

RESTORMEL BOROUGH COUNCIL

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

Written Statement

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CHAPTER TWENTY FOUR INTRODUCTION

BACKGROUND

24.1 This part of the Local Plan for the Newquay area was developed from a Draft Newquay Area Local Plan originally published in 1991. That Plan first contained proposals for a Newquay Growth Area which are now set out in greater detail together with new proposals on Nature Conservation, Countryside Access and Transport in line with the principles developed in Part 1 of this Plan.

24.2 The growth of Newquay, from a small Cornish fishing village into one of the top holiday resorts in the country, can be traced back to the arrival of the Railways. From this time on the magnificent coastline and beaches became accessible from virtually anywhere within the UK, and the town has remained a family favourite ever since.

24.3 Like many seaside resorts throughout the country Newquay is having to adapt to the changing demands and requirements of the tourism industry. This Plan seeks to set a planning framework which will allow Newquay to meet the challenges of the future and maintain its competitive edge in an industry vital to the economy of the Borough.

24.4 As the second largest town within the Borough Newquay also plays an important role as a shopping and service centre for the Borough as well as being home to a large number of people. The town therefore has an important role in promoting the sustainable development objectives of this Plan.

24.5 Looking at the town the following key issues can be identified:

- Population growth of 20% between 1981 - 91 with an increase in the number of households by 30%. With a growing population the Plan sets out the framework for provision of new housing with a growth area to the east of the town. The Plan addresses the need for affordable housing and makes provision for this within the proposed development.
- A growth in the working age population but with higher than average unemployment. The Plan recognises the need to diversify the employment base in Newquay and identifies new employment sites within the growth area. The Plan seeks to encourage measures to extend the holiday season to provide more all year round employment.
- The need to encourage a greater range of shopping opportunities within the town centre. The Plan therefore identifies opportunities for investment within the town as well as containing policies to encourage environmental improvements aimed at making the town centre more attractive.
- The Plan promotes measures to reduce traffic congestion within the town and proposes a park and ride facility at Quintrell Downs.
- Recreation provision within the Newquay area is seen not only as an important amenity for the local population but as an important asset for the tourist industry. The Plan contains policies to protect and enhance existing playing fields and parks as well as proposals for new recreation facilities within the growth area.

24.6 The Plan seeks to encourage access to the countryside by encouraging the development of a footpath and trail network, particularly along river valleys. The Council consider that this will have “*green tourism spin offs*”.

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

- Detailed proposals for a growth area of mixed uses to the East of the Town.
- A major mixed commercial town centre redevelopment area.
- Relocation of the bus station and redevelopment of the old site.
- Provision for improved facilities in the Trenance Waterworld area.
- Provision for improved facilities at Fistral Beach.

CHAPTER TWENTY FIVE ENVIRONMENT AND CONSERVATION

LANDSCAPING

Policy N1

~~Framework tree planting and landscaping for the areas proposed for development in the growth area should be initiated before 2001.~~

~~25.1 Details of framework landscaping of the major development blocks will be set out in any masterplan/development briefs prepared for the growth area and sites. It is, however, considered important that the major framework, incorporating existing hedgerows, trees and other features should be initiated before or along with roads and buildings rather than tacked on as an after thought. This will after all be, for Cornwall, probably the largest comprehensive, long term development in the next two decades.~~

25.2 There are two large areas to the north and south of the Chapel stream identified as being retained in agricultural use and as a Conservation Corridor (See Policy 17 Part 1 of the Plan). This will assist in maintaining a continuous belt of open land around Newquay. The form of development will be carefully controlled and the new edge of the town, or development envelope will be imaginatively defined so there is not a crude and sudden edge to urban development. The design of the school and local centre is important to provide a focal point and the stream and landscape/nature conservation should continue to dominate the conservation corridor.

BUILDING CONSERVATION

Policy N2

The following Areas of Local Architectural and Historic Value are proposed:

(A) Land to the north and east of Crantock village.

(B) The historic area of Newquay including the Harbour, Central Square and Fore Street.

(2) The following proposals will be permitted in Crantock:

(A) Measures to close off the square to coaches, non access parking and through traffic.

(B) A coach/car park on the approach to the village off Halwyn Road with footpath access to village square.

25.3 The Conservation Area at Crantock was designated on 14/9/76. In line with many conservation areas at that time, a relatively narrow view was taken of the relevant area. Given the attractive setting of Crantock and the possible archaeological significance of the surrounding fields it makes sense to widen the area. A possible extension to the boundary of the area is shown on the proposals map, which in the interim is identified as an Area of Local Architectural and Historic Value.

25.4 Despite the generally attractive visual quality of the area, there is scope for improvement. In places, particularly in the Halwyn Road area, the wirescape is undesirably noticeable. There are other unfortunate intrusions including signs and street furniture, and these should be improved when the opportunity arrives. The buildings of the village are however, generally of a very high standard and should be kept as existing. The list of buildings of architectural or historic interest could be enlarged to provide added protection. Also, tree planting, to replace existing mature trees should be undertaken.

25.5 The central square suffers from too much traffic, particularly parked coaches, in the holiday season. Schemes to reduce the impact of this traffic without discouraging visitors are supported.

25.6 Newquay contains many fine buildings and historic features. The oldest part of the town is grouped around the harbour which grew from a small medieval fishing cove (still overlooked by the grade II* listed Huers Hut) to a major exporter of china clay and other minerals during the industrial revolution with the arrival of the first railway line in 1874. Much of this industrial heritage still remains around the harbour including the listed piers.

25.7 The railway also brought the tourists to Newquay and the growth of the town is reflected in fine buildings from the Georgian, Victorian and Edwardian periods including some interesting shopfronts.

25.8 The Area of Local Architecture and Historic Value for Newquay also includes some of the significant hotel development including Silvanus Trevail's Headland Hotel. This policy identifies the historic area of the town which will be assessed for Conservation Area status.

AREAS OF SPECIAL CHARACTER

Policy N3

The following areas are proposed as Areas of Special Character subject to Policy 35:

- (1) Land between Riverside Crescent, Riverside Avenue, Pentire Crescent and the Gannel.**
- (2) Land between Esplanade Road, Pentire Road and Fistrall beach and the golf links.**
- (3) Site of Headland Hotel.**
- (4) Site of Atlantic Hotel.**
- (5) Coastal strip between The Crescent and Ullialia Road.**
- (6) Tregunnel House area.**
- (7) Land adjacent to Trenance gardens from Edgumbe Avenue to the Gannel and properties fronting the Gannel.**
- (8) Tretherras off Whitegate Road.**
- (9) Land north of Bolowthas Corner.**
- (10) Land fronting Lusty Glaze and Porth beach from Manewas Way to Porth stream.**
- (11) Gusti Veor**

25.9 Following the advice of the Government, as set out in Planning Policy Guidance Note 3 (PPG3), and concern about the loss of attractive urban spaces, due to what has become known as town cramming, this policy will help prevent changes to certain urban sites which currently make a significant contribution to the character of the area through, for example, their landscaping, open nature, or setting. Site N3(11) is located on the fringe of the Newquay Growth Area. The appropriate treatment of this area will be considered in the proposed masterplanning exercise for the area.

25.10 The areas identified particularly seek to protect the setting of the Gannel, Trenance Gardens, the coastal zone and the urban fringe.

NATURE CONSERVATION

SITES OF IMPORTANCE FOR NATURE CONSERVATION

25.11 The Newquay area has one Site of Special Scientific Interest (SSSI) which is the Kelsey Head site on the border with Carrick District in Crantock Parish. The part of the site in Restormel covers the coastal area at Pentire Point West. This site will be protected in Policy 15 of Part 1 of the Plan.

Policy N4

The following parts of the Newquay area are proposed as Sites of Importance for Nature Conservation and Areas of Great Scientific Value:

- (1) Areas of Great Scientific Value**
 - (A) Gannel Estuary/Pentire Points West and East**
 - (B) Watergate Bay**
- (2) Sites of Importance for Nature Conservation**
 - (A) Gannel Estuary/Pentire Points West and East**
 - (B) Watergate Bay (Part)**
 - (C) Porth Reservoir**
 - (D) St Columb Minor Marsh**
 - (E) Gannel Valley East of Kestle Mill/Lukes Shop (part)**
 - (F) Trencreek Meadows.**

25.12 The Areas of Great Scientific Value (AGSV) have been carried forward from the Cornwall Countryside Local Plan and define Buffer Zones around the core nature conservation sites. AGSV will be subject to Policy 18 of Part 1 of the Plan.

25.13 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 this Plan. *Note: Pollawyn Moor (part) is also shown on the proposals map as being within the Newquay Parishes.*

CONSERVATION CORRIDORS

25.14 The Conservation Corridors are identified by Policy 17 of 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 meeting the green tourism objectives of the Plan. In the Newquay area three corridors have been identified; along the Gannel Valley towards Fraddon, between Whipsiderry and Pollawyn Farm via the Porth reservoir and in the Newquay Growth area towards Chapel. Provision for enhancement of the growth area corridor is incorporated in Policy N1.

LOCAL NATURE RESERVE

Policy N5

Land at Trencreek Meadows is proposed as a Local Nature Reserve.

~~25.15 This land, part of which is a SINC is intended to provide a resource for nature conservation and study, and under Policy N27 an informal open space area to serve the growth area and the existing residents of Newquay. The Borough Council will look at the best way of managing this area in consultation with the landowners and the Cornwall Wildlife Trust.~~

THE COASTLINE

25.16 The coastline in the Newquay area can be divided into three categories:

1. Porth Joke to Pentire Point East
2. Pentire Point East to Trevelgue Head
3. Trevelgue Head to Tregurrian.

25.17 The Policies in the Plan seek to protect this important part of the Borough's heritage. The first and third areas are well covered by various designations such as Areas of Great Landscape Value (AGLV), Areas of Great Scientific Value (AGSV) and Areas of Great Historic/Archaeological Value. The second area of coastline is that between the main built up areas of Newquay, adjoining settlements and the sea. This area is also important for its archaeological remains. Policy 28 of Part 1 of the Plan identifies a Coastal Zone along the whole of the north eastern coast of the Borough. The Policy restricts development inside the zone to those requiring a coastal location.

