

# **RESTORMEL BOROUGH COUNCIL**

**Local Plan 2001 – 2011**  
**(Reprint incorporating Secretary of State's Saved Policies Changes)**

*Written Statement*



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**ST AUSTELL (UNPARISHED AREA)**

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## CHAPTER THIRTEEN ST AUSTELL (UNPARISHED AREA)

*13.1* St Austell has grown from being a small market town at the meeting place of three river valleys to become one of the largest settlements in Cornwall. The growth of the town has been fuelled by the development of the china clay companies. In recent years efforts have been made to diversify the local economy and this remains an important objective of Council policy.

*13.2* As one of the two major settlements in the Borough the town is of strategic importance in promoting the sustainable development objective of this Plan. A town is foremost a place where people live. The Plan contains policies for new housing which seek to ensure that the town's needs for affordable housing are met. It is an important shopping and service centre for mid Cornwall and this role needs to be enhanced in a manner that maximises accessibility. New shopping provision and upgrading of existing shops will be encouraged and the Plan identifies opportunities for investment. However, the historic parts of the town centre need to be respected and conserved.

*13.3* The recreation proposals contained in this chapter reflect the geographical siting of the town referred to earlier; the Plan identifies access corridors along the Pentewan, Gover and Trenance Valleys where the Council will seek to encourage opportunities for countryside recreation.

*13.4* The Plan contains important new transport initiatives to reduce congestion within the town, improve accessibility for shoppers and to reduce conflict between pedestrians and the motor car, in particular identify several areas where the Council would support traffic calming initiatives.

*13.5* The Plan recognises the needs for new community facilities and identifies the Polkyth area as a focus for such initiatives.

*13.6* In summary the key issues which this Plan addresses specifically in relation to St Austell are:

- The relatively low level of growth in population and development compared with other parts of the Borough and the relatively low level of committed housing land compared with other areas. This needs to be looked at in relation to the key importance of St Austell as a focus for promoting a more sustainable development strategy.
- The much faster growth in unemployment compared with the rest of the Borough: the need to promote diversified employment opportunities.
- The need to ensure investment to improve the town centre.
- The need to provide for a strategic road network to enable unnecessary traffic to be removed from the town centre and residential areas as part of a package of transport measures.
- The pattern of parking provision and use and the need to provide more short stay shoppers parking close to the prime shopping area.
- The need to provide open space links through the town and urban areas and improve access to the surrounding countryside.
- Protecting the setting of the town and sites and areas of conservation value.
- The need to ensure that community facility provision matches growth in population and that locally based facilities are not lost or diminished.

Within the context key proposals set out in this Plan include:

- Redevelopment of Aylmer Square
- Provision for an Urban Village on the old Carlyon Road Goods Yard site.
- Improvements to the Market House area.
- An extension to the Sandy Hill Linear Park.

## CHAPTER FOURTEEN ENVIRONMENT AND CONSERVATION

### LANDSCAPING

#### Policy SA2

- (1) Land between the proposed North Eastern Distributor Road and the eastern development envelope of St Austell and between the proposed road and the playing fields off Trenowah Road is proposed for landscaping and screening.**
- (2) 0.25 hectares of land between Polcarne, South Street and Trevanion Road is proposed for landscaping.**

14.3 It is considered important to provide an appropriate visual and noise buffer between the proposed new road and the final extent of the built up area of St Austell. It is also considered that the provision of a by-pass or distributor road for a town or village carries no implication that development should then be allowed up to the new road. (See Transport policies). The above area is outside the development envelope as defined in General Policy 3 of this Plan.

14.4 The whole length of the North East Distributor Road (NEDR) is subject to the provisions of the General Policy on noise and development (Policy 37) of which these sites are specific proposals. This policy will also apply to other areas and sites where necessary. The following observations can be noted regarding the area proposed.

14.5 The section at Burlawn Farm was suggested as a housing site but rejected because it would mean development rising above the limits set out in the St Austell Local Plan and be too visually prominent. In addition it was considered too close to the new road.

14.6 The section off Phernyssick Road is on the edge of the site proposed for housing in Policy SA7(1)(C). Policy SA7(4) will ensure that the landscaping and screening required here is provided before houses are occupied.

14.7 The land west of Menear Road already has outline consent and legal agreements are intended to provide suitable landscaping. This policy will help ensure that landscaping and screening is provided in the right place.

14.8 The land between Boscoppa Road and Trenowah Road slopes to the south and east. Policy SA7(4) will ensure that this land is landscaped and screened prior to houses being occupied.

14.9 The area of land between the playing fields and the NEDR off Trenowah is a small isolated area of land.

14.10 It is intended that these areas should be developed

as an open space link serving the eastern part of the town with a cycle route link to Holmbush incorporated. These proposals are covered by Policies SA25 and SA27.

14.11 The area proposed in SA2(2) is considered necessary to protect the setting of Polcarne.

### BUILDING CONSERVATION

#### Policy SA3

- An area of Local Architectural and Historical Interest is proposed for the town centre of St Austell to include properties adjacent to Bodmin Road, Blowinghouse Hill, Duke Street, East Hill, High Cross Street and Trevarthian Road.**

14.12 The existing Conservation Area for St Austell was designated in 1968, when attention focused on the historic core of the town around Fore Street and the church. Since that date the criteria for designating conservation areas has changed and the setting in which the buildings are situated is given greater weight. A proposal to review the St Austell Conservation Area was included in the St Austell Area Local Plan but was not pursued. This policy recognises the importance of this wider area of the town centre as an Area of Local Architectural and Historic Interest and recommits the Council to reviewing the boundary of the conservation area. The Area of Local Architectural and Historic Interest and the Civic Trust Regeneration Unit study of St Austell will form the basis of this review.

### AREAS OF SPECIAL CHARACTER

#### Policy SA4

- The following areas are proposed as Areas of Special Character subject to Policy 35.**
- (1) Areas adjacent to Edgumbe Road, Trevone Crescent, Trevarrick Road and Trevarrick Drive**
- (2) Areas adjacent to Truro Road and Penwinnick Road**
- (3) Land north of Tremena Road**

- (4) Land adjacent to Trevarthian Road and to the north of Palace Road**
- (5) Land to the north of Carlyon Road**
- (6) Land adjacent to Porthpean Beach Road**
- (7) Land adjacent to Duporth Beach**
- (8) Land adjacent to Sea Road, Crinnis**
- (9) Land to the east of South Street, including Polcarne**
- (10) Land adjacent North Street**
- (11) Pine Lodge Gardens**

*14.13* These areas comprise properties in large grounds, often with mature gardens which help to give a 'green feel' to areas of the towns. As such they add character to the town as well as in some cases forming important settings to the main built up areas. Those adjacent to the coast are in particularly sensitive areas. This policy seeks to protect these sites from possible infill or overdevelopment which might destroy this character. The policy does not necessarily rule out development on the sites identified provided that it is not at the expense of the character or appearance of the area.

*14.14* Areas (1) and (2) are sites on the south western edge of the town which include the remnants of the Trevarrick House Gardens, Pondhu House gardens as well as the garden of Calartha which remains intact. Areas (3) and (4) comprise early suburban development, the area adjacent to the station dating from the 19th Century. Area (9) protects the open nature of development around Polcarne. Area (10) protects houses with large gardens close to the centre of St Austell. Area (11) recognises the special character of Pine Lodge Gardens to the east of the town. Areas (5), (6), (7) and (8) are adjacent to the coastal zone where overdevelopment is undesirable. The area includes properties dating from the 1930s including some interesting 'modern movement' architecture.

#### NATURE CONSERVATION

##### **Policy SA5**

**The following areas of St Austell (unparished area), are proposed as Sites of Importance for Nature Conservation:**

- (A) St Austell Valley Woodlands**
- (B) Park Mathews Wood**
- (C) Hay Wood**
- (D) The coastal zone between Pentewan and Higher Porthpean**
- (E) Trethurgy and Garker Valley (part)**

*14.15* The Sites of Importance for Nature Conservation (SINCs) have been identified by the Cornwall Wildlife Trust and are considered to be of countywide importance. As such, they will be subject to Policy 16 of Part 1 of the Plan. The written justification accompanying that Policy sets out the methodology which has been used to identify the sites and discusses the range of sites in general terms. A full schedule of the sites describing their importance individually is set out in the Background Papers document which accompanies this Plan.

#### CONSERVATION CORRIDORS

*14.16* The Conservation corridors are identified by Policy 17 (Part 1 of this Plan). These corridors seek to link existing nature conservation sites and provide a focus for environmental enhancement. In most cases the corridors follow the rivers which transverse the Borough. In addition, where appropriate they provide opportunities for improved access for countryside recreation and green tourism. For the St Austell area these corridors are the Pentewan Valley and its tributary, the Gover Valley. In the Pentewan Valley the conservation corridor links Nature Conservation sites A, B and C which includes Kings Wood (site A) noted for containing ancient woodland.

*14.17* The protection of river corridors for their nature conservation value is recognised in Policy 18 of Part 1 of the Plan. This Policy applies to the wider countryside outside of designated Sites of Special Scientific Interest (SSSIs) and SINCs. The Local Plan recognises the importance of the White River where it flows through St Austell and Policy 18 would apply in considering development proposals.

#### EARTH SCIENCE SITES

##### **Policy SA6**

**The following sites are proposed as Regionally Important Geological/Geomorphological Sites:**

- (A) Land at Duporth Beach**
- (B) Land at Carlyon Bay East/Carlyon Bay West**
- (C) Land at Blackhead/Ropehaven**
- (D) Gamas Point**

*14.18* The above sites have been identified by the Cornwall RIGS Group and represent important geological/geomorphological features. These sites will be subject to Policy 23 of Part 1 of the Plan. The written justification to that policy sets out the methodology which has been used to identify the sites and explains their



importance in general terms. A full schedule and explanation of the importance of the individual Regionally Important Geological Sites (RIGS) is set out in the Background Papers document which accompanies the Plan.

### **HISTORIC PARKS AND GARDENS**

*14.19* General Policy 30 identifies several historic parks and gardens of local importance. These are Trewhiddle, Menacuddle, Polcarne, Porthpean House, Penrice and Trenarren.

*14.20* Menacuddle, part of which is owned as open space by the Borough Council, forms a particularly important gateway to the town from the north, as well as an important recreational resource. As with many of these historic gardens many trees are reaching the end of their lifespan and sympathetic replanting will be necessary. Polcarne provides an important open space in the centre of St Austell with its raised position creating a green backdrop to the town centre. Trewhiddle and Penrice both contain important woodland areas, (the latter a former deer park) the enhancement and protection of which can contribute to the Conservation Corridor proposals identified under Policy 17. Both Porthpean and Trenarren houses date from the late 18th early 19th centuries with attractive coastal locations. Both houses are Grade II listed. Porthpean is noted for its Camellias, whilst Trenarren is noted for its shrubs and woodland and has been described by A L Rowse, in one of his numerous publications.

## CHAPTER FIFTEEN HOUSING

### POPULATION TRENDS AND HOUSING NEEDS

15.1 Details of population and household change for the St Austell, St Blaise and Tywardreath parish areas are set out in the appendix to this chapter. A detailed analysis of the Borough housing situation is set out in Chapter 8 of Part 1 of the Plan. This chapter uses data for St Austell, St Blaise and Tywardreath and looks at the whole area for analysis purposes. Policy SA7 contains only proposals for the St Austell area plus the St Austell part of Treverbyn parish. Proposals for St Blaise and Tywardreath are set out in the separate parish chapters.

15.2 The justification for the affordable housing target for St Austell is set out in paras 8.66 – 8.71 of Part 1 of the Plan which discusses the Housing Needs Survey (HNS) undertaken for the Borough and confirms the nature and levels of housing in the St Austell area. In addition to the derived target for affordable housing, the HNS also provides other evidence pertinent to the local nature of housing need. St Austell has higher income levels, lower proportions of single person households and single parent families compared with the Borough as a whole but has a very high proportion of disabled people unable to live independently. The type of affordable housing provided will need to reflect these factors. St Austell has no households stating a need for a one bedroom accommodation (Borough 10% Newquay 22%) with most needs (94%) focused on 2 and 3 bed homes (Borough 79%, Newquay 77%). St Austell has higher than average proportion of people wishing to stay in the same areas (54%) compared to the Borough (45% Newquay 70%).

The broad analysis of past development, market demand and need set out in Chapter 8 of Part 1 of the Plan indicate that there is some justification for additional provision in the St Austell area.

