

Development related to the 'Eden' Effect

Executive Summary

The purpose of publishing these guidelines is to provide a framework against which future planning applications received as a result of the 'Eden' effect can be considered, particularly where they create a challenge for the adopted development plan framework.

Restormel Borough Council will use this as a robust framework in which to assess any planning applications for development in the St. Austell area not already proposed or allocated in the Local Plan and outside the established development envelopes.

The findings and policy recommendations in this document will be fed into the ongoing review of the Local Plan, with Issues Papers due to be published in March 2003.

1. Introduction

- 1.1 The Local Planning Authority has two main and sometimes conflicting planning objectives in relation to the development of The Eden Project. Firstly they have the responsibility to follow the guidelines of sustainable development as set out in national guidance and to afford reasonable protection to residents living close to the Project or the main approach roads to it.
- 1.2 Secondly they wish to see the tourism and employment potential of the area succeed in accordance with balanced policies and to give support to the planned development of The Eden Project as the major attraction in the area, which has undoubtedly brought wealth, employment and favourable publicity to Restormel.
- 1.3 The Council has to take a balanced view of all planning applications to safeguard the amenities of the local community. Every application is, therefore, decided on its merits but within the framework of existing national and local policies (see Appendix A). However, the Local Plan while mentioning The Eden Project does not deal with some of the issues the development has raised.
- 1.4 Policies for development related to the Eden Project on the following issues are contained within these guidelines:
 - Employment
 - Transport
 - Park & Ride
 - Holiday Accommodation & Conference Centre
- 1.5 However, these guidelines can only provide a very broad outline of the relevant factors taken into account and applicants are advised to seek the

opinion of the Planning Department at Penwinnick Road, St Austell, PL25 5DR. Telephone 01726 223460.

- 1.6 Planning applications will normally take up to 8 weeks or more to be decided by the Council.

2. Purpose

- 2.1 The opening of the Eden Project has had a massive impact on the surrounding area both in terms of economic benefit, increased pressure on the transport infrastructure, the impact on the environment and demand for tourist accommodation, and other land use issues.
- 2.2 This paper sets out the issues in relation to the policy framework set out in both National and Regional Guidance. It is to be used in conjunction with the Local Plan, which was adopted on 31st October 2001.
- 2.3 Restormel Borough Council will use this as a robust framework in which to assess any planning applications for development in the St. Austell area not already proposed or allocated in the Local Plan and outside the established development envelopes.
- 2.4 The findings and policy recommendations in this document will feed into the ongoing review of the Local Plan, with Issues Papers due to be published in March 2003.

3. History

- 3.1 The Eden Project was the brainchild of Tim Smit, already famous for his involvement in the restoration of Heligan Gardens. Following his initial idea in 1994 a key project team was put together in 1995 with Nicholas Grimshaw as architects. With a pump priming 'no strings attached' grant in the early days from Restormel Borough Council the project was successful in being selected as a major Millennium Commission scheme with the award of a £40 million pound grant towards a total cost of £89 million.
- 3.2 Located in a reclaimed china clay quarry at Bodelva near St. Austell, the site covers an area of 15ha. The centrepiece of the project is two linked climate-controlled biomes containing humid tropic and warm temperate habitats. The largest of these is 200 metres long 100 metres wide and 47 metres in height – the largest greenhouse in the world.
- 3.3 Exceptional projects of national importance, such as the Eden project cannot be anticipated in advance by Local Plans and the planning permission was considered as an exception to normal policies. The Eden Project does however seek to promote the same sustainable development objectives that form a key theme in the Restormel Local Plan.
- 3.4 The Eden Project will be an important catalyst for the regeneration of the borough by providing major environmental, educational and employment opportunities, by March 2002 visitors had exceeded 1.97 million, this guidance is produced to take advantage of these.
- 3.5 In order to enhance the current attraction and add a range of facilities and activities on or around the site the Project have proposals under consideration

for a '5-Year Plan' which highlights the quality of design and new investment of over £100 million and includes:

- Possibly removing all visitor car and coach parking, retail and ticketing facilities off-site through creation of a new visitor reception facility off site;
- Enhancing and reinforcing Eden's 'message and mission' through a variety of projects focused on a third biome (dry tropics), sustainable energy, education, communications and transport;
- Providing covered access for visitors to all facilities;
- Providing additional 'mechanical' means of access to and from the pit;
- Improving facilities for all staff, including construction of a centralised 'Institute' Building with space for future expansion;
- Provide serviced land at Bodelva for 'Premium Developments' to include
 - Institute buildings
 - Additional educational buildings
 - Hotels
 - Meeting house
 - Public house
 - Combined Universities for Cornwall faculty facilities (Potential)
 - International organisations (Potential)

4. Employment Sites

4.1 The Restormel Local Plan identifies three types of key employment locations: employment sites, which are new locations to accommodate development, regeneration sites where improvements or redevelopment on existing employment sites have been identified and the key employment sites that have a capacity for development within the existing boundary.

4.2 The Borough Council undertook a survey in April 2001 of all industrial estates, rural workshops, land with planning permission and land identified in the Local Plan for employment uses.

4.3 The survey's key findings were:

- The average rate of development of employment land in the Borough has been 2.1 hectares per year since 1991.
- In the 12 months between April 2000 and 2001 only 0.04 hectares of new development for employment uses was completed. This is well below the average of 2.36 hectares built per year between the Local Plan base date of 1991 and 2000.
- There have been over 21 hectares of land developed since 1991 of which 15 hectares were located in Central Restormel, while less than 6 hectares of development took place in the St Austell area.

- Over 85% of land available for employment in the Borough suffer from some form of constraint to development, in the form of geographic, site contamination, ownership or restricted planning permission.

(Restormel Borough Council, 2001)

- 4.4 A further study was undertaken to assess the amount of demand and supply of Industrial sites in Cornwall, that concluded that 'St Austell. has demand for a full range of industrial property and subject to land being made available, the private sector may undertake some speculative development. The profile of the population, presence of a large College of Further Education and possible spin off from the Eden Project combine to create market conditions as good as those in Falmouth' (Charterwood Chartered Surveyors, 2000).
- 4.5 The report goes on to suggest that the economic development of St Austell is being severely hampered by the inadequate provision of serviced industrial land. The assessment of demand is always difficult to measure, the Charterwood report arguing that supply creates demand. The amount of supply in Restormel is high with over 69 hectares either with planning permission or allocated in the Local Plan, however the major factor affecting this land from being development are the constraints found there.
- 4.6 Further research has been undertaken by Atlantic Consultants, who were commissioned by Cornwall County Council and Restormel Borough Council to deal with the social and regeneration aspects of a possible upgrade of the A391 along with planning justification for several potential developments that are outside current planning policies.
- 4.7 This research has shown that developers and end-users are most likely to seek sites, which provide a combination of advantages including:
- Definite planning commitment
 - Availability of all necessary services/utilities
 - Good or direct access to strategic road network
 - Easy access for labour force, suppliers and customers (by road, rail and public transport)
 - Flat, regular shaped site
 - Site size able to accommodate a cluster of similar uses/types of premises, sharing services and site development costs (developers prefer sites of at least 5ha, generally, and 10ha is a useful target size)
 - Attractive profile of the site (e.g. good quality buildings, visibility from road, with attractive landscaping)
 - Availability of public transport for employees
 - Availability of facilities and services for employees on site (e.g. café, shop)

(Atlantic Consultants, 2001)