25.18 Complementary to these planning policies is the need for appropriate coastal management. In the past, attention has been paid largely to the undeveloped and more remote coastlines away from Newquay, for example in terms of Heritage Coast type initiatives. However, the coastline adjacent to the main town is vital for tourism and is the area under greatest pressure from visitors. These areas also act as a vital open space resource for local residents (see Recreation policies). It is important therefore to ensure that inappropriate development is not allowed and also to encourage and promote the kind of management necessary to alleviate over use. For many people, the coastal path in these areas is the only part of the path they will walk which only strengthens the need for positive management. Where public use has caused erosion to the detriment of the area it may be necessary to temporarily restrict public access to those areas to allow reinstatement and natural regeneration. The use of hard surfacing of paths and areas may be appropriate in some instances, however, materials will need to be sympathetic to the locality. The Council is committed to carrying out sensitive management of its own landholdings and has recently adopted a management Plan for the Trevelgue Headland which has been prepared by English Heritage.

EARTH SCIENCE SITES

Policy N6

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

- (A) The Gannel Quarry
- (B) Land at Whipsiderry
- (C) Fistril Beach.

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

CHAPTER TWENTY SIX HOUSING

POPULATION TRENDS AND HOUSING NEEDS

26.1 Details of population and household change for the Newquay, Colan and Crantock 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.

26.2 The key factors in assessing housing needs in the Newquay area are as follows:

- Population has grown by about 20%, 1981-91 compared with a Borough average of 10%. This broad picture disguises a stable population in Crantock.
- Household numbers have grown by 30% compared with a Borough average of 18%. This again disguises a growth of 41% in Colan and 6% in Crantock.
- 0 – 4s have increased by 42% in Newquay compared with a Borough average of 22%. This growth is the fourth highest in the Borough after St Columb, St Dennis and St Stephen parishes. Colan's growth though low is at 12%.
- The growth in the older working age group is the other noticeable factor. This was 26% in Newquay and 39% in Colan compared with a Borough average of 16%. When coupled with the growth in numbers of young children and the stable unemployment levels, a substantial in migration of working families is indicated.
- The over 75s increased by 54% in Newquay, one of the highest rates in the Borough (Borough +36% St Austell +29%). Crantock showed an 82% growth in this age group. The numbers of households with pensioners in Newquay is now the same as the Borough average, with Crantock (51%) having the highest level in the Borough.
- Newquay had the highest percentage of lone parents in the Borough (34%) with Crantock the third highest at 32% of households.
- There has been a high growth in sharing households in Newquay itself, from 73 to 222, an increase of 200%. This is similar to the Borough average. The quality of shared accommodation has however improved, with a minimal level of room sharing compared with 1981.
- Unemployment in the Newquay area has remained relatively constant in terms of numbers with a fall in the rate from 16% to 12% in 1991. Newquay's position relative to St Austell has improved.
- Newquay shows the highest growth in those with no car (+17% Borough 0%) and a high increase in those with one car with growth in multiple car families at about the average. This is consistent with other evidence that the Newquay area has generally lower average incomes and is more self contained as a local economy than other areas.
- 6% of dwellings in Newquay are second homes or holiday homes. In Crantock, the figure is 15%.
- Council housing stock has fallen by about 27% due to sales, in line with the Borough average.
- The Council house waiting list in Newquay is about 15% of the total households, the highest in the Borough along with St Austell (15%), St Columb Major (15%) and Fowey (12%) (Borough average 10%). Newquay has the highest rate of waiting list to stock (126% Borough 85%). Clearly, this is a strong indicator of affordable housing need even given the drawbacks of using waiting lists. St Austell and Newquay are considered to be the priority areas for negotiating affordable housing in line with Policy 67 and the Borough Council's housing strategy.
- The broad analysis of past development, marked demand and need set out in section 3.7 of Part 1 of the Plan and the appendix in Part 5 of the Plan confirm that the provision for development made in the draft

Newquay Area Local Plan was more than sufficient to meet likely requirements. Given the constraints on development in the area, a reduction in the scale of the growth area can be justified.

HOUSING ALLOCATIONS

POLICY N7(1)

	Area (ha)	Dwellings Est.
(1) Tren creek Caravan Park	3.3	110
(2) Trenance Caravan Park	1.85	60
(3) Land off Trevenson Road (North)	15.44	447
(4) Land off Trevenson Road (South)	8.3	266
(5) Land south of the Railway Line	7.0	216
(6) Land at Parken Butts (St Columb Minor)	0.3	7
(7) Land off Stanways Road (St Columb Minor)	0.3	7
(8) Within Local Centre proposed under Policy N15	N/A	25
(9) Within mixed use areas proposed in Policy N15		31

(2) Proposals for housing development on sites N7(1) – (3), (4), (5), (8) and (9) will only be permitted if they are part of a comprehensive scheme in accord with Policy 4 (Part 1 of this Plan).

The Council will seek to provide the following, through a planning obligation, or by other means:

- (A) Primary School site (See Policy N34)
- (B) Local Distributor Road (See Policy N17)
- (C) Open spaces and footpath/cycleway links (see Policies N25, N26 and N27) in conjunction with housing development on N7(1)(1), N7(1)(3), N7(1)(4), N7(1)(5), N7(1)(8) and N7(1)(9)
- (C) Community Building.

(3) Proposals for housing development on all sites listed in N7(1), except N7(1)(2), N7(1)(6) and N7(1)(7), will not be permitted unless they can ensure that measures to prevent any increase in traffic flows through Tren creek village will accompany the implementation of such housing development; and will not be permitted to be occupied until the Growth Area Distributor Roads, or other such relevant measures, are secured.

(4) For development of all the sites referred to in N7(3) above and for any other housing sites that might come forward under General Policy 71 that would have implications for traffic movements within the Growth Area and/or on roads serving, affecting or affected by the Growth Area, planning obligations will be sought to ensure pro-rata contributions to the cost of the Growth Area Distributor Roads proposed in Policy N17 and to any necessary complementary traffic management measures.

(5) Proposals for the development of sites N7(1)(1) and N7(1)(2) will only be permitted when the Local Planning Authority is satisfied that the open spaces and footpaths to be negotiated or as proposed in Policies N26(2), N27(6) and N27(7) are to be made available prior to the occupation of any dwellings.

(6) Housing developments on the following sites shall be developed at densities of no more than 16 dwellings per hectare:

- N7(1)(3) land adjacent to houses in Henver Road between the playing fields and the employment allocation
- N7(1)(3) land to the west of Gusti Veor
- N7(1)(5) land on the eastern boundary south of the railway line

(7) Proposals for the development of site N7(1)(4) shall be designed and laid out to retain and enhance the existing medieval field system.

AFFORDABLE HOUSING**Policy N8**

(A) The target for affordable housing for Newquay is 470 dwellings. The Council will seek to achieve 150 of these dwellings on sites currently unidentified.

(B) 272 affordable houses will be sought on sites proposed for housing development in N7 as follows:

N7(1)

(1)	Trencreek Caravan Park	30
(2)	Trenance Caravan Park	10
(3)	Trevenson Road North	100
(4)	Trevenson Road South	67
(5)	South of Railway Line	50
(8&9)	Within Local Centre and mixed use area	15

(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 sites will be permitted.

(D) The Council will seek to negotiate provision of 65 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

26.3 The 1998 housing land availability survey shows there was land with consent or under construction for 643 dwellings. 596 dwellings have been built in the period 1991 - 98, but in the period 1989 - 92 (3 years) completions in Newquay alone were running at 148 per annum. Clearly in the buoyant housing market of the late 1980s Newquay was growing very fast. The growth in households 1981 - 91 was, as shown in the previous sections, 1390.

26.4 25% of estimated need for new dwellings is assumed to be met on currently unidentified sites. This builds a figure of 376 into Newquay Area housing provision from 1998 - 2011. On this basis, without any allocations provision over the period 1991 - 2011 would be 1615 dwellings (643 + 596 + 376).

BACKGROUND TO PROPOSED HOUSING DEVELOPMENT

26.5 The concept of a growth area for Newquay was originally set out in 1991 in the Draft Newquay Area Local Plan which proposed that Newquay should continue as a growth area, within the Borough and made provision for land which was estimated could supply an additional 980 dwellings over the 1990-2006 period in a major growth area to the east of the town developed from the west. This growth was to be phased because of the sewerage embargo in the Newquay area, so that 800 dwellings were not occupied till after the year 2001. An allowance for development on currently unidentified sites of 750 was made in that plan.

26.6 Following the consultation exercise on the Draft Newquay Plan some of the key landowners in consultation with the Council, produced outline plans for the area and these were used to inform the development of the Policy framework for the Deposit Version of the Restormel Plan which replaced the Draft Newquay Plan. At the time the County Council's Transportation Study for the Newquay Area had only just been initiated (Summer 1993) and there were no firm proposals at that time for a Newquay Sewerage scheme. The Deposit Version of the Plan proposed land for an estimated 995 dwellings for the town.

THE INSPECTOR'S REPORT

26.7 From his consideration of the evidence before him, at the public local inquiry, the Inspector concluded that additional transportation work would be needed before a satisfactory route for a road to serve the growth area could be finalised. He consequently called for a re-appraisal of the growth area proposals. He did give a clear indication, however, of the changes in allocations which he considered would be appropriate. Following receipt of the Inspector's Report in late 1998, the County Council undertook this extra transport work for the Borough Council and this formed the basis for the re-appraisal of the allocations, in line with the Inspector's recommendations. As a consequence of the changes now incorporated in the Plan the land

proposed for the housing in Newquay area has an estimated capacity of 1168 dwellings.

