



HAYLE TOWN COUNCIL

HAYLE HARBOUR COMMITTEE MEETING

THURSDAY 12 JULY 2018

Minutes of the Hayle Town Council Harbour Committee Meeting held at the Assembly Room, Hayle Community Centre, 58 Queensway, on Thursday 12 July 2018 at 7.30pm.

PRESENT

Councillors H Blakeley, B Capper, P Channon, G Coad, D Cocks, B Mims, P Nidds, C Polkinghorne, J Pollard and A Rance

Town Clerk E Giggall

The meeting commenced at 7.30pm.

H1 TO ELECT A CHAIR AND A VICE CHAIR

The clerk opened the meeting to allow a chair and vice chair to be elected.

It was resolved to elect the mayor and deputy mayor as chair and vice chair respectively.

H2 TO RECEIVE APOLOGIES

Apologies were received from Councillors Andrewartha, Benney, Farrar, Roden and Wills. Matt Williams tendered apologies from Joanne Cave who had been prevented from attending by transport problems.

H3 TO RECEIVE DECLARATIONS OF INTEREST AND REQUESTS FOR DISPENSATIONS

There were none.

H4 TO RECEIVE A PRESENTATION FROM REPRESENTATIVES OF, OR WORKING ON BEHALF OF, SENNYBRIDGE (HAYLE) LTD, THE OWNERS OF HAYLE HARBOUR, REGARDING THE RECENTLY SUBMITTED PLANNING APPLICATION: PA18/04552 APPLICATION FOR APPROVAL OF RESERVED MATTERS (ACCESS, APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) PURSUANT TO OUTLINE PERMISSION PA13/01370 FOR 175 RESIDENTIAL UNITS, 2,235SQM OF RETAIL (CLASS A1-A5) FLOORSPACE, 483SQM OF BUSINESS (CLASS B1) FLOORSPACE AND 344SQM OF FLOORSPACE FOR INDUSTRIAL, FISHERMANS QUAY AND FISH STORAGE (CLASS B2 AND B8), INCLUDING ACCESS, PARKING AND PUBLIC OPEN SPACE.

The mayor welcomed Matt Williams, the architect, and invited him to give his presentation (available on request from the town council office).

It was decided to incorporate questions from councillors at relevant points in the presentation (agenda item 5 refers).

Mr Williams started by describing the scheme as per the original approved outline application from 2008, which had subsequently been revised following a number of workshops with six storey buildings being reduced to four storey and the marina being excluded from the scheme.

The latest plans differed from earlier ones in the following ways:

- The lines of the design had been adjusted to follow the old railway lines as suggested by Historic England
- There was now a more dispersed range of gaps between the buildings
- The heights of the buildings along the front of the quay had been revised to be lower at each end with higher ones in the middle, as they face the quay
- The number of dwellings had been reduced by 40% in total: by 74% on Hilltop and 34% on the quay

The buildings had been arranged to reflect the old buildings on the wharves, although councillors questioned this as they maintained that there was no historical basis for them as there were never any buildings there apart from the old power station and the Octel buildings and that they had never looked at all like the buildings on the plans; neither were there any yards. Mr Williams added that the design team had two challenges: a) to respect the area's heritage and b) to create a place that had longevity and was a great place to live; it was important to look both to the past and to the future.

In order for there to be a distinct separation of cars and green spaces the houses on the quay were narrow with integral garages. There would be basement parking for the apartments and some visitors parking on the quayside along the existing road.

Materials had been chosen to reflect the history of the site, rather than a literal translation of historical materials, although variations in colour and tones had been adopted. It was a choice of using historic colours in contemporary materials; the materials for the main square referenced the power station and the unique to Hayle scoria block. It had also been necessary to be aware of the costs of the materials. The WHS officer had been concerned that the proposed bricks did not have the character of scoria block, although it was reported that they contained marks made during processing which gave them character. It was agreed by councillors that there had never been scoria block in this part of Hayle. Also of concern to the WHS officer was the use of metal on some buildings, but this was thought to be appropriate in an industrial area.

