

# hayle harbour :: regeneration South Quay

## Development Proposal for South Quay/Foundry Yard Hayle Harbour

December 2010


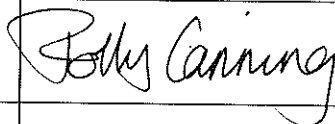
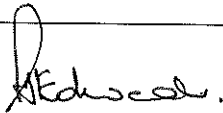
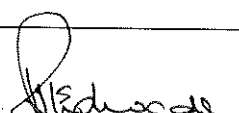


## Planning Statement



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## Hayle Harbour, South Quay and Foundry Yard, Planning Statement

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## 1.0 INTRODUCTION

- 1.1 This Planning Statement is submitted in support of the planning application for the development of land at South Quay and Foundry Yard, Hayle Harbour and the parallel application for Listed Building Consent.
- 1.2 The hybrid application seeks planning permission for a mix of uses, predominantly comprising retail and residential accommodation. Part of the application seeks detailed planning permission for the following uses:
- A foodstore;
  - A cinema;
  - Non-food large space units;
  - Unit shops/restaurants;
  - Associated access, servicing and car parking;
  - Enhanced flood defences;
  - Public realm improvements to include a Piazza, site for a heritage feature, a heritage interpretation centre and quayside pedestrian promenade; and
  - Hard and soft landscaping.
- 1.3 The remainder of the application seeks outline permission and in this regard the illustrative proposals for the northern end of the quay promote:
- Residential development;
  - A feature restaurant;
  - A pedestrian footbridge over Penpol Creek;
  - The continuation of the flood defence enhancements;
  - An extensive area of open space; and
  - Hard and soft landscaping to the residential area Isis Gardens
- 1.4 In relation to the outline component, the Council is asked to determine the proposed uses, and the means of access at this stage. Aspects relating to the scale, layout and appearance of the buildings and landscaping are reserved for subsequent approval, when more detailed drawings will be submitted. However, a Landscape Strategy has been developed for the whole site and this will be expanded upon in the Design Framework that will be prepared in consultation with the Council immediately following the submission of the application.
- 1.5 The reason for the hybrid application (part full/part outline) is so that the Council and the public have a greater understanding of what is being proposed for the whole of the harbour area to the north of the railway viaduct. The retail-led development will secure

the restoration of the whole of South Quay and will kick start the regeneration of the rest of the harbour lands for which outline planning permission has now been secured following the completion of the necessary legal agreement under Section 106 in June 2010.

- 1.6 The site layout plan accompanying this application (Drawing reference number: 0179-P-101-A) indicates where the Applicant is seeking detailed and outline permission.
- 1.7 A parallel application for Listed Building Consent has also been submitted. This seeks consent for proposed works of mitigation/repair to South Quay that is listed Grade II (GV). The primary works include:
- The construction of a raised development platform and the installation of new paving and surfaces to establish a new public realm (including quayside promenade);
  - Construction of related retaining walls and flood protection measures;
  - A new harbour wall to Carnsew Channel;
  - Works to repair of the harbour walls comprising: repairs to the breach to the harbour wall to reinstate the collapsed length of masonry quay wall; repairs and repointing of existing wall; and
  - The repair/reinstatement of harbour side furniture.
- 1.8 The applications are submitted on behalf of ING RED UK (Hayle Harbour) Ltd (thereafter "ING").
- 1.9 The applications are accompanied by a series of technical reports including:
- A Design and Access Statement;
  - A detailed Heritage Assessment;
  - An Archaeology Report;
  - A Retail and Planning Assessment;
  - A Transport Assessment and Travel Plan Framework;
  - A Statement of Community Involvement;
  - A Utilities Assessment;
  - A Sustainability and Energy Assessment; and
  - A Landscape Strategy.
- 1.10 In addition, the application proposals have been the subject of a comprehensive Environmental Impact Assessment (EIA). The accompanying Environmental Statement (ES) reports upon the effects of the development on the environment accompanies the application. The ES is presented in three parts and comprises the following documents:

- Volume 1: Main Text and Figures
  - Volume 2: Technical Appendices; and
  - Volume 3: Non-Technical Summary.
- 1.11 In short, Volume 1 of the ES, together with the relevant appendices in Volume II, assesses all of the material consequences of the proposed development. Volume III of the ES - the Non- Technical Summary – details the main findings in plain English.
- 1.12 This Planning Statement provides a summary of the technical reports described above. It sets out the case for the development in the context of adopted planning policy and highlights the benefit that will flow. The following sections comprise:
- Section 2 – describes the site and surrounding area.
  - Section 3 – outlines the planning history.
  - Section 4 – describes the background to the proposals.
  - Section 5 – describes the application proposals
  - Section 6 – considers the proposals in light of national, regional and local planning policy and assesses the compatibility of the development in policy terms.
  - Section 7 – draws appropriate conclusions.



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## 2.0 SITE DESCRIPTION

2.1 The Design and Access Statement, prepared by Mountford Pigott LLP, provides a detailed assessment of the site and its surrounding context which can be summarised as follows:

- This application promotes revised proposals for South Quay and Foundry Yard which replace those for which outline permission was granted in June 2010 (“the outline Masterplan”). This application is considered to compliment the regeneration of the wider harbourlands and act as a catalyst for future development.
- South Quay is one of five quays that make up Hayle Harbour (North, East, South, Carnsew and Dynamite). These quays are listed Grade II for their group value. South Quay is the closest of the quay ensemble to the town centre at Foundry Square.
- The application site is bounded by Jewson’s to the West, Penpol Creek to the east and the wider harbour area to the north. The southern boundary of the site extends to the railway viaduct, which borders Foundry Yard and Isis Gardens to the south east.
- South Quay is isolated from Foundry Centre by the railway viaduct, which is a prominent structure and is dominant in the landscape. The site is currently vacant and partly derelict used for car parking and by harbour users.
- The site is located within the wider area that comprises part of the Cornwall and West Devon Mining Landscape World Heritage Site. It also falls within the Hayle Conservation Area.
- South Quay was given a “group value” Grade II listing in 1988. The harbour walls are in a poor state of repair and part of the quay wall on the east side collapsed prior to the Applicants acquiring the site.
- The estuary complex provides a valuable feeding and roosting site for populations of shore birds and waterfowl. As a result, there are a number of nature conservation designations on land within and adjacent to the proposed development site. In particular, the site is located adjacent to a Site of Special Scientific Interest (SSSI) and within an Area of Great Scientific Interest.
- Outline planning permission exists for the mixed use development of South Quay and the wider harbour area (Reference: 08-0613-P).

- The site is ideally located to accommodate an appropriate mix of town centre uses that will represent a viable form of development that will underpin the cost of the repairs to the existing listed structure and enhance the whole of South Quay.