26.8 The main changes in housing allocations, as a result of the re-evaluation, are additional land to the east of Trencreek Lane and south of the railway line and to the east and west of Gusti Veor. Other changes have been made to integrate the housing better with the route of the proposed road.

26.9 The constraints set out in the Deposit Plan have also changed since the publication of the Deposit Version of the Plan with the Newquay Sewerage scheme coming into operation in 2000. Other constraints originally set out in the Deposit Plan will still need careful consideration. In particular policies in respect of surface water run off set out in Utility Services Chapter of the Plan, in particular Policy 114.

26.10 All the sites drain to the Chapel stream which has a history of some flooding. This also will need to be dealt with comprehensively, possibly by making use of the conservation corridor to create natural balancing ponds. Potential silting effects on the Trenance boating lake will also need to be investigated. A detailed engineering investigation of growth area drainage requirements and solutions was undertaken in 2000.

26.11 The Draft Newquay Area Plan did not include Quintrell Downs within the growth area and no additional housing development is proposed now as it is clearly not required. The Local Plan Inspector supported the Council's position in this respect.

26.12 Along with St Austell, Newquay is the key area for providing sustainable development over the plan period. The town is a relatively self contained area for employment but not for shopping. Sustainability arguments will support the development of town centre sites to include housing, particularly the re-use of redundant guest houses. The extent of this may prevent the need for more greenfield sites in the long run.

26.13 The general affordable housing targets are justified in Part 1 of this plan. The targets for specific sites set out in policy N9A 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.

26.14 The type and tenure of the housing to be negotiated will be based on analysis of the Housing Needs Survey (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.

26.15 If the problems relating to traffic and sewerage at Newquay can be overcome over the plan period, Newquay will have the least trouble over the plan period, in achieving targets compared with other sub areas. Of the 112 sites with consent at 1/4/94 there were 21 for more than 10 dwellings, nearly twice as many as St Austell.

26.16 The defined growth area will be planned with sustainable development principles. Appropriate mixed uses will be encouraged close to Trencreek and the local centre and housing above shops and offices is being specifically promoted in the local centre (see Policy N17 as well as N7(1)(9) above).

26.17 Much of the land faces south and can take full advantage of the plan's energy policies. The larger employment sites are close to the residential areas with suitable open space, footpath and cycleway links and landscaping proposed. A green corridor is planned which will link right into the existing town. Transport infrastructure to encourage non-car modes will be promoted via General Policies 80, 81 and 82 and traffic calming measures will be incorporated into the road systems. Detailed development briefs will need to be produced to co-ordinate this ambitious phased expansion of Newquay and the Council is promoting a masterplanning exercise to provide detailed Supplementary Planning Guidance (SPG) for the area. The box below sets out the key issues the Council wishes to see addressed in this exercise.

Key Newquay Growth Area Master-planning Issues.

The Borough Council will work with landowners, developers and interested parties to ensure that the Newquay Growth Area is properly planned. The masterplanning exercises will need to address the key issues as set out below. Public consultation on a draft masterplan will be undertaken.

- **Design criteria for housing:** density - relationship of housing to existing development - use of vernacular styles, local materials - use of energy efficient designs.
- **Surface water drainage issues - infrastructure issues:** including sustainable urban drainage.
- **Guidelines for development of local centre and mixed use areas:** - creation of a sense of place and focus - commercial/retail audit - possible community buildings including theatre - enhancement of Trencreek village centre.
- **Landscaping/design/layout guidelines for the employment allocations:** - in particular interface between Southern allocation and the Countryside Access Corridor/open space area.
- **Detailed design and landscaping of distributor road:-** Maintaining rural character and creating appropriate changes in driver behaviour at key development sites.
- **Treatment of the urban fringe.**
- **Gateways:** - at housing allocation South of railway line - at Quintrell Road junction - at entrance to local centre from South and East.
- **Delineation of playing fields open space/countryside access uses:** appropriate provision, enhancement of nature conservation value, enhancing landscape.
- **Cycle/pedestrian/leisure trail network** -links between key routes identified and land uses.
- **Phasing of development/implementation strategy** – key arrangements to ensure the development is comprehensive and that essential infrastructure is delivered.
- **Recommendations for future review of local plan** – possible future allocation.
- **Possible railway halt** - links to residential and employment allocations – sidings.

26.18 Policy N7 specifies how housing development in the defined growth area will ensure the provision of appropriate community facilities. The density provision of N7(6), is aimed at protecting the character of existing housing in Henvy Road and other key sites.

26.19 In order to meet the affordable housing policy requirements the Council will work positively with landowners and a number of housing associations on a consortium basis in the growth area to avoid a series of ad hoc initiatives and ensure maximum relevance to needs. Given a recent emphasis in St Austell on new housing association development, a concerted effort to address problems in Newquay is also required. Housing need surveys of Newquay have been undertaken by the Town Council and the Cornwall Rural Community Council (CRCC) as well as the Borough Council and the results of these surveys will inform negotiations.

26.20 The other sites proposed for housing are largely sites originally allocated in the Newquay Town Map. They were incorporated in the Draft Newquay Area Plan with some changes.

26.21 Site N7(1)(3) (Trenance Caravan Park) is also subject to Policies N26 and N27 (proposed open space). It is considered that because of the potential for provision of more open space linked to the core element of the Trenance gardens and facilities, that only half of this site should be proposed for possible future housing.

26.22 Four other small sites for only six dwellings were proposed in the Draft Newquay Area Plan. These

sites are now left to be considered under General Policies 71 and 72 which deals with infill proposals rather than put forward as specific proposals.

26.23 Crantock Parish has a different development pattern and history. There are only small amounts of land for development and the village is in a very environmentally sensitive area. It is considered that the general exceptions Policy (75) and the infill Policies 71 and 72 in Part 1 of this Plan will deal adequately with future requirements.

26.24 The net results of the Plan proposals and changes since the Deposit version was published are as follows:

	Deposit Draft	Modifications Version
Sites with planning permission or under construction	886*	643**
Built 1994 - 1998	181	
Built 1991 - 1998		596
Proposed in the Plan up to 2006	969	
Proposed in the Plan up to 2011		1168
Unidentified sites	357	376
Total	2393	2783

* 1/4/1994

** 1/4/1998

26.25 The provision in the plan gives the Newquay area a much higher level of potential development in relation to current population than St Austell. This level of provision (2783 dwellings) will potentially enable development to continue at 1981 - 1991 rates. Clearly however, development up to the mid 1990's had been at lower levels and the constraints may well slow down growth. This is not seen as a bad thing with the pattern, scale and style of development set out here providing for development beyond the plan period.

Policy N9

On the following sites, proposals for the use of buildings for residential use and refurbishment will be permitted:

(1) Off Whitegate Road 1.16 hectares

26.26 Policy 35 in Part 1 of this Plan is aimed at protecting sites from over-development which would harm the character of an area. This policy is more specific about the kind of development that would be acceptable on particularly important sites. Site N10(1) is considered to very important for the maintenance of the character of the major open space link through Newquay. Redevelopment of the site could involve the loss of significant buildings and grounds. Any refurbishment should respect the character of the existing buildings.

Appendix

Population and Housing Trends 1981 to 1991

Table 1: Population Change

Parish	1981*	1991	Change	Percentage Change
Newquay	14336	17296	+2960	+21
Colan	1304	1598	+294	+23
Crantock	812	802	-10	-1
Total	16452	19696	+3244	+20

* 1981 figures adjusted to 1991 resident population base.

Table 2: Household Change

Parish	1981*	1991	Change	Percentage Change
Newquay	5177	6794	+1617	+31
Colan	332	467	+135	+41
Crantock	328	348	+20	+6
Total	5837	7609	+1772	+30

* 1981 figures adjusted to 1991 resident population base.

Table 3: Sharing Households

Parish	1981*	1991	Percentage Change
Newquay	73	222	+204
Colan	0	3	n/a
Crantock	1	2	n/a
Total	74	227	+207
Borough	188	546	+190

1981 figures adjusted to 1991 resident population base.

Table 4: Unemployment

Parish	1981		1991		Change	Percentage Change
	Total	Percentage	Total	Percentage		
Newquay	937	16	998	12	+61	+7
Colan	45	6	55	5	+10	+22
Crantock	47	16	24	7	-23	-49
Total	1029	15	1077	11	+48	+5
St Austell Area	818	7	1236	9	+418	+51
Borough	3089	10	3854	10	+765	+25

Table 5: Housing Tenure Owner Occupier

Parish	1981	1991	Percentage Change	1991 Percentage Owner Occupied
Newquay	3324	4855	+46	73
Colan	253	387	+53	84
Crantock	210	256	+22	75
Total	3787	5498	+45	73
Borough	18511	24690	+33	75

Table 6: Elderly: 75 years old

Parish	1981*	1991	Change	Percentage change
Newquay	1016	1561	+545	+54
Colan	51	67	+16	+31
Crantock	63	115	+52	+83
Total	1130	1743	+613	+54
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	
Newquay	116	696	812	190	921	1111	+37
Colan	9	20	29	13	34	47	+62
Crantock	8	62	70	11	63	74	+6
Total	133	778	911	214	1018	1232	+35
Borough	748	3344	4092	1072	4146	5218	+28

Table 8: Households with One or More Pensioners

Parish	1981	1991	Change	Percentage Change
Newquay	2080	2555	+475	+23
Colan	113	145	+32	+28
Crantock	169	179	+10	+6
Total	2362	2879	+517	+22
Borough	11147	12922	+1775	+16

CHAPTER TWENTY SEVEN EMPLOYMENT AND REGENERATION

GENERAL INTRODUCTION

KEY OBJECTIVE

27.1 Newquay has always been an area with strong concentration of employment in tourism and high levels of unemployment. One of the main objectives of the employment policies in this Plan must therefore be to reduce unemployment and diversify the employment structure.

