



# **INSP.S4 Matter 7 Newquay Spatial Strategy & Allocations**

Cornwall Council Position Statement

02 February 2018

a. Is the strategy for Newquay consistent with the LPSP?

Yes, the Allocations DPD was developed over a period of time, which both supported the production of the LPSP and the strategy for Newquay, as well as the SADPD responding to the LPSP as it was being finalised. The following table highlights some key elements of the CNA objectives set out in the Cornwall Local Plan Community Network Area sections, together with comments on how the SADPD strategy and policies compliment them.

<p><b>Objective 1 – Town Centre regeneration</b> Promote town centre regeneration in Newquay...in particular, enhance the shopping offer and restore heritage assets</p>	<p>The SADPD includes a windfall target that allows for a continuation of regeneration in the town centre as well as planned growth at Nansledan. The plan continues a town centre first approach to retail, recognising that previous permissions out of centre could have a significant impact on the health of the town centre. Regeneration of the town centre is encouraged in text, although detail is left for neighbourhood planning if that becomes a focus for that plan.</p>
<p><b>Objective 2 – Housing</b> Enable new housing to meet need, particularly affordable housing and accompanying key infrastructure</p>	<p>The SADPD identifies various housing sites to achieve the LPSP targets. These housing sites will in turn support the delivery of affordable housing and the Newquay Strategic Route (NSR), school provision and open space.</p>
<p><b>Objective 3 – Economy</b> Support the diversification of the economy, with more indigenous business both in Newquay and the rural areas, including delivery of new employment space, up-skilling the workforce and extending the tourist season.</p>	<p>The Economic Growth section for Newquay in the SADPD discusses the aspiration to deliver high quality jobs and to diversify the economy. This will be achieved through the creation of new employment at Nansledan (both existing permissions and specific allocation in NQ-M2), safeguarding existing employment at Treloggan and supporting the Enterprise Zone at Cornwall Airport, Newquay.</p>
<p><b>Objective 4 – Tourism</b> Maintain and enhance the stock of tourist accommodation and facilities in Newquay to meet the needs of the industry. Extend the tourist season and improve the quality and image of the town.</p>	<p>The SADPD does not have specific policies or proposals relating to tourism, but the improvement of transport infrastructure, support for regeneration and the continued development of Nansledan help to create the conditions to address current issues. More specific directions are contained in the Newquay Neighbourhood Plan, relating to new hotel provision and tourism related projects.</p>
<p><b>Objective 5 – Night time economy</b> Manage the night-time economy of Newquay.</p>	<p>There have been significant improvements through local initiatives to improve the night time economy of Newquay. Continued support for regeneration and additional residential population should help to support these initiatives.</p>
<p><b>Objective 6 - Transport</b> Deliver the Newquay Strategic Route and improve connections to trunk</p>	<p>The transport strategy for Newquay and the allocation of the remaining sites required to deliver the NSR will help to</p>

<p>roads and Newquay Cornwall Airport in addition to improving capacity at key junctions in the town. Enhance public transport services and facilities and provide a comprehensive cycle and pedestrian network to facilitate sustainable trips. Improve Newquay train station and facilitate enhanced rail service provision. Introduce measures to mitigate the impact of traffic flows through Quintrell Downs and improve connections to trunk roads.</p>	<p>ensure its delivery. The allocation of site NQ-M1 at the station quarter will provide the means of improving a key transport gateway to the town. The completion of the NSR and railway crossing combined with signing improvements will help to reduce traffic flows through Quintrell Downs.</p> <p>The One Public Transport System for Cornwall (OPTSC) project has commenced delivery on the key bus corridors including Newquay. Improvement works are scheduled for late February to upgrade the bus station and facilities along the routes. In partnership with bus operators, new vehicles with wifi and usb charging points are now operating on these routes and are complemented by new roadside waiting facilities and real time passenger information.</p> <p>Work is progressing on the new network design to allow better integration between public transport modes in the future, underpinned by improvements in rail –new heavy maintenance depot, sleeper carriages and station improvements</p>
<p><b>Objective 7 – Cornwall Airport, Newquay</b> Development of Newquay Cornwall Airport to enhance the local economy, including employment related development at the airport.</p>	<p>The strategy for Newquay supports and complements the development of Cornwall Airport, Newquay and the Enterprise Zone. The eastern arm of the NSR has already supported traffic movements to the Airport AND Enterprise Zone and the completion of the NSR will provide additional access improvements required to create a better physical transport link between the EZ and the town.</p>
<p><b>Objective 8 – Rural Services</b> Support the improvement of rural services/facilities.</p>	<p>The SADPD strategy does not contain any specific actions in relation to the rural area, but does not preclude them happening.</p>
<p><b>Objective 9 – Environment</b> Protect environmental assets, recognising their contribution to local people’s quality of life and their role in underpinning the tourism economy, in particular the undeveloped coast.</p>	<p>The site allocations have been carefully selected to avoid the undeveloped coast and to complete the development of a masterplanned approach to expansion of Newquay that seeks to avoid the development of the most important environmental assets.</p>

