

Jeremy Content  
Penwith District Council  
St Clare  
Penzance  
Cornwall  
TR18 3QW

Our ref: 2478\_JC\_PC/LK  
24 April 2008

Dear Jeremy

**Hayle Harbour Redevelopment:  
Outline Planning Application submitted on behalf of ING RED UK (Hayle Harbour) Ltd**

We are pleased to enclose an application for outline planning consent for the mixed use redevelopment of Hayle Harbour. In this letter we briefly describe the proposed development and list the documents submitted as part of the Outline Planning Application. We have included a statement on planning obligations and an update on phasing following recent discussions with the South West Regional Development Agency and CPR Regeneration.

**Description of Development**

The description of development is as follows: -

The proposed scheme is for the mixed use redevelopment of the largely vacant harbour and harbour lands at Hayle. Development will comprise the following key uses and components (maximum figures are indicated):

- Residential (C3) - 1,039 new dwellings, including 175 affordable units;
- Retail (A1-A5) – 13,198 sqm;
- Business (B1) – 12,905 sqm;
- General industrial, storage and distribution (B2 and B8) – 5,575 sqm;
- Hotel (C1) – 2,430 sqm;
- Leisure and non-residential institutions (D1 and D2) – 3,055 sqm;
- Creation of a new marina and a fishing / commercial harbour;
- Construction of a new road bridge to access North Quay, and three new pedestrian bridges connecting the quays;

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- Construction of new road access to South Quay from Foundry and to Hilltop/Riviere Fields from North Quay;
- Creation of waterside public open space throughout the harbour; and
- Provision of parking to serve the new development.

### **The Submission**

This application submission includes 3 hard copies of the following documents, collated as sets for ease of reference:-

- A Summary Guide to the Planning Application Submission (April 2008)
- Planning application forms, completed and signed
- Certificates B and C under Article 7 of the Town and Country Planning (General Development Procedure) Order 1995
- Agricultural Holdings Certificate
- Site Location Plan and boundary of planning application at 1:2500 (ref 2478-LE\_001)
- Illustrative masterplan at both 1:2500 and 1:1250 (ref 2478-LE\_002 and 2478-LD\_003)
- Development Framework and Design Codes (April 2008)
- Design and Access Statement (April 2008)
- Planning Statement (November 2007)
- Statement of Community Involvement (April 2008)
- Sustainability Statement, incorporating a Regeneration Statement (November 2007)
- Environmental Statement (ES November 2007), comprising:
  - Volume 1 – Main Report
  - Volume 2 – Technical Annexes 1-12
  - Volume 3 - Technical Annexe 13

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Volume 4 – Technical Annexe 14-16

Non-Technical Summary

- Transport Assessment (in Technical Annexe 8A to the ES)
- Contamination Report (in Technical Annexe 14A to the ES)
- Flood Risk Assessment (in Technical Annexe 13H to the ES)
- Retail Impact Study (July 2007)
- Historical Report: Buildings, Structures and Archaeological Remains: An Inventory (April 2008)
- Access detail drawings (August 2007):

Proposed Junction Churchtown Road

Scale: 1:250

Dwg No: 00-TSK001 x 3

Proposed Junction North Quay Access

Scale: 1:500

Dwg No: 00-TSK002

Proposed Junction Carnsew Road

Scale: 1:500

Dwg No: 00-TSK003

Proposed A30 Loggan's Moor Roundabout Junction Improvements

Scale: 1:500

Dwg No: 00-TSK004

Applications for Listed Building consent are being submitted in parallel with this Outline Planning Application.

I enclose the planning application fee of £59,575, the amount has been agreed with PDC officers. Please can you issue a receipt.

A full electronic copy of the planning application submission and accompanying ES are also provided on the enclosed CD. Additional copies of the CD will be made available to assist in consultation.

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### **Red Line Boundary**

The Outline Planning Application red line boundary has been amended since the draft OPA was submitted in Nov07:

At PDC's request the boundary has been extended to encompass Isis gardens, adjacent to the railway viaduct at foundry, to ensure integrated planning and design; and the former Pattern Shop on Foundry Lane has been included within the red line in accordance with ongoing discussions with PDC and the Foundry Trust.

### **Statement on Planning Obligations**

This Statement is intended to cover the broad areas under which ING would expect to respond by way of Planning Obligations. It is not intended to be a detailed recital of all aspects of provision, but rather a set of headings for subsequent detailed negotiation. Many issues are already the subject of discussion with consultees following their responses to the Draft Outline Planning Application.

The following provisions have already been included in the development assumptions:

#### ***Affordable housing***

1. Provision for 175 affordable units within a maximum application total of 1,039 units will be made.

#### ***Transport***

1. Improvements to the highway network, as to be discussed with the Highways Agency and County Council, will be provided.
2. A Green Travel Plan, as to be discussed with the Highways Agency and Cornwall County Council, will be provided.

#### ***Green Space and Public Realm***

1. Appropriate green space provision, including play areas, will be made.
2. Public realm provision will be agreed on a phase by phase basis.

#### ***Education***

1. A fixed financial contribution will be made for each market residential unit of two or more bedrooms.

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### ***Sustainability***

1. Appropriate standards of construction will be adopted.
2. Renewable energy/carbon dioxide reduction to recognised standards will be agreed.
3. A waste management strategy will be agreed.

