



Saltash Town Council
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DAVID WILSON PARTNERSHIP
Connecting people and spaces



Saltash Waterside Coastal Communities Team

Key Information

1. Name of CCT

Saltash Waterside CCT

2. Single Point of Contact (SPOC)

Joe Ellison
c/o Saltash Town Council
The Guildhall
Lower Fore Street
Saltash
Cornwall PL12 6JX
jellison1@cornwall.gov.uk

3. CCT Membership

Cornwall Council - Marine Management dept
Saltash Town Council - Devolution Options Group
Saltash Community Enterprise CIC
Saltash Sailing Club
Caradon Gig Club
Ashtorre Rock (SWCA)

4. Accountable Body

Cornwall Council
New County Hall, Treyew Road, Truro TR1 3AY
Catherine Thomson, Cornwall Gateway Community Link Officer

5. Local Area

The Waterside area sits between the town centre to the west and the Tamar river to the east. It is dominated by the two bridges connecting Cornwall and Devon – the grade 1 listed Royal Albert Bridge – designed by Brunel and carrying the mainline rail service. The Tamar road bridge carries the A39 – it is a more recent structure, managed by the Tamar Bridge Company (A joint venture between Cornwall and Plymouth City Councils). The study area itself (see **Fig 1**) contains riverside moorings and beaches, community facilities and local businesses. The waterside contrasts with the rest of Saltash – it is an open area with extensive public open space.

6. Context – community

Saltash has a population of just over 14,000 with a demographic profile that is around average for Cornwall. (see Community Network Profile **APPENDIX 1**). The waterside area has a strong and active residents group, who have initiated and delivered a number of high profile heritage and open space projects, including the Jubilee Green, Elwell Community Woodlands and the Cornish Cross public arts project.

7. Context – economy

In common with much of Cornwall, South East Cornwall (which includes Saltash) has lower than UK average workplace earnings and a high

percentage of part time workers. Economic activity is low and unemployment higher than average. Resident earnings are, however, higher than the Cornwall average, partly due to high levels of commuting to Plymouth. Economic profile for SE Cornwall is included at **APPENDIX 1**. Specific profiling for Saltash is being prepared and will be uploaded to the CCT website when it is available.

8. Related initiatives

Saltash Community Enterprises CIC manage a number of projects in the town. Details at <http://www.communityenterprisespl12.co.uk/about/>

CCT Plan

9. Ambition

Saltash CCT aims to promote economic activity in Saltash as a whole (and the Waterside area in particular) through encouraging tourists and local people to visit the area. Measures to achieve this aim would include:

- Exploit the world famous Brunel Bridge;
- Promotion of waterside events;
- Promotion of waterside businesses;
- Improving accessibility and linkages;
- Improving the attractiveness of the physical environment;
- Improving management of the waterside facilities.

10. Needs of the community and intentions of the team to meet them.

Low employment and low economic activity in SE Cornwall. In the waterside area, the attraction of the area for visitors is marred by a number of issues including abandoned boats, empty and derelict buildings, congestion at busy times, lack of facilities and disconnection from the town centre. The aim of the project is to increase the attractiveness of the area to visitors and help to boost the local economy through visitor spend. The project also aims to create 2 part time jobs, using income generated through changes to the management of the waterside area.

There are 3 main strands to proposals to meet the needs, summarised as:
Local management of waterside facilities with new infrastructure to improve sailing offer and income:

Improvements to the public realm and waterside buildings:

Publicity and promotion:

The issues affecting the waterside and the proposals suggested are detailed in the accompanying options report.

11. Analysis

**Local Management of Waterside Facilities:
Strengths:**

Existing infrastructure and use base. Responsive local management with local stakeholder involvement. Capital works improvements at gradual scale, to meet demand. Significant investment not required at early stage.

Opportunities:

Create direct jobs, create and secure secondary jobs in local businesses. Expand sailing offer and facilities. Inward investment from Cornwall Council as part of Devolution legacy.

Weaknesses:

Low margins between costs and revenue income projection. Management structure of possible CIC would need to be robust to ensure continuity. Capital costs for major items of work not certain at present.

Threats:

Unexpected maintenance costs – mitigated by condition survey prior to taking over assets. Non payments of rents / licences – mitigated by good staff recruitment. Allowance made in financial projections for vacancies and defaults. Statutory restrictions on works to riverbed, north beach and railway arches – further negotiation with landowners/statutory bodies required. Public backlash against charging for facilities that are currently free – need to show quick wins and reinvestment of income into the area.

Improvements of the Public Realm

Strengths:

Capital works can be split into manageable phases, dependant on funding and consents. Diverse land ownership and building management, greater opportunities for funding from a variety of sources.

Opportunities:

Variety of funding opportunities, including private development finance, fund raising, grant aid. Ties in with management proposal, opportunity to expand management role to include public realm.

Opportunity to address flood risk through capital works.

Weaknesses

Some of the works proposed will be high cost (bridge lighting, Ashtorre Foyer) or require private finance (Waterside PH redevelopment). Grant or finance are not guaranteed. A long term and realistic action plan is required to secure funding on larger, more complex elements while 'quick wins' can be achieved on smaller scale projects.

Threats

Statutory restrictions on works to riverbed, areas of high flood risk and railway arches – further negotiation with landowners/statutory bodies required.

Access, Promotion and Publicity

Strengths:

Existing waterside operators already have promotion strategies in place – including annual regatta, Livewire events, Ashtorre exhibitions. Local management of waterside will make co-ordination of events easier. Two stage approach to access ensures that access / wayfinding improved in short term while funding sought for more adventurous solution.

Opportunities

Promotion of a rejuvenated waterside as a venue for local events.

Weaknesses

The existing waterside offer does not warrant large scale promotion – other elements of the plan need delivery in order to increase the offer of the waterside area to visitors.

Threats:

The existing parking and road infrastructure does not cope well with current use by jetski trailers. Works to improve the infrastructure of the waterside area need to be implemented before additional visitors are invited to visit the area

12. Data

Statistical data on employment and economic activity is included in **APPENDIX 1**.

Location map and charging point for moorings / car parking / launching at comparable locations is at **Figure 7 and 8**.

Consultation results at **APPENDIX 4**

Delivering the Plan

13. Key projects

The project information noted below is taken from the “**Proposals Options**” document (which contains further details and costs for the projects).

Local Management of Existing Facilities and Improvement of Facilities for Water Users.

Key Features

Ownership of the pontoon, car and boat park would pass to Saltash Town Council (through the Cornwall Council devolution scheme). Management by the town council or a CIC. The Town Council / CIC would also take on management of slipways, quay, pier and beaches, taking an income from them. In the longer term, the CIC / management body would become the vehicle for promoting events / businesses on the waterside.

Expansion and improvement of facilities for river users would help to attract new users to the Waterside area. The benefits to local businesses could, combined with improved links to the town centre, extend to the wider area of Saltash. Management of improved facilities and additional mooring / storage would increase turnover and help to secure the future of the proposed CIC.

Public Realm and Building Improvements

Key Features

A range of capital projects to improve the attractiveness, accessibility and useability of the waterside area. The leisure economy of the waterside area would be promoted, with benefits for existing local business and scope for new business development. Development of community space on the site of the sheds under the Royal Albert Bridge at the back of Ashtorre. Relationship with Ashtorre and Livewire as venues for performing and visual arts.

Access, Promotion and Publicity

Key Features

A campaign of promotion of the area among event organisers and the general public would raise the profile of the existing businesses on the Waterside.

A 2 stage strategy to improve wayfinding and access to the waterside. Short term wayfinding and signage strategy to connect the waterside to Saltash town centre. Later phase to provide physical link to bypass steep road access on Fore Street.

14. Short term goals/actions:

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Condition survey, assets to be taken over	Saltash CCT	Condition Survey Report. Programme of works to repair structures	£3,500	CCT funding	Completed
Financial business plan	Saltash CCT	Financial forecasts	£2,500	CCT funding	Completed
Decision on management company establishment and membership	Saltash CCT / Saltash TC / Cornwall CC / Stakeholders	Jan 2016: STC resolved to take on management of devolved assets.	none	none	Completed
Licence instituted for beach moorings	STC / QHM	Licence notices issued			0 – 6 months
Charging regime instituted	Cornwall Council, then STC	Annual charges collected	£500	STC	0 - 6 months (in time for 2016 season)
Promotion and publicity strategy for Waterside area	CCT	Promotion strategy prepared and adopted	£6,000	STC / income from moorings	0 – 6 months
Repairs to pontoon	Cornwall CC	Repairs carried out	£25,000	CC	0 – 6 months
Repairs to dinghy sheds	Cornwall CC	Repairs carried out	£22,000	CC	0 – 6 months
Promotion and publicity strategy for Waterside area	CCT	Promotion strategy prepared and adopted	£6,000	STC / income from moorings	0 – 6 months
Signage and wayfinding strategy	STC / CCT	Strategy and schedule of works completed	£1,500	STC	0 – 6 months

15. Medium term goals/actions

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
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Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Devolution of assets from Cornwall Council to STC	STC / CC / Duchy	Successful progress through CC devolution approval stages. Agreement with Duchy on fees for use of fundament.	£2,400 (Duchy legal fees)	STC / CC	6 – 12 months
Paid Staff Recruitment	STC	Staff employed	See revenue budget	Mooring charge income, prudential borrowing	6 – 12 months (dependant on asset transfer process)
Improve security at existing pontoon	STC	Capital works completed	£2,000	STC / Prudential Borrowing	6 – 12 months
Ashtorre Community Centre Foyer / workshops. Feasibility study and planning application	STC / CCT / Ashtorre / NR	Planning application submitted	£10,000	Grant aid: Awards for All, Lloyds Foundation.	6 – 12 months
Devolution of assets from Network Rail to STC	STC / Network Rail	Successful negotiation with NR and RIB on after uses for the site.	£2000 (legal fees)		1 – 5 years
Redevelopment of toilets. Dependant on funding and agreement with NR	STC / CCT / SWRA	Capital works completed	£230,000	Grant aid	1 – 5 years
Demolish and rebuild boat sheds (RAB) Dependant on funding and agreement with NR	STC / CCT	Capital works completed	£238,000	STC / NR	1 – 5 years
Additional mooring / parking feasibility and planning applications. Includes hydrographic and engineering design, ecology and heritage	STC / CCT	Technical reports and assessments carried out in preparation for planning / EA / NE/ HE / QHM applications.	£10,000	Prudential borrowing	1 – 5 years

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
impact assessments.					
Ashtorre Community Centre Foyer	STC / CCT / Ashtorre / NR	Capital works completed	£103,000	Grant aid: Heritage lottery, Big Lottery	1 – 5 years
Public realm works to the green, localised repairs to Old Ferry slipway, Saltash Pier and Town Quay	STC / CCT / CC	Capital works completed	£35,000	Grant aid.	1 – 5 years
Public realm works to the green, power supply, bandstand, public realm improvements.	STC / CCT / CC	Capital works completed	£75,000	Grant aid.	1 – 5 years
Signage and wayfinding works	STC	Capital works completed	£3,500	Grant / STC	1 – 5 years
External refurbishment, Livewire building	Livewire trustees / CCT	Capital works completed		Grant aid / fundraising	1 – 5 years
Refurbishment and conversion of Waterside PH	CCT / Owner /	Development finance secured, commencement of works on site		Private finance	1 – 5 years

16. Long term goals and actions

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Additional pontoon	STC / CCT	Capital works completed	£138,000	Prudential borrowing	5 + years
Timber walkway to beach	STC/CCT	Capital works completed	£240,000	Grant aid.	5 + years
Flood defence wall	STC/CC/EA	Capital works completed	£65,000	Grant aid/developer contributions	5+ years
Ashtorre Community Centre workshops.	STC / CCT / Ashtorre / NR	Capital works completed	£550,000	Grant aid: Heritage lottery, Big Lottery	5+ years
Extend northern slipway	STC / CCT	Capital works completed	£20,000	Prudential borrowing	5 + years
Lighting, Royal Albert Bridge, Feasibility	STC / CCT / NR	Planning and funding applications submitted	£5,000	STC	5 + years

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
study					
Lighting, Royal Albert Bridge, Capital Works	STC / CCT / NR	Capital works completed	£100,000+	Grant aid	Long term aspiration

17. Barriers

Local Management of Waterside Facilities

Occupiers Liability: Risks associated with maintenance / refurbishment for physical structures. Mitigation: - A condition survey has been carried out on the structures to be managed / owned by the STC/CIC. Cornwall Council have agreed to refurbish the pontoon and boat sheds prior to handover and to clear the beaches of abandoned boats.

Revenue Costs: Revenue income may not meet costs (due to staff costs). Mitigation: If this is the case, the launching / car park charging and enforcement actions would be cut from the option.

Management Structure: The proposal has a low turnover for a sustainable stand alone company, the risks of uncertain income and the need to carry out unplanned maintenance would call for high levels of reserves. Mitigation – pursue options for services to be taken on by existing organisation (such as Saltash Town Council) or for the CIC to be guaranteed by the town council.

Statutory Consents; The river bed and surrounding land are of importance for wildlife, while parts of the beach are scheduled ancient monument. Mitigation - Further detailed, technical impact assessment work will be required to assess the likelihood of obtaining statutory consents for work that could affect national and international designations before more expenditure on developing proposals.

Capital Cost certainty; The technical difficulties of developing on the river bed need to be fully understood before any capital allocations are made to the pontoon elements of the project. Mitigation – the management costs calculated indicate that the project can go ahead without further capital investment.

Impact on residential amenity: Expansion of dinghy parking onto existing green space will have a negative impact on the visual amenity of neighbouring residents. There is a high risk of negative publicity as a result of this element of the proposal being pursued further.

Network Rail consent: Works beneath the RAB require consent from Network Rail, who are nervous about permitting anything that could affect the safety or long term maintenance of the structure. Mitigation - A close working relationship between the appointed design team and Network Rail will need to be established and further feasibility work undertaken.

Improvements to Public Realm

Finance: Some of the works proposed will be high cost (bridge lighting, Ashtorre Foyer) or require private finance (Waterside PH redevelopment). Grant or finance are not guaranteed. Mitigation - A long term and realistic action plan is required to secure funding on larger, more complex elements while 'quick wins' can be achieved on smaller scale projects.

Consents: Works beneath the RAB require consent from Network Rail, who are nervous about permitting anything that could affect the safety or long term maintenance of the structure. A close working relationship between the appointed design team and Network Rail will need to be established and further feasibility work undertaken. Most of the area is at high flood risk and is within the Saltash conservation area – suitable impact assessments and liaison with both the EA and Cornwall Planning at early stages of design development.

18. Value

Direct benefits: Creation of 2 part time jobs (Management of waterside facilities). Small surplus (estimated approx. £10,000 p.a.) invested in local facilities.

Indirect benefits: Increase in visitor numbers to waterside as a result of promotions / publicity strategy and improvement of facilities for water users. Improvement of facilities for local community.

19. Maximising resources and costs

Shared use of administration resources with Saltash Town Council (as opposed to establishment of CIC) will save approximately £9,000 p.a. from running costs of local management project. Local management will reduce bureaucracy (c.f existing management by Cornwall Council) and increase responsiveness.

Communications

20. Consultation

Outline proposals were displayed at the Ashtorre Rock centre between 23 – 29th January. The results of the consultation are contained in **APPENDIX 4**. As a result of the consultation, amendments to the detail of public realm improvements will be made and a further consultation will be carried out in summer 2016.

21. Plans to Involve Partners

Monthly meetings of the local CCT board are to continue, with regular updates on progress and changes to the evolving waterside strategy. An Action Plan format has been introduced (See Options Proposals document) which will form the basis for updates. CCA and DCLG to receive regular updates in the form of the action plan.

22. Communication with community

Notes of CCT meetings to be loaded on the Saltash Town Council website. Key points to be advertised in The Saltash Messenger (STC newsletter, delivered to all houses in the town). Membership of the CCT will be reviewed annually to ensure that all local interest groups are represented.

CCT Logistics

23. Management of The Team

Invitations to join the CCT team will be expanded to include key building operators and owners in the Waterside area (representative from Livewire, developer/ owner of derelict Waterside PH). Invitations to join will also be extended to Saltash Canoe Club. This should ensure representation of local users, residents and operators in the waterside area.

Local management of facilities staff will be employed directly by Saltash Town Council who will be responsible for day to day management of staff. Policies and decisions on charging levels, management policy etc. will be ratified by the CCT.

The CCT will determine priorities for delivery of the project, although funding and delivery of specific elements will be the responsibility of individual partner organisations.

24. Support structure

Administrative support for the CCT is provided by Saltash Town Council. Project delivery support provided by Cornwall Council.

25. Costs

Running costs of the CCT will be covered by Saltash Town Council. Individual partners meet their own costs in relation to supporting the CCT. Project costs are detailed in the "Options Proposals" document.

26. Areas of Specific Interest

Mooring and beach management
Large scale capital projects delivery



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Saltash Waterside Coastal Communities Team

Proposals Options

Saltash Waterside CCT Options Proposals

Final V3

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Introduction

These options proposals have been prepared on behalf of the Saltash Coastal Communities Team and Saltash Town Council by Space Design Architecture Limited and David Wilson Partnership Limited. The main purpose of the project has been to assess the economic and statutory framework for local management of mooring and parking in the Waterside area of Saltash. The conclusion is that some of the structures to be taken over are in poor condition and will require remedial work in the near future, whereas others are in a sound structural condition. Proposals have been put forward for a management structure and these have been costed. The business plan attached to this report indicates that management of mooring and parking would, at worst case, be cost neutral and could produce a small surplus.

A number of other, longer term, proposals have been put forward in this report and the accompanying documentation.

The riverside area may be divided into two zones. The slipways, pier and shingle beach in the Tamar Street area retain the bones of a small traditional working waterfront. However the enclosing buildings and spaces, which were created following the mass clearance and redevelopment of the former Elizabethan buildings in the early 1960s, lack a strong identity, weakening the impact of the area. Boundaries between public spaces and the areas adjacent are ill-defined, with a resultant lack of privacy for residents. At present the area looks surprisingly bleak and there is a lack of planting to give colour. The whole waterside frontage is dominated by the scale of the Royal Albert Railway Bridge which passes around the rear of the residential development, forming a boundary between the town centre and riverside. Further north the Tamar Bridge creates another dominant feature and these bridges together provide structures which are spectacular in scale, and have a strong attraction.

The area around Old Ferry Road is much more open in character with a linear 'promenade' feel and some attractive older terraced property. The connection between this area and the town centre is tenuous, however, and the road relates more to the adjacent housing area. Brunei Green is a flat area between the road and waterfront and it lacks any features or planting that invite people to use it, other than as a car park for the slipway. With dramatic estuary views this area is currently an undervalued resource.

Acronyms used in this document:

- CCT - Saltash Coastal Communities Team;
- STC - Saltash Town Council;
- SWRA – Saltash Waterside Residents Association;
- CC – Cornwall Council;
- NR – Network Rail;
- QHM – Queens Harbour Master;
- Duchy – Duchy of Cornwall;
- EA – Environment Agency;
- NE – Natural England;

- HE – Historic England
- SPA – Special Protection Area
- SAC – Special Area of Conservation
- SSSI – Site of Special Scientific Interest
- SM / SAM – Scheduled Ancient Monument
- CIC – Community Interest Company

Waterside Issues

Disused and Poorly Maintained Buildings

The Waterside pub (now abandoned) has planning consent for conversion to 4 flats. The derelict building lends an abandoned air to the waterside area and contributes to a sense of separation between the beach and the Sailing Club. A key task for the CCT is to tackle the lack of investment in the building.

Network Rail own the sheds and public toilets under the rail bridge. The sheds are in a poor condition, those on the west side (adjacent to Just Be) require immediate investment to repair dilapidation to the roof. Those on the east side are currently watertight, but the building fabric is in poor condition and will require refurbishment or replacement. The public toilets are in serviceable condition, but the design and appearance make them cold and unwelcoming facilities. Until recently, the buildings were leased to Cornwall Council. The responsibility for maintenance has now reverted to Network Rail, who have little interest in the management of or income from the buildings except as they affect their ability to maintain the bridge. While NR would be happy to pass responsibility of the sheds on to Saltash TC, potentially with a contribution towards refurbishment costs, they state that they would have concerns over major redevelopment in the area beneath the bridge where it might affect their ability to maintain the structure

Abandoned Boats and Mooring Management

Cornwall Council and Saltash Sailing Club manage moorings in the waterside area. SSC are a community organisation, leasing buildings and moorings from the County Council. Their moorings are available to members and visiting sailors only. They appear to be well managed and successful operation.

Beaches and moorings to the north of the sailing club are owned and managed by Cornwall Council. Saltash is not a registered harbour and does not have a permanent site presence (such as in Bude or Falmouth) to deal with repairs, misuse of the facilities or management of the moorings. Management is dealt with centrally by an increasingly stretched and resource poor team based at the county harbour masters office in Truro. Generally the facilities provided are in good condition and there is an ongoing planned maintenance programme (The pontoon is being lifted and refurbished in spring 2016). However, the income from the pontoon moorings is not collected and there are a number of derelict and abandoned boats on the beach which are dealt with only on a very occasional basis. Boat owners have raised concerns in the past about the vulnerability of their craft to theft and vandalism (there has been a history of both in the local area). There is also evidence of anti social behaviour on the pontoon itself. As long as there are alternative, better managed moorings on the Tamar, Saltash will not be an attractive option for people from outside the town to moor or launch their boats.

Chaotic Trailer Parking

The waterside area contains two slipways that can be accessed at all stages of the tide and a high tide slipway. There is also two quays, the pontoon and

two beaches from which to launch craft into the river. Unlike other local harbours, there is no launching charge for use of the slipways, leading to heavy use at weekends and summer evenings (particularly by jet skiers). While there is no particular issue with the use of the slipways, the roads around the waterside get congested with manoeuvring and parked boat trailers. The free car park does not have sufficient capacity leading to unregulated parking on the local roads and grass areas. A number of trailer spaces have been laid out under the bridge, but they have done little to ease the problem.

Poor Facilities

The sailing club provides facilities for members and visiting sailors (toilets, showers, changing rooms etc), but there are not similar facilities for those using the beach and public pontoon berths. This situation is not uncommon along the coast, but does limit the potential for increased use of the waterside. Core visitor facilities are already present in the Waterside area, these include The Union PH, Livewire Youth Centre (both of which host live music events), Saltash Sailing Club, Ashtorre Rock Community Centre and Just Be, all of which serve food and refreshments.

Disconnection from the Town

The town centre is not well connected with the waterside or the railway station, it is separated by a steep hill and poorly signed road access. The bus service connecting Plymouth and Saltash does not serve the waterside area, although there is a local community transport service that connects the Waterside to the rest of the town. The difficult access to the waterside no doubt affects the business opportunities next to the river – more footfall would no doubt improve economic activity. At the same time, the fairly low level of facilities at the waterside mean that there is no great draw to the area to overcome its separation from the town. Proposals have been mooted in the past for elaborate and expensive ways of overcoming the steep slope (a funicular railway, a lift from the bridge) – but the issue remains that there needs to be enough of an offer to make the journey worthwhile. Other tourist attractions have found that, if the offer is attractive enough, people are prepared to undergo an inconvenient journey to reach it (Eden Project and St Ives in Cornwall, Clovelly in Devon, for example).

Constraints

New development above the High Water Mark (HWM) is subject to planning consent. Most of the study area south of the road bridge is in the Saltash Conservation Area, the North Beach is a Scheduled Monument (requiring DCMS approval for any development). There are a number of listed structures in the study area, including the Royal Albert Bridge (RAB - G1). (see Fig 2).

The whole of the area below Low Water Mark (LWM) is part of the Special Area of Conservation (SAC), to the north of the study area the river is protected by Special Protection Area (SPA) designation (see Fig 3). Both areas are protected under the Habitat Regulations. Any development work that could affect them (which would include nearly all development work in the river and major work on the shore) would be subject to a Habitat Regulations Appraisal. The Site of Special Scientific Interest (SSSI) to the north of the

area shares its border with the SPA. Caradon Local Plan policy CL13 protects the landward areas above HWM by a local designation of Areas of Great Scientific Value, where damage to nature conservation value is to be minimised and mitigated. APP 1 lists relevant Caradon Local Plan Policies

Development, mooring and shipping movements below high water mark in Plymouth Sound are subject to approval by the Queens Harbour Master under the Plymouth Port Order. Below low water mark, the riverbed (known as the fundus) is owned by the Duchy of Cornwall, whose consent is required for development works. All work below HWM would also be subject to approval by the Marine Management Organisation (MMO).

Other constraints (fig 4) include existing deep water moorings. These are leased to Plymouth City Council by the Duchy of Cornwall and managed, in the Saltash area, by Saltash Sailing Club. The area beneath the Royal Albert Bridge is owned by Network Rail. Any development work beneath the bridge would need to be carried out in consultation with NR to ensure that the safety and future maintenance of the bridge is not compromised. While NR appear happy to release assets, the process is a lengthy one and the terms of sale or lease of land are restrictive, to enable NR to ensure the safety of the structure.

Much of the area is in flood risk zone 3 (with more than 1:100 year risk of flood). The zone covers the green, the area above the south beach and the Ashtorre Centre. Any development proposals here will have to include a flood risk assessment and will be subject to the sequential test for works in flood risk areas. The area is identified in the Environment Agency Flood Risk Management Plan for the South West River Basin District (2015) as a moderate priority site for flood defence works. Works here would be programmed into the 2021 – 2027 planning cycle.

Objectives

The CCT overall aims are to:

- Encourage greater local partnership working in coastal areas
- Support the development of local solutions to economic issues facing coastal communities
- Establish a network of teams across England who can work together and with Government to tackle issues facing coastal communities,
- Encourage the sustainable use of heritage/cultural assets to provide both a focus for community activities and enhanced economic opportunities.

Locally, the Saltash CCT aims to promote economic activity in Saltash as a whole (and the Waterside area in particular) through encouraging tourists and local people to visit the area. Measures to achieve this aim would include:

- Exploit the world famous Brunel Bridge;
- Promotion of waterside events;
- Promotion of waterside businesses;
- Improving accessibility and linkages;
- Improving the attractiveness of the physical environment;
- Improving management of the waterside facilities.

Proposals

Local Management of Existing Facilities and Improved Facilities for Water Users

Key Features

Ownership of the pontoon, car and boat park would pass to Saltash Town Council (through the Cornwall Council devolution scheme). Management by the town council. The Town Council would also take on management of slipways, quay, pier and beaches, taking an income from them. In the longer term, the CCT management body would become the vehicle for promoting events / businesses on the waterside.

Expansion and improvement of facilities for water users would help to attract new users to the Waterside area. The benefits to local businesses could, combined with improved links to the town centre, extend to the wider area of Saltash. Management of improved facilities and additional mooring / storage would increase turnover and help to secure the future of the proposed CIC.

Detail

Local Management: The refurbished pontoon would be relaunched, with additional security measures at the entrance to deter anti social behaviour and thefts. Derelict boats would be cleared from the beaches and a licence system introduced (possibly through the intervention of the QHM) as a means of controlling and monitoring beach use. Physical measures would be taken to control boat trailer parking on grass verges and a launching charge introduced to deter overuse of the slipways at weekends.

Mooring charges could be collected annually and centrally by STC . Policing could be through an extension to existing staff contracts. Collection of mooring fees would require staff presence at evenings and weekends. With current levels of use, it is unlikely that the income from mooring fees would cover staff costs. There is potential for income to be made up via the introduction of car park charging at peak times.

The CCT has suggested management by a community interest company (CIC). Such an organisation would have access to funding that is not available to either Saltash or Cornwall Councils. However, there are financial risks to any new enterprise. The model suggested has a low turnover and proportionally high fixed costs. It would require start up funds to cover employment and set up costs in addition to the cost of any capital works. A contingency fund would be required to cover the costs of high cost planned maintenance items (such as repair of the Pontoon at 10-15 years, play area repairs at 5-10 years).

Management / steering group would include local stakeholders and businesses. Local knowledge, variety of experiences, promotion of events.

A condition survey has been carried out in order to assess the maintenance and repair liabilities that the Town Council would be accepting should they take on responsibility for the assets. From the detailed inspections it appears that in general the hard landscaping areas within the study zone are in reasonable condition and costs are not excessive for remedial repairs.

However, some of storage buildings and garaging are in poor condition and strong consideration should be given to demolition and / or refurbishment. Particularly, the railway sheds.

The public toilets are in a serviceable condition which is likely to be acceptable for 'short term' usage only. Therefore, we suggest plans are put in place for refurbishment / replacement in the near future.

Some of the suggested re-build costs are expensive due to specialist build techniques and could be considered as 'medium term' aspirations. Detailed recommendations and costs are as follows:

Cornwall Council Ownership:

Jubilee Green Boat Park and Slipway

The boat park is in reasonable condition and only requires minor localised repair and refurbishment. Consideration should be provided for the upgrade / replacement of the storage garages, particularly the doors and roof. Extend slipway to allow access into water at low tide.

Replacement of garage doors; roof; rainwater goods = £19,000

Slipway: Extend slipway by 10m = £18,000 (includes pile foundations)

Jubilee Green Car Park

The car park is in reasonable condition and only requires minor localised repair and refurbishment.

Minor repairs to car park = £10,000

Jubilee Green Pontoon

To be carried out by a separate contract.

New security gate adjacent to footpath = £5000

Old Ferry Slipway, Saltash Pier & Town Quay

The slip way, pier and quay are in serviceable condition and we recommend localised repair / maintained and replacement of the tarmac to the quay.

Localised repairs = £10,000

Removal of existing tarmac on Town Quay and renewal = £16,000

Network Rail Ownership

Ashtorre Public Toilets

Demolish and rebuild to current WC design standards with the possible addition of a shower facility. In order to maintain the existing building, the walls need to be repainted and a new floor finish installed. We also suggest the that roof is replaced in time with a single ply membrane covering laid to adequate falls.

Approximate Costs: Demolish existing toilets = £2000

Refurbish existing toilets to include new roof = £80,000

Replacement toilet block with shower facilities = £220,000

Ashtorre Wharf Sheds and Slipway

Recommendations: The railway sheds are in very poor condition and consideration should be given to the immediate demolition. We suggest that the tarmac surface should be replaced.

Approximate Costs: Demolition of sheds = £5000
 Rebuild replacement sheds = £88,000
 New tarmac surface following demolition of sheds and addition of balustrading to the side of the quay = £79,000

Railway Sheds behind Just Be

The railway sheds are in very poor condition and consideration should be given to the immediate demolition.

Demolition of sheds and pave ground = £7000

Demolition and re-build shed = £207,000

Npt all of the work noted is necessary to enable the Town Council to take on management of the assets. The items that require attending to prior to devolution of management are the repairs to the pontoon and dinghy sheds.

Improved Facilities: Individual projects are:

1. Improved security at existing pontoon. The design of security measures will need careful consideration, as the pontoon was publically funded and is intended to provide open access to all.
2. Redevelopment of public toilets, to provide updated facilities, showers and changing.
3. Additional pontoon mooring: - the northern side of the existing mooring is exposed to northerly wind and waves. A site beneath the bridges would be more sheltered, accessed from the hard below the Royal Albert Bridge.
4. Refurbished boat sheds beneath the RAB – additional boat storage and storage space for the gig club:
5. Extend northern slipway, to provide launching facilities at low tide. The concrete surface stops above the LWM, restricting the useability of the slipway. A further 10m length is required.

Budget

Local Management

Assumptions on income and expenditure are detailed in Appendix 2. On these assumptions, a small surplus in income over expenditure is predicted.

Revenue Income

Income from annual licences and fees could be in the region of £24,000 to £28,500 (dependant on the scale of charges that the market would stand). Daily launching fees, car parking charges etc. could produce in the region of £12,500 p.a.

Mooring Fees:

Mooring on the pontoon is nominally charged at £1400 p.a., but this is not currently collected. The pontoon is capable of taking boats up to 25' (7.5m) so

this equates to £56/ft (£187/m). This is in the low – mid range of pontoon mooring charges in Cornwall and on the Tamar in particular. While anecdotal evidence suggests that local sailors would be prepared to pay £1400 p.a, it must be remembered that there is no security on the pontoon and no power, water or changing facilities associated with it. It is also reported that the moorings on the north side of the pontoon are exposed to wave and weather from the north, which has resulted in damage to boats in the past. In light of these drawbacks, a mooring fee of £1,000 p.a. is a more conservative estimate.

The Duchy, who own the Fundus, charge a third of the income from moorings on the river bed below high tide.

Dinghy Park / Dinghy Sheds/ Dinghy Racks

On shore storage is currently charged and is at capacity. The fees charged are comparable to other storage facilities in Cornwall (£230 p.a for trailer and dinghy storage, £500 p.a. for secure shed storage and £100 p.a for a dinghy rack). Saltash Sailing Club report a severe shortage of winter storage space for boats on the river (both large craft needing crane out and also trailer dinghies) so there is a high probability that this income stream is secure.

Tidal Moorings

Some 40 – 50 boats and dinghies are moored on the two waterside beaches, for which there is currently no charge. Plymouth charge £135 for boats up to 9m, elsewhere charges are slightly higher. Most of the boats on the beach are either tenders for boats at deepwater moorings or small craft owned by local people. It is unlikely that the market would bear a high charge. For budgeting purposes, a licence fee of £50 p.a. is assumed.

Launching Fees

Saltash has the only slipway in the local area with good road access and no launching/landing fees. Consequently, the slipway is well used by small boats and jet skis from outside the local area. Numbers vary, but tend to peak at around 10 – 15 per day during summer weekends. Launching fees elsewhere in Cornwall are between £5 - £10 per day for small craft, although season tickets are available. The introduction of mooring charges would require advertising and enforcement, particularly in the early stages. It is not clear that the income from the charge (set at around £5/day) would cover the staff costs involved in enforcement. There is a probability that the number of craft using the jetty would fall as a result of introducing a charge.

Car Parking

The large car park has 49 spaces, all of which are free to use with a 72 hour time restriction on parking. The car park is well used at weekends and summer evenings and periodically during the week. The marinas at Fowey and Mylor charge for car parking (£5-£10 per day). There would be an income from charging for parking at the waterside, but this would need to be combined with protection for resident parking on Tamar Street and restrictions to prevent displacement parking in nearby streets. Existing parking restrictions (double yellow lines and trailer only parking bays) are not observed, so

enforcement would be necessary to make a charging regime work. It is proposed that charging and enforcement are for busy times only (summer weekends in particular). A £5 per day charge, 20 weekends a year, would generate around £9,000 p.a., enough to help cover costs of staff to police the scheme. If properly enforced, there is a high probability that the income stream is secure.

Graduated Charging Schedule

The charging schedule for mooring, launching etc. will take account of the ability to pay for local community organisations (such as the Canoe Club and Gig Club) and will allow Saltash residents to purchase discounted annual permits.

Revenue Costs

The following tables compare costs for management of the assets by a separate management company / CIC and by Saltash Town Council:

COSTS SUMMARY - Management by CIC					
Staff	hours p.a.	wages			
Security / cash collector	1040	£9,043			
20 hrs p.w.					
employee specific costs		£2,200			
total		£11,243			
Administrator, 2 day p.w.					
Salary	783	£7,464			
employee specific costs		£1,700			
total		£9,164			
Other Business Costs		£9,700			
				£30,108	
LEASES ETC.	lease / charge	additional			
Network Rail lease	£2,000				
Duchy (10 berths)	£50	£3,960			
Business Rates Car Park	£2,400				
				£8,410	
MAINTENANCE COSTS	unit cost	no	total		
Cleaning slipways	£1.5	750	£1,125		
Play area maintenance and annual safety inspection	£2.00	80	£410		
Pontoon annual inspection			£1,000		
car park & boat park	£0.10	3000	£300		

dogbin	£175.00	2	£350		
litterbin	£120.00	2	£240		
				£3,425	
Contribution to reserves			£2,309	£2,309	
					£44,251

COSTS SUMMARY - Management by STC					
Staff	hours p.a.	wages			
Security / cash collector	1040	£9,043			
20 hrs p.w.					
employee specific costs		£2,200			
total		£11,243			
additional admin support, 2 day p.w.					
Saltash Town Council	783	£7,464			
employee specific costs		£1,200			
total		£8,664			
Other Business Costs		£1,000			
				£20,908	
LEASES ETC.	lease / charge	additional			
Network Rail lease	£2,000				
Duchy (10 berths)	£50	£3,960			
Business Rates Car Park	£2,400				
				£8,410	
MAINTENANCE COSTS	unit cost	no	total		
Cleaning slipways	£1.5	750	£1,125		
Play area maintenance and annual safety inspection	£2.00	80	£410		
Pontoon annual inspection			£1,000		
car park & boat park	£0.10	3000	£300		
dogbin	£175.00	2	£350		
litterbin	£120.00	2	£240		
				£3,425	
Contribution to reserves			£2,309	£2,309	
					£35,051

Staff:

part time warden / slipway manager, employed for around 1,000 hours p.a. (20 hours per week, averaged throughout the year). Add to this administration support average 2 days p.w..

