

## Hayle Cornwall Site Allocations DPD Town Framework Neighbourhood Plan

Amendments/comments made and resolved by Hayle Town Council at its Full Council meeting 16 October 2014 (in blue font below).

### Housing Figures

Local Plan Draft target up to 2000

- Already built: 73
- Outstanding permissions: **600** (HTC knows that some of the 877 as per original doc will not be built as they have been planned for a long time and planning permissions will be running out. HTC asks CC to review its original number to see if it is realistic.)

Total: 673

- Remaining to be provided **1327**
- Windfall 2020 to 2030 = 107
- Other SHLAA sites: 120/150

Requirement for Site Allocation around **1000 dwellings** (and as a consequence there is a need to amend the second plan to allow for joined up space between the two sites there and to make proper allocation for infrastructure to allow for looking beyond 2030 or earlier if the allocation is used up [as per the former town framework area]).

Site Allocations Document only allocating **medium/large/strategic sites**

### Penpol Option – Pro's & Con's

#### Pro's

- Would provide land to expand Penpol School including drop off area – yes, but HTC downgrades this 'pro' as it is not a planning issue because it is Cornwall Council's responsibility to address school/education issues.
- Would provide strategic open space in the west where there is a deficit/poor access – The deficit is in the Water Lane area and to access the area suggested you have to cross the road three times and therefore it is not a 'pro'. It actually compounds the problem that is there as it would result in two open space/play areas in close proximity to each other and no more money for upkeep has been provided. Play areas need to be maintained.
- Good proximity to Foundry regeneration – promote walking/cycling? Is this a 'pro'? It might be an objective but there is no guarantee it will happen and it may just lead to more traffic and no parking. HTC believes this is really a 'con' due to additional traffic in a difficult area.

**Con's**

- Penpol road/Foundry constrained for vehicles
- Valley setting – it is not only a valley setting, but the valley itself has some industrial heritage merit, bordering a World Heritage Site.
- Higher grade land on part? (HTC believes this should be a separate 'con'.)
- Impact of traffic to and from the ASDA supermarket – was this taken into account when this site was chosen/considered?

**Trevassack Option – Pro's & Con's****Pro's**

- Proximity to Copperhouse Centre
- May disperse vehicles along Guildford & Penpol Road, although both constrained
- Development on two/three sides
- Sport pitches consideration? – HTC believes this is actually a 'pro' considering the Situ8 proposal which includes plans to improve the facilities at the Football Club

**Con's**

- Constrained routes to Copperhouse Centre

HTC believes that the other 'con's' in the original document relate to the need for a transportation plan and would expect strategic infrastructure to be part of one.

**Housing prioritisation process – urban extensions**

- Undertaken for the Cornwall Site Allocations DPD
- Methodology – used on all Towns:
  - Objective planning assessment

Hayle is different to other towns because of its linear nature with two main centres, which has been recognised by the planners in their own document.
- To prioritise which site should be allocated
- & recommend other sites not be allocated/carried forward – HTC considers that no areas around Foundry can take a large scale housing development because of traffic problems until a new junction is in place, at least onto Mellanear Road, if not the A30. The Council would also like to draw attention to the flooding issues at Foundry; other sites where there is no history of flooding are preferred.
- HTC's preferred sites are at the eastern end of the town (to include the area opposite Bodriggy School), primarily because of traffic issues.

(for the following 'tables' only amended sections are copied)