Materials on the Hilltop site would be timber and stone, referencing the chalets at Riviere Towans and to embed the buildings in the landscape. These buildings had been reduced in height from the original scheme and were now more hunkered down and responsive to current landscape.

Mr Williams reported that the WHS office were happy with many aspects of the scheme, but its main concerns included the tall heights of the buildings on the wharf side and the height of the roofs on the villas on the Towans.

In answer to questions from members the following information was clarified:

- Storey heights are additional to the height of the flood platforms
- Both the number of dwellings and the floorspace have been reduced
- How the reduction in numbers would affect the validity of the scheme was not known but Matt Williams agreed to take this question back to the client, Sennybridge Ltd, and he acknowledged that councillors would have liked to have had more contact with Simon Wright
- The dwellings at Hilltop and beyond would be accessed via the quay; this would add traffic to North Quay which would be good for passing trade for the commercial outlets; an eventual new bus route was anticipated
- Mr Williams would refer the question regarding future liability for the public space back to his client
- Although a car park behind the old electric works had been considered it was not part of the current scheme; underground parking had been considered but it would have had a deadening effect on the streetscape and was very expensive
- No wind tests had been carried out and they were not required
- It was not likely that energy from Wave Hub could be used in the development
- Sewer infrastructure was already in place for the development

Councillors' main concerns were as follows:

- There is not enough parking space for the number of dwellings and considering visitors will also be attracted to the area; the parking along the roadside may cause congestion, although it was also acknowledged that this will act as a natural road calming measure
- Future liability regarding the public space
- Scoria block was not used in this part of Hayle
- The buildings are very dark and densely packed which does not represent what was on North Quay and is overdevelopment of the site
- It was suggested that red Nori bricks be used to warm the colour palette as they were tied to Hayle's history via the old Packet run; they could be used to mark where the old railway lines had been
- Of much concern to councillors was the tallest buildings in the plans being situated at the front of the development along the quay, although the taller buildings there in the past had been at the back of the site near the cliff edge; they were concerned that only these tall buildings would be built and asked for assurance that the rest of the site would be developed – Mr Williams was not in a position to give such an assurance
- No affordable housing was included in the current planning application
- Although acceptable in planning terms it was noted that dwelling numbers (449) were below the 450 threshold to necessitate funding for infrastructure
- There was a significant risk that this application's proposed development only would be built and the earlier 'masterplan' for this area of Hayle, in which no ghettos are created and all buildings built to same standard and design for

affordable and non-affordable housing, would be abandoned. Mr Williams repeated that he had not been asked to produce plans for the Riviere Fields site. Councillors understood that at the previous Strategic Planning Committee meeting Cornwall Councillors had advised that they wanted to see the concept for the whole area (including Riviere Fields)

It was noted that issues such as provision of school places, access to schools from North Quay and provision of health services was not in the remit of the application. Also, issues regarding highways and drainage were the preserve of the official consultees and planning officers at Cornwall Council had to make their decisions based on official policy and the responses of those consultees.

Councillors were advised to go through the planning documents where they would find many good explanations of the history of the site which some people may not be aware of.

The mayor invited questions and views from the two members of the public who attended. They also agreed with the comments that the buildings should sweep upwards and inwards with taller buildings at the back of the site and mirrored councillors' parking concerns. They wanted a pleasant environment for all to stroll along the quay side, but they also expressed their concern regarding the future for current users of the site due to competition from national brands which would be able to afford more expensive rates. They were advised to feed their comments in to the consultation and to the client, who should want to make the area successful which would involve the local community.

Finally, Matt Williams advised that the developers had been asked to agree that a decision date could be deferred until November and that it was most likely that the town council could defer until September to provide its comments. Councillors wanted council staff to demand that all information provided to CC's Strategic Planning Committee be made available to the town council before it considered the planning application.

The mayor thanked Matt Williams for attending and giving his presentation.

The meeting closed at 9.06pm.