



# Notes

**Meeting Title:** Heamoor Consultative Group

**Date:** 17<sup>th</sup> October 2017

**Time:** 16.00 to 18.00

**Location:** Room 3:02, St John's Hall, Penzance

**Chaired by:** Dick Cliffe

**Attendees:** Matthew Brown, Jon Rowson, Emma Gage, James Hardy, Jackie Smith, (Cornwall Council), Sara Davey (Head: Mount's Bay Academy), Jodie Flynn (Head: Heamoor Community Primary School), Bob Egerton (CC Portfolio Holder for Planning and Economy), Mario Fonk (CC Gulval and Heamoor), Helen Hawkins (CC St Buryan), Dick Cliffe (Mayor of Penzance), Jack Dixon, Bonny Jackson, Karen Baker (Heamoor Ward Penzance TC), Steven Reynolds, Roy Blewett, Jane Lambert (Save Heamoor from Excessive Development - SHED),

**Apologies:** Rebecca Lyle (Cornwall Council, Transport), Susan Stuart (Penzance Neighbourhood Plan)

## 1 Welcome and Introductions

Dick Cliffe welcomed everyone to the meeting and round the table introductions were made.

## 2 Aims and Roles

The chair outlined the terms of reference of the group, to improve communication and consultation within the residents of Heamoor. A discussion followed.

Steven Reynolds of SHED, explained the focus of the pressure group was opposition to the proposed allocations for Heamoor. He saw the meetings as an opportunity to discuss the allocations and he felt this should be the focus for the group in the short term. It was confirmed that the DPD had not yet been submitted to the Inspector.

### 3 DPD Allocations Update

Matthew Brown summarised the issues raised during the recent consultation. He confirmed that overall housing numbers had been debated at the Local Plan Examination so the Allocations DPD cannot debate the numbers.

There were numerous representations from Heamoor regarding issues such as traffic. Two landowners had suggested additional land adjacent to PZ-H8, but there had been only two other sites proposed, at Mount Misery and Penzance Harbour. The Council are not suggesting either site be included. The Penzance Harbour proposal potentially offered hundreds of homes on reclaimed land but was high speculative.

Steven Reynolds considered the 720 proposed new houses as an existential threat to Heamoor, with the effect on the A30 being a threat to all of West Penwith.

MB confirmed he did not want the group to be side-tracked into other issues.

A general discussion on the proposed allocations at Heamoor followed raising the points below:

- The focus needs to be adequate housing for the local community.
- Heamoor has been singled out as other areas do not have suitable land.
- Why were other sites passed over?
- If the sites go through the DPD there will be presumption for development.
- There was a need to look at sites collectively.
- The proposed sites will be an overbearing imposition on Heamoor village.
- Without allocations developers can make proposals that are difficult to turn down.

SHED questioned the housing trajectory and stated there was already overprovision of house building sites. Cllr Egerton explained that it is 'construction' that is key and the Council was under pressure from Government to bring more sites forward as many consents were not being implemented.

SHED felt there was confusion between demand and need in setting housing targets. The following points were made:

- Housing was not affordable for local people.
- The Local Plan should be reviewed and more employment opportunities

provided to support the housing

- The accuracy of employment forecasts following Brexit was questioned.
- Many people travel to and from Penzance to live and work.
- There were concerns over infrastructure to support additional housing and especially the risk of gridlock on A30.

MB explained that the 'plan led system' allowed infrastructure requirements to be set out up front – plans were then ready for funding windows when they occurred.

Cllr Hawkins queried the area covered by the infrastructure studies. Does it include Madron and is the area covered dependent on infrastructure type. SHED state that by loading development on one community it takes potential away from other small settlements in West Penwith that would benefit from extra housing.

Residents were only interested in the amount of development in Heamoor – they believed it would cause planning blight.

Other sites have been suggested but we not in the allocations document.

Further discussion followed raising the points below:

- Over 50% of all the DPD representations had been from Heamoor.
- These were in addition to the petition against the proposals.
- CC needs to listen otherwise what is the point of the consultation process.
- SHED stated better sites can be found for genuine local need.
- SHED proposed that the allocations DPD should be suspended pending an assessment of Local Housing Need.
- SHED stated the Local Plan does not allow building in the countryside.
- SHED EU/Brexit issues of food insecurity, loss of agricultural land.
- The Harbour plan was considered viable.
- Clarification that sites had been identified before landowners contacted

Matthew Brown confirmed that CC was not recommending that the sites were taken out of the DPD to the Inspector

**Action The agricultural grade of the allocated land to be established and reported to the Group**

**Action CC to Report back on the latest Housing Need and Housing Trajectory for the Penzance area.**

**Action CC to Report data on transport numbers travelling into and out of Penzance for work.**

#### **4 Specific Issues for Future Discussion**

Three specific issues: Transport, Education, Flooding,

##### **Education**

CC had recently met with the schools to discuss education issues.