### Individual Site Assessment Sheet (Hayle – Penpol area)

| DPD Site Assessment Example  | Commentary  | Assessment |
|--|---|------------|
| Landscape character score/comment  | Around 60% of the west area is higher landscape value with the eastern strip being of intermediate value; <del>could be adequately mitigated however with appropriate development response</del> <b>HTC disagrees</b>   | RED        |
| Designations   | A small area in the North West of the area was an OAL in the previous District Local Plan. <b>TV2, therefore should be RED</b>  | RED        |
| Flood Zones or known issues  | A water course and narrow flood corridor runs through the valley bottom in the west of the area. <b>Known heritage value of the area therefore RED</b>  | RED        |
| Urban Design Assessment: Overall score & comment                                       | The area would .....at SW tip of cell.<br><b>Green only if junction introduced, at least access onto Mellanear Road.</b>  | YELLOW     |
| Infrastructure requirements/connectivity (Urban Design text)                           | Existing local highways would require improvement to increase capacity, near to Penpol School and to the Foundry. <b>NB Also current deficit of places for children who are already having to go to school out of town. The requirement for additional access onto Mellanear Road or A30 makes this RED</b>   | RED        |
| Land Ownership & Developer Interest  | <del>Current developer interest on whole area but with a PPA for a first phase scheme on part of the area in place. Planning application anticipated to be submitted during 2014.</del> <b>Not relevant. Why is this part of the methodology?</b>   |            |
| Site viability assessment/comment  |   |            |
| Benefit to wider town Strategy eg infrastructure; regeneration mix of uses etc         | <del>The area is in close proximity to the Town centre and Hayle harbour regeneration proposals; already included above – requires additional infrastructure/road access</del><br>It will also provide an expansion for Penpol Primary School which is critical infrastructure required in the short term for the town; <b>not valid. Extra houses will mean extra children so any additional places will be immediately taken, still requiring some children to go to school out of town</b><br><del>May also enable strategic provision of open space in the west of the town where there is a deficit</del> <b>makes access to open space worse due to number of required road crossings and maintenance costs of 2 play areas relatively close to each other (new and existing). Therefore this should be YELLOW.</b> | YELLOW     |
| Overall comment & conclusion incl: infrastructure required, mitigation, masterplan etc | The area relates well to the Foundry town centre area and harbour regeneration and would expand the existing neighbourhood. Local highways improvements would be required, as would an area for expansion of Penpol school as part of any scheme. <b>HTC feels that these comments do not fairly reflect its comments above.</b>  |            |

### Individual Site Assessment Sheet (Hayle – Trevassack/High Lanes area)

| DPD Site Assessment Example  | Commentary   | Assessment |
|--|--|------------|
| Infrastructure requirements/connectivity (Urban Design text)                           | Access routes into the Town Centre under the rail line would require improvements. The existing highways capacity in the local area would likely require improvements, particular along Guildford Road and Carwin Rise double mini. <a href="#">This should be looked at in the light of a transport plan for Hayle.</a>   |            |
| Land Ownership & Developer Interest  | <del>Majority of landowners are interested although there is only developer interest on a small part of the area at present.</del> <a href="#">Is this relevant? Why is it included in the methodology? And if it is relevant there is now interest from developers in two parts of this area of the town.</a>   |            |
| Site viability assessment/comment  |  |            |
| Benefit to wider town Strategy eg infrastructure; regeneration mix of uses etc         | The area is in relatively close proximity to the Copperhouse Town centre. May enable some small scale new or improved open space provision, existing sports pitches would need to be retained or replaced. <a href="#">See previous comments re sports facilities (Football Club). Upgrade to green.</a>   | GREEN      |
| Overall comment & conclusion incl: infrastructure required, mitigation, masterplan etc | The area relates well to the Copperhouse area of Hayle. Access and movement would require some mitigation as Guildford Road has a pinch point and further vehicle routes to the Town Centre are constrained by two narrow links under the rail line. Existing sports facilities in the east of the area would need to be retained or replaced <a href="#">or enhanced.</a> |            |

### Individual Site Assessment Sheet (Hayle – Burnthouse Lane/High Lanes area)

| DPD Site Assessment Example         | Commentary   | Assessment |
|-------------------------------------|--|------------|
| Land Ownership & Developer Interest | <del>Majority of landowners are interested although there is only developer interest on a small part of the area at present;</del> <a href="#">one landowner had indicated part of the area may not be available for a number of years. Is this relevant? Why is it included in the methodology?</a> |            |

### Site Prioritisation Sheet - Allocations

| DPD Site Allocations – “Town” Preferred Sites   | Site                                   | Reason/Justification   |
|---|--|--|
| Preferred Site for “town” Target                | <a href="#">Trevassack</a>             | <a href="#">See comments above.</a>  |
| Reserve Sites for “Town” Target (Not allocated) | <a href="#">High Lanes/ Burnthouse</a> | <a href="#">See comments above.</a>  |
| Reserve Sites for “Town” Target (Not allocated) | <a href="#">HE5</a>                    | <a href="#">HE5 preferred if it facilitated the provision of employment.</a> |
| Reserve Sites for “Town” Target (Not allocated) | <a href="#">Penpol</a>                 | <a href="#">See comments above.</a>  |

## **Resolutions relating to the Hayle Cornwall Site Allocations DPD made at the Full Council meeting of Hayle Town Council 16 October 2014**

Hayle Town Council resolved that it had done its best to respond to this draft and with the limited information available. If more is added to the Plan it wishes to be kept informed and consulted to the point of agreement.

Hayle Town Council resolved that it was pleased with much of the draft Hayle Area Framework as it was forward looking, with a firm strategy for housing and infrastructure to support it, with a holistic approach to planning and Hayle Town Council is disappointed that the Hayle Cornwall Site Allocations DPD removes a lot of the strategic nature of the town framework, in particular traffic and transport.