TRENDS IN EMPLOYMENT AND UNEMPLOYMENT

27.2 Between 1981 and 1991 total employment in the Newquay area increased by 34% compared with an 8% increase in St Austell and a Borough growth of 17%. Unemployment levels in the Newquay area have been consistently high for many years with the Newquay Travel-to-Work area being amongst the worst ten such areas in the country. Unemployment rates have, however, fallen from 16% to 12% (1981 - 91). There is a very high seasonal variation in unemployment in Newquay with the Borough being amongst those with the highest seasonal variation when all districts in the UK are compared.

27.3 The Newquay area is dominated by tourism. The Retailing, Distribution, Hotels and Catering sector accounts for about half of the employment in the Travel to Work area compared with a quarter in St Austell and a third in the Borough as a whole. Strangely enough, despite this sectoral domination the level of part-time employment in Newquay is broadly the same as in St Austell and the Borough as a whole. The level of self employment is, however, much higher (26%) than in St Austell (16%).

27.4 The tables in Appendix 1 set out in detail the male and female activity rates and changes in employment structure from the 1981 and 1991 census. The 1981 census figures have been adjusted to take account of the change in calculating the 1991 base population. Further detailed information is contained in the Background Papers document of this Plan.

27.5 The rapid growth in employment in Newquay and stable unemployment levels compared with St Austell shows the relationships between population and employment growth and emphasises that a large element of population growth by in-migration has been in the working age groups.

27.6 The proposals for the growth of Newquay set out in this Plan provide for a balance between homes and jobs which will ensure that these trends continue as well as helping to diversify the local economy.

INDUSTRIAL, WAREHOUSING AND OFFICES

INTRODUCTION

27.7 In his report following the Local Plan Inquiry the Inspector accepted the strategic arguments for employment allocations above the Structure Plan figure. He did recommend some changes in allocations in the Newquay area and these changes are incorporated in the following policies.

EMPLOYMENT LAND

Policy N10

(1) The following sites totaling 12.45 hectares are proposed for business, Industrial and Warehousing use (Use classes B1, B2 and B8)

(A) Land off Treloggan Road 1.45 hectares

(B) Land off Trevenson Road 11 hectares

(2) Development of site N10(1)(B) will not be permitted to be occupied until the proposed Growth Area Distributor Road is completed or until it can be shown that measures sufficient to prevent any increase in traffic flows through Trencreek village are in place.

(3) Development on sites N10(1)(B) and N11 will only be permitted if they are part of a comprehensive scheme in line with Policy 4 (Part 1 of this Plan).

Policy N11

2.5 hectares of land south of Henver Road is proposed for Business and Industrial Use (Use Class B1).

REGENERATION SITES**Policy N12**

(1) Proposals for the redevelopment, upgrading or improvement of the following Industrial sites for Business, Industrial and Warehousing Uses will be permitted:

- (A) Quarry Park Road area**
- (B) Land adjacent to Trevithick Gate**

(2) Proposals to redevelop the sites in N12(1) for other uses will not be permitted.

Policy N13

The following redevelopment proposals will be permitted:

- (A) Residential development on the Mount Wise Timber Yard.**
- (B) Uses which are not noisy or generate heavy traffic on the Hope Terrace site.**
- (C) A mixed use of art/craft workshops, retail outlets residential and offices on land at Wesley Yard.**
- (D) Residential development on land at Springfield Road.**
- (E) Residential development on land at Tor Road, Pargolla Road.**

27.8 The Draft Newquay Area Local Plan proposed that 10 hectares of land be allocated for industrial and business uses in the growth area, as well as mixed uses being encouraged within this local centre and residential areas. This Plan provides for about 15 hectares of land in the growth area. The development of the two sites within the growth area (N10(1)(B) and N11 clearly needs to be planned comprehensively, linked in with the Policy N7 housing proposals and the related community facilities. The Council will work with the landowners and other agencies to achieve such a solution.

27.9 Site N10(1)(A) is the remaining portion of the Treloggan estate. It is still necessary to ensure a reasonable open space link here and screening to housing to the east of the site.

27.10 Following the growth area re-appraisal requested by the Inspector, site N10(1)(B) has been partially relocated to the east and enlarged to incorporate some of the allocation deleted at Quintrell Downs. This site will now constitute the largest employment proposal in the Plan. The site is well related to the housing proposals in the growth area and is strategically located adjacent to the railway line. The amended proposals in the plan reserve land adjacent to the line for possible railway facilities (See Policy N24A). The employment site will be serviced by the Growth Area Distributor Roads and the Borough Council will work positively with landowners to secure European and other public funding for this road as well as seeking private sector contributions from the housing proposals in the Growth Area. It is considered vital for the future of the Newquay economy to secure an early access to this employment site by way of such a partnership. Academic/research uses related to the combined Universities project and further education needs will be appropriate in this site.

27.11 Policy N11 is a smaller site, restricted to B1 uses because of its intimate relationship with the neighbouring housing areas. Following the Local Plan Inspectors recommendations the site has been enlarged from that set out in the Deposit Plan to incorporate the B1 element from the deleted Quintrell Downs site. The same concerns regarding surface water run-off apply here as to the housing sites set out in Policy N7.

27.12 Other jobs in the B1 sector will be encouraged in the local centre (Policy N15) and through novel arrangements within residential areas. Care must, however, be taken with this process. As nobody can be forced to work near where they live, mixed uses if carried too far may encourage travel, not reduce it and lead to undesirable car movements in residential areas.

27.13 Given the infrastructure needs of major new industrial sites, it makes sense for existing estates to be extended where access, location and other factors are favourable. The extensions to the Treloggan estate plus development in the growth area will provide adequately for the town's future industrial needs. Clearly

for what will be prime new business development for the area, full attention will need to be paid to quality of design and layout, particularly in relation to the residential areas of the growth area. At least 30 metres of landscaping and screening will be required, between any major new industry and housing areas, to meet the criteria set out in Policies 6 and 51 in Part 1 of the Plan.

27.14 Part of the industrial development in the growth area may suitably consist of small craft based units with linked ancillary retail sales. This may benefit both the industrial and tourism sectors of the local economy.

27.15 Generally speaking normal retail uses will not be permitted on these new industrial sites though manufacturing companies and trade warehouses may be able to sell goods on an ancillary basis, relating to their normal activities, depending on the scale of the use and whether other standards relating to retailing can be met (e.g. parking), and the perceived threat to Newquay town centre (see shopping policies).

27.16 The sites in Policy N12 are of poor quality and over the next ten to fifteen years could do with investment to improve or redevelop them. This would improve the local environment as well as providing more modern industrial and other business premises. These sites are important for local industry and employment and should not be permitted to be used for housing or other development. Site N12(1)(B) contains buildings which should be kept and restored as part of the upgrading process. There is concern that the visual appearance of even the most modern of estates in the Newquay area leave something to be desired. The Council will in future place a greater emphasis on design (see General Policy 51). On existing estates and areas, planning conditions relating to landscaping will be vigorously enforced and, by agreement with tenants and freeholders, schemes to improve landscaping and building appearance will be drawn up and implemented using financial contributions from the Council and other public funding sources.

27.17 Some existing industrial sites are considered to be unsuitable in residential area and under Policy N13 the owners will be encouraged to relocate the industry on purpose designed industrial estates, releasing the sites for other uses, including housing.

27.18 Site N13(A) is surrounded by housing. The occupiers have already expressed an interest in relocating elsewhere on a purpose built site. This will continue to be encouraged.

27.19 Site N13(B) is rather run down and appears ripe for redevelopment. New uses should not be noisy or generate heavy traffic. There is a sheltered housing scheme close by.

27.20 Site N13(C) is capable of redevelopment and environmental improvements. It is suggested that being within the town centre and near the tourist facilities, a mixed development of art/craft workshops, retail outlets, residential and offices might well be appropriate.

27.21 Site N13(D) is a small office/showroom which could perhaps be redeveloped for residential use in keeping with adjoining uses.

27.22 Site N13(E) is a large area of mixed industrial and commercial uses capable of redevelopment and environmental improvements. The site is considered unsuitable for industry which should aim to relocate to the new industrial areas.

SHOPPING

INTRODUCTION

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

The two key factors that emerge are:

- Taking account of the Safeway store built off Treloggan Road, which was a proposal in the Draft Newquay Local Plan, no further superstores are likely to be required over the Plan period. Consequently, the proposal that such a store be located in the growth area set out in the former Newquay Local Plan is not included in this Plan.

- 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 and to retail warehousing provision in Newquay. Outstanding consents off Treloggan Road for retail warehousing are considered sufficient to meet retail warehousing need. Consequently the need in Newquay is to promote comparison goods shopping in the town centre. This analysis confirms the policy in the Draft Newquay Plan for a shopping mall development in the town centre

POLICIES

Policy N14

Proposals to redevelop the following sites will be permitted provided the development is in accordance with the general policies of this Plan and in particular provides visual improvements in line with general Policy 6:

- (1) Station Parade/Oakleigh Terrace**
- (2) Rear of Morfa Hall**
- (3) East Street**
- (4) East Street Bus Station.**

27.24 Sites N14(1) and (3) are considered to be particularly poor examples of 1960s style development that detract from the appearance of Newquay town centre, particularly as they are in prominent locations on a main approach road to the centre of town. Proposals to replace these buildings or refurbish them will be supported along with in the case of N14(1) appropriate landscaping. Sites N14(2) and N14(4), while of a different vintage, are again considered suitable for redevelopment for similar reasons.