### HOUSING ALLOCATIONS

#### Policy SA7

**(1) The following sites, totalling about 15 hectares are proposed for housing development:**

|  | Area<br>(ha) | Dwelling<br>Capacity |
|--|--------------|----------------------|
| <b>(A) Land adjacent Polcarne</b>            | <b>1.19</b>  | <b>Est. 24</b>       |
| <b>(B) Land north of Trenowah Rd</b>         | <b>5.29</b>  | <b>Est. 150</b>      |
| <b>(C) Phernyssick Road</b>                  | <b>2.63</b>  | <b>Est. 84</b>       |
| <b>(D) Phernyssick Road</b>                  | <b>0.16</b>  | <b>Est. 5</b>        |
| <b>(E) Land to the West of Carclaze Road</b> | <b>4.7</b>   | <b>Est. 154</b>      |
| <b>(F) Land off Menear Road</b>              | <b>0.22</b>  | <b>Est. 3</b>        |

**(2) In assessing proposals for housing development on site SA7(1)(A) the Council will seek a planning obligation to ensure a landscaped area to the south of Polcarne, public access to open space to the South of the site and a footpath link from Trevanion Road to Eastbourne Road as set out in Policies SA2(2), SA27(1)(E) and SA29(2).**

**(3) In assessing proposals for housing development on site SA7(1)(B) the Council will seek a planning obligation to make adjoining land covered by Policy SA35 available for the expansion of Bishop Bronescombe Primary School and ensure public access, landscaping and cycleway provision on land covered by Policies SA25(3), SA27(1)(B) and SA2(1).**

**(4) Proposals for housing development on site SA7(1)(C) will be required to be accessed via the land to the east which already has consent. In addition, public access, landscaping and cycleway provision on the land covered by Policies SA25(3), SA27(1)(B) and SA2(1) should be ensured by the developers. The Council will seek a planning obligation to ensure these requirements are met.**

**(5) In assessing proposals for housing development on site SA7(1)(E) the Council will seek a planning obligation to ensure public access to the land proposed for informal open space in Policy SA27(E).**

**(6) Vehicular access to SA7(1)(F) shall be directly off Menear Road.**

**AFFORDABLE HOUSING****Policy SA7A**

**(A) The affordable housing target for St Austell for the period 1994 - 2011 is 580 dwellings. The Council will seek to achieve 200 of these dwellings on sites currently unidentified.**

**(B) 100 dwellings will be provided on sites proposed for housing development in SA7 as follows:**

**SA7(1)(C) - 30**

**SA7(1)(E) - 70**

**(C) As the targets in the Plan are well below the need revealed by the Housing Need Survey, any proposals to provide more than the target figure for the above sites or to provide such housing on other proposed site will be permitted.**

**(D) The Council will seek to negotiate provision of 280 affordable homes on sites with planning permission at 1.4.94 and through the use for affordable housing purposes of existing dwellings.**

**HOUSING LAND AVAILABLE - 1998 POSITION**

15.3 The 1998 housing land availability survey shows that land for 1032 dwellings had planning permission or was under construction at that time in the St Austell area including St Blaise and Tywardreath. Between 1991 - 98, 714 dwellings were built.

15.4 Future development on currently unidentified sites is assumed to be 25% of evenly distributed need (611). On this basis the likely housing provision over the plan period without any allocations would therefore be 2357 (1032 + 714 + 611).

**BACKGROUND TO PROPOSED CHANGES IN ALLOCATIONS**

15.5 St Austell is a key town for providing for sustainable development over the plan period because of the lower level of committed housing land compared with Newquay and the central borough villages. There is thus more scope for changing direction. Sustainability arguments will support the development of more land close to the town centre and other facilities and the encouragement of the re-use of town centre upper floors for flats, particularly for non-car owners. The general policies aiming at reducing the need to travel should be reflected in the proposals for the St Austell area. It makes sense to try and reduce allocations and not propose new sites in the east of the town where car use is essential, particularly for journeys to the town centre. This will help reduce the impact of traffic on roads in St Austell. Preventing much of the land between the town and the north eastern distributor road from being developed and promoting more landscaping and open space here will help protect existing development from traffic noise. This is consistent with general policy and advice in \*PPG 24 on noise. There is also a need to protect the setting of St Austell by preventing development on the east side of the town from rising too far up steeper slopes, particularly above the skyline and/or spilling over ridge lines which contain current development.

15.6 St Blaise Parish has had rapid growth in the last ten years but is seen as being able to play a part in meeting sustainable housing and employment needs in the area. There is a need to ensure that any future housing provision in the parish assists with the resolving problems of overcrowding in the Biscovey primary school.

15.7 Tywardreath Parish has a different development pattern and history. Population has fallen, there are only small amounts of land for development and the village is in a more environmentally sensitive area. It is considered that the general exceptions policy and the infill policy will adequately deal with future requirements.

**PROPOSALS FOR HOUSING AND REVISED HOUSING LAND PROVISION**

15.8 The amount of land to be made available for housing is much lower than for Newquay and the key villages when taken as a proportion of current household numbers. The land proposed for housing in St Austell (including part of Treverbyn) is sufficient for about 440 dwellings. St Austell and Newquay are considered to be priority areas for negotiating affordable housing in line with Policy 74.

15.9 The general affordable housing targets are justified in Part 1 of this Plan. The targets for specific sites set out in Policy SA7A are justified as being firstly, reasonable levels to maintain the viability of sites for development and secondly, provision compatible with the plan proposals to negotiate other community benefits on certain sites which would mean it may not be considered reasonable to try and negotiate affordable housing as well.

15.10 The type and tenure of the housing to be negotiated is based on the analysis of the HNS and other data, including reviews of the HNS which will keep track of need over the plan period. In broad terms, it is expected that two thirds of any provision should be social housing to rent in line with HNS findings.

15.11 The implications for St Austell are that even this reduced target will be hard to achieve as much of the target has

to be met on sites which already have planning permission.

*15.12* Site SA7(1)(A) is part of a site that was allocated in the St Austell Local Plan for housing. The land is to the south and west of Polcarne. Parts of the site need to be retained as open space to protect the setting of Polcarne, adjacent houses and the town centre. The trees, landscaping and steeper slopes in this area form a crucial backdrop to views into this area and these will continue to perform this function given suitable management and replacement when necessary. It is also important, and appropriate, to provide improved pedestrian access to the town centre and more accessible green areas close to the centre for quiet enjoyment. Particular emphasis will be placed on the quality of any housing development here and its relationship to Polcarne and the open space.

*15.13* The provision of houses on site SA7(1)(B) will round off the development on the east side of town and is linked to the provision of land for school expansion to meet the growth in the area and provision of open space, landscaping and leisure trail as part of a linear open space.

*15.14* Site SA7(1)(C) is now surrounded by sites with consent and although not in a satisfactory location to meet the Plan's strategy, it is considered to be too difficult not to propose it for development in this Plan. Suitable additional screening will be required between this site and the NEDR. Access other than as specified would adversely affect the open space along the NEDR and/or cause problems for traffic movement.

*15.15* Phernyssick Road has suffered from traffic congestion problems and creates dangers for pedestrians. Improvements via existing consents have been undertaken. The completion of the NEDR should allow the development of these sites without adding to congestion.

*15.16* Site SA7(1)(D) is a small site which was proposed for development in the past and will help provide a choice of smaller sites necessary to prevent an uneven rate of development and pressures to release more land due to large landowners not releasing sites.

*15.17* Site SA7(1)(E) was considered as an industrial allocation but has been retained as housing to reflect concerns over the viability of the original proposal and the extent to which it is overlooked by existing housing. Developers will be required to provide the open space on the site identified in Policy SA27(1)(E) opening up the stream which runs through the site as a feature and incorporating a footpath link/trail. The area of fir planting has a Tree Preservation Order (TPO) which will need to be taken into account. Because of the nature of the site additional landscaping and/or open space will probably be required around the perimeter of the site and the Council will produce a development brief to provide additional guidance for the site. The estimate of housing numbers contained in Policy SA7 should, therefore, been seen as provisional pending further investigation. The Council will seek a significant amount of affordable housing on this site. As the site is currently derelict additional finance, for providing the open space required, may be sought through a Land Reclamation Grant or through other public/private partnership initiatives.

*15.18* Site SA7(1)(F) is a small site added following consultation on the Deposit Version of the Plan.

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|   |      |
|---|------|
| Sites with planning permission or under construction 1/4/98 | 713  |
| Built 1991 - 1998   | 559  |
| Proposed in this Plan                                       | 443  |
| Allowance for development on currently unidentified sites   | 424  |
| <hr/>   |      |
| TOTAL   | 2139 |

The sites proposed in the Plan provide for 443 dwellings.

*15.19* The total will provide for about 165 dwellings a year over the period 1998 to 2011 compared with 81 to 91 growth of 139 hh per year and completions of 110 per annum (1990 to 1992) and 155 per annum (1989 to 1992) and about 102 per annum (1991 to 98).

**APPENDIX  
POPULATION AND HOUSING TRENDS 1981 TO 1991**

*Table 1: Population Change*

| Parish      | 1981* | 1991  | Change | Percentage Change |
|-------------|-------|-------|--------|-------------------|
| St Austell  | 19616 | 20222 | +606   | +3.1              |
| St Blaise   | 5076  | 6108  | +1032  | +20.3             |
| Tywardreath | 3363  | 3115  | -248   | -7.4              |
| Total       | 28055 | 29445 | +1390  | +5.0              |

\* 1981 figures adjusted to 1991 resident population base.

*Table 2: Household Change*

| Parish      | 1981* | 1991  | Change | Percentage Change |
|-------------|-------|-------|--------|-------------------|
| St Austell  | 7076  | 7961  | +885   | +12.5             |
| St Blaise   | 1813  | 2339  | +526   | +29.0             |
| Tywardreath | 1261  | 1240  | -21    | -1.7              |
| Total       | 10150 | 11540 | +1390  | +13.7             |

\* 1981 figures adjusted to 1991 resident population base.

*Table 3: Sharing Households*

| Parish      | 1891 | 1991 | Percentage Change |
|-------------|------|------|-------------------|
| St Austell  | 60   | 221  | +268              |
| St Blaise   | 0    | 7    | -----             |
| Tywardreath | 9    | 12   | +33               |
| Total       | 69   | 240  | +248              |
| Borough     | 188  | 546  | +190              |

\* 1981 figures adjusted to 1991 resident population base. (footnote)

*Table 4: Unemployment*

| Parish      | 1981  |            | 1991  |            | Change | Percentage Change |
|-------------|-------|------------|-------|------------|--------|-------------------|
|             | Total | Percentage | Total | Percentage |        |                   |
| St Austell  | 554   | 7          | 795   | 9          | +241   | +44               |
| St Blaise   | 175   | 8          | 314   | 11         | +139   | +79               |
| Tywardreath | 89    | 7          | 127   | 10         | +38    | +43               |
| Total       | 818   |            | 1236  |            | +418   | +51               |
| Newquay     | 937   | 16         | 998   | 12         | +61    | +7                |
| Borough     | 3089  | 10         | 3854  | 10         | +765   | +25               |

Table 5: Housing Tenure Owner Occupied

| Parish      | 1981  | 1991  | Percentage Change | 1991 Percentage Owner Occupied |
|-------------|-------|-------|-------------------|--------------------------------|
| St Austell  | 4722  | 6000  | +27               | 75                             |
| St Blaise   | 1076  | 1651  | +53               | 71                             |
| Tywardreath | 990   | 1073  | +8                | 87                             |
| Total       | 6788  | 8724  | +29               | 76                             |
| Borough     | 18511 | 24690 | +33               | 75                             |

Table 6: Elderly: Over 75 years old

| Parish      | 1981* | 1991 | Change | Percentage Change |
|-------------|-------|------|--------|-------------------|
| St Austell  | 1451  | 1876 | +425   | +29               |
| St Blaise   | 243   | 366  | +123   | +51               |
| Tywardreath | 304   | 395  | +91    | +30               |
| Total       | 1998  | 2637 | +639   | +32               |
| Borough     | 5394  | 7342 | +1948  | +36               |

\*1981 figures adjusted to 1991 resident population base.

Table 7: Lone Pensioner

| Parish      | 1981 |      |      | 1991 |      |      | Percentage Change |
|-------------|------|------|------|------|------|------|-------------------|
|             | M    | F    | T    | M    | F    | T    |                   |
| St Austell  | 172  | 885  | 1057 | 259  | 1071 | 1330 | +26               |
| St Blaise   | 37   | 170  | 207  | 49   | 246  | 295  | +43               |
| Tywardreath | 33   | 178  | 211  | 48   | 205  | 253  | +20               |
| Total       | 242  | 1233 | 1475 | 356  | 1522 | 1878 | +27               |
| Borough     | 748  | 3344 | 4092 | 1072 | 4146 | 5218 | +28               |

Table 8: Households with One or Pensioners

| Parish      | 1981  | 1991  | Change | Percentage Change |
|-------------|-------|-------|--------|-------------------|
| St Austell  | 2753  | 3269  | +516   | +19               |
| St Blaise   | 550   | 727   | +177   | +32               |
| Tywardreath | 605   | 595   | -10    | -2                |
| Total       | 3908  | 4591  | +683   | +17               |
| Borough     | 11147 | 12922 | +1775  | +16               |

## CHAPTER SIXTEEN EMPLOYMENT AND REGENERATION

### BACKGROUND

*16.1* Details of the Borough employment position and its County and Regional context are set out in Part 1 of this Plan (Chapter 7).

*16.2* The St Austell (Travel To Work Area) TTWA, which is larger than the St Austell area as defined, falls within the worst one third of the country in terms of employment opportunities and structural difficulties. Unemployment levels in the St Austell TTWA have consistently been above the national average since 1985 and rose at greater rate than the national average to the mid 90s. The seasonal variation in unemployment levels, although not as dramatic as in the Newquay TTWA, is directly attributable to the tourist related sectors of industry.

*16.3* The St Austell area is heavily influenced by the mineral extraction sector of industry that is dominated by a single employer, Imerys. Within the St Austell TTWA, mineral extraction accounts for 17% of the workforce compared to the national figure of 3%. The industry has been affected both by recession and the need to rationalise its workforce as it gears itself towards greater automation in order to maintain its competitive edge. The effects of redundancies has been felt by those other sectors of industry such as manufacturing, transport and distribution that are dependent upon the mineral extraction sector.

*16.4* Within the St Austell area there has been a low growth rate in employment levels over the decade to the mid 90s. This is attributable to three main factors:

- An increase in the number of economically active, and a decrease in the number of full time job opportunities.
- Increasing levels of unemployment due to the rationalisation of the mineral extraction industry and the effects on tourism of recession.
- The lack of industrial development on sites allocated for industry and diversification of the traditional industrial base.

*16.5* The tables in Appendix 1 set out in detail the male and female economic activity rates and changes in employment structure from the 1981 census and 1991 census. The 1981 census figures have been adjusted to account for the change in calculating the 1991 base population.

