm

Hotel Redevelopment into Apartments

The redevelopments of the Riviera Hotel and Tregurrian Hotel attracted a lot of discussion. In many ways, there was acceptance and relief from residents and the Town Council that these sites would be developed, because of the derelict condition. However, the extent of the development, the visual impact and the loss of holiday accommodation were all issues that were raised by residents and the Town Council. For more detail refer to the Economic Section.

9.1.10 The Strategic Housing Market Needs Assessment (SHMNA) (2012-14)

The report findings in relation to Newquay were that the market is mixed (mostly localised) but with external interest in Buy-to-Let properties in the lower value market.

The second home/holiday home ownership was acknowledged although it was noted that the market was not as strong as in the past.

Rental market was primarily driven by those who had difficulty getting on the housing ladder (due to deposit/mortgage issues) but there were also other factors.

9.1.11 Settlements: Hierarchy and Settlement Categories 2012 Update (2013)

Newquay is a Category A settlement, being identified as one of the strategically significant towns in Cornwall, and being one of the main employment and service centres. The settlement hierarchy is based upon a scoring/weighting system.

9.1.12 NDP Boundary Designation Comments

Cornwall Council's Affordable Housing Team support Newquay's designation and takes into account the need for affordable housing.

The consultee also points out that 'There is a high level of affordable housing need evidenced through HomeChoice, indicating 1,099 currently registered.' This data can be filtered to give further detail.

The response also indicates that 'two housing schemes have been completed in recent years, providing 19 affordable homes, although there are currently 34 active projects in the planning and construction process. Approved schemes are forecast to deliver 176 affordable homes by 2016, and subject to achieving deliverable planning consents, other schemes will provide a further 612 in future years.'

It also refers to a viability issue and the significant financial contributions secured which could bring forward other affordable housing development. It further states that 'With HomeChoice figures suggesting there remains a significant unmet affordable housing need, and some financial resources being available to help bring forward opportunities, the Neighbourhood Development Plan should consider how best to address this.'

9.1.13 Local Insight profile for 'Newquay Town Council' area (Oct 2017)

There is a lower percentage of semi-detached and terraced housing in the parish compared to the England average. Detached housing, purpose built flats, flats (in converted houses, commercial property), caravan or other temporary dwellings and second homes are all higher than the EA.

The average house price within the parish is considerably lower than the rest of England, although matched by the lower income. A greater number of houses lack central heating, 11% of houses are overcrowded and there are 1,354 vacant dwellings.

9.1.14 National Planning Policy Framework (March, 2012)

Delivering a wide choice of high quality homes

- Ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area; identifying key sites which are critical to the delivery of the housing strategy.
- Allowance for windfall sites in the five-year supply if there is compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply.
- To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Requiring good design

Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;
- Are visually attractive as a result of good architecture and appropriate landscaping.

9.1.15 Cornwall Council HMO lists

License Reference	License Valid From	License Address	
HL14_000016	21-Sep-16	Ludlow House, 2 Berry Road, Newquay, Cornwall	TR7 1AT
HL13_000119	27-May-14	29 Berry Road, Newquay, Cornwall	TR7 1AS
HL12_000156	03-Apr-13	31 Berry Road, Newquay, Cornwall	TR7 1AS
HL16_000063	16-May-16	7 Grosvenor Avenue, Newquay, Cornwall	TR7 1BJ
HL13_00007	18-Oct-13	34 Grosvenor Avenue, Newquay, Cornwall	TR7

6			1BQ
HL12_000003	16-Feb-12	Yonder Towan Hotel, 4 Beachfield Avenue, Newquay, Cornwall	TR7 1DR
HL14_000041	15-Oct-14	7 Beachfield Avenue, Newquay, Cornwall	TR7 1DP
HL15_000001	09-Jul-15	9 Beachfield Avenue, Newquay, Cornwall	TR7 1DP
HL16_000046	30-Aug-16	Lynton Hotel 4 The Crescent, Newquay, Cornwall TR7 1DT	TR7 1DT
HL16_000036	17-Aug-16	4 Trebarwith Crescent, Newquay, Cornwall TR7 1DX	TR7 1DX
HL13_000073	06-Sep-13	45 Trebarwith Crescent, Newquay, Cornwall	TR7 1DX
HL12_000071	10-Jul-12	3 St. Marys Road, Newquay, Cornwall	TR7 1JD
HL15_000007	27-Jul-15	86 Crantock Street, Pentire, Newquay, Cornwall	TR7 1JW
HL12_000150	28-Oct-13	15 Fernhill Road, Newquay, Cornwall , TR7 1LE	TR7 1LE
HL13_000075	18-Oct-13	20 Fernhill Road, Newquay, Cornwall	TR7 1LE
HL11_000016	06-Feb-12	25 Fernhill Road, Newquay, Cornwall	TR7 1LE
HL15_000038	11-Dec-15	26 Fernhill Road, Newquay, Cornwall	TR7 1LE
HL15_000038	11-Dec-15	26 Fernhill Road, Newquay, Cornwall	TR7 1LE
HL14_000062	09-Feb-16	20 Tower Road, Newquay, Cornwall	TR7 1LR
HL15_000014	16-Oct-15	58 Tower Road, Newquay, Cornwall	TR7 1LU
HL13_000093	20-Oct-13	83 Tower Road, Newquay, Cornwall	TR7 1LX
HL14_000053	03-Dec-14	87 Tower Road, Newquay, Cornwall	TR7 1LX
HL14_000050	12-Dec-14	95 Tower Road, Newquay, Cornwall	TR7 1LZ
HL14_000011	22-Jan-14	101 Tower Road, Newquay, Cornwall	TR7 1LZ
HL16_000034	22-Jun-16	102 Tower Road, Newquay, Cornwall	TR7 1NA
HL14_000023	30-Jul-14	Sutherland Hotel, 29 Mount Wise, Newquay, Cornwall	TR7 2BH
HL16_000020	06-Jun-16	47 Mount Wise, Newquay, Cornwall	TR7 2BL
HL16_000011	25-Apr-16	Tir Chonaill Lodge, 106 Mount Wise, Newquay, Cornwall	TR7 1QP
HL14_000002	17-Apr-14	186 Mount Wise, Newquay, Cornwall	TR7 1QN
HL13_000116	12-May-14	190 Mount Wise, Newquay, Cornwall	TR7 1QN

HL12_000058	18-Jul-12	3-4 Atlantic Road, Newquay, Cornwall	TR7 1QJ
HL16_000019	17-May-16	8 Higher Tower Road, Newquay, Cornwall	TR7 1QL
HL12_000005	16-Feb-12	21 St. Georges Road, Newquay, Cornwall	TR7 1RE
HL15_000004	01-Dec-15	28 St Georges Road, Newquay, Cornwall	TR7 1RD
HL12_000054	11-Feb-13	49 St Georges Road, Newquay, Cornwall	TR7 1RD
HL14_000065	29-May-15	2 Springfield Road, Newquay, Cornwall	TR7 2LT
HL12_000170	11-Jan-13	6 Springfield Road, Newquay, Cornwall	TR7 1RT
HL15_000012	16-Sep-15	Newquay Reef Surf Lodge, 5 - 7 Springfield Road, Newquay, Cornwall	TR7 1RT
HL13_000042	10-Apr-14	14 Springfield Road, Newquay, Cornwall	TR7 1RT
HL13_000063	01-Oct-13	75 Pentire Avenue, Newquay, Cornwall	TR7 1PE
HL14_000036	11-Jun-14	The Flat Blacksheep Bar, Station Approach, Newquay, Cornwall	TR7 2NG
HL12_000056	10-Jul-12	24 Edgumbe Avenue, Newquay, Cornwall	TR7 2NH
HL12_000139	30-Oct-12	26 Edgumbe Avenue, Newquay, Cornwall	TR7 2NH
HL16_000057	21-Sep-16	Seascape Lodge, 1 Tolcarne Road, Newquay, Cornwall	TR7 2NQ
HL12_000052	21-May-12	5 Tolcarne Road, Newquay, Cornwall	TR7 2NQ
HL13_000047	04-Jun-13	6 Tolcarne Road, Newquay, Cornwall	TR7 2NQ
HL14_000029	01-Jul-14	15 Trenance Road, Newquay, Cornwall	TR7 2LT
HL13_000021	01-May-13	21 Tolcarne Road, Newquay, Cornwall	TR7 2NQ
HL12_000053	18-Apr-12	37 Tolcarne Road, Newquay, Cornwall	TR7 2NQ
New		Blue Room Tolcarne Road	
HL13_000115	15-May-14	12 Edgumbe Avenue, Newquay, Cornwall	TR7 2NJ
HL13_000102	20-Oct-13	16 Edgumbe Avenue, Newquay, Cornwall	TR7 2NH
HL13_000019	15-Apr-13	19 Edgumbe Avenue, Newquay, Cornwall	TR7 2NJ
HL12_000042	21-Apr-12	21 Edgumbe Avenue, Newquay, Cornwall	TR7 2NJ
HL14_000045	27-Oct-14	48 Edgumbe Avenue, Newquay, Cornwall	TR7 2NJ
HL13_000070	18-Oct-13	57 Ulalia Road, Newquay, Cornwall	TR7 2PZ

HL12_000075	15-Nov-12	4 Henver Road, Newquay, Cornwall	TR7 3BJ
HL13_000043	09-Jun-13	116 Henver Road, Newquay, Cornwall	TR7 3EQ
HL12_000040	23-Apr-12	Luke House, Parkenbutts, Newquay, Cornwall	TR7 3HE
HL12_000083	25-Jul-12	Seacroft, Watergate Road, Newquay, Cornwall	TR7 3LX

1.11 Community Led Strategies and Consultation

9.1.16 Newquay Town and Parish Plan 2010

Of the 1,174 respondents, 17.8% of respondents were considering moving in the following 12 months. The reasons giving for wanting to move were:

- Personal choice to improve my housing arrangements – 31.2%
- My personal /family circumstances have changed – 15.3%

(of 202 respondents)

Destinations were:

- Move to somewhere else within Newquay – 45.9%
- Move to somewhere else within Cornwall – 26.3%
- Another place outside Cornwall but in the UK – 11.7%

(of 206 respondents)

With regard to the main barriers to them moving, the top four answers were:

- Only just started thinking about it – 27.1%
- Can't afford to – 23.1%
- Waiting for other issues to be sorted out (such as job or education future) – 15.6%
- The type of accommodation I want isn't available – 14.1%

(of 199 respondents)

Questions around type of accommodation revealed a mismatch between the type of home people were in at present to what they would realistically move to. The main types of residents they would move into were:

- House - 67.8%
- Bungalow – 44.1%
- Flat / Maisonette – 23.8%

(of 202 respondents)

This is set against the type of accommodation respondents are in at present:

- House – 63.5%
- Bungalow – 9.4%
- Flat / maisonette – 17.2%

1.12 Parish Consultation

9.1.17 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- 135 individuals (48%) indicated that affordable housing is a priority;
- 103 (36%) indicated housing design and 86 (31%) housing sites as priority issues.

9.1.18 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

- 57% of respondents felt that there was a need for more affordable housing in the Newquay area
- Over 70% had a preference towards sympathetically designed housing
- 13% of respondents wanted more flats built in the Newquay area.

Student Questionnaire (Tretherras)

- 53% of secondary students did not think there was sufficient affordable housing in Newquay. 40% indicated that they do think there is sufficient; and the remaining 7% were unsure.

Student Questionnaire (Treviglas)

- Students were fairly split over types of houses with between 20% and 40% for flats, semi-detached, bungalows and detached houses. There were also some general comments about Newquay having too many houses.

9.1.19 Household Survey (Autumn 2016)

There were a number of questions asked about housing in the Parish within this questionnaire.

- 2494 out of 2852 agree that there should be a policy about the design of new homes and other developments. Extra comments surrounding this point are that new developments should have a maximum height restriction; they want developments to be in keeping with existing buildings; environmentally sustainable designs and to create more local housing not flats.
- 1100 out of 1885 questionnaires received back left comments about the recent developments in the parish. Generally, the Duchy developments received approval and the 'red flats' at Narrowcliff/red brick developments and lack of parking received the negative comments.
- Other comments included; lack of design and consistency with other buildings; height of new developments; too many in a very small space and lack of infrastructure to support them.
- The majority of respondents marked that there should be a minimum parking requirement for new builds. Generally, the preferred choice was 2 spaces with 2209 out of 4898. 1296 marked 1 space, 884 ticked 3 and 509 ticked 4+.
- Residents were asked to comment on if a hotel isn't economically viable, what it should be developed as. Comments included; 680 out of 1602 marked redevelop as residential homes. 508 marked redevelop as self-contained flats. And 860 out redevelop as affordable housing.