### 3.0 PLANNING HISTORY

- 3.1 The site has a long history of development that dates back to early 1700s and the start of the industrial revolution when the town became a dominant, economic trading location under the stewardship of Harvey and Company. However, over the past fifty years its fortunes have declined dramatically.
- 3.2 Harvey & Co. was sold to United Builders Merchants in 1969 who subsequently closed the port to commercial traffic, axed the harbour railway and mothballed the power station.
- 3.3 The harbour was then sold in ten lots in 1983 to Tekoa who cleared the site of its last remaining historical structures. Whilst Tekeo had great aspirations for the harbour, their proposals never came to fruition and the site was sold to Peter DeSavery's development company, Aldersgate, in 1993 before passing on to Rosshil and Curruthers in the later 1990s.
- 3.4 Whilst the latter owners entered into negotiations with the Council, their 1988 planning application (Reference 98/P/0390) for the redevelopment of the harbour and adjoining land for retail, leisure, industrial, residential and business uses was ultimately withdrawn. In addition, a subsequent application 2000 (Reference 00/P/0436) for a similar mix of uses was never determined.
- 3.5 However, following ING's purchase of Hayle Harbour in 2004, the following applications have been submitted:

#### **1) OUTLINE MASTERPLAN APPLICATION (08-0613-P)**

- 3.6 In April 2008, an outline application was submitted to Penwith District Council for the mixed use redevelopment of the Harbour and development to the north east of the harbour (LPA Reference: 08-0613-P). The application comprised residential, retail, offices, industrial space, leisure and hotel use, together with associated infrastructure and car parking. The comprehensive regeneration site comprised the main quays within the harbour and extended north towards the dunes and beaches and to the north east to include an area of agricultural land to the rear of Clifton Terrace.
- 3.7 The site was effectively divided into five character areas: South Quay, East Quay, North Quay, Hilltop and Riviere Fields. The land-use proposals were as follows:

Land Use	South Quay	North Quay	Hilltop	Riviere Fields	East Quay
Residential Units	260	382	97	300	0
Retail (A1 – A5) sqm	10,585	2,613	0	0	
Office (B1) sqm	5,150	7,755	0	0	0
Industrial (B2 & B8) sqm	0	5,575	0	0	0
Hotel (C1) sqm	0	2,430	0	0	0
Leisure and non-residential (D1 & D2) sqm	2,000	1,055	0	0	0

Note: No built space is indicated for East Quay as no new buildings/accommodation was proposed. The above figures being indicative apportionments and excludes the landmark building on East Quay that was for future determination.

- 3.8 It was intended to implement the scheme through a phased construction period over 9 years to 2018 with South Quay coming forward as the last phase of development.
- 3.9 Under the extant outline Masterplan permission (“the Masterplan”), the range of uses proposed specifically for South Quay, included 260 residential units, with a range of retail, leisure and other commercial uses, mainly at ground floor level. It also included extensive public realm improvements and the construction of a pedestrian promenade around the entire perimeter of the Quay. A 5,000 sqm multi-purpose building was proposed for Foundry Yard.
- 3.10 Penwith District Council resolved to grant permission for the Masterplan Scheme on 24 March 2009, subject to the applicant entering into an agreement under Section 106. The Section 106 was subsequently completed and the decision notice was issued on 29<sup>th</sup> June 2010.

## 2) INFRASTRUCTURE IMPROVEMENTS (08-1721)

- 3.11 In parallel to the outline Masterplan, an application for infrastructure improvements (LPA Reference: 08-1721) was submitted that would facilitate the development of the harbour lands.
- 3.12 The infrastructure works included a new road bridge to North Quay, an access road along North Quay (to serve the new Renewables Business Park adjacent to Wave Hub), a fishing harbour, flood defence works, and the repair of the harbour walls and sluices.
- 3.13 Permission for these works was also approved on 29<sup>th</sup> June 2010 and work is due to commence shortly following the securing of the necessary public sector funding.

## 3) SOUTH QUAY OUTLINE APPLICATION 2009 (09-1334-ORM)

- 3.14 As a consequence of the economic downturn, ING undertook a comprehensive review of the Masterplan proposals and concluded that given the significant interest being expressed in Hayle by the principal foodstore operators and the policy framework at

national and local level South Quay could be developed far earlier than originally anticipated.

- 3.15 In the face of completion from other potential retail sites, ING worked up and submitted an application on South Quay for a mixed use development, anchored by a foodstore. The outline application was submitted in December 2009 and proposed:

*"Development to provide a foodstore and unit shops (Class A1 & A3), associated car parking, new vehicular access from Carnsew Road to serve the retail development and future development to the north of the quay, enhanced pedestrian linkage to Foundry and public realm improvements in the form of a promenade to the perimeter of the quay and a raised walkway between the store and the town centre. Improvements to the quayside and the raising of the site level to accommodate climate change".*

- 3.16 The application confirmed that the northern part of the quay could be developed for residential purposes in line with the Masterplan approval; and reserved an area of the quay to be promoted by way of a separate application at a later date.
- 3.17 A parallel application for Listed Building Consent was submitted.
- 3.18 Both applications were withdrawn in March 2010 following comments raised during the consultation process.

## 4.0 BACKGROUND TO THE REVISED PROPOSALS

- 4.1 The decision to withdraw the previous application proposals related to concerns about:
- The siting of the foodstore;
  - The size of the store proposed;
  - The lack of clarity over the heritage impacts and benefits;
  - The fact that the development did not promote a comprehensive solution for South Quay; and
  - Uncertainty as to how the proposal complemented the wider regeneration of Hayle – ‘The Masterplan’.
- 4.2 As a consequence of the above, further discussions have taken place with the Council, CABE and English Heritage to understand more fully the basis of the heritage and townscape concerns.
- 4.3 Attached at Appendix 1 is a schedule detailing all of the meetings that have taken place with the above mentioned bodies and other key stakeholders between July 2009 to the current date.
- 4.4 In addition, ING instructed a Heritage Consultant – Christopher Pound - to reassess the heritage assets of the area and ensure that these correctly inform the design and layout of the proposals and respond positively to the significant heritage value of the site.
- 4.5 The scheme has gone through a number of design iterations to ensure that the most appropriate, sensitive and beneficial form of development is promoted. In particular, the following significant changes since the previous submission have been made:
- The application adopts a comprehensive approach to the development of the whole of the area to the north of the viaduct, comprising South Quay and Foundry Yard.
  - It provides greater detail to illustrate the inter-relationship with the retail element and residential uses.
  - The mix of uses promoted through the Masterpan has been reviewed such that the commercial floorspace, originally promoted at ground floor level beneath the residential accommodation, is now consolidated at the southern end of the quay closest to the town centre.
  - The retail element of the scheme is being advanced in detail and comprises a foodstore and two smaller retail units fronting Penpol Creek with further non-food retail floorspace at Foundry Yard (capable of sub-division into smaller spaces).