- 4.8 The conclusions of the Atlantic Consultants report recommend that there should be at least 20 hectares of land for employment in the pipeline at any one time, and that this land should be free from constraints.
- 4.9 In the St Austell area it is recommended, that employment land be located close to the strategic road network and as close as possible to the centre of St. Austell. 'Making sites close to the A391 as far north as Carluddon Down or close to the 'North East Distributor Road' as a priority' (Atlantic Consultants, 2001).
- 4.10 Of the existing available sites Drinnick at Nanpean is not considered viable for strategic employment development, while the Pentewan Road Laboratory and South of Penwinnick Road/Truro Road site are the only site in the St Austell Area that represent an important and viable opportunity for commercial development.
- 4.11 The Council received an outline planning application in April 2002 for the expansion of the business park at Pentewan Road which includes an additional 1500m² unit, this was granted subject to a Section 106 Agreement being drawn up.
- 4.12 The site at Westhall Park, Par Road, St Austell, which covers an area of 2.5ha and was previously used as a lorry park for ECC has been granted outline planning permission for industrial units (Classes B1, B2 and B8). Subject to the applicant entering into a legal agreement with the Council to provide a financial contribution towards off site highway works.
- 4.13 This current semi-derelict site is allocated as an area for industrial upgrading in the Local Plan.
- 4.14 The Local Plan has allocated a greenfield site to the north of St. Austell and adjacent the north eastern distributor road at Carclaze Downs for employment use and a Development Brief prepared.
- 4.15 This site was included in the Local Plan after the Inspector recommended that further sites in St Austell were needed because of a possibility of a difficulty in releasing allocated sites. An application for a 100 bed hotel, together with a business park providing office style accommodation was submitted in December 2002.
- 4.17 The report by Atlantic Consultants concludes by suggesting that further sites be allocated in the Local Plan Review.
- 4.18 The 'St Austell Bay Redevelopment Action Plan – A Strategy to 2022' was commissioned by Restormel Regeneration Partnership. It highlights that new sites to accommodate tourism, employment and Eden related development should be located in sub areas 'creating a legible network of routes, hubs and local centres – a radial network supporting and releasing pressure from the Town Centre, to make it more accessible by a variety of means' (Scott Wilson, 2002).
- 4.19 The lack of sites in the St Austell area is backed up by ongoing work currently being undertaken by the Regional Development Agency and Cornwall

Enterprise on a sub-regional strategy for employment for Cornwall and the Isles of Scilly. The draft report states that 'the town of St Austell has an acute shortage of development land that has remained unresolved for over a decade' (Regional Development Agency, 2002).

- 4.20 The pressure for any additional sites will have to be reconsidered during the review of the Local Plan. Especially in the light of the site at Westhaul and Pentewan Road Labs benefiting from planning permission.
- 4.21 The Council will consult on the location of additional land for employment in the Local Plan Review issues paper to be in March 2003.
- 4.22 Any planning applications submitted for employment land in advance of their consideration as part of the review of the Local Plan will be treated as departures to the Local Plan and considered in the context of the Local Plan Policy 1 and in other relevant policies in this interim policy statement.
- 4.23 There is always the problem of balance between the protection of land of environmental quality and ensuring that St. Austell has a strong and sustainable economy and as such any development should seek to achieve the following objectives.
- To promote a sustainable, thriving and diverse economy.
 - To provide for new employment in locations accessible to the workforce.
 - To provide a wide choice of sites and premises for business and in a high quality environment.
 - To support the further development of existing businesses in the Borough.
 - To ensure infrastructure is provided to enable business development to take place.
 - To support the rural economy.
 - To ensure that new developments are sensitive to the character of the countryside.
 - To ensure that where possible new developments are accessible by a variety of forms of transport.
- 4.24 Land in industrial use (Use classes B1, B2 and B8) or allocated for industrial purposes should not be released for other uses unless the site has been assessed and found to be unsuitable for modern employment needs.
- 4.25 The adopted Cornwall Structure Plan seeks to see industrial, commercial or business development should be located mainly within or well integrated with the existing built-up areas of towns. The emerging Deposit Draft reaffirms the requirement for sites to be accessible by all modes of transport and highlights the need for employment land to be retained and alternative uses to be considered only where development is no longer likely to be appropriate or feasible.

- 4.26 The retention of key employment sites within the Borough are dealt with in **Policy 53** of the adopted local plan which states:

Proposals for the redevelopment, upgrading or improvement of the existing key business, industrial and warehousing estates, sites and buildings identified on the proposals map will be permitted providing that:

- (a) The new uses are primarily employment uses.**
 - (b) The proposal will not harm the living environment of any surrounding residents.**
 - (c) The proposals do not conflict with policies for shopping development.**
- 4.27 Existing sites should be assessed to determine whether they are suitable for modern industrial purposes. Reference should be made to the location of site; quality of buildings; site layout; accessibility; proximity to trunk routes; other uses in the neighbourhood; cost of demolition or refurbishment set against its future value for employment uses; and, the length of time the site has been vacant and the efforts made to market the site in ways to attract different types of employment uses. Only then should proposals on unidentified sites be considered.
- 4.28 The Supplementary Planning Guidance shall be read in conjunction with the Development Plan Policies related to the type of development proposed for new business and industrial uses this consists of Policies 1 and 2 (Plan Strategy – sustainable development and benefits), Policy 3 (Development Envelopes), Policy 6 (Development and Design Principles), Policy 51 (General Policies) and Policy 53 (Retention of Key Employment Sites).

Interim Policy 1 New business and industrial uses on unidentified sites

Planning permission will only be granted for new business and industrial uses (use Classes B1 and B2) on unidentified sites outside the main towns provided that:

- a. there is demonstrable need for such a use, given the availability of existing land or premises, outstanding consents or other available sites within the development envelopes of towns;**
- b. the site is readily accessible by public transport and provides opportunities for walking and cycling;**
- c. the development would not result in the loss of public open space;**
- d. the development will not have an unacceptable environmental impact because of increased traffic and noise;**
- e. the development will not be detrimental to the amenities of occupiers of nearby properties or the general character, or the nature conservation value of the area;**

- f. there is adequate landscaped amenity open space.**
- g. developers will be required to show that a specific location is required for the development if it would not normally be acceptable**

- 4.28 The Government is committed to preferring the development of land within urban areas, particularly on previously developed sites, provided that this creates or maintains a good living environment, before considering the development of greenfield sites.
- 4.29 PPG 1 General Policy and Principles states 'where development is proposed on land adjoining urban areas, its impact on its surroundings and nearby land uses should be considered carefully. In seeking to retain and promote beneficial use of such land, local authorities should have the aims of securing environmental improvement, reducing conflicts between neighbouring land uses and, where appropriate, improving public access'.
- 4.30 It is important that planning policies with primarily economic priorities should provide for choice, flexibility and competition. Otherwise the market is unlikely to work efficiently.

5. Economy

- 5.1 The DETR 1998 Index of Local Deprivation is the standard assessment of the geography of deprivation in England. This has Restormel ranked as the 115th most deprived district in England (out of 354) and the third worst in Cornwall.
- 5.2 Further research has highlighted a number of situations that show the extent of the problems faced in Cornwall. For example 'not only are mean earnings amongst the lowest of all English Districts, but inequality of income distribution is particularly high in Carrick, Kerrier, Penwith and Restormel, indicating particularly low incomes for the worst off' (SAUS, 1995).
- 5.3 Work undertaken by the Objective One Partnership for Cornwall has highlighted other factors which distort the DETR index and give a better overall position than is the case, such as:
 - High levels of car ownership reflect the need for transport in rural areas, rather than affluent lifestyles. The use of car ownership as an affluence indicator does not take into account the age of the vehicle;
 - High educational attainment (up to GCSE level) reflects local talent but does not ensure appropriate employment in an area of poor job opportunities;
 - Employment statistics mask the heavy dependence on part-time and seasonal employment in tourism and other seasonal industries that leave many people on low income.

