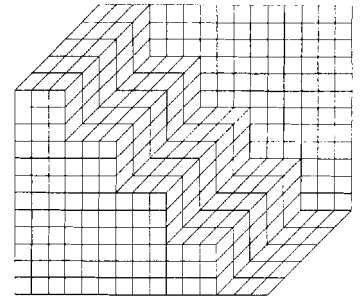


# Hayle Harbour Redevelopment

**T&T Group Meeting (2nd July 2008)**

## **Transportation Briefing Note**



Buro Happold

### **1 Proposed Development**

An application has been made in outline for a mix of development comprising:

- 1,038 houses and flats;
- 60-bed hotel;
- Ground-floor retail development;
- Employment development on North Quay;
- Community Facilities;
- Restaurants and Galleries;

The development will be supported by an upgrade of existing roads on North Quay and a replacement bridge to the Quay.

The application is supported by an *Environmental Statement* and a *Transport Assessment* prepared in accordance with industry guidance and based on a scope and format agreed with the Highways Agency and the County Council.

### **2 Traffic Generation**

The number of vehicle trips arising from the application scheme have been predicted in a manner approved by both the Highways Agency and the County Council. The development is anticipated to give rise to **730** car movements (arrivals and departures totalled) in the busiest morning hour and **1,140** movements in the busiest afternoon hour.

This level of traffic generation reflects the existing level of accessibility of the development site and measures to improve accessibility by modes other than the private car are now being investigated. It is anticipated that a package of accessibility improvements funded as part of the development will lead to a 10% reduction in the levels of traffic.

### **3 Access Strategy.**

The North Quay element of the development will be accessed via the new bridge from the B3301 Penpole Terrace.

A second emergency access is required and is proposed to be in the form of a new junction onto Churchtown Lane in Phillack. Regulation of this access is likely to be a requirement and details are a matter of negotiation with the highway authority.

South Quay element of the development will take vehicle access directly from the B3301 in the form of a new priority junction. The new junction will feature localised widening of the road to facilitate safe turning into the development and the provision of central islands for pedestrians.

### **4 Car Parking**

A total of 1,640 car parking spaces are proposed within the application site – 470 on South Quay and 1,170 on North Quay. These will be provided in a mix of basement spaces, on-street spaces and a 450-space multi-storey car park on North Quay.

The provision accords with parking guidelines produced by the planning authority.

### **5 Impact of Generated Traffic**

Impact assessment has already been undertaken in accordance with a methodology agreed with the Highways Agency and the County Council. The assessment indicates an increase in congestion levels at a number of junctions, particularly the trunk road junctions on the A30.

A review of the impact assessment has been requested by the Highways Agency based on updated traffic generation predictions that take investment in accessibility into account. This revised impact assessment is ongoing.

### **6 Construction Traffic**

The issue of construction traffic is addressed in detail in the Environmental Assessment. The document identifies restrictions on working and on the routing of lorry traffic that would form the basis of Conditions imposed by the planning authority.

### **7 Mitigation of Impact**

Mitigation for the effects of traffic generated by the development focus initially on measures to reduce the amount of traffic arising from the development. This is achieved in strategic terms by reducing the need to travel through an appropriate balance of complementary land-uses within the site such as residential, employment and retail development.

More directly, a package of demand-management measures is being formulated in negotiation with the Highways Agency and County Council. The measures are likely to include the following:

- Delivery of the walkway from Penpole Terrace to the railway station;
- Investment in bus stop infrastructure;
- Funding of travel planning by individual developments;
- Contributions towards the cost of securing the St Erth Park & Ride;