Leases, Rates, Fees:

Payments to the Duchy, Network Rail along with business rates and insurance would cost in the region of **£8,500** p.a. This assumes that no leases or fees would be charged by Cornwall Council. The Council have, to date, not requested lease or licence payments once the assets are devolved.

Maintenance:

Cornwall Council have undertaken to hand over assets in a good state of repair (this includes extensive maintenance to the pontoon). However, annual cleaning and minor repairs and maintenance will be required to the pontoon, slipways and car/dinghy parks. The play area and pontoon will also require annual safety inspections.

Reserves:

The revenue budget includes setting aside income to cover; a working balance to help cushion the impact of uneven cash flows; contingency to cushion the impact of unexpected events or emergencies and a fund to meet known or predicted requirements. For budgeting purposes, a figure of 5% of turnover p.a. has been assumed for contribution to reserves.

Income Summary

	Existing Situation	Potential Income Existing Infrastructure	Potential Income, improved infrastructure
Tidal (beach) mooring	£0	£3,600	£3,600
Pontoon Mooring with Additional Pontoon	£0	£12,000	£21,000
Dinghy sheds	£2,000	£2,000	
Dingy Racks with Additional Dinghy Sheds / racks	£1,890	£3,150	£7,500
Trailer / Dinghy Park with Additional trailer / dinghy park	£7,763	£10,350	£13,800
Launching - day pass	£0	£3,750	£3,750
Launching - season pass		£2,500	£2,500
Car Parking		£8,820	£11,700
Total	£11,653	£46,170	£63,850

Costs - Improved Facilities

The attached cost sheet details the costs of individual elements. Note that more detailed technical work is required to assess the feasibility and costs of works affecting the SPA and SSSI.

Promotion of CCT Outputs

National CCT Aims	
Encourage greater local partnership working in coastal areas	
Support the development of local solutions to economic issues facing coastal communities	
Establish a network of teams across England who can work together and with Government to tackle issues facing coastal communities,	
Encourage the sustainable use of heritage/cultural assets to provide both a focus for community activities and enhanced economic opportunities.	
Saltash CCT Aims	
Promote economic activity in Saltash	
Encourage tourists and local people to visit the area	
Exploit the world famous Brunel Bridge;	
Promotion of waterside events;	
Promotion of waterside businesses;	
Improving accessibility and linkages;	
Improving the attractiveness of the physical environment;	
Improving management of the waterside facilities.	

Risk Assessment – Local Management

Occupiers Liability: A condition survey has been carried out on the structures to be managed / owned by the STC/CIC. Cornwall Council have agreed to refurbish the pontoon and boat sheds prior to handover and to clear the beaches of abandoned boats.

Capital costs: are low and could be met from existing budgets.

Revenue Costs: Revenue income may not meet costs (due to staff costs). If this is the case, the launching / car park charging and enforcement actions would be cut from the option.

Management Structure: The proposal has a low turnover for a sustainable stand alone company, the risks of uncertain income and the need to carry out unplanned maintenance would call for high levels of reserves. Mitigation – pursue options for services to be taken on by existing organisation (such as Saltash Town Council) or for the CIC to be guaranteed by the town council.

Risk Assessment – Improved Facilities

Statutory Consents; The river bed and surrounding land are of importance for wildlife, while parts of the beach are scheduled ancient monument. Further detailed, technical impact assessment work will be required to assess the likelihood of obtaining statutory consents for work that could affect national and international designations.

Capital Cost certainty; The technical difficulties of developing on the river bed need to be fully understood before any capital allocations are made to the pontoon elements of the project.

Impact on residential amenity: Expansion of dinghy parking onto existing green space will have a negative impact on the visual amenity of neighbouring residents. There is a high risk of negative publicity as a result of this element of the proposal being pursued further.

Network Rail consent: Works beneath the RAB require consent from Network Rail, who are nervous about permitting anything that could affect the safety or long term maintenance of the structure. A close working relationship between the appointed design team and Network Rail will need to be established and further feasibility work undertaken.

Public Realm and Building Improvements

Key Features

A range of projects to improve the attractiveness, accessibility and useability of the waterside area. The leisure economy of the waterside area would be promoted, with benefits for existing local business and scope for new business development.

Detail

1. Ashtorre Community Centre: External improvements to the community centre to improve it's accessibility and increase it's prominence in the street scene. A foyer entrance structure, welcoming visitors to the area, providing information during events and increasing the refreshment offer.
2. Redevelopment of public toilets, to provide updated facilities, showers and changing.
3. Further works to the Green in front of the Union PH, with the inclusion of power pop up supply and shelter to improve the ability of the area to host events.
4. Development of flood defence works and walkway to the beach, along with minor repairs to the town quay, slipway and pier.
5. Redevelopment of the sheds beneath the Royal Albert Bridge, at the back of Ashtorre, to provide serviced, small craft business units or facilities for local community groups (eg Canoe Club). Linked to Ashtorre Rock, where there is exhibition / gallery space. A recent feasibility study was carried out on the project, putting forward a series of options (See Appendix 5).
6. External improvements to the Livewire building, to repair or replace the mural. Programmable lighting is being considered as an option by the building operator.
7. Redevelopment of the derelict Waterside PH building – this will require negotiation with the current landowner.
8. Lighting the Royal Albert Bridge – reinforcing the importance of Saltash as the historic gateway to Cornwall and increasing the profile of the town (the Bridge appears nightly on the regional TV news). Network Rail are supportive of the proposal, but are currently unlikely to provide any funding. The project is likely to be highly expensive, but could be carried out in conjunction with the next round of planned maintenance (due in the mid 2020's). The project requires further feasibility and cost analysis.
9. Improved signage and wayfinding: Connections to the town centre, Celtic Cross and railway station to be improved through suited signage and information boards. Information boards at the Fore Street car park.

Budget

Budget estimates for individual projects are included in the project Action Plan . Detailed costs are included in the Condition Survey (Appendix 2). Costs for larger scale elements with a longer timescale are indicative only at this time.

Promotion of CCT Outputs

CCT Aims	
Encourage greater local partnership working in coastal areas	
Support the development of local solutions to economic issues facing coastal communities	
Establish a network of teams across England who can work together and with Government to tackle issues facing coastal communities,	
Encourage the sustainable use of heritage/cultural assets to provide both a focus for community activities and enhanced economic opportunities.	
Saltash CCT Aims	
Promote economic activity in Saltash	
Encourage tourists and local people to visit the area	
Exploit the world famous Brunel Bridge;	
Promotion of waterside events;	
Promotion of waterside businesses;	
Improving accessibility and linkages;	
Improving the attractiveness of the physical environment;	
Improving management of the waterside facilities.	

Risk Assessment

Finance: Some of the works proposed will be high cost (bridge lighting, Ashtorre Foyer) or require private finance (Waterside PH redevelopment). Grant or finance are not guaranteed. A long term and realistic action plan is required to secure funding on larger, more complex elements while ‘quick wins’ can be achieved on smaller scale projects.

Consents: Works beneath the RAB require consent from Network Rail, who are nervous about permitting anything that could affect the safety or long term maintenance of the structure. A close working relationship between the appointed design team and Network Rail will need to be established and further feasibility work undertaken. Most of the area is at high flood risk and is within the Saltash conservation area – suitable impact assessments and liaison with both the EA and Cornwall Planning at early stages of design development.

Access, Promotion and Publicity

Key Features

The annual regatta and waterside festival (every June) is a hugely successful event, highlighting the potential of the Waterside area for community events and festivals. A campaign of promotion of the area among event organisers and the general public would raise the profile of the existing businesses on the Waterside.

A 2 stage strategy to improve wayfinding and access to the waterside. Short term wayfinding and signage strategy to connect the waterside to Saltash town centre. Later phase to provide an easily accessible physical link to bypass steep road access on Fore Street.

Once facilities for water users are improved, a publicity campaign could

Detail

Commission a promotions / publicity strategy for the waterside area, to include branding, promoting the area to event organisers, promotion of increased sailing offer and of local businesses. The strategy also needs to feed into a linked strategy to improve wayfinding and links between the town centre and the waterside.

quickly get the message out to the sailing community and help to bring economic benefits to waterside businesses. At the same time, news about the introduction of a charging regime for facilities that are currently free will need to be carefully handled so that local people are aware of the benefits of the new regime.

A promotion and publicity strategy would work closely with the signage and wayfinding strategy, to promote a unified image for the waterside area.

Timing in conjunction with completion of the first round of physical improvements.

A number of ambitious long term proposals have been suggested as an alternative to the steep approach to the waterside area from Fore Street. These include a funicular railway and a lift running externally down one of the road bridge piers.

Budget

£6,000 for strategy preparation.

£5,000 for information and wayfinding improvements

Promotion of CCT Outputs

CCT Aims	
Encourage greater local partnership working in coastal areas	
Support the development of local solutions to economic issues facing coastal communities	
Establish a network of teams across England who can work together and with Government to tackle issues facing coastal communities,	
Encourage the sustainable use of heritage/cultural assets to provide both a focus for community activities and enhanced economic opportunities.	

Saltash CCT Aims	
Promote economic activity in Saltash	
Encourage tourists and local people to visit the area	
Exploit the world famous Brunel Bridge;	
Promotion of waterside events;	
Promotion of waterside businesses;	
Improving accessibility and linkages;	
Improving the attractiveness of the physical environment;	
Improving management of the waterside facilities.	

Risk Assessment

Timing / Proportionality: The existing waterside offer does not warrant large scale promotion – other elements of the plan need delivery in order to increase the offer of the waterside area to visitors.

Infrastructure: The existing parking and road infrastructure does not cope well with current use by jetski trailers. Works to improve the infrastructure of the waterside area need to be implemented before additional visitors are invited to visit the area..

Action Plan

Costs taken from Condition survey with 15% allowance for fees etc. Costs exclude VAT.

Mooring and Car Parking Management

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Condition survey, assets to be taken over	Saltash CCT	Condition Survey Report. Programme of works to repair structures	£3,500	CCT funding	Completed
Financial business plan	Saltash CCT	Financial forecasts	£2,500	CCT funding	Completed
Decision on management company establishment and membership	Saltash CCT / Saltash TC / Cornwall CC / Stakeholders	Jan 2016: STC resolved to take on management of devolved assets.			Completed
Licence instituted for beach moorings	STC / QHM	Licence notices issued			0 – 6 months
Charging regime instituted	Cornwall Council, then STC	Annual charges collected	£500	STC	0 - 6 months (in time for 2016 season)
Promotion and publicity strategy for Waterside area	CCT	Promotion strategy prepared and adopted	£6,000	STC / income from moorings	0 – 6 months
Devolution of assets from Cornwall Council to STC	STC / CC / Duchy	Successful progress through CC devolution approval stages. Agreement with Duchy on fees for use of fundament.	£2,400 (Duchy legal fees)	STC / CC	6 – 12 months
Paid Staff Recruitment	STC	Staff employed	See revenue budget	Mooring charge income, prudential borrowing	6 – 12 months (dependant on asset transfer process)
Devolution of assets from Network Rail to STC	STC / Network Rail	Successful negotiation with NR and RIB on after uses for the site.	£2000 (legal fees)		1 – 5 years

Improved Facilities for Water Users

With the exception of the toilet refurbishment, proposals are linked to income generation.

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Repairs to pontoon	Cornwall CC	Repairs carried out	£25,000	CC	0 – 6 months
Repairs to dinghy sheds	Cornwall CC	Repairs carried out	£22,000	CC	0 – 6 months
Improve security at existing pontoon	STC	Capital works completed	£2,000	STC / Prudential Borrowing	6 – 12 months
Redevelopment of toilets. Dependant on funding and agreement with NR	STC / CCT / SWRA	Capital works completed	£230,000	Grant aid	1 – 5 years
Demolish and rebuild boat sheds (RAB) Dependant on funding and agreement with NR	STC / CCT	Capital works completed	£238,000 (NB allows for complete demolition and rebuild)	STC / NR	1 – 5 years
Additional mooring / parking feasibility and planning applications. Includes hydrographic and engineering design, ecology and heritage impact assessments.	STC / CCT	Technical reports and assessments carried out in preparation for planning / EA / NE/ HE / QHM applications.	£10,000	Prudential borrowing	1 – 5 years
Additional pontoon	STC / CCT	Capital works completed	£138,000	Prudential borrowing	5 + years
Extend northern slipway	STC / CCT	Capital works completed	£20,000	Prudential borrowing	5 + years

Public Realm Improvements

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Ashtorre Community Centre Foyer / workshops. Feasibility study and planning application	STC / CCT / Ashtorre / NR	Planning application submitted	£10,000	Grant aid: Awards for All, Lloyds Foundation.	6 – 12 months
Ashtorre Community Centre Foyer	STC / CCT / Ashtorre / NR	Capital works completed	£103,000	Grant aid: Heritage lottery, Big Lottery	1 – 5 years

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Ashtorre Community Centre workshops.	STC / CCT / Ashtorre / NR	Capital works completed	£550,000	Grant aid: Heritage lottery, Big Lottery	5+ years
Public realm works to the green, power supply, bandstand, public realm improvements.	STC / CCT / CC	Capital works completed	£75,000	Grant aid.	1 – 5 years
Public realm works to the green, localised repairs to Old Ferry slipway, Saltash Pier and Town Quay	STC / CCT / CC	Capital works completed	£35,000	Grant aid.	1 – 5 years
Timber walkway to beach	STC/CCT	Capital works completed	£240,000	Grant aid.	5 + years
Flood defence wall	STC/CC/EA	Capital works completed	£65,000	Grant aid/developer contributions	5+ years
Signage and wayfinding works	STC	Capital works completed	£7,500	Grant / STC	1 – 5 years
External refurbishment, Livewire building	Livewire trustees / CCT	Capital works completed		Grant aid / fundraising	1 – 5 years
Refurbishment and conversion of Waterside PH	CCT / Owner /	Development finance secured, commencement of works on site		Private finance	1 – 5 years
Lighting, Royal Albert Bridge, Feasibility study	STC / CCT / NR	Planning and funding applications submitted	£5,000	STC	5 + years
Lighting, Royal Albert Bridge, Capital Works	STC / CCT / NR	Capital works completed	£100,000+	Grant aid	Long term aspiration

Promotion and Publicity

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Promotion and publicity strategy for Waterside area	CCT	Promotion strategy prepared and adopted	£5,000	STC / income from moorings	0 – 6 months

Action	Resource / Responsibility	Performance Measure	Costs	Funding	Timescale
Signage and wayfinding strategy	STC / CCT	Strategy and schedule of works completed	£1,500	STC	0 – 6 months
Signage and wayfinding works implemented	STC/CCT	Works completed	£3,500	STC	1 – 5 years

Revenue Cost Detail

COSTS DETAIL - Management by STC			
Staff Costs		Waterside Warden	Administrator
Class 1 NICs			
Hours worked p.w.		20	15
hourly rate		£8.50	£9.50
Annual wages		£8,840	£7,410
NIC class 1 threshold		£8,112	£8,112
Class 1 NICs 13.8% above earning threshold £8112	13.80 %	£100	£0
Benefits			
Pension contribution 3% on earnings over £5825	3%	£90.45	£47.55
Class 1A NICs	13.80 %	£12.48	£6.56
		£9,043.40	£7,464.11
Employee specific costs			
Computer / IT support		£500	£500
software licences		£200	£200
training		£500	£500
Portable equipment		£500	£0
Personal Protective Equipment		£500	£0
		£2,200	£1,200
Other Business costs			
rent / rates etc. (assume serviced office in Town Hall) (per month)		£0	£0
consumables			£750
Admin overheads (HR etc.)			£0
Directors expenses			£0
insurances			£250
Accountancy Costs			£0
			£1,000.00

COSTS DETAIL - Management by CIC

		Waterside Warden	Administrator
Staff Costs			
Class 1 NICs			
Hours worked p.w.		20	15
hourly rate		£8.50	£9.50
Annual wages		£8,840	£7,410
threshold		£8,112	£8,112
Class 1 NICs 13.8% above earning threshold	£8112	13.80%	£100
			£0
Benefits			
Pension contribution 3% on earnings over £5825		3%	£90.45
			£47.55
Class 1A NICs		13.80%	£12.48
			£6.56
		£9,043.40	£7,464.11
Employee specific costs			
Computer / IT support		£500	£1,000
software licences		£200	£200
training		£500	£500
Portable equipment		£500	£0
Personal Protective Equipment		£500	£0
		£2,200	£1,700
Other Business costs			
rent / rates etc. (assume serviced office in Town Hall) (per month)		£200	£2,400
consumables			£1,200
Admin overheads (HR etc.)			£2,400
Directors expenses			£1,200
insurances			£1,000
Accountancy Costs			£1,500
			£9,700.00

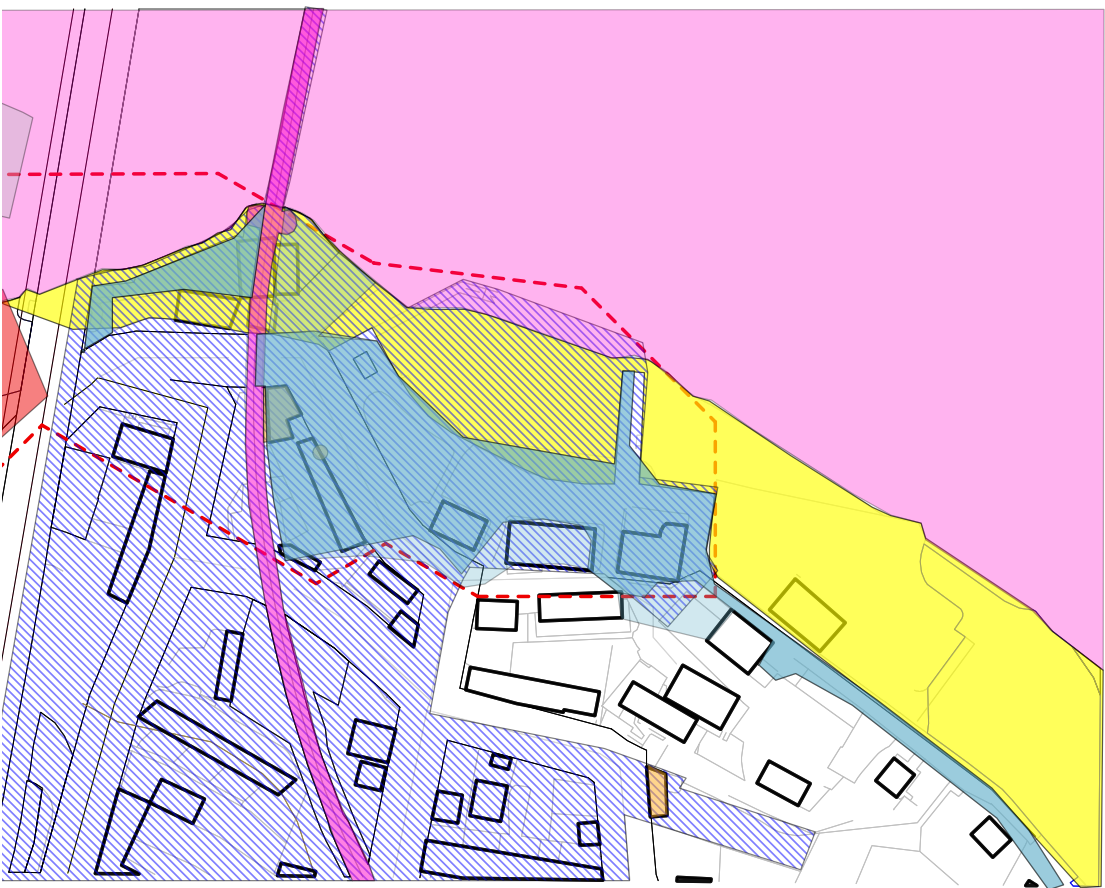
Revenue Income Detail													
BEST CASE	tidal (beach)		portoon		Launching		Car Parking	Trailer Storage	Boat shed	dinghy rack	Total	annual fee	ad hoc
	total	total	day	season	day	season							
EXISTING SITUATION													
		£1,200						£230	£500	60	Total		
cost per unit		10						45	4	35			
no. units		0%						75%	100%	90%			
% occupancy / collection													
									£7,763	£2,000	£1,890	£11,653	
POTENTIAL INCOME FROM EXISTING INFRASTRUCTURE													
	£1,100	£1,200									Total	annual fee	ad hoc
cost per unit	45	10	£5	£50	£5	£50	£5	£230	£500	100		collection	
no. units	80%	100%	75%	100%	90%	100%	90%	50	4	35			
% occupancy								90%	100%	90%			
	£3,600	£12,000	£3,750	£2,500	£8,820	£10,350	£2,000	£3,150	£46,170	£33,600	£12,570		
POTENTIAL INCOME - IMPROVED INFRASTRUCTURE													
	£1,100	£1,400	£5	£50	£5	£230	£500			100	Total	annual fee	ad hoc
no. units	45	20	1000	50	2600	80	6	50	50	50		collection	
% occupancy	80%	75%	75%	100%	90%	75%	100%	90%	90%	90%			
	£3,600	£21,000	£3,750	£2,500	£11,700	£13,800	£3,000	£4,500	£63,850	£48,400	£15,450		

Revenue Income Detail												
WORST CASE	total	tidal (beach)	total	pontoon	day	Launching season	Car Parking day	Trailer Storage season	Boat shed annual	dinghy rack season		
EXISTING SITUATION												
unit cost			1200					£230	£500	60	Total	
no. units			10					45	4	35		
% occupancy / collection			0%					75%	100%	90%		
			£0					£7,763	£2,000	£1,890	£11,653	
POTENTIAL INCOME FROM EXISTING INFRASTRUCTURE												
unit cost	£50		£800		£5	£50	£5	£230	£500	100	Total	annual fee
no. units	45		10		1000	50	1960	50	4	35		ad hoc collection
% occupancy	75%		90%		75%	100%	90%	75%	100%	90%		
	£1,688		£7,200		£3,750	£2,500	£8,820	£8,625	£2,000	£3,150	£36,045	£25,163
POTENTIAL INCOME - IMPROVED INFRASTRUCTURE												
unit cost	£50		£800		£5	£50	£5	£230	£500	100	Total	annual fee
no. units	45		20		1000	50	2600	80	6	50		ad hoc collection
% occupancy	75%		90%		75%	100%	90%	75%	100%	75%		
	£1,688		£14,400		£3,750	£2,500	£11,700	£13,800	£3,000	£3,750	£52,900	£39,138
												£15,450





Figures



Saltash Waterside Coastal Communities Team



-  Public open space
-  Car / dinghy parks
-  Tidal mooring beaches
-  Boat launching
-  Buildings
-  Footpaths
-  Study Area Boundary

59100m

59000m

Saltash Waterside Coastal Communities Team



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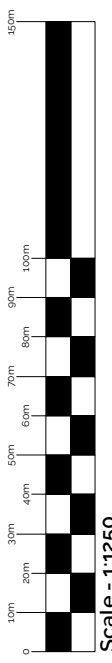
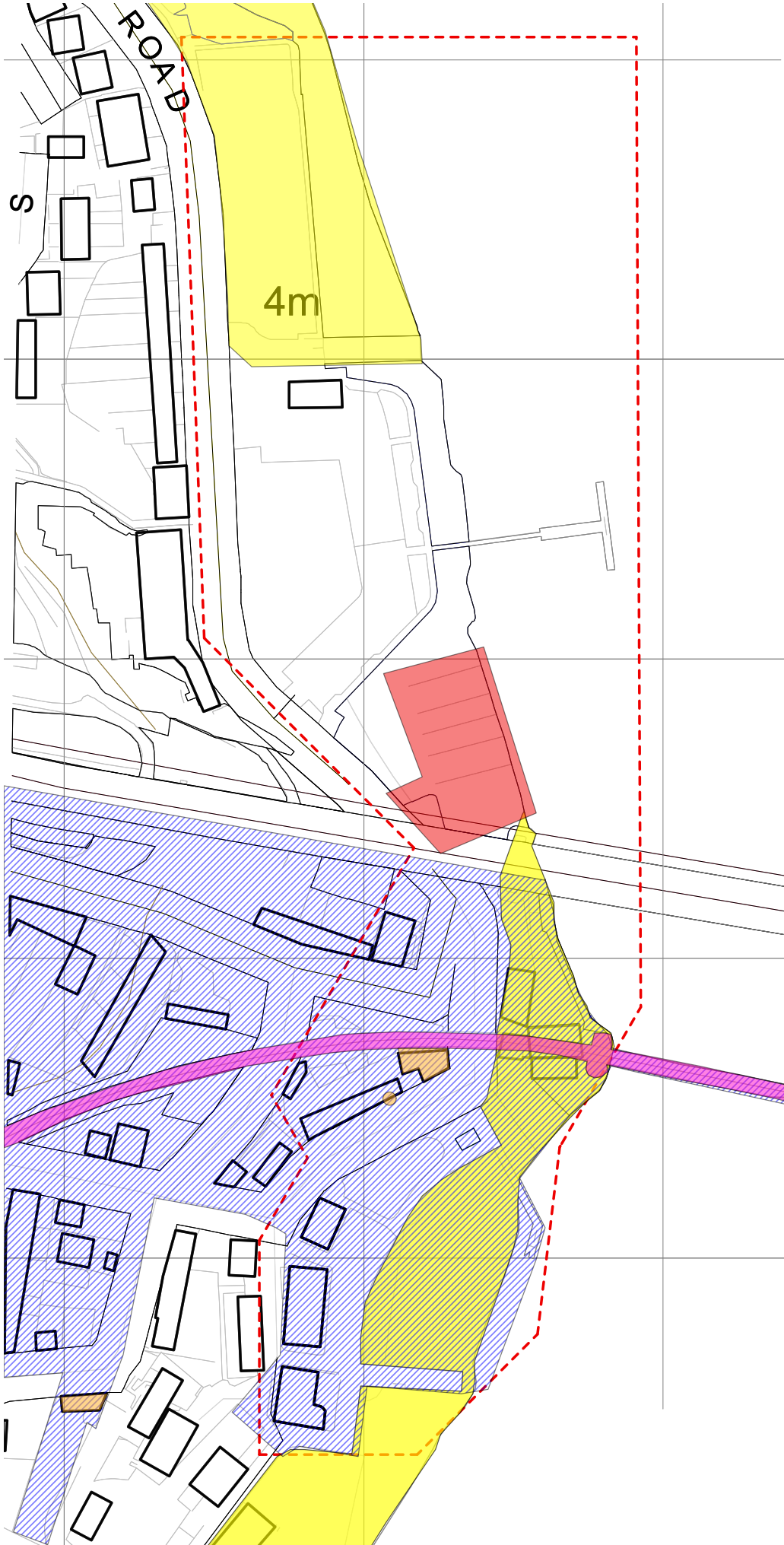


Fig 1 Study Area



- Area of Great Scientific Value
CLP policies CL1, CL13
- Scheduled Ancient Monument
CLP policies CL19
- Grade I listed building CLP
Policies CL19, EV3
- Grade II Listed Building CLP
Policies CL19, EV3
- Conservation Area CLP Policy
EV2, EV4, EV5
- Study Area
Boundary

59100m

59000m

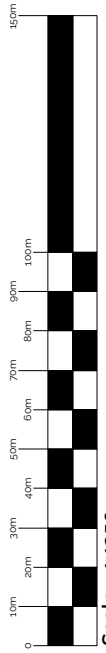
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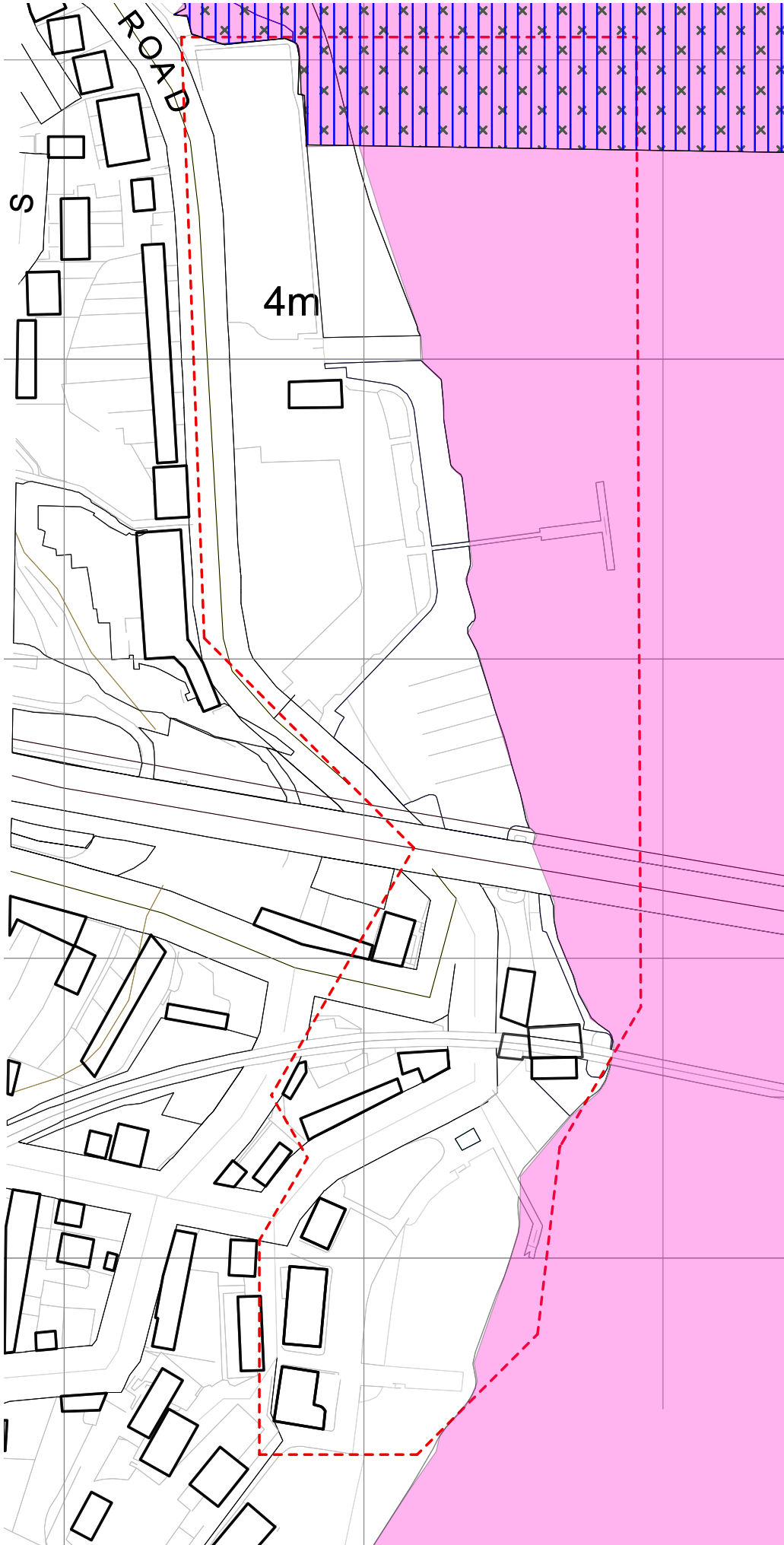
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Scale - 1:1250



Fig 2 Local Plan and Historic Statutory Designations



-  Statutory SSSI
-  Statutory SAC
-  Statutory SPA
-  Study Area Boundary

59100m

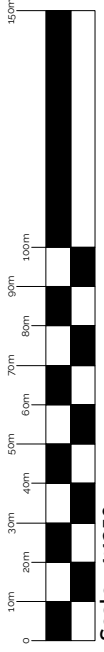
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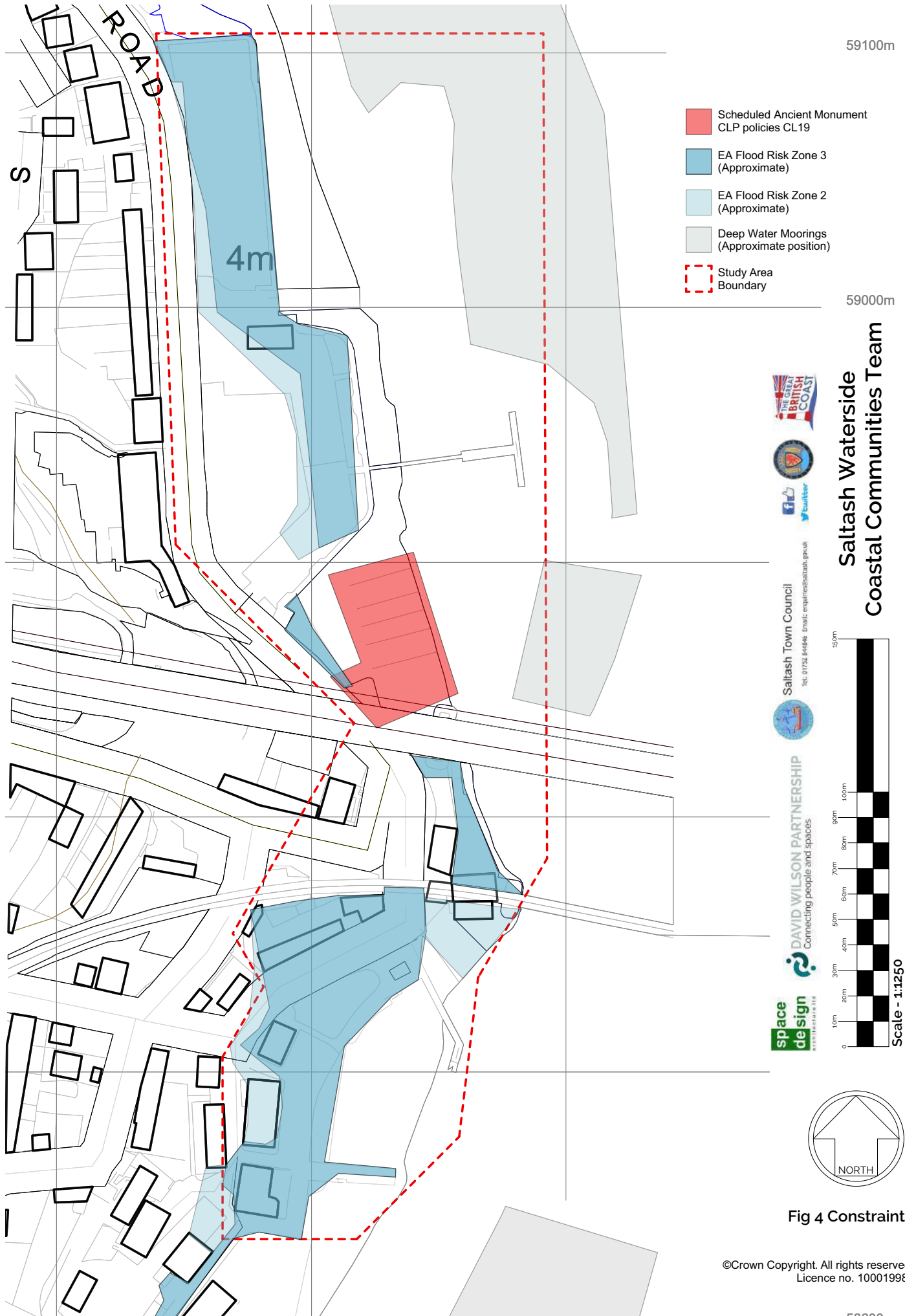


Scale - 1:1250



Saltash Waterside Coastal Communities Team

Fig 3 Statutory Designations



- Scheduled Ancient Monument
CLP policies CL19
- EA Flood Risk Zone 3
(Approximate)
- EA Flood Risk Zone 2
(Approximate)
- Deep Water Moorings
(Approximate position)
- Study Area
Boundary