27.25 The improvement to the physical appearance of Newquay will be promoted through Policy 55 in Part 1 of this Plan and is considered desirable in order to benefit residents, maintain the town's attractiveness to tourists and in the long term enhance the image of the town.

GROWTH AREA LOCAL CENTRE AND MIXED USE AREAS

Policy N15

(1) 1.2 hectares of land off Trevenson Road is proposed as a local centre. This centre should include a small supermarket and other necessary shops and facilities to serve the growth area and the existing eastern side of Newquay.

(2) The following mixed use areas are proposed:

- (A) Land adjacent to the Local Centre (1.55 hectares)**
- (B) Land to the East of Trencreek village (0.39 hectares)**

(3) Proposals for small scale office development within the Local Centre and mixed use areas will be permitted subject to the provisos of Policy 54.

27.26 Because of recent and expected growth in the Newquay Area, and the need to provide sufficient modern facilities for shopping over the next ten to fifteen years, it is considered right to propose a local centre in the growth area, logically related to the major road system and recent and proposed major housing development, as well as promote shopping development in the town centre.

27.27 The centre would sensibly contain provisions for community and leisure uses as well as shopping (e.g. clinic, public house, community hall, links with open space, etc.) It will be important to ensure that development of the local centre is concurrent with the development of housing proposals in the growth area so as to maximise the self containment of the area as a whole, in line with the Plan's sustainability goals.

27.28 Clause (2) of Policy N7 (Housing) sets out, therefore, how the Council will seek development of community facilities within the growth area. This approach is consistent with that set out in Policy 7 of Part 1 of the Plan. Through the proposed masterplanning exercise the Council will seek to identify the appropriate role for this centre (local or district) which will need to be complementary to that of the Town Centre.

27.29 N15(2) proposes two areas of mixed use development adjacent to the proposed local centre and Trencreek village. It has been assumed that about 50% of these areas would constitute housing, but they are intended to provide opportunities for imaginative urban design solutions that create a sense of place and

flexibility as more detailed proposals for the area are worked up. The area next to Tren creek village is intended to give an opportunity for enhanced local facilities serving the village.

Policy N16

About 2.8 hectares of land bounded by Manor Road, Marcus Hill and Mount Wise is proposed for redevelopment for Shopping, Commercial Leisure and Community Uses subject to:

- (1) No loss of the existing gardens or an equivalent or better and larger open space being incorporated.**
- (2) Parking provision equivalent to that currently on site.**
- (3) Taking account of the adjacent Church and community facilities proposed on Church land.**
- (4) Ensuring the development is physically well related to surrounding housing.**
- (5) Provision of pedestrian and cycle links with the prime shopping area and pedestrian links to the adjacent gardens.**

27.30 Given the recent and expected growth in the population of Newquay and the need to ensure a proper level of modern facilities for both residents and visitors in the next fifteen years, it is considered important to encourage the expansion of town centre activities, particularly shopping, where major multiples need to be attracted, and indoor tourism related facilities which will help extend the season. The development of this site will have the advantage of making the centre more compact and less spread out. Given the position of the site, any proposals will clearly need to take account of the church and proposed associated community facilities which should be included in any comprehensive scheme, the surrounding housing, links with the existing prime shopping area and the gardens (see Policies 6 and 92 in Part 1 of this Plan).

TOURISM

INTRODUCTION

27.31 The tourist industry is clearly a major industry in the Newquay area and it is unrealistic to expect and probably undesirable to try to make major changes in the pattern of employment away from tourism. There is a gradual trend away from tourism employment which this Plan can help manage for the good of the industry and the local economy as a whole.

27.32 The Structure Plan policies for Tourism development are TOUR1-4. These focus on redeveloping existing tourism sites and facilities with emphasis on development well integrated with towns and villages and protection of the environment. Policy TOUR4 addresses the need to protect and enhance visitor facilities including hotel areas.

27.33 Policy 65(2) in Part 1 of this Plan sets out a detailed policy to control the change of use of hotels and other holiday accommodation. No specific Prime Hotel Area is defined for Newquay in this Plan as this was not considered practicable. Policy 65(2) will, however, provide the means by which the tourism character and economy of Newquay will be maintained.

27.34 The Council has identified in its Tourism and Leisure Strategy a "Tourism Heritage Sector" in Newquay. This area stretches from the Harbour along Fore Street and Bank Street to the Killacourt. This is intended to serve as a "quality visitor facility" with improved quality shops, interpretation centres, sensitively controlled development and entertainments and other tourist initiatives. The policies within this Plan which seek to encourage sensitive development, support tourism initiatives and which recognise the historic quality of the centre of Newquay are considered complementary to these objectives.

Appendix 1: Districtwide Local Plan – Newquay

All Residents 16+ 1991 Census

Parish	Male S/Employed	Male Full time	Male Part time	Female S/Employed	Female Full time	Female Part time	Total Working
Newquay	1336	2423	185	562	1317	1074	6897
Colan	110	568	6	38	177	68	967
Crantock	76	89	10	26	37	55	293
Total Newquay	1522	3080	201	626	1531	1197	8157
Borough	5811	13572	755	1939	6598	6004	34679

Employment Type 1991 Census – Percentages

Parish	Male S/Employed	Male Full time	Male Part time	Female S/Employed	Female Full time	Female Part time
Newquay	19%	35%	3%	8%	19%	16%
Colan	11%	59%	1%	4%	18%	7%
Crantock	26%	30%	3%	9%	13%	19%
Total Newquay	19%	38%	2%	8%	19%	15%
Borough	17%	39%	2%	6%	19%	17%

All Residents 16+ 1981 Census Adjusted Figures

Parish	Male S/Employed	Male Full time	Male Part time	Female S/Employed	Female Full time	Female Part time	Total Working
Newquay	936	2265	77	389	917	532	5116
Colan	110	444	6	22	108	31	722
Crantock	44	120	3	16	44	30	257
Total Newquay	1090	2829	86	427	1069	593	6095
Borough	4152	14870	377	1293	5476	3413	29581

Employment Type 1981 Census – Percentages

Parish	Male S/Employed	Male Full time	Male Part time	Female S/Employed	Female Full time	Female Part time
Newquay	18%	44%	2%	8%	18%	10%
Colan	15%	61%	1%	3%	15%	4%
Crantock	17%	47%	1%	6%	17%	12%
Total Newquay	18%	46%	1%	7%	18%	10%
Borough	14%	50%	1%	4%	19%	12%

Percentage Change in Employment Type 1981 – 1991 Census

Parish	Male S/Employed	Male Full time	Male Part time	Female S/Employed	Female Full time	Female Part time
Newquay	43%	7%	140%	44%	44%	102%
Colan	0%	28%	0%	73%	64%	119%
Crantock	73%	-26%	233%	63%	-16%	83%
Total Newquay	40%	9%	134%	47%	43%	102%
Borough	40%	-9%	100%	50%	20%	76%

Economically Active and Economic Age 1991 Census

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
Newquay	5365	4661	87%	4976	3387	68%	10341	8048	78%
Colan	761	723	95%	412	310	75%	1173	1033	88%
Crantock	244	199	82%	197	126	64%	441	325	74%
Total Newquay	6370	5583	88%	5585	3823	68%	11955	9406	79%
Borough	26722	23289	87%	24237	16084	66%	50959	39373	77%

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
Newquay	4090	3745	92%	3959	2189	55%	8049	5934	74%
Colan	594	579	97%	321	177	55%	915	756	83%
Crantock	209	194	93%	213	109	51%	422	303	72%
Total Newquay	4893	4518	92%	4493	2475	55%	9386	6993	75%
Borough	23566	21541	91%	21905	11442	52%	45471	32983	73%

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 Age	Working Age	Total Econ. Active	Total Working
Newquay	31%	24%	26%	55%	28%	36%	35%	
Colan	28%	25%	28%	75%	28%	37%	34%	
Crantock	17%	3%	-8%	16%	5%	7%	14%	
Total Newquay	30%	24%	24%	54%	27%	35%	34%	
Borough	13%	8%	11%	41%	12%	19%	17%	

CHAPTER TWENTY EIGHT TRANSPORT

INTRODUCTION

28.1 The main transport problems in Newquay are caused by its dependence on one main approach road from the east into the town and by the influx of visitors in the busy holiday periods. The completion of the Gannel Link Road and associated traffic management measures has enabled a one way system to be developed which avoids part of the central shopping area. However, town centre congestion, pedestrian/vehicular conflict and difficulties at road junctions persist and are likely to increase with the scale of development and likely traffic growth envisaged for the plan period and beyond.

28.2 The County Council's transport proposals are set out in the Local Transport Plan. A transportation study has been undertaken for Newquay which sets out a package of proposals for the town to be implemented during the period up to 2005.

NEW ROADS AND ROAD IMPROVEMENTS

NEWQUAY GROWTH AREA

Policy N17

(1) Land is safeguarded for local distributor roads from the A392 at Hendra Tourist Park to Quintrell Road, with links to Tren creek Road and Trevenson Road.

(2) The phasing of the road and associated development will be as follows:

PHASE(1); The development of sites N7(1)(5) and the section of the road from the A3092 at Hendra Road to the railway line.

PHASE(2); The development of sites N7(1)(4), N10(1)(B) & N15(2)(B) and the section of the road crossing the railway line to the roundabout proposed in the Chapel Valley.

PHASE(3); The remainder of the growth area proposals and the completion of the links to Trevenson Road and Quintrell Road.

(3) The Council will seek a planning obligation to ensure pro-rata contributions to the cost of the Growth Area Distributor Roads and related traffic management measures (See Policy N7). Development of sites N7(1) (1), (3), (4), (5), (8), (9), N(10)(1)B, N11 or N15 will not be permitted until funding for the road has been secured.