Sara Davey the Head of Mounts Bay Academy set out the following:

- Currently 1000 students attend the School from all over Penwith.
- The new development would require an additional 200 school places.
- Extra land would be needed potentially on the edge of playing field over the lane.
- There was an opportunity to work with the Primary School.
- The School has had flooding issues.
- The School had transport issues. Cornwall Council needed to think seriously about reducing reliance on cars for school transport.

A debate followed and points raised including:

- As an Academy there can be no priority to local students.
- Trannack not in walking distance to MBA.
- Housing development will generate substantial Section 106 contributions for education.
- Existing roads need improving to improve safety and reduce congestion.
- CC was already looking engaging with school over future improvements.

**Action - Bring education numbers/data on school places to the next meeting.**

##### **Transport.**

MB outlined the following:

- A key issue of concern was the level of traffic growth and congestion.

- Only H5, 6 & 7 would require road access through Heamoor village.
- Proposals were based upon on transport assessments and impacts e.g. school run. On average there were 0.7 'peak hour' car movements generated by each additional house e.g. 50-55 car movements from H5-H7 sites in peak time
- Roscadghill Road was built to a high capacity because of expected future housing development. It was intended to extend it but not as a bypass for Heamoor. Current thinking was to provide a bus gate to Boscathnoe Lane for school buses. The resulting circular route for buses reduce clashes at bottlenecks when buses travelling in opposite directions meet Heamoor on Madron Road. A new access point for the primary school could reduce traffic through the village.

A debate followed and points raised including:

- SHED concerned at capacity of A30. Their survey showed a 15-20% increase since 2015 at the roundabout.
- Cormac had recently carried out traffic counts at Heamoor "crossroads" which confirmed the same overall pattern. It was pointed out these may have been performed at different sites compared to SHED.
- SHED raised issues of air pollution at the roundabout and the proximity of the roundabout to vulnerable residents in sheltered housing nearby (Secretary Note: Mython Court Sheltered Housing managed by DCH).
- Sara Davey stated Cornwall Council were not looking at sustainability issues, local people do not want more cars but rather buses and children cycling and walking to school. Cycling was currently dangerous due to on-street parking and was not currently encouraged by Mounts Bay School because there was no safe route at present.
- Can we improve the existing network to improve the position.
- CC's objective is a "modal shift" to sustainable transport.
- All access to the Trannack site was planned to be from A30 which ran through a flood zone.
- A proposal to extend Roscadghill Rd to create a bypass was countered by Cornwall Council representative who pointed out that traffic flow north towards Madron was limited and the proposed route ran through areas with archaeological/ heritage issues.

**Action –Bring the traffic data to the next meeting**

## **Flooding.**

Critical Drainage Area designation means more stringent regulation and any development would have to demonstrate 'betterment'. Jackie Smith, CC Lead Officer for Sustainable Drainage briefed the meeting. She was aware of issues in the Heamoor area and additional information from residents has backed up EA data. Designed managed flows from developed sites can reduce water run-off, making it an improvement on the run-off from the existing undeveloped greenfield situation. Section 106 contributions can also assist in improving the situation in the village.

A debate followed and the points raised included:

- Chyandour Brook is a main river under EA jurisdiction.
- Cumulative impact was the principle behind modelling the catchment area.
- SHED recommended deferring the sites until further analysis had been completed.
- More extreme events were to be expected (there was already an EA 40% allowance for future climate change).
- What was the impact of impact of decking and car parking associated with new housing.
- Impact of compacted farmland.
- Had the SUDS (Sustainable Drainage System) in Madron had been approved?

**Action – Bring Surface Water Management Plan and confirmation of the Madron issue to the next meeting.**

## **5 Points for Next Meeting**

All actions be answered for next meeting.

Next meeting to be organised December 2017

The meeting closed at 6.05pm.

Cllr Dick Cliffe  
Chair