- The inclusion of a footbridge across Penpol Creek between the site and Penpol Terrace.
- Greater interpretation of the sites former heritage assets included within the landscaping.

## 5.0 APPLICATION PROPOSALS

### HYBRID APPLICATION

- 5.1 The nature of the hybrid application has been detailed in the Introduction Section of this Statement and the detail of the design is set out in the Design and Access Statement prepared by Mountford Pigott LLP. However, in the context of this Statement, it is helpful to briefly review the application proposals.
- 5.2 Comprehensive redevelopment of the site is proposed. The part of the application for which full planning permission is sought includes:
- 5,230 sqm gross (GIA) Class A1 supermarket.
  - A cinema.
  - Two retail/restaurant units (Class A1 & A3) with a combined floor area of 407 sqm (indicated as 'F & G' on the Site Layout Plan).
  - A 276 space customer car park, with 22 cycle spaces for the foodstore, 8 cycle spaces for the cinema and 8 cycle spaces for the A1/A3 units.
  - Three non-food retail units with a total combined floor area of 1,990 sqm on Foundry Yard.
  - 43 associated car parking spaces on Foundry Yard, with 12 cycle spaces.
  - 7 parking spaces for visitors/users of the moorings adjacent to Carnsew Quay.
  - The creation of a new signalised junction on Carnsew Road and a new access road along the western boundary of South Quay that provides access to the main parking areas and the residential area.
  - A promenade to the entire perimeter of the quay with enhanced pedestrian links linking South Quay to Foundry Square.
  - Additional moorings along the new harbour wall to Carnsew Channel.
- 5.3 The area of the site for which detailed approval is sought extends to 3.12 hectares.
- 5.4 The part of the application that seeks outline permission relates to the residential development, a feature restaurant on the northern part of the application site, the pedestrian bridge across Penpol Creek and landscape improvements to Isis Gardens.
- 5.5 The outline site area extends to 1.36 hectares.
- 5.6 Access to the residential development is to be via the new road on the western boundary of the site and as such is to be determined at this stage.
- 5.7 The illustrative layout for the outline proposals is set out within the Design and Access Statement and the associated Landscape Strategy. Following the submission of the



applications, a revised Design Framework document will be worked up in association with the Council which will supplement the Masterplan Design Framework in so far as it will relate exclusively to South Quay and Foundry Yard.

### **APPLICATION FOR LISTED BUILDING APPLICATION**

- 5.8 As the proposals include works to the fabric of the listed quay, permission is also sought for Listed Building Consent in relation to general repairs to the exposed historic harbour walls, the reinstatement of the collapsed area on the eastside of the quay, the construction of a raised development platform and the installation of new paving and surfaces to establish a new public realm, the construction of related retaining walls and flood protection measures, and the construction of the new harbour wall to Carnsew Channel.
- 5.9 The repairs shall use materials recovered from the harbour bed, or from the site to ensure any works match the existing fabric of the wall. Where new material is to be sourced, specifically at the Penpol breach, the new materials shall match the colour and size of masonry used in adjacent walls.
- 5.10 The new harbour wall to Carnsew Channel will be a timber clad, steel sheet structure as this replicated the historic approach in this location. The new wall has been designed to accommodate the sluicing of the harbour should this be resumed in the future.
- 5.11 Public information boards will be provided in a central location that will explain the history and significance of the harbour. This will raise awareness of the site's history and will provide an understanding of how the town has evolved and the role it has played in global industrialisation. The level of detail associated with the interpretation panels is greater than that proposed in the S.106 associated with the approved Masterplan.
- 5.12 Following the recent archaeological investigations carried out on behalf of the applicant, the archaeological data will be recorded in accordance with best practice. The archaeological investigations have determined the location of historic remains (e.g. former quay walls and slipways) and their condition and this information has informed the architectural approach that has been adopted, the landscape strategy, the historical interpretation and the proposed harbour repairs.
- 5.13 It is to be noted that the proposals do not promote the exposure of the former slipways that lie under the land that has been in-filled. The reason for this decision is set out in the Heritage Assessment.

## 6.0 PLANNING POLICY ASSESSMENT

- 6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 In this instance, the Development Plan comprises the Regional Planning Guidance for the South West (RPG 10) (September 2001), the saved policies from the Cornwall Structure Plan (September 2004), and the saved policies from the Penwith Local Plan (February 2004).
- 6.3 The Local Planning Authority should also have regard to other material considerations including national planning guidance and the emerging Local Development Framework (LDF) that will replace the adopted Local Plan.
- 6.4 In February 2008, Penwith District Council consulted on the 'Preferred Options' of the Core Strategy and the 'Issues and Options' for the Hayle Area Action Plan. However, in April 2009, a structural change to the Local Government system meant that a new Unitary Authority – Cornwall Council, also known as 'One Cornwall', was created. As a result, a new planning policy framework has to be prepared, but this has only advanced as far as identifying the key spatial planning issues that should be addressed in the Cornwall Core Strategy. These consist of 21 topic based and 19 place based issues papers. These papers will inform the Core Strategy Issues and Options Report which, along with 19 new Community Network Areas Papers, are due to be published for consultation in January 2011. Adoption of the Core Strategy is not expected until 2012.
- 6.5 It is against this background that the following section of this Statement addresses the principal issues against relevant planning policy guidance and Development Plan policies.

### LAND USE ISSUES

- 6.6 The principle of mixed-use regeneration of Hayle Harbour, which includes South Quay and the Foundry Yard, has been established by:
- Policy TV-D of the Local Plan that promotes the site's mixed-use allocation; and
  - The extant outline Masterplan permission.
- 6.7 The Masterplan permission is to be considered as a significant material consideration in the determination of this application.
- 6.8 The importance of Hayle Harbour is recognised in the Local Plan which identifies the potential to improve both the environment and economy of Hayle through the regeneration of the harbour area and refers to the considerable effort that has been directed towards achieving this aim over a number of years.

6.9 In considering specific proposals for Hayle Harbour, the Local Plan explains as Policy TV-D that a number of key objectives have to be met, including:

- The regeneration of derelict sites;
- Effective use of previously developed land;
- The retention and improvement of port facilities;
- The effective integration of retail and other town centre uses with the existing Foundry Centre; and
- The effective protection of significant, natural and built, environmental assets.

6.10 The Quays are identified as important features of the Harbour, and the Local Plan states that the redevelopment of these areas is crucial to the revitalisation of the town.

