



Minutes

Meeting Title: Langarth Stakeholders Panel Meeting

Date: Tuesday 8 October 2019

Time: 15.30 – 17:30

Location: Grenville Room, New County Hall, Truro, TR1 3AY

Chaired by: Cllr Dulcie Tudor

Attendees: Councillor John Dyer (Vice Chair)
 Councillor Maurice Vella (Truro City Council)
 Councillor Derek Green (Kenwyn Parish Council)
 Jack Richards (Stadium for Cornwall)
 Ella Jordan (NHS Kernow)
 Suzannah Teagle (Threemilestone School)
 Carolyn Cadman (Cornwall Wildlife Trust)
 Dr Alan Stanhope (Truro Churches Together)
 Rev Jeremy Putnam
 Councillor Ian Holroyd (Kenwyn Parish Council)
 Damien Richards (Truro City Council Community Development Officer)
 Mark O-Brien (Cornwall Council)
 Adam Birchall (Cornwall Council)
 Les Allen (Cornwall Council)
 Nigel Blacker (Cornwall Council)
 Jonny Moore (Inner Circle)
 Karle Burford (AHR)
 Tim Jones (AHR)
 Charles Hill (Arcadis)
 Vicky Garner (G & T)
 Tim Wood (Cornwall Council)
 Mireia de la Nogal (AHR)
 Rachael Gaunt (PBWC / Cornwall Council)

Apologies :

Andrew Abbott (NHS Kernow)
 Allan Williams (Threemilestone Business Park)
 Sarah Wetherill
 James Halse (Arcadis)
 Sandra Perez (AHR)

Minutes

Chair Dulcie Tudor welcomed members of the panel to the meeting

Review of Minutes

Stakeholder Panel Members approved the minutes

Masterplanner Update

Karle Burford (AHR) provided an update on the development of the masterplan.

He reminded the Panel that the masterplan was being designed in accordance with the 10 previously agreed design principles. These are:

1. Work with and enhance the quality of life for existing local communities:
2. Making it easy and possible to get around on foot, bike and public transport, both within Langarth and into surrounding communities
3. Help instil a strong sense of community
4. Creating a place that builds upon and celebrates this unique environment
5. Create a hard working landscape that not just looks beautiful but is productive and functional.
6. Promote healthy and active lifestyles and a sense of wellbeing
7. Designing for climate change resilience
8. Offer a mix of housing meeting the varying needs of residents
9. Creating jobs and enhancing existing employment opportunities
10. A vision that is deliverable

He reported that the masterplan team were currently developing three options:

- a centralised option (focused around one major centre)
- a part centralised option (more than one major centre)
- decentralised option (a number of areas with no one major centre) .

The three options needed to be comparable but with distinct differences. All three will be tested against the design principles and the deliverability of the scheme.

He outlined some of the constraints and challenges facing the design team – including the topography of the site. He explained that the basic premise was to preserve the existing green infrastructure; work with the existing topography; maintain the existing views of key landmarks and scheduled landmarks; preserve and utilise existing quiet lanes; protect and celebrate the heritage of the site, including the historic value of hedgerows, fields and places and field names and monuments such as The Cross, and create a large new public space. There was a clear commitment to maintain the natural assets and character of the site and to look at the creation of green infrastructure, including woodland, allotments, meadows, wetland and park areas. They were also looking at active travel routes, including cycle routes.

The Panel also heard about the work which was taking place to consider different housing density on the site. The level of housing density affects the amount of public

open space – with low density houses having more individual green space and less public open space, with higher density housing having more open space for communal use and less green space for individual houses.

Work will continue on developing the three options up to Christmas. The emerging options will also be subject to consultation and engagement with key stakeholders. The feedback from these activities will then be considered alongside the results of the testing and evaluation to identify a preferred option. All three options, including the recommendation for the preferred option, will then be considered by the Council's Cabinet. Following the Cabinet meeting the option supported by the Cabinet will be developed as the basis for the planning application.