- In relation to the design of new developments, residents want to see ones that are environmentally friendly and sustainable; solar panels, renewable energy techniques and the use of local resources.
- 2241 out of 2971 said they want to restrict developments in gardens, as they don't want to see a concrete jungle and state that Newquay is already too overcrowded and this will make problems worse; traffic and flooding issues.
- Generally there is support for the conversion of larger dwellings to smaller self-contained units but depends on; the area; the building; the development; parking plans and appropriate building maintenance.
- The majority of people would support the change of hotels/guest houses to residential properties if they are affordable for local people. More people ticked no and unsure as to whether they should be converted to flats and bedsits.

9.1.20 Consultations – Public Events (June/July 2017)

There were quite a few comments relating to housing within the parish.

- The quality of new developments was a mentioned a few times as being very important.
- As well as ethical disposal of materials when constructing, it has also been mentioned that there should be proper management for how to deal with it during the process eg. Netting to catch debris and the materials used.
- Too much development in back gardens, such as Mount Wise.
- Affordability for local people has again been mentioned throughout as very important.
- The number of parking spaces provided at new developments should be more than 50% of bedrooms – couples tend to have two cars.
- Do not develop on green areas.

1.1.2 Formal Consultation Period (Jan – Feb 2018)

The Cornwall Council Fire Service have suggested an addition to the policies and would like to see the inclusion of fire sprinklers in all affordable housing (specifically for elderly and disabled residents) and HMOs and should be a requirement for developers.

The Affordable Housing team have provided the HomeChoice register for local housing need in Newquay (those seeking affordable rented homes).

Band	Council minimum bed need					Total
	1	2	3	4	5+	
Band A	1	1	0	2	0	4
Band B	60	23	13	10	4	110
Band C	48	48	45	17	0	158
Band D	44	45	1	0	0	90
Band E	218	127	57	3	0	405
Total	371	244	116	32	4	767

Natural England has questioned the development boundary and why in some areas the boundary is drawn quite generously to include undeveloped sites, appearing to encourage development (Pigeon Cove, Jagos Island).

Newquay Regeneration Forum have suggested that policy D2 Scale and Location needs revising because as it is currently written may allow developments that don't fit either of these classifications to be developed i.e. large residential, hostel type or mixed use.

9.2 Vision, Theme and Policy Formation – NP Group

9.2.1 Housing Workshop (2016)

The planner led housing workshop took place on the 4th February, 2016 and the group discussed likely priorities – although these all need to be tested and consulted upon.

The main priorities were considered to be:

- Settlement edge assessments to inform safeguarded landscapes/ development boundaries in place to prevent distinct areas (e.g. Tregurrian / Watergate / Newquay town) merging. Keeping green areas between the settlements
- Implementing a Houses of Multiple Occupation policy to prevent high levels of HMO in certain areas.
- Design to be considered in terms of size, amenity space
- Coastline to be protected from inappropriate development

9.3 Housing Theme Conclusions

1. There is a substantial and robust evidence base outlining the housing demands and needs in the Newquay area.
2. A large strategic allocation for Newquay is to be designated through the emerging Allocations DPD and which is in accordance an established Masterplan for the Newquay Growth area.
3. There is a desire to balance housing development with environmental; sustainable design and features, and economic factors; affordable for locals.
4. There is concern for the height of developments, design; how they fit in with existing buildings and infrastructure; parking and access to services.
5. Overcrowding is a concern; restriction should be placed on developments to reduce overcrowding and parking, traffic and flooding problems.

10.0 Transport and Travel

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.13 Cornwall Council Documentation

10.1.1 Cornwall Local Plan 2010-2030

The Cornwall Local Plan through policy 27 seeks *'to ensure a resilient and reliable transport system for people, goods and services development.'*

Amongst other requirements the policy requires that major development proposals

- (1.1.1.b.i) *Be consistent with and contribute to the delivery of Connecting Cornwall 2030, Cornwall's Local Transport Plan or any subsequent LTPs*
- (1.1.1.b.ii) *Locate development and / or incorporate a mix of uses so that the need to travel Infrastructure 2.205 An appropriate and balanced mix of new development is essential for the long term prosperity of Cornwall. The Local Plan shapes where new development should be located and also manages the pressures relating to speculative proposals through policy. It will facilitate in new jobs, homes, services and thereby support social, economic and environmental objectives. The impact of will be minimised and the use of sustainable transport modes can be maximised by prioritising safe access by walking, cycling and public transport to minimise car travel*
- (1.1.1.b.iii) *Locate larger developments which attract a proportionally larger number of people in the city and main towns or locations which are highly accessible by public transport. Any proposals which do not accord with this will require significant justification and provide clear transport benefits*
- (1.1.1.b.iv) *Be designed to provide convenient accessible and appropriate cycle and pedestrian routes, public transport and road routes within and in the immediate vicinity of the development*
- (1.1.1.b.v) *Be accompanied by an effective travel plan that delivers hard and soft measures to support new occupants in adopting sustainable travel habits*
- (1.1.1.b.vi) *Safeguard land for the delivery of strategic transport opportunities including land around existing facilities to allow for expansion and use for future sustainable modes of travel e.g. closed branch rail lines and links to the Isles of Scilly.*
- (1.1.1.b.vii) *Provide public transport solutions including park and ride where there is evidence that it will remove traffic from*

the highway network, is economically viable and that which accord with the appropriate transport strategy for the area.

Policy 13 of the Cornwall Local Plan relates to development standards and states that *'all new development will be expected to achieve the provision of the following: ... An appropriate level of off street parking and cycle parking taking into account the accessibility of the location in terms of public transport and proximity to facilities and services'*.

The Specific objective relative to transport and travel identified for the Newquay & St Columb Community Network Area is as follows:

Objective 6 – Transport

Deliver the Newquay Strategic Route and improve connections to trunk roads and Newquay Cornwall Airport in addition to improving capacity at key junctions in the town. Enhance public transport services and facilities and provide a comprehensive cycle and pedestrian network to facilitate sustainable trips. Improve Newquay train station and facilitate enhanced rail service provision. Introduce measures to mitigate the impact of traffic flows through Quintrell Downs and improve connections to trunk roads.

Objective 7 – Cornwall Airport, Newquay

Development of Newquay Cornwall Airport to enhance the local economy, including employment related development at the airport.

10.1.2 The Town Framework (March 2016) and the emerging Allocations Development Plan Document

The Allocations DPD states 'Newquay's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, Connecting Cornwall.' This document is referenced in section 10.1.4.

Newquay exports a significant number of working age residents each day, but also has a high level of residents who both live and work in the town which creates an opportunity to maximise the use of sustainable transport for local trips. Localised congestion can be a problem, particularly in Trencreek where high volumes of traffic use the route as a rat run between the north and south of the town. The road is unsuitable for this level of traffic and the high number of vehicles crossing the Trencreek level crossing is also of concern to Network Rail.

Newquay's regeneration could be constrained by highway infrastructure and congestion issues unless a comprehensive package of transport measures is delivered. To enable the commercial and housing growth it will require improvements to the local transport network, consisting of junction improvements, implementation of improvements to the walking and cycling network as part of the Cycling Demonstration Town, construction of the Newquay Strategic Route and public transport improvements.

The core priority for the Newquay transport strategy is the delivery of the Newquay Strategic Route (NSR). This is a major piece of infrastructure which will not only allow the allocated and permitted development within

the Newquay Growth Area to come forward, but also performs an important strategic function in facilitating movement from the north and east of the town and providing greater opportunities for sustainable travel. The full strategic route will help alleviate the traffic impact of growth, particularly through Trencreek, and enable the closure of two railway level crossings achieving significant safety benefits. The NSR is also important in connecting the town with the Aerohub Enterprise Zone and Newquay Airport.

During the summer, widespread congestion can be a problem at several key junctions including Porth Four Turns, Trevemper roundabout and Rialton junction. It is anticipated that localised congestion could become a common occurrence during the rest of the year in the future if the town continues to grow without implementing any transport mitigation measures. The Porth Four Turns junction in particular will require capacity improvements as well as complementary improvements to sustainable transport provision, along the Henver Road corridor, in order to avoid heavy congestion in the area. If left unchecked it is anticipated that traffic levels could increase considerably over the next 20 years.

Delivery of the transport proposals will enable a more even distribution of trips along the main strategic routes into the town. Improved signing to zones/areas of Newquay and the wider area will also help manage traffic and utilise the existing network to best effect.

There is an opportunity to increase the level of trips by sustainable modes in Newquay as the town already has urban and interurban bus services which will see further improvements to 2030. It is proposed to increase the frequency of some local town bus service to run half hourly, improving links between residential areas and the town centre and key employment sites.

Newquay's ambition to be a Cycling Demonstration Town will see opportunities for improved cycle and pedestrian links and crossing points which will help connect new and existing housing developments to the town, schools and employment sites.

These infrastructure improvements should also be supported by softer measures, such as public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

The aim is to increase the use of sustainable modes of travel by 15-20% for walking and cycling and 65% by local bus, seeking higher levels of switch from new development, where the opportunities to encourage sustainable travel from the outset are greater.

Table 13 summarises the package of transport measures proposed for Newquay to 2030.

Table 13 : Newquay's Transport Measures

Scheme	Scheme	Comment
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type		
Junction improvement s/traffic management	Newquay Strategic Route	The Newquay Strategic route is the priority transport scheme for the town. It will unlock development and provide a strategic function in managing traffic across the town. Junction capacity improvements will also be required along the Henvy Road corridor and at Trevemper to accommodate increased traffic movements. Signage review to better utilise both the A392 and A3059 for trips into Newquay
	Porth Four Turns junction upgrade	
	Trevemper roundabout upgrade	
	Henvy/Chester Road junction upgrade	
	Zonal re-signing on the strategic road network into Newquay	
Bus improvement s	Bus service frequency improvements	To include increased service provision on main inter urban routes and better information for ease of use
	Bus infrastructure/Real Time Passenger Information	
Rail Improvement s	Station upgrade & additional platform	Longer term strategy to improve station facilities and encourage trips by rail
	Future rail halt at Nansledan	
Walking/cycling improvement s	Town wide walking and cycling network	Comprehensive improvements to create a more integrated cycle network, with the aim of being a Cycling Demonstration Town. Pedestrian improvements in Quintrell Downs to improve access and address severance presented by the A392
	Footway and crossing improvements at Quintrell Downs	

Whilst the measures set out above represent strategic infrastructure to accommodate the targeted growth, developers of significant schemes will still be expected to assess the impacts of their proposal on the network as part of their planning application. As part of these more detailed assessments, it might identify additional site specific improvements that may be required in addition to the schemes highlighted'.

10.1.3 The Restormel Borough Local Plan 2001-2011

The Restormel Borough Local Plan included a number of traffic and transport policies. Generally, these are now covered within the NPPF or CLP, or not within the power of a neighbourhood plan.

10.1.4 Connecting Cornwall 2030, Cornwall's Local Transport Plan

Connecting Cornwall identifies that Newquay exports a significant number of working age residents each day but also has a high level of residents

who both live and work in the town which creates an opportunity to maximise the use of sustainable transport for local trips.

The document outlines that localised congestion is a problem particularly in Trencreek which is used as a rat run between the north and south of the town.

In the summer months, widespread congestion is experienced at junctions including Porth Four Turns, Trevemper roundabout and Rialton junction. In the future it is anticipated that localised congestion could become a common occurrence during the rest of the year if transport mitigation measures are not implemented. In particular capacity improvements are identified for the Porth Four Turns junction in particular.

Connecting Cornwall identifies that the regeneration of Newquay is likely to be constrained by highway infrastructure and congestion issues unless a comprehensive package of transport measures is delivered.

The document identifies that the core priority for the Newquay transport strategy is the delivery of the Newquay Strategic Route

The Route will unlock the Newquay Growth Area, will enable movement from the north and east of the town, will provide transport links to the Enterprise Zone and will provide greater opportunities for sustainable travel.

