



INSP.S4 Matter 11 Saltash Spatial Strategy & Allocations

Cornwall Council Position Statement

02 February 2018

General Issues

a. Is the Strategy for Saltash consistent with the LPSP?

Saltash sits within Cornwall Gateway Community Network Area (CNA). The LPSP (Community Network Area Sections) sets out the five Strategic Objectives for the wider Cornwall Gateway CAN. These are included below with a comment setting out how the proposals in the Allocations DPD align with these.

Strategic Objective for Launceston CNA	Consistency in the CSADPD?
<p>Objective 1 – Regeneration Support the regeneration of Saltash and Torpoint town centres.</p>	<p>The strategy at Saltash is being supported by both policies proposed within the CSADPD and the policies proposed within the Saltash NDP. The CSADPD focuses on the strategic housing and employment sites whilst the Saltash NDP will cover other aspects (such as policies to more directly help regenerate the town centre).</p> <p>The evidence base of the CSADPD demonstrates that constraints prevent strategic growth being located close to the town centre of the town. It is recognised that future growth at Broadmoor would be detached without efforts to maximise connectivity between the site and the town. Policy provision at SLT-UE1 2(k) provides for this.</p> <p>In support of Saltash town centre, para 13.18 of the CSADPD refers to the aim that retail growth at Broadmoor should only provide for the needs of the residents within this new neighbourhood, and should not impact upon the town centre. Para 13.19 continues to recognise that given the limited evidenced capacity for further retail floorspace, together with the physical constraints of the town centre, the focus will be on regeneration and renewal of the existing town centre offer.</p> <p>The Green Infrastructure Strategy and the Transport Strategy both refer to improving links to and from the town centre.</p>

<p>Objective 2 – Jobs and Services Improve the provision of and access to jobs and services (including public services), considering the influence of Plymouth.</p>	<p>The CSADPD contributes to delivering this objective by allocating and safeguarding employment land within policies SLT-E1, SLT-E2, SLT-E3, SLT-E4 and SLT-E5.</p>
<p>Objective 3 – Affordable Housing Enable the provision of affordable housing.</p>	<p>Affordable housing will be delivered as part of development at Broadmoor (SLT-UE1).</p>
<p>Objective 4 – Transport Support the improvement of public transport between the rural and urban areas.</p>	<p>The CSADPD is supported by a Transport Strategy for Saltash and where this has been developed in the context of Connecting Cornwall (2030) (Cornwall’s overall Transport Strategy), which supports a move towards more sustainable travel and less reliance on the private car.</p> <p>The transport infrastructure at Saltash is influenced not only by the local population but, given its location as a gateway between Cornwall and Devon (and in particular Plymouth), by the population of the towns wider hinterland (bot rural and urban).</p> <p>Cornwall Council and Plymouth City Council share the ambition to reduce reliance on the private car, by means of increasing walking, cycling and the use of public transport. The importance of partnership working between the Local Authorities is recognised as being essential to try to solve common issues across the travel to work area. Ongoing work includes an investigation into the feasibility of and demand for a Western Corridor Park and Ride (to/from Plymouth) to help manage demand for travel across the Tamar. Given the stage that this work is at, it is premature to allocate a site for this purpose within the CSADPD.</p>

<p>Objective 5 – Tourism Improve Saltash as a tourism destination through the promotion of its heritage and regeneration of the waterfront.</p>	<p>The strategy at Saltash is being supported by both policies proposed within the CSADPD and the policies proposed within the Saltash NDP. The CSADPD focuses on the strategic housing and employment sites whilst the Saltash NDP will cover other aspects (such as policies to help promote tourism and the regeneration of the waterfront).</p> <p>Whilst the policies of the CSADPD do not contribute to delivering this objective, neither do they undermine it.</p>
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Delivery Targets

The Saltash section of the CSADPD presents a strategy to ensure that the housing and employment targets for the town, set out within the LPSP to 2030, are met through the completions, permissions, SHLAA, Windfall and the allocation of two sites (SLT-UE1 and SLT-E1). These sites have been arrived at following a consideration of existing urban capacity.

It should be noted that planning approval has now been permitted for development of sites SLT-UE1 and SLT-E1 (PA14/02447).

The LPSP includes a requirement for retail provision at Saltash and the Councils position on this is set out under response (c) below.

b. Is the existing housing land supply situation based on robust, up to date evidence?

Yes. Updated information (as at 1/4/17) was provided and summarised within the response to the Inspectors' questions (INSP.S6) – set out in CC.S4.4.

c. Does the Plan make adequate provision for retail development in Saltash, having regard to the lapse of prior planning permission?

Concerns have been raised regarding the lapse of a planning permission for retail on the edge of Carkeel roundabout (Planning permission PA10/04741). However, a Certificate of Lawfulness has been granted (Ref: PA17/01314) and therefore this permission has not expired and is extant.

