



Minutes

- Meeting Title:** Langarth Stakeholders Panel Meeting
- Date:** Tuesday 5 November 2019
- Time:** 15.30 – 17:30
- Location:** Chairman’s Dining Room, New County Hall, Truro, TR1 3AY
- Chaired by:** Cllr Dulcie Tudor
- Attendees:** Councillor John Dyer (Vice Chair)
 Councillor Derek Green (Kenwyn Parish Council)
 Councillor Geoff Brown (Cornwall Council Portfolio Holder)
 Jack Richards (Stadium for Cornwall)
 Ella Jordan (NHS Kernow)
 Carolyn Cadman (Cornwall Wildlife Trust)
 Dr Alan Stanhope (Truro Churches Together)
 Rev Jeremy Putnam
 Damien Richards (Truro City Council Community Development Officer)
 Sarah Wetherill (Sustainable Transport)
 Councillor Bob Wells (Truro City Council)
 Phil Mason (Cornwall Council)
 Adam Birchall (Cornwall Council)
 Les Allen (Cornwall Council)
 Andrew Archer (Cornwall Council)
 Mael Garrec (Cornwall Council)
 Karle Burford (AHR)
 Tim Jones (AHR)
 Charles Hill (Arcadis)
 James Halse (Arcadis)
 Sandra Perez (AHR)
 Rachael Gaunt (PBWC / Cornwall Council)

Apologies:

- Andrew Abbott (NHS Kernow)
 Mireia de la Nogat (AHR)
 Councillor Maurice Vella (Truro City Council)
 Suzannah Teagle (Threemilestone School)
 Councillor Ian Holroyd (Kenwyn Parish Council)
 Mark O-Brien (Cornwall Council)
 Vicky Garner (G & T)

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.

Following a reminder about the 10 previously agreed design principles he outlined some of the key factors which were informing the master planning process.

These include:

- Topography – the team were working with the landscape and gradients of the site, not trying to change them
- Existing green infrastructure and woodland – the team were working in harmony with this as a key priority within the masterplan
- Historical traces and field patterns – these elements were having a strong influence on design, with field names being used to inform the character of individual plots
- Landscape on your doorstep – this is fundamental to the success of the scheme – with each new home being close to a central green space.
- Working landscape – this is not just access to a green lawn – it is landscape which means and does something
- Extended green infrastructure – park and woodland areas which run through the whole site – including wild landscapes, park areas to sit and talk, community gardens, sports areas and using nature and water to enhance the ecology of the site.
- SUDS strategy – this system of drainage sits with the overall green ethos of the site and provides a higher quality of drainage systems.

He explained they are working on a “landscape first, then building” approach to the scheme. The size of the development means there should not be a single approach to the site. To deliver this the masterplan team are developing a series of different character areas for the site.

These include:

- Rural gateway area at the entrance to the site (lower housing density)
- Sport and wellness area (including the stadium and sports facilities)
- Community area (middle of the site with crossings and links to Threemilestone)
- Research and learning area (links to the college and schools)
- Health area (links to the hospital)

The team are also looking at historical and cultural links between the different areas.

He provided an update on the work which is taking place to develop the emerging options for the site .

These include

- Scenario A - one major centre built around the park and ride and the stadium
- Scenario B – smaller area in the centre with two village centres
- Scenario C _ one main centre, with two village centres and 2 park neighbourhoods

All three are being tested against the design principles and the deliverability of the scheme.

Work is continuing on developing these 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.

Communications Update:

Karle reported that a considerable amount of work is taking place on delivering engagement activities. "Listening" community events have been held in St Agnes, Gloweth, Threemilestone, Chacewater and Shortlanesend, together with a stand at Cornwall Business Fair and a workshop with pupils at Richard Lander School.

The first meetings of the five themed working groups will take place on 7 November, with a further community engagement event in Threemilestone on 8 Nov to outline the emerging options. This will be followed by a drop in event in Truro City Centre on 15 November. There will also be presentations to Kenwyn Parish Council and the Strategic Planning Committee and continuing one to one meetings with key stakeholders.

Rachael Gaunt emphasised the importance of delivering positive messages about the work which was taking place at Langarth and potential benefits for existing local communities as well as future residents of the site.

The Chair expressed concerns that the boundary of the site had increased but was reassured that this was not the case and the plans for the site were in accordance with the Truro and Kenwyn Neighbourhood Plan.

