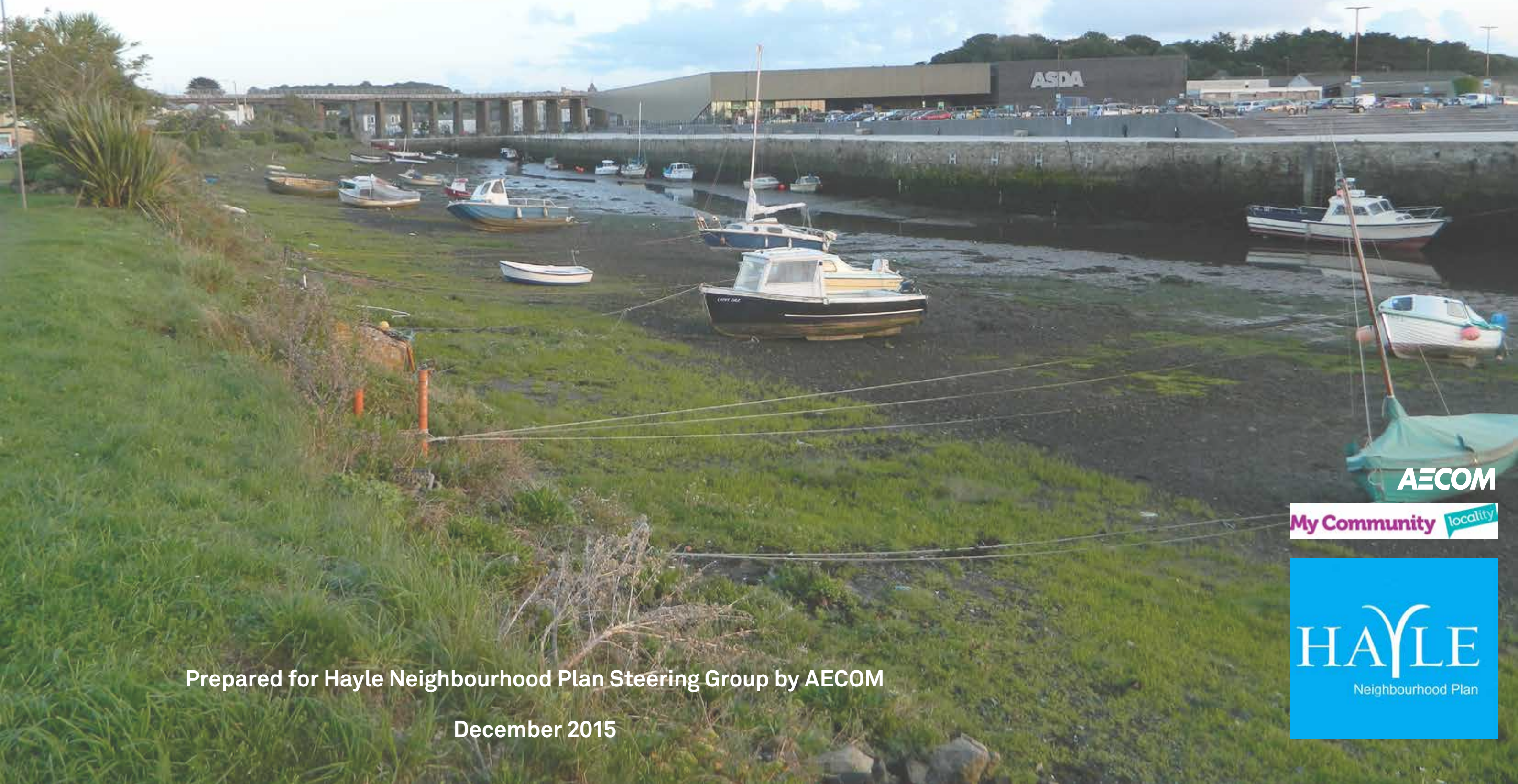


HAYLE NEIGHBOURHOOD PLAN FUTURE HOUSING EXPANSION VISION DOCUMENT



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Prepared for Hayle Neighbourhood Plan Steering Group by AECOM

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1. Introduction

Context

Hayle is a linear town situated in the St. Ives Bay estuary in West Cornwall. Its unique natural landscape features makes it a popular tourist destination and ongoing waterfront development aims to enhance its local economy.

The town is valued for its industrial heritage and its World Heritage Site which covers most of Hayle's urban area stretching along its waterfront.

Hayle benefits from rail, road and harbour connections, with one major road cutting through the town and the A30 by-pass running to the southern edge.