*16.6* The pattern that emerges between the 1981 and 1991 censuses is consistent with those factors which reflect low growth rates in employment levels. In the St Austell study area there has been a 13% growth in numbers of economically active, (Borough +19%) (i.e. those persons in employment or seeking work) and an 8% growth in numbers of those persons actually working, (+17% Borough figure).

*16.7* There has also been a decline in male full time employment, an increase in male part time employment, an increase in self employment and higher levels of female economic activity. Since 1981 there has been a 15% fall in male full time employees with a corresponding 96% growth in male part time employees. For female full time employees there has been a 3% growth and a 63% growth in female part time employees. The self employed accounted for 13% of the total working population in 1981 and in 1991 that figure had risen to 17%.

*16.8* Policies and proposals for the plan area will have to take into account the changing employment structure. The increase in the self employed is likely to continue, and remain at a higher level than the national level without the diversification of the industrial base in the area. In addition the growth in female employees is likely to continue at a faster rate than the growth in male employees.

*16.9* The unemployment rate for the St Austell TTWA since 1985, has been consistently higher than the rate for Great Britain and between 1990 & 1995 rose at greater rate than the national trend. Unemployment in the St Austell area has increased at double the rate in the Borough as a whole (1981 - 1991). The most important reason for the steep rise in the unemployment rate in the St Austell TTWA is undoubtedly due to the major redundancies that have occurred in the mineral extraction sector.

*16.10* A comparison of employment by industrial sector in the St Austell TTWA in comparison to that of Great Britain indicates the need to incorporate policies within the Plan to diversify the existing industrial base. The engineering and other manufacturing sectors are lower than the national average whereas the mineral extraction and distribution, hotels and catering sectors are greater than the national average.

### INDUSTRIAL, WAREHOUSING AND OFFICES

#### GENERAL INTRODUCTION

*16.11* This section will consider the existing large industrial and commercial sites, existing allocations and proposed additional allocations and sites where improvements are considered desirable, in the context of general Policies 52 and

53 in Part 1 of the Plan. Some proposals for mixed development are incorporated in the shopping section, e.g. East Hill.

*16.12* Since 1976 there has been little take up of the industrial allocations proposed in the St Austell Local Plan, and some industrial allocations have been granted residential planning permission. Ownership and infrastructure constraints, the loss of assisted area status in 1984 and the lack of inward investment, and latterly the recession have all played a part in the lack of significant industrial development in the St Austell area.

*16.13* Assisted areas status was regained in 1993 followed by European 5b Status in 1994 and an extension of the Rural Development Area to include land up to the edge of the town's built up area. In 1999 European Objective 1 status and full assisted area status was granted to Cornwall.

*16.14* For these reasons the Local Plan Deposit Version allocated more than the current trends in uptake might indicate. The provision of more land than the new Structure Plan indicated (which was emerging at that time) was considered appropriate as it would help to meet the sustainability objectives of the Plan in the longer term. In particular, apart from the St Austell Bay Business Park, which had constraints that would make implementation difficult, the three large serviced industrial sites were away from the two main towns (See Part 1 Chapter 7 for the general argument). This was the case put to the Inspector at the Local Plan Inquiry and this was supported in his report. He did recommend however the deletion of the site proposed in the Deposit Plan at Burngullow and recommended review of the provision to provide additional employment land closer to St Austell. The Carclaze Downs site (SA8) as set out below and another site close to the town at Trewoon. (See St Mewan Chapter Policy R96) are proposed to meet this recommendation.

*16.15* In the context of the general objectives of the Plan the main objectives of the policies and proposals for the St Austell area must, therefore, be to ensure that new proposals for industrial and commercial development are attractive enough to investors, so that the trends of recent years are reversed.

#### **POLICIES**

*16.16* These policies relate to the St Austell unparished area excluding Charlestown, Pentewan, St Blaise and Tywardreath (see Chapters 20, 21, 22 and 23).

#### **EMPLOYMENT LAND**

##### **Policy SA8**

**The following sites totalling 7.3 hectares are proposed for business, industrial and warehousing uses:**

**(1) Land south of Truro Road/Penwinnick Road 3 hectares**

**(2) Land at Carclaze Downs 4.3 hectares**

**Development of site SA8(2) will be subject to conditions and/or planning obligations which will ensure satisfactory surface water drainage.**

*16.17* Given the lack of take up of previous industrial allocations in the St Austell area, due to infrastructure difficulties, ownership constraints, and allocations not large enough to enable the development of a comprehensive industrial estate, the above allocations are well located in terms of the existing and proposed road network and, when taken together with allocations in Chapter 22 (St Blaise), Chapter 45 (St Mewan) and potential developments under policy SA9 and related policies for St Blaise and Tywardreath are more than large enough to meet the needs for employment land over the plan period and provide the flexibility and choice of site needed in order to diversify the manufacturing base.

*16.18* Development Briefs will be prepared for these sites, in due course, which cover concerns raised by the Environment Agency on surface water run-off and culverting and concerns about access raised by the County Council.

*16.19* Full attention will need to be paid to quality of design and layout and, in respect of the site proposed south of Truro Road/Penwinnick Road, proposals for development shall be phased and start from the eastern boundary (SA8(1)).

*16.20* The allocation at Carclaze Downs was identified at the modifications stage following a review of allocations recommended by the Local Plan Inspector. The site will be accessed off the North East Distributor Road.

*16.21* The Carclaze Downs site is on rising ground at an important gateway to St Austell. The site has the potential of being developed for prestigious employment uses for the town, commanding fine views over St Austell Bay. The Council will seek the highest quality of development in this location with particular attention to scale, design, materials and landscaping including colour. Attention will need to be paid to the skyline location and the height and grouping of any buildings. Large 'warehouse' buildings will not be acceptable nor will open uses or uses which will make the site less attractive for the quality of development which the Council wishes to attract. The Council will prepare a development brief for the site as a priority.



16.22 In addition to the above sites Policies R95 identifies industrial allocations at Trewoon. The sites are well related to St Austell along a well-served public transport route which will in addition be accessed off the proposed Trewoon by-pass.

16.23 A number of smaller sites for development are incorporated into sites proposed for action under Policy SA8 (and in similar policies for Charlestown, St Blaise and Tywardreath). Clearly the extent to which these smaller sites are developed and the extent to which the sites set out in Policy SA11 and other sites not identified (e.g. at Holmbush) are developed for other uses, will affect the amount of land made available over the plan period. The total in Policy SA8 should not, therefore, be regarded as some kind of fixed provision. The Plan is more flexible than this and provides varied opportunities.

#### REGENERATION SITES

##### **Policy SA9**

**Proposals for the redevelopment, upgrading or improvement of the following industrial sites for business, industrial and warehousing uses will be permitted.**

- (1A) ECC Laboratory Site, Pentewan Road**
- (1B) Ultra Training/ECC Site, Trewhiddle Road**
- (2) Morven Road Industrial Site**
- (3) Gover Road**
- (4) Albert Road (former Printers)**
- (5) East Hill (East Hill Garage/British Telecom Offices)**
- (6) Treverbyn Road Industrial Units**
- (7) Par Moor Road (Heavy Transport Depot)**

Definitions. In Policies SA8 and SA9, the phrase "Business, Industrial and Warehousing Use" includes uses within Classes B1, B2 and B8 of the Use Classes Order only.

16.24 The above sites have been identified from a comprehensive study of all existing industrial and business sites within the St Austell area. They are the key sites, where it is desirable to retain an industrial/business use during the plan period in order to maintain the existing industrial base within the area. Some of the above sites have also been identified as either requiring landscaping, environmental improvements, or redevelopment to improve their visual appearance, or are capable of supporting an intensification of use. There will still be other sites, particularly smaller ones, where General Policy 51 will apply. There is no presumption that sites not listed in this St. Austell policy can be redeveloped for other uses.

16.25 Sites (1) to (7) listed above in Policy SA9 are key industrial sites the Council wishes to retain and improve and listed below are points of detail relevant to each site which should be taken into account when considering any development proposals.

16.26 Policy SA9(1A). The ECC (now Imerys) Laboratory site off Pentewan Road is currently vacant. Proposals to redevelop the site for B1 use will be supported and full attention will be paid to the quality of design, layout and landscaping of the site in keeping with the proposed allocation south of Penwinnick Road/Truro Road in Policy SA8.

16.27 Policy SA9(1B). The ECC (now Imerys) site off Trewhiddle Road is currently occupied by Ultra Training. Proposals to redevelop the site for B1 use will be supported and full attention will be paid to the quality of design, layout and landscaping of the site in keeping with the proposed allocation south of Penwinnick Road/Truro Road in Policy SA8.

16.28 Policy SA9(2). The Morven Road site has a mix of industrial uses and is well established. Proposals to upgrade some of the older units and improve access to the site will be supported.

16.29 Policy SA9(3). The site at Gover Road also has a mix of uses. The visual appearance of the site needs to be improved by landscaping and screening and any such proposals will be encouraged due to the proximity of the site to the residential area and its location as part of the Gover Valley. St. Austell Recreation Policy (SA28) on opening up the river for public access will apply here as part of the Plan's access corridor strategy (Policy 94 refers). Proposals to intensify the industrial use on the site would also be supported depending on the level and quality of landscaping/screening proposed.

16.30 Policy SA9(4) and (5). The former Printers off Albert Road, the East Hill Garage and British Telecom offices off East Hill comprise an area of the townscape which has been identified as a site which would benefit from redevelopment for a mix of commercial and office/business uses. The site occupies a prominent location within the town and is well located for mixed commercial/office redevelopment proposals. Currently the aspect of the site is unattractive and full attention will be paid to the quality of design on any redevelopment proposals.

16.31 Policy SA9(6). The industrial units in the disused china clay dry off Treverbyn Road, are a good example of how former industrial buildings, particularly this type of building, can be brought back into use to provide accommodation for a variety of small businesses. This type of industrial development is considered to be particularly appropriate within the St Austell area, given the high proportion of small businesses and self-employed requiring low cost, and relatively immediately available accommodation. Proposals to improve the visual appearance, particularly around the access of this site will be supported.

16.32 Policy SA9(7). The ECC (now Imerys) Transport Depot off Par Moor Road is a large key site that should be retained as industrial use should the site, or part of it, be no longer required for its present use. It is well located in relation to the existing road network and because of the advantageous topography the site could be easily developed for one large or a mix of several business/industrial uses. Because of the prime location of this site full attention will be paid to the quality of design and landscaping of any development proposals.

#### **Policy SA11**

**Proposals to redevelop and/or change the use of the following buildings and sites from industrial uses to other uses will be permitted providing the proposal is in line with the general policies of this plan and does not cause harm to the amenity of neighbouring properties.**

- (1) Pondhu Road/White River (Gas Depot)**
- (2) Beech Road**
- (3) Eastbourne Road**
- (4) Bridge Road/West Hill**
- (5) British Rail Depot, Carlyon Road**
- (6) Borough Council Depot, Carlyon Road**

16.33 The above sites have been identified as those considered to be unsuitable with their present uses and will be encouraged under this policy to relocate on industrial estates or to other more suitable locations, thereby releasing them for other uses including residential use.

16.34 The former Jewson site which was identified in the Consultation Draft version of this Policy has been redeveloped for housing whilst the old Sweb store adjacent to the Priory Car Park has now been redeveloped as Ozzel Bowl.

16.35 The gas depot off Pondhu Road should be encouraged to relocate away from the surrounding residential/commercial area, enabling Policy SA28 to create a river walk along the White River.

16.36 The site off Beech Road currently in use by Beech Motors is congested and considered to be inappropriately located for this type of use.

16.37 The car repairs/sales site off Eastbourne Road is in poor condition and visually unattractive. This use is inappropriate within a residential area therefore any proposals to redevelop the site will be encouraged.

16.38 The Bridge Road/West Hill site is a small site close to the town centre and could be considered for several appropriate uses.

#### **CARLYON ROAD URBAN VILLAGE**

16.39 The former British Rail site has had consents in the past for both residential and retailing uses. The Council set out in the Deposit Plan a preference for a redevelopment away from industrial use towards a mixed use which might include housing, a fire station, offices, leisure and community buildings. Since that time the Borough has taken the lead in partnership with Devon and Cornwall Housing Association, The Prince's Foundation, Regional Development Agency and the County Council to investigate bringing this vision into reality by the creation of an urban village type mixed use development.

16.40 A design brief has now been produced which acts as Supplementary Planning Guidance whilst the Council is seeking to actively develop the site in conjunction with Devon and Cornwall Housing Association. The development brief which has been prepared covers a wider area than that set out in Policy SA11 to encompass redevelopment of the Council's own Depot site (See Policy SA32) and has also looked at the potential for the enhancement of Polkyth and the County Council buildings and land holdings in that area.

16.41 The sites listed under Policy SA11 are considered to be appropriate for redevelopment for alternative uses as set out above, over the plan period, in the best interests of the local environment. However, the Council does not envisage having to exercise its powers of compulsory purchase to facilitate such development. Policy SA11 should be regarded as a development guideline for the private sector and as addressing the enabling role of the Council.

## SHOPPING AND RELATED TOWN CENTRE ISSUES

### INTRODUCTION

16.42 Chapter 7 in Part 1 of this Plan sets out the key objectives, policies and background information relating to shopping.

16.43 The key factors that emerge are:

- In relation to convenience shopping (basically food) there was scope for one large new superstore in St Austell plus some other new convenience business, in net terms, by 2011. Taking into account existing consents the Local Plan did not allocate any new sites for Superstore development. This position has been reviewed to take account of the roll forward of the Plan and the take up of consents and no further allocations were considered necessary.
- There is a substantial potential for comparison goods shopping in the Borough which should largely be directed at the two town centres of St Austell and Newquay.