<p><b>Objective 10 – Delivery</b> Ensure development reflects the needs and aspirations of the local community; in housing and employment terms – a higher proportion of family housing and better paid jobs.</p>	<p>The development of the SADPD for Newquay has considered the most appropriate approach to growth to support the development of a more balanced housing and employment offer. The development of the Nansledan growth area will support the development of more family housing than previous brownfield development in the town. There is significant employment space permitted or proposed for allocation within the growth area.</p>
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- b. Is the existing housing land supply situation based on robust, up to date evidence?

Yes. Updated information (as at 1/4/17) was provided and summarised within the response to the Inspectors' questions (INSP.S6) – set out in the Council response CC.S4 and detailed in CC.S4.4.

- c. Is the approach to the selection of sites for allocation consistent with the LPSP and appropriate, including in respect of the use of previously developed land (brownfield) and greenfield land?

Yes. The development of the allocations approach to Newquay included the consideration of urban capacity (brownfield) sites in line with Policy 21 of the Cornwall Local Plan (2016) and this was assessed as part of the Sustainability Appraisal process. There were insufficient brownfield sites available to meet the housing apportionment for Newquay and to ensure that the vision for Newquay could be met through the previously adopted Nansledan Masterplan.

- d. Is the existing housing land supply situation in Newquay based on robust evidence?

Yes. Updated information (as at 1/4/17) was provided and summarised within the response to the Inspectors' questions (INSP.S6) – set out in the Council response CC.S4 and detailed in CC.S4.4.

- e. Is the level of housing development for Newquay via the CSADPD justified with reference to the targets in the LPSP?

Yes. The LPSP requires the allocation of around 4,400 dwellings in the period up to 2030. The SADPD allocates in excess of this number in order to support and provide certainty to the development of the previously approved Newquay Growth Area (Nansledan) Masterplan, but in particular to support the delivery of the Newquay Strategic Route.

The summary of housing delivery, including the trajectory, is set out in Appendix 4 of the Council's response to the Inspectors questions - INSP.S6.

– set out in the Council response CC.S4 and detailed in CC.S4.4. This shows that the estimated delivery rates for the larger sites, including the allocations NQ-H1, NQ-H2, NQ-M1 and NQ-M2, go beyond the Plan period. Sites NQ-H1, H2 and M2 all form part of the wider masterplan for Newquay and whilst beyond that necessary to deliver the housing apportionment required by the Cornwall Local Plan, are needed to help ensure that the future direction of growth is consistent and to provide additional certainty around the delivery of key infrastructure, including the Newquay Strategic Route and the replacement Household Waste Recycling Centre. This approach was also considered by the Inspector for the Examination of the LPSP and found to be a sound approach. Since that time, further permissions have been granted for housing in Newquay.

The delivery rates are comparable with the levels suggested within the methodology used by the Council in preparing its trajectory; itself using a prudent approach to reflect the potential for slightly lower rates and delayed lead in times for development than those proposed by developers in the area and to avoid overestimating delivery. However, these larger sites have the ability to be delivered at a faster rate per annum, where more than one phase is released on each site as is currently the practice on the Duchy of Cornwall sites.

- f. Are the individual allocations and proposed land uses suitable, having regard to planning and environmental constraints?