6.11 In relation to South Quay in particular, Paragraph 7.3.109 of the supporting text to Policy TV-D states:

*"South Quay extends northwards from the railway viaduct and the areas occupied by Jewsons and adjacent buildings are included within the potential redevelopment area together with the area of the former foundry yard to the south of the B3301. The quay, which is a Listed Building, suffers from instability and is in a poor state of general repair. Nevertheless it is a valuable facility for local fishermen and is visually important in this part of the town. This area has the benefit of good access to the main road network without the need for traffic to pass through the town".*

6.12 Policy TV-D from the Local Plan specifically allocates South Quay/Foundry Yard (6 hectares), North Quay (7.9 hectares) and East Quay (1 hectare) as an area suitable for mixed use development for uses within Classes A1, A2, A3, B1, B2, B8, C1, C3, D1 and D2 of the Town and Country Planning Use Classes Order 1987. Proposals for development will be required to:

- Make provision for improved port facilities;
- Make provision for the maintenance of the existing level of industrial and storage facilities;
- Ensure that town centre uses are closely integrated with the adjacent town centre in terms of location, orientation and pedestrian movement;
- Provide for at least 400 dwellings with a target for 25% of provision being "affordable" and meeting the requirements of Policy H-14;
- Be of a scale and design that respects the maritime environment and heritage of these prominent locations in the harbour;
- Retain existing buildings and traditional features which contribute to the character of the area;

- Be compatible with their surroundings; and
  - Include provision for the improvement of the junction between Carnsew Road and Foundry Lane.
- 6.13 In summary, the redevelopment of South Quay and the Foundry Yard is well established and the principle of retail and residential development is acknowledged. It is to be noted however that the Local Plan allocation pre-dated the outline Masterplan approval and as a consequence the overall level of development envisaged in the Plan has increased. The extant Masterplan planning approval also provides for the redevelopment of Hill Top and Riviere Fields (please refer to Paragraph 3.7 for further details).

## **RETAIL ISSUES**

- 6.14 The Retail Assessment submitted with this application sets the context for the proposed foodstore, along with the other non-food retail floorspace. It also addresses the proposed leisure element that includes a cinema and restaurants.
- 6.15 In particular the Retail Assessment addresses the key policy tests as set out in PPS4 – *Planning for Sustainable Economic Growth* (2009). These key tests seek to ensure that any proposal satisfies “the sequential test” and demonstrate that the impact of the proposed floorspace upon the town centre and other allocated sites is acceptable.

### **Sequential Test**

- 6.16 The Retail Assessment applies the sequential approach to site selection and confirms that there are no suitable centrally located town centre sites capable of accommodating a food supermarket, non-food retail floorspace and associated car parking; either on a single site, or in a disaggregated form.
- 6.17 It goes on to confirm that the application site is the most appropriate location capable of accommodating the proposed town centre uses due to its location immediately adjacent to the Foundry town centre, which is ideally suited to town centre uses that will facilitate linked shopping trips and enhance the vitality and viability of the town centre as a whole, to the benefit of existing businesses and visitors.
- 6.18 The Retail Assessment looks at the various other retail proposals that are in the pipeline, including: the proposed Morrisons foodstore on the Jewson’s site (W1/10-0143), the J Sainsbury application at Marsh Lane (PA10/04297) and the Asda proposal on the rugby ground.
- 6.19 The Study concludes that the out-of-centre Sainsbury and Asda sites fail the sequential test. It explains that they are inappropriate locations for convenience retailing as sequentially preferable opportunities adjacent to the town centre exist and due to the

potential of such development to undermine the vitality and viability of Hayle town centre(s).

- 6.20 The Study concludes that the Morrison's site does not represent a sequentially preferably alternative edge of centre location due to its inability to integrate fully with the town centre. Accordingly, the Morrisons site is considered to be significantly less attractive and less convenient when compared with the proposed development being promoted by this application. In addition, the Morrison's application does not provide any timescales as to when it is to be delivered. It is understood that Jewson would need to relocate in order to make the site available and as yet no alternative site has been identified and certainly no planning application has been submitted. It is therefore questionable whether the proposed development can be delivered in the short term.

### **Impact Assessment**

- 6.21 PPS4 requires a comprehensive impact assessment to be carried out, as detailed in Policies EC16 & EC10.
- 6.22 Policy EC16 sets out six key considerations that planning applications for main town centre uses not in a centre should be assessed against. The Retail Planning Assessment demonstrates that the proposals pass these six tests:

- The impact on existing, committed and planned public and private *investment* in the centres of the catchment area is acceptable.

The only significant committed development within the vicinity of Hayle, is the recently approved outline Masterplan for Hayle Harbour, which includes South Quay and Foundry Yard.

The Masterplan has recently been revaluated, in light of the economic downturn and the fall in the residential market. ING has also concluded that the mix of uses originally envisage for South Quay and Foundry Yard would be unable to support the infrastructure improvements necessary to enable the development of the site and the major works associated with restoring the historic fabric. In the context of significant interest being expressed by the principal foodstore operators, ING has concluded that an application on South Quay for a mixed use development, anchored by a foodstore would be entirely appropriate in policy terms. Such a mix of uses would have the greatest potential to come forward in the short-term and would act as an important catalyst to bring forward the approved Masterplan for the regeneration of Hayle Harbour.

- The impact on town centre *vitality and viability* will be positive and will improve local consumer choice.

The retail offer in Hayle town centre needs to be improved significantly to effectively compete with other centres and maintain its vitality and viability over the long term, as a sustainable place to shop. Overall, the proposed development will help to maintain and enhance Hayle's market share of both comparison and convenience shopping in the face of increase competition from other centres and shopping locations in the sub-region.

- The impact on *allocated sites outside town centres* being developed.

Apart from the Hayle Harbour Masterplan proposals, the only other allocated site in the Local Plan outside of Hayle town centre is the Foundry Area site (1.45 ha) – Proposal TV-E. This site is south of railway and is allocated for a heritage centre, craft workshops and ancillary retail outlets. The Retail Assessment concludes that the regeneration of the application site will have a significant positive benefit on the delivery of this site.

- The impact on *in-centre trade/turnover* and on trade in the wider area, taking account of current and future consumer expenditure capacity in the catchment area up to five years from the time the application is made.

The Retail Planning Assessment assesses the likely turn over range of food and non-food retail floorspace. It then determines likely catchment areas and trade draw patterns.

In terms of convenience goods, the evidence points to a significant leakage of main 'bulk' food shopping trips and expenditure from Hayle to large modern out-of-centre stores located some distance from the town centre. Given that there is no major superstore in Hayle, the proposed store will be able to 'claw back' a significant proportion of the main food expenditure currently 'leaking' to these out-of-centre foodstores, most notably from Tesco at Camborne and the Morrison's and Tesco superstores in Penzance. The impact on the town centre's existing food and convenience stores including the Co-op and other smaller food stores in Copperhouse and Foundry will be limited, as they primarily serve the more frequent 'day-to-day' top-up shopping needs of the local resident population.

A similar pattern of significant leakage and expenditure from Hayle to larger out-of-centre retail warehouses and centres is evident with non-food comparison goods. With regards to Foundry and Copperhouse town centres, the Retail Assessment explains that there is a need to improve provision and the types of operators who could potentially take up space in the main retail units will not compete 'like-for-like' with the smaller independent non-food shops in Hayle.