(Objective One, 2000)

- 5.4 A report by Geoff Broom Associates on the Economic Impact of the Eden Project published in February 2002 highlights the impact that the attraction

has had on the local economy. Over 1.7 million people visited between March and November 2001 of which 70% (1.1 million) stayed in holiday accommodation, and 'of those on holiday 49% said they were influenced by Eden to come to the area' (Geoff Broom Associates, 2002).

- 5.5 To put this into a national perspective the Eden Project had the 3rd highest visitor numbers of any paid for attractions in the UK between April and September 2002 behind The London Eye and Alton Towers.
- 5.6 This had a resulting impact on the economy from the first full year of operation was '£155 million' (Geoff Broom Associates, 2002) while holidaymakers making trips to the Eden Project stayed a total of 7.5 million nights in holiday accommodation.
- 5.7 At the time of the publication of the Geoff Broom Associates report a total of 435 employees were currently on the Eden files of which 77% lived in the St. Austell area, while the total expenditure on the purchase of supplies and services for the operation of the Eden Project, i.e. excluding any capital investment on the site, amounted to £6.7 million. During the height of the summer season of 2002, some 670 people were working at The Eden Project.
- 5.8 A fundamental objective of the Borough Council is to maintain and promote a strong local economy in an attractive local environment and to provide sufficient land and opportunities for new investors and existing businesses.

6. Transport issues

- 6.1 The County Council has been looking at options for improving the A391 link between Bodmin and St Austell. Mott MacDonald has produced a study, published in February 2002 on the impact and reasons for why improvement is necessary.
- 6.2 The existing A391 and B3374 provide the main, but poor access to and from the trunk road network. Congestion occurs within the villages of Bugle, Stenalees and Penwithick, particularly as a result of the traffic signals in Bugle, and an increase in tourist traffic.
- 6.3 A consultation document on the road improvement highlighted that 'the local economy is served by the A391 and supports about 22,000 jobs, and that an improved link would contribute to attracting further investment and generate new jobs' (Cornwall County Council, 2002).
- 6.4 The problems of the transport network in and around St. Austell and the Eden Project will not be solved solely by the creation of the link between the A391 and the A30.
- 6.5 During the summer months routes from the south and west and through St. Austell are often gridlocked. With the upcoming regeneration of the town centre thought needs to be given to what possible high speed links could be developed between the sites that would create a successful integrated transport system.
- 6.6 Proposals for new development will need to show a neutral impact on traffic flows generated on all public roads within ten miles of the project. In practice,

this means ensuring that measures are in place to ensure all visitor growth is via increases in access to the site by non-car means.

6.7 This should be dealt with through Policy 80 of the adopted Local Plan.

7. Accessibility and reducing the need for travel.

7.1 Most tourists who visit Cornwall arrive by car and rely on its use throughout their stay.

7.2 Due to its location The Eden Project also primarily attracts car users and there is the need to increase the choice of means of public transport available to visitors and to promote the options for walking and cycling.

7.3 Of all visitors, currently '17% come by bus, virtually none on foot and cycle' (Sustrans, 2001) and the Project have set themselves the target of achieving 20% of visitors arriving by other means than the car.

7.4 There are currently three footpaths that serve the Project and that are free from traffic, these come from Carluddon/Trethurgy, St. Blazey Gate and Bethel on the east of St. Austell.

7.5 The Sustrans report found that these routes were not signposted as routes to Eden and that cycling routes are poor.

7.6 A more positive approach is recommended with the creation of high quality routes, which are promoted as the best way of travelling to Eden.

The proposed routes are:

- St. Austell Station, via Wheal Martyn, Great Carclaze and Trethurgy – 5.3 miles
- Luxulyan Station via Saints Way to Eden – 2.7 miles
- Par Station via St. Blazey – 2.2 miles
- The Coastal Path from Carlyon Bay via Tregrehan, with a link to St. Austell via Cuddra Plantation, and a link to St. Blazey Gate – 2.0 miles
- St Austell (Bethel) via a largely level route following the edge of the historic leat – 1.8 miles

(Sustrans, 2001)

7.7 There have been ongoing discussions between Eden and various public and voluntary organisations looking at developing a network of new and existing green routes and appropriate rewards and incentives such as reduced entry prices for cyclists, (which is already in operation) and walkers aimed at encouraging and sustaining this change.

7.8 Measures to provide, improve and extend facilities for pedestrians and cyclists should be encouraged. These measures include providing safe, convenient and attractive routes and must be designed to take account of the

needs of the mobility impaired. Wherever possible the opportunity should be taken to join, upgrade and extend existing networks.

- 7.8 Development will not be permitted if it would result in the loss of any existing or proposed footpath or cycleway, or would substantially reduce the convenience or attractiveness of such public access routes, unless an equally or more convenient and attractive route is to be provided.
- 7.9 Any new cycle route should be sympathetic to the existing character of the area.
- 7.10 The Supplementary Planning Guidance shall be read in conjunction with the Development Plan Policies related to the type of development proposed for traffic management, this consists of Policies 1 and 2 (Plan Strategy – sustainable development and benefits), Policy 46 (Access to the countryside), Policy 80 (Traffic safety), Policy 92 (Informal open space) and Policy 93 (New informal open space and recreation links).

Interim Policy 2 Traffic Management

The Council will support traffic management and infrastructure projects which can be demonstrated to increase the proportion of visitors using non car access to the Eden Project as well as other employment, residential, tourism, recreation and transport hubs within the Borough. Such measures might include measures not directly related to land use planning. Examples could be:

- **Green travel entry subsidy**
- **Fly/taxi/bus links**
- **Train/bus links**
- **Innovative transit proposals**
- **Park and ride**
- **Car sharing initiatives**

8. Park and Ride

- 8.1 Park and Ride facilities offer opportunities to reduce congestion by removing cars from the road whilst transporting people into the site. If a park and ride car park is to be located in Restormel to serve the Eden Project, the Council will need to be satisfied that its final siting is appropriate and will not be unduly prominent in the landscape.
- 8.2 The Supplementary Planning Guidance shall be read in conjunction with the Development Plan Policies related to the type of development proposed for park and ride this consists of Policies 1 and 2 (Plan Strategy – sustainable development and benefits), Policy 6 (Development and Design Principles), Policy 80 (Traffic safety) and Policy 82 (Promotion and support for public transport).

Interim Policy 3 Park and Ride

The Council will support the provision of park and ride facilities, including innovative transit proposals, to serve the Eden Project and other key tourist destinations where their location and design will:

- **Maintain and improve accessibility for all sectors of the community.**
- **Reduce the environmental impact of the private car on the local community.**

In all instances proposals will need to be sympathetic towards nature conservation and landscape value. The benefits of proposals which can provide complementary access to St Austell town centre will be taken into account of during the decision making process.

9. Hotels and Conference Centre

- 9.1 Since the development of The Eden Project to the east of St. Austell and it's immediate success in visitor numbers there have been a number of planning applications for major hotel development.
- 9.2 This rise in the tourism market will have a major impact on the economy of neighbouring towns and villages. Therefore it is important that any development is located in the right place.
- 9.3 Acceptability of all hotel proposals will be subject to normal development control criteria, in particular location, scale, impact on surroundings, access and car parking and overall environmental implications.
- 9.4 The Council is keen to ensure that new tourist accommodation is directed toward the most sustainable locations particularly locations in, or well integrated with town and villages. The only exception to this will apply in respect of the use of existing buildings in the open countryside and particularly as related to small-scale farm and rural diversification.
- 9.5 Conference facilities currently found in Cornwall are located mainly within the existing hotel stock. Information shows that 'only 5% of conferences and events are held in purpose built conference venues with the majority of conferences, 62%, held in urban or airport hotels' (Dames & Moore, 2002).
- 9.6 There are several problems that will effect the success of any purpose built conference facility within the county such as the periphery of the county, the transport infrastructure and the low population and business densities.
- 9.7 Within Restormel the main concentration of conference facilities can be found in the hotels in Newquay or St. Austell.
- 9.8 A report on developing options for conferencing in Cornwall produced for the South West Regional Development Agency in January 2002 found that linking a purpose built facility with the Eden Project was unlikely justified in the short term.

