

Newquay & St Columb CNA

Events: Community Network Areas Core Strategy Area Based Discussion Paper

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Agata WS dos Santos											<p>I would like to outline three points:</p> <p>1. I live in the Treloggan area of Newquay, about 0.5 from Morrison's, with two kids aged 1 and 3. The area does not have any playgrounds and apart from a tiny green doorstep with some swings part-funded by the Lottery Fund, there is absolutely no where to go with the kids. I do not use a car on a regular basis and going to the nearest park/playground for me means walking for 45 minutes down and up steep hills pushing a buggy with one hand while holding the other child's hand.</p> <p>A few play facilities in the Treloggan area would make our life so much easier and nicer. I am sure a lot of parents feel the same. The area is full of families with</p>	No	<p>Comments noted and will be taken into account in formulating the Core Strategy.</p> <p>Improving local facilities and public transport are things that are likely to be supported in general by the plan though specific locations will probably not be mentioned.</p> <p>However, your comments have been passed to the Newquay Town Framework lead officer so that he is aware of the situation.</p>

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											<p>young children.</p> <p>2. There is no bus service to Trenance Children Centre / Trenance Academy and the centre -situated on a very steep hill- has very limited parking, which means that beginning in September, I will have to struggle with taking my son to school, the hundreds of parents who do not have/use a car or cannot find a parking space are struggling now. There are many buses around but neither of them going that way, they all take the same route to the Newquay Bus station.</p> <p>In my opinion at least one bus should be passing past the Trenance school and Newquay hospital.</p> <p>3. There are numerous parking spaces in the area of Pendragon Crescent, Treloggan and they are often divided by fencing. The fencing is all rotten/broken and must have not</p>		

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											been renewed / repainted for years. This gives the whole area of Pendragon Crescent a very bad looks in spite of the fact that all houses are neat and residents are trying to keep them all nicely painted. I believe that the council should inspect the parking fencing around Pendragon Crescent and renew it.		
Basil Skinner				Cornwall Towns / Low						Regarding your current information, you say the population of Newquay (including St Columb Minor) was 22,000. You also mention St Columb Minor has some building conservation areas. I am concerned that there is no further mention or consideration given to St Columb Minor within the documentation for the Newquay Core Strategy Community Network Area. St Columb Minor was once occupied by far the largest area of land in the		No	Add objective of enhancing St Columb Minor and other local centres to first issue.

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										<p>area. Newquay occupied only a very small area of land around the Huers Hut & adjacent Harbour with only a few houses included in the area of Newquay.</p> <p>When the area boundaries were moved St Columb Minor was made much smaller and now occupies only a small area of what it once did. The famous poet, William Golding, was born at Mt wise, St Columb Minor during 1911.</p> <p>To a large extent, St Columb Minor has long been forgotten. This has had a negative effect on the community for many, many years and its about time St Columb Minor was recognised as still having a community here, and also that the community that lives here deserves to be included for improvement and decisions where improvements can be made.</p> <p>The area from Tretherras School</p>			

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										<p>(Trevenson Road) towards Quintrell Downs is Duchy owned land. This land has permission for a large amount of Residential Development to take place, and some of this at least, will increase the population of St Columb Minor.</p> <p>St Columb Minor has also room for new/improved recreational facilities here, which may also be included in the Local Tourist Industry. The Church is absolutely steeped in History and should have a much larger inclusion in the Newquay Tourist Information being provided for potential tourists to Newquay. The area and its community needs a lift and this Core Strategy document should include provisions to also improve this part of Newquay not just the town centre.</p>			
David Lobban	PCL Planning		We support the local spatial priorities identified for Newquay but		We support a more dispersed model of development around Newquay							No	Amend objective 4 to incorporate a broader emphasis on

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			believe that with regard to the tourist economy there is a need to ensure and enhance the quality of the offer. We believe that the airport, if current initiatives continue to be pursued, will provide in the medium to longer term a significant economic benefit to Newquay and the surrounding area.		that would provide access to the airport rather than a focus on Newquay itself to the exclusion of the other nearby communities.								tourist industry View on distribution noted.
Elizabeth Banfield	Town Clerk St Columb Major Town Council			Dispersed / Medium						Maximum housing to cope with the need to have affordable housing and ensure that there are homes for residents and not second homes. Make use of housing associations but encourage private development. 130 affordable homes have been identified for this CNA over the next 10 years. Determine how many of these are needed in St Columb and how to ensure that they are provided to local people. Improve the trading estates. Expand the footprint of the existing business		No	Comments noted and will be taken into account in formulating the Core Strategy. Specific issues for St Columb can be addressed in future neighbourhood plan.