The Chair reported that she had been contacted by one of the landowners who queried why there were no representatives from the landowners on the Stakeholder Panel. He had also submitted a series of questions relating to the scheme. It was agreed that it would not be appropriate for landowners to sit on the Panel. **The design team will work with other members of the project to provide responses to his questions. The responses will also be added to the FAQ's on the website.**

Maurice Vella expressed his concern that the original "red line" on the site had changed and that the potential number of houses had risen from 2,700 to 4,000, leading to a potential increase in residents from 8,000 to 12,000. He said that this was in conflict with the work taking place to refresh the Truro and Kenwyn Neighbourhood Plan and asked when the decision to change the red line had been made. He was concerned that there had been no discussion with the NP group before the decision was made and that the change impacted on the work the group was doing. He also expressed concern over the impact of the increase on key infrastructure such as schools and health facilities.

Adam Birchall explained that the history of the site meant that there were areas of land between the areas with planning consents which had been left out of scope (including Govers Farm). There were also areas which had been allocated for retail development which would not now go ahead and could be considered for residential use. This would help relieve future housing pressures. As a result it was felt right to include this land in a revised red line. He explained that the changes had evolved over a number of weeks rather than a specific decision being made and accepted that the EIA scoping report had been handled in a clumsy way. He also explained that planning for a higher figure at this stage would help ensure that the key infrastructure was in place and they would not have to increase provision in the future.

Karle Burford said that the masterplanning team were not working on a specific target for the number of houses on the site – they were focusing on the design principles and the brief to preserve the green infrastructure in coming up with the three options.

Rachael Gaunt said that the NP review was focusing on the previously consented area and that the change did not impact on the work of the group.

Communications Update:

Vicky Garner gave an update on the consultation and engagement programme which is currently taking place. This includes one to one meetings with key stakeholders; "listening " community events in St Agnes, Gloweth, Threemilestone, Chacewater and

Shortlanesend between 8 and 25 October; a stand at Cornwall Business Fair on 30 October; plans for the first meetings of the five themed working groups on November 7th; a consultation event on 8th November in Threemilestone, a drop in event in Truro City Centre on 15 November; and presentations to Truro City Council, Kenwyn Parish Council and the Strategic Planning Committee.

Further engagement events will then be held in Threemilestone and Gloweth in November and in the coming months to keep the local community informed.

It was agreed to keep members of the Stakeholder Panel informed about the work of the masterplanning team and the emerging options as they are developed. The FAQ's will also be updated with responses to questions and issues raised by members of the public and stakeholders during the consultation process.

The Chair asked if it was possible for the questionnaire to be made available online and was told that a request had been made to the Council's web team.

Northern Access Road Update

Before the presentation started Councillor Dyer expressed concerns over the design of the road stating that it would not do anything to help the existing congestion on the A390. He also raised concerns over a proposed change in licencing arrangements by the CAA for the search and rescue helicopter which uses the helipad at RCHT. This would result in an exclusion zone being created around the helipad which could have an impact on the NAR. Les Allen said that they were aware of the issue with the search and rescue helicopter. While the new licensing arrangements (due in 2020) could have an impact on the road and the land around the site, it was primarily an issue for the hospital to address. However the Council were supporting the hospital in carrying out a technical survey for incoming and outgoing flight paths.

Tim Wood then gave a presentation on the work which is taking place to design the NAR.

He explained the main aims of the new 3.5km (2.2 miles) road, which will go from Penstraze to RCHT, are to:

- Provide access to serve surrounding development
- To relieve A390 of city bound trips to Royal Cornwall Hospital and Park & Ride – 10-30% estimated
- Future proof road and junctions for later potential development
- Alignment and gradients to provide a slower speed environment to encourage walking and cycling

The key design principles include:

- Road width will be 6.5m, sufficient for two vehicles to pass broken down vehicle
- Footways and cycleways separated from road by verges/ trees
- Safe for use by unsupervised 12 year old
- No restrictions for 'blue light' vehicles

Footways will have priority over side road traffic

Winding alignment rather than long straight sections. Keep close to existing ground levels

- Horizontal and vertical alignments will limit traffic speeds to 20mph

- Max gradient 6%, 1 in 16 – to encourage cycling

He also explained that they were looking at a number of specific issues, including the height and slope of verges, and walls.