16.44 The Plan priority for St Austell is to allocate land for such shopping in the town centre and promote such development through corporate regeneration activities.

### SUPERSTORES

16.45 Since the Deposit Plan was published a new superstore has been opened at Holmbush (1997). The Carlyon Road site proposed for mixed uses in the Plan (Policy SA11) which has a foodstore consent has been purchased by a partnership including Restormel Borough Council to implement mixed use proposals. A small supermarket for LIDL has also been built in St Austell town centre (1998) helping to secure a basis of convenience shopping here and conformity to paras 16.48 and 16.49 below.

16.46 Consequently the scope for one large food store identified in the Deposit Plan para 16.43 and confirmed in the updated analysis to 2011 has been met and there is no need to allocate land for a further store.

16.47 Any applications for new superstores will therefore be assessed against this background, Local Plan Policies 56, 57 and 58 and Structure Plan Policy as well as the revised \*PPG 6 which supports the application of the sequential test.

16.48 In the context of 16.45 above it is clear that in order for the benefits to be maximised it would be better for the existing centre of St Austell if any further superstore was built on the fringe of the existing town centre rather than right in the centre or in an edge-of-town or rural setting. The extreme central location would involve redevelopment of historic buildings and loss of small stores and would create difficult access and parking problems. The rural location would infringe general policies against development in the countryside as well as prejudicing existing and potential town centre investments. Such a store, it should be remembered, would be equivalent to 10 - 15% of the total floorspace in St Austell. In addition, St Austell being a small market town is as important for convenience goods as for durable goods shopping. In larger centres such as cities like Plymouth, not only does such a store form a much smaller proportion of the total shopping floorspace but any effect on the centre is minimised because of the predominance of durable goods in such centres.

16.49 The fringe centre location has the advantages of bringing the shoppers into the town where they may well do other shopping too, as well as improved access and the provision of large numbers of parking spaces close to the centre which can be brought under public control. Such a development would also enable the continuing likely pressures for such developments, in more unsuitable areas, to be more convincingly rebuffed in possible planning appeals. Evidence from shopping surveys clearly shows the benefits to the town centre of supermarkets in or on the edge of the centre (i.e. Tesco and Leos).

### QUALITY OF DEVELOPMENT AND THE MARKET

16.50 In order to compete, town centres in particular must provide the right quality of shopping experience. St Austell has for many years suffered at the hands of Truro, and clearly caters for a resident population with lower average incomes and higher unemployment. This has led to charges that it is difficult to obtain the quality and variety of goods in the town. This is a vicious circle to break as new quality and specialist traders will only invest if a reasonable return is anticipated and with higher spending shoppers attracted to Truro and Plymouth, a convincing case is difficult to make. In Newquay, a similar vicious circle is linked in a different way to the unpredictable fluctuations of the tourism industry. Detailed policies and proposals were agreed in the Draft Newquay Area Local Plan and are now incorporated.

16.51 Tony Baldry, Environment Minister stressed in launching the new version of \*PPG 6 that town centres must be made efficient, free from pollution and enjoyable in the evening. He emphasised a quality environment and need for access by public transport. He also pointed out the importance of mixed development, including housing and other facilities to give shopping areas life.

16.52 Surveys of historic towns provide lessons for St Austell. The linked trip, whereby visitors to the town will spend on food and luxuries, is seen as important. Surveys show that 20% of shoppers in St Austell in the summer were holiday makers.

16.53 The management of town centres is also important. A coherent approach which couples the policies and proposals in this Plan for attractive pedestrianised spaces, access, parking, environmental improvements and signing as well as selective redevelopment and refurbishment including onsite leisure uses to measures relating to cleanliness, catering, the retail mix, events and promotions is necessary. A strong but realistic stance is needed on refurbishment and redevelopment, particularly with Aylmer Square and the multi storey car park.

16.54 None of this is easy, and even in a healthy economic climate it would take years to fulfil all the ambitions in the Plan. The Plan must by necessity, work with the market rather than against it and here there are two advantages which this Plan can hope to use to help re-generate St Austell as a town centre. The first is the commitment to the NEDR and traffic management. Traffic management measures need to be introduced in and around St Austell town centre to improve the shopping environment as well as reducing the growth in congestion that will occur through traffic growth. It is therefore in the interest of St Austell town centre to support some new distributor roads as soon as possible along with complementary traffic management measures so that St Austell becomes a better place to invest. The second is that changes in the relative rates of return and property values may work to St Austell's advantage.

## POLICIES

### SMALL SCALE SHOPPING DEVELOPMENTS

#### Policy SA12

**(1) The following sites are proposed for small scale shopping development:**

**(A) Part of Priory car park .**

**(B) Car park next to Market House, North Street.**

**(C) Top of car park adjacent to Vicarage Place.**

**(2) Changes of use to shopping and offices will be permitted in Market Hill (to 38) and North Street (to 21) and in Grants Walk.**

16.55 It is important to continue to improve the environment of the link between the Priory car park and Fore Street in a way which attracts the interest of shoppers and visitors and to encourage a larger secondary shopping area of small specialist retailers which will absorb the investment needed to retain spending in the town over the plan period. Sites (1)(A), (1)(B) and the areas listed in (2) will fulfil this role and build up a new area of small shops and other facilities. It will be crucial to ensure that only a high quality of new development and new shop fronts is permitted which suitably reflects the potential conservation area extension and the setting of the existing conservation area. Development of site SA12(1)(B) will need to fully respect the character of the Market House.

16.56 Site (1)(C) has been promoted before and the Vicarage Place development has been designed to take an extra floor. This site will provide an opportunity for one large user provided access to Fore Street can be provided through an existing shop.

### MIXED USE AREAS

#### Policy SA13

**(1) The following areas are proposed for a mixture of retail, office, leisure and housing developments:**

**(A) Land Between Beech Road, East Hill and HighCross Street.**

**(2) Parking provision in the development of site SA13(1)(A) shall be limited in line with Policy 9 of this Plan. The Council will seek to provide improvements to the transport network within and closely related to the site, oriented towards the pedestrian cyclists and public transport as part of any development of the site. In line with Policy 9 the Council will seek to negotiate contributions to the provision of long stay parking on the site proposed in Policy SA24 in relation to any non-residential uses proposed for the site which would generate long stay parking. The Council will seek to negotiate unrestricted public access to any short stay parking provided as part of a retail or leisure development.**

16.57 There will be a need for further comparison goods shopping over the plan period, particularly to avoid loss of trade to other areas (see Shopping Policies in Part 1 of the Plan). There is also a need to provide opportunities for leisure uses in the town centre, which along with housing bring more life into the town centre in the evenings. The Town Centre is a highly sustainable location for community facilities. It is important that the Plan's objectives are not undermined by any new development, resulting in a loss of facilities altogether or a move of facilities to a location remote from good public transport access and major population centre (see general policies on energy and parking also)

16.58 Site SA13(1)(A) is well placed between the town centre and the bus/railway stations to be developed for mixed uses. In line with Policies 9 and 79 parking will be limited on this site to help meet the objectives of reducing town

centre congestion and creating a healthier environment. This approach will also enable a more imaginative townscape to be developed. Such an approach is considered to be consistent with government guidance, particularly as set out in \*PPG 6 and \*PPG 13.

#### TOWN CENTRE REDEVELOPMENT

##### **Policy SA14**

**Proposals for the upgrading, re-furbishment, redevelopment and/or environmental improvements of the following areas and properties will be permitted:**

- (1) Aylmer Square and related properties.**
- (2) 2 Victoria Place/9 Church Street.**

16.59 These areas, one large and one small, are considered to be the priorities for promoting an improved environment through redevelopment or refurbishment. With respect to the Aylmer Square area a marketing brief was prepared in February 2000 and following a public consultation exercise a preferred developer was selected in May 2001. A detailed scheme for the redevelopment of the area was underway in the Summer 2001 which will be the subject of further public consultation. Redevelopment is likely to commence at the end of 2001 and will take a couple of years. Site (2) detracts from the other buildings in a key part of the conservation area around the church.

#### VISUAL IMPROVEMENTS

##### **Policy SA15**

**The following sites are priorities for visual improvements to shop fronts and frontages:**

- (1) 9 Fore Street shop front/fascia.**
- (2) Gable end at junction of West Hill, Trinity Street and Truro Road.**

16.60 A local architect has prepared a scheme of relatively low cost improvements to shop fronts in Fore Street and there are other parts of the town centre where such improvements are desirable. The two examples in this policy are considered to be the key areas for improving the visual appearance of Fore Street and adjacent areas. The Council has had grants available for assisting with shop front improvements in St Austell for several years but only two applications have been agreed and implemented, one being the key example of Broads (now New Look) originally proposed in this policy in the Consultation Draft of this Plan. It is considered important over the plan period to continue to press for such improvements in the Conservation Area in particular, and to restore shop fronts to a design more consistent with the character of the buildings.

#### OPEN AIR MARKET

##### **Policy SA16**

**Proposals for an open air market in the town centre will be permitted**

16.61 Experience in other areas shows that with sound management, markets attract extra customers for existing stores and provide additional variety of goods. Given its off centre nature, Aylmer Square is one possible option. The development of a market, here in conjunction with the new development in Policy SA13 and refurbishment proposed in Policy SA14, would help regenerate trade in the square by providing more pedestrian through movement and positive attraction.

16.62 The regeneration of the town centre and the ability to compete with other areas depends on many management issues outside the scope of this Plan such as special events and promotions and attention to cleanliness and signing. This Plan can provide a framework for such measures and this policy is one part of that framework. Many pedestrian precincts provide for outdoor seating for restaurants and pubs and allow small kiosks selling flowers, nuts or other impulse items to set up in odd corners. These add to the quality of the shopping experience and where they need the Council's consent, under planning or other powers, should be encouraged. Uses which do not add to the quality of the shopping experience, such as amusement machines, will not be encouraged under this policy.

##### **Policy SA17**

**Proposals for the use of parts of pedestrianised streets, namely Fore Street, Market Street, Aylmer Square, Vicarage Place and the link via Biddicks Court to the Priory car park in association with adjacent cafes, restaurants and public houses and for the siting of small kiosks will, subject to considerations of traffic safety and reasonable access, be permitted.**

##### **Policy SA18**

**Proposals for new public toilets, baby changing and related facilities will be permitted. Such facilities will be sought as part of any major development in the town centre.**

*16.63* There is only one public toilet facility in the town centre with facilities for baby changing. In most towns, new developments incorporate such facilities. Some individual shops provide such facilities, particularly if oriented to children's goods such as clothes and toys and this should be encouraged in St Austell if redevelopments or refurbishments take place.

## Appendix I: Districtwide Local Plan – St Austell

## All Residents 16+ 1991 Census

| Parish           | Male<br>S/Employed | Male<br>Full Time | Male<br>Part Time | Female<br>S/Employed | Female<br>Full Time | Female<br>Part Time | Total<br>Working |
|------------------|--------------------|-------------------|-------------------|----------------------|---------------------|---------------------|------------------|
| St Austell       | 978                | 3324              | 190               | 335                  | 1554                | 1581                | 7962             |
| St Blaise        | 290                | 1070              | 46                | 80                   | 476                 | 535                 | 2497             |
| Tywardreath      | 194                | 420               | 35                | 54                   | 179                 | 205                 | 1087             |
| Total St Austell | 1462               | 4814              | 271               | 469                  | 2209                | 2321                | 11546            |
| <b>Borough</b>   | <b>5811</b>        | <b>13572</b>      | <b>755</b>        | <b>1939</b>          | <b>6598</b>         | <b>6004</b>         | <b>34679</b>     |

## Employment Type 1991 Census – Percentages

| Parish           | Male<br>S/Employed | Male<br>Full Time | Male<br>Part Time | Female<br>S/Employed | Female<br>Full Time | Female<br>Part Time |
|------------------|--------------------|-------------------|-------------------|----------------------|---------------------|---------------------|
| St Austell       | 12%                | 42%               | 2%                | 4%                   | 20%                 | 20%                 |
| St Blaise        | 12%                | 43%               | 2%                | 3%                   | 19%                 | 21%                 |
| Tywardreath      | 18%                | 39%               | 3%                | 5%                   | 16%                 | 19%                 |
| Total St Austell | 13%                | 42%               | 2%                | 4%                   | 19%                 | 20%                 |
| <b>Borough</b>   | <b>17%</b>         | <b>39%</b>        | <b>2%</b>         | <b>6%</b>            | <b>19%</b>          | <b>17%</b>          |

## All Residents 16+ 1981 Census Adjusted Figures

| Parish           | Male<br>S/Employed | Male<br>Full Time | Male<br>Part Time | Female<br>S/Employed | Female<br>Full Time | Female<br>Part Time | Total<br>Working |
|------------------|--------------------|-------------------|-------------------|----------------------|---------------------|---------------------|------------------|
| St Austell       | 742                | 3875              | 97                | 208                  | 1513                | 1009                | 7444             |
| St Blaise        | 167                | 1156              | 18                | 46                   | 433                 | 275                 | 2095             |
| Tywardreath      | 154                | 613               | 23                | 50                   | 194                 | 140                 | 1174             |
| Total St Austell | 1063               | 5644              | 138               | 304                  | 2140                | 1424                | 10713            |
| <b>Borough</b>   | <b>4152</b>        | <b>14870</b>      | <b>377</b>        | <b>1293</b>          | <b>5476</b>         | <b>3414</b>         | <b>29581</b>     |