Further to this, updated information was provided within the response to the Inspectors' questions - INSP.S6 (Council response CC.S4.5); where this sets out that the balance of commitments for Saltash shows a balance of convenience commitments but a reduction in comparison commitments over the quantum's previously highlighted by GVA in the Cornwall retail update, 2015.

However, the Council is aware of emerging proposals for a retail scheme (PA17/10721) that would deliver both convenience and comparison space within Saltash, in place of the current permissions for the Tesco store at Carkeel (PA10/04741). This could have the effect of the net reduction in comparison space highlighted in this assessment; whilst the scheme would result in a minor net increase in convenience requirement, it is still felt insufficient to allocate an out-of-town site. The Council therefore considers that the replacement scheme would address any capacity requirements for comparison up to approximately 2024, whilst convenience requirement is also relatively minor to at least 2024.

Therefore the Council considers that the position highlighted by GVA in the 2015 update, such that it is not recommended to allocate additional land for retail capacity within Saltash, still remains relevant, particularly with the lack of appropriate town centre locations. This position will be monitored during the course of the Plan period and any necessary allocations made closer to the time should a more substantive requirement be evident. Furthermore, as retail capacity assessments are sensitive to many different factors, e.g. retail spending patterns, the state of the wider economy, impact of permissions in surrounding towns, etc; it means that the ability to accurately predict need for retail space in 6-8+ years is extremely difficult; which is another reason why the Council does not want to allocate any out-of-town sites at this stage, which could have a negative impact upon the town centre.

d. Does the Plan make adequate provision for the prior delivery of sewage treatment capacity to serve development proposed within the Plan period?

At Saltash, the SADPD proposes growth at sites SLT-UE1 and SLT-E1. Outline planning approval has now been permitted for development of both of these sites under PA14/02447. As part of this outline planning approval, there is a condition stating:

"There shall be no commencement of development until details of the proposed foul water drainage strategy for the site (including a scheme for the provision of off-site foul drainage improvement works) have been submitted to and approved in writing by the Local Planning Authority in consultation with South West Water. The foul drainage system for the whole site subject of this outline planning permission will thereafter be implemented in accordance with the approved details.

Reason: To ensure that the necessary sewerage infrastructure is available to accommodate the whole development subject of this permission to avoid detrimental impact upon the Tamar Estuaries Complex SPA in accordance with Policy 22 of the Cornwall Local Plan and guidance contained within the NPPF."

The CSADPD sets out that "The growth planned for Saltash, combined with the growth for Plymouth is likely to exceed treatment capacity at Ernesettle in the medium term; plus pipe capacity across the Tamar may also be exceeded. South West Water is investigating the delivery of a new treatment works on the edge of Saltash/upgrades to the current works at Ernesettle and enhancing the capacity of the network on the Saltash side of the Tamar, which will have a 3-4 year lead in time. South West Water has indicated that a new facility would be a

regulated investment; as a result no developer contributions are expected for this strategic infrastructure. Cornwall Council will continue to work with South West Water to ensure the timely delivery of an appropriate capacity solution.”

Recent information from SWW confirms that they will make adequate provision for sewer capacity at Saltash but, as of 19/01/18, they are not in a position to confirm which of the two strategic options is the preferred (evaluation is still underway). Furthermore, SWW have also confirmed that delivery of sewage treatment works should be completed within an appropriate time to not inhibit delivery of housing at SLT-UE1 as set out in the housing supply trajectory for Saltash (see the Council’s response to the Inspectors questions - INSP.S6 (Council response – CC.S4.4)).

Issues relating to individual sites

e. Is there robust evidence that the housing supply trajectory for Saltash is realistic and deliverable, having regard to its high dependence on strategic allocation SLT-UE1 at Broadmoor?

The summary of housing delivery, including the housing supply trajectory for Saltash, is set out in the Council’s response to the Inspectors questions - INSP.S6 (Council response – CC.S4.4). This shows that delivery of housing at Saltash, on allocation SLT-UE1, is forecast to be complete within the Plan period and where delivery is forecast at a rate of 100 dwellings per annum between the years 2020/2021 – 2029/2030 inclusive. This delivery rate was debated at the LPSP examination, where the developer successfully argued that delivery rates at Broadmoor would be more related to the Plymouth market area. Consequently, 100 dwellings per year is considered reasonable when looking at other large sites that have delivered in Plymouth. Plus the Council is aware that the owner is seeking to sell elements of the site to different developers, which will mean multiple developers delivering at the same time.

Permission on this site is now granted and CEG have confirmed that the submission of Reserve Matters is expected shortly.

Obstacles to delivery are being overcome; the Carkeel junction improvement scheme has already been completed, which allows for 175 dwellings to be completed; and a joint grant funding application (Cornwall Council & CEG) has been submitted for junction improvements at Stoketon Cross, which will release the remainder of the site. This funding application was submitted to Highways England and is to be decided within the next couple of months.

Finally, CEG have confirmed that the site has been taken to market and there is strong market interest from a range of housebuilders (multiple developers will work to ensure that deliverability within the Plan period will be strong).