There is an opportunity to increase the level of trips by sustainable modes in Newquay as the town already has urban and interurban bus services which will see further improvements to 2030. It is proposed to increase the frequency of some local town bus service to run half hourly, improving links between residential areas and the town centre and key employment sites.

The aspiration is to increase the use of sustainable modes of travel by 15-20% for walking and cycling and 65% by local bus, seeking higher levels of switch from new development where the opportunities to encourage sustainable travel from the outset are greater.

10.1.5 Cornwall Infrastructure Needs Assessment, Newquay & St Columb Schedule

Of the Infrastructure defined as 'critical' in the above document for the Newquay area 6 transport projects are identified. There are a further 5 transport projects identified as being 'necessary' with a combined cost of £2.953.000.00.

Table 14: Critical Transport Projects in the Newquay and St Columb CNA

Project	Project Description	Funding Source	Funding Gap	Cost
Henver/Chester Road, Newquay	Junction improvements	Cornwall Council	Funding needs identifying (anticipated that CNA CIL will fund)	£157,000.00

Newquay Cycle Demonstration Town	Newquay Cycle Demonstration town identifies 5 separate Links, the first of which would be North East, other routes listed are North West, South West, South East and Central	Anticipated Developer Contributions Cornwall Council LTP3	Additional funding needs identifying (anticipated that Developer will fund)	£1,400,000.00
Project	Project Description	Funding Source	Funding Gap	Cost
Newquay Growth Area Cycle Network	Integral walking and cycling network to support live/work within the growth area	Anticipated Developer Contributions	Funding needs identifying (anticipated that Developer will fund)	£500,000.00
Newquay Growth Area Strategic Link Road Phase 1	Also known as the Trencreek Relief Road or Strategic Route Phase 1. Spur road from Hendra to open up the Newquay growth area. The aims of Phase 1 are to provide an essential north-south link for Newquay facilitating delivery of northern part of growth area; Newquay Park & Ride, improving public transport links into Newquay, and upgrading and relocating of waste recycling site.	LTP3 Other Funding	N/A	£2,900,000.00
Newquay Growth Area Strategic Link Road Phases 2 and 3	Also known as Strategic Route phases 2 and 3. Phase 2 facilitates delivery of the southern area of growth area and provides a safer crossing point over the Newquay Branch line; protecting Trencreek village from further traffic growth. The second phase of the growth area will include employment space provision	Anticipated Developer Contributions Secured Developer Contributions	Funding needs identifying (anticipated that Developer will fund)	£17,000,000.00
Porth Four Turns	Junction improvements	Anticipated Developer Contributions Secured Developer Contributions	Funding needs identifying (anticipated that Developer will fund)	£1,000,000.00

10.1.6 Local Insight profile for 'Newquay Town Council' area (Oct 2017)

The number of people with access to one or more cars is greater in Newquay than the rest of England and the average road distance to key services; job centre, secondary school, GP, pub, post office are all either higher or the same as the England average.

10.1.7 National Planning Policy Framework (March, 2012)

Promoting sustainable transport

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

1.14 Community Led Strategies and Consultation

10.1.8 Newquay Town and Parish Plan 2010

The Town and Parish Plan highlighted through its consultation that

Given a selection of forms of transport that people mainly use at present for getting to and from Newquay, respondents overwhelmingly selected “Private Transport (car / motorcycle)” with 75.6% (of 1,139 respondents). For travelling within Newquay and area itself, private transport also featured heavily (40.7%) but, unsurprisingly, this was matched by “walking” at 46.9% (of 1,122 responding). Public transport (bus) was shown as 13.6% for getting to and from Newquay with the train as 0.6%. Within Newquay itself, the train was not an appropriate answer but travelling by bus was 7.0% of answers.

When asked whether people would realistically consider changing their main form of transport, 35.3% said they would (of 1,174 respondents).

For travelling to and from Newquay 36.2% said they would change to Public Transport (bus) and 25% to public transport (train) (of 392 respondents). For their main form of transport within Newquay and its area, 35.7% said they would change to using the bus (of 358 respondents).

When asked what was stopping them changing to the new main form of transport, the multiple answer choice gave a number of reasons; mainly:

- The alternative is too expensive – 30.4%
- The public transport timetables do not fit with my work needs – 34%
- The public transport timetables do not fit with leisure / recreation needs – 29.6%
- Far too inconvenient for lifestyle – 27%
- This form of transport was not available where travelling from – 21.1%

(statistics based on 385 respondents)

Whilst issues around parking and congestion were picked up throughout the questionnaire, and might have been a motivation for people to change their habits, overall there was reluctance for people to be willing to change their transport type. With issues around congestion and parking being mainly centred on a massive influx of visitors in the summer months, the solutions to these are wider than changes to the individual’s local habits.

1.15 Parish Consultation

1.1.1 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- 194 respondents (70%) indicated that traffic and parking issues were a priority.

10.1.9 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

- Almost 50% of respondents are not satisfied with the number of cycle paths in the Newquay area

- Over 50% of respondents wanted to see cycle paths developed in Newquay town (inc Treninnick, Trenance and Pentire) as opposed to surrounding areas
- Almost 80% of respondents believe public transport provision to be less than adequate in the Newquay area

Student Questionnaire (Tretherras)

- 61% Secondary students don't think there is enough public transport.
- 86% Secondary Students don't feel that there are enough Cycle Paths in town.
- 29% Primary Students feel that the footpaths around Newquay are safe
- 12% Primary Students think that there are enough cycle paths around town.

Student Questionnaire (Treviglas)

- 48% of students felt that traffic is a problem.

10.1.10 Household Survey (Autumn 2016)

Public transport was described throughout the survey as being inadequate. Improvements in access to other towns have been mentioned; Truro, Padstow. As well as making the service better; more reliable, regular etc.

The majority of comments are in relation to the traffic and parking issues throughout the town. New developments need to provide adequate parking spaces in new build to reduce to problem and better, cheaper parking facilities within town so people don't park in residential areas.

10.1.11 Consultations – Public Events (June/July 2017)

Again parking was mentioned a lot throughout these events as being a massive issue throughout the parish. Comments consist of:

- Underground parking
- Put protection on roads/car parks; car park at Lusty Glaze; Chester Road; Mount Wise car park.
- Car park development will be acceptable if it provides alternative space elsewhere (not necessarily within urban centre), it doesn't detract from any open views or isn't valued by the community (St Georges Road).

A park and ride scheme was mentioned a few times as a solution to the parking problem, leading to less traffic within the town centre.

10.1.12 Formal Consultation Period (Jan – Feb 2018)

Newquay Regeneration Forum propose Tregunnel Hill be classed as a Town Centre Car Park due to its proximity to Town Centre, beaches and Long Stay means it is highly used by visitors in the Tourism Season. They would also like to see Trenance be included as a car park valued for its open space.

10.2 Transport & Travel Theme Conclusions

1. The evidence indicates that there is strong reliance on the private motor car for journeys in and out of Newquay. More infrastructures are needed to support the increase in car use.
2. Transport within the settlement is more sustainable; however reference has been made to need to improve connectivity and to increase cycle routes.
3. Public transport has been highlighted as inadequate; improvements to increase reliability and access to surrounding towns.
4. The future infrastructure requirements for transport and travel have been identified through the infrastructure Needs Assessment.

11.0 Economy

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.16 Cornwall Council Documentation

11.1.1 Cornwall Local Plan 2010-2030

Policy 3 of the Cornwall Local Plan identifies Newquay as one of the settlements in Cornwall for the *'delivery of larger strategic scale community, cultural, leisure, retail, utility, employment will be managed through a site allocations DPD or Neighbourhood Plans'*.

Policy 4 sets out how the Council wishes to 'maintain the retail hierarchy by supporting centres to provide for the needs of their community'. The Council supports development that helps with town centre viability, and maintaining a good mix of services/retail offer. Change of Use within the primary shopping area is restricted.

Policy 5 refers to business and tourism and outlines that *'employment proposals should be located either:*
a. within or well integrated to our city, towns and villages; or
b. within areas that are well served by public transport and communications infrastructure
c. within areas that are well served by public transport and communications infrastructure; or
d. in the countryside and smaller rural settlements where it is of a scale appropriate to its location or where the use can show an overriding locational and business need to be in that location'.

The policy is also supported by the table below which specifies the minimum requirements for each Community Network Area.

Table 15: Local Plan Employment Floorspace Minimum Requirements 2010-30 for Newquay and St. Columb CNA (B1, B2 and B8 use classes only)

	Target 2010- 2013 (m2)	Net Completions 2010-2014 (m2)	Commitments – 2014 (m2)	Residual to be provided (m2)
office	27,750	1,742	7,137	18,871
Industrial	30,250	793	24,991	4,466

11.1.2 Community Network Profile

Newquay and St Columb Community Network has double the amount of people employed in accommodation and food services (18.9%) than the Cornwall average (9.5%).

There are more unemployed people (4.4%) in the Newquay and St Columb network than the Cornwall average (3.3%). There are also less retired people (16%) in the network compared to the Cornwall average (18.9%).

11.1.3 Newquay Town Framework (March 2016) and emerging Allocations Development Plan Document -

The above documents have identified the following:

‘Newquay is one of Cornwall’s primary tourism destinations, catering for beach based tourism. It also has international recognition as a surf location. Newquay’s reliance on the tourism industry has been a factor in the prevalence of lower paid, seasonal employment. Tourism continues to be an important industry for Newquay, but there is an ambition to extend the tourist season and improving the quality and image of the town, to broaden its appeal. Furthermore there is an ambition to regenerate the town centre and to manage the night time economy.

The aspiration for Newquay is to create a diversified economy, providing more and higher quality employment opportunities. This will allow it to be less reliant on the tourism industry.

A primary opportunity relates to Newquay Airport and its Enterprise Zone (also known as ‘Aerohub’). The Aerohub is designed to be a catalyst for new jobs and private sector investment within the aerospace and other high growth sectors by creating a new business hub, underpinned by the development of an aerospace learning centre/academy which will develop, enhance and adapt local skills. The Aerohub, which is located approximately 2 miles from Newquay, offers over 300 acres of land for primarily aerospace related businesses; but it can also accommodate other ITC and advanced engineering companies.

The presence of the airport, which has one of the UK’s longest runways, also offers the opportunity for other air based logistics companies to locate within the Newquay area.

The Cornwall Local Plan indicates that the Newquay Community Network Area should deliver at least 27,750sqm of B1a Office Space and 30,250sqm of B1c / B2 / B8 industrial space. The table below sets out delivery against these targets.

Table 16 Newquay – Employment Land (B Use Classes)

	<i>Office (sqm)</i>	<i>Industrial (sqm)</i>
<i>Local Plan CNA Target</i>	<i>27,750</i>	<i>30,250</i>
<i>Net Completions Apr-10 to Mar-15</i>	<i>1,742</i>	<i>793</i>
<i>Net extant planning permission / under construction (at Mar-15)</i>	<i>7,137</i>	<i>24,991</i>
<i>Residual Local Plan Target</i>	<i>18,871</i>	<i>4,466</i>

Extant planning permissions provide for some of the office target, together with the majority of the industrial target. Most of these extant but unimplemented, permissions are located within the Newquay Growth Area, which means they are well located to the town's strategic housing growth.

It is expected that the remainder of the targeted office and industrial space will be brought forward within the Newquay Aerohub Enterprise Zone, which already has a Local Development Order, so it is not necessary to allocate the land through this document.

Finally, in delivering the economic growth aspirations of the town, it is also important to support the town's existing economic base. Newquay's main industrial estate, Treloggan (Nq-E1), provides a significant number of employment opportunities for the town and surrounding area, in a sustainable location, as a result it is safeguarded as a Strategically Important Employment Site in line with Policy 5 of the Cornwall LP:SP document.

Retail

A key aspiration is the regeneration of the town centre. Whilst the downturn in the property market from 2008 onwards has left a legacy of unimplemented permissions for redevelopment of former hotel sites, the 2010 Cornwall Retail Study still concludes that Newquay town centre is performing relatively well, particularly in relation to the number of food stores; however the proportion of non-food outlets was below average, with an under representation of national multiple retailers.