28.3 Key proposals in the Newquay Transport Strategy include town centre enhancement, support for the public transport initiatives set out in this plan and development of the cycle network. The Strategy proposed making Mount Wise a two-way system which will allow an extension of the pedestrianised area along Bank Row.

28.4 The proposed route of the Newquay Growth Area Distributor Road has been identified following work undertaken for the Borough Council by the County Council. This was in response to the Local Plan Inspectors recommendation that the transport and land use proposals for the area would need to be re-appraised. The construction of the road will enable some complementary traffic management measures to be introduced on the existing highway network which will have benefits for the Newquay area as a whole. A detailed engineering study and costing of the road was undertaken in 2000.

28.5 Clause (2) above sets out the importance of phasing the new development from the south. Details of the phasing will be a key subject for the proposed masterplanning exercise.

28.6 The Council is committed to the comprehensive development of the Growth Area as set out in the policies in this plan. The Council has consistently resolved that it will not approve ad hoc proposals. The provision of the new road is absolutely critical for the satisfactory development of the area and it is considered essential that agreements have been reached to provide for the completion of the whole road as set out in clause (3). The Council will not grant planning permissions for housing or the other development in the Growth Area until it is satisfied that solid arrangements are in place to ensure the completion of the whole road. The Council will work with landowners and other interested parties through the masterplanning exercise to develop appropriate arrangements to achieve this.

28.7 The provision of essential infrastructure to serve large comprehensive development sites is dealt with through the development control process. Normally it is the practice on such projects for infra-structure and off-site works to be secured through Section 106 agreement, linked to phasing and time limits as well as bonds in the event of failure to deliver.

28.8 Because of the important employment proposals which will be accessed off the new road the Council will investigate the use of European or other public funds to contribute towards the building of the road on line improvements to the A392 on the approach to the new junction will also be necessary.

TRAFFIC MANAGEMENT

Policy N18

Traffic Calming/Local Safety Schemes and appropriate Traffic Management measures will be supported in the following areas:

- (1) East Street/Marcus Hill**
- (2) Bank Street**
- (3) Trevenson Road/Trencreek**
- (4) The Station area in conjunction with the Station Redevelopment/Improvement; (Policies N15(1) and N24)**
- (5) East Street/Trebarwith Crescent in conjunction with the redevelopment proposals on the East Street Bus Station; (Policy N15(4))**
- (6) Central Square/Gover Lane area.**
- (7) Treloggan Road**

28.9 The County Council's Local Transport Plan includes a number of small schemes in Newquay aimed at reducing road accidents. The Borough Council supports the schemes identified in the current programme, and consider that there are additional locations that could benefit from the introduction of local safety schemes as identified in this plan.

28.10 Traffic management measures seek to assist the flow of traffic, increase safety and reduce conflict between vehicles and pedestrians. Management is achieved by means of traffic regulation orders which can stipulate for example one way streets and access only streets which can reduce congestion and allow the improvement of pedestrian facilities.

28.11 The proposed Local Safety Scheme/Traffic Calming for Trevenson Road, Trencreek is intended to accompany the provision of the Trencreek bypass but could be promoted in advance of this to dissuade unnecessary through traffic.

28.12 The Council will however promote and support traffic calming measures within the town under Policy 73 (Part 1 of this Plan).

Policy N19

Environmental improvements in the Bank Street area are proposed.

28.13 Traffic management measures in the Bank Street area introduced in the mid 1980s have been successful in reducing congestion in the town centre and providing a more attractive environment for pedestrian shoppers and visitors. The Borough Council considers that there is scope for further enhancement measures within the Bank Street area, both through small improvements to existing premises and through environmental improvements, for example, planting/seating, street furniture and control of signing. Such improvements would increase the areas attractiveness to residents and holiday makers and would help to stimulate further investment in the town centre.

PARKING

Policy N20

New car parks are proposed in the following locations:

- (1) Marcus Hill/Manor Road**
- (2) Railway land adjoining Leos foodstore.**

Policy N21

The Borough Council in conjunction with the County Council as Highway Authority will implement a Park and Ride Scheme at Tregunnel as a priority.

Policy N22

The Borough Council proposes a Park and Ride scheme at Quintrell Downs making use of the existing rail link with Newquay. Proposals for secure coach parking linked with the Park and Ride facility will be permitted.

28.14 As a major resort, Newquay faces particular parking and traffic circulation problems at certain times of the year. The Borough Council recognises that it is difficult to accommodate wide seasonal fluctuations in parking demand.

28.15 Traffic flows and car ownership are likely to be 50-75% higher by 2006 compared with 1991 and consequently, the demand for parking at peak periods is likely to continue to exceed the capacity of the town centre car parks even taking into account the proposals in this Plan. This Plan cannot make provisions for future parking which ignore the realism of likely future constraints on public spending. The Park and ride schemes, coupled with further traffic management measures, will be increasingly relied on to meet the shortfall. It is considered undesirable to try and solve these problems by major new town centre road schemes and car parks even if they could be afforded. Experiences elsewhere have shown that those aspects of town centres which attract shoppers and visitors are often lost in such cases. It is also the case that such proposals would not be consistent with this plans general Energy and Transport policies.

28.16 Present car parking provision consists of a range of short and long term surface car parks providing a total of 2000 spaces close to the town centre. A further 600 spaces are provided at the Tregunnel Hill park and ride site. There are of course, also a substantial number of parking spaces on street and numerous private car parks associated with hotels and other businesses.

28.17 What is clear is that different activities place different demands on the spaces provided in terms of day, length of stay and preferred location. As well as shoppers' needs there are those of residents, employees, clinics and doctors, tourists, entertainment activities and even commuters, although the latter is considered to be minimal at present. Clearly, pricing and timing in relation to location can help manage the different needs of these users to maximise car park use and reduce energy consumption. This Plan's Energy and Parking policies will restrict car park provision for long stay users in the town centre.

28.18 The site proposed in Policy N20(1) will need to provide replacement parking as well as new spaces as part of the proposed shopping development (Policy N16). Site N20(2) is seen as a replacement for land proposed for a coach/bus station (Policy N26).

28.19 As part of the final phase of work on the Gannel Link Road the Tregunnel Hill Car Park will form part of a park and ride system to reduce traffic flows through the town centre and to relieve pressure on town centre car parks at busy periods.

28.20 The Council consider that a park and ride scheme at Quintrell Downs will help reduce the potential increase in congestion in the summer months in and around Newquay and be consistent with this Plan's Energy and Environmental Policies. Quintrell Downs is the preferred location as traffic will not be drawn into the more congested roads and the long term built up area to reach the facility and there is an existing halt in the village. It would appear logical to make use of the existing rail link as an integral part of such a scheme and the Council will investigate, in conjunction with relevant rail companies, private landowners and the County Council, the practicability and viability of a rail based scheme. Improvements to the station platforms and facilities will be required as part of the development. Design and landscaping of both facilities will be required to be compatible with the agricultural surroundings to Quintrell Downs.

COACH AND LORRY PARKING

28.21 Newquay is a popular destination for coach based tours and holidays. A significant proportion of hotel clients arrive by coach. To reduce congestion in the town centres, particularly in the summer months, coaches are currently encouraged to use Tregunnel and the Whim car parks. Coaches frequently need to gain

access to the East Street bus station. Proposals in the Plan for a new bus/coach station off St Georges Road and Manor Road will reduce town centre congestion and provide a more efficient and convenient interchange and picking up/setting down point (Policy N24). It is envisaged that Tregunnel Hill will continue to meet long term coach parking needs, with further facilities at Quintrell Downs coming on stream within the Local Plan period (Policy N22).

28.22 Outside Newquay seasonal coach parking problems are experienced at Crantock where parked coaches and limited manoeuvring space often cause congestion and detract from the attractiveness of the village centre. Improved coach/car parking and traffic management measures are proposed as part of the conservation area proposals for Crantock (Policy N2).

28.23 Long stay parking for lorries is currently provided at Tregunnel car park. It is considered that there may be scope for additional secure provision for coaches and lorries on the eastern side of Newquay as part of the proposed park and ride facilities at Quintrell Downs (Policy N22). A secure park here should include coach cleaning facilities and facilities for drivers such as showers, toilets, refreshment, etc.

PUBLIC TRANSPORT

Policy N23

Proposals for the comprehensive improvement and development of the Station area will be permitted subject to no reduction in car parking capacity and the incorporation of an improved bus pick up area.

Policy N24

Land comprising the car park off St Georges Road and Manor Road is proposed for a Bus/Coach Station.

Policy N24A

Land is allocated to the East of Trencreek and North of the line for a rail halt/rail related facilities.

28.24 Policy N24A is intended to safeguard the longer term potential for access to the railway in the growth area. This could include the provision of a railway halt and or sidings facilities for companies located in the adjacent land proposed for employment. The potential for the development of this facility can be considered in the proposed masterplanning exercise.

28.25 Local bus services connect Newquay with the rural parishes and shopping/employment centres outside the Local Plan area.

28.26 Although centrally situated, the East street bus station in Newquay occupies a cramped site on a busy road junction and pedestrian route. It is also used by private coach services as a picking up/setting down point and this adds to the congestion at peak times and in the busy summer months. This Policy proposes a new site which was first identified in the Newquay Regeneration Study. The proposal is currently the subject of detailed investigation which may lead to variations in the exact siting.

28.27 The Borough Council recognises in addition the need for better integration and will seek the implementation of improved Rail/bus/coach connections adjoining the railway station.

28.28 The Council considers that there is considerable potential for a comprehensive improvement scheme to provide more modern station facilities, additional parking and much needed environmental improvements to the station approach and surrounding area. General Policies 82 and 83 encourage imaginative initiatives for railways such as Community Enterprise Stations. If development were to proceed on a phased basis the Council would prefer environmental improvements and additional car parking to be provided as a priority. A development brief will be prepared for the Newquay Station area.