Saltash Waterside
Coastal Communities Team

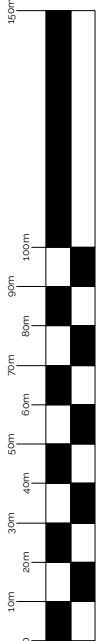
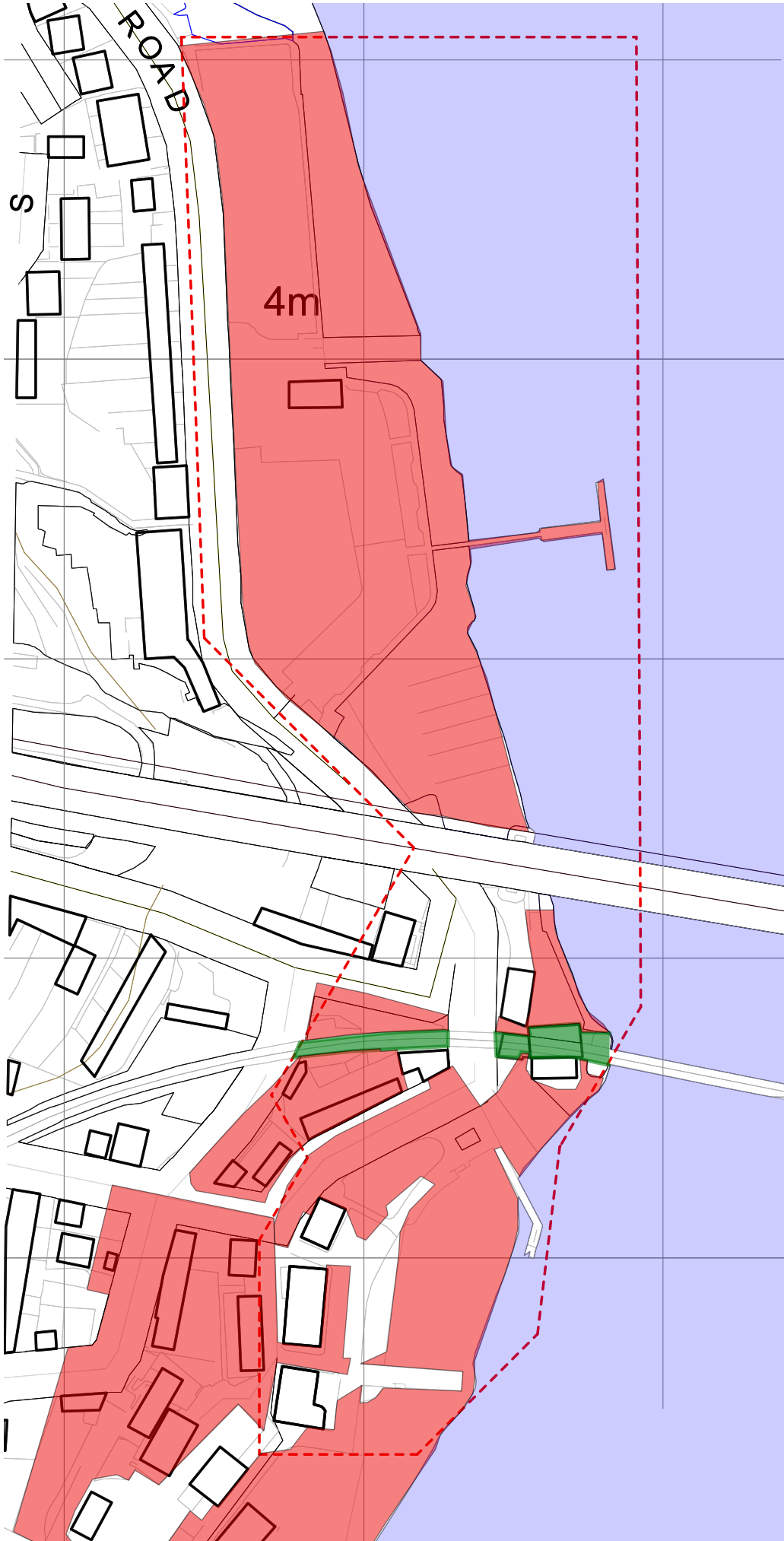


Fig 4 Constraints



- Duchy of Cornwall (below LWM)
- Network Rail (Approximate)
- Cornwall Council (Including leased areas)
- Study Area Boundary

59100m

59000m



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Saltash Waterside Coastal Communities Team

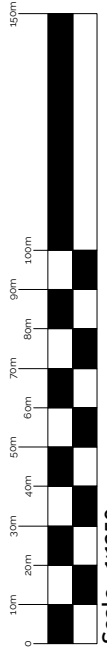
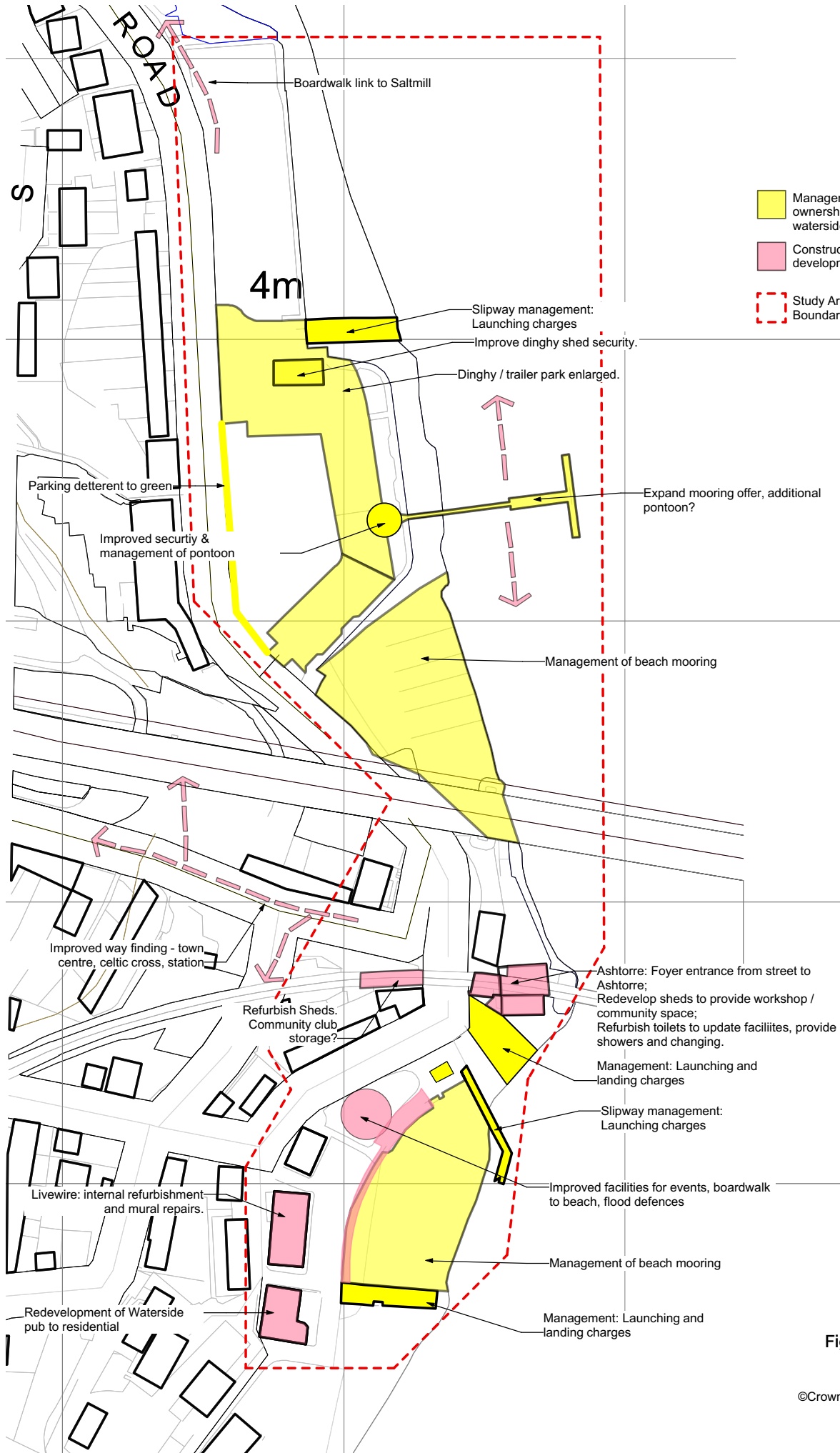


Fig 5 Land Ownership



- Management and ownership of existing waterside assets.
- Construction / development projects
- Study Area Boundary

59100m

59000m

Saltash Waterside Coastal Communities Team



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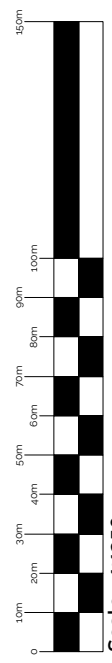


Fig 6 Proposal Options



Consultation Displays



Saltash Town Council

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Saltash Waterside Coastal Communities Team

Waterside Issues

Disused and Poorly Maintained Buildings

Neglected and empty buildings lend an abandoned air to parts of the waterside. The Waterside pub has planning consent for 4 flats, although there is not yet a start date for the redevelopment work to begin. The disused sheds beneath the Royal Albert Bridge have fallen into disrepair.

The mural on Livewire is in need of replacement or repair, a project which the Livewire club is fundraising to complete.



Abandoned Boats and Mooring Management

Beaches and moorings north of the sailing club are managed by Cornwall Council. There is a history of abandoned boats on the beaches and anti social behaviour on the pontoons, deterring boat owners from using them. Cornwall Council do not have the resources to provide a dedicated harbour master to manage mooring and security problems on the waterside.

As long as there are alternative, better managed moorings on the Tamar, Saltash will not be an attractive option for people from outside the town to moor or launch their boats.



Trailer Parking

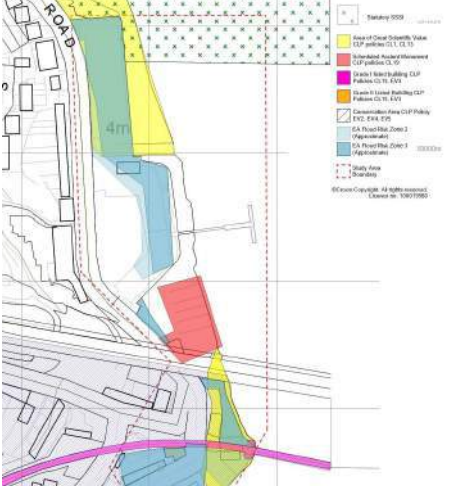
The waterside area contains two slipways that can be accessed at all stages of the tide and a high tide slipway. There is also two quays, the pontoon and two beaches from which to launch craft into the river. Unlike other local harbours, there is no launching charge for use of the slipways, leading to heavy use at weekends and summer evenings (particularly by jet skiers). While there is no particular issue with the use of the slipways, the roads around the waterside get congested with manoeuvring and parked boat trailers. The free car park does not have sufficient capacity leading to unregulated parking on the local roads and grass areas. A number of trailer spaces have been laid out under the bridge, but they have done little to ease the problem.



Constraints

There are a wide range of physical and planning constraints on any new development on the waterside. The Royal Albert Bridge, which dominates the area, and the less obvious wartime groynes on the beach are both recognised as being nationally important historic structures. The bridge requires periodic maintenance and access has to be kept to the areas beneath the structure. The wildlife and ecology of the estuary, including it's beaches and surrounding green spaces, are of international importance and rarity. Development in the river and between the high and low water marks is controlled by The Duchy of Cornwall and the Queens Harbour Master, including any work to the river that would affect the deepwater moorings.

Most of the waterside area to the south of the bridges is in a high flood risk zone, putting further constraints on any development in the area.



Poor Facilities

The sailing club provides facilities for members and visiting sailors (toilets, showers, changing rooms etc), but there are not similar facilities for those using the beach and public pontoon berths. This situation is not uncommon along the coast, but does limit the potential for increased use of the waterside. Core visitor facilities are already present in the Waterside area, these include The Union PH, Livewire Youth Centre (both of which host live music events), Saltash Sailing Club, Ashtorre Rock Community Centre and Just Be, all of which serve food and refreshments.



Saltash Waterside Coastal Communities Team - Issues

Let us know what you think, please fill in one of the feedback forms.



Saltash Town Council
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Ashtorre Wharf

Proposal

To create a central information hub for visitors to the Waterside, improve toilet facilities and regenerate derelict buildings beneath the Royal Albert Bridge, currently for boat storage. 3 options are under consideration, each dependent on available funding

Aim:

- Enhance the area
- Create an identifiable place to visit
- Provide a venue for events / exhibitions

Opportunities for the site:

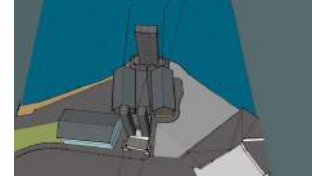
- Boat Sheds / Chandlery
- Artists Studios / Workshops
- Exhibition Space
- Storage
- Museum
- Kiosk



Option 1—Creation of Boat Sheds & Artist Studios

Aim:

Creation of single storey boat sheds / stores with additional accommodation for exhibition space / artists studios in roof space.



Option 2—Duplication of Ashtorre Rock

Aim:

Two storey building (similar in size to the adjacent Ashtorre Rock community centre). Ground floor accommodation for storage, first floor for artists studios and roof space for exhibition space.



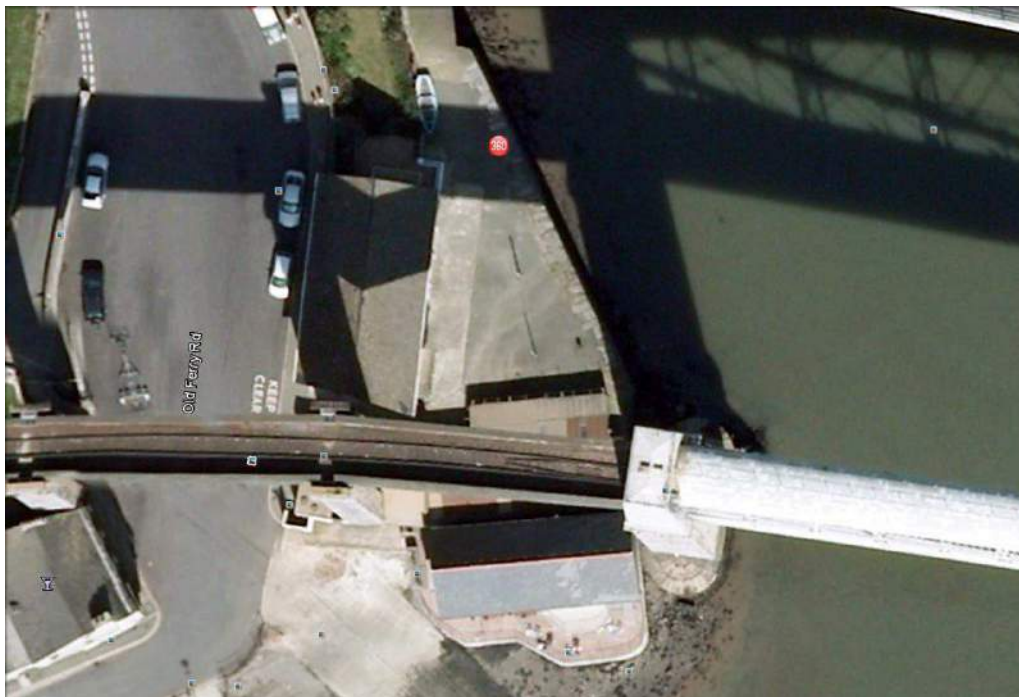
Option 3—Formation of Kiosk, Toilets and Showers, with 2 storey workshop

Aim:

Creation of single storey boat sheds / stores with additional accommodation for exhibition space / artists studios in roof space. Formation of wayfinding kiosk for WC's, showers/ changing for visiting sailors and essential supplies with a store. Kiosk designed to act as nodal point for visitors to visit the two buildings behind.



Ashtorre Wharf Aerial View — as existing



Saltash Waterside Coastal Communities Team - Proposals - Ashtorre Wharf

Let us know what you think, please fill in one of the feedback forms.



Saltash Town Council
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Local Management of Boat Mooring and Parking



Local Management

Saltash Town Council to take over management of much of the waterside from Cornwall Council. Area will be managed by a Community Interest Company (CIC), employing a part time Waterside Warden, paid for by mooring and boat parking charges. Any surplus income from the CIC will be used to improve facilities in the Waterside area.

Beach Mooring

Use of north and south beaches managed by annual licence, to allow abandoned boats to be removed more easily. Small annual licence fee to be introduced.

Pontoon Mooring

Security on the pontoon to be improved, to deter vandalism, theft and anti social behaviour. Pontoon maintenance carried out in Spring 2016.

Trailer Park / Dinghy Storage

Security improved at storage sheds, area of trailer park increased.

Car Parking

Low barrier on green to prevent trailer parking on grass. Car park to remain free to use. Number of spaces reduced to allow more room for trailer /dinghy parking.

Launching Charges

Saltash remains one of the only free to use slipways in the Plymouth and east Cornwall area, with resulting traffic congestion during busy periods. Nominal launching charge to be introduced to deter over use by jet skis. Reduced cost or free annual launching permit for Saltash residents.

Saltash Waterside Coastal Communities Team - Waterside Management

Let us know what you think, please fill in one of the feedback forms.



Saltash Town Council
Tel: 01752 844846 Email: enquiries@saltash.gov.uk



North of The Bridges: Better Sailing Facilities

Series of medium and long term plans to improve facilities for sailors and increase sailing offer. Would generate extra income to help fund other improvements and create additional custom for waterside businesses. Funded by prudential borrowing and surplus from collection of mooring charges.

Dinghy Parking

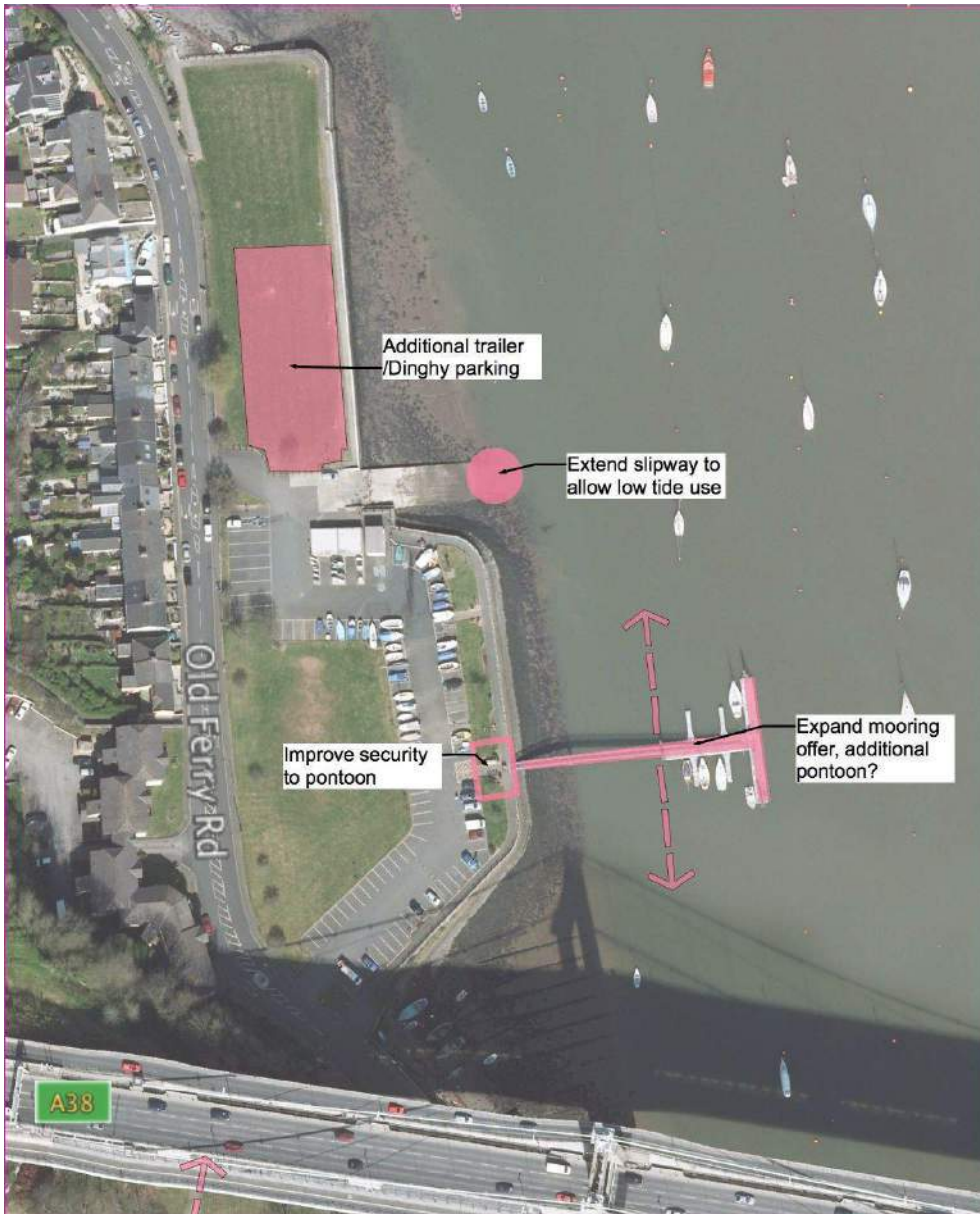
There is a shortage of dry boat storage on the Tamar. Explore options to expand dry storage for dinghies and trailers, possibly extending use of the existing dinghy park and additional storage area on the green to the north of the slipway.

Additional Pontoon Mooring

Increase capacity for pontoon mooring on the waterside. Location of any new pontoon to take into account tidal movement and need for shelter.

Northern Slipway

The northern slipway is not useable at low tide, with a fall from the end. Build out slipway to increase its use.



Saltash Waterside Coastal Communities Team - Proposals - North Area

Let us know what you think, please fill in one of the feedback forms.



Saltash Town Council
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South of The Bridges –Public Realm Improvements

Improved accessibility and facilities on the waterside, increasing the flexibility of existing businesses and venues to use the green and roads for events. Improved facilities for visitors to the waterside and better signage / publicity for the area.

Public Space

Permanent facilities for waterside events, including outdoor power supply, bandstand, deck / paving at top of beach. Paid for by grant aid and surplus from Community Interest Company.

Private / Community Buildings

Support from Town Council / CIC for internal and external improvements to Livewire and for redevelopment of derelict Waterside Pub site for housing (planning consent has already been given for 4 flats on this site). Long term proposals to improve toilets, provide artist workshops and community information hub based around Ashtorre Rock building. Livewire are currently seeking funding for improvement works, other developments reliant on future private / public funding.

Signage / Publicity

Street signage and information to promote links between waterside and the town centre. PR campaign to develop and promote distinct identity and brand for the waterside area.



Let us know what you think, please fill in one of the feedback forms.

Saltash Waterside Coastal Communities Team - Proposals - South Area



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Saltash Waterside Coastal Communities Team

Appendix 1: Demographic / Economic Profile

Community Network Profiles: Saltash & Torpoint

Population

The information in this profile is intended to provide an overview of the population within this Community Network Areas. This profile forms part of a range of themed profiles produced by the Cornwall Council Community Intelligence Team.

Population

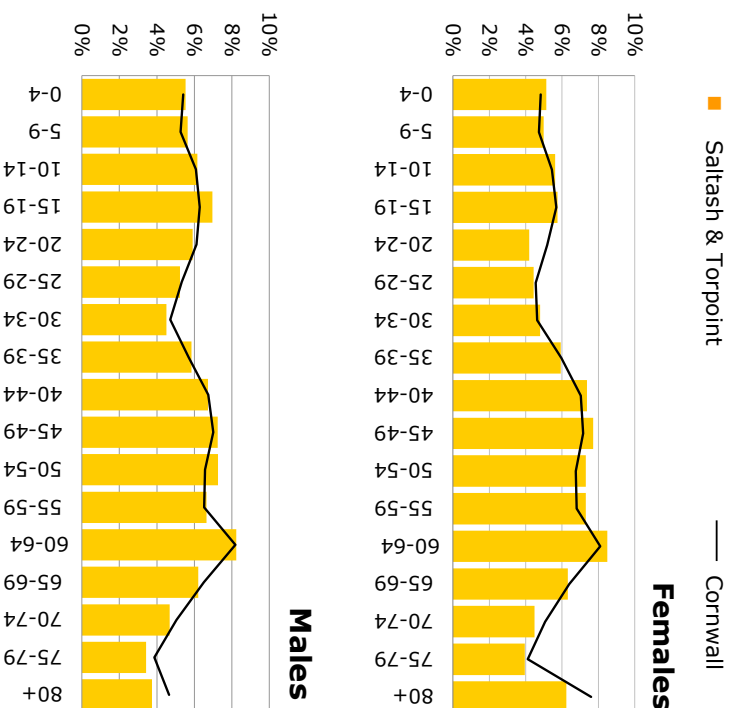
Population (2010)
 Population change (2001-10)
 Area (hectares)
 Population density

Saltash & Torpoint	Cornwall
33,300	535,300
+5%	+7%
13,017	354,595
2.56	1.51

Estimated Age Structure 2010

Age	Males	Females
0-4	900	870
5-9	920	850
10-14	1,010	950
15-19	1,140	980
20-24	970	710
25-29	860	750
30-34	740	810
35-39	950	1,010
40-44	1,100	1,250
45-49	1,180	1,310
50-54	1,190	1,240
55-59	1,090	1,240
60-64	1,350	1,440
65-69	1,010	1,070
70-74	770	760
75-79	560	670
80+	610	1,060

% population by gender and age group

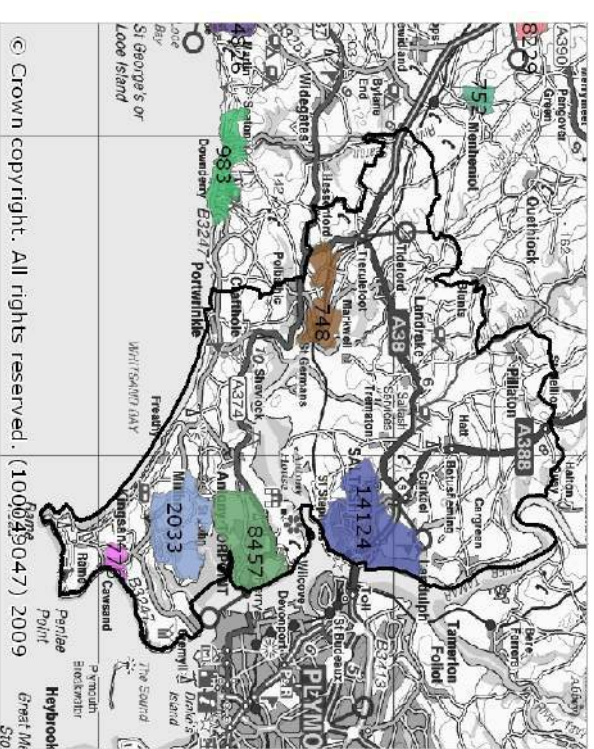


Population by Settlement (2001 Census)

The map below shows the population of the main settlements within this Community Network (population shown in brackets).

Boundaries have been defined locally using Census Output Areas.

The map shows the main settlements as coloured areas, with smaller settlements as points.



Source: Office for National Statistics

Community Network Profiles: Saltash & Torpoint

Population

Ethnicity

Ethnicity is measured for the 2001 Census. This data is no longer current and is a considerable undercount black and minority ethnic groups. It is however the only count of minority ethnic groups available.

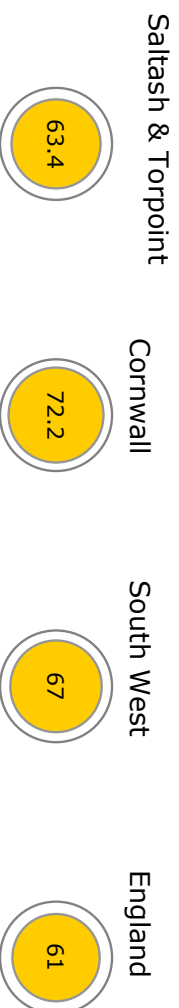
	Saltash & Torpoint	Cornwall
White	31,313	99.0%
Mixed	161	0.5%
Asian or Asian British	65	0.2%
Black or Black British	24	0.2%
Chinese or Other Ethnic Group	61	0.2%

Dependency ratio (2008)

The dependency ratio tells us how many young people (under 16) and older people (65 and over for males and 60 and over for females) depend on people of working age (16 to 64).

A higher dependency ratio reflects more people who are not of working age, and fewer who are working and paying taxes. The higher the number the more people that need looking after.

For example, a dependency ratio of 70 means that 100 working age people provide for 70 dependants; young people (under 16) and people aged 65+.



Saltash & Torpoint has a lower dependency ratio than Cornwall. This means that there are fewer people in the younger and older age groups compared to the county average.

Position in relation to other network areas

The following section shows the network area's position in relation to the 19 community networks. The horizontal line indicates the Cornwall average.



Highest: Camborne & Redruth (60100)
Lowest: Camelford (12200)



Highest: China Clay (13%)
Lowest: Penzance (1%)



Highest: Camborne & Redruth (5)
Lowest: Camelford (0.5)



Highest: Truro & Roseland (1.59%)
Lowest: Liskeard & Looe (0.51%)



Highest: Wadebridge & Padstow (78.2)
Lowest: Newquay (59.4)

Sources and Notes:

Dataset	Period	Source
Population	2010 2001	Office for National Statistics, mid year estimates Census, Table UV01
Area (hectares)	2001	Census, Table UV02
Age structure	2009	Office for National Statistics, mid year estimates
Population by Settlement	2001	Census, Table UV01 Settlement boundaries built from Census Output areas as defined by C4G Planning for the Role and Future of Smaller Settlements in Cornwall'
Ethnicity	2001	Census, Table UV09
Dependency ratio	2009	Calculated using the Office for National Statistics mid year estimates

Profiles produced by Cornwall Council Community Intelligence Team, in partnership with Cornwall and Isles of Scilly Primary Care Trust.

Room 203, New County Hall, Treyew Road, Truro, Cornwall, TR1 3AY

Tel: 0300 1234 100, email: intelligence@cornwall.gov.uk



South East Cornwall Parliamentary Constituency

Briefing, December 2013

Economic Development

DRAFT

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South East Cornwall Parliamentary Constituency



A Economic data Summary – South East Cornwall

Reasons for low earnings

- Workplace earnings in South East Cornwall are low. The main reasons underlying the low figures are the structure of the workforce which is under-represented in terms of higher value jobs whether by occupation or employment sector. This reflects the impact of commuting to Plymouth where higher level occupations and sectors are over-represented. The outflow of higher paid residents to Plymouth is a common feature of areas adjacent to large urban centres. The area also has a lower percentage of employees in large units, where earnings tend to be higher.
- Recent changes in earnings levels may reflect a combination of elements which together have impacted on earnings levels. The proportion of those in full-time employment has decreased in contrast to those working part-time. Full-time earnings are higher than part-time so any change in the proportions affects overall earnings. At the

same time the number of hours worked by those working full-time has been stable while the hour worked by those working part-time has increased. South East Cornwall has a higher percentage of people working part-time than Plymouth does and the gap has widened since 2009.

- Again this would tend to reduce overall earnings. Data on changes in employment at a sector level are limited but there is a suggestion of a decline in the numbers in the area of Managers, Directors and Senior Officials and also those employed in other better paid sectors which would imply a potential reduction in earnings.
- The combination of these elements operate together to depress earnings levels in the area.

Employment

- Economic activity rates in South East Cornwall are below the average for both Cornwall and the UK. Employment rates are also below those for Cornwall and the UK. There is a lower proportion of employees and a correspondingly higher proportion of self-employed than is the average for Cornwall.

Economic activity

- South East Cornwall has a higher proportion of those aged 16-64 who are economically inactive than the average for Cornwall and the UK. Of those who are economically inactive there is higher proportions who are retired and who fall within the 'Other' category. The proportion who are students or looking after family/home are below both the Cornish average and the UK average.

Occupations

- Looking at those who live in South East Cornwall, compared to the Cornish and UK figures, there are higher percentages of 'Skilled trades occupations', 'Process, plant and machine operatives', and 'Administrative and secretarial occupations'. Representation is lower than average for the following occupations: 'Managers, directors and senior officials', 'Sales and customer service occupations', and 'Elementary occupations'.
- Looking at the occupations of those that work in SE Cornwall. Again a lower percentage of Managers than for Cornwall or Plymouth, also slightly lower for the two professional categories.
- Analysis of the figures over a longer period of time suggest an overall decline in numbers employed particularly Managers.
- Analysis of the difference between the numbers who live and who work in the South East Cornwall by occupation shows that the main differences are in the net outflow of 'Associate professional and Technical', 'Skilled Trades' and 'Process, Plant and Machine

Operatives'. All of these changes will impact on earnings in South East Cornwall.

Qualifications

- In terms of qualifications South East Cornwall has a higher proportion of residents aged 16-64 with level NVQ4 than the Cornish average but below the UK average. Compared to the UK and Cornish average there is a higher percentage with NVQ3 only and Trade Apprenticeships but lower with No qualifications.

Earnings

- Resident weekly median gross earnings for South East Cornwall equalled £361 in 2013, 87% of the UK average; Full-time earnings equalled £439.2 or 85% of the UK average. Workplace weekly median gross earnings for South East Cornwall equalled £283.7 or 68% of the UK average. Workplace earnings are lower than Resident earnings.
- Workplace annual earnings in South East Cornwall are the lowest in Cornwall at £14,640 compared to an average of £17,390 Resident earnings are above the Cornish average £19,455 compared to £18,346, in fact South East Cornwall has the highest resident earnings of all the six Parliamentary Constituencies.

The Plymouth effect

- Plymouth in common with other major cities has higher workplace earnings than surrounding areas but lower resident earnings. The table below compares the Plymouth constituencies with the three bordering constituencies. All three of the latter have lower workplace earnings reflecting the impact of Plymouth on the labour market. This is less pronounced for Torridge and West Devon probably because Plymouth has less impact in commuting terms on this area. The ratio is between workplace and resident earnings.
- Looking at the weekly resident earnings figures for each constituency in 2013 shows how areas compare. Plymouth Moor View is used as the index figure as it has the highest workplace earnings. Plymouth Sutton and Devonport have higher earnings but those of for South East Cornwall and South West Devon are even higher. Torridge and West Devon has lower figures again reflecting the fact that much of its labour market is less influenced by Plymouth than that of the other two commuter constituencies. Annual resident earnings follow a similar pattern.

Hours worked

- Total earnings are affected by hours worked. Where an area has a lower percentage of workers working part-time and/or total hours worked are low then earnings can also be lower. Two sources – BRES which gives details of the share of part-time and full-time working

and ASHE which gives details of average hours worked show how South East Cornwall compares.

- Two points emerge from the data on part-time working – SE Cornwall has a higher percentage of people working part-time than Plymouth does and the gap has widened since 2009.
- Data from ASHE also provides details of hours worked. In 2013 the median hours worked equalled 34.7, 95% of the Cornish average. Since 2010 South East Cornwall has consistently had the lowest average hours worked across Cornwall. Data for Plymouth shows a consistent level of average hours worked at 37 throughout the period, again above the average for South East Cornwall.

Employee jobs

- In 2012 there were 23,500 employee jobs in South East Cornwall. In percentage terms, there is a slightly higher percentage of employees in 'Manufacturing' – 14% compared to 9% for Cornwall and Great Britain.
- 'Retail' at 15% compares to 14% for Cornwall and 10% for Great Britain.
- Employment in 'Professional, scientific & technical', 'Business administration & support services', 'Public administration & defence' are below both the Cornish and Great Britain averages.
- Employment in tourist related sectors was estimated at 3,400 or 13.7% of the total, over 1.7 times the figure for Great Britain¹.

Benefits

- Analysis of the rates for those of working age on benefits shows that both JSA in particular and Out of work benefit levels in general are below the Cornish and GB levels as are total rates for those on benefit. The percentage of those on non-out-of work benefits is slightly higher than average. [Proportion of resident population aged 16-64 estimates].
- The latest JSA figures for November 2013 show that the claimant rate is below both the Cornwall and UK levels – 1.6% compared to 2.1% and 3.0%. All areas saw lower rates in November 2013 than in November 2012.

Enterprises

- Analysis of the enterprise data shows that there were 4,090 enterprises in South East Cornwall in 2012. Comparing South East Cornwall to the UK there was a higher percentage of enterprises in 'Agriculture, forestry and fishing' – almost four times the UK average; and a higher percentage in 'Accommodation and food services' –

¹ 2008 data, employee jobs only.

8.1% compared to 6.4%. Sectors with below average representation were 'Information and communication' – 2.4% to 6.4%, 'Finance & insurance' 1.3% compared to 2.5%; 'Professional, scientific & technical' – 7.9% compared to 14.2%.

- South East Cornwall has a higher percentage of enterprises in the 0-4 employment sizeband than both the Cornish and UK average. The percentage of enterprises employing over 250 is only a quarter of the UK average and is also below the Cornish average.

NEETS(Not in Education, Employment or Training)

- Latest data on NEETs shows that the Liskeard and Looe CNA within the constituency has the same level of those who are NEET, 4.7% as the average for Cornwall, the Saltash and Torpoint rate is below – 4%, though Callington is above at 5%.

Education and skills

- Data from the census reveals the most accurate figures on qualifications held by the population² of South East Cornwall. The figures reveal little difference in the percentage share for each qualification level between South East Cornwall, Cornwall and England. A slightly lower % with no qualifications and Level 4 and above compared to the English average.
- Comparing the % with each qualification for each Parliamentary Constituency with the Cornish average indicates that South East Cornwall is one of the three constituencies with a below average percentage with no qualifications. The 0.95 indicates that the share in South East Cornwall is 95% of the Cornish average.
- The census also shows the range of qualifications held by residents of South East Cornwall. Numbers and percentages here do not add to 100 as some people will hold a range of qualifications.
- Several points emerge – the proportion with degrees is lower in both South East Cornwall and Cornwall compared to the average for England. In contrast, the percentage with Professional qualifications is slightly higher as is the percentage with '1-4 O levels/CSE/GCSEs (any grades), Entry Level, Foundation Diploma' is higher at 37% than the English average of 34%, while the percentage with Apprenticeships is more marked at 9% compared to the English average of 6%.

Economic trends

- After peaking in 2008 activity rates in South East Cornwall fell back and are now closer to the rate for Cornwall, both are below the UK rate.

² Aged 16 plus.