Current housing shortage is putting pressure on the town to expand and especially to provide affordable housing. Whilst brownfield development opportunities are being exploited and are already subject to development proposals, the relatively limited supply of brownfield sites makes the agricultural land between the town boundary and the A30 by-pass being the preferred option for future development.

Aims

This report considers, at a very strategic level, the form that development of this land to the south of the current built-up area might take. Its aims are:

- To provide further evidence base to the Hayle Neighbourhood Plan, specifically content on sustainable development;
- To illustrate the form that any new development on the edge of Hayle may take;
- To contribute to ensuring that new development is considered in a co-ordinated and strategic way;

- To set expectations for applicants on the standards of development to be expected;
- To understand the infrastructure requirements and possibilities relating to different levels of growth; and
- To provide some images that can be used to engage with the community.

Process

Through the Department of Communities and Local Government neighbourhood planning programme, AECOM has been commissioned to help Hayle Town Council to explore some of the

masterplanning issues relating to the growth of the town.

The following steps were undertaken to produce this report:

- A two-day series of site visits and briefing meetings with members of the Town Council's Neighbourhood Plan Steering Group, culminating with an agreement of the consultant team's scope
- A review of the policy and evidence base pertinent to the project
- Urban design analysis of the potential growth sites
- Preparation of high level, draft vision plans, including input from planning, urban design, landscape design, transport and infrastructure specialists
- Comments made by the steering group and Cornwall Council
- A follow-up meeting with the steering group and Cornwall Council to discuss the plans
- Updating of plans, to take account of comments received and also an emerging updated housing requirement, and production of this report.



Aerial view



2. Context – how many homes and where?

How many homes should Hayle plan for?

The number of homes that Hayle needs to plan for in the period up to 2030 is defined by the Cornwall Local Plan. The Plan was submitted for examination in February 2015 (but suspended on 6th July 2015) and will act as the key planning policy document within Cornwall once adopted, setting the overall vision and policies for development in the unitary authority. Proposed changes are currently being considered for the Local Plan, which will undergo consultation in early 2016.

The suspended Cornwall Local Plan does carry significant weight as an emerging document that has been subject to significant consultation. Proposed changes for consultation in 2016 include changes made to **Policy 2a – Key targets**, due to Inspector comments to provide additional certainty regarding delivery in each Community Network Area (CNA), to deliver 52,500 homes over the plan period at an average rate of about 2,625 per year to 2030. This provision of new housing of appropriate types to meet future requirements, and in particular to meet affordable housing needs, includes a Housing Allocation of **1,600** new homes for Hayle. This is an increase in of 200 from the previously submitted plan.

How many homes should Hayle plan for outside the existing built-up area?

As noted above, 1600 new homes for Hayle are proposed in emerging Local Plan.

Almost 1000 of these homes are already in the planning pipeline on urban sites, most notably at the Hayle Harbour development. After these

are taken account of, the need for 650 dwellings remains.

An allowance can also be made for 'windfall' sites coming forward. These are sites in the town that will become available but are not currently in the Local Plan. After this windfall allowance is considered, space for **350-400 homes** needs to be found outside the existing built-up area.

Where should the new homes be planned for?

Considerable thought has been given to the question of where new housing might be built outside the existing built up area, once all urban opportunities are taken up. As well as the studies around the Local Plan, this has most recently included the Hayle Town Framework, again led by Cornwall Council but including a level of community input and including an Urban Extension Assessment that considered landscape assessment, urban design, heritage and access.

The wider evidence base is usefully collated and summarised in a series of reports prepared to input into the neighbourhood planning process, such as 'Hayle Neighbourhood Plan Evidence Report 1' (Paul Weston, May 2014) and 'Considering Development Potential and Options for Allocating Development Sites in Hayle' (Stuart Todd, May 2014).

The analysis to date, including work undertaken the Town Council, is clear that an urban extension into land between the southern edge of the built-up area and the A30 is the most suitable location for an urban extension. We would concur that environmental, heritage, landscape sensitivities and the desire to avoid coalescence of settlements makes this the only reasonable option for growth. This land is the study area for this report.



Housing along Hayle Terrace



Holiday homes in Phillack



Housing in the Mill Pond area

How much land is needed and what form should new development take?

The plans in this report make high level recommendations on which land should be considered for development and how it should be designed. We consider this in two phases:

Phase 1 makes broad recommendations on how **400 homes** might be accommodated on the edge of Hayle. The 'vision plan' includes advice on which land might be used for housing and green infrastructure (open space, play space, pitches, allotments), density, access and structure. It is similar to Cornwall Council's work. For access, heritage, environmental and landscape reasons, it focuses development towards the eastern end of the study area.