The historic and constrained nature of the town centre is considered to contribute to the lack of national/multiple retailers, with a lack of large premises suitable to accommodate larger format stores. Larger footprint stores (including a Morrisons food store) are generally located away from the town centre. This reflects both retailer preference and also the relative distance of much of the town's housing stock away from the town centre.

The Cornwall Retail Study Update 2014 indicated that as a result of various unimplemented permissions¹ there was no further capacity for retail floor space within the Plan period. As a result, there are no retail focused allocations for Newquay.

Despite this, the delivery of new retail development on disused or underused sites within the town centre would be encouraged, to support its regeneration aspirations.

At the time of writing a Neighbourhood Plan is being prepared which focused on town centre issues. The Neighbourhood Plan should read in conjunction with this document’.

11.1.4 The Restormel Borough Local Plan 2001-2011

The Restormel Borough Local Plan included policies relating to prime shopping areas and shops outside of the town centre. These policy areas are covered within CLP policy 4. It should also be noted that changes to residential development (e.g. conversion of large houses might also impact if these relate to change of use e.g. holiday accommodation to flats.

11.1.5 Settlements: Hierarchy and Settlement Categories 2012 Update (2013)

Newquay is a Category A settlement, being identified as one of the strategically significant towns in Cornwall, and being one of the main employment and service centres. The settlement hierarchy is based upon a scoring/weighting system.

11.1.6 Employment Land Review 2010

As outlined earlier in this report, Newquay was captured in the St. Austell Travel to Work Area (TTWA). The ELR identified that in this TTWA overall, unemployment is around the county average and there had been a modest level of employment growth in recent years.

With regard to Newquay it identified that ‘Newquay’s economy is dominated by the tourism and leisure sectors supported by the local workforce, with some out-commuting to other locations such as Truro. The area offers significant environmental and quality of life attractions, and the potential of both the tourism and lifestyle choice business sectors will be major influences of the town’s economy. The expansion of Newquay Cornwall Airport will also be an increasingly important growth driver for this location, and has the capacity to provide a flagship new employment location, as well as attracting specialist air-related activities. These complement the A30 location where there are already large employment locations such as Indian Queens. In addition, large increases in population and employment are planned in the longer term as part of the Newquay Growth Area development’.

In terms of a quantitative and qualitative assessment the ELR stated for the TTWA that

¹ Unimplemented retail permissions at the time of writing including: 4830 at Treloggan; 1000at Quintrell; 1858 adjacent to Morrisons (all gross)

‘Overall, there is a surplus of 15 ha of office land in this TTWA, and a 21 ha surplus of industrial land, although under the “worst-case” scenario this is reduced to 7 ha for office and 12 ha for industrial. This situation could be altered significantly by the precise mix of development that comes forward on large mixed-use sites such as the Clay Country eco-town (20 ha), East of Charter Way, Liskeard (11.5 ha) and Moorland Business Park, Indian Queens (3.5 ha). For example, if Charter Way and Moorland Business Park came forward only for industrial uses, the office surplus would be negated, and if no office space comes forward on any mixed-use sites in the TTWA there could be as little as 3 ha of supply over the plan period, which would result in a shortfall of 18ha against requirements. This highlights the need to encourage office development to come forward on such mixed-use sites, or if this does not occur, encourage the redevelopment of existing industrial premises for office use in suitable locations (primarily the centres of Newquay, St Austell and Liskeard). The supply of office space will thus need to be carefully monitored and managed, and if necessary, sites could be allocated purely for office uses.

It should also be noted that this TTWA is the largest of all those in the County and cuts across a number of different market areas with varying requirements and demand factors. As such, all of the main settlements in the TTWA (Newquay, St Austell, Bodmin and Liskeard) will need a degree of provision although market demand for industrial space is particularly focussed on sites close to the A30 such as Indian Queens’.

The document concludes that ‘qualitative considerations (including current market conditions and expected economic drivers) mean that in many locations, the stated quantitative oversupply and balance between office and industrial uses should be treated with some caution, particularly given concerns over deliverability’.

11.1.7 Newquay & St Columb Major Area Strategic Investment Framework 2007-2013

The economic issues for Newquay identified in the Restormel Borough Council SIF from 2008 were identified as follows:

- Figures detailing growth in office floor space since 1998 show that stock has seen very little, to almost no growth, with Restormel being by far the lowest performing area in Cornwall.
- Employment space vacancy levels are very low in Restormel indicating a very tight market supply.
- At the time of the study there was an expressed demand for 4% of the current office space but no space available.
- Approximately 5ha of B space should be allocated or delivered to 2016 and a further 6ha over the following 10 years, giving a total of 11 hectares by 2026.
- Restormel outperforms Cornwall in terms of employment in knowledge based industries (KBI) particularly hi-tech manufacturing; finance, banking and business services, and computing. However the area still lags behind Great Britain and the South West for the percentage share in each KBI category (9% in Restormel v 17% in the UK).

- Employment space is allocated within the masterplan for Newquay Cornwall Airport. This allocation would be over and above the 11 hectares as detailed above, however this additional business space should be aviation related. If non-aviation business space were to be considered at the Airport this would compete with other locations such as Newquay town centre and the growth area and should be resisted.

There were four key projects in the draft projects and delivery section of the framework. These were:

- Development of Newquay as a Commercial Centre
- Sustainable Transport System and Accessibility Improvements
- Improvements to Place
- Provision of air related business space at Newquay Airport (Note: This is being covered in a separate SIF)

In relation to the above, there were a number of projects in development – primarily mixed use developments (Manor Road, Mount Wise; Newquay Train Station; Towan promenade; and the former bus station in East Street. The need to development Newquay as a commercial centre was highlighted. These projects did not take place.

11.1.8 Cornwall Retail Study Update (2015)

The 2010 study notes that:

- only a modest amount of convenience goods floor space capacity in Newquay was identified. This was due to the presence of three supermarkets in the town, plus an ALDI discount food store.

The 2015 update states that:

- the small amount of surplus capacity has been eliminated due to the grant of planning permission for a large amount of convenience goods floor space within a mixed use development proposal at Trevithick Manor, plus a resolution to grant planning permission for a large supermarket within the Newquay Growth Area ('NGA') mixed use development.

The consultants go on to say that:

- Based upon the impact of these two proposals, plus the impact of convenience goods commitments in surrounding settlements, there is now an over-supply of between 5,000-6,000sq m net of convenience goods floor space in Newquay. As set out in our advice to CC on the Trevithick Manor and NGA proposals, there is likely to be a significant adverse impact upon the health of Newquay town centre should these proposals be implemented.
- In relation to comparison goods floor space in Newquay, where the previous surplus has been turned into a potentially large over-supply.

- The significant over-supply is due to four significant out of centre proposals: Trevithick Manor, the NGA, Treloggan Road and land adjacent to the existing Morrisons supermarket.

GVA Consultants state:

- As set out in our advice to CC in relation to the Trevithick Manor, the NGA, Treloggan Road and land adjacent to the existing Morrisons proposals, these commitments will, whilst significantly boosting the amount of comparison goods floor space in Newquay (and clawing back expenditure which is currently lost to Truro), have a significant adverse impact upon Newquay town centre.

And that based on their findings:

- there is no need to plan for additional convenience and comparison goods floor space in Newquay up to 2030 and, alternatively, the focus should be on supporting the health and attractiveness of Newquay town centre.

11.1.9 Newquay Business Needs Survey (2004)

A survey was sent out to more than 900 respondents with the aim of establishing business needs and constraints. The survey was undertaken by Enterprise Edge and launched by the Newquay Regeneration Forum.

The primary focus of the survey related to business expansion (and barriers to this).

- The majority of respondents (80%) who indicated an opinion felt it was time for Newquay and the surrounding area to undertake planned commercial development.
- 18% were aware of businesses interested in moving into Cornwall
- The majority of responses were received private limited companies (41%), then partnerships (31%) and sole proprietors (21%).
- Over 60% of respondents had been in business over 10 years.
- 76% of respondents indicated interest in diversifying their business (if economy conditions were right) e.g. opening a new branch, developing new products or entering new markets.
- In terms of existing premises, the need to modernise was the most mentioned; but also extending premises; improving landscape/environment and the need for parking were all mentioned.
- 32% would want new premises within the Newquay Growth Area and 9% specifically in the town centre.
- 51% of respondents indicated they could recruit locally.
- 68% were keen to expand their employees' skills.
- 41% felt that the ability to walk/cycle to work would be beneficial to employees.
- Transport and travel issues were highlighted in terms of customer and business needs.
- The report identified a need for 9,547 sq m of extra business space (all uses) has been identified with an increase in employment of 205 full time, 102 part time and 82 seasonal posts.

11.1.10 Cornwall Town Centre Boundaries Assessment (2012)

In relation to the Newquay the following findings, taken from the report, are indicated:

Area 1: GVA recommends reducing town centre area to exclude predominant area of residential use fronting Jubilee Street

- No Issue identified – area forms peripheral residential area to west of retail centre

Area 2: GVA propose deleting residential area to south of Seymour Avenue.

- No issue identified – residential area

Area 3: GVA propose extension to TC to include area to the north of Cliff Road

- No Issue – area benefits from new convenience store

Area 4: GVA recommends extending TC boundary to incorporate area between South Quay Hill and The Crescent

- No Issue: area includes some secondary frontage, amenity space and other town centre uses

11.1.11 Cornwall Maritime Strategy 2012 – 2030

The Strategy lists Newquay as one of the harbours that supports landings from fishing fleets and that there is a need to support a long term approach to the management of the fishing industry.

There are increased pressures on the coastal and marine environment from a number of sources including pollution, and decline in biodiversity, changes in land use and pressure from recreational use. However the strategy also acknowledges that the protection and enhancement of the coastal and marine environment is a key issue which should inform and influence policy; as well as the need to increase understanding of the economic value that this asset brings.

The coastal and marine environment not only contributes to the economy through the fishing industry but also (particularly in Cornwall) through the tourism industry.

11.1.12 Newquay Cornwall Airport Masterplan 2015-2030 and Aerohub Enterprise Zone

As previously stated, the Masterplan relates to Newquay Cornwall Airport which falls outside of the Neighbourhood Plan boundary. Nevertheless, future development at the Airport, will have significant implications upon Newquay Town. .

The Masterplan 2015 – 2030 was a review of the previous Masterplan dated 2008-2030. It outlines that the Airport makes a substantial contribution of over £48m to the Cornish economy in terms of its Gross Value Added (GVA) output and that over 700 skilled jobs are directly dependent upon Airport operations.

The report also identifies that in the wider context of the aerospace sector, NQY now supports one of the largest aerospace clusters (outside Bristol)

in the West of England with a number of global businesses operating from the Airport. There are 14 companies employing 450 people on the airport site.

The Masterplan outlines that by 2030 over 2,200 jobs and £162m of GVA could be generated from the Airport and the Aerohub Enterprise Zone including the developing Business Park.

11.1.13 Cornwall Towns Study (Roger Tym & Partners - September 2006)

This study informs the future direction in emerging planning policy documents.

It refers to Newquay as follows:

- One of the larger towns, but an unusual local economy with approximately one-third of employment in the hotels & catering sector. This sector is largely staffed by local labour, and residents with other skills may commute to other centres for work. The sector is forecast to grow generally, but it is clearly important that Newquay maintains growth in this sector; and seeks to diversify the economy into other growth sectors. Will need attention to:
 - Measures to maximise the potential of the hotels & catering (and related) sector – working with businesses to ensure growth and value; attention to sites and premises; and labour force/ skills development. Also needs broad attention to the “tourism product” which Newquay offers
 - Labour force skills – particularly development of career progression and higher skills levels to add value
 - Town Centre – need to regenerate effectively and limit congestion, ensuring a quality environment, range of shops and services, and facilities specifically attractive to developing the tourism product
 - Potential of Newquay Growth Area to accommodate modern businesses through provision of modern, flexible, good quality premises in an attractive, mixed use plan, with good access to the A30
 - Strategic transport links are important (road to A30; and continuation of Newquay Airport growth)
 - Newquay Airport provides the opportunity to support growth which is not identified in forecasts, for instance in air transport related industries, and possibly businesses in variety of sectors who would locate in Cornwall close to air services – however there is a need for strategic consideration of the real potential for this growth, and to ensure that there is not competition for business demand for premises with Newquay Growth Area and for labour force, which may be constrained by growth.
 - Given the quality of life in the area, proximity of Newquay Airport, and the plans for the Newquay Growth Area, the town could benefit from modern sectors of the economy if appropriate premises can be found.