### ***Drainage***

1. The nature of on-site provision will be agreed with the Environment Agency and South West Water.
2. Requirements for off-site reinforcement will be agreed with the Environment Agency and South West Water.

### ***Primary Health Care Facilities***

1. A fixed financial contribution will be made for each residential unit.
2. A site will be made available for potential local health provision.

### ***Design Codes***

1. These are submitted with the Outline Planning Application. Parameters for their reflection will need to be agreed.

There are a range of other issues emerging from consultee responses. ING would expect many of these to be secured by way of planning condition. Inter Alia, these include:

- On-site Cycle provision
- Ecological Mitigation measures
- Ecological Management Planning

### **Phasing**

The original phasing for the redevelopment of Hayle Harbour was largely determined by ING's desire to create a "destination" at the earliest opportunity. Certain key elements of the proposal relating to the refurbishment and further development of the Harbour would need to be undertaken in the initial phase in order to establish the context but, thereafter, phasing was driven by commercial considerations. In particular, there had been an objective to make a start in each separate geographical area of the proposal; to get some development underway on all three Quays and on both Hilltop and Riviere Fields.

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However, it has long been apparent that an effective regeneration of Hayle Harbour, meeting all of the various public agency aspirations, could not be achieved by ING on a purely commercial basis. All parties have therefore been aware of the need to secure a funding partnership with the public sector. Throughout the process of developing the proposals for Hayle Harbour over the last five years, parallel discussions have been proceeding with various public agencies: in particular with the SWRDA and more latterly with the CPR Regeneration. These agencies are expected to make a significant funding contribution to the regeneration process.

Not surprisingly, much of SWRDA's concern has revolved around two key parameters:

- Firstly, the need to establish SWRDA's ground-breaking renewable energy initiative, Wave Hub and, in conjunction with this, to secure many of the consequential anticipated economic benefits for Hayle; and
- Secondly, and more broadly, the need to make a significant contribution to the economic development of West Cornwall.

ING have been happy to reflect public agency priorities within their proposals. These priorities find expression within an adjustment of ING's approach to phasing. Primarily, the change is to place more initial emphasis upon the provision of infrastructure to support Wave Hub in its broadest economic sense. This has meant that initial emphasis has been shifted to focus on North Quay rather than the broader geographical distribution envisaged by ING.

ING have always envisaged an initial first phase covering an approximate three-year period. This will not change, but the content of that phase will now reflect the priorities outlined above.

A revised Phase 1 can therefore be summarised as follows:

A. Within the Harbour:

1. Repair and refurbishment of the East and North Quay Harbour Walls;
2. Creation of the new Fishing and Commercial Harbour, together with the necessary access and slipway facilities to support the operation of Wave Hub and the fishing fleet;
3. Dredging of the Harbour area to facilitate the ability to provide the new Harbour, together with the basis for establishing the proposed marina subsequently; and

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4. Reinstatement of the historic sluicing regime to support operations within the harbour.

B. Infrastructure to Support Wave Hub

1. Construction of the new bridge onto North Quay;
2. Construction of the new spine access road along North Quay and beyond, providing access to both Wave Hub itself and the new harbour and associated facilities;
3. Consequent flood defences (including the new North Quay promenade, an essential component of the key "link to the Beach") and physical uplift of land on North Quay to ensure Environment Agency standards are met;
4. Creation of the basis to develop a "Wave Hub" Industrial and business park on land adjoining the New Harbour; and
5. Provision of a Hilltop car park to serve in part the Wave Hub business park, to provide winter boat storage for the marina and to provide broader parking for the regeneration proposals.

C. Commencing the Development Process

1. Closely allied to the two categories above will be the provision of a fishermen's support building, a new Harbour Office and yard space to serve both Wave Hub and the fishing fleet;
2. Provision of roads and services to Hilltop and to commence the process of developing Riviere Fields; and
3. Elements of residential (and supporting commercial) development on North Quay, Hilltop and Riviere Fields.

Thereafter, phasing may well have to be adjusted to reflect changing market circumstances, but the broad approach is as follows:

- Phase 2 will see a completion of infrastructure provision to serve Riviere Fields, further residential development on North Quay and Hilltop, the initial establishment of the marina together with provision of a sailing and watersports facility and the commencement of development of the Wave Hub business park under the auspices of SWRDA.

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- Phase 3 is likely to see the completion of residential development on the northern side of the Harbour, together with completion of the Wave Hub business park.
- Phase 4 will see work and emphasis shift from North to South, with the development of South and East Quays, along with associated works and infrastructure provision.

It can therefore be seen that the main consequence of the delivery emphasis sought by the public agencies is to defer to later in the proposals the development of the land closest to Hayle Town Centre, including South Quay. It should be noted that if market circumstances change, ING will review this phasing approach, particularly in relation to South Quay.

It should also be noted that an assessment of the impact of these changes reveals that the conclusions of the Environmental Statement are not affected as they are not programme sensitive.

We trust that you have all the relevant information to register and validate this application. However, should you have any queries, please let me know as soon as possible.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Connelly', with a stylized, cursive script.

Paul Connelly  
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