The road is designed to support the use of public transport with bus stops set within the road space to control traffic speeds; public service bus stops located approximately every 250m and service bus routes developed in liaison with bus operators, a link with the Park and Ride to facilitate the hospital shuttle.

Les Allen said that they would also be looking at improving connectivity with rail services and developing the sustainable transport strategy.

Mark O'Brien expressed concern that the new bus routes could impact on the existing routes at Threemilestone. He was reassured that the existing routes would not be affected and that any new routes would be additional ones.

The scheme also includes a Gateway junction at West Langarth (Penstraze). This will help reduce traffic speed (60mph to 40 mph & 20 mph); split city bound traffic between the NAR and A390 and provide a junction with the capacity for future development.

The next steps include

- Developing solutions to better follow ground in cross section and reduce embankment/cutting slopes
- Showing the road connecting into wider walking/ cycling network
- Working with the Masterplanners to identify 'village centres' / 'commercial hubs'
- Reviewing the road design in those locations (may require different parking solutions, cycle parking etc)

Alan Stanhope said he was very encouraged by the presentation and suggested that the name of the road should be changed to 'Langarth Avenue' to reflect its wider use for walking and cycling, not just for vehicles. The meeting was told that discussions were taking place over the name of the road.

Neighbourhood Development Plan Update

Rob Lacey provided an update on the background and current work taking place to refresh the Truro and Kenwyn Neighbourhood Plan.

He outlined the key drivers behind the refresh:

- Thinking how we can respond to Climate Change;
- Opportunities to help re-plan major new developments at Langarth and Pydar Street;
- A need to make improvements to health and wellbeing;
- Creation of a greener city and encouraging more sustainable ways to travel

The challenges facing the group included:

- Improving quality of development
- Influencing Pydar Street and Langarth
- Bring housing policy up to date
- Helping to interpret conservation area and key views/gaps policies
- Protect cultural heritage

- Safeguarding railway sites

He also provided details of the main policy changes for Langarth contained in the refresh of the NDP . These include:

- Clearer expectations of quality and form
- Green infrastructure systems as mainstream solutions and net gain
- Early provision of infrastructure
- Ease of movement for non-car modes
- More naturalised open spaces
- Clear edges to new places
- Strong integration with surroundings

The timeline for the development of the NDP is :

- November - pre-submission and Environmental Report consultation (6 weeks to end December)
- January 2020 - NDP group write up and consider feedback on the plan and amendments
- February 2020 – submission to Cornwall Council
- April 2020 - Statutory 6 week consultation to start (6 weeks to end of May)
- June/July 2020 - Independent examination
- July 2020 - finalise & proceed to referendum
- Sept/Oct 2020 - Referendum on the NDP

The Chair expressed concerns over potential confusion for members of the public if the consultation for the NDP, Langarth and Pydar were all taking place at the same time. Other members of the Panel said that the link between the NDP (in setting the overall “rules”) with the two major projects which would be shaped by those rules actually provided an opportunity to put the schemes in context which had been very helpful during the recent Truro Day event. It was also reported that the majority of the NDP consultation would be stand alone events, with only two activities – the Cornwall Business Fair and the event in the former Hardy carpets building on Nov 15th – taking place jointly.

Councillor Dyer expressed concerns over the impact of the development on Cornish hedges and said it was important that there was a clear definition of what a Cornish hedge is. Rob Lacey said that there was a specific policy relating to Cornish hedges in the NDP and they had also developed design guidance on how they should be treated in developments.

Dates of future Stakeholder Panel meetings

<i>Date</i>	<i>Time</i>	<i>Location</i>
5 th November	15.30 – 17:30	Chairman’s Dining Room, New County Hall
3 rd December	15.30 – 17:30	Grenville Room, New County Hall