- As expected the economic inactivity rates are the converse of the above being below in the 2008 period but now above.
- Turning to unemployment after peaking in 2008 the figures fell back before another rise followed by a decline. The rate now lies below both the UK and Cornish levels.³
- After trending above both UK and Cornish rates in 2007 and 2008 employment rates fell back and are now below the rates for Cornwall.
- The percentage of those who are self-employed⁴ is above the UK average and despite some variation has recently been similar to the average for Cornwall though recently higher.
- Employees as a percentage of those employed in the 16-64 age group have tended to be higher than the Cornish level for most of the period covered, though with a recent falling back.

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³ Unemployment rates are expressed as a percentage of the total of economically active.

⁴ Expressed as a percentage of all those in employment in the 16-64 age group.

Employment projects (Cornwall Council/Cornwall Development Company) – South East Cornwall 26 Capital and 52 Revenue items.

Key:

Item	Key contact
1 - 14	Economic Development Service (Stephen Vinson)
15 - 19	Cornwall Development Company (Catherine Thomson)
20 - 26	Cornwall Development Company (David Rodda)
27 - 28	Cornwall Development Company (Superfast team)
29 - 56	Cornwall Development Company (ECLAG Linda Emmett)
60 - 75	Cornwall Development Company (Clay LAG Clare Leverton)
76 - 77	Localism (Steve Besford-Foster)
78 - 79	Cornwall Development Company (Fisheries LAG)

Project – Activity – Grant	Location	Planning / Grant	Status
1. Dolphin Court, Trevol Business Park – 6 units each of 1,000 sq ft B1 and B2 use class – Private Sector project supported by the Economic Development Service.	Torpoint	Planning approved	Construction commenced Feb 2012 nearing completion. Economic Development have approached developer regarding free Property Finder service.
2. Expansion and relocation of local manufacturing company – 30,000 sq ft new building needed on Council owned plots at Moss Side Industrial Estate. Private Sector project supported by the Economic Development Service.	Callington	GBI potential	
3. Extension of time application for the construction of 7 B1 and B2 use class units at Tamar View Industrial Estate. Private Sector project supported by the Economic Development Service.	Saltash	Planning Application	Agent contacted regarding Convergence grants and post construction marketing.
4. Owner former Topfoto building enquiring ERDF subdivision and refurbishment of 4,000 sq ft. Private Sector project supported by the Economic Development Service.	Liskeard	Planning not needed.	Site meeting and research on rents and vacancies supplied.

Project – Activity – Grant	Location	Planning / Grant	Status
5. A & P Toms Boatyard – Facilities building including office space. Private Sector project supported by the Economic Development Service.	Polruan	PA12/03334	Planning application approved with conditions.
6. Employment site at St Martins, Looe. Part of a site zoned for housing. Initial interest by Priority Sites in bringing forward workspace.	Looe		Priority Sites local office closed. Options to be taken up by Homes and Communities Agency.
7. Pre-application discussion on increased range of uses B8 application and development and disposal of remaining plots Trevol Business Park. HCA development plan supported by the Economic Development Service.	Torpoint	Pre application Discussions	Agent and HCA discussions with ED.
8. Burgundy House, Doublebois Industrial Estate. Extension of time application for an office extension. Private Sector project supported by the Economic Development Service.	Dobwalls, Near Liskeard	PA12/04994	Consent granted
9. 8,400 sq ft former Kemutec building. Proposal to convert to workshops and offices. Private Sector project supported by the Economic Development Service.	Par	ERDF	Convergence and Growing Places Fund
10. Plot 6A Trevol Business Park construction of a 2 storey health centre at the frontage plot of the business park. Health Authority project supported by the Economic Development Service.	Torpoint	PA12/05251	ED supported application. Planning Consent granted.
11. Construction of a 3,000 sq ft B1 unit at Pensilva Industrial Estate Private Sector project supported by the Economic Development Service.	Pensilva	PA12/05625	ED support – application approved.
12. 26.9 hectare mixed use development scoping request at Tencreek Farm. 5 hectare of employment uses including B1, B2 and B8. Private Sector project supported by the Economic Development Service.	Liskeard	PA12/06406	ED support – scoping request time not expired.

Project – Activity – Grant	Location	Planning / Grant	Status
<p>13. 2011-2012 Business Investor Support Advisor enquiries</p> <p>15 South East Cornwall business enquiries/interventions in 2011</p> <p>21 South East Cornwall business enquiries/interventions in 2012 to date.</p> <p>Ranging from grant advice to a small IT business on the Rame Peninsula to giving grant and property development option advice to an inward investor looking at creating 45 jobs in Torpoint.</p>	<p>5 Saltash</p> <p>9 Liskeard</p> <p>2 Torpoint</p> <p>5 Callington</p> <p>2 Looe</p> <p>1 Lostwithiel</p> <p>12 not town specific locations</p>		<p>Ongoing.</p> <p>17% of business enquiries and interventions are passed through to the Business Investor Support Advisor by Cornwall Councillors either as ward members or in their role as Portfolioholder and Leader.</p>
<p>14. Liskeard Work Hub Project – Portas Town Team Regeneration sub group looking at assessing the business case for a Work Hub project.</p>	Liskeard	Prospect for RDPE and Portas Pilot money.	Project just started.
<p>15. East Cornwall Employment Sites Study – Viability and Options Appraisal by Cornwall Development Company linked to the emerging town frameworks.</p>	Liskeard and Saltash		<p>Assessments completed, outcome supported by the Place Shaping Delivery Board, reports being finalised and will be forwarded to agents, developers, Town Framework sub groups and Invest in Cornwall</p>
<p>16. Polean Junction improvements – to unlock 3 acres of allocated brownfield employment land, and create new employment opportunities, led by Property Services.</p>	Looe	TPO application approved	<p>Ground investigation works to commence w/c 16th July 2012, thereafter final design and costs finalise before seeking Cabinet approval to fund the works</p>

Project – Activity – Grant	Location	Planning / Grant	Status
17. Green energy solution for Looe – CDC Low Carbon Team to ascertain the potential options for a green energy solution in the Looe environs. CDC currently liaising with Green Cornwall and Looe Development Trust to identify potential options to enable LDT to make an informed decision on their preferred option.	Looe		Options paper currently being drafted. Once finalised the paper will be considered by LDT with the aim of finding an option to be developed further.
18. Redevelopment of Polean Employment site. CDC are liaising with Cornwall Council's Property Services to progress a strategy for the development of the site and associated legal agreements with other land owners across the 5 acres site, if necessary.	Looe		Discussions with Property Services and Members have progressed. Meeting to be undertaken with local stakeholders such as Looe Town Council, West Looe Town Trust and Jewsons, before negotiations are progressed.
19. Business Investment for Growth (BIG) grant – part of the Business Boost programme. Half of the approved private sector projects are in the east of Cornwall including this project in Saltash postal area.	Saltash	BIG grant £47,814	Programme due to remain open until March 2015. On going receipt of applications. Further bids can be received.
20. Cornish Orchards - Investment in cider processing equipment, storage and infrastructure. Private sector project supported by CDC with access to grant.	Duloe, Nr Looe	RDPE grant £834,072	Approved and Contracted
21. Kit Hill Produce (Tamar Valley) – Local produce processing facility & specialist vegetable processing equipment. Private sector project supported by CDC with access to grant.	Callington	RDPE grant £67,000	Approved and Contracted

Project – Activity – Grant	Location	Planning / Grant	Status
22. Trewithen, Cornish Farm Dairy – Investment in milk processing facilities – developing new product lines, improving and expanding operational facilities, creating new office space and mitigating environmental impact. Private sector project supported by CDC with access to grant.	Nr Lostwithel	RDPE grant £5,597,500	Approved and Contracted
23. RA&HJ Delbridge – Potato and grain storage, milling and bagging equipment. Private sector project supported by CDC with access to grant.	Nr Saltash	RDPE grant £69,900	Approved and Contracted
24. South Park Farm – Vegetable processing infrastructure and equipment. Private sector project supported by CDC with access to grant.	Herods-foot	RDPE grant £26,300	Approved and Contracted
25. Tredithick Farm Cottages – renewable energy project to support farm and tourism business. Private sector project supported by CDC with access to grant.	Nr Lostwithiel	RDPE grant £27,334	Approved and Contracted
26. Treleavens Ice Cream Company – Ice cream processing equipment to increase production volumes. Private sector project supported by CDC with access to grant.	Looe	RDPE grant £37,592	Approved and Contracted
27. CDC managed Superfast Cornwall programme – 34 cabinets have been enabled in the South East Cornwall area including:	Callington, Dobwalls, Fowey, Drakewalls, Landrake, Liskeard, Looe, Lostwithiel, Cawsand/Kingsand, Polperro, Pensilva, Pillaton, Metherell/Harrowbarrow and Torpoint.	ERDF grant approved	Completed

Project – Activity – Grant	Location	Planning / Grant	Status
28. CDC managed Superfast Cornwall programme – connections are being built to improve connectivity in a range of locations in South East Cornwall area including:	Cardinham, Donderry, Gunnislake, Tideford, Looe, Millbrook, Polruan, St Germans, Treburley and Torpoint.	ERDF grant approved	Further work currently scheduled to go live between September 2012 and April 2013
29. Promoting the uptake of tax credits to working families and small business owners. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Callington, Liskeard & Looe Community Network areas	£46,610 Local Action Group/RDPE	Completed
30. Building on the success of the project above, extension granted. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	All east Cornwall	£43,561 Local Action Group/RDPE	Being delivered now
31. Feasibility study for community composting scheme. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Calstock	£4,112 Local Action Group/RDPE	Completed
32. Installation of PVs on Delaware Learning Centre. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Calstock	£12,843 Local Action Group/RDPE	Completed
33. Cricket covers to increase junior membership. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Calstock	£4,560 Local Action Group/RDPE	Completed
34. Workshops to exchange knowledge to create a community orchard. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Calstock	£1,275 Local Action Group/RDPE	Completed
35. Activities for young people n Friday night and support for development of café run by young people. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Callington	£32,060 Local Action Group/RDPE	Being delivered now

Project – Activity – Grant	Location	Planning / Grant	Status
36. Refurbishment of Methodist Chapel into community space. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Deviock	£9,115 Local Action Group/RDPE	Completed
37. Competition standard boules piste. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Deviock	£4,282 Local Action Group/RDPE	Completed
38. Installation of fencing at new private allotments. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Dobwalls	£1,877 Local Action Group/RDPE	Being delivered now
39. Kit out of community run shop. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Duloe	£15,000 Local Action Group/RDPE	Contract issued
40. Low energy fridges and freezers in community run shop. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Lanreath	£9,500 Local Action Group/RDPE	Being delivered now
41. Outdoor play equipment & storage for toddler group. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Lanreath	£2,499 Local Action Group/RDPE	Contract issued
42. Equipment for start up bee breeding business. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Liskeard	£12,000 Local Action Group/RDPE	Completed
43. Feasibility study for establishment of commercial kitchen as new income stream. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Liskeard	£2,635 Local Action Group/RDPE	Completed
44. Support for local produce shop relocation. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Looe	£6,292 Local Action Group/RDPE	Completed
45. New steps to improve river access. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Looe	£6,000 Local Action Group/RDPE	Completed

Project – Activity – Grant	Location	Planning / Grant	Status
46. Leaflets, signage and pod cast to promote safer walking routes. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Looe	£2,530 Local Action Group/RDPE	Being delivered now
47. New marine conservation group to raise awareness of marine environment. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Looe	£8,400 Local Action Group/RDPE	Contract issued
48. Establishment of Rame Business Centre. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Maker with Rame	£38,400 Local Action Group/RDPE	Completed
49. Creation of new facilities at Gig Club. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Maker with Rame	£38,000 Local Action Group/RDPE	Completed
50. Refurbishment of scout hut into youth centre. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Maker with Rame	£60,159 Local Action Group/RDPE	Completed
51. Creation of village green. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Menheniot	£10,000 Local Action Group/RDPE	Being delivered now
52. New piece of equipment for fencing business. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Pelynt	£5,250 Local Action Group/RDPE	Completed
53. Start up support for low energy cattery. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	St Cleer	£28,856 Local Action Group/RDPE	Being delivered now
54. Memorial hall extension for facilities for new meeting room. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	St Cleer	£6,000	Completed

Project – Activity – Grant	Location	Planning / Grant	Status
55. Equipment for volunteers to clear Higher Tremarcombe Pipewell and Toyz pond to create wildlife friendly area. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	St Cleer	£21,343	Being delivered now
56. Reinstatement of the bakery and interpretation at Cotehele Mill. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	St Dominic	St Dominic	Completed
57. Low energy fridges and freezers in community shop. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	St Germans	£3,524	Completed
58. Conservation plan for Thanckes Park. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Torpoint	£8,526	Being delivered now
59. Creation of new storage, toilets and kitchen at Jubilee Hall. RDPE grant facilitated by the CDC hosted East Cornwall Local Area Action Group.	Warleggan	£65,563	Being delivered now
60. Developing social entrepreneurs. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£20,000 Local Action Group/RDPE	Live
61. Co-ordinating sustainable tourism opportunities. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£59,890	Complete
62. Study for the development of clay trails network. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£18,000	Complete
63. Clay trails network development and marketing. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£70,000	Live

Project – Activity – Grant	Location	Planning / Grant	Status
64. Pre school development equipment. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Lostwithiel	£17,652	Complete
65. Sustainable energy development in communities. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£70,000	Live
66. Communities local food growing project. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£10,861	Live
67. Local produce and products retail development through produce market St Austell. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£10,470	Live
68. Community capacity building and regeneration engagement work. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£69,860	Live
69. Playing field enhancement. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Luxulyan	£1,960	Complete
70. Project development assistance for village and parish plan projects. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£52,906	Live
71. Community greenspaces project development assistance. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Clay Country (SEC and STANew)	£128,192	Live
72. Enabling community and new income generating use of shared hall. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Luxulyan	£12,763	Live

Project – Activity – Grant	Location	Planning / Grant	Status
73. Development studies for the world heritage site. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Luxulyan Valley	£21,618	Complete
74. Community and heritage use of ancient Duchy Palace. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Lostwithiel	£25,000	Live
75. Conservation and interpretation of world heritage Carmears Tramways. RDPE grant facilitated by the CDC hosted China Clay Area Local Area Action Group.	Luxulyan Valley	£9,500	Live
76. Portas Pilot: pilot projects to reinvigorate high street, led by multi-partner "Town Team", with support from CC, DCLG and Mary Portas	Liskeard	£100,000 DCLG funding	Project commenced – Cornwall Council accountable body status.
77. Callington Town Centre Regeneration project. Assessment of current and future needs and provision of supporting projects. Localism and Economic Development Service of the Council are supporting	Callington	Potential RDPE funding for needs analysis.	Assessment of need stage. Could result in revenue and / or capital measures.
78. FLAG Animateur	All FLAG area	£90,692	Approved and offer letter issued by MMO
79. Seafood Cornwall Training Hub	All FLAG area	£24,870	Approved and offer letter issued by MMO

C Appendix: Economic data

Summary of reasons for low earnings

Workplace earnings in SE Cornwall are low. The main reasons underlying the low figures are the structure of the workforce which is under-represented in terms of higher value jobs whether by occupation or employment sector. This reflects the impact of commuting to Plymouth where higher level occupations and sectors are over-represented. The outflow of higher paid residents to Plymouth is a common feature of areas adjacent to large urban centres. The area also has a lower percentage of employees in large units, where earnings tend to be higher.

Recent changes in earnings levels may reflect a combination of elements which together have impacted on earnings levels. The proportion of those in full-time employment has decreased in contrast to those working part-time. Full-time earnings are higher than part-time so any change in the proportions affects overall earnings. At the same time the number of hours worked by those working full-time has been stable while the hours worked by those working part-time has increased. South East Cornwall has a higher percentage of people working part-time than Plymouth does and the gap has widened since 2009.

Again this would tend to reduce overall earnings. Data on changes in employment at a sector level are limited but there is a suggestion of a decline in the numbers in the area of Managers, Directors and Senior Officials and also those employed in other better paid sectors which would imply a potential reduction in earnings.

The combination of these elements operate together to depress earnings levels in the area.

Employment

Economic activity rates in South East Cornwall are below the average for both Cornwall and the UK. Employment rates are also below those for Cornwall and the UK. There is a lower proportion of employees and a correspondingly higher proportion of self-employed than is the average for Cornwall.

Employment (June 2012 - June 2013)				
Area	SE Cornwall		Cornwall	UK
16-64	No's	%	%	%
Economic activity	38,300	68.9	72.2	77.1
Employment rate	36,300	65.4	67.4	71.0
Employees	27,300	75	79	86
Self employed	9,100	25	20	13

Source: NOMIS, Annual Population Survey.

South East Cornwall has a higher proportion of those aged 16-64 who are economically inactive than the average for Cornwall and the UK. Of those who are economically inactive there is a higher proportion who are retired and who fall within the 'Other' category. The proportion who are students or looking after family/home are below both the Cornish average and the UK average.

Economic inactivity (June 2012 - June 2013)				
	SE Cornwall		Cornwall	UK
	No's	%	%	%
Economically inactive 16-64	17,300	31.1	27.8	22.9
Student	1,600	9.3	23.0	25.6
Looking after family/home	2,900	16.6	22.5	25.5
Temporary sick	1,000	5.8	2.2	2.0
Long-term sick	4,100	23.6	23.2	22.0
Discouraged	na	na	1.2	0.7
Retired	5,100	29.7	20.0	15.6
Other	2,300	13.2	7.9	8.6

Source: NOMIS, Annual Population Survey. [na = not available due to sample size].

Occupations

Looking at those who live in South East Cornwall, compared to the Cornish and UK figures, there are higher percentages of 'Skilled trades occupations', 'Process, plant and machine operatives', and 'Administrative and secretarial occupations'. Representation is lower than average for the following occupations: 'Managers, directors and senior officials', 'Sales and customer service occupations', and 'Elementary occupations'.

Occupations (16+, June 2012-June 2013)				
Area	SE Cornwall		Cornwall	UK
Occupation	No's	%	%	%
1: Managers, directors and senior officials	3,000	7.9	9.0	10.1
2: Professional occupations	5,100	13.6	13.5	19.6
3: Associate prof & tech occupations	5,900	15.7	11.2	13.9
4: Administrative and secretarial occupations	4,400	11.6	10.8	10.9
5: Skilled trades occupations	7,500	19.7	15.3	10.6
6: Caring, leisure and other service occupations	4,600	12.2	12.8	9.0
7: Sales and customer service occupations	1,200	3.0	6.2	8.0
8: Process, plant and machine operatives	4,400	11.6	9.0	6.3
9: Elementary occupations	1,700	4.5	11.4	10.9

Source: NOMIS, Annual Population Survey.

The table below shows the occupations of those that work in South East Cornwall. Again a lower percentage of Managers than for Cornwall or Plymouth, also slightly lower for the two professional categories.

Occupations (16+, June 2012-June 2013)				
Area	SE Cornwall		Cornwall	Plymouth
Occupation	No's	%	%	%
Managers, Directors and Senior Officials	1,900	7.0	9.2	8.5
Professional	3,900	14.4	15.0	17.5
Associate Prof & Tech	2,900	10.7	10.9	15.5
Administrative and Secretarial	3,600	13.3	10.9	10.9
Skilled Trades	4,400	16.2	14.9	12.1
Caring, Leisure and Other Service	4,000	14.8	12.1	11.2
Sales and Customer Service	1,800	6.6	6.0	8.6
Process, Plant and Machine Operatives	2,900	10.7	8.4	6.4
Elementary	1,700	6.3	12.6	9.4
Total	27,100	100.0	100.0	100.0

Source: NOMIS, Annual Population Survey.

Analysis of the figures over a longer period of time suggest an overall decline in numbers employed particularly Managers.

The table below shows the difference between the numbers who live and who work in the South East Cornwall by occupation. The main differences are in the net outflow of 'Associate professional and Technical', 'Skilled Trades' and 'Process, Plant and Machine Operatives'. All of these changes will impact on earnings in South East Cornwall.

Occupations compared (16+, June 2012-June 2013)			
Occupation	Res	Work	Difference
Managers, Directors and Senior Officials	2,300	1,900	-400
Professional	3,800	3,900	100
Associate Prof & Tech	5,700	2,900	-2,800
Administrative and Secretarial	4,100	3,600	-500
Skilled Trades	6,500	4,400	-2,100
Caring, Leisure and Other Service	4,600	4,000	-600
Sales and Customer Service	1,200	1,800	600
Process, Plant and Machine Operatives	4,100	2,900	-1,200
Elementary	1,700	1,700	0
Total	33,900	27,100	-6,800

Qualifications

In terms of qualifications South East Cornwall has a higher proportion of residents aged 16-64 with level NVQ4 than the Cornish average but below the UK average. Compared to the UK and Cornish average there is a higher percentage with NVQ3 only and Trade Apprenticeships but lower with No qualifications.

Qualifications (2012)				
Group	SE Cornwall		Cornwall	UK
	No's	%	%	%
16-64				
NVQ4+	18,700	33.4	30.6	34.2
NVQ3 only	11,700	21.0	18.8	17.1
Trade Apprenticeships	3,000	5.3	4.2	3.7
NVQ2 only	8,300	14.9	19.5	16.8
NVQ1 only	7,500	13.5	14.6	12.1
Other qualifications	3,500	6.3	4.2	6.3
No qualifications	3,200	5.7	8.0	9.9
NVQ4+	18,700	33.4	30.6	34.2
NVQ3+	33,400	59.7	53.6	54.9
NVQ2+	41,800	74.6	73.1	71.7
NVQ1+	49,300	88.1	87.8	83.8

Source: NOMIS, Annual Population Survey.

Earnings

Resident weekly median gross earnings for South East Cornwall equalled £361 in 2013, 87% of the UK average; Full-time earnings equalled £439.2 or 85% of the UK average. Workplace weekly median gross earnings for South East Cornwall equalled £283.7 or 68% of the UK average. Workplace earnings are lower than Resident earnings.

Resident Earnings 2013						
Area	South East Cornwall		Cornwall and Isles of Scilly		UK	
	£	%	£	%	£	%
Total	361	87	339.1	81	416.5	100
Full Time Workers	439.2	85	422.3	82	517.5	100
Part Time Workers	167.1	104	161.7	101	160.1	100

Source: NOMIS, Annual Survey of Hours and Earnings.

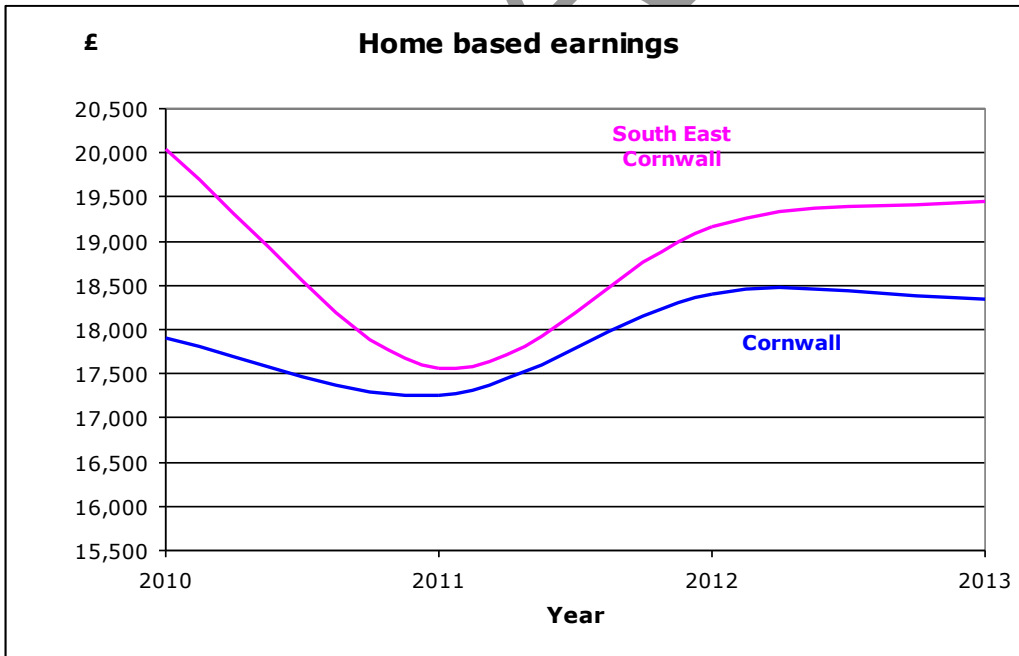
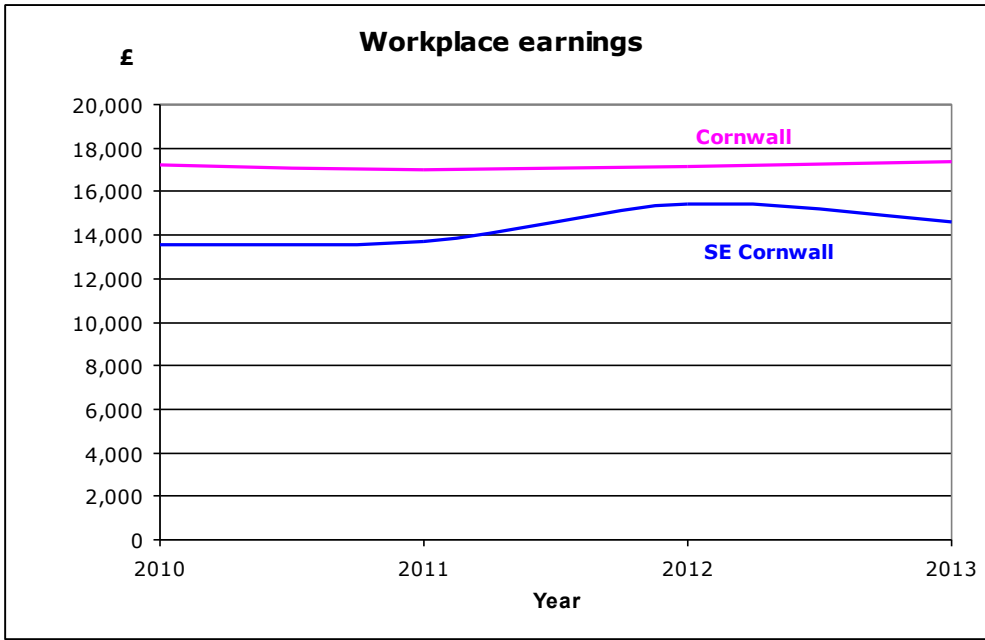
Workplace Earnings 2013						
Area	South East Cornwall		Cornwall		United Kingdom	
	£	%	£	%	£	%
Total	283.7	68	318.7	77	416.5	100
Full Time Workers	347.4	67	412	80	517.5	100
Part Time Workers	147.6	92	161.1	101	160.1	100

Source: NOMIS, Annual Survey of Hours and Earnings.

Workplace annual earnings in South East Cornwall are the lowest in Cornwall at £14,640 compared to an average of £17,390 Resident earnings

are above the Cornish average £19,455 compared to £18,346, in fact South East Cornwall has the highest resident earnings of all the six Parliamentary Constituencies.

The next two charts show recent trends in both workplace and home/resident based earnings for South East Cornwall and Cornwall.



The Plymouth effect

Plymouth in common with other major cities has higher workplace earnings than surrounding areas but lower resident earnings. The table below compares the Plymouth constituencies with the three bordering constituencies. All three of the latter have lower workplace earnings reflecting the impact of Plymouth on the labour market. This is less pronounced for Torridge and West Devon probably because Plymouth has less impact in commuting terms on this area. The ratio is between workplace and resident earnings.

Workplace and resident earnings compared			
Workplace	Total	Full Time Workers	Part Time Workers
	£	£	£
Plymouth, Moor View	439.2	519.5	206.9
Plymouth, Sutton and Devonport	405.1	472.1	160.0
South East Cornwall	283.7	347.4	147.6
South West Devon	328.2	411.4	182.1
Torridge and West Devon	287.1	393.8	119.6
Resident	Total	Full Time Workers	Part Time Workers
	£	£	£
Plymouth, Moor View	347.6	442.7	154.9
Plymouth, Sutton and Devonport	364.2	448.1	154.8
South East Cornwall	361.0	439.2	167.1
South West Devon	430.4	488.4	185.9
Torridge and West Devon	318.7	413.9	138.2
Ratio	Total	Full Time Workers	Part Time Workers
	%	%	%
Plymouth, Moor View	126	117	134
Plymouth, Sutton and Devonport	111	105	103
South East Cornwall	79	79	88
South West Devon	76	84	98
Torridge and West Devon	90	95	87

Source: NOMIS, Annual Survey of Hours and Earnings.

The tables below give the weekly resident earnings figures for each constituency in 2013. Plymouth Moor View is used as the index figure as it has the highest workplace earnings. Plymouth Sutton and Devonport have higher earnings but those of for South East Cornwall and South West Devon are even higher. Torridge and West Devon has lower figures again reflecting the fact that much of its labour market is less influenced by Plymouth than that of the other two commuter constituencies.

Weekly resident earnings compared - 2013

Weekly pay - gross	Total	Full Time	Part Time
PC	£	£	£
Plymouth, Moor View	347.6	442.7	154.9
Plymouth, Sutton and Devonport	364.2	448.1	154.8
South East Cornwall	361.0	439.2	167.1
South West Devon	430.4	488.4	185.9
Torridge and West Devon	318.7	413.9	138.2
PC	%	%	%
Plymouth, Moor View	100	100	100
Plymouth, Sutton and Devonport	105	101	100
South East Cornwall	104	99	108
South West Devon	124	110	120
Torridge and West Devon	92	93	89

Source: NOMIS, Annual Survey of Hours and Earnings.

Annual resident earnings follow a similar pattern.

Annual resident earnings compared - 2013

Group	Total	Full Time	Part Time
PC	£	£	£
Plymouth, Moor View	17,982	23,939	8,489
Plymouth, Sutton and Devonport	20,493	23,580	10,823
South East Cornwall	19,455	22,812	8,611
South West Devon	22,841	26,498	10,212
Torridge and West Devon	17,032	22,888	na
PC	%	%	%
Plymouth, Moor View	100	100	100
Plymouth, Sutton and Devonport	114	99	127
South East Cornwall	108	95	101
South West Devon	127	111	120
Torridge and West Devon	95	96	na

Hours worked

Total earnings are affected by hours worked. Where an area has a lower percentage of workers working part-time and/or total hours worked are low then earnings can also be lower. Two sources – BRES which gives details of the share of part-time and full-time working and ASHE which gives details of average hours worked show how South East Cornwall compares.

Two points emerge from the data on part-time working – SE Cornwall has a higher percentage of people working part-time than Plymouth does and the gap has widened since 2009.

Part-time employees %				
Area	2009	2010	2011	2012
Plymouth	37	37	38	37
South East Cornwall	39	39	41	42
Cornwall	41	41	42	42
Great Britain	32	32	33	33

Source: BRES.

Data from ASHE also provides details of hours worked. In 2013 the median hours worked equalled 34.7, 95% of the Cornish average. Since 2010 South East Cornwall has consistently had the lowest average hours worked across Cornwall. Data for Plymouth shows a consistent level of average hours worked at 37 throughout the period, again above the average for South East Cornwall.

Median hours worked by Parliamentary Constituency				
	2010	2011	2012	2013
Area	No's	No's	No's	No's
Camborne and Redruth	37.0	37.0	36.9	37.0
North Cornwall	37.0	36.5	37.3	37.0
South East Cornwall	35.0	35.0	35.0	34.7
St Austell and Newquay	35.0	36.8	35.6	35.1
St Ives	37.0	37.0	37.0	36.5
Truro and Falmouth	37.0	36.8	36.9	35.0
Cornwall	37.0	37.0	36.9	36.6

Source: NOMIS, Annual Survey of Hours and Earnings.

Median hours worked as % of Cornish average				
	2010	2011	2012	2013
Area	%	%	%	%
Camborne and Redruth	100	100	100	101
North Cornwall	100	99	101	101
South East Cornwall	95	95	95	95
St Austell and Newquay	95	99	96	96
St Ives	100	100	100	100
Truro and Falmouth	100	99	100	96
Cornwall	100	100	100	100

Source: NOMIS, Annual Survey of Hours and Earnings.

Employee jobs

In 2012 there were 23,500 employee jobs in South East Cornwall. In percentage terms, there is a slightly higher percentage of employees in 'Manufacturing' – 14% compared to 9% for Cornwall and Great Britain. 'Retail' at 15% compares to 14% for Cornwall and 10% for Great Britain.

Employment in 'Professional, scientific & technical', 'Business administration & support services', 'Public administration & defence' are below both the Cornish and Great Britain averages.

Employment in tourist related sectors was estimated at 3,400 or 13.7% of the total, over 1.7 times the figure for Great Britain⁵.

Employee jobs 2012				
Industry	South East Cornwall		Cornwall	Great Britain
	No's	%	%	%
1 : Agriculture, forestry & fishing	100	0	0	1
2 : Mining, quarrying & utilities	300	1	2	1
3 : Manufacturing	3,200	14	9	9
4 : Construction	1,200	5	5	4
5 : Motor trades	400	2	2	2
6 : Wholesale	1,300	6	4	4
7 : Retail	3,600	15	14	10
8 : Transport & storage (inc postal)	900	4	3	5
9 : Accommodation & food services	2,500	11	14	7
10 : Information & communication	300	1	2	4
11 : Financial & insurance	200	1	1	4
12 : Property	400	2	2	2
13 : Professional, scientific & technical	800	3	4	7
14 : Business administration & support services	700	3	4	8
15 : Public administration & defence	500	2	4	5
16 : Education	2,600	11	10	9
17 : Health	3,200	14	15	13
18 : Arts, entertainment, recreation & other services	1,300	6	5	4
Column Total	23,500	100	100	100

Source: NOMIS, Business Register and Employment Survey.

⁵ 2008 data, employee jobs only.

Benefits

The table below sets out the rates for those of working age on benefits. Both JSA in particular and Out of work benefit levels in general are below the Cornish and GB levels as are total rates for those on benefit. The percentage of those on non-out-of work benefits is slightly higher than average. [Proportion of resident population aged 16-64 estimates].

Working-age client group - key benefit claimants (May 2013)				
Area	South East Cornwall		Cornwall	Great Britain
	No's	%	%	%
Job seeker	1,100	2.0	2.4	3.5
ESA and incapacity benefits	3,370	6.2	6.9	6.2
Lone parent	450	0.8	1.0	1.3
Others on income related benefit	220	0.4	0.5	0.4
Out-of-work benefits	5,130	9.4	10.8	11.2
Carer	870	1.6	1.6	1.3
Disabled	840	1.5	1.4	1.2
Bereaved	110	0.2	0.2	0.2
Non out-of work benefits	1,820	3.3	3.2	2.7
Total	6,950	12.7	14.0	13.9

Source: NOMIS, Department for Work and Pensions.

The latest JSA figures for November 2013 show that the claimant rate is below both the Cornwall and UK levels – 1.6% compared to 2.1% and 3.0%. All areas saw lower rates in November 2013 than in November 2012.

JSA claimants November 2012 to November 2013				
Area	South East Cornwall		Cornwall	UK
	No's	%	%	%
November 2012	1,277	2.3	2.9	3.8
December 2012	1,289	2.4	3.1	3.7
January 2013	1,341	2.5	3.3	3.9
February 2013	1,320	2.4	3.2	3.9
March 2013	1,274	2.3	3.0	3.9
April 2013	1,220	2.2	2.8	3.8
May 2013	1,192	2.2	2.6	3.7
June 2013	1,115	2.0	2.4	3.5
July 2013	1,062	1.9	2.2	3.5
August 2013	994	1.8	2.1	3.4
September 2013	924	1.7	2.1	3.2
October 2013	911	1.7	2.0	3.1
November 2013	870	1.6	2.1	3.0

Source: NOMIS, Department for Work and Pensions.

Enterprises

Analysis of the enterprise data shows that there were 4,090 enterprises in South East Cornwall in 2012. Comparing South East Cornwall to the UK there was a higher percentage of enterprises in 'Agriculture, forestry and fishing' – almost four times the UK average; and a higher percentage in 'Accommodation and food services' – 8.1% compared to 6.4%. Sectors with below average representation were 'Information and communication' – 2.4% to 6.4%, 'Finance & insurance' 1.3% compared to 2.5%; 'Professional, scientific & technical' – 7.9% compared to 14.2%.

VAT and/or PAYE based enterprises 2012				
Area	South East Cornwall		Cornwall UA	UK
	No's	%	%	%
Agriculture, forestry & fishing	805	19.7	15.8	5.4
Production	220	5.4	5.5	5.8
Construction	465	11.4	11.3	10.5
Motor trades	135	3.3	3.1	3.0
Wholesale	155	3.8	3.7	4.8
Retail	435	10.6	11.8	11.0
Transport & storage (inc. postal)	140	3.4	2.9	3.2
Accommodation & food services	330	8.1	9.9	6.4
Information & communication	100	2.4	2.7	6.4
Finance & insurance	55	1.3	1.5	2.5
Property	105	2.6	2.9	3.5
Professional, scientific & technical	325	7.9	7.6	14.2
Business administration and support services	235	5.7	5.6	6.9
Public administration and defence	70	1.7	1.7	1.0
Education	95	2.3	2.2	2.6
Health	200	4.9	5.5	5.8
Arts, entertainment, recreation and other services	220	5.4	6.0	7.1
TOTAL	4,090	100.0	100.0	100.0

Source: ONS, UK Business: activity, size and location – 2012.