The report's key recommendations were:

Short Term:-

- No justification for the construction of a purpose built conference and events venue.
- Support and encouragement should be given for the development and upgrading of the transport infrastructure.
- Funding to be made available to establish a dedicated conference officer to co-ordinate the sector.
- Encouragement for modernisation schemes planned by individual facilities.

Medium to Long Term:-

- Continued development of the transport infrastructure and modernisation of existing hotel stock.
- Conferencing could be developed at or near the Eden Project, however, this should be visualised as a medium to long term option.
- Once the Eden Project have developed a strong, leading and established position in the educational and academic field, this may constitute a major opportunity for conferencing business.
- It is important to assess visitor number trends over a number of years to obtain a realistic view of its potential long term to aid the future assessment of the feasibility of a purpose built conference centre.

(Dames & Moore, 2002)

- 9.9 At present it is not proposed to allocate a site for a major Conference Hall facility, although a town centre venue would be the most appropriate in terms of access to other facilities (and so input to the local economy) and in view of sustainability concerns. It is considered that, at the present time, the market for such a venue is still relatively ill defined.
- 9.10 The adopted Cornwall Structure Plan seeks to see new development for visitor accommodation should be located mainly within or well integrated with the existing built-up areas of towns. The emerging Deposit Draft reaffirms this approach to tourism development.
- 9.11 The Supplementary Planning Guidance shall be read in conjunction with the Development Plan Policies related to the type of development proposed for new Tourist, Holiday and Business Accommodation and Conference Facilities this consists of Policies 1 and 2 (Plan Strategy – sustainable development and benefits), Policy 3 (Development Envelopes) and Policy 6 (Development and Design Principles).

Interim Policy 4 Proposals for Tourist, Holiday and Business Accommodation and Conference Facilities

Proposals for hotel development, conference facilities, large scale tourist accommodation and upgrading of existing holiday accommodation should be located within the major towns and villages

outside these they will only be permitted provided the following are met in full:

- **The scale, level and intensity of development are compatible with the character of the surrounding area, including adjoining and nearby settlements.**
- **The proposal does not harm the amenities enjoyed by the occupiers of neighbouring properties.**
- **On site servicing and parking facilities are provided commensurate with the level and intensity of the proposed use.**
- **The site is readily accessible by public transport and provides opportunities for walking and cycling and will not impair road safety or the free flow of traffic.**
- **Developers will be required to show that a specific location is required for the development if it would not normally be acceptable**

Priority will be given to proposals, which support regeneration initiatives in the town centres of St. Austell and Newquay. Proposals outside of development envelopes will only be permitted where there are no alternatives within the built up area.

10. Sustainable Development

- 10.1 'Sustainable Development' is a key principle, which now underpins national planning policy. The concept of sustainability originated from the concern to minimise the long-term damage to the environment and resources caused by present day activities and development.
- 10.2 The Sustainability Checklist is a quick way to evaluate the environmental and community benefits arising from proposed property development, and to identify any negative economic, social and environmental impacts.
- 10.3 This checklist is based on work undertaken by the Planning Policy Team of the London Borough of Ealing and resulted in the publication of a 'Sustainability Checklist', which was published in June 2000. A guide to completing this can be found in Appendix B.
- 10.4 The checklist covers ten aspects of sustainability and will be used to assess planning applications
- Land Use and Location
 - Transport
 - Energy
 - Waste
 - Community Development
 - Biodiversity/Open Environment
 - Built Environment
 - Pollution
 - Human Activity

- Significance

Each of these aspects of development can score between 0-10 points and consequently the maximum score is 100 points. Projects, which exceed 50, are deemed to be broadly sustainable.

The sustainability score is not a direct indication of whether a proposal will be approved or refused, but may highlight serious shortcomings in an application.

This checklist will become useful for developers appraising the sustainability of future applications.

11. Future Action

- 11.1 The Local Planning Authority is aware of the need to respond flexibly to innovation and change in the tourism sector. Much of the success of the policies set out in this document will depend upon the owners continuing and developing policies that respect their environment and for the needs of their neighbours.
- 11.2 This Supplementary Planning Guidance is consistent with national and regional planning guidance, as well as the policies set out in the adopted development plan. It is clearly cross-referenced to the relevant plan policy, which it supplements.
- 11.3 While only the policies in the development plan can have the status that Section 54a of the 1990 Act provides in deciding planning applications, SPG may be taken into account as a material consideration. The Secretary of State will give substantial weight in making decisions on matters that come before him to SPG which derives out of and is consistent with the development plan, and has been prepared in the proper manner.
- 11.4 Supplementary Planning Guidance will be given more weight as a material consideration in the development control context if it is prepared in consultation with the public, and is adopted by council resolution.
- 11.5 The Full Council adopted this Supplementary Planning Guidance on 24th March 2003.

Appendix A

National Policy Context:

PPG1 General Policy and Principles – February 1997

The Government's general approach to planning is set out in PPG1, which was last revised in February 1997. The Guidance is strongly founded on the principles of sustainable development.

PPG 7 The Countryside and Rural Economy – February 1997

Rural tourism makes a major and growing contribution to rural economic activity and the rural labour market. It needs to develop in a way, which draws on the character of the countryside and does not destroy the very asset on which its popularity depends.

PPG 11 Regional Planning – October 2000

As with major retail development it is for the RPB, working with other stakeholders, to determine what is 'major' having regard to regional or sub-regional as opposed to more local importance. The need for such major new leisure and entertainment will have to be carefully examined and tested against sustainability objectives.

PPG13 Transport – March 2001

Land use planning has a key role in delivering the Government's integrated transport strategy. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling. Consistent application of these planning policies will help to reduce some of the need for car journeys and enable people to make sustainable transport choices.

PPG 21 Tourism – November 1992

Annex A of PPG21 deals with hotels and highlights that major hotel proposals such as those with conference and banqueting facilities are generally more appropriate in areas allocated in plans for commercial or leisure purposes. The choice of the most suitable siting of a hotel from a commercial standpoint is important but it may be outweighed by other planning considerations, particularly in designated areas of national importance.

Regional Policy Context:

Regional Planning Guidance for the South West (RPG10) – September 2001:

The RPG recognises the importance of tourism to the South West economy, and encourages local authorities to promote and encourage sustainable tourism.

Policy TCS 1

Improving the quality and range of attractions and accommodation in the region, especially those which promote the special cultural, heritage and countryside features of the region, compliment or enhance the local environment and are of a

scale appropriate to the location and setting of the area and support regeneration initiatives in coastal resorts, market towns and larger urban areas.

Policy TRAN 7 The Rural Areas

Local authorities, transport operators and other agencies should work together to encourage more sustainable travel choices and reduce travel distances in rural areas.

Policy TRAN 10: Walking, Cycling and Public Transport

Local authorities, transport operators and other agencies should have regard to the sustainable transport hierarchy, giving priority to walking, cycling and public transport.

They should aim to increase the share of total by these modes and ensure that they provide attractive and reliable alternatives to the private car.

Appendix B

Guidance on completing the SUSTAINABILITY checklist for Planning applications and projects.