11.1.14 Newquay Hotel & Holiday Accommodation Market & Planning Policy Appraisal (2005)

The Executive Summary indicates pertinent issues and factors relating to its findings: These include:

- A national decline in the domestic family holiday market
- Some resorts have been able to diversify but markets vary depending on size and accessibility of resort.
- Newquay has similarly been affected by the change in patterns of demand. The family market remains strong during school holidays and is able to exploit other opportunities including surf/extreme sports; proximity to Eden Project.
- Newquay itself is a small town but a relatively large resort. Therefore, it does not have a very diversified economy at present
- Relative to other resorts - Newquay attracts a very high number of visitors but appears to have a very large hotel bedroom supply, at the ungraded level, which may explain why many hotels have struggled.
- Newquay has also attracted a lot of developer interest in the development of new apartments or second homes. This, combined with the struggle to compete, has encouraged a significant number of closures and planning applications to convert or redevelop some of the poorer hotels to new 'luxury' apartments.
- Over the last 5 years, we estimate that 640 hotel rooms and 1,443 bed spaces have been lost from the resorts hotel stock through closure. Not all of these have actually applied for planning consent for change of use and redevelopment. This represents around 11% of room and bedroom stock on supply in 2000.
- Over the same period, some 528 hotel rooms have been granted outline or full planning consent to change use and redevelop. Not all these hotels have actually closed or ceased trading – only 386 of these hotel rooms have actually been lost directly with planning consent for change of use or redevelopment.
- As a result of these closures, some hotels in the same market as those that had closed, stated that they had benefited noticeably and had impacts in the ability to re-invest in the improvement and upgrading of their hotels.
- Planning applications permitting the redevelopment of hotels have led, or will lead, to the development of approximately 291 residential or holiday apartments to replace 386 bedrooms in generally poor quality hotels.
- Evidence suggests that these apartments are generally being marketed as second homes and that they will therefore mostly be used for a quasi-holiday purpose.
- There was no evidence that visitor numbers to Newquay are reducing as a result of loss of serviced accommodation. It is changing demand patterns that influences supply, not the other way around.
- The report's assessment of the economic impact was neutral to positive for a number of reasons.
- The report also made the key point that if the old stock remained and did not adapt to new markets, as the old markets declined the role of the resort would decline with them. It is important that Newquay can address new visitor market requirements in order to preserve its role as a major staying visitor destination.

- Although at present there is no apparent danger of the leading hotels seeking to exit the market place (indeed they should become more viable as the redundant stock reduces), there could be a longer term danger of this if the trend for change of use is not checked.

The Executive Summary also stated a suggestion for a Primary Hotel Area encompassing four clusters.

- The Tourism Heritage Area (Harbour to Killacourt)
- The Town Centre
- Narrowcliff
- The Esplanade (Pentire)
- Within this Primary Hotel Area the policy should be to retain all hotels and guest houses and hotel sites unless they can prove that the site would never become viable even in a more favourable future hotel market.
- Outside of the primary hotel area there should be an 'Other Areas' policy which is more flexible in allowing for the redevelopment of hotels that can prove that they cannot be made viable within the prevailing hotel market.
- Those that are considered to be in exclusive/desirable locations within the 'Other Areas' would be subject to the same assessment as those in the Primary Hotel Area.
- Viability would be assessed on a number of suggested criteria.

11.1.15 Restormel Borough Council Newquay & St Columb Major Area Strategic Investment Framework (Oct 2008)

This document provides an economic focus for the Newquay Area (including St Columb Major) and provides information on the nature of market failure in its area and how to address the failure in a sustainable way. The proposals to address the failure are comprehensive and set within an integrated strategy so that any proposals for economic development is supported by the necessary business infrastructure, including providing attractive places to live and work, sites and premises, skills training, public transport links etc. The Framework takes account of cross cutting themes – environment & sustainability and equality & diversity issues and is delivered by a partnership of organisations with interests and responsibilities in the local area.

Although this document is almost 10 years old and belongs to the old Restormel Borough Council, it is important to note things from this document in relation to the economy of Newquay.

Key economic issues include:

- The need for better quality employment space and sites implies a need for investment in the sites already available in the area to upgrade their appearance as well as ensuring that any new development is of high quality.
- The need to provide land and premises for growth rather than declining sectors will mean that the future supply of employment land will need to focus on provision for offices and distribution activities rather than manufacturing. Forecasts indicate an aggregate loss in manufacturing sectors and significant levels of growth in office based sectors such as business services.

- The loss of manufacturing activity is expected to be matched by an increase in demand for warehousing, however there will continue to be a demand for manufacturing space due to the changing needs of existing businesses. It will therefore be important not to lose industrial and warehousing sites, but to make sure they are attractive to the market and investors.
- Any provision of employment space must be well located in relation to access and transport routes and to centres of population in order to support a sustainable and efficient pattern of growth.
- Demand is uncertain and the location of any new sites will have to be decided between the major settlements of Newquay, St Austell and the Clay Area.

11.1.16 Hotel Accommodation Informal Update

CRCC undertook a piece of work in 2015 to review various evidence documents to see what changes had occurred in relation to tourism and holiday accommodation since the Humberts report.

- From 2005 to 2015 the total hotel supply (TR7 postcode area only) has reduced from 233 to 98. This is across all sizes of hotels (from those with less to 9 to those with 60 plus rooms).
- In 2015 total hotel supply for TR7 and TR8 (Watergate Bay area) totalled 126. This includes all hotels (whether graded or not).
- A number of hotels have been lost through closure, demolition or redevelopment including: Bartrip Hotel, Cedars Hotel, Fistral Bay Hotel, Riviera Hotel, Hotel La Felicia, Fosters and Penhallow Hotel.
- Between 2008 and 2015 a significant number of hotels have been subject to planning applications for redevelopment – e.g. into apartments, self-catering holiday accommodation; HMOs, residential dwellings etc.
- In November 2015 there were over 25 hotels or holiday apartments/lodges for sale – which in total accounted for over 400 bedrooms.
- Newquay's 3-star serviced accommodation has seen a 21.17% reduction in bedroom numbers between 2005 and 2015; reducing from 751 bedrooms to 592.
- Two 3-star hotels (in TR7 postcode area) have been lost in the same period: Edgcumbe Hotel and Hotel Riviera.
- Of the top 10 pitches (touring and tents) the accommodation levels have not been subject to such levels of change. Some have expanded and others have decreased or changed their offering (e.g. Smugglers Haven now a holiday home/caravan park). One park was sold in 2008.
- The Cornwall Visitor Survey in 2012 cited Newquay as the most cited town nearest to where visitors were staying.
- The Cornwall Visitor Survey in 2012 claimed Newquay was the second most mentioned urban destination in the county (St. Ives being the first).

- Newquay Airport Passenger movements (not related solely to visitors to Cornwall) was 219,167 in 2014 (previous years: 174,891 in 2013; 166,272 in 2012 and 209,547 in 2011)

11.1.17 Planning Applications – Town Council Planning Committee Issues

Out of Town Shopping Centre

The Town Council supported two applications in 2015. One at Trevithick Manor Farm/Treloggan (PA15/03167, PA15/01867, PA14/09730) and a second at Treloggan Road, incorporating affordable housing development (PA14/09730).

Change of Use – from Retail

The Town Council does not wish to see the loss of retail in the town centre but has to take into consideration the location, whether the property is in use and related issues.

Commercialisation of Porth Promenade

In February 2016, Cornwall Council invited businesses to tender to trade at various Cornish beauty spots including the opportunity to tender for a mobile concession at Porth Beach. There was some interest in this opportunity and it also was the subject of a post by Porth Residents' Association. The Town Council were not supportive of the tenders received – feeling that Porth promenade and the quarterdeck at Porth were both inappropriate.

Hotel Re-development: Riviera Hotel and Tregurrian Hotel

The redevelopment of the Riviera Hotel (in an Area of Special Character) at Lusty Glaze/Narrowcliff was the subject of much debate. The original hotel had been subject to an arson attack and was in a derelict state, and thus an eye-sore. There was some feeling that redevelopment of the site was a positive step forward but the application in 2014 (PA13/11005) was more contentious than previous applications attracting lots of resident objections. Main resident objections related to the height of the building (and impact on skyline) as well as loss of hotel accommodation and parking concerns. The Town Council objected to the 7 storey block (replacing holiday centre approved plans) and were concerned about parking and loss of hotel spaces. They also requested that it go to full committee in order for neighbours and interested parties to be consulted and full debate to be had. However, it was passed by Cornwall Council.

The redevelopment of Tregurrian Hotel at Watergate Bay attracted similar debate in that there was a wave of support to redevelop the derelict but resident concerns over the mass/bulk of the building, lack of sympathetic design; and a feeling of over-development as well as issues relating to encroachment, parking and visual impact. The Town Council objected to the loss of holiday accommodation and flagged up the significant number of local objections.

11.1.18 Newquay Town Framework Plan. Review of Employment Sites (May 2010)

Existing

E1 – Ealing Science Centre
 E2 - Hope Terrace
 E3 – School Close Craft Units, St. Columb Minor
 E4 – Quarry Park Road
 E5 – Tor Road
 E6 – Treloggan Industrial Estate
 E7 – Trevemper Mill

Proposed
 E8 – Newquay Growth Area
 E9 – Treloggan Industrial Estate
 E10 – Quintrell Downs
 E11 – Trevithick manor
 E12 – Land at Trevemper
 E14 – Tregunnel Hill

The largest employment sectors in the CNA are hotels & restaurants at 33% and retail & wholesale at 19%. The biggest self-employment sectors are fishing, agriculture and construction. According to the 2001 census, 11.53% of the working age population are self-employed. Unemployment in Newquay was 5.2% (Feb 2010 claimant count figures).

Employment Land Growth - 2007-2017 (ha)			Floorspace Growth - 2006-2017 (sqm)		
2.8%	3.2%	Aspirational	2.8%	3.2%	Aspirational
6.7	6.9	7.8	16,826	17,412	19,526
1.9	1.9	3.1	4,357	4,357	7,236
4.6	4.6	6.5	10,665	10,665	14,996
13.2	13.5	17.4	31,848	32,434	41,762

Offices			Industrial			Total		Grand Total
Demand	Vacant premises supply	Land supply	Demand	Vacant premises supply	Land supply	Demand	Land supply	

Industrial				Office			
Demand	Vacant premises supply	Land supply	Gap	Demand	Vacant premises supply	Land supply	Gap
15,022	184	27,668	12,830	16,826	300	25,938	9,412
15,022	184	27,668	12,830	17,412	300	25,938	8,828
22,237	184	27,668	5,615	19,526	300	25,938	6,712

	Land at Tregunnel Hill, Newquay	833 (n/s)						
	Land at West Road, Quintrell Downs	4600						
	Land off Trevenson Road, Newquay	135						
B2/B8	Land at West Road, Quintrell Downs	5300 (n/s)						
		10568						
	(ha)	area (ha)	vacant area (ha)	transport	network	the site		(out of 60)
e ga	Treloggan	0.15		464				B1
—	Treloggan	0.28		877				B1, B2, B8
ed nt	Total	0.43		1341				
with	Treloggan	-0.01 (change of use)		- 92				- B2
	Treloggan	0.01 (change of use)		+92				+D2
	Total	0		0				
toe	Total	0		0				
					A3058 and 1.2km from A392			
Craft Close, inor	0.18	0	0	ELR score 4	Site directly adjoins A3058 and A3059	3		33
	0.27	0.03	0	ELR score 4	1km to A3058 and 1.5km to A392	2		27
ustrial	8.96	1.03	2.015	ELR score 4	Site is 0.4km to A392	3.17		37
ill	0.26	0.1	0	ELR score 2	Site directly adjoins the A392	2		25
	25 799	1 9	15 515					269

11.1.19 Local Insight profile for 'Newquay Town Council' area (Oct 2017)

The average weekly household income is £612, substantially lower than the England average. 10.7% of households are living in fuel poverty. The parish also has a higher proportion of unemployment to available jobs ratio (3.82).

10,107 of the population are economically active; 4,853 in full time employment, 2,279 part time, 1, 907 are self-employed and 4,471 are economically inactive.