South East Cornwall has a higher percentage of enterprises in the 0-4 employment sizeband than both the Cornish and UK average. The percentage of enterprises employing over 250 is only a quarter of the UK average and is also below the Cornish average.

Enterprises by sizeband 2012

Area	South East Cornwall	South East Cornwall	Cornwall UA	UK
Sizeband	No's	%	%	%
0 - 4	2,950	72.1	67.6	68.0
5- 9	605	14.8	16.2	14.9
10 - 19	310	7.6	8.9	8.4
20 - 49	165	4.0	5.1	5.4
50 - 99	40	1.0	1.4	1.9
100 - 249	15	0.4	0.6	1.0
250 +	5	0.1	0.2	0.4
TOTAL	4,090	100.0	100.0	100.0

Source: ONS, UK Business: activity, size and location – 2012.

NEETS(Not in Education, Employment or Training)

Latest data on NEETs shows that the Liskeard and Looe CNA within the constituency has the same level of those who are NEET, 4.7% as the average for Cornwall, the Saltash and Torpoint rate is below – 4%, though Callington is above at 5%. Source: Careers South West.

Education and skills

Data from the census reveals the most accurate figures on qualifications held by the population⁶ of South East Cornwall. The figures reveal little difference in the percentage share for each qualification level between South East Cornwall, Cornwall and England. A slightly lower % with no qualifications and Level 4 and above compared to the English average.

Highest level of Qualifications - 2011 (No's)

Qualification	South East Cornwall	Cornwall UA	England
No qualifications	15,586	99,237	9,656,810
Level 1 qualifications	9,751	59,206	5,714,441
Level 2 qualifications	12,770	76,782	6,544,614
Apprenticeship	3,779	20,102	1,532,934
Level 3 qualifications	9,200	57,917	5,309,631
Level 4 qualifications and above	19,317	110,518	11,769,361
Other qualifications	2,968	18,570	2,461,829
All	73,371	442,332	42,989,620

Source: NOMIS, Census 2011.

⁶ Aged 16 plus.

Highest level of Qualifications - 2011 (No's)			
Qualification	South East Cornwall	Cornwall UA	England
No qualifications	21	22	22
Level 1 qualifications	13	13	13
Level 2 qualifications	17	17	15
Apprenticeship	5	5	4
Level 3 qualifications	13	13	12
Level 4 qualifications and above	26	25	27
Other qualifications	4	4	6
All	100	100	100

Source: NOMIS, Census 2011.

The table below compares the % with each qualification for each Parliamentary Constituency with the Cornish average. SE Cornwall is one of the three constituencies with a below average percentage with no qualifications. The 0.95 indicates that the share in South East Cornwall is 95% of the Cornish average.

Qualifications Compared to Cornish average							
Qualifications	Camborne and Redruth	North Cornwall	South East Cornwall	St Austell and Newquay	St Ives	Truro and Falmouth	
No qualifications	1.08	1.08	0.95	1.11	0.97	0.80	
Level 1 qualifications	1.00	1.08	0.99	1.08	0.97	0.86	
Level 2 qualifications	0.99	1.01	1.00	1.06	1.00	0.92	
Apprenticeship	1.05	0.92	1.13	1.02	0.97	0.91	
Level 3 qualifications	1.06	0.93	0.96	0.96	0.96	1.15	
Level 4 qualifications and above	0.89	0.92	1.05	0.82	1.07	1.27	
Other qualifications	1.06	1.07	0.96	1.06	0.99	0.87	
All categories: Highest level of qualification	1.00	1.00	1.00	1.00	1.00	1.00	

Source: NOMIS, Census 2011.

The census also shows the range of qualifications held by residents of South East Cornwall. Numbers and percentages here do not add to 100 as some people will hold a range of qualifications.

Several points emerge – the proportion with degrees is lower in both South East Cornwall and Cornwall compared to the average for England. In contrast, the percentage with Professional qualifications is slightly higher as is the percentage with '1-4 O levels/CSE/GCSEs (any grades), Entry Level, Foundation Diploma' is higher at 37% than the English average of 34%, while the percentage with Apprenticeships is more marked at 9% compared to the English average of 6%.

Qualifications gained - 2011 (No's)			
Qualification	South East Cornwall	Cornwall UA	England
No qualifications	15,586	99,237	9,656,810
1-4 O levels/CSE/GCSEs (any grades), Entry Level, Foundation Diploma	27,006	159,552	14,476,106
NVQ Level 1, Foundation GNVQ, Basic Skills	6,352	40,788	3,549,205
5+ O level (Passes)/CSEs (Grade 1)/GCSEs (Grades A*-C), School Certificate, 1 A level/2-3 AS levels/VCEs, Higher Diploma, Welsh Baccalaureate Intermediate Diploma	25,933	155,375	14,770,857
NVQ Level 2, Intermediate GNVQ, City and Guilds Craft, BTEC First/General Diploma, RSA Diploma	13,752	82,336	6,471,092
Apprenticeship	6,960	35,266	2,723,419
2+ A levels/VCEs, 4+ AS levels, Higher School Certificate, Progression/Advanced Diploma, Welsh Baccalaureate Advanced Diploma	11,272	70,215	7,989,853
NVQ Level 3, Advanced GNVQ, City and Guilds Advanced Craft, ONC, OND, BTEC National, RSA Advanced Diploma	9,986	58,055	4,701,028
Degree (for example BA, BSc), Higher degree (for example MA, PhD, PGCE)	9,843	56,714	7,472,181
NVQ Level 4-5, HNC, HND, RSA Higher Diploma, BTEC Higher Level	3,856	21,267	1,878,697
Professional qualifications (for example teaching, nursing, accountancy)	12,200	68,935	6,072,830
Other vocational/work-related qualifications	16,647	94,247	7,315,650
Foreign qualifications	1,206	9,422	2,776,829
All usual residents aged 16 and over	73,371	442,332	42,989,620

Source: NOMIS, Census 2011.

Qualifications gained - 2011 (%)			
Qualification	South East Cornwall	Cornwall UA	England
No qualifications	21	22	22
1-4 O levels/CSE/GCSEs (any grades), Entry Level, Foundation Diploma	37	36	34
NVQ Level 1, Foundation GNVQ, Basic Skills	9	9	8
5+ O level (Passes)/CSEs (Grade 1)/GCSEs (Grades A*-C), School Certificate, 1 A level/2-3 AS levels/VCEs, Higher Diploma, Welsh Baccalaureate Intermediate Diploma	35	35	34
NVQ Level 2, Intermediate GNVQ, City and Guilds Craft, BTEC First/General Diploma, RSA Diploma	19	19	15
Apprenticeship	9	8	6
2+ A levels/VCEs, 4+ AS levels, Higher School Certificate, Progression/Advanced Diploma, Welsh Baccalaureate Advanced Diploma	15	16	19
NVQ Level 3, Advanced GNVQ, City and Guilds Advanced Craft, ONC, OND, BTEC National, RSA Advanced Diploma	14	13	11
Degree (for example BA, BSc), Higher degree (for example MA, PhD, PGCE)	13	13	17
NVQ Level 4-5, HNC, HND, RSA Higher Diploma, BTEC Higher Level	5	5	4
Professional qualifications (for example teaching, nursing, accountancy)	17	16	14
Other vocational/work-related qualifications	23	21	17
Foreign qualifications	2	2	6
All usual residents aged 16 and over	100	100	100

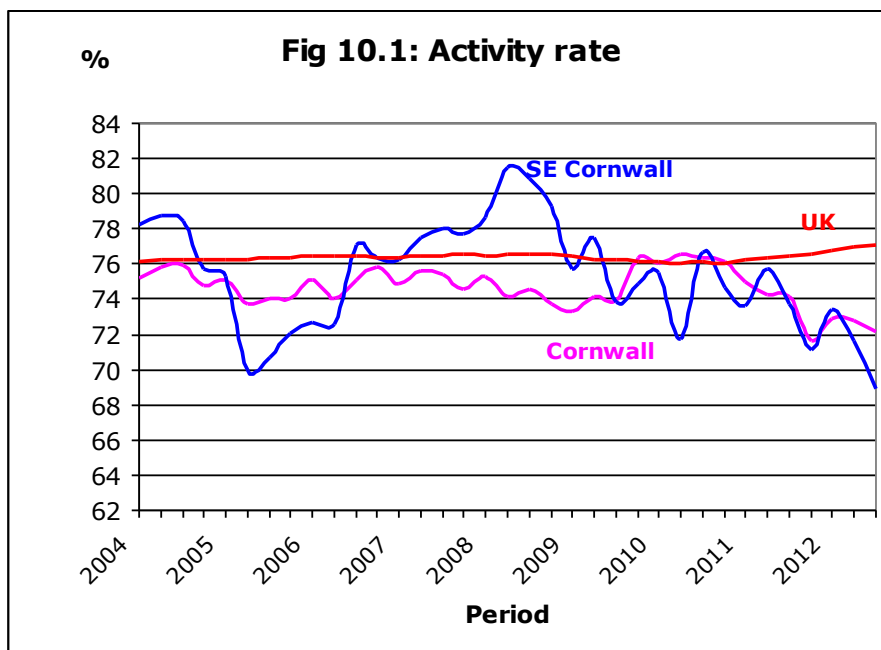
Source: NOMIS, Census 2011.

D Appendix: Economic trends

Labour market ⁷

This section looks at trends in the labour market since 2004.

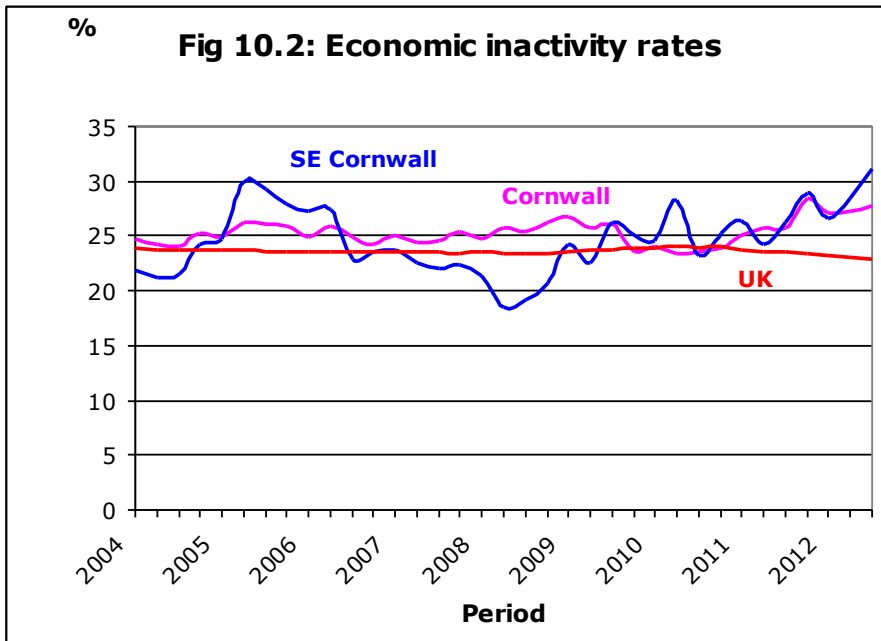
After peaking in 2008 activity rates in South East Cornwall fell back and are now closer to the rate for Cornwall, both are below the UK rate.



Source: ONS, Annual Population Survey.

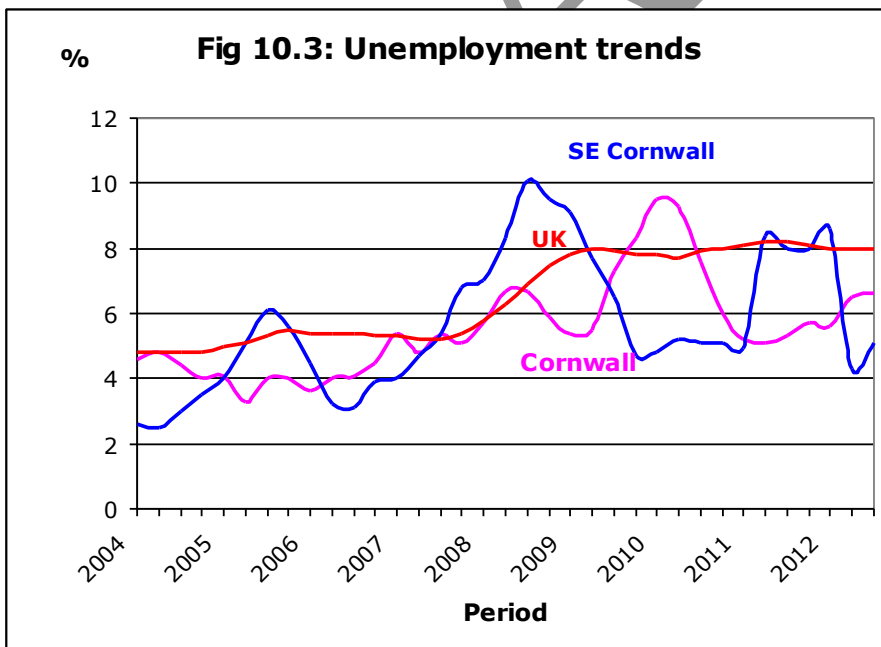
As expected the economic inactivity rates are the converse of the above being below in the 2008 period but now above.

⁷ Due to sample size issues, care should be taken in interpreting the data for small areas such as parliamentary constituencies. Volatility often reflects this.



Source: ONS, Annual Population Survey.

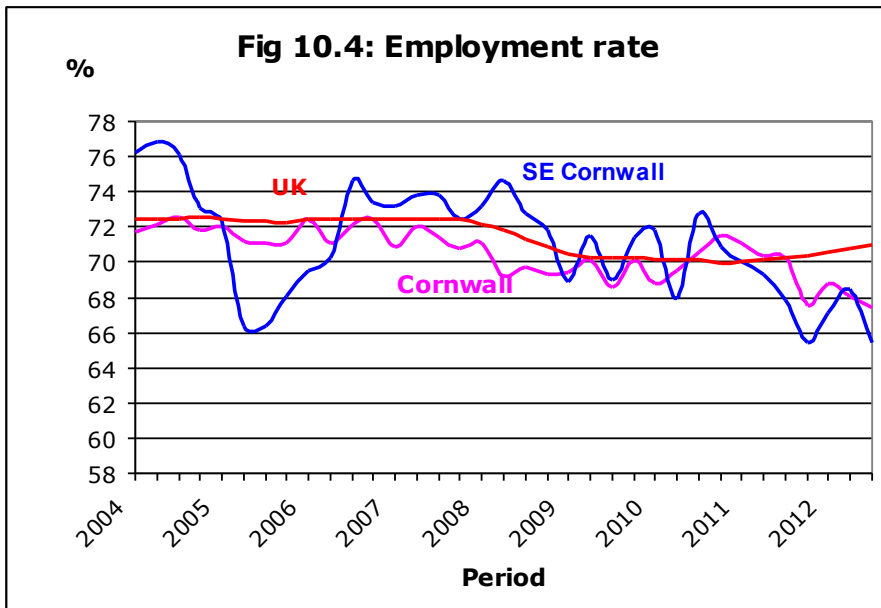
Turning to unemployment after peaking in 2008 the figures fell back before another rise followed by a decline. The rate now lies below both the UK and Cornish levels.⁸



Source: ONS, Annual Population Survey.

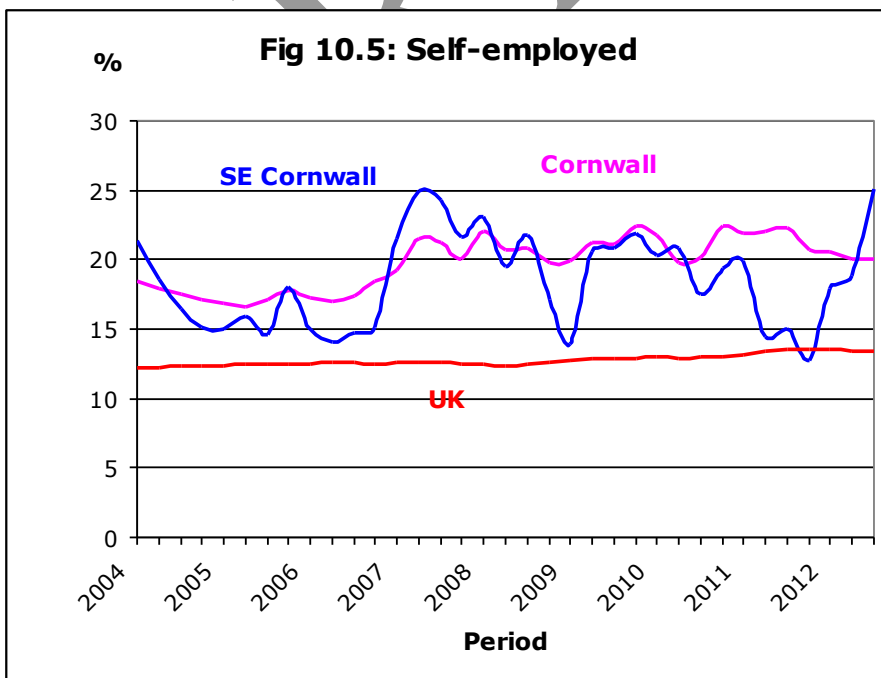
After trending above both UK and Cornish rates in 2007 and 2008 employment rates fell back and are now below the rates for Cornwall.

⁸ Unemployment rates are expressed as a percentage of the total of economically active.



Source: ONS, Annual Population Survey.

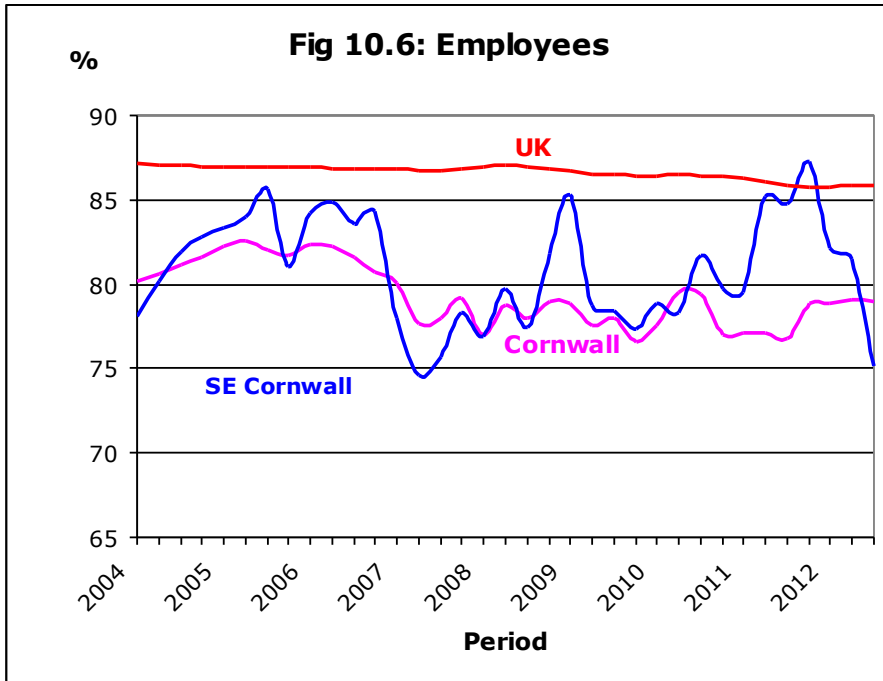
The percentage of those who are self-employed⁹ is above the UK average and despite some variation has recently been similar to the average for Cornwall though recently higher.



⁹ Expressed as a percentage of all those in employment in the 16-64 age group.

Source: ONS, Annual Population Survey.

Employees as a percentage of those employed in the 16-64 age group have tended to be higher than the Cornwall level for most of the period covered, though with a recent falling back.



Source: ONS, Annual Population Survey.

Prepared by:
Cornwall Council
Cornwall Development Company
December 2013.

DRAFT



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DAVID WILSON PARTNERSHIP
Connecting people and spaces



Saltash Waterside Coastal Communities Team

CONDITION SURVEY

Saltash Waterfront

Saltash Waterside Coastal Communities Team
Saltash Town Council

January 2016



space design architecture ltd



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1.0 Terms of reference

space design architecture ltd and David Wilson Partnership Ltd have been appointed by Saltash Waterside Coastal Communities Team and Saltash Town Council to deliver the project as set out in the brief provided by the client.

1.1 Standard terms and conditions

The surveyor will use all reasonable skill, care and diligence of a competent surveyor in carrying out the survey and preparing the report.

The recommendation of further investigations to be carried out by specialist consultants, or others where considered necessary, will be made. The recommendations of such specialists should be included in any planned programme of capital repairs. Provisional budget figures will however be included where possible.

References to required standards are those which have been found to generally apply nationally. Additional requirements arising from local bye-laws or enactments etc. may not be included, and improvements over and above statutory requirements arising from the culture of an organisation are unlikely to be included unless instructed and a detailed brief received.

The report is provided for the sole use of the named Client and is confidential to the Client and their professional advisors. No responsibility is accepted to any person other than the client.

The inspection will be limited to the main part of the buildings and any existing extensions of permanent construction. Boundary structures, retaining walls, paths and drives will be inspected to the extent that they are readily visible from positions to which the Surveyor is entitled to gain access.

The report will not purport to express an opinion about, or advise upon the condition of uninspected parts and should not be taken as making any implied representation or statement about such parts.

All reasonably accessible parts will be inspected. Fixed floor coverings will not be lifted, and light furniture will only be moved if a defect is suspected. Parts of the structure such as the foundations and woodwork which are covered, unexposed or inaccessible, will not be inspected except where stated to the contrary. Where direct access is not available into roof voids, inspection of the roof space will be limited to viewing through opening and demountable ceilings.

A visual inspection of the services, mentioned below along with chimneys and flues will be made, and the surveyor will report on his impressions, but will not test them and will not advise on their adequacy under current regulations/statutes. Only specialist tests will reveal their true condition. Where possible drainage covers will be lifted and a visual examination carried out. Tests of the drainage, gas, electrical, plumbing and heating systems, flues or flue liners, lift, fire alarm and emergency lighting systems, fire fighting appliances etc., will not be arranged unless otherwise agreed. If any tests are arranged on the Client's behalf, the specialists will be appointed as the Client's agent. Such tests will only be instructed following the Client's confirmation in writing of the nature of test and the agreed fee for its arrangement. The surveyor will not express an opinion as to whether or not such services or flues can be used. The report will not identify the existence of contamination in or from the ground, as this can only be established by other specialists.

The report will take precedence over any implied or actual verbal statement made by the surveyor or architect.

Where budget costs have been inserted these should be taken as for guidance only, where levels of specification and methods of procurement have not been confirmed. Life cycle figures should also be treated as draft costs depending on levels of maintenance and servicing, exposure, specification etc., and no responsibility is taken as to the accuracy of such prices where a detailed brief has not been received from the client.

Where a planned maintenance programme is provided, life cycle periods will be based on those provided by the client. The client is however reminded that levels of exposure as well as maintenance and specification used in the replacement of components will affect life cycle performance. The various methods of procurement and the type of specification used will also affect budget pricing.

2.0 Introduction

Saltash Waterfront

Situated on the west bank of the River Tamar opposite Plymouth, Saltash waterfront forms the oldest part of the settlement and physically links the town with the river. It developed initially as a ferry crossing in the area now known as Tamar Street. The river-based activities of fishing, the ferry and later boat building were highly successful. In the mid nineteenth century it was chosen as the site for the rail crossing and this brought increased wealth. In the 1950s the town was again chosen as the site for the road bridge and the rise in population as a result of its good transport links continues.

The geographical location is a striking natural setting including dramatic hill slopes and attractive river views including the railway and road bridges. Today it is an important recreational resource and residential area.

Access to the waterfront greatly expands the range of activities and variety of spaces that are accessible from the town centre, and presents enormous potential. At present though, the area suffers from a feeling of lack of attention and imagination and simple environmental improvements could make it a very attractive leisure facility.

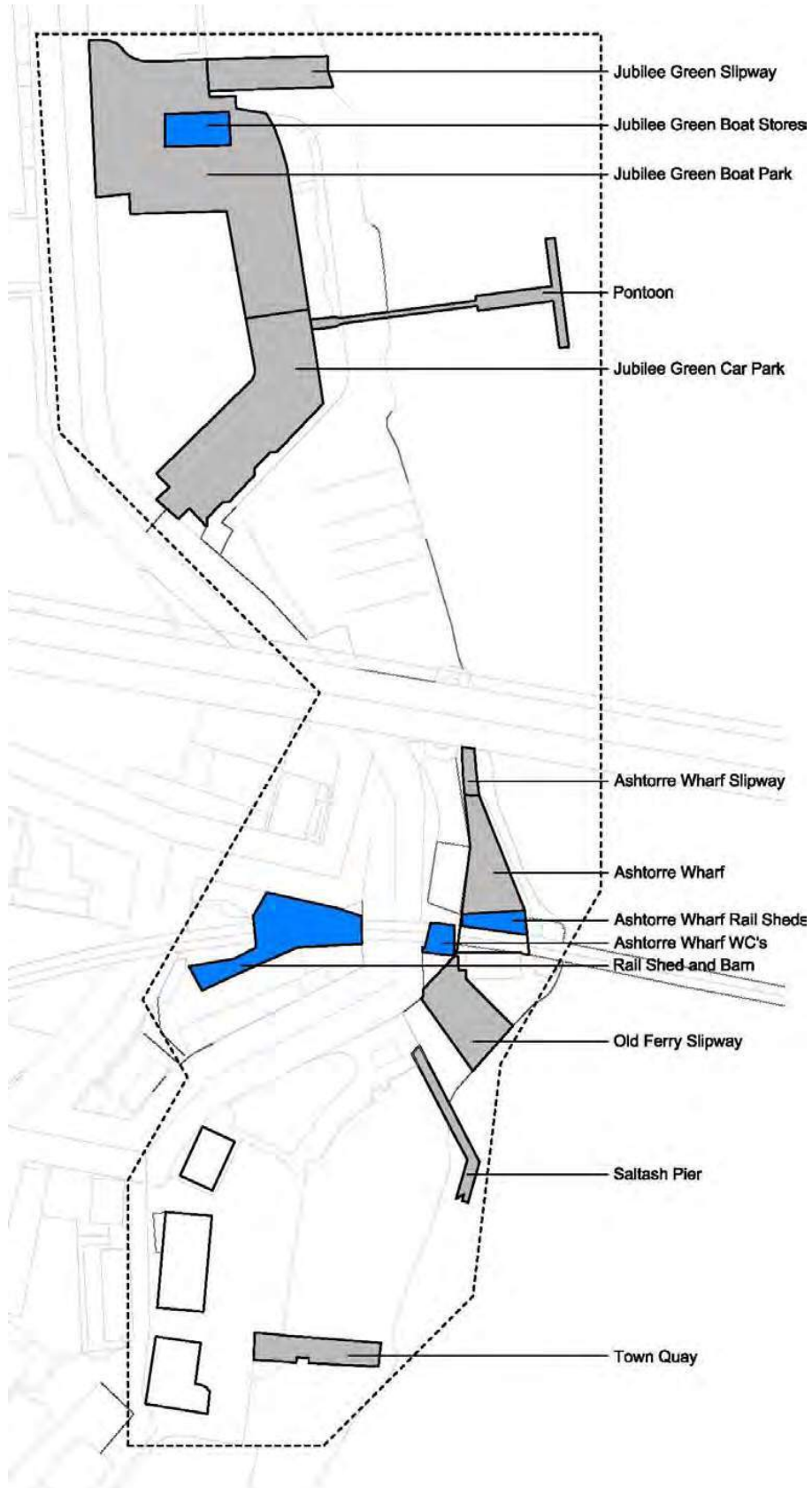
This condition survey will review the relevant areas provided in the client brief and will include the following:

- Internal and External walkover survey.
- Recommendations for action (prioritised – short, medium and long term)
- Outline options for remedial and repair works
- Ongoing maintenance

The areas of study include the following:

- Jubilee Green boat park, garaging and slipway
- Jubilee Green car park
- Jubilee Green pontoon
- Ashtorre Wharf slipway and railsheds
- Ashtorre WC's
- Old Ferry slipway
- Saltash Pier
- Town Quay

2.1 Study Area



3.0 Condition Surveys

3.1 Jubilee Green Boat Park and Slipway

Date of inspection:	November 2015
Weather:	Sunny
The Site:	Accessed directly from Old Ferry Road and is surrounded by the Slipway and Jubilee Green to the North; a public footpath and the River Tamar to the East; Brunel Green and a Car Park to the South; and Old Ferry Road to the West.
Site Area:	1760 m ²
Age:	The current parking facility is of modern construction and the onsite buildings appear to have been built approximately 30 years ago. The slip way is considerably older.
Accommodation:	The site is home to a tarmac boat park with designated boat spaces of which the council obtain a yearly rental. Also on the site are boat racks and boat garaging currently rented out to a local club and private individuals. Adjacent to the boat park is an existing concrete slipway which is in current use.
Construction:	Externals: Access road and car park circulation - Bitumen macadam and granular sub base with standard grey bullnosed drop kerbs. Galvanized and painted steel railings and step balustrades surround the site in good condition. Standard 600 x 600mm concrete slabs with minor cracking form links between the boat park and the public footpath. A galvanised metal fence in good condition separates the boat park from the adjacent car park. The concrete slipway is in regular use and reasonable condition with some cracking in evidence.
Landscaping:	Trees, planting beds and grass areas, in reasonably good order, are present between the boat park and footpath on the East side of the site. There are dog waste and litter bins on and adjacent to the site together timber and steel benches facing towards the water.
On Site Buildings:	Garages / Boat Stores: Walls – Pre-fabricated walls finished with dashed render in reasonable condition. Doors - Access into garages is via two timber swing doors for each store. Doors and locks are in poor condition and the occupiers have confirmed difficulty in obtaining insurance. Roofs – Corrugated steel mono pitch roof falling towards the rear of each store, draining into UPVC rainwater goods. In poor condition with internal leaks. Eaves and rainwater goods in poor condition. Floors – Solid concrete slab floor in reasonable condition.
Recommendations:	The boat park is in reasonable condition and only requires minor localised repair and refurbishment. Consideration should be provided for the upgrade / replacement of the storage garages, particularly the doors and roof. Extend slipway by 10m to allow access into water at low tide.

CONDITION SURVEY

Saltash Waterside Coastal Communities Team

3.1.1 Jubilee Green Boat Park



Typical views of the boat park



Typical views of the boat park and boat stores



Access to slipway

3.1.2 Jubilee Green Boat Garages / Stores



Typical external view



Typical internal view



Existing roof and eaves

3.2 Jubilee Green Car Park

Date of inspection:	November 2015
Weather:	Sunny
The Site:	Accessed directly from Old Ferry Road and is surrounded by the Boat Park to the North; a public footpath and the River Tamar to the East; North Beach to the South; and Old Ferry Road to the West.
Site Area:	1173 m ²
Age:	<p>The first development occurred in the early seventeenth century when the muddy foreshore was reclaimed. A new quay, Sand Quay was sited here to alleviate some of the pressure from the Town Quay.</p> <p>The current parking facility is of modern construction in reasonable condition.</p>
Accommodation:	The site is home to a tarmac car park with designated car spaces of which there is currently no charge to park. There is direct access to the pontoon via the public footpath.
Construction:	<p>Externals: Access road and car park circulation - Bitumen macadam and granular sub base with standard grey bullnosed drop kerbs. Galvanized and painted steel railings and step balustrades surround the site in good condition.</p> <p>Standard 600 x 600mm concrete slabs with minor cracking form links to the public footpath.</p> <p>A galvanised metal fence in good condition separates the car park from the adjacent boat park.</p>
Landscaping:	<p>Trees, planting beds and grass areas, in reasonably good order, are present between the boat park and footpath on the East side of the site.</p> <p>There are dog waste and litter bins on and adjacent to the site together timber and steel benches facing towards the water.</p>
On Site Buildings:	None.
Recommendations:	The car park is in reasonable condition and only requires minor localised repair and refurbishment.

3.2.1 Jubilee Green Car Park



Typical view of car park and adjacent public footpath



Access to car park from water front and view towards Pontoon



View of car park from waterside and typical condition of tarmac

3.3 Jubilee Green Pontoon

Date of inspection:	November 2015
Weather:	Sunny
The Site:	The 'T' shaped pontoon is accessed directly from the public footpath off Old Ferry Road and is adjacent to Jubilee Green car park to the East.
Site Area:	213 m ²
Age:	The pontoon appears to have been built approximately 12 years ago.
Accommodation:	The structure is home to various styles of boats; of which some are contained behind locked gates. There is direct access to the pontoon via the public footpath. Access to the landing platform is via a tidal link span bridge. The main pontoon water frontage faces East.
Construction:	The pontoon is constructed from galvanised steel tubes with decking to provide a landing stage for boat users. The steel connections appear to be visually satisfactory. Please refer to the recent full condition survey carried out by a pontoon specialist.
Landscaping:	None.
On Site Buildings:	None.
Recommendations:	Please refer to detailed report.

3.3.1 Jubilee Green Pontoon



View of pontoon from car park



Typical view of pontoon



View towards car park

3.4 Ashtorre Public Toilets

Date of inspection:	November 2015
Weather:	Sunny
The Site:	Accessed directly from Old Ferry Road and is surrounded by Bollard House to the North; Ashtorre Wharf Sheds and the River Tamar to the East; Ashtorre Rock and Slipway to the South; and Old Ferry Road to the West.
Site Area:	24 m ²
Age:	Approximately 30 years.
Accommodation:	The flat roof building is home to separate male and female toilets which do not comply with modern WC design. Whilst the building has undergone some upgrading in recent years, it is insensitive to the area with clear maintenance issues. However, level access is provided.
Construction:	<p>Walls - The external walls are rendered solid masonry and plastered masonry internally in reasonable condition with only hairline cracking visually. Whilst the bottom of the walls have been painted black to form a visual plinth, a DPC is not visible, possibly due to the level of the building. The paint finish both internally and externally is in poor condition.</p> <p>Roofs/ceilings – Built up felt flat roof with slight fall with circular sky lights to provide internal daylight. Internally the ceiling is painted plasterboard in serviceable condition.</p> <p>Floors – solid, construction unknown assumed concrete slab with ceramic tiles in poor but serviceable condition.</p> <p>Doors / Windows – Full height steel entrance gates lead into the individual toilets with steel faced doors on the WC cubicles in reasonable condition.</p> <p>Sanitary ware – Typical stainless steel sanitary ware which appears to have been added in recent years in satisfactory condition.</p>
Landscaping:	The building backs onto the large columns supporting the bridge above.
Recommendations:	Ideally, demolish and rebuild to current WC design standards with the possible addition of a shower facility. In order to maintain the existing building, the walls need to be repainted and a new floor finish installed. We also suggest the that roof is replaced in time with a single ply membrane covering laid to adequate falls.

3.4.1 Ashtorre WC's



Front view of the existing toilets



Internal view of male toilets



Side view of the existing toilets

3.5 Ashtorre Wharf Sheds and Slipway

Date of inspection:	November 2015
Weather:	Sunny
The Site:	Accessed directly from Old Ferry Road and is surrounded by Bollard House to the East; the River Tamar to the North and East; Ashtorre Rock to the South.
Site Area:	578 m ²
Age:	Unknown
Accommodation:	The site is home to a tarmac finished area adjacent to the domestic property, Bollard House and has a concrete slip water which is water accessible only at high tide. To the South of the site are the railway sheds.
Construction:	Externals: Access road and circulation - Bitumen macadam and granular sub base in poor condition with evidence of cracking and grass growing through. The tarmac adjoins a concrete parking plinth in ownership of the adjacent dwelling and the concrete slip water which are both in reasonable condition. Edging the waterside are stone blocks in reasonable condition which lead around to the side of the sheds to an area of neglect directly underneath the main railway columns.
On Site Buildings:	Railway Sheds: Walls – Rendered stone and block in poor condition Doors - Access into sheds is via timber swing doors for each store. Doors and locks are in poor condition. Roofs – Corrugated steel dual pitch roof falling towards the rear and the front of the sheds in poor condition with internal leaks. Eaves and rainwater goods in poor condition. Floors – Solid concrete slab floor in poor condition.
Recommendations:	The railway sheds are in very poor condition and consideration should be given to the immediate demolition. Whilst the concrete slip way is in reasonable condition, we suggest that the tarmac surface should be replaced.