General Points

Completing the checklist should be quite a quick exercise. The checklist comprises ten aspects of sustainability:

- | | |
|--------------------------|----------------------------------|
| 1. Land Use and Location | 6. Biodiversity/Open Environment |
| 2. Transport | 7. Built Environment |
| 3. Energy | 8. Pollution |
| 4. Waste | 9. Human Activity |
| 5. Community development | 10 Significance |

For each of these aspects of sustainability, there are a number of questions with multiple choice answers. You need to ask yourself, 'does my project *provide* or otherwise *affect* this matter?' There is a choice of three answers for each question, and these score 0,1 or 2 points. The possible answers are indicated in Italics. All you have to do is circle the appropriate answers (one answer per row), enter the scores in the score column, and then tot up the scores.

You will find that questions are largely matter of fact, and so the answers should be easy to provide.

In most sections of the check list, the fifth and last question deals with 'other' matters, i.e. 'is there any other way in which my project affects this aspect of sustainability?' If the project has no other implications, circle 'not applicable, and score 1. If there are 'other consequences, you should state what they are, and indicate whether they amount to a 'problem' (score 0), or a benefit (score 2).

Land uses and Location

This aspect of sustainability awards a score to the proposed land use, provided that it is in the 'right place' i.e. it does not conflict within the area policies in the Plan for the Environment. For example, a mixed-use renovation with ground floor retail use in a designated shopping frontage would be in the right place, but a residential development in the middle of a Major Employment Location would not be.

Development which is not in the right place is likely to be refused planning permission as a departure from the development plan, irrespective of how it score on other sustainability indicators. If the proposal is 'not in the right place', the score should be asterisked (0*). The asterisk is carried forward to the total.

Note that single use developments will not score as highly as mixed use ones, which are in the right place.

As distinct from all other aspects as sustainability, this section does not have an 'other' category. This is because all land uses should be classified in one of the five categories offered.

An extra point is available if the proposed land use is near public transport i.e. a bus stop or station. In all cases except for leisure with open space, the proposal must also be near 'complimentary uses' if it is to score the extra point. This means uses which might be visited during a trip to the proposed land use. For example, the complementary uses for a proposed shops, community uses and primary schools.

Transport

This aspect of sustainability provides a measure of the developments accessibility by modes other than the car. A score of 1 is available if 'better facilities' are planned than existed before. This could mean a new bus stop within the site or covered cycle parking and showers for example. To get to the point, there must also be 'better links' to the public transport, pedestrian or cycle routes. Two points are awarded in each case, if the developer is [proposing to invest in the network so that the capacity or quality of the non-car modes of transport is improved.

A score for 'parking provision' depends on not providing an excess of parking spaces. A score of two points is available if the developer provides a 'green travel plan', indicating how the anticipated trips to and from the development can be accommodated, and maximising the use of non-car modes.

A score of two is available for the use of insulation and double glazing, for a layout which minimises wind chill, for a layout which maximises sunlight for the use of photovoltaic panels.

'Other' forms of sustainable energy use might include low energy vehicles used within the development, combined heat and power, or other means of renewable energy. Installations in for the generation of renewable energy would merit a score of 2 in this category.

Waste

Scores are awarded for good waste management. A distinction is drawn between facilities (for recycling and composting) which merit a score of 1, and an undertaking of these facilities through the life of this project, which scores 2. There is also a consideration of building materials used in creating the development, with scores for recycled and used materials from local demolition sites – e.g. hardcore recycled from crushed material, and bricks salvaged for refuse.

The repair and reuse of products is also regarded positively – e.g. repair workshops, and second hand workshops of various types.

Again, there is scope for recognition of 'other' waste management initiatives. A score of 2 can be awarded for the development of installations for generating energy from waste.

Community development

Recognition is awarded to development which is designed with community safety and access for all in mind, and which provides gardens or other space for food growing. These are all necessary aspects of a sustainable community. Community involvement in the process is also an important factor.

A score of 1 is available to projects, which have been designed in consultation with the council on community safety. A score of 2 is awarded if the project shows evidence of creating a safer environment.

Similarly a score of 1 is available to projects which have been designed in consultation with the council. A project, which shows evidence of creating a more accessible Restormel, will score 2.

A developer can score 1 if s/he has sought consent of majority of local community in formulating the project. A score of 2 is awarded if the project originated from a local voluntary initiative.

'Other' elements of community development can be valued too- including the location of the project where it is particularly needed by the community – e.g. development in a community regeneration area, the provision of parks nature conservation area or leisure facilities in an area where such facilities are lacking.

Biodiversity and Open Environment

This aspect of sustainability values the protection and enhancement of the natural environment. It distinguishes between green space per se (which can include sports grounds and manicured verges), and then space, which includes land, devoted to nature conservation, gardening or landscaping. A score of 1 is available if there is no loss of this land. There is a score of 2 if the green area is created or increased.

Trees are important, both tree protection and planting of new trees. A project scores 1 if at least one tree is planted or protected, and there is an extra score if more than 10 trees are planted or protected.

'Other' opportunities to improve biodiversity and open environment include enhancement initiatives such as allotment improvements, nature conservation management regimes etc. scores of 0 for 'other' biodiversity issues can arise from development which could overshadow a nature conservation area or produce pollution that could damage the local ecology.

Built environment

This section recognises the value of development on brownfield land, of renovation of existing buildings, of protecting heritage value and creating good design quality. 'Design quality' is defined in terms of layout, scale, density (including plot ratio and residential density) and materials. To score 1 the project should be consistent with the relevant policies in the Plan for the Environment, which provide optimum use of the land. A score of 2 is available if the project includes additional civic design improvements in the local area.

'Other' benefits and problems associated with the good built environment include treatment of high buildings, views archaeological interest.

Pollution

This aspect of sustainability is concerned with air, water, land and noise pollution. It considers the effects of these pollution problems on the development in question, and it also considers any pollution caused by the development. A score of 1 is available if in each case the pollution is reduced or mitigated. The development can score 2 if there are no pollution problems or, in the case of contaminated land, if the problem is eradicated and good use is made of reclaimed site.

The reference to air pollution include 'process' fumes i.e. air pollution caused by industrial processes or air conditioning, it also takes into account traffic fumes.

'Other' pollution issues can also be included. An example is light pollution.

Human activity

This aspect of sustainability recognises 'of paid employment the availability of 'goods and services' for local consumption and the involvement of local people in the management of these activities.

'Commercial' goods and services include food and other convenience and durable goods, and all types of services from cafes to concert halls. 'Social' goods and services are those which are provided through some form of state or voluntary sector intervention. This latter category may exist because some goods and services are not provided on a commercial basis e.g. public parks, libraries, or because commercial provision is too expensive for many people e.g. social housing, the health service and free education.

In some types of goods and service e.g. music, arts and drama, it may be that commercial production can only sustain a fairly limited range of choice. In this case, there is room for community – based cultural activity and state support for innovative or minority cultural activity.

The 'management' category recognises the value of local involvement with various activities in the area; for example it can highlight local business initiatives, and local community projects.

For employment, consumption and management the scores for sustainability take account of the question of social exclusion. A score of 1 is available if the activity is open to all sections of the population, as far as this is reasonable in relation to the particular activity.

'Groups' within the population include racial and ethnic minority groups, families with young children, young people, women, people over retirement age, lesbian and gay individuals, people on low income, unemployed people, homeless people, people with disabilities. Clearly the reasonableness of any barriers to participation in these activities may be open to interpretation. It is expected that people over retirement age would not have open access to paid employment, that young people may not have access to management of business, and that some people with disabilities would not have access to particular activities. A project would still score 1 in these cases, if it is as reasonable to expect.

A score of 2 is available if the project is specifically provided for one or more of the groups listed above.

'Other' activities with sustainability implication include for example, green business (if not accounted for else where), information technology initiatives, fair trading, co-operative development, unpaid work in the production (as opposed to the consumption) of community activities etc.

Significance

This aspect of sustainability is rather different from the other nine. It allows a full 10 points to be added to or subtracted from the score for the development on the basis of one significant sustainability issue. It applies if there is any obvious and important issue, which has not been valued sufficiently in the previous sections of the checklist.