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										<p>parks, investigate business grant availability, look at options & locations for future business parks.</p> <p>Provision of further education within St Columb.</p> <p>St Columb needs a brand that is marketable.</p> <p>Promote St Columb as a heritage centre.</p> <p>Encourage the location of an Airport Hotel. Emphasise the advantages for business travellers to be based in St Columb rather than Newquay.</p> <p>Traffic flow in St Columb is very bad - would a one-way system help? Need to encourage town centre shops.</p> <p>Develop a strategy for St Columb which identifies areas for preservation / conservation. Develop a plan which melds the needs for housing, business and development with protection of the natural assets within the town</p>			

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										and parish. There is a desperate need to encourage youth facilities and a community centre in the town.			
Graham Connell	Director Colliers International	Yes	We agree that the nine issues listed are appropriate spatial priorities, but consider that, and particularly given Development Plan background in Restormel as it has related to Newquay, Issues 2 and 3 in particular should be modified to recognise that innovative spatial approaches should be considered. It is also considered that an additional Issue should be addressed. It is evident from the evidence base that neither local employment nor shopping opportunities are adequate to avoid the need for residents to travel out of the area for employment or to address their shopping needs. While Issue 1 relating to town centre		It is considered that the Cornwall Towns Option (Option 1) works best with a range of growth between the medium and high: a range is suggested, as it is not considered that over prescription would assist. (Please see response to Core Strategy: Options Paper).	Comments on this are essentially contained with our comments on Q. NC1, NC2 above and Q. NC5 below.	Comments on this are essentially contained with our comments on Q. NC1, NC2 above and Q. NC5 below.	Comments on this are essentially contained with our comments on Q. NC1, NC2 above and Q. NC5 below.	Comments on this are essentially contained with our comments on Q. NC1, NC2 above and Q. NC5 below.	Comments on this are essentially contained with our comments on Q. NC1, NC2 above and Q. NC5 below.	We have set out in relation to both NC1 and NC2 the view that a more fundamental assessment of approaches to meeting Newquay and its residents is required. The Restormel Local Plan originally did adopt such an approach through the identification of the Newquay Growth Area, but this did not deliver required housing or employment development in the Plan period. On the other hand, the more recent approach of the former Restormel Borough Council in encouraging development proposals to be brought forward to meet identified needs has shown that the approach can be successful. While it is not considered that this is appropriate for on-going planning policy guidance in a	Yes	Comments noted and will be taken into account in formulating the Core Strategy. The poor convenience shopping offer is noted in the key features.

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			<p>regeneration is supported, the particular and tourist/visitor dominated nature of the Newquay Town Centre does not seem to be addressed.</p> <p>Consequently, the need to investigate means of reducing the requirement to travel is a matter which in itself warrants consideration in this context. (It is also noted that it is not an issue addressed through the Retail Study on which a fuller technical submission is submitted).</p>								Development Plan related system, it should be taken into account in the development of the strategy. It is considered that the issues faced by Newquay need to be addressed more fundamentally, with principles providing sustainable patterns of development and reducing need to travel being paramount.		
Ian Williams	Cornish Social and Economic Research Group	No	<p>Develop a local transport plan that restricts car use and promotes alternatives within the town. Upgrade public transport links to other settlements including rail links.</p> <p>Maintain and respect the environment of the area, accepting the need to include all elements rather than focusing on protecting certain</p>		'Steady-state' dispersed.					There is potential in this CNA to meet a proportion of housing need under the 'steady-state' scenario through the transfer of second homes into the residential market.		No	The area issues were developed individually for each CNA based on the priorities coming out of their Parish Plans and through consultation with the Network Managers. It is noted that many of your suggested replacement issues are the same between each CNA, thus losing the local dimension to the priorities.

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			<p>landscape and other designations.</p> <p>Newquay's position as a major tourist venue provides an ideal opportunity to create a USP – namely a tourism destination based on sustainable transport modes. With the range of facilities on offer, Newquay should be able to provide a car free tourist experience. Policies should work towards a dramatic increase in visitors travelling by rail or coach.</p> <p>Plan for housing development to meet local need, not for unsustainable growth.</p> <p>Maintain and enhance local shops, facilities and services, with the aim of providing for the local community.</p> <p>Support and develop an ICT infrastructure so that households, businesses and others can carry out more activities on line,</p>										<p>However, many of the issues you raise will be covered in more detail at the next stage of the Core strategy when we begin to consider which policies will be needed in implementing the strategy. Policies should include the natural environment, the economy, affordable housing etc.</p>