3.5.1 Ashtorre Wharf Sheds



Front view of Ash Wharf Sheds



Access to sheds and adjacent Bollard House dwelling



Additional accommodation adjacent to railway bridge column

3.5.2 Ashtorre Wharf Sheds – Internals



Typical internal view



Typical internal view



Typical internal view

3.6 Old Ferry Slipway, Saltash Pier & Town Quay

Date of inspection:	November 2015
Weather:	Sunny
The Sites:	Accessed directly from Tamar Street and is surrounded by Tamar Street to the West and the waterside to the East.
Old Ferry Slipway:	The concrete slipway is in regular use and is in good condition. The slipway is surrounded by a sandy beach to the North and South; water to the East and has direct road access onto Tamar Street to the west. There is evidence of significant seaweed on the site.
Saltash Pier:	The pier provides a regular mooring space for visiting public service boats and has pedestrian access directly from Tamar Street. The pier has a concrete floor in good condition with galvanized and painted steel railings surrounding the pier. There is evidence of boats attached to the railings which may cause damage if not removed.
Town Quay:	The historic town quay predates the Tudor Period and is stone built with a tarmac surface edged with stones around the perimeter. The tarmac is in poor condition with evidence of patches and cracking with seaweed present. Attached to the external perimeter of the quay are vertical timber columns which are used for mooring boats adjacent to the quay.
Recommendations:	The slip way, pier and quay are in serviceable condition and we recommend localised repair / maintained and replacement of the tarmac to the quay.

3.7 Railway Sheds behind Just Be

Date of inspection:	December 2015
Weather:	Sunny
The Site:	Accessed directly from Old Ferry Road and is surrounded by Lower Fore Street to the North; Old Ferry Road to the East; Just Be Coffee and wine bar to the South.
Site Area:	451 m ²
Age:	Unknown
Accommodation:	The site is directly behind a commercial premises and is access via the garage door or through the existing building. It is situated directly underneath the railway line. Behind the shed is an open area with evidence of previous buildings in a derelict state.
On Site Buildings:	Railway Sheds: Walls – Rendered stone and block in poor condition Doors - Access into sheds is via timber swing doors. Doors and locks are in poor condition. Roofs – Corrugated steel dual pitch roof falling towards the rear and the front of the sheds in poor condition with internal leaks. Eaves and rainwater goods in poor condition. Floors – Solid concrete slab floor in poor condition.
Recommendations:	The railway sheds are in very poor condition and consideration should be given to the immediate demolition.

3.7.1 Railway Sheds



View from Old Ferry Road



View inside shed



View behind shed

4.0 Photographic Plates

4.1 Typical views around Brunel Green



Brunel Green



Typical boats adjacent to Brunel Green with views towards Salt Mill



Typical boats adjacent to Brunel Green

4.2 North Beach / Sand Quay



Typical boats on Sand Quay



Beach access



Typical adjacent boat trailer parking on road

4.3 Views around Ashtorre Rock



Access to Ashtorre Rock Community Centre



Existing sheds opposite



Street parking and dwellings opposite

4.4 Waterfront



Ashtorre slipway, beach and Saltash Town Pier



Typical view of Ashtorre slipway in use



Typical view of the Waterfront from Saltash Town Pier



Saltash Beach



Parking adjacent to the beach



Town Quay Pier

4.5 Typical boats moored on the Waterfront



Saltash Beach



Saltash Beach



Saltash Beach

4.6 Typical Waterfront Buildings



Ashtorre Rock Community Centre



Just Be Wine Bar and Coffee Shop



Livewire and the Union Inn



The Wheatsheaf



Typical housing stock and access to the Waterfront



View towards the Sailing Club

5.0 Costs and Summary of Recommendations

Summary Items and Costs

- 3.1 Jubilee Green Boat Park and Slipway**
Recommendations: The boat park is in reasonable condition and only requires minor localised repair and refurbishment. Consideration should be provided for the upgrade / replacement of the storage garages, particularly the doors and roof. Extend slipway to allow access into water at low tide.
- Approximate Costs: Replacement of garage doors; roof; rainwater goods = £19,000
Slipway: Extend slipway by 10m = £18,000 (includes pile foundations)
Parking: Included in costs for 3.2
- 3.2 Jubilee Green Car Park**
Recommendations: The car park is in reasonable condition and only requires minor localised repair and refurbishment.
- Approximate Costs: Minor repairs to car park = £10,000
- 3.3 Jubilee Green Pontoon**
Recommendations: Please refer to detailed report.
- Approximate Costs: To be carried out by a separate contract.
New security gate adjacent to footpath = £5000
- 3.4 Ashtorre Public Toilets**
Recommendations: Demolish and rebuild to current WC design standards with the possible addition of a shower facility. In order to maintain the existing building, the walls need to be repainted and a new floor finish installed. We also suggest the that roof is replaced in time with a single ply membrane covering laid to adequate falls.
- Approximate Costs: Demolish existing toilets = £2000
Refurbish existing toilets to include new roof = £80,000
Replacement toilet block with shower facilities = £220,000
- 3.5 Ashtorre Wharf Sheds and Slipway**
Recommendations: The railway sheds are in very poor condition and consideration should be given to the immediate demolition. We suggest that the tarmac surface should be replaced.
- Approximate Costs: Demolition of sheds = £5000
Rebuild replacement sheds = £88,000
New tarmac surface following demolition of sheds and addition of balustrading to the side of the quay = £79,000
- 3.6 Old Ferry Slipway, Saltash Pier & Town Quay**
Recommendations: The slip way, pier and quay are in serviceable condition and we recommend localised repair / maintained and replacement of the tarmac to the quay.
- Approximate Costs: Localised repairs = £10,000
Removal of existing tarmac on Town Quay and renewal = £16,000

3.7

Railway Sheds behind Just Be

Recommendations:

The railway sheds are in very poor condition and consideration should be given to the immediate demolition.

Approximate Costs:

Demolition of sheds and pave ground = £7000

Demolition and re-build shed = £207,000

5.1

Conclusion

From the detailed inspections it appears that in general the hard landscaping areas within the study zone are in reasonable condition and costs are not excessive for remedial repairs. However, some of storage buildings and garaging are in poor condition and strong consideration should be given to demolition and / or refurbishment. Particularly, the railway sheds.

The public toilets are in a serviceable condition which is likely to be acceptable for 'short term' usage only. Therefore, we suggest plans are put in place for refurbishment / replacement in the near future.

Some of the suggested re-build costs are expensive due to specialist build techniques and could be considered as 'medium term' aspirations.

6.0

Appendix

Budget Estimate

BUDGET ESTIMATE

SALTASH WATERFRONT PROJECT

AT

SALTASH, CORNWALL

FOR

**SALTASH WATERSIDE COASTAL COMMUNITIES TEAM
AND SALTASH TOWN COUNCIL**

JANUARY 2016

**MILDRED, HOWELLS & CO
Office 4, 12-14 Fore Street
Saltash
Cornwall
PL12 6JL**

SALTASH WATERFRONT PROJECT

CONDITION SURVEY SALTASH WATERFRONT DOCUMENT - December 2015

3.1 Jubilee Green Boat Park and Slipway

1	1	1	4.00	<u>4.00</u>	Remove and replace pairs doors to garages/boat stores	nr	4.00	1000.00	4,000.00
1	1	1	17.10	<u>146.21</u>	Replace roof to stores with new galvanised steel corrugated roofs	m ²	146.21	50.00	7,310.25
			8.55						
1	1	1	17.10	<u>17.10</u>	Replace rainwater goods with aluminium & Eaves boarding, replace existing	m	17.10	40.00	684.00
						m	17.10	20.00	342.00
1	1	1	17.10	<u>17.10</u>	Polyester powder coated flashings	m	42.75	50.00	2,137.50
1	1	3	8.55	<u>25.65</u>	to ridges and verges				
					Eaves closure and flashing	m	17.10	30.00	513.00
					Joint at abutment	m	8.55	50.00	427.50
					Rainwater pipes	m	5.00	30.00	150.00
					Preliminaries			20%	<u>15,564.25</u>
									<u>3,112.85</u>
									<u><u>18,677.10</u></u>

3.2 Jubilee Green Car Park

Minor repairs say 10,000.00

3.3 Jubilee Green pontoon

Excluded 0.00

3.4 Ashtorre Public Toilets

Demolish existing toilets	Item			2,000.00
New toilets and shower facilities and new Foyer entrance to Ashtorre Rock	m ²	91.00	3000.00	273,000.00
				<u>275,000.00</u>
Preliminaries			20%	<u>55,000.00</u>
				<u><u>330,000.00</u></u>

3.5 Ashtorre Wharf Sheds and Slipway

1	1	1	17.05	Demolish railways sheds	Item			5,000.00
			5.15	&				
			<u>87.81</u>	New tarmac	m ²	87.81	72.00	6,322.14
1	1	0.5	32.40	Replace the tarmac areas	m ²	454.52	72.00	32,725.51
			17.05					276.21
1	1	0.5	15.34					
			4.30					32.98
1	1	1	8.50					
			4.30					36.55
1	1	1	19.60					
			5.55					<u>108.78</u>
				Balustrade to edge of quay	m	41.00	450.00	18,450.00
				Demolish stone wall between sheds and Ashtorre Rock	Item			3,500.00
								<u>65,997.65</u>
				Preliminaries			20%	<u>13,199.53</u>
								<u><u>79,197.18</u></u>

3.6 Old Ferry Slipway, Saltash pier and Town Quay

				Localised repairs to slipway and pier	Item			10,000.00
1	1	1	32.40	Replace tarmac to Town Quay	m ²	220.32	72.00	15,863.04
			6.80					<u>220.32</u>
				Preliminaries			20%	<u>25,863.04</u>
								<u>5,172.61</u>
								<u><u>31,035.65</u></u>

3.7 Railway Sheds behind Just Be

1	1	1	29.00	Demolish sheds	Item			7,000.00
			7.60	<u>220.40</u> &				
				Rebuild new storage sheds	m ²	220.40	750.00	165,300.00
								<u>172,300.00</u>
				Preliminaries			20%	<u>34,460.00</u>
								<u>206,760.00</u>

SALTASH WATERFRONT - Ashtorre Wharf initial thoughts document December 2013

Option 2 plus link between the buildings

1	1	3	11.70	New building; storage spaces to ground floor; artists studios to first floor and exhibition space to second floor/attic	m ²	233.61	1500.00	350,415.00
			6.10	214.11				
1	1	1	6.50					
			3.00	<u>19.50</u>				
1	1	1	21.30	Paved areas	m ²	420.79	120.00	50,494.80
			16.20	345.06 say paving slabs on concrete base				
1	1	1	19.60					
			8.50	166.60				
1	1	1	11.70					
			-6.10	-71.37				
1	1	1	6.50					
			-3.00	<u>-19.50</u>				
				Preliminaries			20%	<u>400,909.80</u>
								<u>80,181.96</u>
								<u>481,091.76</u>

SALTASH MODEL IMAGES

New timber walkway over beach

1	1	1	56.00	Sheet piling temporary	m ²	560.00	125.00	70,000.00
			10.00	<u>560.00</u> say				
				Return to remove piles	plant			5,000.00
								4,000.00
1	1	25	10.00	<u>250.00</u> Piles; preformed	m	250.00	35.00	8,750.00
					plant			5,000.00

					Testing				10,000.00
					Pile caps	nr	25.00	500.00	12,500.00
					Shoes to timber posts, bolted to concrete	nr	25.00	150.00	3,750.00
1	1	25	1.10	27.50	Timber posts	m	40.00	130.00	5,200.00
1	1	25	0.50	<u>12.50</u>	say 200 x 100				
1	1	1	56.00	<u>56.00</u>	Timber top rail	m	56.00	130.00	7,280.00
					&				
					Timber central rail say 200 x 50	m	56.00	50.00	2,800.00
					&				
					Timber base rail	m	56.00	130.00	7,280.00
1	1	1	48.00	<u>48.00</u>	Timber member bolted to existing wall	m	48.00	139.20	6,681.60
					Timber cross members/framework under				
1	1	2	48.00	96.00	decking	m	188.00	50.00	9,400.00
1	1	23	4.00	<u>92.00</u>					
1	1	25	2.00	50.00	Joist hangers/joints in timber	nr	242.00	10.00	2,420.00
1	1	48	4.00	<u>192.00</u>					
1	1	1	48.00		Timber decking	m ²	192.00	150.00	28,800.00
			4.00	<u>192.00</u>					
					Benches	nr	4.00	800.00	3,200.00
					&				
					Planters	nr	4.00	800.00	3,200.00
					Preliminaries			20%	<u>195,261.60</u>
									<u>39,052.32</u>
									<u>234,313.92</u>

151222 DOCUMENT

Allow for a new pontoon as figure 6
approx 22m x 3.4m bridge with 27 x 1.8m
pontoon at end

100,000.00

Preliminaries

20%

20,000.00

120,000.00

SUMMARY

Jubilee Green Boat Park and Slipway	18,677.10
Jubilee Green Car Park	10,000.00
Jubilee Green pontoon	0.00
Ashtorre Public Toilets	330,000.00
Ashtorre Wharf Sheds and Slipway	79,197.18
Old Ferry Slipway, Saltash pier and Town Quay	31,035.65
Railway Sheds behind Just Be	206,760.00
Option 2 plus link between the buildings	481,091.76
New timber walkway over beach	234,313.92
New pontoon	120,000.00
	<hr/>
<u>TOTAL ESTIMATED COST</u>	£ 1,511,075.61
	<hr/> <hr/>

EXCLUSIONS

Piled foundations to new buildings
Land purchase/leases/rental agreements
Cost of any restrictions/requirements of Network Rail
Abnormal ground conditions
Professional and Local Authority fees and charges
V.A.T.



Saltash Town Council
Tel: 01752 844846 Email: enquiries@saltash.gov.uk



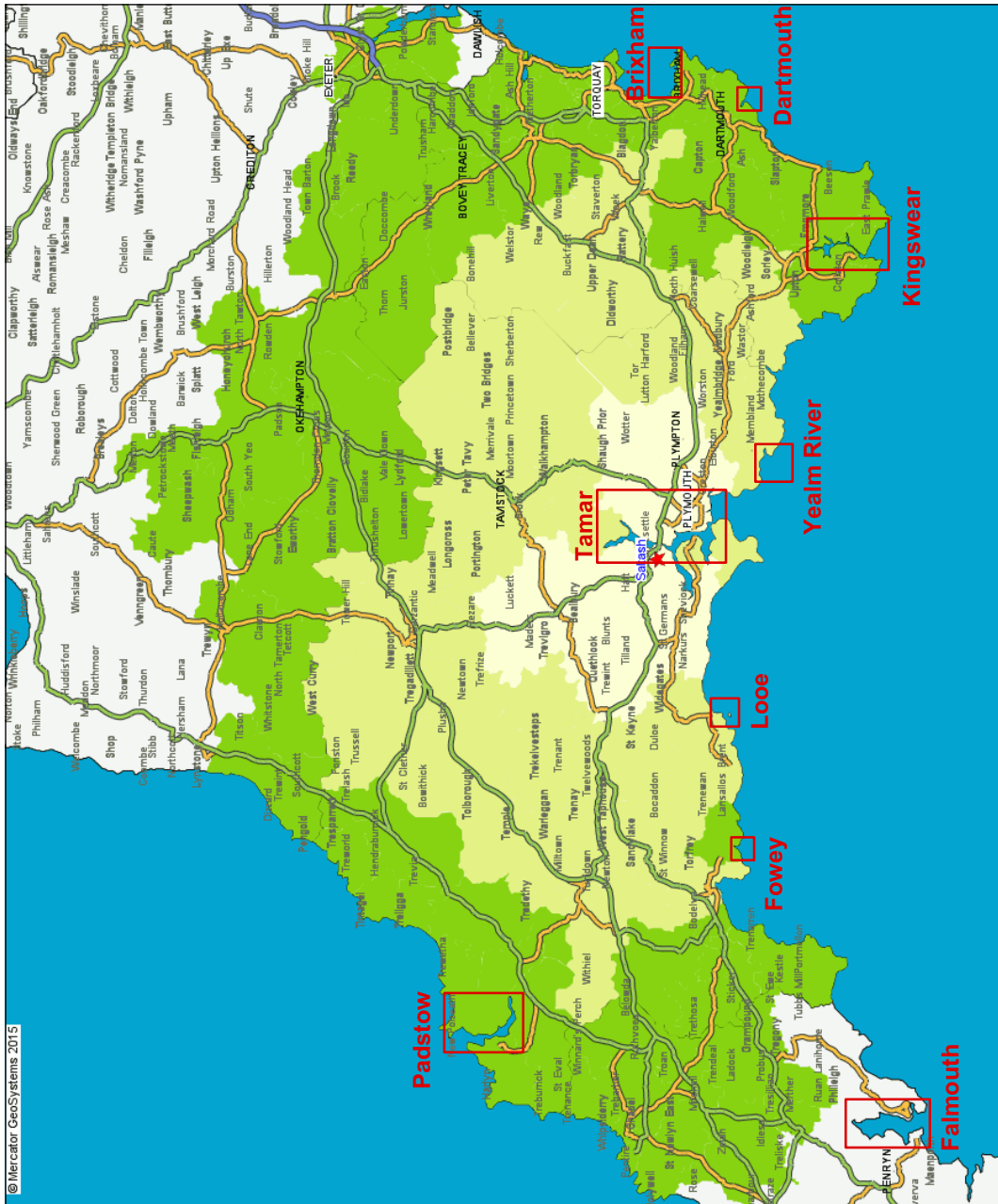
DAVID WILSON PARTNERSHIP
Connecting people and spaces



Saltash Waterside Coastal Communities Team

Appendix 4:
Mooring - Charging Comparisons

Waterside Drive Times

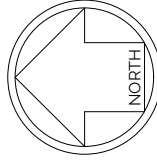


- Towns & Cities
- ↳ Motoway
- ↳ Primary Road
- ↳ A Road

- ↳ Drive Time (min) (0 - 20)
- ↳ Drive Time (min) (20 - 40)
- ↳ Drive Time (min) (40 - 60)

Distance	Population	Households
Upto 20 minutes	290,660	123,147
Upto 40 minutes	459,749	193,864
Upto 60 minutes	961,806	409,688

□ Sailing Centres



Saltash Waterside
Coastal Communities Team

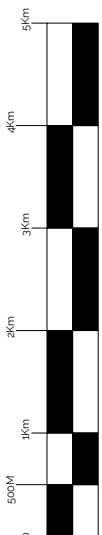
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Fig 7 Drive Times and Sailing Hubs

Plymouth City Council Moorings		Commercial Marina's		Clubs	
Mutton Cove	1	Plymouth Yacht Haven	10	Torpoint Sailing Club	17
West Mud	2	Queen Anne's Battery	11	Saltash Sailing Club	18
Torpoint South	3	Mayflower Marina	12	Cargreen Yacht Club	19
Torpoint North	4	Torpoint Marina	13	Weir Quay Sailing Club	20
Covehead	5	Carbeile Wharf	14		
Wearde Quay	6	Southdown Marina	15		
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Saltash Waterside Coastal Communities Team



05.01.15

FOWEY HARBOUR COMMISSIONERS

**LEISURE CHARGES
2015**

CONTENTS

- 1. Visiting Craft Harbour Dues – Excluding July & August**
- 2. Visiting Leisure Craft Harbour Dues & Charges**
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- 6. Launch & Recovery – Residents & Visitors**
- 7. Storage and Launching Fees**
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- 9. Notes and Explanations & How to pay on-line**

VISITING LEISURE CRAFT HARBOUR DUES & CHARGES 2015

<i>Excludes July and August</i>			
Size of Boat	1 Night	3 Nights	7 Nights
up to and including 5m (16.5 ft)	£11.50	£31.00	£72.00
over 5m (16.5ft) and up to and including 7m (23ft)	£12.50	£33.50	£78.00
Over 7m (23ft) and up to and including 9m (29.5ft)	£15.00	£41.00	£95.50
over 9m (29.5ft) and up to and including 11m (36ft)	£18.50	£48.50	£113.00
over 11m (36 ft) and up to and including 13m (42.5ft)	£24.50	£65.00	£150.00
over 13m (42.5ft) and up to and including 15m (49ft)	£29.50	£78.00	£181.00
over 15m (49ft) and up to and including 18m (59ft)	£35.50	£92.50	£215.50
over 18m (59ft) and up to and including 25m (82ft)	£45.50	£118.00	£275.00
over 25m (82ft) and up to and including 37.5m (123ft)	£71.00	£200.50	£430.50
over 37.5m (123ft)	BY ARRANGEMENT – PILOTAGE COMPULSORY		

Mixtow Pontoon

Size of Boat	1 Night	3 Nights	7 Nights
up to and including 5m (16.5 ft)	£14.00	£37.50	£87.50
over 5m (16.5ft) and up to and including 7m (23ft)	£15.50	£42.00	£93.50
Over 7m (23ft) and up to and including 9m (29.5ft)	£18.50	£48.50	£113.00
over 9m (29.5ft) and up to and including 11m (36ft)	£21.50	£56.50	£131.50
over 11m (36 ft) and up to and including 13m (42.5ft)	£31.00	£80.00	£188.00
over 13m (42.5ft) and up to and including 15m (49ft)	£35.50	£92.50	£215.50
over 15m (49ft) and up to and including 18m (59ft)	£40.00	£103.50	£243.00
over 18m (59ft) and up to and including 25m (82ft)	£55.50	£144.50	£337.50

VISITING LEISURE CRAFT HARBOUR DUES & CHARGES 2015

Monthly Moorings (Note: To be arranged through the harbour office and paid in advance. Vessels must be secured to the mooring by strop or chain and attended throughout their stay.) Please note: peak season is 1st July – 31st August	Per Month (off peak)	Per Month (peak season)
Up to and including 5m (16.5 ft)	£236.00	£295.50
over 5m (16.5ft) and up to and including 7m (23ft)	£287.00	£357.00
over 7m (23ft) and up to and including 11m (36ft)	£401.00	£495.50
over 11m (36 ft) and up to and including 15m (49ft)	£515.00	£645.00
Over 15m	BY ARRANGEMENT	

Unattended Visitors (Contact details must be left with the harbour office. Mooring lines to be doubled and fenders left rigged.)	Nightly Rate + £3.00
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Short stay Harbour dues. Up to 2 hours on any FHC facility with no overnight stay	£8.00
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Use of Berrills Yard pontoon, for up to 8 daylight hours, for repairs. BY ARRANGEMENT ONLY	£30.00 per usage + Harbour Dues
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Launched / Recovered Harbour Dues	
Day	£6.50
Week	£30.00
Season - per metre LOA	£13.00

Towage of vessels illegally moored on any pontoon, mooring or other facility.	£70.00
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VISITING LEISURE CRAFT
HARBOUR DUES & CHARGES

JULY & AUGUST 2015

Size of Boat	1 Night
up to and including 5m (16.5 ft)	£11.50
over 5m (16.5ft) and up to and including 7m (23ft)	£12.50
Over 7m (23ft) and up to and including 9m (29.5ft)	£15.00
over 9m (29.5ft) and up to and including 11m (36ft)	£18.50
over 11m(36 ft) and up to and including 13m(42.5ft)	£24.50
over 13m (42.5ft) and up to and including 15m 49ft)	£29.50
over 15m (49ft) and up to and including 18m (59ft)	£35.50
over 18m (59ft) and up to and including 25m (82ft)	£45.50
over 25m(82ft) and up to and including 37.5m(123ft)	£71.00

Mixtow Pontoon	
Size of Boat	1 Night
up to and including 5m (16.5 ft)	£14.00
over 5m (16.5ft) and up to and including 7m (23ft)	£15.50
Over 7m (23ft) and up to and including 9m (29.5ft)	£18.50
over 9m (29.5ft) and up to and including 11m (36ft)	£21.50
over 11m (36 ft) and up to and including 13m42.5ft)	£31.00
over 13m (42.5ft) and up to and including 15m(49ft)	£35.50
over 15m (49ft) and up to and including 18m (59ft)	£40.00
over 18m (59ft) and up to and including 25m (82ft)	£55.50

CHARGES FOR CRAFT USING FOWEY HARBOUR FACILITIES ARE INCLUSIVE OF HARBOUR DUES.

During the months of July and August, providing application is made on initial payment, vouchers will be issued as below:-

- 1 FREE NIGHTS MOORING IN SEPTEMBER/OCTOBER FOR A 3 NIGHT STAY**
- 2 FREE NIGHTS MOORING IN SEPTEMBER/OCTOBER FOR A 7 NIGHT STAY**

CHARGES FOR PRIVATE MOORINGS 2015
INCLUDING FISHING VESSELS

<i>LEISURE</i>	per metre	per foot
Harbour Dues	£12.65	£3.86
Mooring Licences	£9.40	£2.86
Swinging Rental	£30.80	£9.39
Trot Rental	£48.40	£14.75
Pontoon Berth	£117.35	£35.77
Flexible mooring (16 nights) inclusive of harbour dues	£32.75	£9.98

<i>FISHING</i>	per metre	per foot
Harbour Dues	£26.25	£8.00

<i>TOTALS</i>		
Private Mooring	£22.05	per metre
Swinging Rental	£52.85	per metre
Trot Rental	£70.45	per metre
Pontoon	£139.40	per metre

STROP MANUFACTURE & SERVICE CHARGES 2015

1. Strop Manufacture

Single strop for a swinging mooring £148.60

Double strop for a fore and aft mooring £298.50

- All strops manufactured from British Standard nylon with chain tails where necessary.
- All shackles either galvanized or stainless steel.
- As all our strops are tailored for individual boats, it helps if the boat is lying to the mooring on temporary lines for measurement.
- Strops are delivered fitted to the mooring and ready to use
- Price includes pick-up buoys, leadline, plastic chafe guard and VAT.
- All new strops recovered, serviced and stored for the first year free.

2. Strop Servicing

Strop service £81.20

Strop removal, clean & store £54.00

- Once you have informed us that your boat is off the mooring, your strop will be removed by our staff, pressure washed, inspected and stored.
- Give us at least a week's notice of when your boat is going back in, and we will make sure your strop is securely shackled to the mooring and ready for that date.
- We will include the bill for your service in January during the mooring renewal period

LAUNCH & RECOVERY 2015

FROM SLIPWAYS OTHER THAN THOSE MANAGED BY FHC

RESIDENTS

Owners of boats stored ashore and launched as and when required will be subject to annual harbour dues of £12.65 per metre. Upon receipt of this payment a sticker will be issued which must be displayed prominently on the boat.

VISITORS

Visitors to the harbour using boats on a launched and recovered basis will be subject to the following charges:

<i>Launched/ Recovered Harbour Dues</i>	
Day	£6.50
Week	£30.00
Season - per metre LOA	£13.00

NOTE:

Length is the Length Over All (LOA) and includes all overhanging projections, outboards, bow sprits etc.

Any craft being used as a tender to a visiting parent craft is exempt of harbour dues.

STORAGE & LAUNCHING 2015

<i>Winter storage period</i>	<i>15th October to 31st March</i>	
<i>Summer storage period</i>	<i>1st April to 14th October</i>	
WINTER STORAGE AT ALL FHC SITES	Prices do not include harbour dues	
<i>Service</i>	<i>Price per metre</i>	<i>Price per foot</i>
Winter storage at Penmarlam Quay inclusive of craneage, handling and chocking. (WST)	£81.60	£24.87
Winter storage at Brazen Island inclusive of craneage, handling and chocking. (WBI)	£70.94	£21.62
Winter storage at any FHC site where craneage & chocking is not required. (WSD)	£54.44	£16.59
Surcharge for non-summer contract boats storing outside of the period 1st October to 15th April or summer contract boats remaining in storage between the 15th October & 31st March without a winter storage booking. (WSC)	£ 3.50 per metre per week	£ 1.07 per foot per week
TRAILER/ CRADLE STORAGE	<i>Price per trailer/ cradle</i>	
Summer storage period (TSS)	£172.45	
Annual storage (TSA)	£312.10	
SUMMER & ANNUAL STORAGE AT PENMARLAM QUAY	Prices include harbour dues	
<i>Service</i>	<i>Price per metre</i>	<i>Price per foot</i>
Summer storage and self-launching inclusive of harbour dues and car parking (PQX)	£70.45	£21.47
Annual storage and summer self-launching inclusive of harbour dues and car parking (PAX)	£117.55	£35.83
Summer storage and self-launching inclusive of harbour dues, car parking and up to 16 nights mooring in the summer period.(PQU)	£96.74	£29.49
Annual storage and summer self-launching inclusive of harbour dues, car parking and up to 16 nights mooring in the summer period.(PAU)	£144.25	£43.97
Summer storage, up to 5 launches/ recoveries by FHC, tow to a mooring, and up to 16 nights mooring in the summer period. Inclusive of harbour dues & car parking.(PQY)	£113.50	£34.60
Annual storage, up to 5 launches/ recoveries by FHC, tow to a mooring, and up to 16 nights mooring in the summer period. Inclusive of harbour dues & car parking.(PAY)	£160.70	£48.98

STORAGE & LAUNCHING 2015 – (cont)

PENMARLAM DINGHY RACKS		<i>Rack Only</i>	
Summer (PQV)		£112.75	
Annual (PAV)		£169.15	
CASUAL PENMARLAM ACCESS FOR CARS <u>WITHOUT</u> TRAILERS		Includes launching and harbour dues for a small "roof rack" vessel (max LOA 3.05m/ 10ft). Does not include overnight parking or pontoon usage.	
Per Day (PEN01)		£10.00	
Per Week (PEN02)		£66.00	
Per Season (PSL)		£132.00	
Per Year (PAL)		£200.00	
CASUAL PENMARLAM ACCESS FOR CARS <u>WITH</u> TRAILERS		Inclusive of access, launching, harbour dues & parking for 1 boat, 1 car and 1 trailer. Max LOA is 7m (23')	
Per Day (PEN03)		£16.50	
Per week (PEN04)		£106.60	
Per Season (PST)		£281.90	
As above but with overnight pontoon usage.		Off Peak per boat	Peak Season * per boat
	1 Day	£25.65	£29.75
	3 Days	£64.60	£74.85
	1 Week	£144.35(PEN05)	£166.06 (PEN06)
* Please note Peak season is 1st July – 31st August			

ADDITIONAL SERVICES		
Craneage/ use of hoist (CRN)	£135.50 per hour	
Craneage – Non FHC Customer (CRN0)	£169.50 per hour	
Landrover assistance (TUH)	£47.00 per hour	
Pre- Arranged tow to / from moorings (TTM)	£47.00	
Pressure Washing (PWS or PWS)	£ 6.80 per metre	Minimum Charge £36.10
Summer storage at Brazen Island (BIS)	£ 54.44 per metre	£ 16.59 per foot
Additional mooring for storage customers (VIS)	£ 1.96 per metre per night	£ 0.60 per foot per night
A £10.00 (non-refundable) deposit will be charged for barrier proximity swipes. (NRD)		

NOTES & EXPLANATIONS

APPLICATIONS FOR A MOORING LICENCE

Due to the high demand for moorings in the Fowey River, the Fowey Harbour Commissioners operate a waiting list system. Please note that the 'Deep Water' waiting list is currently closed to new applicants. Applications are subject to a £57.50 (WLT) registration fee.

PEAK SEASON

Peak season runs from 1st July to 31st August.

PAYMENT TERMS

Leisure Mooring Licence Renewals

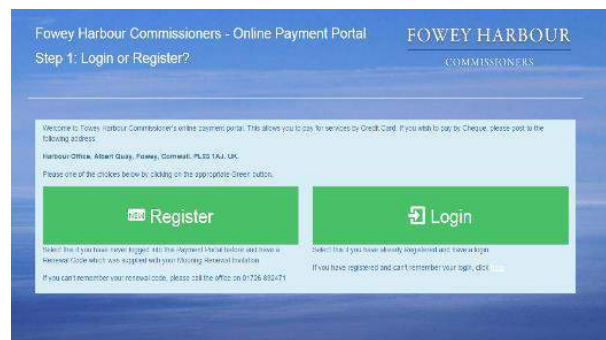
After 15th February 2015 all unpaid mooring licence renewals will be subject to a 25% admin fee.

Any mooring licence renewals remaining unpaid after end of February 2015 will be revoked.

You can pay online

Follow these steps;

1. Visit www.foweyharbour.co.uk, click on the "pay fees" link at the top of the page
2. Once you arrive at the payment page click on the "click here to pay" link
3. This will take you to our secure payment processing site. You will need to have your renewal code to hand. This can be found on the renewal notice or invoice.
4. Once your payment has been processed, any licence stickers will be forwarded to you by post.



Moorings

Welcome to the historic fishing port of Mevagissey. The following information is supplied to help your stay be a pleasant one.

[Visitors' moorings / Yacht moorings](#)

[Commercial Moorings](#)

As Mevagissey is a working harbour, you must appreciate that working boats have priority.

Premier Moorings

We offer several premier moorings in this unique harbour on the south coast of Cornwall. Mevagissey Harbour offers a safe drying inner harbour mooring, and the use of an always afloat outer harbour mooring, when tide time will not allow access to the inner harbour. We have premier moorings available for yachts capable of taking the ground safely at low water.

Dimensions as follows:

Mooring Size:

Minimum length 30 feet
Maximum length 36 feet

Maximum draft 4 feet 6 inches

Mooring Type:

Inner harbour: Fore and aft laid and maintained by harbour staff.

Charges: £54 per foot per annum including VAT.

Outer harbour: Free use of visitor's mooring.

Parking: Harbour parking pass included in the agreement..

For those interested in sailing from a unique harbour with many good day sails, weekend sails and further, apply to the Harbour Office for more details.

Seasonal summer outhaul moorings

Suitable for vessels to a maximum length of 18' LOA are available from 1st April until 30th September.

Charge: £432 including VAT per season, £70 per week.

Email: meva.harbour@talk21.com or write to the Harbour Office, or telephone 01726 843305.



Visitors' / Yacht Moorings

We welcome visiting yachts and will do our very best to accommodate them. Berths are available on the South pier, which is safe as long as the wind is not in the East. If wind is from the East and over force 3, it is strongly recommended to proceed to Fowey.

In addition there are two trots of fore and aft cylindrical visitors' buoys situated inside the harbour entrance, located on the north and south sides.

Fresh water is available from the inner harbour, however visiting boats must ask permission from the Harbour Office before entering the inner harbour. Visiting craft must not moor in the inner harbour.

For bilge keel yachts and twin hulls that can take the beach safely there is normally space available on the Sandy Beach on the east side of the West Quay.

Showers are available on the West Quay. Keys are available from the Harbour Office or a member of staff.

The harbour master can be contacted on VHF channel 16, using channel 14 as a working channel, or telephone:

Harbour Office: 01726 843305

Out of hours: 07486 471931

Our address is:

The Harbour Office
Mevagissey Harbour
Mevagissey
Cornwall
PL26 6QQ

If required there is a boat builder and chandlery on the East Wharf. During the summer, buses run from outside the greengrocer to St. Austell every half-hour.



Charges:

Visiting yachts: Up to 2 hours FREE. Longer at overnight rate.

Overnight: All visiting boats £14 including VAT.

The harbour also runs the Marine Aquarium housed in what was originally the RNLi boat house. See at first hand the fish that live in the Cornish waters, with staff on hand to answer any questions.

This is FREE OF CHARGE, but donations are welcome.

Vessel landed waste: Please bring to Harbour Office.

The harbour does not have facilities to accept sewage from slop tanks and would request all visiting boats to use their holding tanks until clear of the harbour.

For further information or assistance please contact the Harbour Office or a member of staff.

No fuel is available to non-commercial vessels.

Commercial Moorings

Mevagissey Harbour remains a very busy fishing harbour. Currently there are 70 registered fishing boats within the harbour which land in excess of £2 million gross value of fish per annum. The harbour charges 2.5% landing dues on all gross landed value of fish.

The fleet consists of trawlers, scallopers, ring netters, gill netters, potters, and hand liners, catching and landing a huge variety of species.

As most of the boats are "day boats" they spend less than 24 hours at sea, so the fish caught and landed is fresh and of prime quality.

The largest boats that work from the harbour are 13 metres, and the smallest 5 metres, employing as many as 3 persons per boat or single handed.

All fishing boats are allocated moorings within the harbour and to qualify for a full time fishing mooring must satisfy the criteria laid down by the Trustees, which includes a minimum gross value of landing of £10,000 per annum.

Mevagissey Harbour Trustees supply the following facilities for use of the commercial fishermen :-

West Quay (fish quay)

No 1 and No 2 cold stores
Chilled bait store

2 by 150 Kg SWL landing cranes
Salt water wash down pump and hose.
Fresh water hose.
2 sets of fish dock digital scales.
2 pallet trucks.
2 ice plants, 1 capable of 5 tonnes per day, 1 capable of 2.5 tonnes per day.
(Note; 2 half yearly charges are made to pay for the above facilities.)
Any bulk ice taken to sea is invoiced separately.

1 Large storage loft. Jetty

1 by 1 tonne SWL post jib crane, electric hoist capable of lifting 750 kgs

Platt: 26 storage lofts + 2 storage compounds.

Fish landings on the lighthouse pier are assisted by a hydraulic crane.

1 by 2 tonne SWL post jib crane, hydraulic crane situated on the lighthouse pier.

The Harbour Office is also able to supply mooring chain and associated mooring equipment. Please contact the Harbour Office for your requirements.

The lighthouse pier also houses the fuel delivery unit, the fuel delivered being red diesel. The system is operated by Keltic Fuels (subsidiary of Watsons) and each registered user has their own key. Invoicing is carried out by Keltic's office at Launceston.