There may in fact not be a major sustainability issue in which case 'not applicable' should be circled along with 'no particular significance', and the score will be 0.

However, it may be appropriate to circle one of the aspects of the sustainability listed or indeed to circle 'other' (which could be something not properly described by the items on the list, or could be a combination of more than one of these items). It is then necessary to indicate if this is a 'problem' by circling the italicised text and then to describe the problem e.g. development occurs on a site of special scientific interest.

'Significance' only allows for one score, and this can be either +10 or – 10, no more no less.

Summary

Finally, the scores for the individual aspects of sustainability should be totaled in the checklist summary.

Commentary

This sustainability checklist should be used as a guide by developers to be able to judge their applications against the kind of criteria that is at the heart of government planning policy.

SUSTAINABILITY CHECKLIST

No 1	Land Use and Location	Score0/0*	Score 1	Score 2
1.1	Shops offices, restaurants etc	<i>None, less than before, or not in the right place*</i>	<i>No less than before and in the right place</i>	<i>As 1 and <200m from complementary uses and public transport.</i>
1.2	Industry, warehousing, transport	<i>None, less than before, or not in the right place*</i>	<i>No less than before and in the right place</i>	<i>As above</i>
1.3	Residential, including hospitals and hostels etc	<i>None, less than before, or not in the right place*</i>	<i>No less than before and in the right place</i>	<i>As 1, and <400m from complementary uses and public transport.</i>
1.4	Hotels, places of assembly and leisure & non- residential institutions	<i>None, less than before, or not in the right place*</i>	<i>No less than before and in the right place</i>	<i>As 1, and <400m from complementary uses and public transport.</i>
1.5	Leisure and sports associated with open space	<i>None, less than before, or not in the right place*</i>	<i>No less than before and in the right place</i>	<i>As1, an <400m from public transport</i>

No 2	Transport	Score 0	Score 1	Score 2
2.1	Public transport	<i>No improvement</i>	<i>Better facilities and links</i>	<i>Plus improved network</i>
2.2	Walking	<i>No improvement</i>	<i>Better facilities and links</i>	<i>Plus improved network</i>
2.3	Cycling	<i>No improvement</i>	<i>Better facilities and links</i>	<i>Plus improved network</i>
2.4	Car parking provision	<i>Higher than max</i>	<i>Within range</i>	<i>Plus green travel plan</i>
2.5	Other:	<i>problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 3	Energy	Score 0	Score 1	Score 2
3.1	Building installation/ glazing	<i>None</i>	<i>No energy use</i>	<i>Installation & double glazing used</i>
3.2	Layout : minimise wind chill	<i>No</i>	<i>No energy use</i>	<i>Wind chill minimised</i>
3.3	Layout: maximises sunlight	<i>No</i>	<i>No energy use</i>	<i>Sunlight maximised</i>
3.4	Photovoltaic panels	<i>None</i>	<i>No energy use</i>	<i>Panels used</i>
3.5	Other:	<i>problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 4	Waste	Score 0	Score 1	Score 2
4.1	Recycling facilities	<i>None</i>	<i>Provided on site</i>	<i>Provided and managed</i>
4.2	Reuse and repair of products	<i>None</i>	<i>Products either re used or repaired</i>	<i>Products both reused and repaired</i>
4.3	Composting facilities	<i>None</i>	<i>Provided on site</i>	<i>Provided and managed</i>
4.4	Photovoltaic panels	<i>None</i>	<i>Some use of recycled or reused materials</i>	<i>Use of recycled and reused materials</i>
4.5	Other:	<i>problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 5	Community development	Score 0	Score 1	Score 2
5.1	Community safety	<i>Not considered</i>	<i>Discussions on Crime Prevention</i>	<i>Creating a 'safer restormel'</i>
5.2	Access for all	<i>None/reduced</i>	<i>Discussions on accessible actions</i>	<i>Creating a more 'accessible restormel'</i>
5.3	Garden space/plots	<i>None/reduced</i>	<i>retained</i>	<i>Increased</i>
5.4	Community involvement in this project	<i>None, or most against</i>	<i>Most in favour</i>	<i>Voluntary initiative and most in favour</i>
5.5	Other:	<i>problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 6	Biodiversity and Open Environment	Score 0	Score 1	Score 2
6.1	Green space	<i>None/Reduced</i>	<i>Retained</i>	<i>Created/increased</i>
6.2	Natural, garden, or landscaped area	<i>None/Reduced</i>	<i>Retained</i>	<i>Created/increased</i>
6.3	Tree protection	<i>None/reduced</i>	<i>1-10 trees protected</i>	<i>>10 trees retained</i>
6.4	Tree planting	<i>None</i>	<i>1-10 trees planted</i>	<i>>10 trees planted</i>
6.5	Other	<i>Problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 7	Built Environment	Score 0	Score 1	Score 2
7.1	Brownfield site	<i>Not brownfield</i>	<i>Brownfield</i>	<i>Brownfield with vacant & dilapidated buildings</i>
7.2	Existing building(s)	<i><75% retained</i>	<i>>75% retained</i>	<i>>75% retained and renovated</i>
7.3	Heritage value	<i>Listed building (or part) demolished</i>	<i>Not applicable or, listed building protected</i>	<i>Listed buildings or conservation area enhanced</i>
7.4	Design quality- layout, scale, density, materials	<i>Not achieved</i>	<i>Achieved on site</i>	<i>Achieved on site and in neighbourhood</i>
7.5	Other:	<i>Problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 8	Pollution	Score 0	Score 1	Score 2
8.1	Air	<i>Process/traffic fumes increased/unchecked</i>	<i>Reduce emissions and <50 car and lorry trips a day</i>	<i>No emissions & <50 car and lorry trips a day</i>
8.2	Water	<i>Emissions increased or unchecked</i>	<i>Emissions are reduced</i>	<i>No emissions</i>
8.3	Land	<i>Contaminated site not improved</i>	<i>Contamination problem managed</i>	<i>No contamination or pollutants removed</i>
8.4	Noise	<i>Noise problem caused or suffered on site</i>	<i>Noise problem reduced to a reasonable level</i>	<i>No noise problems</i>
8.5	Other	<i>Problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 9	Human activity	Score 0	Score 1	Score 2
9.1	Paid employment	<i>None or less than before</i>	<i>No less than before</i>	<i>Aimed at group(s) who are normally excluded</i>
9.2	Consumption of commercial goods/services	<i>None or less than before</i>	<i>No less than before</i>	<i>Aimed at group(s) who are normally excluded</i>
9.3	Consumption of social goods and services	<i>None or less than before</i>	<i>No less than before</i>	<i>Aimed at group(s) who are normally excluded</i>
9.4	Management of activity by local people	<i>None or less than before</i>	<i>No less than before</i>	<i>Aimed at group(s) who are normally excluded</i>
9.5	other	<i>problem</i>	<i>Not applicable</i>	<i>Benefit</i>

No 10	Significance	Score -10	Score 0	Score +10
	<i>Select one of the following :</i>	<i>Significant problems- Indicate what they are:-</i>	<i>No particular significance</i>	<i>Significant benefits- Indicate what they are:-</i>
	<i>Not applicable Land Use and Location Transport Energy Waste Community Development Biodiversity/Open Environment Built Environment Pollution Human activity Other</i>			

Appendix C

Statement of Consultation

The process of preparing the draft SPG has sought the views of a number of departments, agencies and individuals, and balancing their interests in making recommendations for the development of the area within the overall policy framework set by the development plan.

There is a wide range of potential consultees and several methods of consultation. It is important that the consultation is tailored to the requirements of the SPG and that where issues are raised through public consultation that they are properly addressed in the later stages of the briefing process.