## Employment Type 1981 Census – Percentages

| Parish           | Male<br>S/Employed | Male<br>Full Time | Male<br>Part Time | Female<br>S/Employed | Female<br>Full Time | Female<br>Part Time |
|------------------|--------------------|-------------------|-------------------|----------------------|---------------------|---------------------|
| St Austell       | 10%                | 52%               | 1%                | 3%                   | 20%                 | 14%                 |
| St Blaise        | 8%                 | 55%               | 1%                | 2%                   | 21%                 | 13%                 |
| Tywardreath      | 13%                | 52%               | 2%                | 4%                   | 17%                 | 12%                 |
| Total St Austell | 10%                | 53%               | 1%                | 3%                   | 20%                 | 13%                 |
| <b>Borough</b>   | <b>14%</b>         | <b>50%</b>        | <b>1%</b>         | <b>4%</b>            | <b>19%</b>          | <b>12%</b>          |

## Percentage Change in Employment Type 1981 – 1991 Census

| Parish           | Male<br>S/Employed | Male<br>Full Time | Male<br>Part Time | Female<br>S/Employed | Female<br>Full Time | Female<br>Part Time |
|------------------|--------------------|-------------------|-------------------|----------------------|---------------------|---------------------|
| St Austell       | 32%                | -14%              | 96%               | 61%                  | 3%                  | 57%                 |
| St Blaise        | 74%                | -7%               | 156%              | 74%                  | 10%                 | 95%                 |
| Tywardreath      | 26%                | -31%              | 52%               | 8%                   | -8%                 | 46%                 |
| Total St Austell | 38%                | -15%              | 96%               | 54%                  | 3%                  | 63%                 |
| <b>Borough</b>   | <b>40%</b>         | <b>-9%</b>        | <b>100%</b>       | <b>50%</b>           | <b>20%</b>          | <b>76%</b>          |

## Economically Active and Economic Age 1991 Census

| Parish           | Total<br>Males<br>16-65 | Males<br>Econ.<br>Active | % Activity<br>Rate-<br>Male | Total Females<br>16-60 | Females<br>Econ.<br>Active | % Activity<br>Rate-<br>Female | Total<br>Working<br>Age | Total<br>Econ.<br>Active | % Activity<br>Rate-<br>Total |
|------------------|-------------------------|--------------------------|-----------------------------|------------------------|----------------------------|-------------------------------|-------------------------|--------------------------|------------------------------|
| St Austell       | 5991                    | 5186                     | 87%                         | 5595                   | 3800                       | 68%                           | 11586                   | 8986                     | 78%                          |
| St Blaise        | 1911                    | 1672                     | 87%                         | 1790                   | 1215                       | 68%                           | 3701                    | 2887                     | 78%                          |
| Tywardreath      | 894                     | 754                      | 84%                         | 777                    | 487                        | 63%                           | 1671                    | 1241                     | 74%                          |
| Total St Austell | 8796                    | 7612                     | 87%                         | 8162                   | 5502                       | 67%                           | 16958                   | 13114                    | 77%                          |
| <b>Borough</b>   | <b>26722</b>            | <b>23289</b>             | <b>87%</b>                  | <b>24237</b>           | <b>16084</b>               | <b>66%</b>                    | <b>50959</b>            | <b>39373</b>             | <b>77%</b>                   |

## Economically Active and Economic Age 1981 Census Adjusted Figures

| Parish           | Total Males 16-65 | Males Econ. Active | % Activity Rate-Male | Total Females 16-60 | Females Econ. Active | % Activity Rate-Female | Total Working Age | Total Econ. Active | % Activity Rate-Total |
|------------------|-------------------|--------------------|----------------------|---------------------|----------------------|------------------------|-------------------|--------------------|-----------------------|
| St Austell       | 5704              | 5138               | 90%                  | 5410                | 2928                 | 54%                    | 11114             | 8066               | 73%                   |
| St Blaise        | 1604              | 1472               | 92%                  | 1487                | 816                  | 55%                    | 3091              | 2288               | 74%                   |
| Tywardreath      | 930               | 851                | 92%                  | 866                 | 421                  | 49%                    | 1796              | 1272               | 71%                   |
| Total St Austell | 8238              | 7461               | 91%                  | 7763                | 4165                 | 54%                    | 16001             | 11626              | 73%                   |
| <b>Borough</b>   | <b>23566</b>      | <b>21541</b>       | <b>91%</b>           | <b>21905</b>        | <b>11442</b>         | <b>52%</b>             | <b>45471</b>      | <b>32983</b>       | <b>73%</b>            |

## Percentage Change 1981 – 1991 of Economically Active and Working Age

| Parish           | Total Males 16-65 | Males Econ. Active | Total Females 16-60 | Females Econ. Active | Total Working Age | Total Econ. Active | Total Working |
|------------------|-------------------|--------------------|---------------------|----------------------|-------------------|--------------------|---------------|
| St Austell       | 5%                | 1%                 | 3%                  | 30%                  | 4%                | 11%                | 7%            |
| St Blaise        | 19%               | 14%                | 20%                 | 49%                  | 20%               | 26%                | 19%           |
| Tywardreath      | -4%               | -11%               | -10%                | 16%                  | -7%               | -2%                | -7%           |
| Total St Austell | 7%                | 2%                 | 5%                  | 32%                  | 6%                | 13%                | 8%            |
| <b>Borough</b>   | <b>13%</b>        | <b>8%</b>          | <b>11%</b>          | <b>41%</b>           | <b>12%</b>        | <b>19%</b>         | <b>17%</b>    |



## CHAPTER SEVENTEEN TRANSPORT

### NEW ROADS AND ROAD IMPROVEMENTS

#### Policy SA20

**Road improvements to South Street are proposed to include widening and the provision of a footway with a pedestrian and cycle crossing of the A390.**

17.1 The responsibility for strategic roads lies with the County Council. (The Trewoon by-pass, which is the outstanding strategic road which will benefit St Austell, is safeguarded by the Policy R97 in the St Mewan Chapter 45).

17.2 The improvements to South Street were suggested in the St Austell Transport Issues Study (SATIS) report. The intention is to allow better traffic flow along this road combined with a new footway linked to the long stay car Park/Park and Ride proposal in Policy SA24. These improvements are an essential priority for other proposals contained in this Plan. A new Transportation Review for St Austell is currently underway (Summer 2001).

### PEDESTRIANISATION

#### Policy SA21

**It is proposed that Duke Street and Victoria Place be pedestrianised with vehicular access limited to bus services and service vehicles during permitted hours.**

17.3 This policy proposes extending the pedestrianised area of the town, although access will be retained for buses and service vehicles. These measures will be complemented by the traffic calming proposed in SA22(3) which is intended to improve the environment around the church.

### TRAFFIC CALMING

#### Policy SA22

**The following areas are identified for priority traffic calming/local safety schemes:**

**(1) In the residential blocks:**

**(A) Bounded by Palace Road, Trevarthian Road, Tregonissey Road, Slades Road, Polkyth Road and Carlyon Road.**

**(B) Bounded by Slades Road, Carclaze Road, the Development Envelope, Trenowah Road, Bethel Road and Sandy Hill.**

**(C) Bounded by Eliot Road, Polkyth Road Sandy Hill, Bethel Road, Bucklers Lane, Holmbush Road, Mount Charles Road and Victoria Road.**

**(D) Bounded by Belmont Road, Alexandra Road, Victoria Road, Mount Charles Road, Polmear Road, Cromwell Road, Southbourne Road and Trevanion Road.**

**(2) At the following junctions:**

**(A) Tregonissey Lane End**

**(B) Slades Road/Sandy Hill**

**(C) Clifden Road/Victoria Road**

**(D) Carlyon Road/Kings Avenue**

**(E) Penwinnick Road/South Street**

**(F) Truro Road/Bridge Road**

**(G) Bethel Junction**

**(H) Truro Road/Trinity Street.**

**(3) In the town centre along Market Street (as far as Market Hill), Church Street and North Street (as far as No. 11).**

**(4) Along Porthpean Road from Cromwell Road to Porthpean Beach Road.**

17.4 A central part of the transportation strategy of this Plan is to promote the introduction of traffic calming measures in residential and shopping areas to reduce conflict between pedestrians and motor cars and other vehicles and in the long term reduce car use particularly for short journeys. The above policy highlights three types of area where this approach will be promoted. The residential blocks identified are all areas where through traffic and 'rat runs' should be discouraged. Traffic calming measures in these areas will make the streets safer for children and other pedestrians walking to schools or local shops and facilities.

17.5 The roads which bound the blocks are also proposed for traffic calming particularly those examples with higher than average numbers of accidents.

17.6 The junctions identified all contain local shopping and other facilities. They act therefore as a focus for pedestrians. Traffic calming measures in these areas can not only reduce conflict but also enhance the role of these areas as local facility providers. These measures will also discourage unnecessary car trips and encourage more walking.

17.7 SA22(3) is intended to improve the environment of the town centre around the area of the church. As it is necessary to retain access for residents and business at all hours to the area to the north of the church complete pedestrianisation is not possible, however, suitable re-paving and measures to reduce traffic speeds are proposed which will provide improved safety for pedestrians as well as creating a more attractive street scene.

17.8 The implementation of the above proposals will in some instances be dependent on improvements to the strategic road network. However, the Council is of the opinion that for safety and environmental reasons traffic calming measures should be pursued in advance, and that funding should be allocated accordingly. Funding across the County for such measures is currently limited and full implementation of the above priorities is dependent on changes in budget priorities over the plan period.

#### **PARKING**

##### **Policy SA23**

**Additional short stay car parking is proposed through changing Priory car park to short stay only.**

##### **Policy SA24**

**Land to the west of Pentewan Road is proposed as a long stay car park and for a park and ride scheme in the long term.**

17.9 Policy SA24 is a longer term proposal to provide a park and ride facility for St Austell. The location off Pentewan Road will be adjacent to the employment proposals on the old Pentewan Laboratory site. This facility will provide long stay parking for commuter traffic. This car park will also provide an important access point for the 'Coast and Clay' cycle route. Comprehensive landscaping of the site will be required to minimise the visual impact in line with General Policy 6.

17.10 The above proposals are major elements of the strategy for St Austell in the short term. The principle objective is to divert long stay parking away from the centre of town. This will provide additional space for short stay parking, particularly shoppers in the town centre, as well as avoid the construction of an additional multi storey car park on the Priory site. Evidence from surveys and traffic growth assessments show that St Austell is well provided with parking for the future and can through this policy and other policies in this section provide well for future parking needs without having to commit large capital sums to multi-storey car parks. To complement the above land use proposals car parking charges, fare and timetable arrangements for park and ride schemes will be introduced and adjusted to ensure that long stay parkers are directed away from those car parks most convenient for shopping and related activities.

#### **DISABLED PARKING**

17.11 The expansion of pedestrianisation does reduce the scope for parking close to the shops by disabled drivers. The Accessible Environment Policies of this Plan (Section 3.5) promote proper parking provision for the disabled and the Council recognises that further investigation is needed and is committed to providing additional spaces.

#### **CYCLING**

##### **Policy SA25**

**The following cycle routes are safeguarded or proposed :**

- (1) The A390 from Truro Road to Holmbush Road.**
- (2) Along Palace Road, Carlyon Road, Tremayne Road, and Parkway.**
- (3) Within the open space adjacent the North East Distributor Road (Policy SA27(1)B).**

##### **Policy SA26**

**Secure cycle parks are proposed at:**

- (1) St Austell Railway Station.**
- (2) The long stay car park proposed in SA24.**
- (3) In the prime shopping area of the town centre.**

17.12 The promotion of safe alternatives to the motor car within urban areas can contribute to the sustainability goals of this Plan, reduce congestion and provide healthy exercise for those who wish to partake. Narrow roads leave few opportunities for creating dedicated cycle routes, however, routes (1) and (2), identified above, have the potential to form a 'trunk system' to which other initiatives would be able to link into. The leisure cycling proposals in SA30 will constitute important links in this respect.

17.13 It is suggested that the Boscoppa route should be complemented by a secure bike park adjacent to St Austell station, whilst the southern cycle route would provide a similar facility within the proposed park and ride site which could also serve the Pentewan Leisure Trail. The possibility of providing additional links into the town centre will be investigated.

17.14 The route proposed in SA25(3) takes advantage of the realignment of the NEDR to create a linear open space area for the eastern part of the town. A cycle route/leisure trail along this corridor would provide important links between housing, school and workplace sites.

## CHAPTER EIGHTEEN RECREATION

### OPEN SPACE

#### **Policy SA27**

~~(1) Informal open space sites are proposed in the following locations:~~

~~(A) Northern extension of the Linear Park (2.1 hectares),~~

~~(B) Land adjacent to the North East Distributor Road,~~

~~(C) Off Edgecombe Green,~~

~~(D) Between Polcarne, South Street and Trevanion Road (0.64 hectares),~~

~~(E) Land west of Carelaze Road. (1.10 hectares)~~

18.1 St Austell has a scattered provision of formal recreation facilities. Poltair park caters for football, tennis and bowls, whilst the main rugby grounds is now sited near Tregorrick and the cricket centre is at Wheal Eliza. In between are numerous small recreation fields and small play areas.

18.2 Analysed against the NPFA standard of 2.43 hectares per thousand of population, St Austell currently has a provision of 0.9 hectares per thousand. When existing dual use is taken into account this figure rises to 1.4 hectares per thousand. Total dual use could provide 2.2 hectares per thousand and should therefore be a policy priority.

18.3 Analysis in terms of playing pitches only, shows that with existing dual use provision there is currently 1.1 hectares per thousand. This suggests that the need for formal recreation provision may be for a greater variety of sports.

18.4 Analysis of formal recreation provision from the viewpoint of accessibility shows a reasonable spread of open space throughout the area although there is a lack of formal provision in the Crinnis area, Tregorrick and Porthpean.