- Whether the proposal is of an *appropriate scale* (in terms of gross floorspace) in relation to the size of the centre and its role in the hierarchy of centres.

The Retail Assessment concludes that the application proposals are of an appropriate scale to help maintain and enhance the role and function of Hayle.

The scale of retailing proposed will have the necessary critical mass and range and depth of food and non-food items to significantly reduce the leakage of shoppers and expenditure from Hayle to the competing stores and centres. As a consequence, far more sustainable shopping patterns will result, in particular residents of Hayle will have less distance to travel to undertake their retail purchases and will be able to shop by a variety of non-car borne modes.

It is to be noted that the proposed foodstore has approximately 20% less sales area than the December 2009 application. This reduction in size is a direct result of the findings from the March 2010 GVA Grimley report, which reported that the store would have a significant detrimental impact on town centre turnover by virtue of its large scale. The current proposal of 2,550 sqm net represents a scheme that is large enough to serve Hayle to achieve a "step change" in shopping provision and shopper behaviour but small enough to ensure that a significant amount of expenditure is not diverted from stores in Hayle as a whole.

- The impact on any *other locally important centres*.

This is not considered relevant to the Council's assessment and determination of this application.

## HOUSING ISSUES

6.23 Government policy is placing an ever-increasing emphasis on the need to provide a sufficient quantity of high quality housing in suitable locations. This is clearly set out in Planning Policy Statement 3 "*Housing*" (PPS3), published in June 2010.

6.24 Paragraph 3 of PPS3 reiterates the Governments' commitment to improving the affordability and supply of housing in all communities. In this context, Paragraph 10 advises that the planning system should achieve the following outcomes:

- *"High quality housing that is well-designed and built to a high standard.*
- *A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.*
- *A sufficient quantity of housing taking into account need and demand and seeking to improve choice.*
- *Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.*
- *A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate."*

6.25 The application proposal will assist in achieving these outcomes. In particular, it will bring forward high quality housing in a sustainable location.

- 6.26 The subject site is identified in the Local Plan as part of the wider Hayle Harbour redevelopment, which will contribute the majority of the additional housing within the local area.
- 6.27 The site is therefore clearly significant in circumstances where, due to the current economic climate, residential development is not progressing in line with previous build rates; primarily due to the lack of available bank funding which is preventing many development sites commencing. By contrast, ING is in a position to bring South Quay forward in a comprehensive manner. In particular the mixed use nature of the proposed scheme will secure the delivery of the substantial infrastructure / development costs which the original, residential-led, proposals for South Quay would not now be able to deliver.
- 6.28 The outline Masterplan secured the delivery of 17% of affordable housing provision across the whole of the site. It allowed an initial 208 market housing units to be developed before the first tranche of affordable housing had to be competed (42 units).
- 6.29 Although being promoted in outline, it is envisaged that the residential element is likely to deliver approximately 30 units, a reduction of the number originally envisaged in this location, and whilst under the Masterplan S.106, no affordable housing would have been required, as the trigger would not have been reached, it is proposed that this amendment will make an affordable contribution with 17% of the total number of units being provided off-site.

## HERITAGE ISSUES

- 6.30 Planning Policy Statement 5 'Planning for the Historic Environment' (2010) sets out planning policies on the conservation of the historic environment. It introduces the concept of "heritage assets" which are defined as:
- "A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions".*
- 6.31 The effect of development on the "significance" of a heritage asset is a material consideration in determining applications and the onus is on the Applicant to provide a description of the significance of the heritage assets affected.
- 6.32 In addition to PPS5, Planning Circular 07/09: *The Protection of World Heritage Sites* requires Applicants to detail the impact their proposals will have on the Outstanding Universal Value of the World Heritage Site, and indicated how they believe these effects should be acceptable in the context of the Outstanding Universal Value, authenticity and integrity of the site.
- 6.33 In this light, the accompanying Heritage Assessment, prepared by Christopher Pound, assesses the "significance" of all the "heritage assets" associated with the World



Heritage Site designation, the Conservation Area, the Grade II listed quayside and the archaeological features associated with the site.

6.34 The Heritage Assessment breaks the heritage of the site down as follows:

- Historic values (intangible and narrative);
- Visual values – the wider urban/landscape context and setting; and
- Fabric (features which can be touched and measured) e.g. individual buildings and structures.

6.35 Where a particular asset portrays all of these values it would be considered to be of substantial significance (by way of example something will be of greatest significance where it is supported by history (narrative), contributes to the setting of the area and its surviving fabric can be appreciated). The existing quay walls would therefore be considered to be of greater significance to say, a building that has been demolished.

6.36 With regards to the World Heritage Site designation, the Heritage Assessment concludes that the Outstanding Universal Value (OUV) associated with South Quay is based around mining history and technological advances. When the site was inscribed on the UNESCO World Heritage list, the nomination accepted that the site had been cleared and that regeneration proposals were coming proposed that would see the quayside redeveloped for mixed use purposes. In acknowledging the principle of development there was therefore an inherent acceptance that the character and appearance of the derelict quayside would change and that the character and appearance if the wider WHS setting would also change.

6.37 Overall, the Heritage Assessment confirms that the proposed development will have no adverse implications for the designated heritage assets in the form of the Conservation Area, the listed quayside, or the archaeological features associated with the site. Indeed, the Assessment concludes that the development will bring forward a number of positive benefits in the form of:

- The immediate maintenance and repair of the South Quay walls for future generations.
- The 'opening up' of the area to the public to enjoy the historic harbour. The public promenade will improve access to the site and interpretation panels situated in the public accessible areas will explain the history and significance of the harbour. For further information on this please refer to the accompanying Landscape Strategy.
- The creation of a restored and valuable area, that will retain and improve many of the historic features associated with its industrial past.
- The maintenance of the existing harbour furniture and the provision of further furniture such as mooring bollards/rings.

- The opportunity to reconstruct the Goonvean Engine on a site reserved at Foundry Yard close to where it was made.
- 6.38 Whilst, English Heritage has expressed a desire to see the former slipways exposed and reinstated, a desk top assessment to determine the location of these along with intrusive archaeological investigations has determined that the slipways are not in the position originally identified on the illustrative Masterplan and extend much further southwards and into the area now occupied by Jewsons. In addition, the archaeological investigations demonstrated that the physical remains of the original slipways and quay walls have been destroyed by later maritime works. These two factors combined with the fact that the slipways were not referred to in the WHS Inscription means that they can be attributed little significance and that their reinstatement is considered unnecessary and would be a detrimental financial burden in viability terms.
- 6.39 Notwithstanding this overall conclusion, in response to the concerns expressed by English Heritage, the layout of the retail development ensures that there will be no built form requiring foundations on the areas where the slipways once existed. The slipways will remain in situ, under the car park so that they are preserved for future generations.
- 6.40 Within the residential area, the illustrative layout respects the location of the former slipways in the same way.
- 6.41 In association with retaining the archaeological remains in situ, the Landscape Strategy prepared by Aspect Landscaping promotes the interpretation of these former structure through the use of different surface treatments (ceramic discs, inlaid paving, and vertical markers) to illustrate the scale of the site's former port related activity. By not building in these areas it will be possible to create vistas between proposed residential buildings. The site's former heritage will also be promoted through the provision of the interpretation centre located adjacent to Carnsew Channel at the western end of the pedestrian route through the site that links to the new footbridge to Penpol Terrace. These details are set out in the accompanying Landscape Strategy.