The 3 largest employment sectors in the parish are; accommodation & food services, retail and health & social work. The 3 biggest industry that make up local jobs are hotels & catering, retail and health.

11.1.20 Newquay Coastal Community Economic Plan 2016

The 3 main areas of work are:

- To promote the image and public perception of Newquay.
- To encourage new events and event promotion.
- To enhance the towns street environment.

Newquay Coastal Town Team has a vision of a resilient town, developing Newquay as a popular seaside destination to offer a more diverse and flexible visitor experience. They will do this by:

1. Broadening the offer in terms of facilities, activities and opportunities available to visitors to extend beyond the beaches.
2. To increase the range of visitor attractions which are low cost or free.
3. To increase the range of visitor attractions that appeal to 'local' to lengthen the tourism periods.
4. To reduce the dependence on certain demographics at peak periods (e.g. older coach travellers in the spring or young people in the summer) by increasing the variety of attractions available.
5. To improve the overall look and 'feel' of a key developed coastal area of Newquay, important for both locals and visitors.

The following need and actions have been identified:

- Revenue to support on-going maintenance and develop new initiatives
- Employment opportunities to manage and maintain projects
- Community engagement and involvement to shape outcomes and develop long term involvement and commitment
- Enhancement of environment and appreciation of its value to residents and visitors
- Protection of existing assets and long term management to retain for future generations
- Rejuvenation of town image to develop town's appeal as a year round destination and respect as a community

Projects

Harbour viewing area

- Reinstate a valuable community asset, providing a useable and cared for area to relax.
- Provide a manageable area for visitors to sit and eat, supporting local cafés and takeaway restaurants.
- Complete the improvement works to the harbour area, while also providing an area to watch the workings of the harbour without impeding or being put at risk.

Town sea pool

- Reinstate valuable heritage asset at risk of permanent loss.

- Provide a 'safe' swimming environment for families, away from surf and busy beach.
- Establish community 'ownership' and long term management and risk management plan.
- Extend tourist interest beyond the beach, with development of promenade opportunities/activities.

Killacourt green

- Develop interactive potential of green space for community and tourists.
- Re-site bandstand to increase usage, but maintain view and direct link to beach.
- Link beach, promenade and Green activities to extend tourist offer.
- Increase daily usage, alongside specific activities and events

Newquay 'fit' trail

- Broaden visitor activities and level of engagement.
- Reinvigorate heritage trail with new, innovative approach, broadening level of appeal.
- Develop new visitor interaction utilising smart technology.
- Extend visitor offer beyond beaches, adding low cost/free activities.
- Enhance presentation of town and image as modern seaside destination.

11.1.21 National Planning Policy Framework (March, 2012)

Building a strong, competitive economy

Local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.

Local planning authorities should:

- set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
- facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

Ensuring the vitality of town centres

Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.

Supporting a prosperous rural economy

Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.

1.17 Community Led Strategies and Consultation

11.1.22 Newquay Town and Parish Plan 2010

Under the identified issue of work, business and employment, the following key points were identified in the Town and Parish Plan:

Different occupations, businesses and employment situations provided the survey with a whole range of different views of how Newquay needs to progress into the future.

For those businesses whose customers and suppliers used the airport, there was agreement that it provided excellent access (45.5% agreed / agreed strongly of 154 answering).

Access to training for the respondents / their staff provided very neutral answers. 29.5% responded as “Neither agree nor disagree” (of 153 answering). Access to business support also had a very neutral answer; with 30.1% “Neither Agree or Disagree.” (of 149 answering).

For those managing or owning businesses in Newquay answers to the area being “a perfect place for my business to expand,” 39.9% agreed / strongly agreed, 20.3% disagreed or strongly disagreed; and 27.5% neither agree nor disagreed (of 153 respondents); a neutral response

Similarly, the answer was less positive when asked if Newquay is a good place to do business. Although 48.1% agreed, only 9.8% strongly agreed and 21.8% “Neither agreed nor disagreed” (of 156 respondents).

1.18 Parish Consultation

11.1.23 Scoping Survey Results 2014-2015

From the 308 responses the following relates to economic issues. Tourism was highlighted as the main priority by 110 of the 308 (40%) as well as business and retail development by 108 (38%). Visitor accommodation was viewed as a priority by 65 (23%) and business site identification only attracted interest from 43 of the respondents (15%).

11.1.24 Awareness Raising Events and Opportunities

The problem of parking was raised during discussions with businesses.

11.1.25 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

- Almost 70% of respondents wanted to see more clothing retailers in the Newquay area
- Over 90% of respondents felt there were not enough job and training opportunities in the Newquay area

Student Questionnaire (Tretherras)

- Over 44% Primary Students feel that shops in Newquay target tourists not locals.
- Over 90% of Tretherras student respondents agreed that shops in Newquay target tourists not locals.

Student Questionnaire (Treviglas)

- Of 71 responses over 60% would like to see more restaurants and over 47% would like more clothing shops.
- Of 95 responses to this question over 47% of students felt that there were insufficient job opportunities in Newquay; 25% were unsure and 29% were satisfied that there were enough job opportunities.

Business Questionnaire

This questionnaire was not the focus of the school's activity and therefore was less well publicised. There were four responses received of which three respondents were positive about the impact of undertaking a neighbourhood plan.

From this small sample, there was a feeling that a neighbourhood plan could both conserve and change, and that it could impact on their business (e.g. bring in visitors other than stag/hen parties; more housing equating to more customers).

11.2 Consultation – Themed (2015-16)

11.2.1 Newquay NP Business and Organisations (2015)

Business owners were asked to comment on a few factors about the Neighbourhood Plan process. Despite the small sample, useful information has been found.

The survey asked respondents to comment on their thoughts of a neighbourhood plan. Generally people were positive about the process for the future of Newquay and agreed that it would have a positive impact on their organisation through increase in footfall. There was disagreement in relation to whether there was enough capacity to expand their businesses.

Comments were made on what should be conserved or changed, comments include:

- Better appearance and maintenance of the town centre and shop fronts – encourage more footfall.
- Stem the flow of small businesses out of the centre and encourage niche market entrepreneurs.
- More control of stag/hen dos and buskers which cause a lot of trouble for shop keepers.

- Need to develop and diversify employment opportunities away from just the tourism sector.

11.2.2 Household Survey (Autumn 2016)

- 1783 out of 2928 said that they would like to see a policy that has tighter controls over the closure or change of use of hotels/guest houses. However 658 said they were unsure and 487 ticked no. Comments included; if they aren't viable anymore don't keep them running; self-catering isn't for everyone and you need hotels for tourism; retain them or turn them into other employment.
- Residents were asked to comment what type of development they would support if a hotel/guest is not viable. 695 out of 1602 ticked redevelop as employment space. 567 out of 1602 ticked redevelop as visitor accommodation.
- 649 commented on what areas used as employment space should be retained. Treloggan, Quintrell Downs, St Columb industrial estates; Aerohub; Airport; Old Jewsons site; and the harbour/town centre/hotels & guest houses were among the common answers. Areas that can be released for alternative use are; any derelict or brownfield site, Mount Wise and around Hendra.

11.2.3 Consultations – Public Events (June/July 2017)

It was suggested that the old Jewsons site should remain as business use only and that the entrance near residential homes should remain as light industrial.

Support has been shown for new employment sites and training space in the parish as long as it is not on Greenfield sites.

It has also been suggested that new hotels should provide sufficient parking places (1 parking space per hotel room) as well as places for staff.

11.2.4 Formal Consultation Period (Jan – Feb 2018)

After being given the opportunity to comment on the plan, the Economic Development team have suggested that contextual reference should be given to the Enterprise Zone and the connection that Goonhilly has in this regard.

- supply chain employment opportunities through the Enterprise Zone.
- The DPD states there is a focus on providing employment opportunity in Newquay through an urban extensions
- Nansledon and Tregunnel could be viable for appropriate live work schemes. Nansledon is specifically identified in the DPD for employment purposes.

Newquay Regeneration Forum would like to see new educational or training facilities given the same conditions as new employment sites in relation to the impact on landscape and residential amenity. As well as

this they would like to see connectivity to cycle ways, the provision of secure cycle bays and shower facilities for employees. They support the innovative project list but would like to see strong consideration be given to the Harbour and Fly Cellars.

11.3 Vision, Theme and Policy Formation – NP Group

11.3.1 Economic Workshops (2016)

The first economy workshop took place on the 20th April, 2016 and the discussion centred around key points relating to the Aerohub (airport and business park) including: the likely increase in jobs and knock on effect of housing growth; the impact on employment space within the wider Newquay area; and the restrictions on the business space at the airport in order not to adversely impact on the town. It was also noted that a lot of development in terms of employment land is happening outside the parish – and it is necessary to be clear about what the need is within the parish.

The main conclusions were:

- That there is a need to safeguard existing employment space – and to consider how this relates to the 21st century economy.
- The likely increased local demand in response to the Aerohub development – should policies be developed to respond to this?
- Potential for conversion of hotels to office space (rather than residential) – is this desirable and feasible?

It was agreed that there was a requirement to undertake more research and mapping. Policy solutions may relate to supporting local employment development (above and beyond CLP targets) subject to set criteria; and having site specific policies.

11.4 Economic Development Theme Conclusions

1. The evidence indicates that there is a need to broaden the economic opportunities in Newquay.
2. Existing employment bases need to be safeguarded and retained.
3. If not viable, hotel sites should be converted into other employment spaces.
4. Capitalising on the potential of the Enterprise Zone should be embraced to help develop the economic base in the town.

12.0 Design

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.19 Cornwall Council Documentation

12.1.1 Cornwall Local Plan 2010-2030

Policy 12 of the Cornwall Local Plan identifies:

The Council is committed to achieving high quality safe, sustainable and inclusive design in all developments across Cornwall and ensuring its distinctive natural and historic character is maintained and enhanced. Development proposals must be of high quality design and layout of buildings and places and demonstrate a design process that has clearly considered the existing context, and how the development contributes to social, economic and environmental elements of sustainability.

1. As part of a comprehensive place-shaping approach, proposals will be judged against fundamental design principles of:

- 19.1.1.a.i.1.a. *character – creating places with their own identity and promoting local distinctiveness while not preventing or discouraging appropriate innovation. Being of an appropriate scale, density, layout, height and mass with a clear understanding and response to its landscape, seascape and townscape setting; and*
- 19.1.1.a.i.1.b. *layout – provide continuity with the existing built form and respect and work with the natural and historic environment; high quality safe private and public spaces; and improve perceptions of safety by overlooking of public space; and*
- 19.1.1.a.i.1.c. *movement – creating a network of safe well connected routes which are easy to read and navigate by the use of landmarks, spaces, views and intersections; and*
- 19.1.1.a.i.1.d. *adaptability, inclusiveness, resilience and diversity – building structures can be easily altered, particularly internally, to respond to both climate change and changing social and economic conditions and provide a mix and pattern of uses; and*
- 19.1.1.a.i.1.e. *engagement process – undertaking community engagement, involvement and consultation in the design process proportionate to the scheme.*

2. In addition development proposals should protect individuals and property from:

- a. *overlooking and unreasonable loss of privacy; and*
- b. *overshadowing and overbearing impact; and,*
- c. *unreasonable noise and disturbance.*

12.1.2 Cornwall & Scilly Urban Survey – Historic Characterisation for Regeneration – Newquay April 2003

The above document is referred to in great detail under Section 7 and identifies a number of recommendations for identified character areas in the town.

12.1.3 Planning Applications – Town Council Planning Committee Issues

Design Features/Concerns

The Town Council is keen for applications that are sympathetic to surrounding area. There is recognition that in different parts of the parish what is appropriate will vary. Examples of applications that the Town Council have objected to, or supported (with caveats) are shown below.