Future Truro Travel and Transport Strategy:

Andrew Archer and Mael Garrec (Cornwall Council) gave a presentation on the work which is taking place to develop a travel and transport strategy for the project and the wider Truro area.

Explaining that travelling habits will change in the future, the transport team are looking at three main areas:

- Spatial planning - where are communities / buildings located and how do we travel between them
- Technology – do we need to travel at all (i.e. home working) and, if so, what new modes of travel are available?)
- Transport planning

Key challenges include:

- Congestion in Truro – 19,000 people commute into Truro every day
- Major employment / shopping centre
- A390 congestion - the highway network is at capacity and cannot be expanded any more
- Obesity epidemic
- Air quality / greenhouse gas emissions - electric cars can help with air quality but are still private vehicles on the road so will not help address congestion

The team are looking to develop more efficient and sustainable ways to move people and goods.

This means rethinking the transport network to make the most of:

- Park and Ride, NAR, walking and cycling links, electric bikes, country lanes and green infrastructure
- Public service travel plan
- Encouraging more active lifestyles – i.e. walking and cycling to work which will improve health and wellbeing as well as improving air quality

What can't be done:

- Engineering out road traffic by widening roads for use by private vehicles
- Ignoring serious negative consequences

Currently 30% of commuting trips into Truro are under 5km, with 72% of travel to work trips under 5km in Cornish towns.

The aim is to make travel into the city more convenient, so people do not always have to take their cars by providing:

- Easy to access services / employment. leisure activities without using the private car
- Hubs to foster local employment
- Easy roaming and commuting by walking and cycling
- Efficient, frequent, affordable public transport system
- Car and electric bike sharing stations

There needs to be a mix of transport modes for journeys at Langarth:

0 – 2 km	walking
Up to 5km	cycling and public transport
Up to 10Km	e bikes and public transport
Longer than 10 km	public transport

There also needs to be a focus on bringing forward high quality, walking, cycling and public transport services to benefit everyone in Truro from day one of the project. And to look beyond the site to link with other areas (Threemilestone . Kenwyn Valley and the hospital site)

The Chair asked about providing transport solutions to issues which already exist in Threemilestone, including access to the business park and parking issues in and around the village. She also raised the issue of the "bus stop" at the business park.

Andrew Archer said in the longer term they would be looking to encourage people working in the existing business park and who currently drive to work to move to the new development, so they could walk / cycle to work. They are also looking to improve public transport options, including increasing bus services in the village and providing an express bus service to improve bus journey times, and to create improved links between the site and Threemilestone

Phil Mason (Strategic Director Economic Growth and Development) explained the work which is taking place in his directorate to reduce the commuter mileage of his staff by at least 50 percent. A mapping exercise of where his 650 members of staff live and work shows they are currently doing 3.2m miles travelling to work (often driving past other Council offices to their main base). By changing their pattern or work to include working in a local office for two days a week, and working from home one day a week, the commuter mileage could be reduced to 1.6 million miles. This change could be implemented within 12 months if people were encouraged to make this change.

Carolyn Cadman reported that staff at the Cornwall Wildlife Trust were also working on reducing travel to work.

Damien Richards said that while people working at the Threemilestone Business Park may well be interested in moving to Langarth, improved infrastructure would need to be in place first.

John Dyer highlighted the work which is taking place to improve the A30 which, he felt, went against the approach for the A390. He also said charging infrastructure would need to be provided in the new homes, and suggested that work should be carried out on the possibility of providing a two carriage rail service between Greenbottom and Grampound. This would remove a number of private cars from the road. He also raised concerns over the impact of the retail development at Hendra on the viability of the city centre.

Phil Mason explained that the Hendra site was an inherited position as it had previously been given planning permission. However he said he shared the concerns over the impact on the city centre and the relocation of existing city centre shops such as Next was not yet settled as it would need a decision by the planning authority.

Andrew Archer stated that while no work has currently taken place to develop a new rail service, all potential public transport options are on the table.

Derek Green raised concerns over recent cuts in bus services in areas such as Threemilestone and also said that some small businesses (such as carpenters /

mobile hairdressers etc) would always need to be able to use their vehicles. He also highlighted the reduced traffic congestion the previous week when it was half term.

Mael Garrec said they accepted that some people would still need to drive but if the transport strategy could help remove those people who could walk / cycle / use public transport it would greatly improve traffic congestion.