## **DESIGN ISSUES**

- 6.42 The delivery of a high quality design that is sensitive to the heritage of the site has been the key guiding principle behind this application. In this context, the Design and Access Statement prepared by Mountford Pigott explains the evolution of the application proposals and identifies the key opportunities and constraints associated with the site.
- 6.43 Particular consideration has been given to:
- The disposition of the buildings, access and spaces.

- The architectural approach to the commercial and residential components and their inter-relationship with the surrounding landscape.
- The townscape and urban grain, particularly in relation to the designated Conservation Area.
- The visual impact of the development from both within and outside the site, including the most valued distant views.
- The height of the proposed buildings.
- The transition between Foundry town centre and the site beneath the viaduct.
- The need to improve the public realm and pedestrian access to the quay.
- The need to include appropriate materials that will integrate with the surrounding area.

6.44 Overall, the architectural approach and Landscape Strategy are inter-twined and whilst the approach has been detailed for the commercial element of the scheme this has not been possible for the residential component where only illustrative proposals have been advanced with all matters, other than access, reserved for future determination once a residential developer has been identified. However, in order to ensure consistency throughout the development, a Design Framework is to be worked up in partnership with the Council following the application submission. This is the same approach that was adopted by the Applicant in relation to the outline Masterplan.

## **SUSTAINABILITY ISSUES**

6.45 Ensuring that new development meets the objectives of sustainability is one of the over-arching themes of policy at all levels, from national policy in PPS1, through to Cornwall's local development control policies.

6.46 The application proposes the re-use of a vacant, sustainable site and makes efficient use of previously developed land. It contributes to the revitalisation of Hayle town centre(s) and therefore directly responds to the general principles of sustainability. Furthermore, the proposals will alleviate undue pressure on protected Greenfield sites by focusing development within the confines of the urban area on previously developed land.

6.47 A Sustainability and Energy Statement prepared by Environmental Perspectives LLP has been submitted with this application which outlines the measure and design initiatives which have been incorporated into the scheme to meet best practise.

6.48 The application is committed to achieving BREEAM 4 retail rating of very good and the accompanying Sustainability and Energy Statements indicate how these targets can be achieved.

## TRANSPORT ISSUES

- 6.49 Planning Policy Guidance Note 13 (PPG13) – Transport – published in March 2001, sets out the objectives to integrate planning and transport at the national, regional, strategic and local level to promote three core objectives:
- To encourage more sustainable modes of transport;
  - To increase transport choice; and
  - To reduce both the need to travel and the growth in the number and length of journeys.
- 6.50 The Local Plan mirrors Government Policy and states that a key objective is to pursue a pattern of development that reduces the need to travel, allows for alternatives to the private car and is well related to existing transport networks.
- 6.51 A detailed Transport Assessment has been prepared by Savell Bird and Axon which explores in detail the acceptability of the proposed development in transport terms.
- 6.52 In the first instance, the Assessment explains that the proposed access arrangement will comprise a signal-controlled junction on Carnsew Road with 'straight-across' pedestrian crossing facilities on all arms. This will provide safe access to the development and help to reduce vehicle speeds on Carnsew Road.
- 6.53 The Assessment identifies that the proposed development will be accessible by a range of transport modes. It explains that the site is accessible by public transport, walking and cycling and recognises that the inclusion of a footbridge over Penpol Creek will improve the pedestrian connection to the rest of the town and the wider regeneration area. It is anticipated that many trips will be made, and be capable of being made, by these non-car modes and an innovative package of measures introduced through a Travel Plan will encourage travel by means other than by the private car.
- 6.54 The overarching result of developing on this site will be to provide new and better facilities within easy reach of the local population. This improves social inclusion and will result in a tendency for a greater number of shopping trips being made more sustainably, either as a result of mode shift towards walking, cycling or bus, or by a reduced travel distance.
- 6.55 Notwithstanding this, the scheme will attract extra car trips throughout the day and, as a result, the Assessment considers the effect of these trips and their impact on the highway network at the peak times; as is usual practice in Transport Assessments.
- 6.56 Overall, the Assessment found that the previously permitted development proposed for South Quay and Foundry Yard would have generated approximately 1400 movements during a PM peak hour which compares with 875 movements per PM peak hour associated with the current proposals. This represents a substantial 40% reduction in traffic demand as the new proposals have less residential development and no office /

employment land. Both of these uses are significant generators of traffic during the AM and PM peak periods.

- 6.57 There will be traffic generation associated with a foodstore, but the corresponding demand will be lower during the peak periods as shopping profiles typically occur throughout the day rather than being confined to one or two peak hours. In addition, local people (who this development is intended to cater for) will choose to avoid peak times to travel in Hayle when they perceive traffic levels to be at their highest.
- 6.58 In addition, the foodstore will generate more diverted trips and linked trips which are already on the local highway network.
- 6.59 In terms of the existing highway network as a whole, the assessment concludes that there will be no detrimental impact. In fact, it explains that the development will allow those shoppers that live in Hayle to be more sustainable by being able to shop in Hayle, as opposed to travelling to other out of centre shopping destinations and at higher order town centres. This will reduce the overall amount of travel on wider highway network and particularly the junctions with the A30.
- 6.60 The assessment shows that the development can be adequately serviced.
- 6.61 In terms of parking, the level proposed is adequate but not excessive. The proposal provides 276 car parking spaces for the food store, equating to approximately one parking space per 19 sqm of gross floorspace. 43 parking spaces are provided for the non-food retail development at Foundry yard, equating to approximately one parking space per 46 sqm of gross floorspace. The proposed number of spaces is therefore less than maximum requirement set out in Policy TP12 of the Local Plan but is sufficient to meet typical demand.
- 6.62 The car parking for the foodstore will also be shared with the cinema and the smaller retail/restaurant units. This is acceptable given the complementary peak hours of operation. If planning permission is granted the Transport Assessment recommends a condition be attached to the permission requiring a car park management regime.
- 6.63 Overall, the Assessment reaffirms that the subject site is the sequentially preferably location for a development of this scale and nature. The site's proximity to the town centre, and the level of car parking proposed, is considered appropriate to facilitate linked trips into Hayle town centre which will in turn generate spin off expenditure for existing businesses to the benefit of the local economy.