CYCLING

Policy N25

Cycle routes are proposed within the Newquay Growth Area and will be supported between the Railway Station and Fistral Bay.

28.29 A central aim of this Plan is to improve the opportunities which exist for cycling within urban areas. Pending further transportation study work it was considered premature to identify proposals within Newquay. The Newquay growth area provides the opportunity of developing cycle links within new development. This should provide a link from the growth area to the Trenance Leisure complex. The rural parts of this route should also be able to be used by horse riders. Within the existing town the Council would seek as an objective the extension of this route towards the railway station.

28.30 Policy N25 also seeks to retro-fit a cycle route in the other side of the town to serve the western area. Possible contributions towards such a route might be through the use of the old tram track combined with a contra flow cycle lane along Manor road. Other opportunities have been identified for additional routes in Newquay, with suggested links between the town centre and St Columb Minor, the Gannel Road to Tretherras School, the town centre to Treloggan and between Treloggan and Tretherras. The above will all require further investigation perhaps in the context of the Newquay Transportation study.

SERVICING

28.31 A number of town centre premises have rear servicing particularly those which have been extended or redeveloped in recent years e.g. some retail premises fronting Bank Street have rear servicing via Manor Road. In some locations rear servicing for small scale schemes may be impracticable due to fragmented ownerships and may need to await more comprehensive development proposals being progressed. The Council in considering retail redevelopment schemes in the town centre will seek to maximise opportunities for providing rear servicing compatible with conservation policies. Where rear servicing cannot be achieved the Borough Council will support the introduction of restricted servicing times in conjunction with traffic management measures.

NEWQUAY CORNWALL AIRPORT

28.32 The Council will promote and support improved access between Newquay and Newquay Cornwall Airport. Newquay benefits from close proximity to the airport facilities provided by the Newquay Cornwall Air Terminal at St Mawgan. The Growth Area Distributor Road proposed in the Plan will enhance road links to the airport. There may be opportunities for improvement to the A3059 which will also be of direct benefit to Newquay and its prospects for future growth and of increasing importance in view of the civil airport expansion plans.

CHAPTER TWENTY NINE RECREATION

FORMAL OPEN SPACE

Policy N26

Formal Open Space sites totalling 6.35 hectares are proposed in the following locations:

- (1) Within Growth Area to the east of Trevenson Road about 4.5 hectares.**
- (2) Part of Trenance Caravan Park Site up to 1.85 hectares.**

29.1 Formal open space areas are mainly located in Newquay and include playing fields and other areas used for organised games such as football, tennis, bowls and cricket. The sports complex at Tretherras provides facilities for football, cricket and rugby whilst Newquay has two outdoor bowling greens at Trenance and Newquay West End. Further dual use of the sports club complex will be promoted as part of a package of measures relating to the secondary school and the needs of the growth area.

29.2 Newquay Town football club has its ground at Mount Wise park, now with floodlighting facilities, whilst various parks, tennis courts, and other facilities are provided around the town.

29.3 Using the Local accessibility standards identified in the Chapter 10 of Part 1 of this Plan, it can be seen that the Trenance gardens and adjacent land is the only area which comes into the District Park category while other areas come into the smaller categories.

29.4 Current provision of formal open space in Newquay amounts to 1 hectare per thousand of population; about 18 hectares. However virtually all school playing fields and facilities have some dual use which increases the total provision to just over 37 hectares. The estimated need for formal open space using the NPFA six acre standard (2.43 hectares per thousand of population) for the 1990 sub parish population figure is 41 hectares. On the accessibility standards, some residential areas are poorly served by local facilities, particularly for children's play. The above policies provide for new formal open space to make up deficiencies derived from the 1990 analysis (4 hectares) and some of the need created by expected new housing over the plan period.

29.5 The Chapter on housing shows that Newquay could grow by up to 2800 dwellings between 1991 - 2011. On the NPFA six acre standard, and using an average household size of 2.5 this development needs about 17 hectares of formal open space. Approximately 4.5 hectares of this will be provided under the above policy in the growth area suitable for the community as a whole. About half will in broad terms be provided via Policy 89 in Part 1 of the Plan within the housing areas. (In broad terms say an additional 7 hectares). This will give a provision of about 11.5 hectares compared with a broad estimate of need, including making up deficiencies, of 21 hectares. Additional provision can be provided by increased dual use of facilities and currently unidentified proposals under Part 1 Policy 88.

INFORMAL OPEN SPACE

Policy N27

The Informal Open Space areas and footpath links proposed for Newquay are:

- (1) Land on either side of the stream through the Growth Area. (about 29 hectares)**
- (2) Land between the Treloggan Industrial Estate and Trenecreek Road. (7.9 hectares)**
- (3) Part of route of former railway from Treloggan to West Road.**
- (4) Footpath link from Footpath 53 into and across Growth Area.**
- (5) Footpath link from Dukes Way along stream to Trevenson Road and into Growth Area.**
- (6) Open Space and footpath links through Trenecreek Caravan Park Site.**
- (7) Part of Trenance Caravan Park Site.**
- (8) Gannel River bank from Tregunnel House to Pentire Crescent.**
- (9) Cycleway/Footpath link from Tretherras to Quintrell Downs, via the Chapel Valley, with links to the District Centre (Policy N15) and the Park and Ride site (Policy N22).**
- (10) Cycleway/Footpath links within the proposed Growth Area.**
- (11) Land within the site proposed for housing in N7(1)(4) (1.4 hectares).**
- (12) Land south of Tretherras School.**

29.6 Newquay provides a wealth of informal recreational opportunities, including parks, woodlands and amenity areas providing for less organised leisure activities e.g. Trenance gardens.

29.7 Newquay is also fortunate in having much spectacular coastline and fine beaches. While this provides much recreational space, the conflicting interests of conservation and tourism combined with inaccessibility due to the vagaries of the weather suggest that these areas should be considered a bonus rather than a central element of such provision.

29.8 One of the key aspects of the open space strategy in this Plan is to promote green links between existing and proposed open spaces and extend access along such links out into the countryside. In Newquay the key feature of this network is the Trenance garden complex which contains a mixture of informal landscape, gardens and formal recreation and leisure facilities interlinked by a series of footpaths. The Council wish to protect this site and the adjoining areas (see Policy N3) to preserve the character of the gardens as well as develop links with other open spaces within Newquay.

29.9 It is considered important to extend the route that runs right through the town, largely along the stream, into the growth area (N27(1)) and draw other connections to the existing network (N27(4)).

29.10 A large part of the land covered by N27(2) is of nature conservation value and it is suggested that this land could serve several functions by forming a buffer to the Treloggan employment site, acting as a local nature reserve, and forming part of the informal open space requirements for the town.

29.11 Land at Trenance Caravan Park N27(7) is considered vital to consolidate and extend the Trenance leisure area as the heart of the towns open space network. It is hoped that this land can be made available by the use of part of the site for housing under Policy N7. Some formal space could also be appropriate.

29.12 Land covered by N27(8) is important to retain next to the Gannel to prevent any further losses to development, help maintain a green aspect and provide for public access to the bank.

29.13 N27(9) is part of but more extensive than N27(1) and provides a dedicated cycling facility into the countryside or from the growth area into town. Hopefully, it could be extended to include further stretches around Trenance gardens and into the town centre (see Policy N27). Rural parts of this route would be suitable for horse riding use.

29.14 Site N27(11) will be required to be provided within the site proposed for housing in Policy N7(1)(5). The exact location of open space in this area will be considered through the masterplanning exercise. This open space is considered essential to serve this major area of new housing. The site will need to be sited to reflect the historic field boundaries of the area.

29.15 Detailed proposals for the uses and management of the open space in the growth area will be drawn up as part of the masterplanning exercise for the growth area. The provision of community facilities consistent with General Policy 100 will be investigated adjacent to the local centre.

CRANTOCK

29.16 Crantock has a low level of formal recreation provision comprising one play area, providing 0.2 hectares of formal recreation provision per thousand of population. Opportunities for informal recreation are better with opportunities for coastal and countryside walking.

QUINTRELL DOWNS

29.17 Current (1990) formal recreation land in Quintrell Downs provides 1.8 hectares of space per thousand of population. The Parish Council have leased additional land from Restormel Council to provide additional space.

29.18 Within Crantock and Quintrell Downs the Council will support local initiatives to provide additional recreation provision under Policy 81.

COUNTRYSIDE RECREATION

29.19 Policy 87 (Part 1 of this Plan) identifies Countryside Access corridors for the Porth and Gannel valleys including the tributary of the Gannel through the Newquay Growth Area. In addition to the footpath proposals identified in the section on informal recreation above, these outline broad areas where improved countryside access will be supported. The areas correspond with nature Conservation Corridors where suitable habitat creation initiatives will be supported. Many recent schemes such as Countryside Stewardship link these two concerns.

29.20 Policy 87 also identifies the Porth Reservoir as a Countryside Recreation Priority Area. It is considered to have potential for the expansion of its role by the introduction of certain countryside recreation activities over and above current uses which are limited to basic public access, fishing and birdwatching. The reservoir is a designated Bird Sanctuary and Nature Reserve and a recognised Site of Importance for Nature Conservation. Any development must be of a low key nature and recognise the important nature conservation value of the area.

29.21 The Countryside Access Corridor linking Porth reservoir to the Porth beach is intended to encourage the development of footpath links to the reservoir, particularly in view of the poor public road access to the site.