Visiting fishing vessels :

These are made welcome , however they will be expected to pay the landing dues on any fish landed, and will be charged for ice usage.

If an extended stay is made then charges will be made for usage of all the fish quay facilities.



FALMOUTH HAVEN SERVICED MOORINGS FEES

INTRODUCTION Summer season: 1st April 2015 to 31st October 2015

([HTTP://WWW.FALMOUTHHAVEN.CO.UK/MOORINGS/INTRODUCTION/](http://www.falmouthhaven.co.uk/moorings/introduction/))

	Length of mooring	Fee
MOORING OPTIONS (HTTP://WWW.FALMOUTHHAVEN.CO.UK/MOORINGS/MOORING-FALMOUTH-HAVEN/)	5m	£192.90
	6.5m	£295.70
PREMIUM MOORINGS (HTTP://WWW.FALMOUTHHAVEN.CO.UK/MOORINGS/PREMIUM-MOORINGS/)	8m	£364.50
	9.5m	£498.30
APPLYING FOR A MOORING (HTTP://WWW.FALMOUTHHAVEN.CO.UK/MOORINGS/APPLYING-MOORING/)	11m	£576.90
	13m	£759.50
MARINA BERTHS (HTTP://WWW.FALMOUTHHAVEN.CO.UK/MOORINGS/MARINA-BERTHS/)	15m	£983.40
	20m	£1311.20

MOORING FEES

([HTTP://WWW.FALMOUTHHAVEN.CO.UK/MOORINGS/MOORING-FEES/](http://www.falmouthhaven.co.uk/moorings/mooring-fees/))

Winter season: 1st November 2015 to 31st March 2016

Fee for winter season only - as above

Fee for winter season following summer season hire - 50 % of summer rate.

Premium Mooring Fees

For visitors who want a longer stay, or for residents who don't want to make a long-term commitment our Premium Moorings have all the benefits of our standard deep water moorings, but in addition come with our Falmouth Havencard, which gives customers access to:

- Available for minimum of one month
- Inclusive use of Falmouth Water Taxi to and from moorings
- Full and free access to our showers and shore side amenities
- Fuel sales discount of 5p per litre
- Free unlimited use of our wifi
- Access and use of our tender pontoon on the Visitors' Marina
- Service partner discounts with local suppliers

Length of vessel	1 Month	2 Months	3 Months	4 Months	5 Months
Up to 6.5m	222.30	419.90	592.80	741.00	926.25
6.51 - 8m	273.60	516.80	729.60	912.00	1140.00
8.01 - 9.5m	324.90	613.70	866.40	1083.00	1353.75
9.51 - 11m	376.20	710.60	1003.20	1254.00	1567.50
11.01 - 13m	444.60	839.80	1185.60	1482.00	1852.50
13.01 - 15m	513.00	969.00	1368.00	1710.00	2137.50
Over 15.01m	820.80	1550.40	2188.80	2736.00	3420.00

Allocation fee

Fee payable on first allocation of a serviced mooring
(includes first fitting of strop & support buoy) - £105.00

Transfer fee

Fee payable for transfer between Falmouth Haven serviced mooring sites
(includes transfer of hirer's equipment) - £50.00

Falmouth Haven Slipway and Boat Park

Falmouth Haven mooring holders are entitled to an annual launch and recovery permit at 50% discount.

QUICK LINKS

- Visiting Yachts (<http://www.falmouthhaven.co.uk/visiting-yachts/>)
- The Slipway (<http://www.falmouthhaven.co.uk/the-slipway/>)
- Moorings (<http://www.falmouthhaven.co.uk/moorings/>)
- About (<http://www.falmouthhaven.co.uk/about/>)
- Falmouth Guide (<http://www.falmouthhaven.co.uk/falmouth-guide/>)
- Boat Services (<http://www.falmouthhaven.co.uk/boat-services/>)
- Stay Safe Afloat (<http://www.falmouthhaven.co.uk/safety/>)
- webcam and Gallery (<http://www.falmouthhaven.co.uk/gallery/>)
- Conservation (<http://www.falmouthhaven.co.uk/conservation/>)
- Visitors on arrival from outside the UK (<http://www.falmouthhaven.co.uk/visiting-yachts/non-uk-visitors/>)
- Job vacancies (<http://www.falmouthhaven.co.uk/about/job-vacancies/>)
- Premium visitor's Moorings (<http://www.falmouthhaven.co.uk/visiting-yachts/premium-moorings/>)

NEWSLETTER

To keep up to date with all the latest Falmouth Haven news and events sign up to our newsletter.

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Email address

Please select your interest

Please choose your location

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GET IN TOUCH

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C & C Marine Services Ltd

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We have over 70 moorings available, conveniently located in Stonehouse Creek with easy access to the fuel station at Mayflower Marina, and less than a quarter mile to Plymouth Sound and the River Tamar.

Our mooring holders benefit from Clouds staff being available on site seven days a week to supervise the moorings, for added security and peace of mind.

Our pontoons have recently undergone total refurbishment, and due to their popularity we are planning to continue work to extend and improve the moorings we can offer.

Prices for annual moorings (up to 28ft) from April 2014 will be as follows:

Swing Moorings £500 + VAT
Pontoon Moorings £600 + VAT



Please note that moorings in Stonehouse Creek are half tidal, so are not suitable for fin keel boats.

SERVICES AND CHARGES 2015

HOISTING AND CRANEAGE

Haul out/relaunch	£21.20/m
Racing scrub/ survey lift	£21.50/m

SERVICES

Pressure washing	£7.50/m
Antifouling	£35.00/hour + materials
Towing within moorings area:	
Up to 25ft (7.63m)	£30.00/tow
25ft (7.63m) and above	£40.00/tow

WATER TAXI

Seasonal pass	£100.00/boat
Single trip	£2.50/person

DRYING OUT

On the beach	£20.00/boat/tide
Against the wall	£30.00/boat/tide

EQUIPMENT HIRE

Crane hire	£85.00/hour
Cradle hire	£50.00/month
Dehumidifier hire	£20.00/month

CAR PARKING

Daily	£5.00
Weekly	£25.00
Monthly	£60.00
Annual	£250.00

TRAILER STORAGE

Daily	£3.00
Weekly	£15.00
Monthly	£40.00
Annual	£160.00

STORAGE ASHORE

6 months ashore (April – Sept or Oct – March)	£119.00/m
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VISITING CHARGES

Up to 3 hours
Per day
Per week
Per month

MARINA

£3.00/hour
£3.50/m*
10% off
15% off

MOORING

£2.00/hour
£2.00/m*
10% off
15% off

ASHORE

£2.00/m
£10.00/m
£25.00/m

VISITING DINGHIES (UP TO 4M)

Per day
Per week
Per month

MARINA

£7.50
£40.00
£140.00

BEACH/ RACK

£3.25
£17.50
£60.00

DRY BERTHING

Includes storage ashore and 5 launch cycles

Annual 1st April 2015 – 31st March 2016
Summer 1st April 2015 – 30th September 2015

£308/m
£209/m

MARINA BERTHS

Annual 1st April 2015 – 31st March 2016
Summer 1st April 2015 – 30th September 2015
Winter 1st October 2015 – 31st March 2016

£518.00/m
£425.00/m
£204.00/m

DORY MARINA BERTH

Summer 1st April 2015 – 30th September 2015:

Up to 4m
Over 4m up to 5.5m

£1190.00/dory
£1320.00/dory

Winter 1st October 2015 – 31st March 2016:

Up to 4m
Over 4m up to 5.5m

£588.00/dory
£658.00/dory

TENDER MARINA BERTH

Summer 1st April 2015 – 30th September 2015:

Up to 3.5m
Over 3.5m up to 5m

£585.00/tender
£750.00/tender

Winter 1st October 2015 – 31st March 2016:

Up to 3.5m
Over 3.5m up to 5m

£144.00/tender
£173.00/tender

SWINGING MOORINGS

Annual 1st April 2015 – 31st March 2016
Summer 1st April 2015 – 30th September 2015

£226.00/m
£157.00/m

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Boat moorings

Costs are updated annually, prices are current for the 2015 to 2016 financial year and are VAT inclusive.

Please see below for a complete list of our [mooring locations](#).

Moorings - Duchy locations

Type of mooring	Cost (per annum)
Deep water mooring, craft up to 7m (inclusive - this applies to all?)	£168.48
Deep water mooring, craft 7m to 9m (7.1m upwards etc?)	£231.65
Deep water mooring, craft 9m to 12m	£296.14
Deep water mooring, craft over 12m	£398.81
Commercial rental, deep water mooring	£347.47
Tidal mooring, craft up to 7m	£114.52
Tidal mooring, craft over 7m	£135.56
Commercial rental, tidal mooring	£171.76
Sailing Clubs and Associations tidal mooring rental	£114.52
Sailing Clubs and Associations deep water mooring rental	£231.65

Moorings - MOD locations

Type of mooring	Cost (per annum)
Deep water mooring, craft up to 7m	£168.48
Deep water mooring, craft 7m to 9m	£231.65
Deep water mooring, craft 9m to 12m	£296.14

Deep water mooring, craft over 12m	£398.81
Commercial rental, deep water mooring	£347.41
Tidal mooring, craft up to 7m	£114.52
Tidal mooring, craft over 7m	£135.56
Commercial rental, tidal mooring	£171.76
Sailing Clubs and Associations tidal mooring rental	£114.52
Sailing Clubs and Associations deep water mooring rental	£231.65

Moorings - Plymouth City Council locations

Type of mooring	Cost (per annum)
Moorings rental	£110.56

Below are the locations of the moorings administered by us:

- [☒ Covehead](#)
- [☒ Hoe Foreshore](#)
- [☒ Mutton Cove](#)
- [☒ New Wharf](#)
- [☒ Riverside](#)
- [☒ Saltash](#)
- [☒ Saltash Passage](#)
- [☒ West Mud, Cremyll](#)
- [☒ Torpoint - north](#)
- [☒ Torpoint - south](#)
- [☒ Wearde Quay, River Lynher](#)
- [☒ West Mud](#)
- [☒ All boat mooring locations](#)

Due to the limited number of moorings we are currently operating an extensive waiting list, with a wait of approximately 5+ years for new applicants. If you would like to be added to the list please email maritimeservices@plymouth.gov.uk.

Please note the maximum vessel length at Mutton Cove and Saltash Passage is 7.62m.

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WELCOME TO SOUTHDOWN MARINA

PRICES

Weekly Open Storage

88p per foot per week
(min charge £15 per week)

Multihulls

25% surcharge

Pontoon Berthing

£1.20 per foot per week
(min charge £35 per week)

Lift in or out by 20T Boat Lift

£3.30 per foot each way + 50% multihulls
(min charge £70)

Cradles & Chocking extra Yacht cradles

£50.00 per month

Miscellaneous Storage / DIY projects

POA

Rental of Steam Cleaner / Pressure Washer

£30 per hour (min charge £30) £45 inc. labour

Container Storage

£27.50 per week

Electricity Metered

20p per unit

Stepping / Unstepping Masts

£85.00

Crane / Forklift Hire

£50.00 per hour (min 1/2 hour)

Banks Man / Slinger

£15.00 per hour

Marine Engineer
£35.00 per hour

Yard Labourer
£15.00 per hour

Mast Storage
£20.00 per month

Towing
From £60.00

Visitors Berth
£20.00 per night
£100 per week
£2 per foot per week on a monthly basis up to 3 months.

Dinghy Storage on low level pontoon
£150.00 per annum
Residential charge £20 per month

HOW CAN WE HELP?

T | 01752 823084
E | office@hugginsmarine.com

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SELECT A MARINA

CARBEILE WHARF
TORPOINT YACHT HARBOUR
PLYMOUTH MOORINGS

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PRICES

Marina Fees 1st April 2014 - 31st March 2015

Pontoon (marina berths) with water & electricity available to all berths

Yearly tariff - single payment 12 months in advance: -

Up to 30' berth annual £2,520
 31' to 35' berth annual £2,925
 36' to 45' berth annual £3,330

Half yearly tariff - 2 x single payments 6 months in advance - IF AVAILABLE

Up to 30' berth annual £1,385
 31' to 35' berth annual £1,635
 36' to 45' berth annual £1,855

Monthly tariff - 12 monthly payments 1 month in advance - IF AVAILABLE

Up to 30' berth annual 12 payments of £252 (minimum charge)
 31' to 35' berth annual 12 payments of £292
 36' to 45' berth annual 12 payments of £333

QUAYSIDE MOORINGS - £1.20 per foot per week (50' minimum charge)

PLEASE NOTE: ALL PRICES ARE FOR A FIXED 12 MONTH CONTRACT UNLESS OTHERWISE STATED

Deepwater moorings - including the courtesy boat

DEEPWATER SWINGING MOORINGS

Up to 21'	£765
22' to 25'	£995
26' to 30'	£1,095
31' to 35'	£1,425
36' to 40'	£1,545
41' to 45'	£1,755
46' & above	P.O.A.

SOME DEEPWATER TROT MOORINGS MAY BE AVAILABLE IF REQUIRED; P.O.A.

Visitor's rates

Marina berths daily rate: - From £25 (minimum charge)
 Weekly rate: - From £140
 Monthly rate: - From £400 per month

Moorings daily rate: - Up to 35' £15 (up to 1 month) 36' to 45' £20
 Monthly rate: - Up to 35' £260 (1 month onwards) 36' to 45' £345

All prices inclusive of V.A.T.

All vessels LOA to include bowsprits, davits etc.

Winter Berth Subletting

Please note: All berth holders must inform the Marina office of any private winter subletting, which must be administered and contracted by Torpoint Yacht Harbour to ensure we are operating within our insurance underwriters guidelines and we have all current vessel's and owner's details on record. We will then advertise and administer all winter berths on a 50/50 basis through the marina office. Discounts due will be credited to the berth holders following years fees.

Winter berths available from 1st October 2015 to 31st March 2016
from £172.50 including VAT per month

[Download Price List For 1st Jan 2015 - 31st Mar 2016 \(PDF\)](#)

[Download Printable Booking Form \(PDF\)](#)

[Application For Marina Berth Waiting List \(PDF\)](#)

[Application For Marina Winter Berth \(PDF\)](#)

[Mooring Disclaimer \(PDF\)](#)

HOW CAN WE HELP?

T | 01752 813658

E | office@torpointyachtharbour.co.uk

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Queen Anne's Battery

ADDITIONAL SERVICES TARIFF
Valid until
31st March 2016

Prices per metre are based on LOA. LOA is length overall of the boat including davits, bowsprits, boarding ladders, sterndrives, tenders, outboards, rudders, anchors, pulpits, pushpits and any other extensions fore and aft of the boat. All prices include VAT at 20%.

MONTHLY BERTHING – excluding electricity

Payable monthly in advance, calculated on a pro-rata daily rate..

Any length..... £54.00 per metre

DAILY VISITOR BERTHING – including electricity rafting may be necessary

Up to 12.5m..... £3.50 per metre

12.6m – 18m £4.35 per metre

18.1 – 24m £4.85 per metre

24.1m + POA

SHORT STAY BERTHING

Up to 15m..... £8.50 (up to 4 hours)

15.1m + £12.50 (up to 4 hours)

SMALL BOAT TARIFF

Price shown is per craft and is based on LOA subject to measurement.

LAUNCH AND RECOVERY SERVICE Maximum LOA 6.5m

Up to 6.5m..... £990.00 Summer season

• Craft stored in QAB's boat park • Unlimited launch and recovery of craft by marina staff • Inclusive of parking of one car per craft

Freedom Berthing

Europe's most comprehensive 12-month berthing package

- FREE stays at over 90 marinas in the UK, France, Spain and Italy*
 - Save with fuel at cost
 - Up to 30% off MDL Boatyard Services
 - Complimentary towing/boat movement (within marina basin) to and from the MDL-operated hoist dock
- Plus much more...**

**Subject to availability*

For availability and a quotation please call (01752) 671 142

STORAGE AND SLIPWAY USE Maximum LOA 6.5m



Up to 6.5m..... £788.00 Summer season

- Craft stored in QAB's boat park • Unlimited launch and recovery of craft by owner • Inclusive of parking of one car per craft.

DINGHY PARK Maximum LOA 4.9m



£415.00 Summer season
£575.00 per annum

- Craft stored in QAB's Dinghy Park • Unlimited launch and recovery of craft by owner.
- Please note: 50% surcharge for sailing Catamarans up to 4.9m.

YACHT TENDERS Alongside berthing facility



Up to 3.65m..... £450.00 per annum

SLIPWAY USE (SELF LAUNCH/RECOVERY) Boat stored off site



Up to 5.5m incl. Jet skis...£20.00 per day includes car parking
£150.00 Summer season
£212.00 Annual ticket



5.6m – 7.3m £27.50 per day includes car parking
£205.00 Summer season
£246.00 Annual ticket



7.4m – 9.1m £36.00 per day includes car parking
£260.00 Summer season
£325.00 Annual ticket

Queen Anne's Battery

Plymouth, Devon PL4 0LP
Tel (01752) 671 142 · Fax (01752) 266 297
Email qab@mdlmarinas.co.uk
www.queenannesbattery.co.uk

Please note: Summer season: 1st April to 30th September 2015, Annual period: 1st April 2015 to 31st March 2016. The Launch and Recovery Service and Storage and Slipway Use Package include parking for one car per craft; for all other options car parking is chargeable at the published tariff. Please refer to Boat Park and Slipway conditions of business.

ELECTRICITY – supplied where available and at owner's risk

Administration fee£10.00 per quarter or part thereof[†]

Electricity usage charge Charged at cost – estimated at 12p per unit. *Excludes VAT**
[†]Where unit consumption is less than £30.00 per quarter, administration charge will be reduced to £5.00 for that quarter as a low usage rebate.

*VAT will be charged at 5% up to 33 units a day; 20% over 33 units per day.

Hire of metered lead£120.00 refundable deposit. *VAT exempt.*
 16 amp hire charge£4.35 per week

Purchase of metered lead

Metermaid 16 amp£130.80 (25m)
 Metermaid 32 amp£165.60 (25m)

STORAGE

Storage ashore£5.20 per metre per week *no minimum length*

Mast storage£12.00 per mast per week

Vessels stored ashore in excess of 12 consecutive months will be charged the weekly rate plus 50%.

BOAT HANDLING

Lift, block off/load onto transport

Up to 9m£12.70 per metre *40 tons maximum*
 9.1m – 12m£15.50 per metre *50% surcharge for blocking off on transport*
 12.1m +£16.90 per metre

Relaunch/launch off transport

Up to 9m£12.10 per metre
 9.1m – 12m£14.30 per metre
 12.1m +£16.20 per metre

Lift, hold and relaunch

Up to 9m£16.50 per metre
 9.1m – 12m£19.50 per metre
 12.1m +£21.50 per metre
 Extended period in sling£64.00 per hour *1 hour minimum*

Emergency lift (out of hours) subject to a surcharge of £210.00 call out fee plus normal tariff.

CRANING/LIFTING

Mast step/unstep£90.00 per lift

excludes labour/rigger, relevant berthing charges apply
A professional rigger must be used

PRESSURE WASHING

Badly fouled boats may be subject to a surcharge

Any length£5.20 per metre

TOWING/BOAT MOVEMENT

Within marina basin

Under vessel's own power£60.35 per movement
 Towed by launch£72.40 per movement

Outside marina basin (up to 1 nautical mile)

Under vessel's own power£95.45 per movement
 Towed by launch£137.95 per movement

MISCELLANEOUS SERVICES

Labour£53.35 per person per hour *minimum charge half hour*

Boat support/cradle hire

3 months£195.35
 1 month£94.85
 1 week£35.75 (minimum charge)

Car Parking

Additional car parking permit£450.00 per annum
one permit per annual customer is included in annual tariff

Use of tractor£26.00 per movement

Cradle/trailer storage

Cradle storage (collapsible only)£75.00 per annum
 Trailer storage£18.50 per week
QAB berth holders only

Hire of Fork Lift£26.00 per half hour

All services listed (with the exception of metered electricity usage charge) are payable at time of booking. Marina Developments Limited reserves the right to revise prices without notice.

SERVICES AND CHARGES 2015

HOISTING AND CRANEAGE

Haul out/relaunch	£21.20/m
Racing scrub/ survey lift	£21.50/m

SERVICES

Pressure washing	£7.50/m
Antifouling	£35.00/hour + materials
Towing within moorings area:	
Up to 25ft (7.63m)	£30.00/tow
25ft (7.63m) and above	£40.00/tow

WATER TAXI

Seasonal pass	£100.00/boat
Single trip	£2.50/person

DRYING OUT

On the beach	£20.00/boat/tide
Against the wall	£30.00/boat/tide

EQUIPMENT HIRE

Crane hire	£85.00/hour
Cradle hire	£50.00/month
Dehumidifier hire	£20.00/month

CAR PARKING

Daily	£5.00
Weekly	£25.00
Monthly	£60.00
Annual	£250.00

TRAILER STORAGE

Daily	£3.00
Weekly	£15.00
Monthly	£40.00
Annual	£160.00

STORAGE ASHORE

6 months ashore (April – Sept or Oct – March)	£119.00/m
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VISITING CHARGES

Up to 3 hours
Per day
Per week
Per month

MARINA

£3.00/hour
£3.50/m*
10% off
15% off

MOORING

£2.00/hour
£2.00/m*
10% off
15% off

ASHORE

£2.00/m
£10.00/m
£25.00/m

VISITING DINGHIES (UP TO 4M)

Per day
Per week
Per month

MARINA

£7.50
£40.00
£140.00

BEACH/ RACK

£3.25
£17.50
£60.00

DRY BERTHING

Includes storage ashore and 5 launch cycles

Annual 1st April 2015 – 31st March 2016
Summer 1st April 2015 – 30th September 2015

£308/m
£209/m

MARINA BERTHS

Annual 1st April 2015 – 31st March 2016
Summer 1st April 2015 – 30th September 2015
Winter 1st October 2015 – 31st March 2016

£518.00/m
£425.00/m
£204.00/m

DORY MARINA BERTH

Summer 1st April 2015 – 30th September 2015:

Up to 4m
Over 4m up to 5.5m

£1190.00/dory
£1320.00/dory

Winter 1st October 2015 – 31st March 2016:

Up to 4m
Over 4m up to 5.5m

£588.00/dory
£658.00/dory

TENDER MARINA BERTH

Summer 1st April 2015 – 30th September 2015:

Up to 3.5m
Over 3.5m up to 5m

£585.00/tender
£750.00/tender

Winter 1st October 2015 – 31st March 2016:

Up to 3.5m
Over 3.5m up to 5m

£144.00/tender
£173.00/tender

SWINGING MOORINGS

Annual 1st April 2015 – 31st March 2016
Summer 1st April 2015 – 30th September 2015

£226.00/m
£157.00/m



WEIR QUAY BOATYARD

Published on *Weir Quay Boatyard* (<http://www.weir-quay.com>)

[Home](#) > Deepwater Swinging Moorings

Deepwater Swinging Moorings





The deepwater moorings have a depth up to 2 metres and are suitable for yachts or motor boats up to 16 tons and 50' overall length.

On equinox tides some boats will touch the bottom for an hour but as the river bed is soft mud or shillet it doesn't cause any damage and nobody seems to mind, unless they are asleep on board at the time!

Annual Contract £75 per foot.

Including mooring, haul out, pressure wash, shore storage and re-launch.

Summer Mooring

26 weeks £42.50 per foot

13 weeks £28.33 per foot

1 month £12.50 per foot

[1]

BOOK NOW

Winter Moorings

[Click here for details](#) [2]

Prices quoted are exclusive of VAT

Source URL: http://www.weir-quay.com/content/the_moorings/tariffs/deepwater_swinging

Links:

- [1] <http://www.weir-quay.com/content/enquiry-mooring-information-request-form%20>
- [2] http://www.weir-quay.com/the_moorings/tariffs/winter_afloat



Published on *Weir Quay Boatyard* (<http://www.weir-quay.com>)

[Home](#) > Winter Moorings

Winter Moorings



Winter Moorings

Hard Standing



Reserved for our annual berth holders, we provide hard standing storage in the Yard during winter lay-up. There are electric points to reach any boat ashore and there is no charge for electricity unless you require a permanent connection. We use traditional timber shores or customer's cradles. Cradles must be suitable for our boat transporter and those supplied by the [Yacht Leg & Cradle Company](#) [2] are especially recommended.

Customers are advised that it is kinder and safer for the boat to lower the mast during lay-up

Mud Berths



Timber boats of traditional construction are generally better cared for afloat or in a mud berth during the winter so that the timber never dries. Because we enjoy looking after classic boats we have dug out individual mud berths alongside the Yard for them. This is conventional on the East coast but more unusual in the South West. These berths are accessible from the Yard and may be supplied with electricity. In the Spring these timber boats will be hauled out and scrubbed down for winter checks and anti-fouling before re-launching for the season.

[3] **The relatively protected waters allow us to offer winter moorings and the opportunity for you to keep sailing throughout the year.**

Mudberth at Weir Quay Boatyard: Mudberth at Weir Quay Boatyard

20-30 boats will stay afloat during the winter, all in close proximity to the Yard and checked each week. If you don't mind the temperature some of the best sailing can be in the off season with clear days, fresh winds and no-one else around.

Winter Mooring

26 weeks £34 per foot

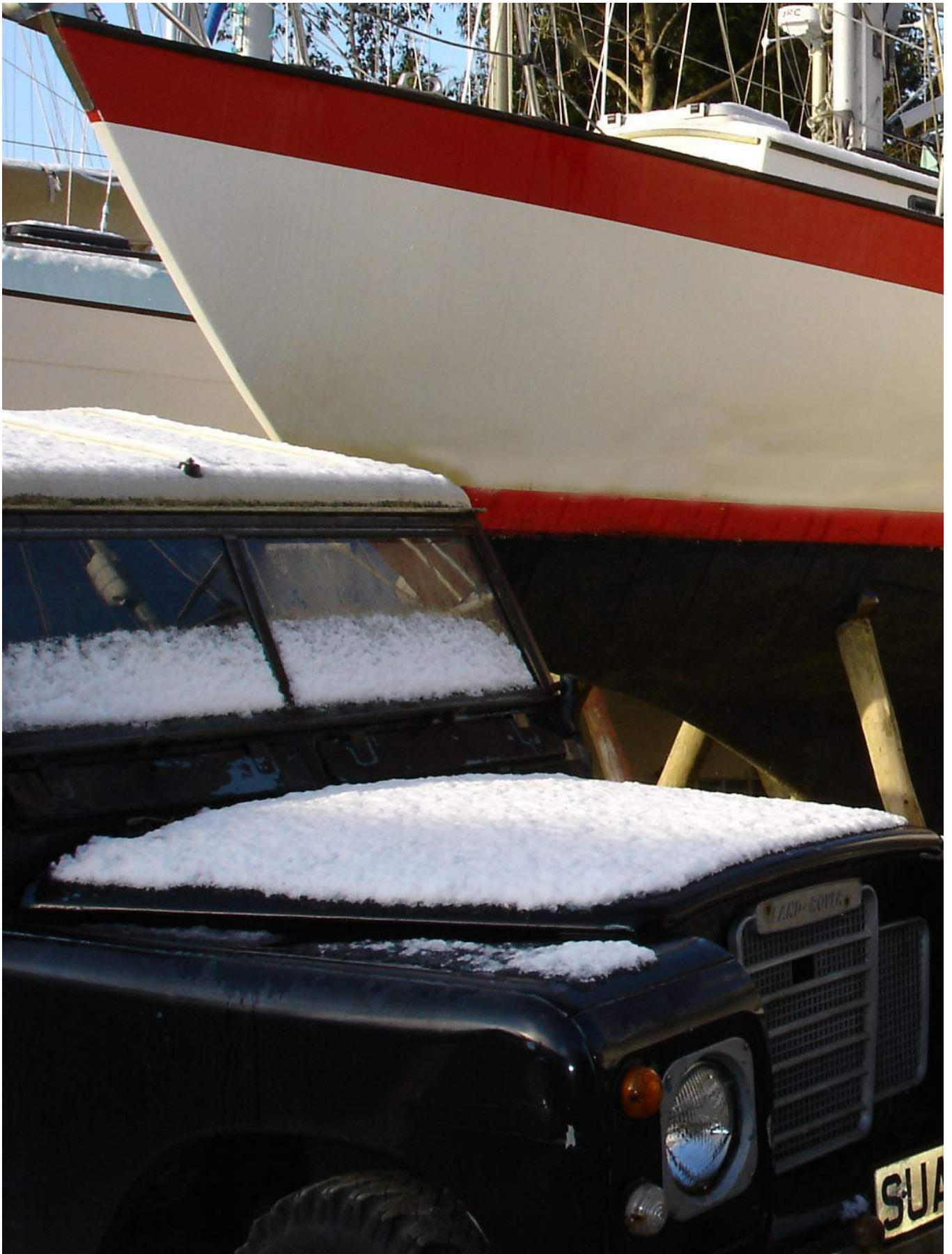
13 weeks £23 per foot

1 month £9 per foot









Source URL: http://www.weir-quay.com/content/the_moorings/tariffs/the_moorings/tariffs/winter_afloat

Links:

- [1] [http://www.weir-quay.com/sites/weir-quay.com/files/yerd in winter cleaned.jpg](http://www.weir-quay.com/sites/weir-quay.com/files/yerd%20in%20winter%20cleaned.jpg)
- [2] <http://www.yachtlegs.co.uk/>
- [3] [http://www.weir-quay.com/sites/weir-quay.com/files/29.11.05 07.50am 002.jpg](http://www.weir-quay.com/sites/weir-quay.com/files/29.11.05%2007.50am%20002.jpg)



Saltash Town Council
Tel: 01752 844846 Email: enquiries@saltash.gov.uk



DAVID WILSON PARTNERSHIP
Connecting people and spaces



Saltash Waterside Coastal Communities Team

POLICY CL1: Nature Conservation

Development will not be permitted which would directly or indirectly materially harm sites of nature conservation, scientific or geological importance unless:

- (i) adequate mitigation measures to avoid adverse effects on features of scientific interest can be undertaken;
- (ii) the development is of such importance as to override the national or international significance of these areas and no other suitable location is available.

POLICY CL12: Sites of Special Scientific Interest/National Nature Reserves

Development which would destroy or adversely affect, directly or indirectly, a designated or proposed Site of Special Scientific Interest (SSSI) or a National Nature Reserve (NNR) as shown on the Proposals Map will not be permitted unless the development can be controlled through the use of conditions or planning obligations to prevent damaging impacts on wildlife habitats or important physical features, or the importance of the development outweighs the special interest of the site. Sites which are designated or potential Special Protection Areas, Special Areas of Conservation, or RAMSAR sites as shown on the Proposals Map will be given the same protection as SSSIs, in addition, development proposals likely to have a significant effect on the nature conservation value of such sites will only be permitted when there is no alternative site and there are imperative reasons of overriding public interest. Where such a site hosts a priority habitat or species, development will only be permitted if required for human health or public safety.

POLICY CL13: Cornwall Nature Conservation Sites & Nature Reserves

Development proposals which would adversely affect, directly or indirectly, locally designated Nature Conservation Sites, or the integrity or continuity of other landscape features of major importance to wild fauna or flora will only be permitted where:

- (i) the reason for the development clearly outweighs the decrease in nature conservation value;
- (ii) any damage to the nature conservation interest is minimised;
- (iii) mitigating measures can be provided to protect remaining nature conservation and secure habitat creation or enhancement elsewhere within the site or local area.

The policy applies to Areas of Great Scientific Value (AGSVs), Cornwall Nature Conservation Sites (CNCS), Regionally Important Geological Sites (RIGS), Local Nature Reserves (LNRs) as identified on the Proposals Map.

POLICY CL19: Buildings of Archaeological Significance

High priority will be given to the protection, preservation and enhancement of nationally important scheduled and unscheduled monuments and other sites and buildings of archaeological and historic significance in the plan area through the following measures:

- (i) development proposals which would prejudice the preservation of nationally important archaeological remains, whether scheduled or not, and their settings, will not be allowed unless the development is also of national importance and there is no alternative site;
- (ii) if there is evidence to suggest that significant remains may exist on the site of a proposed development, the extent and importance of which are unknown, the Local Planning Authority will request the developer to arrange for an archaeological evaluation to be carried out before the

planning application is determined, thus enabling an informed planning decision to be made;

(iii) where preservation in situ is not possible the Local Authority will not allow development to take place until satisfactory provision has been made for a programme of archaeological investigation and recording prior to the commencement of the development.

POLICY EV2: Conservation Areas

All proposals for development in Conservation Areas must pay special attention to the desirability of preserving or enhancing the character or appearance of the area.

All development (including new buildings, extensions, hard surfaces, walls and landscaping) should be sympathetic in size, scale, height and materials to the historic character of the particular Conservation Area and the vernacular tradition of its architecture.

POLICY EV3: Listed Buildings & Redevelopment in Conservation Areas

All proposals for works (including demolition) which would directly affect the fabric or setting of a listed building must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses. This will be the primary consideration in determining applications for the adaptation of listed buildings to new uses, subject only to there being no overriding serious environmental harm.

Demolition of a listed building will only be permitted very exceptionally, where all possible alternative courses have been exhaustively examined, tested and demonstrated to be impracticable. In such cases, where appropriate, a condition may be imposed requiring retention of parts of the building in situ or its careful dismantling and relocation.

The demolition of buildings which make a positive contribution to the character or appearance of a Conservation Area will only be permitted exceptionally. The demolition of any buildings in a Conservation Area will only be permitted if their demolition is part of a proposal for subsequent redevelopment or landscaping which would meet the criteria of Policy EV3. Conditions may be imposed to ensure that the redevelopment is implemented.

POLICY EV4: Illuminated Advertisements & Signs in Conservation Areas

In Conservation Areas, internally illuminated box advertisement signs, internally box fascias and fixed or free-standing advertisement hoardings will not be permitted where they would detract from the character or appearance of the building or street. Externally illuminated hanging signs may be permitted provided they are of a design sympathetic to the character of the area.

POLICY EV5: Shop Fronts & Signs in Conservation Areas

Proposals for new shop fronts in Conservation Areas will be permitted Provided that:

- (i) they are related to the scale and proportions of the building and frontage in which they are to be situated;
- (ii) traditional stallrisers and pilasters are retained or replaced in brick or other sympathetic material.

POLICY R9: Pleasure Craft Moorings

1. Proposals for pleasure craft moorings, and associated facilities will be permitted where:

- (i) they are integrated with existing waterside development or make use of derelict sites, and;

(ii) the essential on-shore facilities of parking, vehicular access, toilets/showers, water/fuel supply, and waste reception are provided to an adequate standard and without material adverse environmental impact;

(iii) any necessary engineering measures do not interfere with the natural movement of sediment to such an extent as to accelerate coastal erosion elsewhere;

(iv) they comply with the policies of this local plan on nature conservation (Policies CL12 to CL17), and do not adversely affect acknowledged breeding sites.

2. Additional on-shore facilities (clubhouses, boat storage/repair, etc.) will be permitted provided:

(i) their scale, location, quality of design and use of materials is consistent with the character and appearance of the locality;

(ii) use is made of existing buildings wherever possible; (iii) the site is well related to the primary and county road network.

3. In all cases the Council will negotiate for inclusion of public launching facilities for pleasure craft, and improved public pedestrian access to the shore (linked wherever possible to the existing public rights of way network).

POLICY ALT4: Management of Flood Risk

Development will not be permitted where it would: (i) be at risk from flooding, or; (ii) increase the risk of flooding by: (a) reducing the capacity of the floodplain, or;

(b) through the discharge of additional surface water, or; (c) harming flood defences, or; (d) obstructing the safe passage of flood flows.



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Appendix 6:
Ashtorre Workshops Study

SALTASH WATERFRONT
Ashtorre Wharf
'Initial thoughts'

December 2013



2 Ashtorre Wharf 'initial thoughts'

Introduction

This initial vision document has been prepared by space design architecture ltd for Saltash Town Council and its various Saltash action groups following a site briefing in November 2013.

The contents of this report are not to be issued to any third parties without the permission of the author.

The aim of this initial study is to provide an indication of potential construction options at Ashtorre Wharf.



