

**Hayle Area Plan Partnership**  
**HERITAGE, CULTURE & ENVIRONMENT DELIVERY GROUP**  
Held at Hayle Day Care Centre on 16 September 2008

**Present:**

Jim Wright (HAPP), Bob Mims (Hayle Chamber of Commerce), Georgina Schofield (Hayle Chamber of Commerce), Robert Jones (Hayle Chamber of Commerce), Mick Hanley (St Erth Parish Council), Peter Jamieson (Save Our Sand, Hayle), Matt Barton (PDC), Jeremy Content (PDC) and Jane Sharp (HAPP Manager).

Local residents: Mary Bryon-Edmond, Sonia Clark-Voller, John Farrar, Rosemary Farrar, John King, Rosemary Wickremasinghe and Penny Williams.

Guest speakers: Paul Connolly (LDA Design), Wayne Adams (Buro Happold), Steve Little (Historic Environment consultant) and Penny Stokes (PDC).

**1. Apologies**

Apologies were received from John Pollard.

**2. Chairman's welcome**

MB welcomed everyone and introduced the guest speakers for heritage and the built environment issues re INGs harbour proposals.

**3. Hayle Small Grants Scheme**

The Passmore Edwards Institute presentation was deferred due to no presenter.

**4a. Hayle Harbour – Outline Planning Application – STATUTORY CONSULTEES**

PS outlined the current position. Key points raised:

- ***PDC remit*** – we're looking at two things. Firstly, heritage principles and the scale of the development in terms of effect on the Conservation Area and the World Heritage Site status. Plus, technical issues, such as making sure that the harbour walls are repaired correctly to conservation standards and using best practice in conservation work.
- ***English Heritage remit*** – the strategic level, including the scale of the development and its appearance. This includes the impact on the World Heritage Site and Conservation Area and giving their views to the Council as a consultee, and also reporting on their views to DCMS and ICOMOS.
- ***Cornwall County Council remit*** – commenting on WHS impacts and the archaeological value of heritage sites and providing technical advice. Part of their role is to ensure the recording of the archaeology and historic structures prior to works starting, so there's a complete record before any changes are made.
- ***Meetings with statutory consultees*** – we're having regular meetings. It won't be possible to give a single response as we're looking at different aspects of the OPA. We can't give you dates yet about when formal responses should be received. The English Heritage engineer won't be able to look at the application until October, so it will be after that.
- ***Key questions*** – Scale = will the development necessarily be detrimental to the historic fabric, or can it be seen as a new layer? Is it realistic to keep things as they are now? Setting = does the of mix of old and new work? Long-term maintenance = how will this be secured?

Q1: *When will you be able to let us know what the statutory consultees say?*

A1: You will be able to find out via the normal planning process. We'll also make sure that their responses are brought to these meetings, this will definitely happen before a decision is made on the OPA. It would be inappropriate for the statutory consultees to come to these meetings before they have formally responded, most have said they will come to along once they have responded. The intention is for PDC to make a decision on the OPA, but if we are not ready then it will be up to the new unitary authority.

Q2: *I still don't understand why they couldn't come and air their concerns in public. We want to understand why we can or can't get things done as we would like. We want to be more informed so we can help PDC make the right decision.*

A2: The process starts with a list of concerns and the list is always changing. We're all going through a process, so we can't yet say what our final views are. Their job is to apply their expertise. It's up to PDC to take a balanced view and make a decision. This is the first time we've engaged with the Delivery Groups in this way. There will be a wrap-up session prior to a decision being made, so we can see what's changed in the OPA.

Q3: *Presumably you have seen the Government's WHS consultation document. Wouldn't it make sense to wait until responses come back on this? Also, looking at comments ICOMOS have made, they are also concerned. ING's model shows buildings towering over the viaduct, which is an existing historic structure. It'll overpower everything.*

A3: This is all part of the negotiations. When you're dealing with major regeneration schemes, there's always new policy coming through so you just have to get on with it. When we had the public exhibition, the big issues were building heights and density at South Quay. We'll be redesigning, but at the moment we're waiting for CABE's response. Then we can take all the comments into account and not have to do it twice.