## **FLOOD RISK ISSUES**

- 6.64 The site currently lies in an area at risk of flooding and therefore a Flood Risk Assessment has been provided, which is attached to the Environmental Statement that accompanies the planning application.

- 6.65 In accordance with the requirement of PPS25, a sequential test assessment was previously carried out by Penwith District Council for the outline Masterplan to ascertain that no alternative sites exist for the harbour development proposal.
- 6.66 To mitigate against the potential for flooding, it is proposed to raise ground levels such that all new development is set above the appropriate flood level. It is proposed to set the minimum development finished floor level at 6.17m ODN, with the thresholds on the access road to the undercroft parking set at 5.90m ODN. These levels have been provisionally agreed with the Environment Agency in advance and have informed the proposed layout.
- 6.67 The raised levels of the site will protect the new development from flooding in the future and can be provided to accommodate future flood resilience to adjacent property that may be required by the Environment Agency.
- 6.68 With regard to surface water runoff, the development will deliver a scheme that will provide a net improvement over the existing surface water drainage arrangement and will not increase the risk of flooding to neighbouring sites. Storm water will be discharged into Penpol Creek through several outlet locations. This approach was provisionally agreed with the Environment Agency in respect of the Outline Masterplan. All parking and service areas will be impermeable and water will pass through oil interceptors, where necessary, prior to entering the harbour.

## **NATURAL ENVIRONMENT ISSUES**

- 6.69 The estuary complex provides valuable feeding and roosting sites for regionally important populations of migratory and over-wintering wildfowl and waders. In particular, the three main inter-tidal basins of Lelant Water to the south-west of the estuary; Carnsew Pool to the south of the harbour; and Copperhouse Pool to the east, provide habitats of value to waterfowl and shorebirds during the winter months.
- 6.70 As a result, these three areas and the sand dune system to the west of the estuary mouth have collectively been designated a Site of Special Scientific Interest (SSSIs). SSSIs are of national importance for nature conservation and are designated under the Wildlife and Countryside Act 1981 (as amended).
- 6.71 Other non-statutory designations also apply to these areas, including an Area of Great Scientific Value and the Royal Society for the Protection of Birds' Hayle Estuary Nature Reserve.
- 6.72 The designated Area of Great Scientific Value is of countywide importance, and represents a broader approach to nature conservation than the protection of a specific site. The Godrevy Area of Great Scientific Value encompasses all the estuary habitats at Hayle and includes South Quay itself. It acts as a buffer around the most important and sensitive habitats and provides links between protected sites, facilitating the movement of wildlife.

- 6.73 The RSPB Hayle Estuary Nature Reserve is managed to maintain and enhance habitat conditions for shorebirds and waterfowl, and to minimise human disturbance during the key periods of bird presence on the estuary. The RSPB holds freehold ownership of parts of the Hayle Estuary including, inter alia: Lelant Water, Copperhouse and part of Carnsew Pool.
- 6.74 Carnsew Pool is the area closest to the development site, and this area is most likely to be affected by the construction and operational phases of the development. The Ecology Section of the Environmental Statement explains that some construction activities could potentially cause an indirect loss of habitat through disturbance. However, during these works, mitigation measures will be implemented to ensure that construction activities comply with the law relating to protection of breeding birds, such that the potential to disturb nesting birds and confirmed nesting sites is avoided.
- 6.75 The Ecology Section of the Environmental Statement also considers the potential impact the development will have on terrestrial habitats and species on South Quay and on inter-tidal and sub-tidal estuarine invertebrates, fish populations and algae.
- 6.76 In relation to the terrestrial habitat, the assessment found that the site contains a colony of Petalwort that benefits from international protection. However, only small scattered communities were found and mitigation is proposed in the form of translocation of any sizeable colonies, as agreed with the LPA and Natural England to ensure their continued viability.
- 6.77 In relation to aquatic ecology, the assessment explains that the existing flora and fauna is restricted within the harbour due to the historical contamination and continued poor water quality from Copperhouse. Impacts during the construction and operational phases will therefore be minimal and can be minimised further through the use of a Construction Environmental Management Plan to ensure that contaminants (e.g. oil) are not released into the aquatic environment during construction works. This will also described measures to prevent spillage of any harmful substances during repairs to the harbour walls.
- 6.78 The proposed development will have an impact upon the natural environment, but mitigations measures will be incorporated to ensure that these are kept to a minimum. During the detailed design stage there will be opportunities to enhance the biodiversity through the planting of trees and vegetation.

## **NOISE ISSUES**

- 6.79 A noise assessment, submitted as part of the Environmental Statement, has been carried out to determine the existing noise environment and the implications of the proposed development. In summary, the assessment found that the development could proceed without the subsequent operations harming the amenity of existing or future local residents.

- 6.80 Future residential development to the north of the quay will be able to come forward, subject to further assessment and the inclusion of mitigation measures such as improved glazing and acoustic fencing, where appropriate.

### **AIR QUALITY ISSUES**

- 6.81 National Planning Policy Statement 23 '*Planning and Pollution Control*' (PPS 23) advises on the policies and practices that should be adopted by local authorities and developments when assessing any development that has the potential to cause pollution, or development on a site that may have the potential to be contaminated by a former use. PPS 23 explains that air pollution considerations are capable of being a material consideration when assessing a planning application.
- 6.82 At the local level, saved Policy GD1 states that proposals for development will not be permitted where they would cause significant harm as a result of inadequate provision for air quality.
- 6.83 An assessment of the potential impacts on local air quality from construction and operational activities has been carried out and a full analysis of the findings is presented in the Air Quality chapter of the Environmental Statement. This concludes that the development is expected to have no significant impact on air quality. During the construction phase, impacts on sensitive receptors as a result of dust could occur, however the successful implementation of dust management measures during construction should adequately mitigate this impact so no significant impact occurs. Monitoring during the construction phases would also be in place to test the efficiency and ensure the successful implementation of mitigation measures.

### **EMPLOYMENT**

- 6.84 The proposed development will generate a wide range of local employment opportunities at the construction and operational stages. The socio-economic chapter of the Environmental Statement sets out the employment position in detail but in summary the retail and leisure uses will create as many as 277 direct, full time equivalent jobs (depending on the final retail mix) with further indirect opportunities being created in associated industries. In addition to the above, as many as 176 additional jobs could be created at the construction phase.