18.5 This Plan does not propose any specific formal open space sites for St Austell ~~although some provision may be possible within the informal open space proposed adjacent to the route of the NEDR.~~

18.6 The existing informal sites to be protected and enhanced under General Policy 92 include Poltair Park, the Linear Park and Menacuddle Woods. The Council strategy is to develop new areas for informal recreation and connect them, via footpaths and other links to create a network linking residential areas, town facilities and the wider countryside. The proposed Countryside Recreation Priority Area to the South of St Austell and along the Pentewan Valley will provide an important focus for countryside recreation in this respect.

18.7 The Sandy River Linear Park was originally proposed over ten years ago and incorporated into the St Austell Local Plan. The amount of land obtained for the park has not been as extensive as was originally envisaged. Various parts have been given planning consent for housing and built on. ~~It is considered important to ensure, partly through Policy SA27(1)(A), that the one major remaining section of the park is not developed for other uses and is retained for open space. It is considered to be a vital informal recreation asset in a densely built up area of St Austell. Work on this is currently proceeding with completion in 2002.~~

~~18.8 Policy SA27(1)(B) is a cross reference to Policy SA2 in Chapter 14. This area has the potential to provide an important linear park facility.~~

~~18.9 Site SA27(1)(C) is intended to meet a need that has long been recognised for open space for children on a large modern housing estate with no existing provision and lack of access to other open spaces within walking distance. The site will be provided through negotiations with the owner.~~

~~18.10 Site SA27(1)(D) is intended to maintain in perpetuity the relatively open nature of the sloping land around Polcarne which is considered to be important for the setting of St Austell town centre for meeting needs for usable open space close to the town and providing green footpath links between the centre, housing areas and the countryside. This land is proposed for low density housing in Policy SA7 and the open space and associated footpaths and landscaping will be provided as part of such development (see Policy SA2 and SA30 also). The exact location of the open space within the site will be determined through discussions with the owners and/or developers.~~

~~18.11 Site SA27(1)(E) is linked to the provision of adjacent housing proposed in Policy SA7(1)(E). The site contains an old china clay dry which it may be possible to landscape and retain as an historic feature as has been successfully done in other areas. The provision of a footpath or cycle route through the site from Treverbyn Road to Carelaze Road would allow further links to the linear park to the south and the open space adjacent to the NEDR to be established adding to the informal open space network within the town.~~

18.12 In addition to the above sites the Council has identified a need for a play area in the Woodside area of St Austell although a specific site has not yet been found. Any site proposed is likely to be in the St Mewan Parish

## COUNTRYSIDE RECREATION

### ST AUSTELL

18.13 Historically St Austell grew up as a town at the strategic junction of three Valleys, the Pentewan, which splits to form the Gover and Trenance Valleys. Policy 94 identifies these valleys as Countryside Access Corridors where the Council will seek to see improved access for informal walking and in the case of the Pentewan and Trenance Valleys cycling. In addition Policy 95 identifies the Pentewan and Gover Valleys as priority areas, where informal countryside recreation will be supported. Each valley has its own particular qualities.

### THE GOVER VALLEY

18.14 The Gover Valley has been identified as a site of Nature Conservation Interest by the Cornwall Trust for Nature Conservation and as an Area of Historical Interest by the Cornwall Archaeological Unit (CAU) containing an historic early china clay landscape. Although only a few minutes walk from St Austell this scenic valley has poor access to its upper reaches and walking is difficult. The Plan identifies the potential to create circular walks linking with the Trenance Valley via Greensplat and to Trewoon via Higher Goonamarth.

### TRENANCE VALLEY

18.15 The Trenance Valley, like the Gover Valley has been identified by the CAU as of Historic Interest. It contains the route of an old minerals line, parts of which is walkable but which has an incomplete link to St Austell. The Council will promote the development of this line as a footpath or cyclelink under Policy SA30. This could provide a link to the Wheal Martyn Museum at Carthew. In addition possible links to the Gover Valley could provide a circular walk through much of the historic landscape of the China Clay area.

### THE PENTEWAN VALLEY

18.16 Like the Trenance Valley, the Pentewan Valley contained the route of a minerals railway, this time narrow gauge to the harbour. Much of this route is still walkable but the link to St Austell itself is incomplete. The Council considers that this route, which is relatively flat offers much potential as a leisure trail for cycling and horseriding. Part of the route was completed in 1996 with more recently completed.

### FOOTPATH PROPOSALS

#### **Policy SA28**

**~~Proposals for development which include arrangements to open up the banks of the White River for public access will normally be permitted.~~**

~~18.17 Much of past development has turned its back on the White River where it passes close to the town centre. There is only one small stretch of river walk. Where the opportunity arises the Council will promote such access with a view to developing a complete footpath link through the town from the Pentewan Valley to the Trenance and Gover Valleys where countryside access corridors are proposed (see Policy 94 and Policies SA29/30 below).~~

~~18.18 The Council particularly supports initiatives to open up the stretch of the White River between Penwinnick Road and West Hill with a link to Moorland Road.~~

#### **Policy SA29**

**~~The following footpaths are proposed:~~**

- ~~(1) Sawles Road.~~**  
**~~(2) From Trevanion Road to Eastbourne Road.~~**

~~18.19 Link (1) means turning Sawles Road into a footpath/bridleway creating access to the wider countryside to the south of St Austell. This footpath is proposed as part of the access corridor strategy aimed at linking towns and villages with the countryside and leisure and tourism facilities (see Policy 94).~~

~~18.20 SA29(2) proposes a footpath as part of housing development (SA7(1)A). It will provide a valuable green link between the town centre, housing areas and the countryside.~~

### LEISURE TRAILS

#### **Policy SA30**

**~~The following leisure trails are proposed:~~**

- ~~(1) The Pentewan Valley from St Austell to Pentewan.~~**  
**~~(2) The Trenance Valley from St Austell to Wheal Martyn.~~**

~~18.21~~ These routes are planned to use by and large the routes of the old mineral railway lines and provide primarily recreational routes into the countryside from the town with an identifiable attraction at the destination, consistent with the access corridor strategy set out in Policy 94 (Recreation). Although intended for a variety of users both routes are especially suitable for cycling and the secure cycle park proposed in Policy SA26 at the Pentewan Road car park site will link with this proposal as well as being important for town centre use. The Council is aware that conflicts between different users will occur occasionally, and will endeavour to manage to avoid such problems by applying the guidance contained in the published leisure trail code.

~~18.22~~ The Council will promote similar parking facilities for cycles at Pentewan as part of the implementation of this route. Cycle hire facilities will also be encouraged. The exact route may vary from those shown in this Plan as this is clearly subject to negotiations with landowners and other practical matters not yet investigated.

## ARTS AND CULTURE

### **Policy SA31**

~~A multi purpose Theatre/Arts Community Use/Services Centre is proposed on land adjacent to the Polkyth Leisure Centre.~~

~~18.23~~ St Austell acts as the cultural centre for the mid Cornwall area, but despite the proliferation of groups providing an excellent range of musical and dramatic productions, the town suffers from the lack of high quality facilities. The above proposal, contained in the Council's Arts Policy is for the provision of a multi purpose venue, integrated with the existing recreation centre, which could also be of general community use.

### **Policy SA32**

**Land adjacent to the Polkyth Leisure Centre currently used as a Restormel Borough Council Depot is proposed for Mixed Office, Leisure, Community Use/Services and Cultural Development.**

18.24 This site is reasonably central to the main residential areas of St Austell and is considered suitable for the expansion of leisure community and cultural activities which currently occupy a restricted site. Given that the area to the west already provides for various public sector offices and the area to the east is proposed for mixed development in Policy SA11(6), it is also considered that the promotion of office development here could provide scope for new jobs. The site is central, has good pedestrian and public transport links and will thus contribute to the sustainability objectives of the Plan.

## CHAPTER NINETEEN COMMUNITY FACILITIES

### HEALTH CARE AND SOCIAL SERVICES

#### ST AUSTELL HOSPITALS

##### **Policy SA33**

**(1) Proposals for the development of additional Hospital and related medical facilities adjacent to Penrice Hospital will be permitted.**

**(2) Proposals to change the use of or redevelop the St Austell Hospital will be permitted unless harm will be caused to the level of service locally.**

*19.1* The St Austell Hospital contains GP/Respite beds and day case beds as well as outpatients clinics, casualty, theatre and physiotherapy services. Penrice Hospital provides maternity and elderly care services. Bases for community staff, clinics and services are at Moorland Road and Par Health Centre. The current base for the community psychiatric service at Kings Avenue is unsatisfactory and new premises are being sought.

*19.2* The centralisation of local hospital services at Penrice has been ongoing for several years and it is considered crucial that local services are not lost but are even enhanced and thus that the resources obtained from the sale of assets are used locally. The trend towards centralisation of facilities at Treliske is not consistent with the need to reduce unnecessary travel which is a key part of the sustainability objectives of this Plan (see Policy 103 also). The Council will, therefore, lobby the Health Care Trust, or its successor bodies, to ensure that any facilities lost at St Austell Hospital are at least replaced at Penrice or other locations within St Austell area before closure of the St Austell Hospital. The above Policy SA33(2) sets out the Council's determination not to allow redevelopment that would result in harm to the level of local services.

### COMMUNITY FACILITIES

#### CEMETERIES

##### **Policy SA34**

**Land adjacent to the existing Campdown Cemetery is proposed for cemetery use.**

*19.3* Land was shown here for a cemetery extension in the adopted 1984 local plan for St Austell. This land should be adequate for the local plan period.

#### EDUCATION

*19.4* The expansion of Bishop Bronescombe School is required to help meet the needs generated by the outstanding housing permissions in this area, as well as the major new site proposed off Trenowah Road. Policy SA7 relates the provision of land for this expansion to the release of the Trenowah Road land. Other schools in the area are surrounded by development and cannot be easily expanded.

## CHAPTER TWENTY CHARLESTOWN

### INTRODUCTION

20.1 The construction of Charlestown between 1791 and 1801 was a result of the vision of one man, Charles Rashleigh. As such most of the buildings pre-date 1850 and reflect a unity of architectural design which undoubtedly contributes to the Conservation Area status of the port. The Council's priorities for the area are to maintain the economic viability of the port whilst protecting the built heritage. The policies contained in this section relate to the area covered by the Charlestown inset map.

### ENVIRONMENT AND CONSERVATION

#### ~~VILLAGE SETTING~~

##### **Policy SA36**

~~(1) An Area of Local Architectural and Historic Interest is proposed for the area between the existing Conservation Area boundary and up to and including the Rope Walk.~~

~~20.2 The Rope Walk and adjacent plantation are believed to date from the inception of Charlestown as a port. Both features can be clearly seen on the Charlestown Estate Map of 1825. The wood, with its mature trees, is an important part of the setting of the village at its northern end, contrasting strongly with the more urban landscape of the working harbour to the south. This policy recognises the importance of these features close to the Conservation Area and they will be assessed as a possible extension to the Conservation Area.~~

#### ~~LANDSCAPING~~

##### **Policy SA37**

~~(1) Landscaping is proposed for the following areas:~~

~~(A) Land adjacent to Charlestown Road between 85 and 109 Charlestown Road.~~

~~(B) Land opposite 18-21 Quay Road.~~

~~(C) Land at the South East of Barkhouse Lane.~~

~~(2) Proposals to improve the surface and undertake environmental improvements to the central car park will be permitted.~~

~~20.3 In the above areas the Council will promote and support hard and soft landscaping to improve the streetscape. These areas are considered to be the priorities. Clearly other opportunities may arise over the plan period and these will be considered and implemented in the light of the general policies for conservation and other appropriate policies.~~

### HOUSING

##### **Policy SA38**

~~(1) The following site is proposed for housing development:~~

~~(A) Land at Charlestown Road/Penrice Park (0.80 hectares) (Est.23 dwellings).~~

~~(2) The Council will seek a planning obligation to provide a proportion of affordable housing, and an open space/play area on site SA38(1)(A).~~

~~20.4 There is a need to retain a balanced community in Charlestown, which is having to cope with the consequence of housing being attractive to inward migrants, and the tendency to lose local employment. The negotiation of affordable housing for local people on site SA38(1)(A) will assist in counteracting this process, while making a small contribution to the needs of the wider area.~~

### EMPLOYMENT AND REGENERATION

##### **Policy SA39**

**Proposals for the redevelopment, upgrading or improvement of the following sites for business, industrial and warehousing uses will be permitted:**

**(1) Charlestown Road (Denver Sala).**

**(2) Off Quay Road, Charlestown (Disused China Clay dry).**

**(3) Charlestown Road (Boat Yard).**

**The site at SA39(3) shall be retained for harbour/marine related uses".**

20.5 The above sites have been identified from a comprehensive study of all existing industrial and business sites within the St Austell Travel-to-Work area. They are key sites where it is desirable to retain an industrial/business use during the plan period in order to maintain the existing industrial base within the area. Some of the above sites have also been identified as either requiring landscaping, environmental improvements, or redevelopment to improve their visual appearance, or are capable of supporting an

intensification of use. There will be other sites, particularly smaller ones, where general Policy 53 will apply. There is no presumption that sites not listed in this policy can be redeveloped for other uses.

20.6 Policy SA39(1). The site currently occupied by Denver engineering is a key large industrial site in the St Austell area and every effort should be made to retain it as an industrial site.

20.7 Policy SA39(2). The large disused China Clay Dry off Quay Road, Charlestown lends itself to redevelopment for a variety of industrial and commercial uses and any redevelopment proposals should therefore be encouraged for the regeneration of this industrial port.