BUILT FACILITIES

29.22 The Deposit version of the Local Plan originally proposed a Theatre/Multi purpose Hall on land to the south of Tretherras School. It has since become apparent that this proposal is unlikely to proceed. The site originally proposed has been shown to have important archaeological remains in the area. The Council will however investigate the possibility of a theatre elsewhere within the growth area possibly within the local centre. Such proposals would be supported under Local Plan policy 100 (Part 1 of the Plan.)

29.23 Policy 92 refers to the many facilities provided by the Tourism Industry and the Council's approach of encouraging the use of such facilities for the wider public.

NEWQUAY HARBOUR

Policy N29

Proposals for redevelopment of Newquay harbour to provide more fishing and leisure related berths and additional shore based harbour or marina related facilities will be permitted provided that the development:

- a) Respects the character of the area in its scale and design.**
- b) Does not include inter-tidal or sub-tidal infilling or other measures which would have an adverse on neighbouring beaches by deposition or loss of material or effect surfing conditions.**
- c) Does not lead to conflict between leisure and fishing uses.**
- d) Provides adequate foul drainage.**
- e) Does not damage wildlife habitats.**

29.24 The Council supports the expansion of harbour related uses in principle because of the expected benefits to the economy. Any proposals will need to be carefully designed to minimise conflicts between fishing and leisure uses and to sensitively respect the character of the area including any building conservation area that might be created. (Policy N3). Particular attention will need to be paid to the effects of any proposals on surfing conditions on Towan beach. The Council considers that this policy is consistent with Cornwall Structure Plan First Alteration Policy TR16 which effectively prevents new marinas and harbours on the open coast. (For other policies on work related uses see the employment chapter). Proposals which create a pedestrian coastal link between this site and the land covered by Policy N32 will be encouraged. The scale of any proposals must be limited because of the difficult access for vehicles and to prevent or limit additional traffic movements in the narrow streets of the historic cove.

Policy N30

- (1) Proposals for the redevelopment of land currently occupied by the Cinema, the Towan Promenade and the cliff and foreshore between these areas and the Harbour for Leisure Related Uses, excluding amusement arcades and similar uses, will be permitted.**
- (2) Such proposals will incorporate a promenade link between Towan promenade and the harbour.**
- (3) Proposals will be required to retain a cinema use.**
- (4) Proposals should retain views from the Killacourt.**

COSY NOOK CINEMA/TOWAN PROMENADE

29.25 The redevelopment and improvement of this key site will add to the attractions of Newquay as a resort and hopefully provide facilities for local residents. Part of this land has already been developed as a sealife centre. Clearly, any development here will need to retain views from the Killacourt and respect the sensitivity of the local environment. Proposals which retain a cinema use will be particularly supported. Policies N29 and N30 are intended to be read together as promoting a comprehensive but sensitive development of these areas. The promenade link is vital to promote improvements to movement of pedestrians around the seafront area and help open up the harbour area. The Council will be seeking a partnership with the private sector and through use of European funding to implement these policies.

TRENANCE LEISURE FACILITIES**Policy N31**

- (1) Proposals to expand the built recreation facilities on land adjacent to the Zoo and Waterworld Complex will be permitted subject to:**
- (A) No built development on the tennis courts, bowling green and other parts of the frontage to Edgcumbe Avenue**
- (B) Any development to be closely related to the existing Zoo and Waterworld buildings.**

29.26 The Trenance gardens complex is a central recreation feature in a network of open spaces, footpaths and other facilities (e.g. the sports centre). The further development of the complex will create desirable spin-off effects for the existing facilities. Given the estimated needs for open space set out earlier in this chapter it may be necessary for new open space to be provided elsewhere if existing open land at Trenance is built on. This would ideally be provided where it gives maximum benefit to the network, e.g. by provision in areas of need or by filling a desirable gap in the network.

29.27 The Council is concerned to protect the most valuable areas of open space at Trenance and promote an environmentally sensitive development. It is intended to produce a development brief for this area which will enable all the relevant factors to be properly considered in detail and will assist in properly evaluating and promoting the site.

FISTRAL BEACH**Policy N32**

Proposals for improvements to the nature and quality of facilities at Fistral Beach will be permitted.

29.28 Fistral beach and adjacent land are recognised to be vital open spaces for residents, as well as visitors, and are protected by Policy N4 from unsatisfactory development. It is considered necessary, however, to encourage the upgrading of existing facilities and the provision of new facilities to meet the beaches developing role as an international sport venue and beach centre. This needs to be done, however, without detracting from the area. A set of proposals has been prepared for initial consideration with a view to a partnership with the private sector.

CHAPTER THIRTY COMMUNITY FACILITIES

HEALTH CARE AND SOCIAL SERVICES

NEWQUAY HOSPITAL

Policy N33

Proposals to extend or develop Health Facilities on the Newquay Hospital site will be permitted subject to the needs of vehicles serving the development being satisfactorily accommodated.

30.1 Newquay Hospital provides 22 GP/respite beds. It accommodates consultant and out patient clinics dealing with a wide range of general medicine and surgery facilities for Newquay and the surrounding area and also has a casualty and physiotherapy development. Facilities and level of care can adequately cope with the demands of both the resident and summer population of Newquay. Parked vehicles and congestion in the summer months can cause difficulties for ambulances and service vehicles trying to get in and out of the hospital along St Thomas Road. Further development of the existing site may be dependent on appropriate traffic management and parking restrictions being introduced. Further primary health care facilities are provided at Truro and St Austell.

30.2 There are no major capital developments planned for health services in the Newquay area which would require consideration in the Local Plan. The Health Trust do not anticipate that the Newquay Hospital will need to be relocated in the life of the Plan and are anxious to retain a town centre location in close proximity to day care and health centre premises.

30.3 Certain small scale extensions may be required to upgrade accommodation e.g. for office/waiting areas and parking space, but these are likely to be accommodated within the confines of the existing site. Should additional but as yet unforeseen site requirements arise the Borough Council will assist the Health Trust to identify an alternative site.

HEALTH CENTRES AND DAY CARE

30.4 The Newquay Health Centre is the base for community health services for the area. Recently extended it houses 2 GP practices. The Community dental clinic is now situated in the hospital annex. A Day Care Centre for the elderly and care/rehabilitation of hospital patients is located nearby.

SOCIAL SERVICES

30.5 Accommodation and services for the elderly, the handicapped and mentally ill are concentrated in Newquay with some provision in Crantock and Quintrell Downs. Generally there are no deficiencies or site requirements that need to be addressed in the Local Plan.

CEMETERIES

30.6 Newquay is reasonably well provided with land to meet foreseeable needs.

EDUCATION

Policy N34

2 hectares of land off Trevenson Road is proposed for a Primary School.

30.7 The County Council, as the local education authority, is responsible for statutory education provision. The Borough Council supports the retention and expansion of educational facilities but its direct involvement is limited. The Borough Council's role, as planning authority, is primarily to safeguard reserved school sites and to provide the most appropriate alternative use if and when sites become surplus to educational requirements.

30.8 The Newquay area is served by primary schools and two comprehensive schools and requirements have been identified by the County Council for a new primary school and playing field. There is also a requirement for a new sports hall to serve Treviglas school.

30.9 The County Council advise that the existing primary and secondary schools in the Newquay area have sufficient capacity to cater for anticipated development in the foreseeable future. However, it is considered that the scale of growth anticipated towards the end of the plan period would require additional land to be safeguarded for educational purposes. Provision is made in the Local Plan for site requirements to be incorporated as an integral part of any comprehensive scheme for major growth east of Trevenson Road.

30.10 The Borough Council supports the concept of providing social and recreational facilities in association with schools. It will support and encourage this upgrading of school facilities to allow greater use by the local community (Policy 83 in Part 1 of this Plan).

30.11 The Borough Council is concerned to protect existing schools from intrusive developments and to ensure that sites for future provision are properly planned in relation to existing and proposed housing developments and other services. Policies for the protection of school sites are contained within Part 1 of this Plan.

LIBRARIES

30.12 General Policy 98 seeks to protect library services. The Newquay area is served by a branch library in the town. It is accommodated in a fairly recent purpose built building and there are no identified requirements for expansion space or additional sites. The library performs a useful social and cultural function and the Council would resist proposals to use the library premises for something else if no acceptable alternative library provision was made available.

COMMUNITY HALLS

Policy N35

It is proposed that Community Halls be provided in the following areas:

- (1) Treloggan adjacent to new Safeway Superstore.**
- (2) The District Centre in the Growth Area (Policy N17).**

30.13 The Treloggan area has identified as in need of a community hall because of the rapid growth in recent years without related social and community facilities. The site identified on the proposals map has subsequently shown to have construction difficulties and an alternative site in the area may need to be sought.

30.14 The Council have accepted in Policy N15 that a district centre is required to serve the new growth area and a community centre is considered a vital part of this. There is the opportunity here to provide a centre which meets wider requirements than just the new growth area and to link in with provision of school facilities.

30.15 Elsewhere there is considered to be no identified need for community facilities and meeting places which are supplemented by access to sports halls and facilities offered by schools and holiday centres. The rural area is served by village halls and church halls in Crantock and Quintrell Downs. The Council will assist the parish and town councils and community organisations as and when proposals to extend and relocate premises arise.

CHAPTER THIRTY ONE
UTILITY SERVICES

31.1 General policies relating to water, sewerage, power and telecommunications are set out in Chapter 12 of Part 1 of this Plan.

31.2 The opening of the new Newquay Sewerage Treatment Scheme in 2000 has overcome a long standing problem and will enable the development of the growth area to proceed although there may be the need for other off site water main improvements to be paid for by developers in the growth area as South West Waters planned improvements are long term.

31.3 The Environment Agency also advise that run off in the growth area could cause flooding and create additional silting problems in the Trenance boating lake. Any detailed, comprehensive scheme for the area should investigate these issues and provide appropriate solutions possibly incorporating natural balancing lakes in the stream valley.