The development of the allocations approach for the SADPD involved the consideration of environmental and planning constraints in the Newquay area, which are set out within various reports (e.g. Habitat Regulations Assessment, Strategic Flood Risk Assessment etc), then summarised within the Sustainability Appraisal. The sites are not subject to any local or national environmental designation. Development avoids areas covered by flood zones relating to the Chapel Stream. Newquay is not an Air Quality Management Area but the sites are within an air quality area of concern. The masterplan underpinning the growth area at Nansledan is predicated on creating a sustainable neighbourhood for Newquay based on improving the take up of sustainable transport modes, walkability and mixed use development to reduce the need to travel. The completion of the Newquay Strategic Route and improvements to walking and cycling opportunities to the town centre will help to address congestion and any wider impacts from development.

- g. Is there robust evidence to demonstrate that allocations and infrastructure, including the Newquay Strategic Route, would be delivered at a sufficient rate and suitable timescale to meet the minimum numerical development

requirements for the town, including with reference to the five year housing land supply required by national policy?

The housing delivery data, including the trajectory for Newquay, is set out in Appendix 4 of the Council's response to the inspectors questions INSP.S6 - set out in the Council response CC.S4 and detailed in CC.S4.4. This shows that whilst the proposed allocations are not expected to come forward until 2022, there are significant planning permissions in place and these are already being developed, helping to fund the infrastructure required to allow the sites to be developed fully within the plan period. This will also allow for delivery of sufficient housing in advance of the infrastructure being provided for the delivery of the proposed sites allocations.

The main infrastructure requirement for the delivery of the Nansledan masterplan sites (NQ-H1, H2 and M2) and other larger housing schemes is the Newquay Strategic Route (NSR), which as well as unlocking the site's full growth potential will also enable the closure of the existing level crossings at Chapel and Tren creek. Some land has already been acquired and negotiations with the main land owners and key delivery partners are advanced. Network Rail supports the transport strategy for Newquay and work is underway to secure the necessary licences and approvals to allow the construction of the railway bridge that will complete the missing section of the NSR. This will then allow the early delivery of the site at Chapel Gover (800 dwellings) that is currently subject to Resolution to Approve (subject to the completion of a S.106 agreement) as well as allowing NQ-H2 to come forward earlier.

The connection between the constructed section of road to the south of the railway and the section being built concurrent with existing permissions at Nansledan will contain the two bridging structures required to enable the link and the western arm of the road. The NSR scheme is included in the Council's four year Investment Plan which received commitment by Council in November 2017 and Cabinet is due to agree spend for the detailed programme in May 2018. Detailed design work is already funded and will be completed in late 2018. With funding commitment granted in May 2018 the NSR could be completed during 2021.

The Council is currently working with the NHS and the GP practices within the town to improve healthcare provision. Free school provision on the site is at an advanced stage of discussion.

- h. How will the CSADPD allocations for Newquay interact with economic development planned for Newquay Aerohub?

The proposed allocations for Newquay complement the Newquay Aerohub Enterprise Zone, both in providing significant new housing in relation to its

development and in helping to secure highway improvements between Newquay and the Airport.

Cornwall Newquay airport is part of an Enterprise Zone with Goonhilly and an important part of the promotion of the mid Cornwall growth area stretching from St Austell across to the clay villages (where there are particular issues of deprivation) up to Newquay. Whilst there are other strategies that focus on local economies, the important issue is linking the economic opportunities of these places. These are strategic projects with importance for the whole of Cornwall and cannot be looked at in isolation.

Whilst there is complementarity in employment between Newquay and the Enterprise Zone, due to the specialist nature of the anticipated occupants of the Enterprise Zone, local jobs are more likely to be generated in the local supply chain, which can be serviced using employment provision being made through existing consents and space being provided as part of the allocations process creating workspace for existing and prospective residents of Newquay. There will be issues about local people being able to immediately access 'niche' jobs which may be made available at the airport because of skills deficit, but these will and are being tackled in time as part of the economic and skills strategy for Cornwall.

- i. Are figures NQ1, NQ2 and NQ3 consistent with the Newquay Growth Area Masterplan?

There are acknowledged to be minor differences in the site areas for NQ- H1 and NQ-H2 and those shown attached to the Duchy of Cornwall representation. This has now been resolved through amendments to the site allocation areas for NQ-H1 and NQ-H2 attached to the schedule of modifications.