#### **4b. Hayle Harbour – Outline Planning Application – BUILDING DESIGN & SLUICING**

PC and WA outlined the current position. Key points raised:

LDA Design & Buro Happold update :

- **Background** – As well as the OPA, we have put in 5 Listed Building applications. One of the supporting documents is an Environmental Statement which examines the impact on the Conservation Area, etc and how this can be minimised and protected. If an impact can't be avoided, there is a reason given and a solution identified. This has been done for all the historic features within the site. In the vast majority of cases the impact is negligible.
- **Harbour walls & sluicing** – the harbour walls are expensive to repair, the development enables this to happen. The sluicing system will be restored, this has generally been well-received.
- **Heritage interpretation** – there is little or none at present. Clearly, once you get onto higher ground you can see the harbour arrangement within its natural setting and get an idea of the history. Interpretation is important for locals and visitors. The scheme includes, for example, lifting the railway tracks and keeping them on the surface, so people can start to understand how goods were moved around.

Q4: *What are you doing at Foundry re plans to locate a steam pumping engine?*

A4: We've allocated a site, but it's not part of our application. The site is a public open space next to the proposed business centre. This is being progressed by Harvey's Foundry Trust, in partnership with ING.

*Q5: Do you think that high-rise flats, a multi-story car park and a retail mall are appropriate for a WHS? If the site had not been in developers hands, then we could have had something more appropriate and nicer – what other bodies could you suggest to take a different scheme forward?*

A5: There will be sufficient parking provided, so there won't be a multi-story car park; this is in the Environmental Statement, but it's not in the OPA, so it's our fault it's caused confusion. There is no intention for a shopping mall; there will be shops and the scheme is designed to follow the historic pattern. We know high buildings are a problem. The problem with a nicer scheme is making it pay, the sums of money involved are so large that having the site taken over by a public body would be unlikely. ING are a bank, so their profit levels are lower than other builders would seek. It's a commercial venture.

*Q6: Will ING sell off the land in parcels?*

A6: It's not yet been decided.

*Q7: As the harbour walls are listed, isn't there an obligation for the owner to rebuild them? Is this dependent upon having permission? Visible action (repairs) would be a statement of intent, rather than blocking off areas of the harbour.*

A7: There are no plans to do repairs in advance. As listed structures, there is a duty on the owner to maintain them, they can't be demolished. Not all the walls are listed. The complication is safety issues, some work has been done for this reason. It's much better for the work to be done as one job rather than in a piecemeal fashion.

*Q8: Are you required to maintain usage of the a harbour. How come it's not been repaired for so long and the channel has not been kept open?*

A8: ING have a duty to keep the harbour accessible and usable. They can decide which areas to keep open or closed.

*Q9: Are you suggesting that the harbour walls may/may not be improved and fenced off? Some repairs might never be done.*

A9: This is part of the negotiations we're having now. As things stand, the North & East Quays will be done straightaway in Phase 1.

*Comment: Twenty years ago the harbour wasn't listed. The listing happened because de Savery made sure it did. WHS status was agreed in 2006.*

*Q10: How much pressure can English Heritage put on ING?*

A10: There's no duty to keep listed buildings in good repair. The local authority can serve a Repairs Notice on the owner requiring specific repairs, if they aren't carried out, then it can be bought by compulsory purchase. CPO and the liability of the harbour would be too expensive for PDC. The best chance is a wealthy owner, like ING, to do it.

*Q11: What about other bodies being able to fund it?*

A11: Unlikely. For example, the National Trust have agreed planned withdrawal for Mullion harbour as they can't afford to otherwise. Potentially, a trust of some sort could buy the harbour, but it would be costly as in it's current state it's a liability, not an asset.

*Q12: Who'll be responsible for future maintenance?*

A12: The harbour operator. At the moment this is Hayle Harbour Management Ltd, who are owned by ING.

Q13: *So what happens if this company goes bust? I understand it's not profitable. There are examples of big companies allowing this to happen as it has no financial impact on them. What are the local authority going to do about it?*

A13: A valid point. The environmental consultees have said the same thing. The s106 Agreement will include money for the wider operation of the harbour. We don't foresee this (the closure of the Harbour Company) happening. The new unitary authority (One Cornwall) sees ports & harbours as a big opportunity. Don't forget, the harbour is thriving already and there will be more opportunities once the harbour walls are repaired and the development is undertaken.