Table 17 Examples of Applications with Relevant Design Issues

APPLICATIONS	Address	Details of Application and Town Council Planning Committee Response based on design issues.	Result of Application/ Appeal
16/05/2013 PA13/02790	109 Mount Wise	OBJECTION: Behind new apartment block. Originally rejected by CC - redesign too small, lack of amenity space etc	CC refused but approved at Appeal
16/01/2013 PA13/09870		SUPPORT: replacement of derelict hotel Cedars with 14 apartments - but concern at apparent dark colour in an area normally light colours	
09/09/2013 PA13/04190	27A Tolcarne Rd	SUPPPORT: but use of brick will not match adjacent houses	
09/09/2013 PA13/07391	5/7 Springfield Rd	OBJECTION: 1 Floor too high breaking the line of terrace houses	Withdrawn
03/06/2013 PA13/03196	9 Pentire Crescent	OBJECTION: 3 storey too high in residential area Note: subsequently redesigned, highly acceptable	CC refused
28/01/2014 PA14/00147 PA12/11637	6/7 Lawton Close	OBJECTION: Design overdevelopment. Application to build multi floor apartment blocks in bungalow area - following rejections and loss of Appeal, this application based on bungalow design	
30/11/2015 PA15/10715	96 Fore St	OBJECTION to modern addition in area of traditional buildings. Enclosed balcony to front elevation. Not in keeping with the traditional buildings in that area. Committee supported changes to rear but not on street.	CC agreed balcony removed and replaced by small roof light.

Other design features that have been raised by the Town Council include flat roof terraces (and potential impact on neighbours); impact of building heights; the need for green space/amenity space provision to be factored in, or to provide a buffer between developments.

12.1.4 Building for Life 12

Although not specifically related to Newquay, it is important to take this document into account as background information.

This document focuses on 12 principles for building. Under each principle there are a number of questions which they suggest are asked at the start of the design phase and a list of recommendations designed to stimulate discussions with the local community, project team, local authority and other stakeholders:

Integrating into the neighbourhood

- 1.1.1.b.vii.1. Connections
- 1.1.1.b.vii.2. Facilities and Services
- 1.1.1.b.vii.3. Public Transport
- 1.1.1.b.vii.4. Meeting local housing requirements

Creating a place

- 1.1.1.b.vii.5. Character
- 1.1.1.b.vii.6. Working with the site and its context
- 1.1.1.b.vii.7. Creating well defined streets and spaces
- 1.1.1.b.vii.8. Easy to find your way around

Street & home

- 1.1.1.b.vii.9. Streets for all
- 1.1.1.b.vii.10. Car parking
- 1.1.1.b.vii.11. Public and private spaces
- 1.1.1.b.vii.12. External storage and amenity space

12.1.5 Cornwall Design Guide 2013

The Cornwall design guide follows a very similar approach as the 'building for life 12' document but its detail is specifically relevant to Cornwall.

Design Principles:

Where connections can and should be made and how the new development can integrate into the existing neighbourhood, how it will provide communal paths for people; ensuring these are safe, attractive, easy to navigate and well lit.

Ensure all new developments have the appropriate facilities and services in close proximity.

Must ensure access to public transport for journeys to work, education and other public amenities have been considered.

The housing mix should create a broad-based community that meets local needs.

Creating a place:

New developments should make the best out of existing topography, archaeology, landscape features, wildlife habitats, existing buildings, site orientation, historic character and microclimate.

Developments should create well defined streets and spaces that are easy to find your way around.

Ensure all development proposals have the appropriate green infrastructure.

Design and details:

New developments should identify architectural, landscape or other features that are associated with the surrounding place and use these as

a starting point for design or explore new ways to give a place a locally inspired identity.

They should show high quality architecture, materials and detailing.

Ensure spaces between buildings are thought about; public art; street furniture; street lighting; boundaries and edges.

Streets and home:

Developments should incorporate how they can be designed for social and play spaces, where pedestrians and cyclists come first.

Whether the design of developments offers something to the streets; detail, craftsmanship and build quality.

Developments should take into account location, availability and frequency of public transport and provide sufficient parking for residents and visitors, ensuring there is a visual balance of street parking and planting.

Proposals should incorporate features for movement and connections, ensuring they have incorporated new technologies e.g. Electric charging points.

Ensure there are clearly defined private and public spaces available.

Sustainable neighbourhoods and homes:

Ensure buildings comply with the Equality Act 2010

Research available methods and materials and prioritise cost effective measures to deliver an easier build and a more sustainable and durable building.

Take into consideration building materials that will maximise energy conservation; insulation, solar panels, new appliances and systems that minimise usage.

12.1.6 Newquay Growth Area Pattern Book

The Pattern Book is split into 3 sections which all identify different areas within Newquay.

Urban Patterns

Identifies some of the key patterns of urban form and public space in Newquay and analyses the scale and character of various streets and block typologies. Newquay has been split into 13 urban spatial types:

- Parish churchyards & cemeteries; central square; town high street; village high street, hotels & railway forecourts; sea front streets; town residential; resort residential; village residential; parks & leisure; garden lanes; back courts; farmyard clusters.

Building Typologies

This section provides an analytical study of the massing, scale, proportions and details of individual buildings, to help ensure that buildings of suitable character and scale are woven into the new urban fabric in a consistent and natural way. As well as this, it identifies details such as oriel windows, gables and ridges and an analysis of materials, colour, and mouldings. 12 building types in the parish have been identified:

- Public buildings; commercial purpose built; mixed use purpose built; mixed use modified; train stations; hotels; villas; buildings with

verandans; double fronted houses; two bay houses; cottage; industrial.

Town Landscape Patterns

This section identifies the wall & boundary (Cornish hedges mostly), civic art, street furniture & paving that are present in the parish and the types of plants that are best suited to a coastal location.

1.20 Community Led Strategies and Consultation

12.1.7 Newquay Town and Parish Plan 2010

Highlighted in the section under personal situation, issues and views, it is stated that *'there was also concern about the design and architecture of buildings within the town, previous work had begun on these issues and should now be furthered. Within the same process and the wider planning process is the need to sufficiently recognise design and architecture. An establishment of what is good design for the area and the type of design can be developed through Design Guides and similar for planners. There has been a number of studies which would be worth referring to in this respect; such as the Historic Characterisation for Regeneration'*.

1.21 Parish Consultation

1.1.2 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- Housing design and shop front design were highlighted by 103 individuals (37%) and 86 (33%) respectively.

1.1.3 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

- Over 70% had a preference towards sympathetically designed housing
- Over 60% of respondents wanted to preserve the traditional design of shops in the Newquay town centre

Student Questionnaire (Tretherras)

- 35% Primary Students think that buildings in town should be more modern.
- 76% of Tretherras student respondents also indicated they would prefer to see more modern buildings (in preference to traditional design).

Student Questionnaire (Treviglas)

- 62% of the students indicated that they felt that building design could be better.

1.1.4 Household Survey (Autumn 2016)

This resident questionnaire has shown the interest that is placed on the design of the parish.

- 1542 out of 2795 said that the streets in the town centre are not adequate in relation to the design, layout, accessibility, clutter, sense of place, lighting and ease of use.
- The town centre, Pentire, Henver Road, Station area, Cliff Road, Bank, East & Fore Street, Mount Wise and Killacourt are all places mentioned that could be improved through better design.
- There were a lot of comments surrounding the lack of design and consistency of new buildings with others and a lot of negative comments about the height of new developments.
- In general people agree that there should be a policy about the design of new homes & developments and shop fronts & facades.
- The urban coastline, period houses and open headlands are all local characteristics that are especially important to the residents of Newquay. Specific places mentioned include; the harbour, Trenance, Gannel, Huers hut, golf course, Barrowfields, Killacourt, Mount Wise gardens.

12.1.8 Consultations – Public Events (June/July 2017)

As highlighted throughout this process, design is a key interest with local residents has been mentioned a lot within these public events.

Once again, the height of new builds is a massive issue for residents, with comments suggesting they should be in keeping with existing buildings.

The design on new builds is a subjective matter and some good (Duchy estates) and bad ones (The Goldings) have been mentioned.

There is also growing concern with new builds fittings, fixtures, renders etc. Tregunnel Hill developments; doors – paint flaking; letterboxes/doorbells – corroding; paint work; water run off causing big pools of water at the bottoms of gardens; water coming under office doors as pavements are not the right heights. Another comment suggests there should be a requirement from developers to explain how they are dealing with marine conditions.

12.1.9 Formal Consultation Period (Jan – Feb 2018)

The Development Management (DM) team in CC commented on a few of the general development principles. They have advised that the text is revised for policy G2c and i, so that it provides flexibility for when there is no other option for developers to use non permeable hard landscaping and to consider the impact of policies for small scale developers and that it would be beneficial to ask how water will be managed within the site.

Policy G3 is supported by DM but have advised it is revised and amended slightly to make clearer how CC can enforce this policy (i.e. specific design features) and whether it should apply to both big and small scale householder developments.

12.2 Vision, Theme and Policy Formation – NP Group

12.2.1 Design Workshop and related work.

The workshop in April 2016 allowed the volunteers present to explore design issues and how this might be used to inform the neighbourhood plan work. Tim Kellett (Tim Kellett Urban Design) facilitated a workshop that allowed the group to look at specific design issues in detail.

From this workshop session, a report was produced identifying key design challenges; outlining potential objectives and defining key tasks.

The objectives, summarised below, relate to:

- Using the neighbourhood plan as a means to promote recovery of the retail centre.
- Improving the resident and visitor offer in the retail centre through design.
- Encourage place making in priority locations.
- Identifying and protecting key panoramas, skylines, vistas and long views.
- Encouraging development of local distinctive architecture.
- To manage the scale of new development in the centre and on the fringes of the town.

There are considerable key design challenges for Newquay, for example, in terms of losing coastal properties in favour of large apartment blocks; loss of character in shop front design; height and scale of development; a loss of a 'sense of place'

12.2.2 Character Workshop (2018)

The workshop gave volunteers the knowledge to identify the most important characteristics and key views of the area. They were initially asked to complete a survey to identify these characteristics, which have been summarised by Tim Kellett to produce the Newquay Character Statement. This document sets out the key design and conservation principles that are particularly relevant to that area and make suggestions where future improvement initiatives could be developed.

Newquay Parish has been divided into character areas – some of these match the same areas as those mentioned within the 'Cornwall and Scilly Urban Survey of Newquay' (CSUS review, 2003), and therefore they have been thoroughly assessed against this document and any changes have been identified. Reference has also been made to the 'Newquay Pattern Book', planning application reports and Cornwall Design Review Panel.

The document is designed to support the Newquay Neighbourhood Plan, particularly the policies on general development, design and heritage conservation. The 27 character areas are:

- 1. Central Commercial Core
- 2. Harbour related residential
- 3. The Harbour

- 4a. Industrial area (The Whim)
- 4b. Industrial Area Wesley Yard
- 4c. Industrial area – land around the Railway Station
- 4d Industrial area [incorporated into the survey for 10a]
- 4e Industrial area – The Tramway
- 5 Secondary Commercial West
- 6 Secondary commercial area east [East Cliff and Cliff Road]
- 7 Towan Promenade and Killacourt
- 8 Towan head and Fistril beach
- 9 Narrowcliff and Barrowfields
- 10a Mount Wise residential and 4d Industrial site
- 10b South East part of CSUS area 10
- 11 Trenance Park
- 12 Gannel Side
- 13 Pentire and Esplanade Roads
- 14 Lawton Close
- 15 Pentire – Gannel Facing
- 16a Penmere
- 16b Tregunnel Hill [south] and Estuary View
- 17 Tregunnel Hill [Higher]
- 18 Mayfield
- 19 Treloggan
- 20 Tretherras South: Towan Blystra estates and Trencreek
- 21b Tretherras Meadow [east of Trevenson Road]
- 21 Tretherras North and adjacent 10 (part) Residential Area within CSUS.
- 22 Henvor Road
- 23 Porth Veor
- 24 Porth
- 25 Porth Bean
- 26 St Columb Minor
- 27a Whipsiderry
- 27b Tregurrian

12.3 Design Theme Conclusions

1. Clearly the design quality of new development is a fundamental concern for the area and there is key requirement to embed this into policies on the Neighbourhood Plan.
2. Design issues are relevant to a number of themes – particular housing and economy but also link to those raised in the heritage section regarding shop fronts.
3. The April 2016 design workshop has highlighted a direction of travel in taking forward the work on the neighbourhood plan. The recommendations of the design workshop can form a basis of the next stage including the drafting of policies (which can also be informed by CSUS etc) to address priority issues. This also needs

to cross reference with work of the Environment Group/LLCA.