Alan Stanhope highlighted the impact of traffic going to and from the hospital and using the nearby retail park on congestion. He was told that discussions are taking place with the hospital to identify ways people could use other travel options to get to the site.

Sarah Wetherill emphasised the importance of infrastructure being place at the start, including making it cheaper and easier to use buses, introducing hoppla bus services, segregated cycle routes and cycle parking. She also said they may need to look at penalties (such as increased car park charges) as well as incentives to encourage behaviour change.

Jack Richards said they would need to widen roads into the city centre to incorporate bus lanes to make bus travel quicker than using private cars to encourage people to use public transport.

Councillor Ellis raised the issue of lack of parking at Threemilestone, which is causing problems for people using the GP surgery, community centre, and local residents and the impact of the double yellow lines which was resulting in people parking on grass verges. He said this needed to be sorted out before the Langarth development came on stream and was supported by the Chair.

The Chair also asked why the masterplanning process could not be extended to include a larger part of Threemilestone. She said that the project needed buy in from the local communities which meant that they needed to be included in the journey rather than the project being imposed on them. She was told that while the masterplan process was linked to a core brief, the wider Langarth programme is picking up the issues relating to Threemilestone and adjacent communities.

Rev Jeremy Putman highlighted the issue of single occupancy – explaining that one in three people lived by themselves in Malabar and Gloweth, some of whom were elderly people who were struggling with their mobility which made it difficult to access public transport. Andrew Archer said they are looking at how to address this, as well as considering other options such as demand responsive transport.

Geoff Brown said they would be looking to build homes which met the needs of all people, including extra care housing, and would be looking at access to health and transport facilities. He also said that a bill providing new powers for councils was currently going through Parliament but at this time the Council could not take action to address this issue.

Langarth Strategic Approach

Phil Mason outlined the background to the Langarth project and explained why the Council had taken the decision to make a “strategic intervention” in the scheme to avoid a piecemeal development involving a number of private sector developers on the site.

The approach requires a commercial business case which involves acquiring land on the site and then selling the plots to people will develop it in the way the Council wants. The plots will be sold at a higher price with the profit being used to fund the infrastructure, including the community investment in adjoining communities.

By taking control the Council can dictate what comes out of the masterplan process and deliver a high quality development where people want to live. He said the Council's ambition was to "do something special" at Langarth and they were gaining boldness and confidence as the project was developing.

The Chair said that it had been difficult to explain the positive vision at the community engagement events and it would be helpful for Council officers to take part in future events/

Les Allen explained that the first round of engagement events had been "listening events" which had provided valuable feedback for the masterplan development. Now the project had moved forward they were in a much better position to be able to tell people what was happening and explain the positive benefits of the scheme. Good things were not happening, but it had taken time to get to this stage.

Community Investment

Adam Birchall gave an update on the background and current position for the community investment proposals.

Following work by the Stakeholder Panel, the master planning team and land acquisition, the first business case paper is set to go to the November Cabinet meeting. This seeks authority to acquire land now and add value to the masterplan. This will provide an opportunity to draw down some money now to invest in existing communities. Adam explained that while this approach presented some risks for the Council as it meant committing funds now which would need to be repaid later from future receipts, they felt this was the right thing to do.

Subject to the decision of the Cabinet on 13 November, this meant that the following specific projects would be supported now:

- TMS School hall and related facilities – by way of early funding for design development, and to use as match against other sources
- Highertown church hall – to match other funders

The Council would also support the project development of other schemes to get them to a fundable position, including but not limited to:

- Community centre improvements
- Public realm in village centre
- Business park access
- Playing pitches
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- A way of starting to address outcomes of previous consultations

The commitment by the Council to support community investment projects was welcomed by the Chair who asked how the projects would be taken forward if the paper was approved by the Cabinet.

She was told that the projects for the school hall and Highertown community centre are already being developed but, if approved by the Cabinet, the remaining four projects would be included in the Langarth Programme under the management of Charles Hill. A project lead will be appointed to lead the work, and the project team would then be looking to work with local groups to take them forward.

Ella Jordan asked whether a burial ground would be developed at the site and was told that this would now be considered. She also emphasised the importance of a pharmacy being attached to a future local health centre rather than being provided as part of a commercial or retail development. She was told that the team were aware of this issue

Ends

Dates of future Stakeholder Panel meetings

<i>Date</i>	<i>Time</i>	<i>Location</i>
3 rd December	15.00 – 17:30	Trelawny Room, New County Hall