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			<p>hence reducing travel.</p> <p>Support the needs of communities in the rural hinterland through appropriate local needs development and the maintenance of community facilities.</p> <p>Promote better quality jobs to create a more balanced economy.</p>										
J Christie			<p>Equal consideration should be given to social, economic and environmental issues.</p> <p>Amend Issue 2 to read 'Enable sustainable development of housing, particularly affordable housing, and accompanying key infrastructure'</p> <p>Add 'Ensure location, scale and design of new development minimises impact on the natural environment and ecosystem goods and services (including at coast and nearshore</p>		<p>None of the 9 options work best for the area as the scale for each is too high to deliver sustainable development. Should the number of proposed dwellings be reduced then the preferred option would be either the Cornwall Towns or Economy led option depending on the environmental features of specific sites.</p>					<p>Future development must be sustainable; ensuring social prosperity and the continued provision of quality environmental goods and services.</p>		No	<p>This comment has been repeated for all CNAs. Agree – the sustainability appraisal process makes sure all three aspects (social, environmental and economic) are considered.</p> <p>The issue of impact on the natural environment etc is not specific to this CNA, but is an important issue for the Core Strategy and will be treated in more detail in the 'Preferred Approach.'</p> <p>Likewise, the issue of empty</p>

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			waters). Ensure development includes adequate measures for environmental protection, enhancement, mitigation and compensation'. Add 'Address higher than average occurrence of second and empty homes (8.2% compared to 7.6%).'										homes and second homes is one which needs a strategic policy approach.
Laurie Lee	Clerk St. Mawgan-in-Pydar Parish Council	Yes	Issue 8 is most important. It is imperative that Cornwall becomes more accessible If we are to attract business and promote opportunity in Cornwall, it is vital that the transport links to the rest of the UK and overseas are greatly improved. This means: We improve our road links. Complete the dualling of the A30. Dual the A38 from Plymouth and extend it so as to serve St Austell, Truro and Falmouth. Improve the link between Indian	Dispersed / Low		Yes - Newquay	Possibly St Columb Major	Yes	Yes - create more opportunities for more shops and small businesses.	Newquay Airport rail link	Improve Newquay rail Station. First impressions count a great deal. Finally, regulate the number of shops in Newquay that sell "tat". Provide more indoor entertainment for visitors. Limit the number of second homes in the area (if possible). Enlarge Newquay Hospital and extend the cover.	No	Comments noted and will be taken into account in formulating the Core Strategy.

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			<p>Queens and Newquay. Once at Newquay we encourage visitors to park their cars and use an enhanced public transport system.</p> <p>We improve (in long term) rail links: Exeter to North Devon and into North Cornwall. Also improve the rail link from Newquay by creating a loop from Quintrell Downs to St Columb Road via Newquay Airport, and also making the connection with the main Paddington-Penzance line at St Austell rather than Par.</p> <p>Create Airport links to Europe and the USA.</p>										
M Calder	The National Trust		The Trust supports a priority being to protect environmental assets, but specific mention needs to be made of the undeveloped coast to protect its unspoilt character and appearance, especially as this area is not covered by the	Cornwall Towns	In principle the Trust favours the 'Cornwall Towns' distribution for the reasons set out earlier in this response. The Trust has concerns over the 'dispersed option' for growth, not just on climate factors, but as it is likely to have the most visual							No	Protection of the undeveloped coast will be issues across all Community Network Areas which contain them. They are therefore not listed specifically for this CNA, but this does not mean they will not be taken into account.

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			AONB designation.		impact along the coast (SA, page 19), and an extremely negative effect on the historic environment with the greatest visual impact of all the options (SA, page 20). The dispersed option will also have a negative effect on Tourism with the ‘most potential to jeopardise the attractiveness of much of Cornwall’s more rural and coastal communities’ (SA, page 34), which should be accorded significant weight, given the importance of tourism to the economy of Cornwall (Tourism Issues Paper; 1.7) as well as to its ‘social, cultural and environmental wellbeing’ (Tourism Issues Paper; Summary 1.1).								Views on distribution noted.
Mervyn Mitchell		Yes	The promotion and implementation of a Town Community Hall as a focal point for regeneration and improvement	Cornwall Towns / Medium, Dispersed / Medium, Economy Led / High	The need for the development of Areas to be economic, in terms of employment and access logically, will drive the	Truro is the local shopping centre of choice with St Austell a poor third after Camborne / Redruth.				It is essential that the Centre of Newquay is developed and improved with the addition of Major retailers.	The Internal Town road and transport system needs to be modified and improved. Better Access to the Town with	No	Comments noted and will be taken into account in formulating the Core Strategy.