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## 7.0 CONCLUSION

- 7.1 The evolution of the application proposals has been informed by the extant planning permission for the outline Masterplan and comments received on the withdrawn retail-led application. It has also drawn extensively on further survey work that has been undertaken, in respect of heritage, landscape and visual considerations. This has led to the development of scheme which is considered to be wholly appropriate for the application site. The final form of the development proposals and the land-use mix has also been informed by the extensive public consultations that have taken place.
- 7.2 The impacts of the proposed development have been fully assessed against planning policy and it has been demonstrated that the application proposals are acceptable.
- 7.3 Overall, the application proposals will be of significant planning benefit for the following reasons:
- The scheme is capable of providing the necessary infrastructure improvements (including access, flood defences and utilities), whilst also delivering necessary repairs and improvements to the quay side for future for generations to come. Without a commercially viable development proposal, the identified repairs and improvements would be far too expensive to contemplate.
  - It will deliver a commercial viable redevelopment for a site that is currently under utilised, vacant and in the main derelict.
  - It provides for a form of development that positively responds to the site's heritage significance.
  - Public access to the harbour will be greatly improved the creation of the pedestrian promenade to the perimeter of the quay, the extensive network of pedestrian/cycle routes, the new footbridge across Penpol Terrace and the other public realm improvements to Carnsew Road, Isis Garden and the public space at the northern tip of the quay.
  - The development will maximise the public's understanding of the site's heritage through the introduction of interpretation panels and surface markers throughout the harbour area. This will enhance the public's awareness and understanding of how the area has evolved, the cultural and historic role it has played in global industrialisation and the sheer scale of the former harbour.
  - It promotes a range of town centre uses include retail, leisure and residential accommodation that will support the town's vitality and viability especially, to its night time economy.
  - An extensive range of job opportunities will be created.

- The development will increase the quantity of high quality housing in a sustainable location.
- The development will act as a catalyst for the future development of the wider regeneration of the harbour in accordance with the approved ING Masterplan.
- The proposals will significantly enhance Hayle town centre's attraction, offer and status.

7.4 In all these circumstances, it is considered that planning permission can and should be granted for the proposals subject of this application.

**APPENDICES****APPENDIX 1 – SCHEDULE OF ING MEETINGS WITH KEY STAKEHOLDERS**

### Appendix 1: ING Meetings With Key Stakeholders

Date	Meeting	Attendees
21 <sup>st</sup> July 2009	Cornwall Council	Nicola Stinson (Assistant Head of Planning and Regeneration) Jeremy Content (Planning Case Officer) Dave Slatter (Major Projects Manager)
29 <sup>th</sup> July 2009	Planning Liaison Group	Jeremy Content (Planning Case Officer) Dave Slatter (Major Projects Manager) Nitin Bahasin (Urban Designer) Emma Gage (Planning Policy) Miles Foreman (Planning Officer) James KcKechnie (Highways Consultant) Karen Clowes (Urban Regeneration Company, Sustainability Officer) Kevin Moseley (Planning Team Leader) Phil Markham (Historic Environment) Maxine Hardy (Community Network Manager) Dan Nicholls (Planning Policy) Nola O'Donnell (Landscape Engineer) Dominique Gabry (Economic Development) Ray Trethewey (Highways Development Control) Tim Hambly (Environment Agency) Trevor Goff (Urban Regeneration Company, Director of Investment)
19 <sup>th</sup> – 21 <sup>st</sup> August 2009	Public Exhibition	Held at Passmore Edwards Institute in Hayle
3 <sup>rd</sup> September 2009	Pre-application meeting with the Council	Nicola Stinson Jeremy Content Dave Slatter
13 <sup>th</sup> October 2009	Heritage Meeting with Cornwall Council	Jeremy Content Dave Slatter Simon Thorpe Penny Stokes (Conservation Officer)
15 <sup>th</sup> January 2010	CABE Meeting	Louise Newman (CABE Senior Design Review Advisor)
4 <sup>th</sup> February 2010	English Heritage Meeting (Bristol)	Simon Ramsden (Historic Buildings and Area Advisor)
10 <sup>th</sup> February 2010	Cornwall Council	Nicola Stinson Jeremy Content Dave Slatter Simon Thorpe
11 <sup>th</sup> March 2010	English Heritage Meeting (Bristol)	Simon Ramsden
9 <sup>th</sup> April 2010	Cornwall Council	Jeremy Content Dave Slatter Penny Stokes Simon Thorpe Nitin Bhaisn Sue Walters (Development Management) Kevin Moseley (Development Management) Mark Broomhead (Development Management) Keith Morgan (Highways)
30 <sup>th</sup> April 2010	Environment Agency	Howard Simpson (Environment Agency) Richard Fedorowicz (Emergency Planning) Dave Slatter Jeremy Content
10 <sup>th</sup> May 2010	Cornwall Council	Nicola Stinson Jeremy Content Dave Slatter

Date	Meeting	Attendees
30 <sup>th</sup> May	Cornwall Council	Jeremy Content Dave Slatter
3 <sup>rd</sup> June 2010	Meeting with English Heritage (Exeter)	Simon Ramsden Nicola Stinson Dave Slatter Simon Thorpe
23 <sup>rd</sup> June 2010	Planning Liaison Group Meeting	Dave Slatter (Major Projects Manager & Chair), Michael Bennett (Property), Denise Fleming (Highways), Phil Markham (Historic Environment), Jeremy Downing (Building Control), Tamsin Butterfield (Development Management), Emma Gage (Planning Delivery), Peter Bainbridge (Development Management), Oliver Cranfield (Economic Development), Nitin Bhasin (Urban Designer, Planning Delivery), Nola O'Donnell (Landscape), Simon Thorpe (Historic Environment), Mike Sendall (Transport), Maxine Hardy (Local Area Networks), Matt Barton (Localism), Josyanne Thatcher (Economic Development), Alyson Cooper (Historic Environment), Marcus Healan (Planning Delivery) OJames Purkis (AECOM for Highways Agency), Shaun Pritchard, Simon Jeffery, Mark Pilcher & Andrew Blewett (Environment Agency), Peter Rugg (Green Cornwall Programme) Karen Clowes (CPR Regeneration).
25 <sup>th</sup> June 2010	Highways Agency	Ed Halford (Planning Manager, Highways Agency)
27 <sup>th</sup> July 2010	Cornwall Council	Matthew Barton (Localism Area Manager) Nicola Stinson Dave Slatter
29 <sup>th</sup> July 2010	English Heritage Meeting	Simon Ramsden Andrew Vines
5 <sup>th</sup> August 2010	Presentation to Hayle Town Council	Representatives of Hayle Town Council
9 <sup>th</sup> August 2010	Hayle Chamber of Commerce	Representatives for the Chamber of Commerce
16 <sup>th</sup> September 2010	Cornwall Highways	Ray Trewethey
16 <sup>th</sup> - 18 <sup>th</sup> September 2010	Public Exhibition	Held at the White Hart Hotel
18 <sup>th</sup> October	Cornwall Council	Nicola Stinson Jeremy Content Dave Slatter
27 <sup>th</sup> October 2010	Cornwall Council	Nicola Stinson Mark Pearson (CABE)
2 <sup>nd</sup> November 2010	Cornwall Council	Nicola Stinson
30 <sup>th</sup> November 2010	Highway Agency	Ed Halford Mike Howell (AECOM for Highways Agency)