The vision in phase 2 is blue-sky thinking about what might happen **beyond 2030**. It is an early attempt to demonstrate a suitable way for the town to grow in the longer term, but importantly shows how development in the current plan period fits into a wider strategic framework. Again, it promotes the view that development in the eastern section of the study area is most appropriate (for the same reasons as above); it is hoped that proposals that do not adhere to this vision will be resisted.

Phase 2 shows how up to a total of **850 homes** might be accommodated. Development on this scale would impact on the character and functioning of the town in both positive and negative ways. The positives include increasing the viability of new community infrastructure, such as a school, and a new junction from the A30 to help to address existing traffic issues within Hayle, and providing custom for local business. ***It is important, however, not to read this exercise as endorsement of growth on this scale*** – it is simply

demonstrating the form and extent that growth may take if the decision is taken at some point over the coming decades that it is desirable, and a recognition that any growth of the town at this point must be strategically planned, not ad-hoc.

A note on current planning applications

There are a number of planning applications in the study area. This report does not pre-judge those and, as such, is not influenced by those that have not been granted or refused at the time of writing. However, the report illustrates how those applications that fit the Town Council's vision can be accommodated.



Views from the study area

3. Site analysis

This section gives a brief overview of the analysis undertaken, with particular attention to issues surrounding the proposed area for the urban extension.

The two distinct town centres - Copperhouse and the Foundry - are both located close to the site with only the Foundry being earmarked for future employment and commercial growth.

Hayle also benefits from social facilities including a number of primary schools, a secondary school and a hospital.

Heritage assets were also taken into consideration due to the site's proximity to the World Heritage Site area and a number of listed buildings, which call for a sensitive approach to future expansion.

There is also pressure on the existing road infrastructure especially since heavy vehicles have to drive through Hayle Terrace for deliveries and servicing because the town's gateway junctions are at either ends of the town and there is no intermediate connection to the A30 by-pass. This calls for a major junction improvement at the point where Mellanear Road overpasses the A30 - known as the Tolroy junction.

With regards to pedestrian and cycling accessibility, it was noticed from our site visit that although the hilly terrain of the area, Hayle is a very compact town with public footpaths connecting the train station to the Foundry town centre and to the rest of the town.

The valley leading to the estuary, known as Mill Pond area, provides a mixture of historical and ecological features, protected due to their added scientific value. This ecological trail is also a functional flood plain and a green asset to the town.

The study area comprises of agricultural land with public rights of way linking to the existing local roads.

The northern part of the study area is bounded by the rail viaduct while the A30 bypass bounds the southern edge. Although there is a natural green buffer along this side of the site, traffic noise can still be heard at certain locations.

The elevated nature of the site provides attractive views from strategic points towards the sea and the adjacent countryside, as well as neighbouring towns such as St. Ives.

The study area boundary also includes recently developed residential units along Trevassack Hill and football pitches situated along Viaduct Hill.