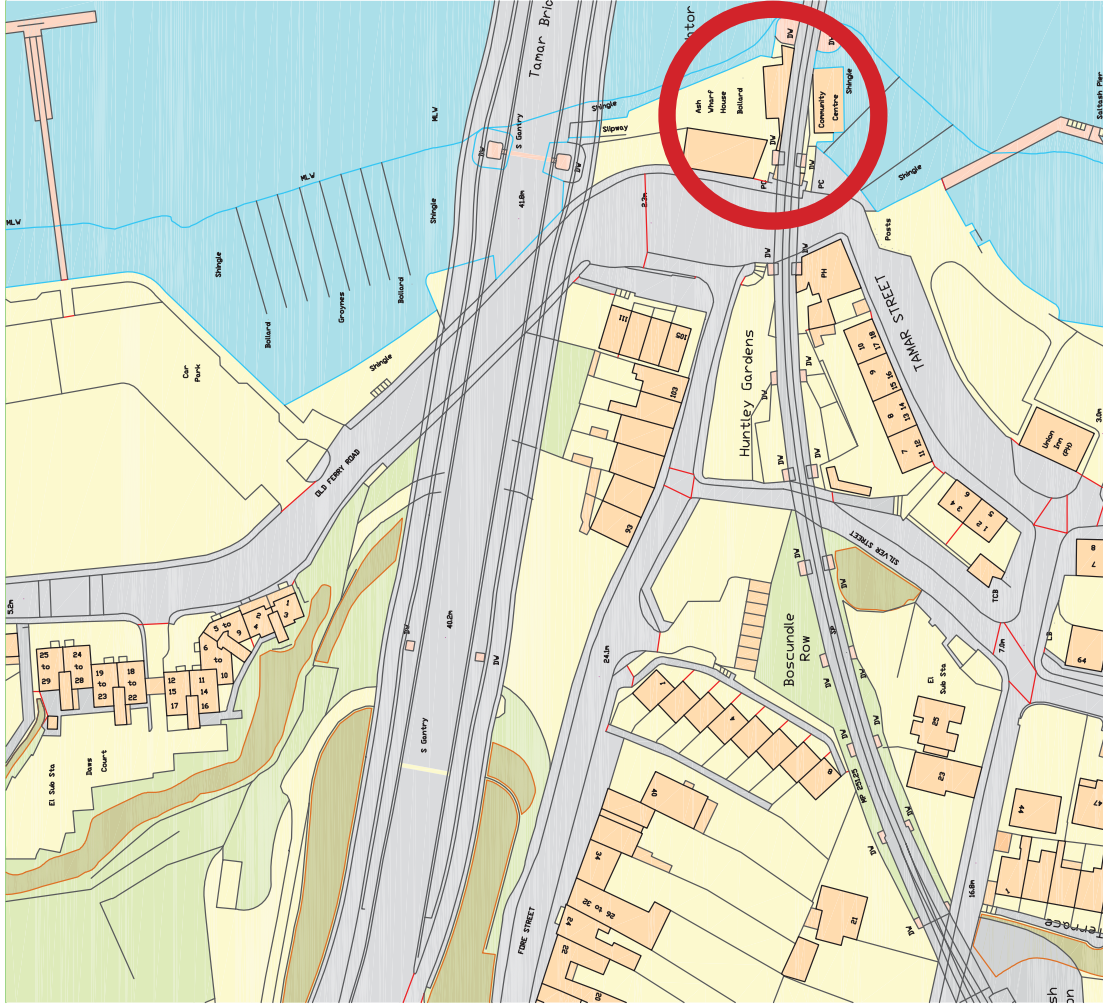
Existing Context Photographs



Ashtorre Wharf 'initial thoughts'

Location Plans





Ashtorre Wharf 'initial thoughts'

Brief

Project: To regenerate an area of Saltash waterfront currently used as a storage facility

Development Scenarios

Possible features of the Site:

- Boat Sheds / Chandlery
- Artists Studios / Workshops
- Exhibition Space
- Storage
- Museum
- Kiosk
- External Seating
- Toilets
- Information Boards
- Wayfinding
- Linkage to other spaces
- Public art

Aim:

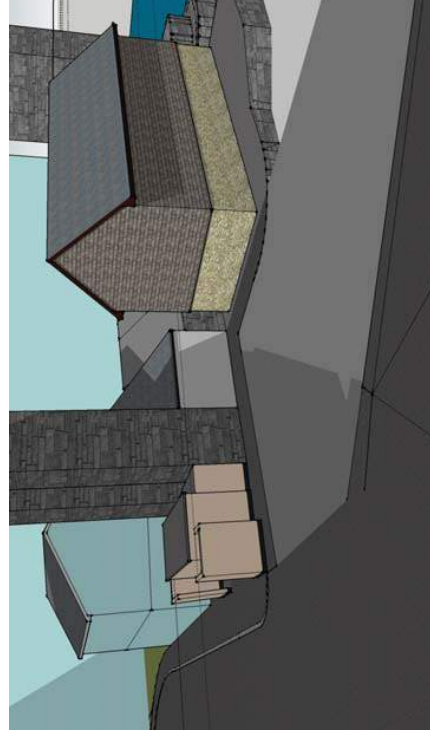
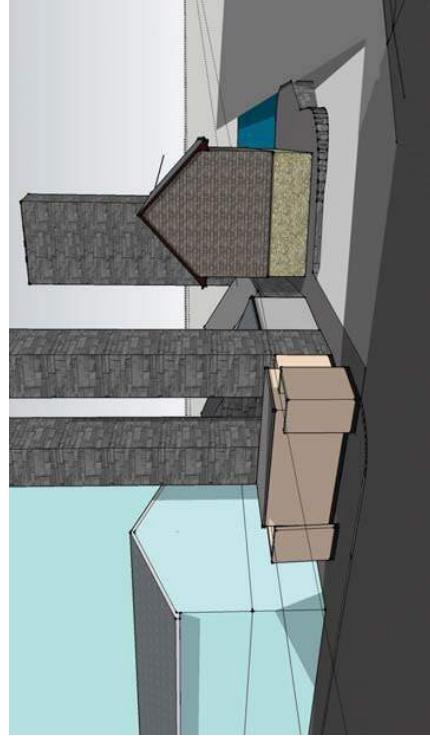
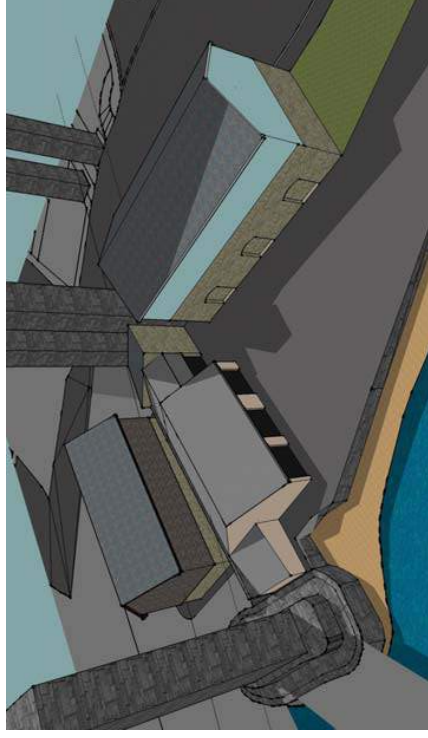
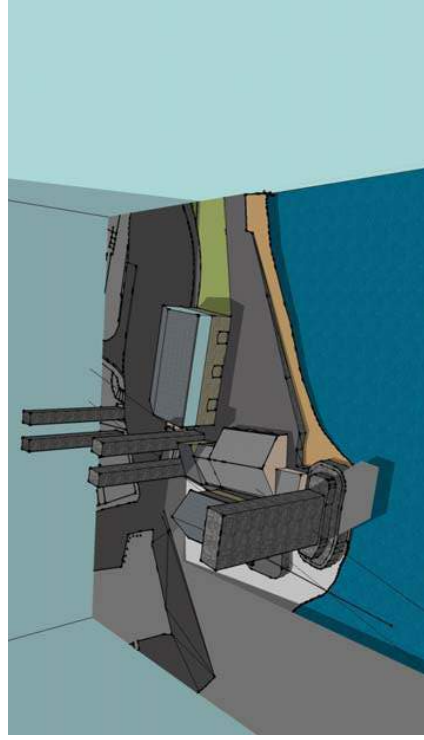
- Enhance the area
- Create an identifiable place to visit
- Provide a venue for events / exhibitions
- To provide employment
- Attract more visitors

Events:

- Entertainment
- Exhibitions / Workshops
- Café/Refreshments



Existing Site Contextual Forms



Ashtorre Wharf 'initial thoughts'

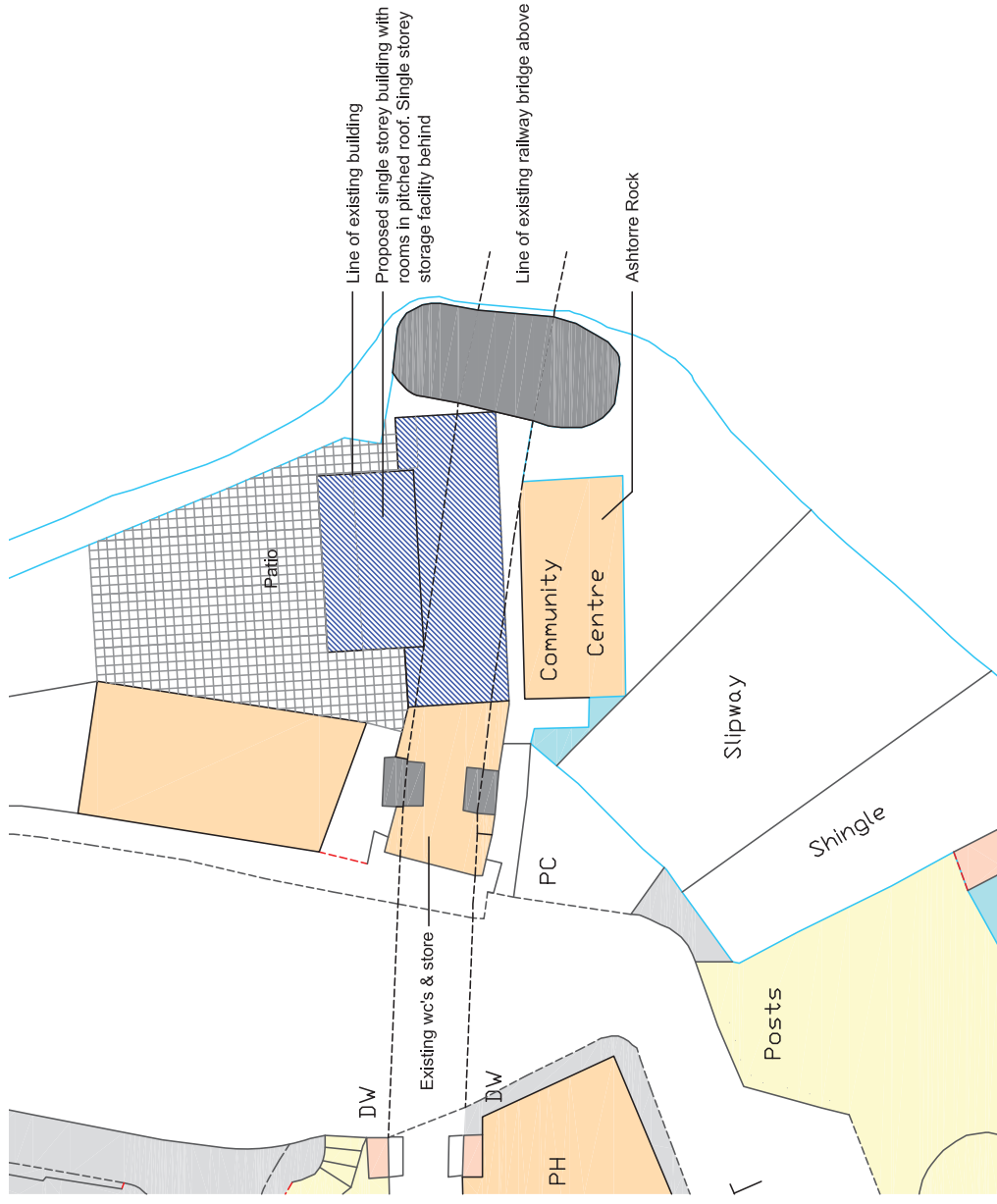
Option 1 - Creation of Boat Sheds & Artist Studios

Aim: Creation of single storey boat sheds / stores with additional accommodation for exhibition space / artists studios in roof space.

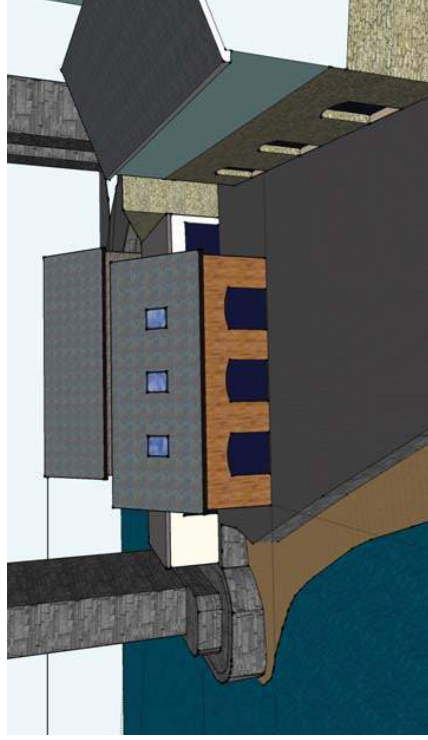
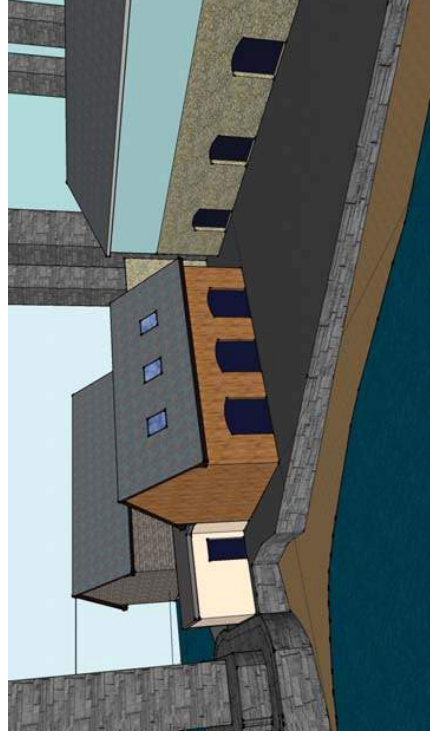
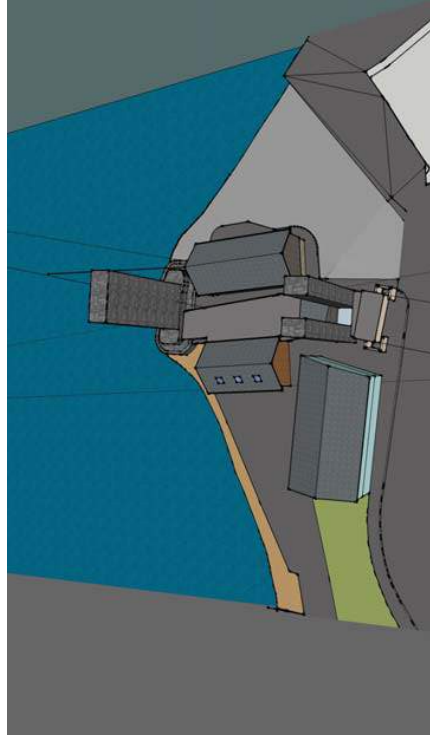
Opportunities: General upgrade of the area and bring it into public use. Potential for rentable flexible space.

Constraints: Habitable space not to be located under bridge. Require an annual strategic maintenance plan to keep area maintained.

Permissions Required: Building owners; Planning Consent; Conservation Area Consent; Secured by Design Consent; Building Control.



Creation of Boat Sheds & Artist Studios



The above images illustrate the creation of a single storey building with artist accommodation in the roof space and a undercover storage space behind.

Ashtorre Wharf 'initial thoughts'

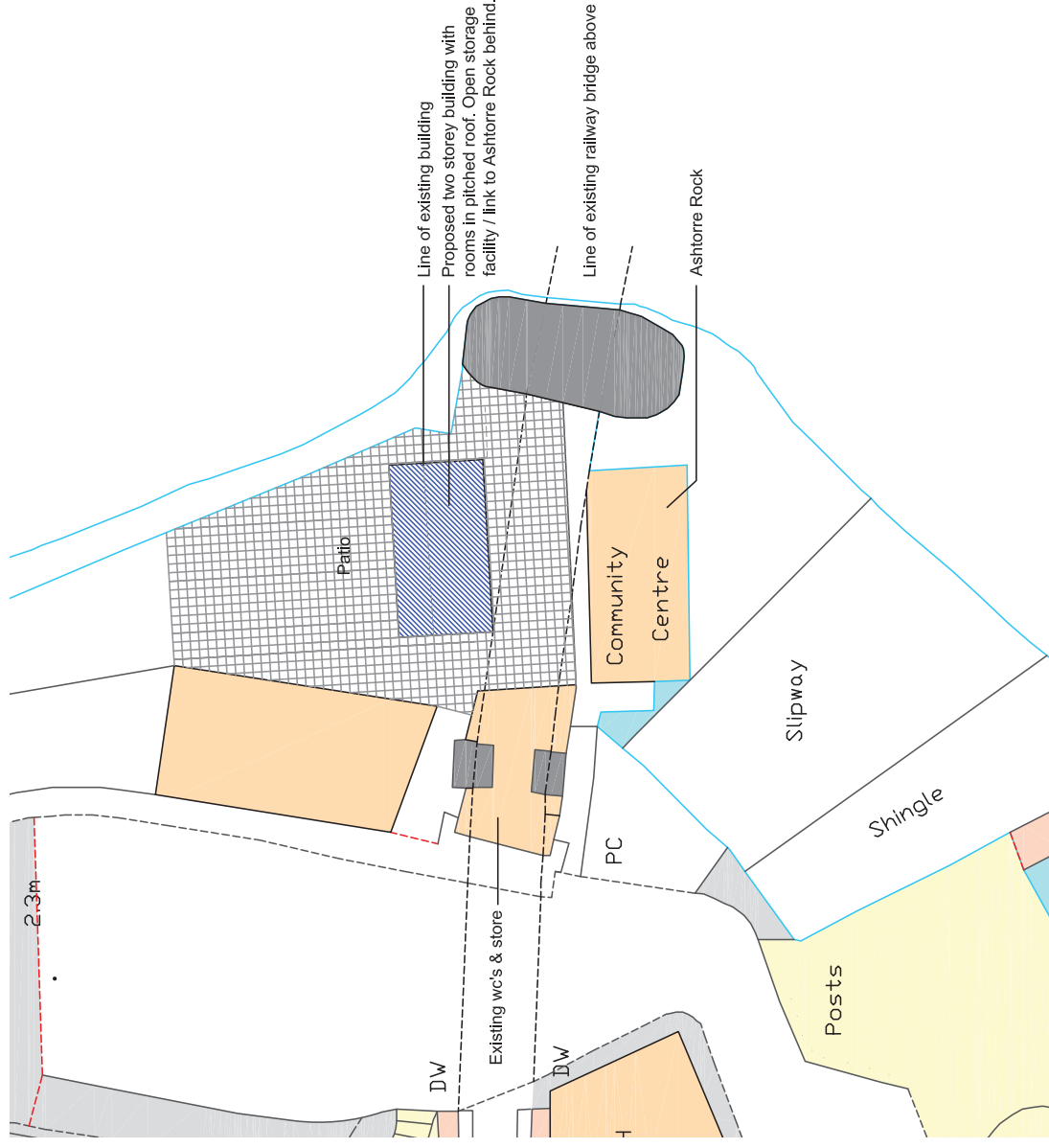
Option 2 - Duplication of Ashtorre Rock

Aim: Creation of similar sized building as to the adjacent Ashtorre Rock community centre with two storeys and further accommodation in the roof space. Ground floor accommodation for storage, first floor for artists studios and roof space for exhibition space.

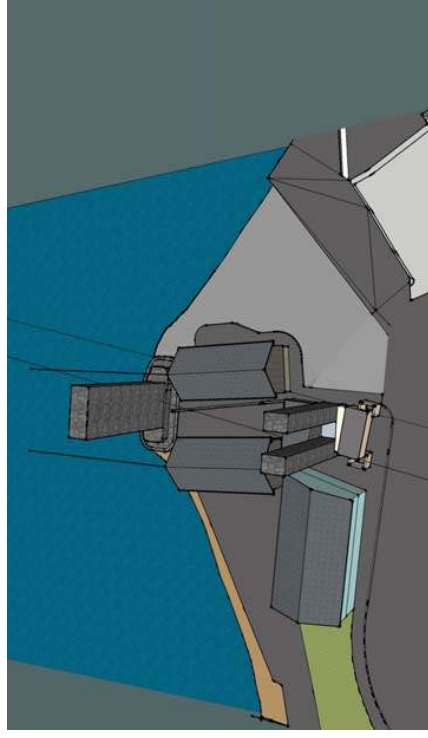
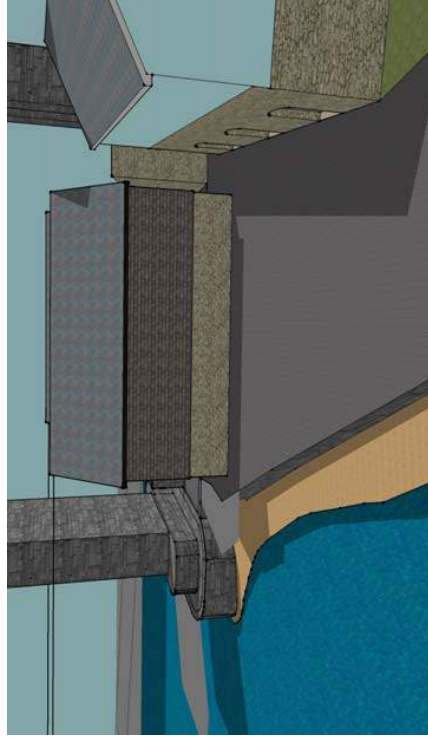
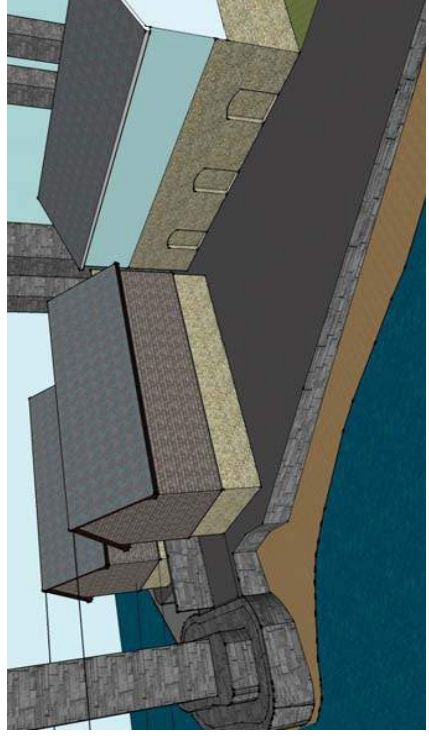
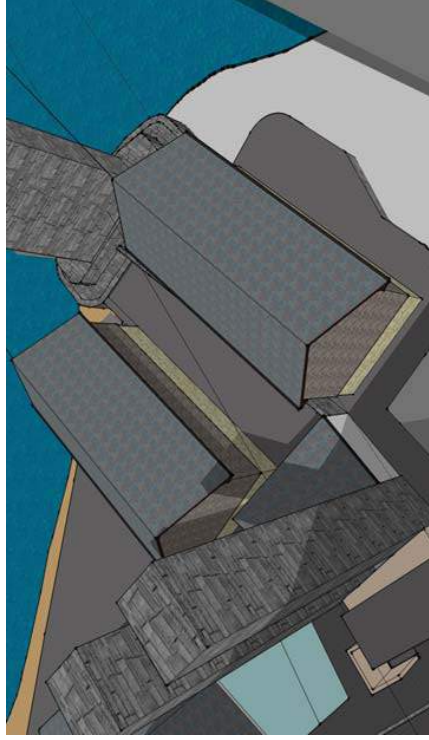
Opportunities: General upgrade of the area and bring it into public use. Area opened up between the buildings provides potential for access to both buildings either externally or via a link. Potential for rentable flexible space.

Constraints: Habitable space not to be located under bridge. Require an annual strategic maintenance plan. Security.

Permissions Required: As above.



Duplication of Ashtorre Rock



The creation of a similar building to Ashtorre Rock provides additional accommodation to Option 1. The space between the buildings could contain an undercover link or single storey storage could be added as Option 1.

Ashtorre Wharf 'initial thoughts'

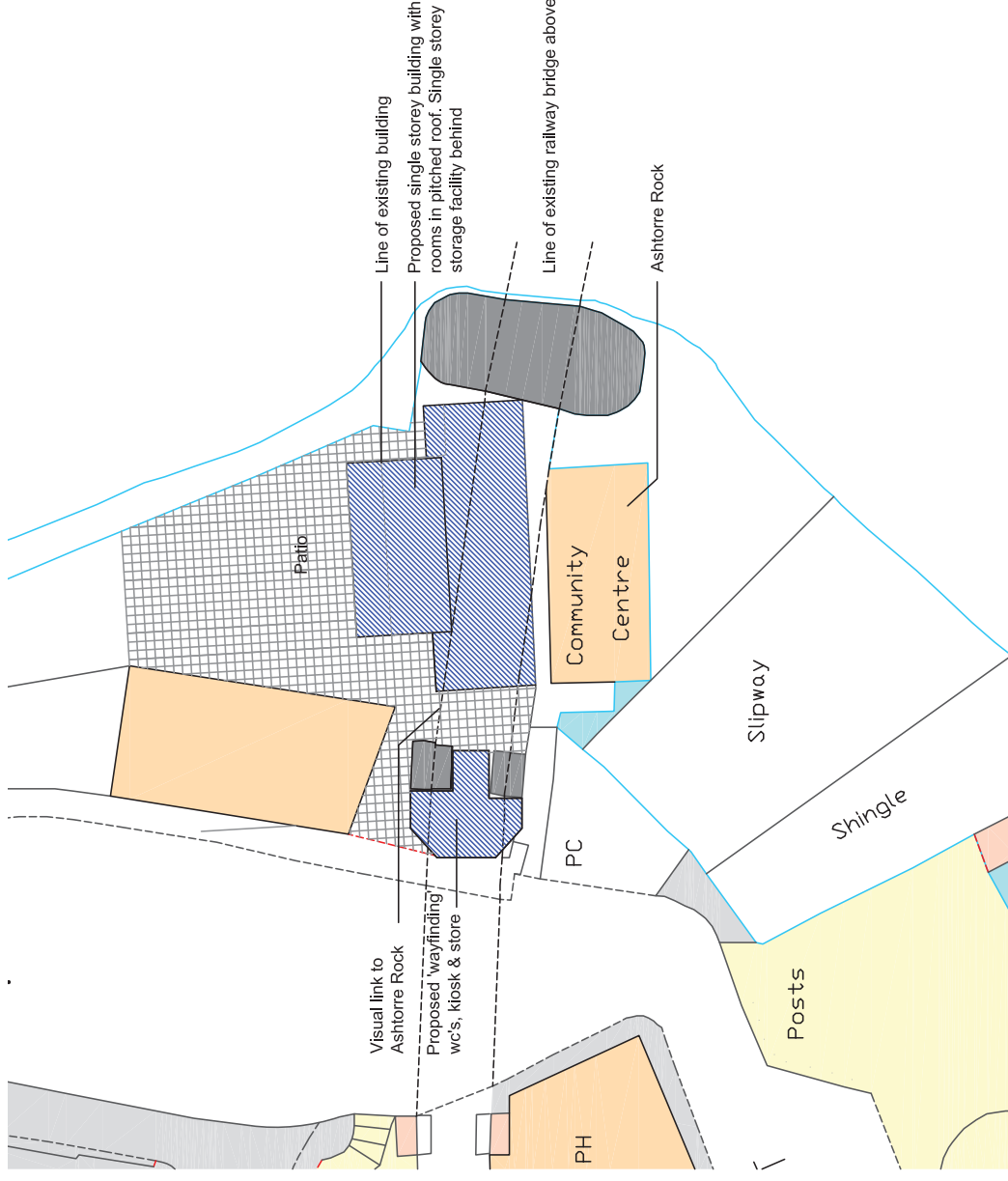
Option 3 - Formation of Kiosk & Creation of Boat Sheds & Artist Studios

Aim: Creation of single storey boat sheds / stores with additional accommodation for exhibition space / artists studios in roof space. Formation of wayfinding kiosk for WC's and essential supplies with a store. Building designed to act as nodal point for visitors to visit the two buildings behind.

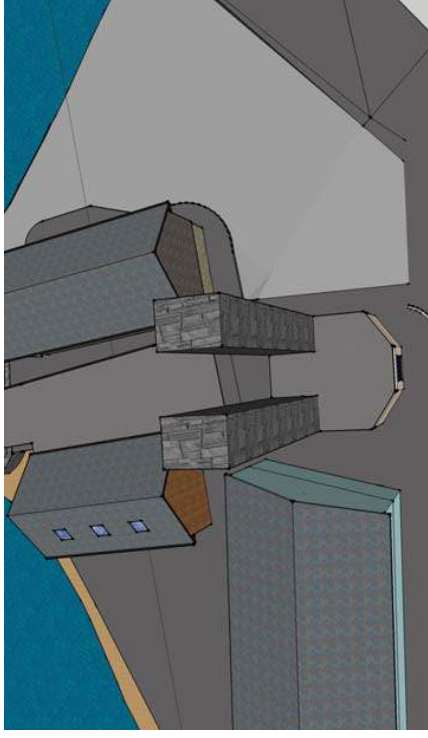
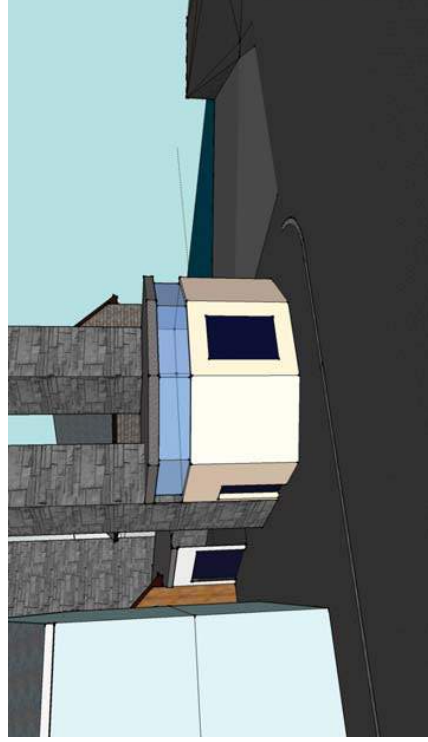
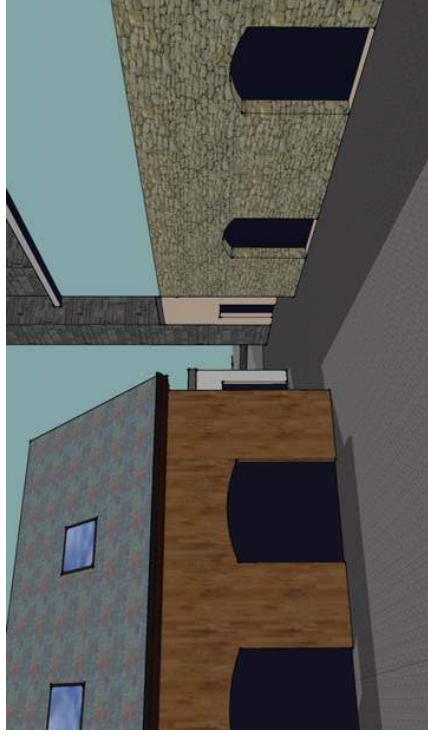
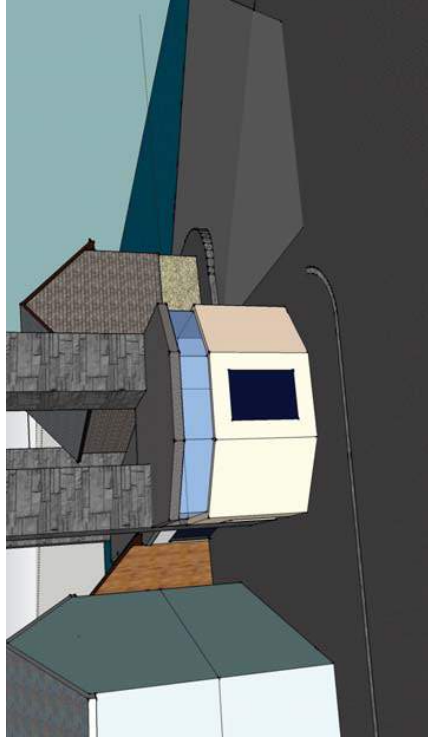
Opportunities: General upgrade of the area and bring it into public use. Visual link between two buildings behind kiosk. Potential for rentable flexible space.

Constraints: Habitable space not to be located under bridge. Require an annual strategic maintenance plan. Security.

Permissions Required: As above.



Formation of Kiosk



The creation of a Kiosk adjacent to the road provides an entrance to the development with the potential for signage / wayfinding / community notices together with WC provision and the potential for a small community shop.

Ashtorre Wharf 'initial thoughts'



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Saltash Waterside Coastal Communities Team

Saltash Waterside Coastal Communities Team: Governance advice and options for community enterprise start-ups:

Beyond the advisory services that might be available within partnership members, there are a number of organisations who provide advice to existing and aspiring community and voluntary sector organisations. These include:-

Charity Commission:

The Commission oversees registration of the charity sector and their web site – now incorporated into Gov.UK – the first point of contact for guidance. Due their workload and targets to turn around new registrations, there is very limited scope to ask commission staff for advice until an application has been registered and case officer allocated

<https://www.gov.uk/government/organisations/charity-commission>

Locality:

More direct support and advice should be available from Locality, which was formed in April 2011 by the merger of BASSAC and the Development Trusts Association. These were the two leading networks of community owned and led organisations, and now Locality supports a national network of over 500 community-led organisations and 200 associate members.

<http://locality.org.uk/>

The Locality staff team works all around England with a head office near Old Street in East London, all community-sector professionals working to support their members and the communities they serve. The contact for Locality in Cornwall is Development Officer Peter Jones e:peter.jones@locality.org.uk and there is a strong network of collaboration in Cornwall and the wider South West supported by Peter and colleagues.

Locality aims to inspire local communities to change and improve, including helping people to set up locally owned and led organisations, supporting organisations to exchange ideas and best practice on community asset ownership, community enterprise and social action. Campaigns include **'Keep it Local'** based on a premise that public services are failing communities due to outsourcing to large-scale companies, distant from the communities they are supposed to serve. Locality believes that services delivered by local organisations which know the community, providing services which work and which are more cost effective in the process.

Governance options

This appendix summarises some of the governance options for the partners to consider, and draws together some of the points made in previous sections. It also touches on where new enterprises can go for further advice.

Beyond the advisory services that might be available within the partnership, there are a number of organisations and online resources to help guide nursery owners and managers concerning which legal structure is best suited to the nature of their business.

Above all, the most important decision to make concerns the nature of the social enterprise that wishes to be set up, and then to get advice on the legal structure that is most suitable – rather than approaching the subject from the other way round.

In relation to charities, there are four main types of structure:

- Unincorporated association
- Trust
- Charitable company (limited by guarantee)
- Charitable incorporated organisation (CIO)

The type of structure a partnership will choose affects how your charity will operate, such as:

- Who will run it and whether it will have a wider membership
- Whether it can enter into contracts or employ staff in its own name
- Whether the trustees will be personally liable for what the charity does

- **Unincorporated association** (also known as a voluntary group or union) is a group of individuals who have a common interest and enter into an agreement as volunteers to form a body (or organization) to accomplish a purpose. Common examples include trade associations, trade unions, learned societies and professional associations, environmental groups, and various other types of groups. This type of structure is common when organisations are starting up, however they are not able to employ staff, enter into contracts and the structures can create risk for individuals who are involved.

- **Trusts** are a long standing and very common structure within the charity sector, however they are not suitable as trading organisations and Trustees can be personally liable in law and their assets put at risk if, for example, the organisation gets into financial, contractual, health and safety or other problems.

- **Charitable companies** (also referred to as a company limited by guarantee with charitable status) are another very familiar charitable structure and regulated by both charitable and company law. This brings the benefits of charitable status alongside those of a corporate body that limits liability on the Trustees/Board members. Charitable companies are free to trade as long as this is within its charitable objects, and conventionally they establish a trading arm to manage the commercial aspects of the business – with surpluses covenanted to the charity.

- **Charitable incorporated organisations (CIO)** is the newest legal structure for charities that was introduced by the Charities Act 2006 (now the Charities Act 2011) and came into operation practically when the Charity Commission started accepting applications in 2014. CIOs offer the protection of limited liability and the benefits of legal personality (so that contracts may be made in the name of the charity rather than individual trustees) without the need to comply with company law – the sole regulator for CIOs is the Charity Commission.

In addition to the four forms of charity structure above, one of the newest and most popular structures for a community enterprise, social firm or mutual is the community interest company (CIC).

- Community interest company (CIC)

This is a relatively new type of company introduced by the United Kingdom government in 2005 under the Companies (Audit, Investigations and Community Enterprise) Act 2004, designed for social enterprises that want to use their profits and assets for the public good.

CICs are intended to be easy to set up, with all the flexibility and certainty of the company form, but with some special features to ensure they are working for the benefit of the community.

A community interest company is a business with primarily social objectives whose surpluses are principally reinvested for that purpose in the business or in the community, rather than being driven by the need to maximise profit for shareholders and owners.

CICs tackle a wide range of social and environmental issues and operate in all parts of the economy. By using business solutions to achieve public good, it is believed that social enterprises have a distinct and valuable role to play in helping create a strong, sustainable and socially inclusive economy.