20.8 The Boat Yard site is currently used as offices and has permission for craft workshops. These uses will retain its character as part of the port as well as helping to maintain the mixture of uses in line with sustainable development objectives.

20.9 A number of smaller sites for development are incorporated into sites proposed for action under Policy SA39. Clearly the extent to which these smaller sites are developed will affect the amount of land made available over the plan period.

## RECREATION

### OPEN SPACE

20.10 There are 1.9 hectares per thousand of population of informal open space.

### FOOTPATHS

**Policy SA40**  
**New footpaths around the village are proposed as follows:**  
**(1) The Ropewalk to the village.**  
**(2) Around and between the two ponds and to the village.**  
**(3) From the southern pond to and around the Battery.**  
**(4) Between the north pond and Porthpean Road.**

20.11 The proposed Countryside Recreation Priority Area in the area south of Southbourne and Trevanion roads will also provide additional recreation opportunities for Charlestown and it is intended to promote countryside access particularly in the area around the ponds. Many of the routes shown here are used informally and most have been identified as proposals by the landowners.

## TRANSPORT

### TRAFFIC MANAGEMENT

**Policy SA41**  
**It is proposed that no traffic other than service traffic, orange badge holders and residents be permitted to use Charlestown Road south of the roundabout junction with Quay Road.**

20.12 It is considered that apart from the operational requirements of the harbour and those of relevant businesses and residents, vehicle access to this area should be prevented to help improve the area for pedestrians. The large car park is only a short distance from the harbour. The County Council will be asked to make appropriate traffic orders in due course.

### CHARLESTOWN HARBOUR

**Policy SA42**  
**(1) Proposals to develop port facilities which will enable a broader range of cargo to be handled will be permitted.**  
**(2) Small scale proposals to expand the use of the harbour for leisure uses will be permitted.**

20.13 General Transport Policy 86 sets out the Council's approach to the development of the Borough's ports. Clearly diversification which would allow a greater variety of goods to be handled as well as compatible leisure uses is desirable. Developments will need to reflect the village Conservation Area status. Proposals for the development of harbour facilities in line with Policy SA42 will be required to incorporate adequate means for the disposal of ship sewage.

## COMMUNITY FACILITIES

20.14 Policies relevant to Charlestown school are contained in the St Austell section.



## CHAPTER TWENTY ONE PENTEWAN

21.1 Pentewan is one of the most scenic seaside villages in the Borough. Historically its growth can be traced back to the building of the first harbour in 1744. It was rebuilt in the 1820s and the construction of the narrow gauge railway to serve the ports growing role in exporting china clay followed in 1829. The railway worked until 1918, whilst the harbour survived until after the second world war. Throughout its history the harbour fought a battle against the silting from sand deposited from tin and clay works, which was finally lost shortly after the second world war. The last commercial ship departed in 1940, aptly carrying a shipment of sand.

21.2 Today the village contains much of archaeological interest, reflecting its industrious past whilst the beach area is a flourishing holiday centre. However, the visual impact of the caravan site is out of scale with the village, whilst the harbour in its currently neglected state fails to act as the focus for the village which should be its natural role.

### HARBOUR REGENERATION POLICY

#### Policy SA43

The following proposals will be permitted in Pentewan:

- (1) Renovation of the weighbridge building.
- (2) Redevelopment and/or upgrading of the sailing club and associated buildings.
- (3) Environmental improvements to the harbour area.
- (4) Improved footpath access to the beach, including off road access from the village car park.
- (5) Refurbishment and improvement of the visual appearance of the flats (former warehouses) to the east of the harbour.
- (6) Environmental improvements to the caravan site to make it less intrusive.
- (7) Measures to resolve any flooding problems.
- (8) Measures to improve and enhance opportunities for sailing and other marine based activities in the bay.

21.3 Tourism Policies 63 and 65 of the plan set out the Council's approach to the redevelopment and improvement of tourist facilities.

21.4 Pentewan has recently been the subject of a study by Pentewan Sands Limited on the possibilities of redevelopment, whilst the Council has been investigating the possibility of using Derelict Land Grant money for environmental improvements for the harbour. Any redevelopment will need to take into account many factors, including the villages Conservation Area status, the Heritage Coast designation and its location in an Area of Outstanding Natural Beauty (AONB). It is the intention, therefore, of the Council to produce a Development Brief for the area to ensure that any redevelopment of the village is achieved in a manner sensitive to these considerations.

21.5 The Council's objectives are:

- Improving the environment of the harbour including restoration of the lock gates and the remains of the railway.
- Environmental improvements and improved access to the beach; including improvement of the caravan site.
- Enhancement of village facilities and environment.
- Promoting the minimum amount of new housing and other commercial development necessary to achieve objectives 1-3.

21.6 Clearly, the Council's own resources are limited and there is no Parish Council covering the Pentewan area which might have been able to help with necessary initiatives. The inclusion of Pentewan within the Rural Development Area may help with initiatives; however, the desires for improvement and tidying up in the area must largely be met by the efforts of the landowners and the ability to do this will be dependent on an overall package of proposals which is seen to be profitable and which is likely to include some housing development. The sea defence implications of development need to be addressed. A development brief will be prepared for Pentewan in consultation with landowners and any proposals will be expected to be comprehensive in nature rather than ad-hoc. Proposals will need to incorporate a financial appraisal so that the viability of the overall package can be assessed and realistic modifications negotiated if necessary. The Council will promote a partnership with the landowners and the Regional Development Agency/Countryside Agency and other agencies to achieve the objectives.

### THE PENTEWAN VALLEY

21.7 The Pentewan Valley has been identified in Policy 95 as a Countryside Recreation Priority Area (see Part 1 of this Plan). Enhancement of tourism facilities at Pentewan can act as a focus for the proposed Pentewan leisure trail along the disused railway line (Policy SA30) which has already been partly implemented.

## CHAPTER TWENTY TWO ST BLAISE PARISH

### INTRODUCTION

22.1 St Blazey developed very much as a working town related to the development of mining in mid-Cornwall. It became a transportation centre as the headquarters for the Cornwall Railway, where the listed Roundhouse still provides employment opportunities to this day. The town is centred on the Church and some fine adjacent buildings. In terms of provision of shops and facilities the town has suffered a lack of investment and environmental improvements need to be encouraged.

### ENVIRONMENT AND CONSERVATION

#### AREAS OF SPECIAL CHARACTER

##### Policy SA43A

**The following area is proposed as an Area of Special Character subject to Policy 35:**

**(A) Roselyon School**

22.2 This Policy recognises the attractive grounds of Roselyon School and the contribution which they make to the landscape of the St Blazey area.

### NATURE CONSERVATION

##### Policy SA44

**The following area of St Blaise is proposed as a Site of Importance for Nature Conservation:**

**(A) Bodelva Moor Ponds.**

22.3 The above site has been identified by the Cornwall Wildlife Trust and are considered to be of Countywide importance. As such they will be subject to Policy 16 of Part 1 of the Plan. The written justification accompanying that Policy sets out the methodology which has been used to identify the sites and discusses the range of sites in general terms. A full schedule of the sites is set out in the Background Papers document which accompanies the Plan.

### HISTORIC PARKS AND GARDENS

22.4 Policy 29 identifies Tregrehan as an Historic Garden of National Importance, noted for containing one of the finest collections of trees in Britain with many species which are at their largest recorded size in the country including many remarkable riches from the southern hemisphere. The garden has been developed continuously since the early 18th century.

### HOUSING

#### INTRODUCTION

22.5 An analysis of population trends and housing needs for the St Blazey area is included within the section on St Austell as well as within the Background Papers document which accompanies the Plan.

#### HOUSING ALLOCATIONS

##### Policy SA45

**(1) The following sites totalling 5.57 hectares are proposed for housing development:**

|                        | Area (ha) | Estimated Dwelling Capacity |
|------------------------|-----------|-----------------------------|
| (A) Land off Par Lane  | 4.72      | 151                         |
| (B) Moons Laundry site | 0.2       | 6                           |
| (C) Land off Middleway | 0.65      | 20                          |

**(2) In assessing proposals for housing development on site SA45(1)(A), the Council will seek a planning obligation to make provision for land needed for the expansion of Biscovey Infant and CP Junior Schools, to ensure public access to land covered by Policy SA50(2), and to provide a footpath access to the Schools along the track at SA51(3) which forms the southern boundary of site SA45(1)(A).**

**(3) The development of site SA45(1)(A) shall be phased over the Plan period so that no more than about half of the site (est. 75 dwellings) should be developed by the year 2005.**

**(4) Vehicular access to SA45(1)(A) shall be directly off Par Lane. The Council will seek a planning obligation for the implementation of traffic calming measures on Par Lane promoted in SA49 when assessing proposals for housing development on SA45(1)(A).**

**(5) Development of site SA45(1)(B) should not involve the discharge of surface water up stream of the Station Road culvert.**

#### AFFORDABLE HOUSING

##### Policy SA46

- (1) The target for affordable housing in St Blaise Parish is 310 dwellings for the period 1994 - 2011.**  
**(2) The Council will seek a planning obligation to provide 50 of these on site SA45(1)(A).**  
**(3) The Council will seek to achieve 60 of these dwellings through negotiations on currently unidentified sites.**  
**(4) The Council will seek to provide the balance through negotiations on sites which already have consent or which are already developed.**  
**(5) As the targets in the Plan are well below the need revealed by the Housing Need Survey, any proposals to provide more than the target figure for site SA45(1)(A) or to provide such housing on other proposed sites will be permitted.**

22.6 Site SA45(1)(A) is part of a larger site chosen for development in the informal review of the St Austell Plan in 1988. The site is an attractive part of the landscape setting of the area. There is pressure on the nearby infant and primary school and concern about past rates of growth. It is important to prevent development rising above the ridgeline here, hence the site has been restricted to an existing well vegetated overgrown track and field boundary on the southern side. Part of the site is on steeper ground to the east of an old mining area. It is intended to keep the mining area as open space. This area may need treatment but any measures should reflect historic and nature conservation interests. Because the school is overloaded it is considered legitimate for this large development to be phased over the Plan period (so that no more than half the site is developed by 2005) and make an appropriate contribution to resolving the pressures it will place on the school when fully developed.

22.7 Site SA45(1)(B) is the remaining portion of a site for which residential use has been previously agreed.

22.8 Site SA45(1)(C) was added to the Plan at the Proposed Changes stage. The site is adjacent to Open Space proposed in Policy SA50(1).

22.9 The justification for the St Blaise affordable housing target is set out in paragraphs 8.66 - 8.71 of Part 1 of the Plan. The Borough Housing Need Survey (HNS) confirms the nature and levels of housing needs in the St Blaise area. In addition to the derived target for affordable housing, the HNS also provides other evidence pertinent to the local nature of housing need. St Blaise has the highest percentage of people in paid employment but also the highest percentage of people who receive only benefit income. The proportion of single parent families is also the highest of any sub-area (9% Borough 4%). There is a very high percentage of carers over 70 years old (48%, Borough 35%). St Blaise has the highest percentage of those in need of affordable housing who cannot afford more than £30,000 if buying a house. (11% Borough 6%) and of those in need who wish to rent 60% could not afford more than £30 a week (Borough 17%). No other sub area had a figure higher than the Borough average. St Blaise need is mainly for two and three bed houses (75%). There is the lowest need for bungalows of any sub-area (22%).

22.10 The implications for St Blaise are that even the reduced target of 310 cannot be reasonably met without utilising houses already built. Of the 23 sites in St Blaise with consent at 1/4/98 only 5 were for more than ten dwellings.

#### EMPLOYMENT AND REGENERATION

##### INTRODUCTION

22.11 An analysis of the employment situation for the St Austell Area, including St Blazey is included in the section on St Austell and in analysis in the background papers document which accompanies the Plan.

##### EMPLOYMENT SITE

##### Policy SA47

- (1) The following site is proposed for business industrial and warehousing uses:**  
**(A) Land north of Par Moor Road @ 7.0 hectares.**  
**(2) Development of this site should not involve the discharge of surface water through Spit tunnel.**

22.12 This proposed allocation north of Par Moor Road, mainly China Clay Dries currently in use, is well located in terms of sustainability, it has access onto a main road, and is close to the existing rail network, and Par docks. The existing Clay dries could be used for a variety of small industrial units providing workshop accommodation for local businesses. Part of the site could also be used to accommodate a certain amount of non-conforming uses, being located well away from any neighbouring residential areas. The Council will pursue the possibilities of obtaining government grant aid in the event of the sites becoming available for industrial development and continue with its efforts to secure highway improvements with particular regard to the two bridges at the approach to the docks. Clause (2) is included to reduce the risk of further flooding at Spit Tunnel. A development brief for the site will be prepared in due course.

22.13 A number of smaller sites for development are incorporated into sites proposed for action under Policy SA48. Clearly the extent to which these smaller sites are developed will affect the amount of land made available over the plan period. The site in

Policy SA47 should not therefore be regarded as some kind of fixed provision. The Plan is more flexible than this and provides varied opportunities.

## REGENERATION SITES

### Policy SA48

**(1) Proposals for the redevelopment upgrading or improvement of the following industrial sites for business, industrial and warehousing uses will be permitted:**

**(A) Middleway/Station Road, St Blazey**

**(B) Middleway/St Blazey Road, St Blazey**

**(C) Roundhouse, Par and St Blazey Depot**

**(2) Development proposals for the above sites should not include development within 7 metres of any watercourse. Ground floors should be raised to avoid the risk of flooding and access to flood alleviation works must be maintained.**

**(3) In considering developments on sites (A) & (B) the Council will seek landscaping proposals for the sites in line with general Policy 6. On site (A) the Council will seek in particular a screening strip along the footpath proposed in Policy SA51(2) .**

22.14 The above sites have been identified from a comprehensive study of all existing industrial and business sites within the St Austell Travel-to-Work area. They are the key sites where it is desirable to retain an industrial/business use during the plan period in order to maintain the existing industrial base within the area. Some of the above sites have also been identified as either requiring landscaping, environmental improvements, or redevelopment to improve their visual appearance, or are capable of supporting an intensification of use. There will still be other sites, particularly smaller ones where general Policy 53 will apply. There is no presumption that sites not listed in this policy can be redeveloped for other uses.