Public right of way from rail station to the town centre



Hayle town centre - Foundry



A30 from Strawberry Lane



Public footpath and cycle network signs



Harvey's Foundry



View from the study area

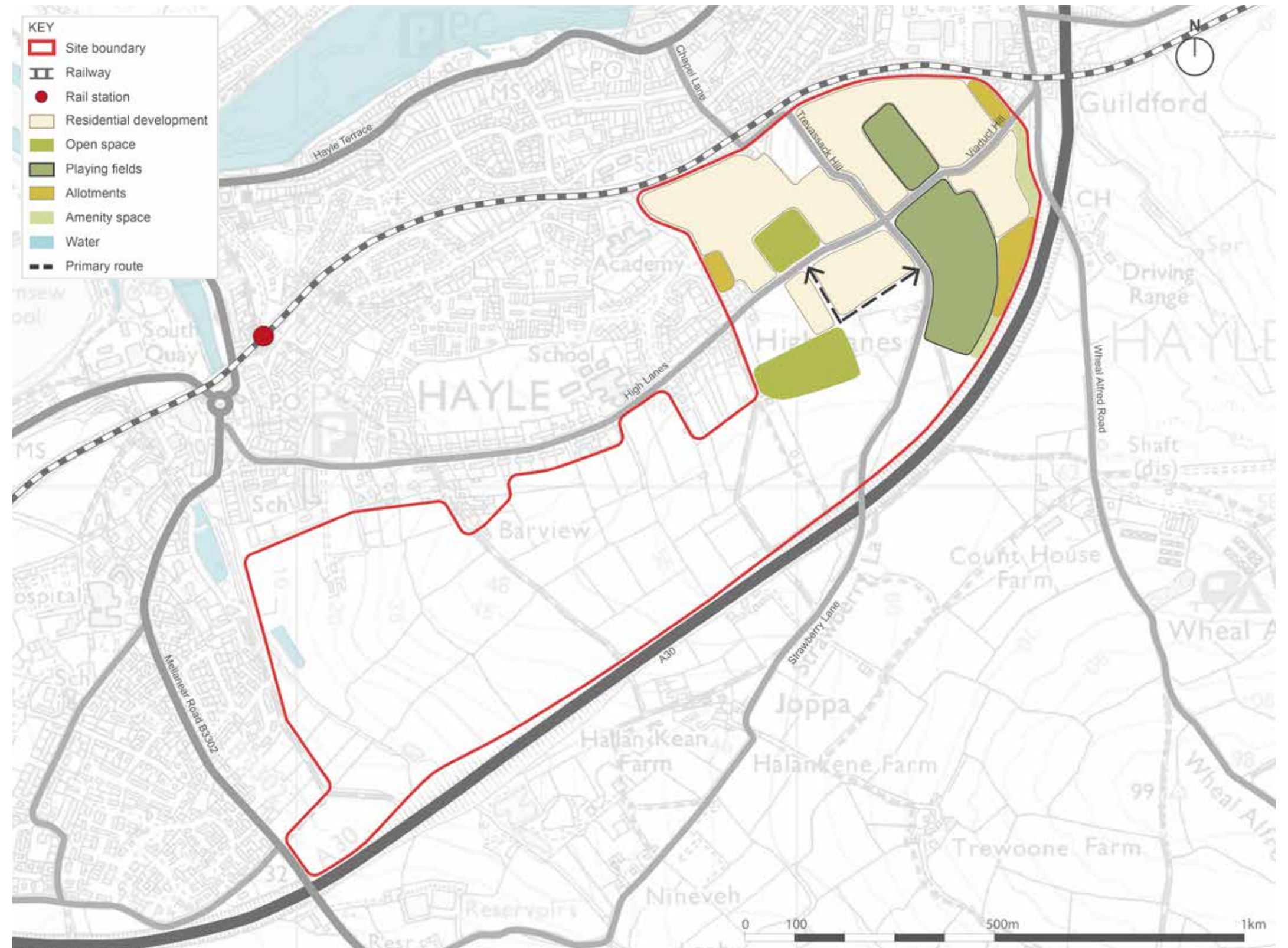


4. Vision plan

Phase 1

The plan illustrates the first phase of the proposed strategic development on the edge of Hayle. The following opportunities for consideration in the Neighbourhood Plan promote the town expansion in a sustainable manner, with improved access and enhanced green infrastructure to create a high-quality environment for current and future residents.