13.0 Renewable Energy

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.22 Cornwall Council Documentation

13.1.1 Cornwall Local Plan 2010-2030

Policy 14 of the emerging Cornwall Local Plan requires development to:

22.1.1.a.i.1. *‘To increase use and production of renewable and low carbon energy generation development proposals will be supported that:*
a. maximise the use of the available resource by deploying installations with the greatest energy output practicable taking into account the provisions of this Plan;

b. make use, or offer genuine potential for use, of any waste heat produced;

c. in the case of wind turbines, they are within an area allocated for wind power and avoid, or adequately mitigate, shadow flicker, noise and adverse impact on air traffic operations, radar and air navigational installations; and

d. do not have an overshadowing or overbearing effect on nearby habitations.

e. in the case of solar development noise, glint and glare is mitigated adequately.

22.1.1.a.i.2. *Support will be given to renewable and low carbon energy generation developments that:*

a. are led by, or meet the needs of local communities;

b. create opportunities for co-location of energy producers with energy users, in particular heat, and facilitate renewable and low carbon energy innovation.

22.1.1.a.i.3. *When considering such proposals, regard will be given to the wider benefits of providing energy from renewable sources, as well as the potential effects on the local environment; including any cumulative impact of these proposals’.*

It is important to note the policy requirements outlined under policy 1. c. for wind turbines. In effect the policy wording as it presently stands requires wind turbine development to be allocated to be considered acceptable in principle. As the Local Plan proposes no wind turbine area allocations, only those sites allocated through a subsequent Development Plan Allocations document or a Neighbourhood Development Plan will meet this policy test.

13.1.2 Cornwall Renewable Energy Supplementary Planning Document – Consultation (Draft 2015)

The supporting document to the above draft SPD ‘Annex 1: An assessment of the landscape sensitivity to on-shore wind energy & large-scale photovoltaic development in Cornwall’ provides specific guidance for

the Landscape Character Area CA15 which relates to the Newquay and Perranporth Coast.

The document identifies the key landscape characteristics for the area as follows:

- *Gently undulating north-west facing coastal shelf dissected by small streams with narrow valleys to the sea.*
- *Open and exposed landscape with little tree cover.*
- *High slate cliffs form a dramatic and varied coastline with long sandy west facing surf beaches.*
- *Extensive areas of rough ground, scrub, and sand dune systems.*
- *Small to medium scale field pattern.*
- *Large settlements based on tourism and other clustered settlements with small or estate farms.*
- *Caravan and campsites scattered across the coast and hinterland.*
- *Tourist signage and other features on roads*

With regard to wind energy proposals the reports overall sensitivity assessment is:

'Although the large scale landform and presence of extensive human influence could indicate a lower sensitivity to wind energy development, the presence of a dramatic coastline, undulating topography, irregular small to medium scale fields, areas of rough ground, important coastal skylines and sense wildness of the coastline increase sensitivity so that overall this LCA is considered to have a moderate-high sensitivity to wind energy development. Areas close to urban edges and the airport have a moderate sensitivity. The wild and undeveloped coastal edge and its immediate hinterland would be particularly sensitive (high).'

The Landscape strategy for such developments is as follows:

'for a landscape with occasional single turbines or small clusters of turbines up to and including Band C, located away from the cliff edge (turbine size should relate to landscape scale within the LCA). There may be more than one wind energy development in the LCA, but they should be clearly separated so that, although each wind energy development influences the perception of the landscape at close proximity, collectively they do not have a defining influence on the overall experience of the landscape'.

In terms of solar PV developments the overall sensitivity assessment concludes that

'Although the presence of areas of enclosure provided by topography and vegetation inland, the agricultural land use and human influence could indicate a lower sensitivity to solar PV development, the presence of some steep slopes, the sense of openness (particularly along the coast) and extensive areas of coastal rough ground and sand dunes increase sensitivity to the extent that overall, the LCA is judged to be of moderate-

high sensitivity to solar PV development. The open undeveloped coastal edge and its immediate hinterland would be particularly sensitive’.

The landscape strategy for solar pv is as follows:

‘The landscape strategy is for a landscape with occasional Band A or B solar PV developments sited in sheltered locations, located away from the undeveloped coastal edge. There may be more than one solar PV development in the LCA, but they should be clearly separated so that, although each PV development influences the perception of the landscape at close proximity, collectively they do not have a defining influence on the overall experience of the landscape’.

In terms of both Wind and Solar developments the report specifically identifies the below:

‘Protect the factors which contribute to the scenic quality of the Perranporth & Holywell AGLV (particularly the integrity of the front of the sand dunes, the semi-natural and impressive nature of the cliffs (particularly at Pentire Point), and the wooded valley around the old mining area of Treamble) – ensure choice of site and scale of development does not detract from these’

On wind energy it goes onto to state *‘Ensure wind energy development does not adversely affect the long wide west facing surf beaches, cliffs, coastal rough ground and dunes as distinctive features of this landscape.’.*

13.1.3 Planning Applications – Town Council Planning Committee Issues

The Town Council considers each application on its merit. In 2013 it supported solar panels on A frames at Godolphin Way 9 (on the basis of minimal change to street scene); and a wind turbine at Trebulsue Farm (which was deemed acceptable as it supports the local agricultural business).

1.23 Community Led Strategies and Consultation

13.1.4 Newquay Town and Parish Plan 2010

No specific points with regard to renewable energy were identified through the Town and Parish Plan.

1.24 Parish Consultation

1.1.5 Scoping Survey Results 2014-2015

Residents were asked to indicate what topic areas they felt were priorities for Newquay. 308 respondents returned completed surveys.

- 92 (33%) indicated that renewable energy issues as an issue to be considered.

13.1.5 Secondary Schools Led Surveys & Research (2014-15)

13.1.6 2015

Parental Questionnaire

- 60% of respondents have a preference towards wave power as a form of renewable energy

Student Questionnaire (Tretherras)

- There was a mixed response to whether there should be more emphasis on 'green energy' in Newquay. 52% of Tretherras student respondents would like to see more emphasis on 'green energy'; 43% didn't agree and the remainder were unsure.

Student Questionnaire (Tretherras)

Of the 88 responses regarding renewable energy

- 54% were, in principle, in support of wave power; 52% solar and 44% wind power.

13.1.7 Household Survey (Autumn 2016)

Renewable energy featured quite highly in relation to housing/development designs. Residents want to see environmentally sustainable designs; solar panels, renewable energy techniques and the use of local resources.

13.2 Renewable Energy Theme Conclusions

1. There is a strongly defined guidance on renewable energy contained within the SPD. However is this advice being followed – need to reinforce through the Neighbourhood Plan
2. General support for renewable energy in the area; specifically through new housing developments.
3. If wind turbines are to be supported they will now need to be allocated in the NDP.

14.0 Crime, Disorder and Community Safety

Evidence relevant to this theme is detailed below and includes Cornwall Council and other strategic documents; as well as local documentation and consultation results.

1.25 Cornwall Council Documentation

14.1.1 Cornwall Local Plan 2010-2030

Policy 12 of the Cornwall Local Plan identifies

The Council is committed to achieving high quality safe, sustainable and inclusive design in all developments across Cornwall..... Development proposals must be of high quality design and layout of buildings and places and demonstrate a design process that has clearly considered the existing context, and how the development contributes to social, economic and environmental elements of sustainability.

1. As part of a comprehensive place-shaping approach, proposals will be judged against fundamental design principles of:

layout – provide continuity with the existing built form and respect and work with the natural and historic environment; high quality safe private and public spaces; and improve perceptions of safety by overlooking of public space

- movement – creating a network of safe well connected routes which are easy to read and navigate by the use of landmarks, spaces, views and intersections.*
- adaptability, inclusiveness, resilience and diversity – building structures can be easily altered, particularly internally, to respond to both climate change and changing social and economic conditions and provide a mix and pattern of uses. e. process – undertaking community engagement, involvement and consultation in the design process proportionate to the scheme.*

2. In addition development proposals should protect individuals and property from:

- a. overlooking and unreasonable loss of privacy; and,*
- b. overshadowing and overbearing impacts; and*
- c. unreasonable noise and disturbance.*

Objective 5 of Policy PP8 refers directly to the Night Time Economy seeking to 'manage the night-time economy of Newquay'.

14.1.2 Local Insight profile for 'Newquay Town Council' area (Oct 2017)

The parish has a higher proportion of all crimes per 1,000 people than England, 2,470 in the year July 2016 – July 2017.

14.1.3 National Planning Policy Framework (March 2012)

Promoting healthy communities

Should create a shared vision with communities of the residential environment and facilities they wish to see.

Main aims:

- safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion;
- safe and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

1.26 Community Led Strategies and Consultation

14.1.4 Newquay Town and Parish Plan 2010

To a set of statements, people were asked how “serious” they felt these were in Newquay. For Anti-social behaviour, 77% felt it was serious / very serious – of which 45.3% stated it was “very serious” (of 1,161 respondents)

In addition, 62.8% of respondents felt lack of civic pride was serious / very serious. (of 1,149 respondents). With regard to experiencing anti-social behaviour, 48.4% of respondents (of 1,174 respondents) replied that they had. For 34.3% of those people it happened more than 10 times (of 557 respondents), with 34.3% considering it to be rated ‘serious’ (of 557 respondents) and 14.5% ‘very serious.’

This section had concentrated particularly on anti-social behaviour and responses had certainly confirmed that this was of great concern to respondents, with a high proportion of individuals having personally experienced this behaviour. Such behaviour was by no means confined to the town centre but 30.9% specifically used the word “town”(of 540 respondents) and this increased to 45.6% of people who specifically stated “Main Street”, “Central Square”, “Fore Street”, “Bank Street”, “East Street” or “Killacourt.

The high level of alcohol-related concerns was also picked up later in the survey:

- “Tighten drinking regulations” – 84.8% very important or important of which 65.7% was very important (of 1,148 respondents)

One other issue was around licensing issues; in this case that of Sexual Encounter Establishments, with a later Section drawing on respondents views:

- “Tighten regulations on sexual encounter establishments” – 75.3% very important or important of which 60.1% was very important (of 1,145 respondents)

1.27 Parish Consultation

14.1.5 Secondary Schools Led Surveys & Research (2014-15)

Parental Questionnaire

- 66% are happy with the general safety provisions in the Newquay area

Student Questionnaire (Tretherras)

- 19% Secondary Students feel that the Footpaths around Newquay are safe.
- 29% Primary Students feel that the footpaths around Newquay are safe.
- 45% Primary Students think that the parks and playgrounds are safe.

Student Questionnaire (Treviglas)

96 students responded to the question about whether safety provisions (police, CCTV) were sufficient.

- 57% agreed that safety provision was sufficient; 21% disagreed and a further 20% did not know.

14.1.6 Household Survey (Autumn 2016)

Residents were asked to comment on the issues they had faced with HMO's in Newquay, 900 out of 1579 marked 'parking', 555 put noise and other comments noted the anti-social behaviour, disturbance, crime, alcohol & drug use, rubbish on streets and general run down appearance of these places.

A lot of comments mentioned the 'hen & stag do' nature that is associated with Newquay and the problems that arise from this; litter, alcohol, noise etc.

14.1.7 Formal Consultation Period (Jan – Feb 2018)

Devon and Cornwall Police support Policy D1 regarding community safety and security. They would like to suggest that the message of 'designing out crime issues' is always considered (Policy H4 Parking for Residential Development) and that public facilities are designed to be safe and feel safe (11 footpaths).

14.2 Crime, Disorder and Community Safety Theme Conclusions

1.2.1.a.i.1. Managing the night time economy is a continued requirement for Newquay

1.2.1.a.i.2. Ensuring crime and disorder is designed out through development should be reinforced through the neighbourhood plan

1.2.1.a.i.3. Crime and safety have been raised by the schools as a concern particularly with open spaces and footpaths.

15.0 Other Issues

15.1 General:

From looking at the Town Plan consultation document and the work done by both Newquay Tretherras and Treviglas schools it is clear that at the time of asking, that respondents generally agreed that Newquay is a nice place to live, and quality of life is good.

In the household survey that was conducted in Autumn 2016 and the public events June – July 2017, infrastructure was widely mentioned throughout, specifically in relation to health services; GPs, doctors, dentists; schools and parking.

There are many things that impact on this both negatively (including perception of crime, traffic and transport issues) and positively (natural environment, connectivity etc). Young people generally don't feel that they have a voice in the community when it comes to what they want from the town – although it is hoped that their active involvement in the Neighbourhood Plan and other measures will help address this in some way.