Q14: *Are there public rights of way across the site?*

A14: Yes, these are legally protected and these will be reinforced by the Harbour Revision Order. The scheme includes one diversion. There will be more routes between the beach-harbour-town than currently exist.

Q15: *Couldn't you have a legal agreement between the residents/businesses on the harbour (similar to maintenance companies for housing developments) to contribute towards the cost of harbour maintenance?*

A15: We've not come across this before, but could look into it. Would it also effect residents on Penpol Terrace? There's also the issue of common ownership of the water.

Q16: *How many units will there be on the quays? It's a high density scheme.*

A16: About 600 on North and South Quays.

Q17: *Are there plans to buy out Jewsons?*

A17: ING were interested, but a deal wasn't reached.

#### **4c. Hayle Harbour – Outline Planning Application – HISTORIC FEATURES**

SL outlined the current position. Key points raised:

Historic features:

- **Research** – Been involved right from the start. Building on CAU report, we've compiled a gazetteer of every site in the harbour. We have to assume that the “hidden” archaeology (i.e. below ground) is there, so there will be a watching brief as the site is developed. There are just 2 listed buildings (Harbour Masters Office and the stable block), mostly we have listed structures.
- **Blue Haze on South Quay** – planning permission was given to demolish it, provided that it was recorded first. This has been done.
- **Harbour walls** – after the development is completed, all of the bollards, etc will still be there. All you can see now will still be seen. With some interpretation, you will be able to understand the various items and this will give insight into how the harbour actually operated. The scalloped side of the South Quay walls is to allow more boats to moor and stop their rigging from getting tangled.
- **Ruins** – The problem with ruins is that if you don't do anything and they are not given a new life, structures will fall down. One option is “managed decline”.
- **Former pilots office on North Quay** – there have been some temporary repairs to save the building and we want to find a place for it in the masterplan. Basically, its a shell with no roof. We're limited in what we can do and how it can be interpreted as there's so little of it left. As we're raising ground levels behind the harbour walls, we could either leave in situ or rebuild on a higher level. As it's listed, we probably won't be able to re-use the materials. Your thoughts on this would be appreciated.

*Q18: There are ways of moving old buildings safely to new sites. Perhaps they could be treated and kept, to keep some of the history. It would be a shame to lose everything.*

A18: We're not losing everything! Most historic items will remain. It's exactly the same in Exeter, the quay has mooring posts etc and there are new buildings close to the water edge. It's a mix of old and new. Interpretation explains the links with the past.

*Q19: Please don't put a new building either side of the historic Customs House! Also, the ground quality is old scoria.*

A19: Yes. When we get into the detailed design stage we'll resolve this.

*Comment: Did you know there are crop marks surrounding Riviere Farm. The old Manor House might still be buried there too.*

*Q20: Listed buildings could be incorporated into the surroundings. In Germany they put old buildings inside new ones. It doesn't eliminate the old, it acknowledges. We need to be confident, we should be brave enough to have something really interesting.*

A20: Agree. We could do something with the stables, I'd like to incorporate them into the foyer of a hotel on North Quay, for example.

*Comment: The Steam Packet Hotel on the North Quay, the cellars are still there.*

*Q21: Harvey's expanded and built ships too. The slipway is now covered over – this was part of an earlier scheme, but isn't part of this one. And there are wrecks. We should make sure people know about this part of our history.*

A21: There's all sorts of buried heritage – as these are uncovered, we'll have to decide how they are incorporated. There's so much to tell! It'll bring the place to life.

*Comment: Don't forget the bridges. ING don't own the swingbridge. There's also the bridge next to the swimming pool and 2 weighbridges (one is buried on South Quay).*

*Comment: The Romans had a base at Lelant and traded at Carnsew. All the old tracks/roads lead to Carnsew, it was an important place.*

## **5. Date and time of next meeting**

The next meeting will be 7.30pm on Tuesday 28 October. Venue tbc.

Meeting closed 9.35pm.