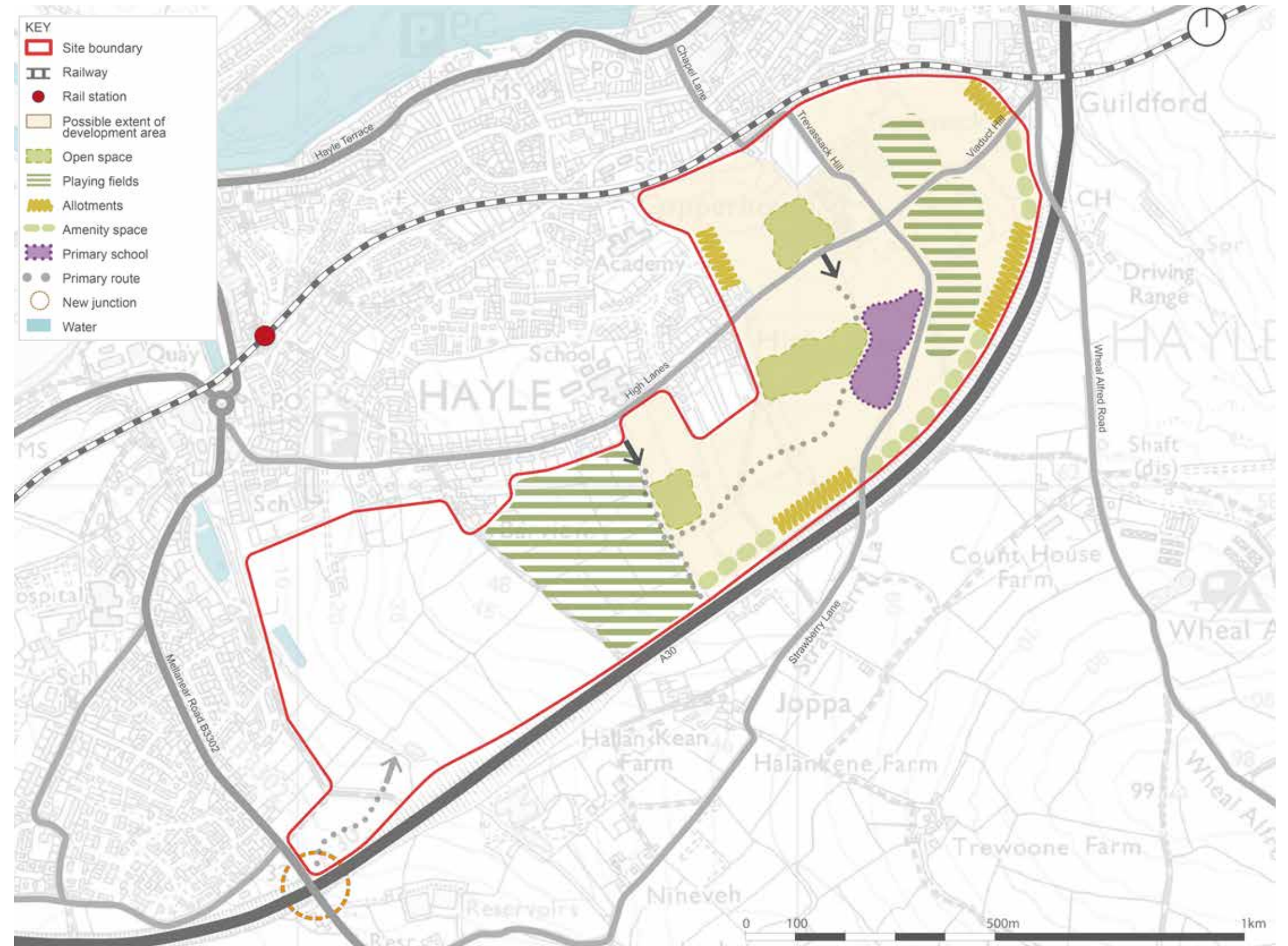
- Residential development to house 400 dwellings at a density of 30 dwellings per hectare. This density was chosen to integrate future development with that found in the adjacent residential areas while preserving the openness of the site. This density also caters for on-plot car parking which reduces the need for communal off-street parking.
- Detailed housing design should be in accordance with the Cornwall Design Guide to ensure best architectural and urban design.
- Access to the site at this stage is provided by and from the existing roads, with new routes cutting through the proposed residential parcels. These should also provide space for green verges, bicycle lanes and adequate carriage width to allow for a maximum of 20mph vehicular speed.
- The provision of open space as recommended by the Open Space Strategy for Larger Towns in Cornwall (adopted July 2014), will include a variety of parks, amenity space and natural areas, with facilities catering for all age groups and.
- Allotments areas will enhance the health and well-being of the site and make the area more liveable.
- The existing sports fields along Viaduct Hill were retained and extended to the south side of the road, in accordance with the increased residential units.



Phase 2

The proposed Phase 1 framework could sit within a longer term strategy shown in the Phase 2 plan. As drawn here, this comprises of:

- The provision of up to 850 housing units, calculated on the basis of the open space requirements to provide the maximum residential density on the given area.
- New residential development which respects the existing urban grain and distances where it backs with existing housing.
- The introduction of a new primary school (2.75ha) which is justified by the increased population. The location of the school was chosen to have direct access onto Strawberry Lane to minimise the risk of adding vehicular traffic loads onto residential roads.
- New road junction at Tolroy intersection to take account of the wider traffic objectives.
- Added public open space areas to enhance the existing openness of the site and provide a functional green network which improves biodiversity as well as a more pleasant environment.
- Internal routes which connects to the one already developed in Phase 1 and to the existing road infrastructure. A new access from High Lanes will also provides a new gateway to the new development.



<i>Project Role</i>	<i>Name</i>	<i>Position</i>	<i>Actions Summary</i>	<i>Signature</i>	<i>Date</i>
Researcher(s)	Jessica Sammut	Urban Designer	Research and drawings	Jessica Sammut	24.08.2015
Project Manager / Technical Specialist	Niltay Tosun	Senior Urban Designer	Designer Revisions	Niltay Tosun	08.10.2015
Director/QA	Ben Castell	Technical Director	Approval of document	Ben Castell	6.11.2015
Qualifying Body	Mill Hill Neighbourhood Forum		Submitted the comments		08.10.2015
Technical Specialist	Niltay Tosun Jessica Sammut	Senior Urban Designer Urban Designer	Final report	Niltay Tosun Jessica Sammut	04.12.2015
Project Coordinator	Rob Kyle	Neighbourhood Planning Coordinator		Rob Kyle	04.12.2015

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