PPG 12 emphasises that the weight accorded to SPG as a material consideration in determining a planning application will increase if it has been prepared in consultation with the public and has been the subject of a council resolution.

Choosing the relevant people and agencies to consult and the best method for obtaining their views is important. Copies of the Draft Supplementary Planning Guidance were sent to over 80 organisations and individuals including the Government Office for the South West, South West Regional Development Agency, Cornwall County Council, North Cornwall District Council, Caradon District Council, Cornwall Wildlife Trust, English Heritage, English Nature, Environment Agency, National Trust, various housebuilders, housing associations, residents associations, chambers of commerce and to all the Parish Councils.

The SPG was advertised in the Cornish Guardian, while letters were also sent to all those who have registered on the Local Plan database as wanting to be informed on future progress. Copies were also made available all the Libraries in the Borough and our offices at Penwinnick Road and Marcus Hill for comment.

A six-week consultation period was undertaken between 28th October and the 6th December 2002.

During the consultation period a Planning Policy Officer was at The Engine House in Aylmer Square one day a week in order to answer peoples comments directly.

Summary of Responses

<i>Person/ Organisation</i>	<i>Comments</i>	<i>Restormel Borough Council Response</i>
Cornwall County Council	<ul style="list-style-type: none"> The preparation of SPG is very welcome as a timely and important piece of work. There are three main policy issues that should be the focus for an additional planning framework: <ul style="list-style-type: none"> Development that would have been unlikely to come about without the Eden Project. Transport implications experienced around the project. Future expansion and diversification of the Eden Project itself. Draft SPG deals with the first two points but not the third. This should be dealt with through an interim policy or area development brief. It is vital in terms of procedure that the role of the SPG is made clear. Need to reflect the relevant policies in the Structure Plan that would be applicable to employment and tourism development. Specific comments on interim policies Policy 1 should make explicit how the Council proposes to take account of the Eden Effect in its decision making. It should also require developers to show why a location is required for the development if it would not normally be acceptable. Policy 2 should expressly include similar requirements for development within the Eden Project site. Park and Ride facilities should be located so that they can provide a service that encompasses other key tourist destinations wherever possible. As policy 1 and 4 both deal with broadly economic issues it might be briefer to combine these two policies. 	<ol style="list-style-type: none"> Any future expansion of Eden should be dealt with in the first instance through existing national, regional and local planning policies. Links with existing policies in adopted Local Plan have been emphasised. New paragraphs added to highlight relevant policies in the Structure Plan. Clause added to policies to put emphasis onto developers to prove why a particular location is required. Clause added to Policy 3 to support Park & Ride facilities encompassing other key tourist destinations. In terms of clarity it is decided not to combine Policies 1 and 4.
GUARD 2000 – Garker Unites Against Rash Development	<ul style="list-style-type: none"> Atlantic Consultants report is inaccurate, incorrect, misleading and 18 months out of date. Issues of accommodation, mechanical transport and light industrial need are unproven. Use of greenfield sites is unacceptable when land at Carclaze Downs has already been approved for industrial usage. Mass transport systems need much more attention to detail and justification of need than just to ease the bottlenecks that occur during the summer months. 	<ol style="list-style-type: none"> Atlantic Consultants report removed from Appendix C as it was felt that this was confusing and gave the impression that these were the specific views of the Council. Text added from recent Scott Wilson and Regional Development Agency reports, which support the employment requirement.
London & Truro Estates Ltd	<ul style="list-style-type: none"> Generally support the content of the SPG. Amend paragraph 9 to include business sectors and accommodation and not just tourism. Delete 'locations in or well integrated with towns and villages' for the reason that: <ul style="list-style-type: none"> The sustainability test should apply in its own right without further prescriptive measures. Policies should be sufficiently flexible to allow creative thinking within the framework of the sustainability test. 	<ol style="list-style-type: none"> The adopted policy framework in which the SPG sits require locations to well integrated with town and villages, so this should not be altered. Changed Policy 4 to include tourist and business accommodation.

	<ul style="list-style-type: none">• Atlantic Report points to the difficulty of achieving commercially viable hotel sites within towns.• Interim Policy 4 should read 'Proposals for Tourist, Holiday and Business Accommodation and Conference facilities'	
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Cornwall College	<ul style="list-style-type: none"> Atlantic Consultants report was incorrect in believing Imerys were planning to fully let John Keay House, the College has submitted a planning application for the change of use for educational purposes. 	In Atlantic Consultants report which is to be removed.
Douglas Barton FRICS	<ul style="list-style-type: none"> Transport to and from site is a primary consideration. A 200 bed hotel should be located at a location which appeals not just to one type of visitor ergo those wishing just to visit Eden but also those who wish to extend their stay to visit other Cornish attractions such as Heligan, Lanhydrock, Trerice, Caerhayes and many other beauty spots. A hotel for the area shouldn't necessarily be under the control of Eden. The report needs to look more closely at transport considerations especially those other than road transport. Electric monorail needs to be taken seriously. Industrial sites should be looked at that are within easy distance of Newquay Airport, especially if this was linked by a monorail. 	<ol style="list-style-type: none"> A hotel for the area will not necessarily be under the control of the Eden Project. Policy 3 already supports innovative transport proposals.
Rosemary Gowan and Murray Gowan, MBE.,FRICS	<ul style="list-style-type: none"> Should employment land be considered at all in this document? There are still sites at Par Moor, the former Heavy Transport site and the St Austell Urban Village. Need to consider removing constraints on existing allocated sites rather than making new proposals. Carclaze has been given over completely to housing proving there is no demand for new sites. Therefore the case for the possible use of Trenowah is unproven. Guidance fails to examine sufficiently the effect the Eden Project alone is having upon traffic congestion in the locality. 	<ol style="list-style-type: none"> Despite there being other employment sites there is still a shortage of readily available sites, as highlighted in reports by Atlantic Consultants, Scott Wilson and the Regional Development Agency indicate. A separate transport study is to be undertaken by Cornwall County Council in conjunction with Restormel Borough Council to investigate transport issues around St Austell.
English Heritage	<ul style="list-style-type: none"> No specific comments other than to ask what monitoring could be introduced in order to check the effect of the SPG. 	<ol style="list-style-type: none"> Local Plan Monitoring Reports are published once a year.
English Nature	<ul style="list-style-type: none"> Support the proposal to adopt Sustainable development as a key principle within the draft SPG. Support the proposal to use the 'Sustainability Checklist' and recommend that it be adopted more widely within the Authority's planning service. Interim Policy 2 should be extended to identify transport links with other employment, residential, tourism, recreation and transport hubs within the County. There is an opportunity to encourage the development of a truly integrated transport network. 	<ol style="list-style-type: none"> Policy 2 changed to include other transport links.
Friends of the Earth	<ul style="list-style-type: none"> Interim Policy 1 – Imerys should be pressurised into releasing land rather than use greenfield sites. Suggest the inclusion of a paragraph, which states 'the choice of a greenfield site in preference to a designated/serviced and appropriate brownfield site, due to lower cost will not be permitted'. Interim Policy 2 – Escalation of private car use caused by Eden is utterly in contradiction with the basic precepts of sustainable development. Traffic management is therefore crucial not only to resist further degradation, but also to reverse 	<ol style="list-style-type: none"> Current planning system already encourages the use of brownfield land before greenfield. Policy 2 supports the encouragement of non-car access to Eden, as well as other employment, residential, tourism, recreation and transport hubs within the county. Policy 3 seeks to improve accessibility for all sectors of the community and remove the environmental impact of the private car. Emphasis is on developers to show why a specific location is required that would not normally be acceptable.