22.15 Sites (A) to (C) listed above in Policy SA48 above are key industrial sites the Council wishes to retain and improve and listed below are points of detail relevant to each site which should be taken into account when considering any development proposals. Clause (2) seeks to ensure that developments take into account the location of these sites close to the floodplains in the St Blazey/Par area.

22.16 Policy SA48(1)(A). The site off Station Road/Middleway, St Blazey contains four large users, a builders yard, a wood yard, an area for storage of fairground equipment as well as some vacant premises. A food retail store occupies much of the former industrial allocation in the St Austell Local Plan; the remaining parcel of land is now incorporated within the whole of this site now being proposed as one where redevelopment or upgrading proposals for business, industrial or warehousing uses will be supported. Part of the site has been brought by the Parish Council and has been redeveloped for open space and a Police Station. Landscaping proposals will also be encouraged and any development to the rear of the site on vacant land will be required to leave a screening strip along the proposed footpath (Policy SA51(2) refers). This will have benefits both in amenity and security terms.

22.17 Policy SA48(1). The site off Middleway/St Blazey Road, St Blazey has a mix of industrial uses including Kemutec, a coach company, and a haulage contractor. The site could be more intensively used for industry should the storage use on the site be no longer required. Again any landscaping proposals, particularly along the St Blazey Road frontage will be encouraged as set out in Clause (3). This will have benefits both in amenity and security terms.

22.18 Policy SA48(1). The Roundhouse and St Blazey Depot site at Par includes a mix of small industrial units, although the site access is poor, proposals to upgrade the site will be supported. The buildings are Listed. Separate drainage systems must be provided for these sites in any redevelopment proposals as set out in Clause (3). This is required to meet the concerns of the Environment Agency.

22.19 Par Harbour is an important exporter of China Clay. Under Policy 86 (Part 1 of the Plan) the existing port facilities are protected from development prejudicial to their future port use.

## TRANSPORT

### TRAFFIC MANAGEMENT/CALMING

### Policy SA49

**(1) Traffic calming/local safety schemes will be promoted and supported on the A390 between St Blazey Gate and Bridge Street.**

**(2) Improvements to the following junctions will be promoted and supported:**

**(A) Fourlords/Trenovissick.**

**(B) Middleway/Rosehill.**

22.20 A central part of the transportation strategy of this Plan is to promote the introduction of traffic calming measures in residential and shopping areas to reduce conflict between pedestrians and motor cars and other vehicles and in the long term reduce car use particularly for short journeys.

22.21 Although a major road the A390 carries traffic through most of the built up area of St Blazey. The Council will support measures to reduce traffic speeds along this stretch particular in those areas where pedestrian movement are greatest due to local shops or facilities.

22.22 Additional measures to improve pedestrian access between the St Blazey ‘triangle’ and other parts of the built up area of the town will also be supported.

### **CYCLING**

22.23 Because of its scattered form, existing footpaths might be adopted for cycling, and particularly at Par, a one way system might allow the incorporation of cycle lanes. The Council propose to examine, with the County Council, the possibility of developing a cycle network within the St Blazey area, with the intention of providing a network linking all the major residential areas and local facilities.

### **RECREATION**

#### **OPEN SPACE**

#### **Policy SA50**

**The following informal open spaces are proposed on:**

- (1) Land adjacent to the supermarket off Middleway.**
- (2) Land to the South of Par Lane.**
- (3) Land between Church Street and Station Road, St Blazey.**
- (4) Land to the north of St Marys Road, Biscovey.**

22.24 The recreation provision for the St Blazey area has been calculated to include the settlements of St Blazey, Par, Tywardreath, Tywardreath Highway and Biscovey. Compared with the National Playing Fields Association standard of 2.43 hectares of formal open space per thousand current provision is at 1.5 hectares per thousand. The schools within the area are primary schools with generally small playing fields, however complete use of school facilities could increase this figure to 1.7 hectares per thousand. The main centre for formal provision is the Par sports complex which provides a variety of sporting facilities. The Council has recently built a pavilion at Par as well as carrying out improvements to the pitches. Much of the provision within the area is of a playing pitch type and comparison with the playing pitch sub-component standard of 1.21 hectares per thousand is more favourable.

22.25 The area has a good provision of informal open space, particularly the St Andrews Road pond area (See Tywardreath). Site SA50(1) is central to the area and adjacent to community facilities. Policy SA50(2) will provide for extra open space needed for the major housing development proposed in SA45(1)A. The site is a former mining area and certain works may be required to make it suitable for open space use. Sites (3) and (4) are currently open fields within the built up part of St Blazey which contribute significantly to the character of the settlement. These proposals are intended to set out a longer term use for the sites. Both sites have significant constraints which would make more intensive uses inappropriate.

### **COUNTRYSIDE RECREATION**

22.26 The Plan seeks to identify and enhance the role provided for countryside recreation by the Luxulyan Valley which is identified as a Countryside Recreation Priority Area. The Council is particularly keen to see enhanced links between the built up area of St Blazey and the Valley which is now owned jointly by Restormel and the County Council (see SA51(2)).

### **FOOTPATH PROPOSALS**

#### **Policy SA51**

**The following footpaths are proposed:**

- (1) Between St Blazey Bridge and Ponto Mill.**
- (2) Between Middleway and Church Street, St Blazey.**
- (3) Between Mount Road and Biscovey Primary School.**

22.27 Link (1) falls within the countryside recreation priority area defined for the Luxulyan Valley; the actual route is within Luxulyan Parish, however, as it would primarily serve the St Blazey area it is included within this chapter. The footpath itself actually exists already but it is not a right of way and is unpublished as a recreation route. Link (2) is intended to provide a continuation northwards of the link established adjacent to the Gateway supermarket. It would provide an alternative safe pedestrian access between residential areas and facilities including links to recreation areas and the countryside. Link (3) is intended to provide a good access to the local primary school from the large housing area proposed in Policy SA45(1)A partly along an existing overgrown track. It will be provided as part of that development.

## CHAPTER TWENTY THREE TYWARDREATH PARISH

### INTRODUCTION

23.1 Tywardreath in Cornish means ‘The House on the Sands’ which reflects the once tidal nature of the estuary which stretched inland to Pons Mill. The Parish includes much of Par and Polmear, built on the sands deposited in the estuary from the activities of tin streamers inland. Tywardreath itself was once home to a Priory and as with many such establishments has the picturesque setting and ‘sense of place’ that appealed to the monastic orders and which contributes to the Conservation Area status of the village today. The parish also includes Tywardreath Highway which skirts the lower reaches of the Luxulyan valley.

### ENVIRONMENT AND CONSERVATION

#### NATURE CONSERVATION

##### **Policy SA52**

**The following areas of Tywardreath Parish are proposed as Sites of Importance for Nature Conservation:**

**(A) Polmear Lake and Par Sands**

**(B) Polmear Marsh**

**(C) Pinnock Woods**

**(D) Carruggatt Woods**

**(E) Par Marsh.**

23.2 The Sites of Importance for Nature Conservation (SINCs) have been identified by the Cornwall Wildlife Trust and are considered to be of Countywide importance. As such they will be subject to Policy 16 of Part 1 of the Plan. The written justification accompanying that Policy sets out the methodology which has been used to identify the sites and discusses the range of sites in general terms. A full schedule of the sites is set out in the Background Papers document which accompanies the Plan.

#### CONSERVATION CORRIDORS

23.3 The Conservation Corridors are identified by Policy 17 (see Part 1 of the Plan). These corridors seek to link existing nature conservation sites and provide a focus for environmental enhancement. In most cases the corridors follow the rivers which transverse the Borough. In addition, where appropriate they provide opportunities for improved access for countryside recreation and green tourism.

23.4 In the Tywardreath area the main focus for conservation initiatives is the Luxulyan Valley and its tributaries. The valley itself is now jointly owned by Restormel and the County Council and an appropriate management scheme will be implemented. This Plan identifies opportunities for enhancing the links between the main valley and the corridor of the Par river and initiatives for habitat enhancement will be supported in these areas.

#### PAR LOCAL NATURE RESERVE

##### **Policy SA53**

**Par Beach/Polmear Lake and St Andrews Road ponds are proposed as local nature reserves.**

~~23.5 The above proposal has previously been promoted both in the St Austell Area Local Plan and the Cornwall Countryside Local Plan but has not as yet been implemented. Par Beach/Polmear Lake comprises sandy beach, dune systems, reed beds and open water, together with grassland. The area is of botanical and ornithological interest. St Andrews Pond comprises a body of open water of great value to local anglers as well as wildlife, swamp and a grassed area with broadleaf woodland fringes. A management plan for both areas is currently being produced by Environmental Consultants (CTNC Ltd).~~

##### **Policy SA54**

**The affordable housing target for Tywardreath for the period 1994 - 2011 is 15 out of a rural areas sub-total of 275. The Council will seek to achieve these on exception sites in line with Policy 75.**

23.6 The justification for the Tywardreath affordable housing target is set out in paras 8.66 - 8.71 of Part 1 of the Plan. The Borough Housing Need Survey (HNS) confirms the nature and levels of housing needs in the Tywardreath area, which is incorporated in the Rural sub-area which includes Colan, Grampound, Lanlivery, Lostwithiel, St Ewe, Goran, St Sampson and St Wenn. In addition to the derived target for affordable housing, the HNS provides other evidence pertinent to the local nature of housing need. The rural area is most akin to the Borough average.

23.7 As with the Coastal fringe, only a minimal number of dwellings need to be sought on sites with planning permission. Achieving the rural areas target will depend largely on success in obtaining sites for exceptions schemes under Policy 75.

## EMPLOYMENT AND REGENERATION

### Policy SA55

**(1) Proposals for the redevelopment, upgrading or improvement, including new build where space permits, of the following industrial sites for business, industrial and warehousing uses will be permitted:**

**(A) St Andrews Road, Par**

**(B) Tywardreath Highway**

**(2) Proposals for these sites should include landscaping, in particular for site (1)(B) along the road frontage, and additional car parking.**

23.8 The above sites have been identified from a comprehensive study of all existing industrial and business sites within the St Austell Travel-to-Work area. They are the key sites where it is desirable to retain an industrial/business use during the plan period in order to maintain the existing industrial base within the area. Some of the above sites have also been identified as either requiring landscaping, environmental improvements, or redevelopment to improve their visual appearance, or are capable of supporting an intensification of use. There will still be other sites, particularly smaller ones where general Policy 53 will apply. There is no presumption that sites not listed in this policy can be redeveloped for other uses.

23.9 Sites (1) and (2) listed above in Policy SA55 above are key industrial sites the Council wishes to retain and improve and listed below are points of detail relevant to each site which should be taken into account when considering any development proposals.

23.10 Policy SA55(1). The garage site, agricultural merchants and engineering company off St Andrews Road, Par should be encouraged to remain as an industrial site although it is beyond the development envelope boundary. Proposals to upgrade the site including landscaping proposals together with adequate car parking provision will be supported.

23.11 Policy SA55(2). The site off Tywardreath Highway, is well located fronting onto the A390, and bounded by the Par/Newquay railway line. It is currently in use as a garage and car/bike sales and repairs. The site is flat and is capable of accommodating a more intensive industrial use as well as providing better off street car parking provision. Proposals to redevelop the site along these lines together with landscaping proposals along the road frontage will be supported.

23.12 The sites proposed for action under SA55 contain open areas of land which could be used for new small workshops or similar buildings, as well as existing buildings on the sites being upgraded in various ways. These sites are not however included in the totals of land allocated for employment use but could be crucial particularly for locally based small businesses who wish to relocate given the shortage of serviced employment land in the area.

## TRANSPORT

### CYCLING

23.13 Because of its settlement form, existing footpaths which might be adapted for cycling also, and in particular at Par, a one way system which might allow the incorporation of cycle lanes, the Council propose to examine, with the County Council, the possibility of developing a cycle network within the St Blazey area, with the intention of providing a network linking all the major residential areas and local facilities.

## RECREATION

### OPEN SPACE

23.14 The recreation provision for the St Blazey area has been calculated to include the settlements of St Blazey, Par, Tywardreath, Tywardreath Highway and Biscovey. Compared with the National Playing Fields Association standard of 2.43 hectares of formal open space per thousand current provision is at 1.5 hectares per thousand. The schools within the area are primary schools with generally small playing fields, however complete use of school facilities could increase this figure to 1.7 hectares per thousand. The main centre for formal provision is the Par sports complex which provides a variety of sporting facilities. Much of the provision within the area is of a playing pitch type and comparison with the playing pitch sub-component standard of 1.21 hectares per thousand is more favourable. The Council has recently built a new pavilion at Par as well as carrying out improvements to the pitches.

23.15 Tywardreath Parish provides some important areas of informal open space which serve not only the Parish of Tywardreath but St Blazey also; in particular the St Andrews Road pond area which also provides an important nature conservation resource.

**COUNTRYSIDE RECREATION**

23.16 The Plan seeks to identify and enhance the role provided for countryside recreation by the Luxulyan Valley which is identified as a Countryside Recreation Priority Area. The Council is particularly keen to see enhanced links between the built up area of St Blazey and the Valley which is now owned jointly by Restormel and the County Council (see SA51 (1)).