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			in Newquay		<p>prioritising of development to those areas that can best sustain such employment. Newquay has the better prospects for such development especially with the probable reduction in traditional manufacturing or clay extraction related industries over the next twenty years.</p>	<p>Truro is the current preferred local work centre and this will only change if there is an increase in the work opportunities around Newquay - small business, industrial and Science parks are needed to bring improved employment opportunities.</p> <p>Communication with St Austell is poor with bad roads and parking.</p>				<p>It is necessary to improve the family tourist footfall in Newquay and improve the 'sea-front' amenities, access and facilities within the town.</p> <p>Business and Science parks should be encouraged around the perimeter of the Town</p>	<p>improved/new Park and Ride facilities with frequent Circular route buses day and night.</p> <p>If that was implemented then Very High Cost Car parking e.g. after one or two hours would be necessary</p> <p>Additional pedestrianised areas with all commercial vehicles restricted to early access times with high penalties for none observance. No access for other than public vehicles and taxis.</p> <p>- It works in Exeter and other holiday resorts, brings in income and increased public visits.</p> <p>Hotels and Retailers would be encouraged to provide transport to and from the policed, secured parking areas outside of town.</p> <p>The banning of all vehicles (other than public transport taxis etc) from the Town during daylight - holiday hours</p>		

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											(0930 - 1930) should be considered to improve the friendly family aspect in conjunction with positive publicity and signed diversions to low-cost Park and Ride. Consideration should be given to a Total Town one way system for non-Public Service Vehicles - avoiding pedestrianised areas, removing unnecessary cross roads and Tee-junctions, closing roads ends to prevent rat-runs, with junctions designed generally to encourage high use of park and ride and discourage access to the Town.		
Richard Ward	Planning Development Manager Campaign to Protect Rural England (CPRE)	Yes	Local Spatial Priorities, Issues 3 and 9 – CPRE Cornwall fully agrees with these issues.	Low	CPRE Cornwall favours the low housing growth options combined with a mix of distributions based on CPRE Cornwall's response to the main Core Strategy. Newquay simply cannot continue to grow as it has in the past and there is an							Yes	Comments noted and will be taken into account in formulating the Core Strategy.

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					<p>urgent need for support infrastructure, especially jobs not in tourism. Also the congestion issues need to be addressed first before more volume house building is allowed or completed.</p> <p>Please see attached letter for further detail.</p>								
Shaun Pritchard	Tech Spec Environment Agency		The Council will need to take a strategic view of the direction highlighted in the Shore Line Management Plan and plan to protect economic assets such as the Sea Life Centre at Towan Beach and the golf course at Fistral.									No	Noted.
Valerie Gunn										Housing: Need to know the current situation regarding housing and the type of town that is to be developed over the 20 years in order to answer the question of how many houses should be built in St Columb Major. Need to know the number and size of households looking for		No	<p>Comments noted and will be taken into account in formulating the Core Strategy.</p> <p>There are figures on housing need on the Council website –a link to this information should be added to the evidence base.</p>

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										<p>accommodation and take into account holiday homes to set a realistic target. Capacity of sewage system must be verified, future traffic flow and parking problems must have a long term solution. Recommend a moratorium on future building until these questions are answered.</p> <p>Regeneration: Businesses must be encouraged to return: mix of shops and daytime restaurants. Traffic flow and parking need to be resolved to enable this. Town should look for a niche (theme to retail etc) to attract custom. Suggest crematorium, which could attract other business e.g. overnight accommodation.</p> <p>Affordability: Need to know target for affordability and demand. Is the need for one bed bungalows (elderly and disabled people) of family homes? Council housing for rent</p>			

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										<p>would help those who cannot afford a deposit, even for an affordable house. New council housing could encourage older people to exchange their larger properties with young families when they no longer need them.</p> <p>4. Employment: Reinstate a Chamber of Commerce. Restore the centre of town, especially listed buildings, to attract businesses and competition.</p> <p>There are many empty industrial units available: businesses tend to start up and then move on when they outgrow them. There are many sizes of unit available an space to build more. Could be marketed as 'start up' units.</p> <p>Tourism: Proximity to airport is an opportunity to promote the town - need to improve signposting, Vital to build a travel motel with car parking and meeting rooms. - a conference</p>			

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										<p>centre for Cornwall is important - accommodation should be linked or close by - linking with the benefits of a crematorium.</p> <p>Another important factor linked to the airport is transport. There is no means of getting to the airport from the St Columb side without a car or taxi - a bus a few times a day would be a huge boon to tourists and locals.</p> <p>Traffic: Best way forward is to link a solution to the development of a supermarket - development making a financial contribution to a new road. Route extending Penkernick Way, exiting close to a new supermarket on Station Road would provide a new entry and exit route for the town leaving Fore Street as a one way street going north. This improvement would give an alternative route for emergency vehicles to enter the housing estate should an accident close Union Hill.</p>			

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										<p>Facilities: A swimming pool and sports and leisure centre, with parking, would improve the few facilities and encourage new activities. The youth club building is old ad in desperate need of refurbishment.</p> <p>Environment: Town and recreation facilities must be kept clean and tidy. Historic buildings should be protected and developments monitored to ensure they are compatible with their surroundings. Entrances to the town should be made attractive with flowers, trees and Bilingual notices, pointing out the main features. The recreation ground should be preserved and increased use through 'town' functions, for locals and tourists.</p> <p>Networking: Need a community bus to support elderly people. Could also be available for hire.</p>			