	<p>some of the damage already implemented.</p> <ul style="list-style-type: none"> • Policy is inadequate because: • It supports action, the situation calls for a concerted strategy by all involved agencies. • The need is for a radical reduction of car borne visitors, this above all, necessitates reducing the number of car parking spaces as the only effective and significant measure of traffic management. • Eden has outstripped the scale of community and infrastructure in Cornwall. • Park and Ride is mistakenly included as one of the traffic management initiatives and shouldn't be included. <ul style="list-style-type: none"> • Interim Policy 3 – • Park and Ride would present and image of a car free site at Eden whilst hiding the actual impact out of site. • Rather than discourage car use it is likely to encourage the use of the private car to visit the site and Friends of the Earth would want the entire policy removed. <ul style="list-style-type: none"> • Interim Policy 4 – • An additional paragraph should be introduced stating that no such development will be considered unless there is a statistically proven need. In which case the application, if major in nature and/or proposed for location on a greenfield site, should be accompanied by a full environmental impact assessment. <ul style="list-style-type: none"> • Sustainability Checklist • A 'tailor-made' list for the needs of a Cornish borough is clearly called for in order to provide protection for Cornwall's environment. 	<p>5. The sustainable checklist is there to guide developers, and is aimed at being relevant to any development in relation to the current planning framework.</p>
<p>Roche Parish Council</p>	<ul style="list-style-type: none"> • Support the publications of additional guidelines to provide the framework to consider future planning applications as a result of the 'Eden' effect. • In particular we support that employment land should be located close to the centre of St Austell and that the development of land should be within urban areas, particularly previously developed sites. • Support a high speed link between Eden and St Austell to create a successful integrated transport system but it must first be determined if the gridlock in St Austell is solely due to Eden. • The Parish Council has approached the Highways Agency and Cornwall County Council about the possibility of a 'haul road' by-pass for Roche to accommodate the construction vehicles. • Support proposals to link walking and cycling schemes to Eden. • Strongly support Interim Policy 3 – Park and Ride where such a scheme can be located to provide maximum benefit to St Austell's regeneration plans. • Agree that not all facilities should necessarily be at the Eden Centre but throughout the Borough benefiting a variety of communities, with improved infrastructure. 	<p>1. Cornwall County Council is still discussing exact routes for the A391.</p>

<p>Cornwall Wildlife Trust</p>	<ul style="list-style-type: none"> • There is no mention of the natural environment yet this is a fundamental economic driver in Cornwall. • Interim Policy 1 • There is the need to include the natural environment in this definition of 'general character of the area' and suggest this point is changed to 'the development will not be detrimental to the amenities of occupiers of nearby properties or the general built and landscape character, or nature conservation value of the area' • Should make it clear that that the council is seeking economic, social and environmental progress through a joined-up strategic approach therefore should state that a fundamental objective of the Council is to maintain and promote a strong local economy in a way that also contributes to social and environmental progress. Provision of sufficient land and opportunities for new investors and existing businesses will also take into account the social and environmental value of the area. • Interim Policy 3 • In all instances proposals will need to be sympathetic to their nature conservation value as well as their landscape value. • The Wildlife Trust supports the sustainability checklist in principle but feel that the use of South West Regional Sustainable Development Framework would be more appropriate for assessing projects in the region. 	<ol style="list-style-type: none"> 2. Existing policies in National and Local planning guidelines are already in place to protect the natural environment. 3. Policy 1 and 3 has had text added to cover the nature conservation value of the area. 4. The sustainable checklist is there to guide developers, and is aimed at being relevant to any development in relation to the current planning framework.
<p>North Cornwall District Council</p>	<ul style="list-style-type: none"> • Interim Policy 1 • The policy should make reference to location and clarify if it is to be applied solely to proposals within towns and larger villages. • Interim Policy 4 • Needs to make explicit that 'major development should take place in, or well related to, towns' as set out in the Deposit Draft Structure Plan Policy 15. • Needs to comply with the structure plan which states 'development for accommodation needs will seldom be justified in the countryside or locations where permanent residential use would be unacceptable'. 	<ol style="list-style-type: none"> 1. Links with existing policies in adopted Local Plan have been emphasised. 2. Text has been added in Policy 4, highlighting that such development should be located within the major towns and villages. 3. Emphasis is on developers to show why a specific location is required that would not normally be acceptable.
<p>Voaden Sandbrook for Imerys</p>	<ul style="list-style-type: none"> • Support that employment land should be close to the strategic road network. • Imerys fully intend to release Carclaze Downs for development, although it should be referred to as brownfield land as it has been previously used as a depot for County Highways. 	<ol style="list-style-type: none"> 1. Text has been amended to show application for hotel has been submitted. 2. Policy 1 already welcomes sites readily accessible by public transport. 3. Emphasis is on developers to show why a specific location is required that would not normally be acceptable.

	<ul style="list-style-type: none"> • Strongly object to the assumption that Imerys will not release the land at Carclaze, application in for 100 bed hotel, together with a business park providing office style accommodation. • Support the possible allocation of land at Trenowah Farm for commercial or industrial development. • Interim Policy 1 • Would welcome some form of reference to the ability to access the rail network. • Interim Policy 4 • Would an acknowledgement that sites already allocated for employment uses, which lie outside of the urban envelope, are acceptable for a hotel development. Appendix C • It is incorrect to conclude that there is only 4.8 hectares of land, which can be considered viable and available, as reference should be made to the land at Carclaze. • Should refer to the sale of John Keay House to Cornwall College. • Support the acknowledgement that the location of any new hotel will need to have regard to both the proximity to both Eden and St Austell Town Centre. 	
<p>Mid Cornwall Local Agenda 21</p>	<ul style="list-style-type: none"> • Interested to see the inclusion of a sustainability checklist and appreciate that, while the subject is complex, any guidance for developers must be simple and succinct. • Most of the group was unaware of the allocation at Carclaze Downs, this should be regarded as greenfield land. • Appreciate the Borough's efforts to inform and include a wide range of people in discussions on possible futures, especially in connection with developments at the Eden Project. 	
<p>Davis Langdon & Everest including comments from Eden Project Ltd, Grimshaw & Land Use Consultants</p>	<ul style="list-style-type: none"> • Interim Policy 1 • Could the Policy be amended for development on the Eden Project site such that the demonstrable need is not contingent on existing sites outside the Eden Project? • It is not agreed that the only way to achieve neutral traffic flow impact is to ensure that all visitor growth is via increases in non-car access. For example, a more efficient car parking strategy and changes to on-site traffic flows could potentially allow a much faster rate of entry to the site – especially at peak periods. • Interim Policy 2 • Would the Council also support projects, which improve on the existing highway 'problems' by other means? • Eden Project Limited would like support for a Conference Centre in the short term. • Interim Policy 4 • The final paragraph, and especially the final sentence, is considered to be too definitive. For example, it is perfectly possible that a specific restaurant or conference centre proposal could be shown to be viable on the Eden Project site but not within the development envelopes of St Austell and Newquay. • It is recommended that the final paragraph be reworded to ensure that there are no unreasonable blocks on such proposed 	<ol style="list-style-type: none"> 1. Emphasis is on developers to show why a specific location is required that would not normally be acceptable. 2. In the first instance the increase of more sustainable methods of transport is a priority. In Policy 2 the Council already supports traffic management and infrastructure projects by a range of means.

	developments.	
Letters from residents	<ul style="list-style-type: none"> • There were letters from 56 residents that although were received before the consultation period should be considered. These were all concerned with the possible location of new employment land along the north eastern distributor road. 	<ol style="list-style-type: none"> 1. These primarily result from the inclusion of the Atlantic Consultants report in Appendix C. This has now been removed, as have references to particular sites in the text. 2. It has been emphasised that the location of additional employment land will be achieved through the review of the Local Plan.