

The Tuckingmill Framework Consultation Draft – CoSERG Commentary

1 Background

Plans for the Tuckingmill urban village went on display on 30th September. This consultation exercise was held in the Baptist Church in Tuckingmill. Links to the relevant documents for this draft can be found in Box 1. Documents were available on the day but there does not appear to be a facility online to register comments.

Box 1 links to documents.

<http://www.cprregeneration.co.uk/downloads.htm>

21 September 2009

Tuckingmill Framework - Consultation Draft

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[Tuckingmill Framework Consultation Draft \(7.75 MB\)](#)

[Tuckingmill Consultation Framework Draft, Appendices \(4.50 MB\)](#)

2 Comments

The plans for the TUV include housing, community facilities and a new school. Part of the East-West Highway will run across the site. The revised plans for the TUV cannot be considered in isolation however; they are part of the 'transformation' of the Camborne-Redruth area. Transformation may not be the right word. In essence this and other plans will result in the urbanisation of a substantial area of land, currently consisting of a mix of agricultural, revegetated land and some brownfield. We need to understand the overall context of what is driving such developments – the unsustainable population growth proposed for the area, part of the unsustainable population growth envisaged for Cornwall. Here again government policy (supported by other political parties), which sees population growth as a 'good thing', is a major driver of this approach.

The site in question acts as a green area between Tuckingmill, the Dolcoath area and Brea. At present residents of the area can walk a short distance to what is in effect – a rural area, an environment offering tranquillity, open space and green landscape. It includes some existing community facilities. All this will change.

A major element is that the new East-West highway will run across the area, while a new access route is also planned between the new road and Pendarves street. Apart from the wider issue of increasing road capacity and its impact on overall traffic generation (in essence increasing car use), and therefore greenhouse gas emissions, such developments will impact upon the local community. The residents of Tuckingmill will have the dubious advantage of not only having the A30 to the NW, the old main road running through the settlement but an additional road to the SE.

In line with government policy the aim is to maximise housing development density. One significant impact of densification is a reduction in quality of life for residents. It also detracts from the existing urban style. It should be noted that some of the proposals include locating new housing development adjacent to new roads – again hardly creating a pleasant environment. Densification has a social dimension; it is the less affluent that will be forced to live in such developments, while the 'nicer' areas of Cornwall will be retained for those seeking second home and luxury lifestyles. Densification, by limiting garden and other private space, also results in

greater potential for traffic generation as residents have little option but to travel elsewhere to reach the countryside and other green areas.

Proposals to retain elements of the environment are suggested - "existing field boundaries are important for both landscape character and ecology. New development should aim to retain these." Yet, developing the site as planned will emasculate the landscape. Leaving existing hedge patterns will not resolve this.

The usual references to public transport, walking and cycling appear "Nodes for public transport should be developed at each end of this new North-South Connection." In reality, increasing road capacity will simply result in more cars traveling around the area. Without major changes in policy and lifestyle choices car transport will continue to dominate.

3 Weaknesses

Extracts from the 'weaknesses' identified for some of the options are set out in Box 2 below.

Box 2 'weaknesses'

Group 2 weaknesses

The retention of all community facilities greatly reduces the overall development potential of the site.

- The community focus is disjointed from the proposed school site.*
- The green strip North and South of the E-W Link limits the frontage along the road. The character of the road will be more of a bypass rather than a road through a newly developed scheme.*

Group 3 weaknesses

- The green edge all the way along Chapel Road reduces the overall development potential of the site.*

Medium/high density residential areas are infill plots of terraces and small sites with potential for blocks of flats i.e. near Dolcoath Roundabout. These two development plots will benefit from the proposed reduced roundabout size.

Flats and terraces will fill existing development gaps, but still allow for pedestrian permeability.

Some of the 'weaknesses' outlined regarding the various options are interesting, particularly the reference to the loss of the development potential of the site if certain 'green areas' are included or if all community facilities retained! Such comments illustrate the privileging of developers interests over those of community.

4 An alternative

The two main issues, not raised in the plans are excessive population growth and the hegemony of car-borne traffic in the transport discourse. These underlie this plan as with so many others. With housing development limited to meeting local need it would be possible to develop appropriate sites within the Camborne-Redruth area. This site includes some existing brownfield land, which has potential for housing/employment as deemed appropriate. A move to invest in public transport would obviate the need for increasing road capacity (as would the removal of excessive housing targets). In theory then it is possible to envisage some development in this area together with the retention of existing green areas including farmland. Options might include allotment space, more wildlife friendly areas, some

farm use? It is certainly possible to plan so as to improve the environment for Tuckingmill and adjacent communities, which these proposals do not.

5 Summary

- ❖ The proposals will have a negative impact on local communities;
- ❖ The new 'village' will not create the best environment for quality of life;
- ❖ Significant green areas will be lost;
- ❖ The scheme will generate more traffic;
- ❖ An opportunity for improving the quality of life for the local community will be lost.