

Hayle Area Plan Partnership
TRAFFIC & TRANSPORT DELIVERY GROUP
Held at Passmore Edwards Institute on 28 January 2009

Present:

Joe Colliver	Chair	Colin Philp	Streetscape
Duncan Thurnell-Read	Gwinear Gwithian Parish Council	Owen Philp	Hayle Harbour Support
Mike Pascoe	HMS Plymouth Association	Alison Hales	Paradise Park
Caroline Sargent	Penwith District Council	Nick Reynolds	Paradise Park
Paul Connelly	LDA Design	Jack Bennets	Commercial Road Resident
John Pollard	Hayle Town Council	A J Carpenter	Commercial Road Resident
Harry Blakeley	Hayle Town Council	P Faulkner	Commercial Road Resident
Frank Scott-Mance	Hayle Residents Assc/HAPP TT	A Lindfidel	Commercial Road Resident
Jeff Turk	HAPP TT	Bill Bowen	Copperhouse Pool Residents Association
Sarah Turk	HAPP TT	Sarah MacKean	Copperhouse Pool Residents Association
Bob Mims	HAPP	Alan Moxon	Copperhouse Pool Residents Association
Jim Wright	HAPP	Norma Moxon	Copperhouse Pool Residents Association
Jane Sharp	HAPP Manager	Michael Webb	Copperhouse Pool Residents Association
Claire Casey	HAPP Admin	Angela Webb	Copperhouse Pool Residents Association

1. Apologies

None received.

2. Chairman's Welcome

Joe Colliver welcomed everyone and said that he appreciated the numbers coming to meetings. He suggested that as Mike Pascoe had travelled from Falmouth to speak on HMS Plymouth, the order of the meeting be altered with the item on HMS Plymouth being before Road and Brown Signage. There was no objection.

He mentioned that it was the first meeting for 2009 and that future formal meetings would be on the last Wednesday of every other month. An interim site visit for 25 February at 2 pm with the Area Manager was to be held to look at the road and brown signs throughout Hayle.

3. Waterside Walkway

Caroline Sargent was introduced and commenced the talk by saying the initial proposal was to link the Walkways at Copperhouse which at present were separated. It was important to get people to put forward and discuss the options and not just have individual ideas. She remarked that Paul's presentation would act as a starter and this would be followed by a question and answer discussion. Decisions on routing, implementation and funding would take place over a period of time to ensure it met with local criteria.

A presentation was given by Paul Connolly, the pertinent points being as follows:

Introduction

Referring to the Hayle Area Plan, Paul emphasised that water was the unifying element tying the town together and is its most prominent feature. He pointed out that most areas of the town turn their backs on the water, apart from Penpol and Clifton Terraces. On the south side of Copperhouse little is made of the water element. Whilst the King George V Memorial Walk and Penpol Terrace offer the opportunity for pedestrian access, there is little scope elsewhere.

The potential objectives of the Waterside Walkway for Hayle include:

- Economic benefits from increased footfall between Foundry, Copperhouse and new developments with the beaches and other facilities.
- Less vehicular traffic in the town giving environmental benefits, together with increased planting and upgrading of derelict/vacant/under-used sites. For example, if the Atlantic Motors site were developed, there could be an agreement to ensure that the planning permission included a contribution towards the cost of constructing the Walkway at the rear of the site.
- Social benefits of inclusion through equality of access, opportunities for enjoyment and activities that support healthy living.
- Improved access to and an understanding of Hayle's important ecological environment and its important built environment (World Heritage Site status).
- Develop the image of an integrated Hayle making full use of its assets, and
- An improved perception of Hayle as a destination in its own right.

Context

Paul gave the background to the history of Hayle with its industrial heritage, the industrial harbour, and its water frontage. He pointed out that Black Bridge is a Scheduled Ancient Monument and that the Swing Bridge, Merchant Curnow's Quay, Copperhouse Dock and the Passmore Edwards Institute are Listed Buildings – these would require planning consent should the Walkway proposals affect their setting or structure. He stressed that the Walkway would help raise awareness of what's there and give people the opportunity to understand Hayle by looking at it from the waterside. The vision is to open approaches to the water and invest in the quality of spaces between buildings to provide a much better visitor experience and bring economic benefits by increasing rental values of commercial premises perhaps by 5%.

Hayle's rich ecology (especially birds) is why a part of the Hayle Estuary and Carrack Gladden are a Site of Special Scientific Interest, this encourages visitors to the area. However, the nature reserve at Copperhouse Pool is owned by the RSPB has no public right of way. Although account must be taken of ecological protection policies with

regard to any increased waterside activity/development, the RSPB should also provide appropriate access to the waterside to enable the town to benefit.

Paul spoke of the infrastructure of the waterside such as the Swing Bridge, Merchant Curnow's Quay and the Copperhouse Dock. The walls behind Hawkins and Atlantic Motors mean these areas currently unsuitable for a Walkway. There are also issues with encroachment and land ownership over some sections.

Therefore, the cost of providing a continuous waterside walk significantly outweighs the benefits. Any new path would need to be above the flood level making it difficult to integrate with some existing features. The positive side of the Waterside Walkway would be the creation of open spaces and opportunities for meeting points along the way, e.g. around the Passmore Edwards Institute and the War Memorial.

Strategic Connections

It is anticipated that ING's Harbour Redevelopment will address issues of access, lighting, safety and security. There will be pedestrian and cycle access to the waterside from Carnsew Pool to East Quay and North Quay via new bridges. Copperhouse and Foundry are linked by the single carriageway of Fore Street, Commercial Road and Hayle Terrace. Whilst there are pedestrian links here, the only route with access to Copperhouse Pool is along the north bank leading to North Quay.

The missing link between Merchant Curnow's Quay and Black Bridge won't be addressed by the Harbour Redevelopment. A new link here has the potential to:

- Improve pedestrian movements between Copperhouse and Foundry, the new harbour development and the beaches, helping to bind the town together.
- Improve the connectivity and interaction between Copperhouse Pool, Commercial Road and Copperhouse town centre.
- Increase footfall encouraging more money to be spent locally.
- Complete a circular walk of international interest in the context of the World Heritage Site status and designated wildlife areas – an asset to healthy living.

Copperhouse Walk – the “missing link”

Paul emphasized the need for the Walkway to sensitively manage access to the waterside, link to shops and provide mixed experiences (quieter natural spaces and busy shopping areas). The aim is to use contemporary local materials complementing the Victorian walkway. Paul pointed to areas on a diagram where both existing and potential viewpoints could be enhanced to take advantage of the open views. He also said that it was possible to install sculptures and murals to add further interest, these could be subtle. The Walkway was designed to raise awareness of both the natural and historical surroundings and that it was important that stopping places were built into the walk and that perhaps the car park area could be put to better use with rearrangement

of the parking bays allowing for seating and picnic tables. He added it was a shame that whilst the RSPB would allow a hide on Merchant Curnow's Quay, it would not allow picnic tables and benches.

The Route

With the aid of an arial photograph and diagram, Paul outlined the proposed route for "missing link" of the Waterside Walk. Starting at the Swing Bridge it follows Merchant Curnow's Quay as far as the Hawkin's Motors site where it joins the B3301 as far as the library, with a stopping point at the Passmore Edwards Institute and the War Memorial. The route then rejoins the Pool behind the library and follows the waters edge behind the car park as far as Atlantic Motors where it rejoins the road. It is proposed to create a shared use 'square' opposite St George's Hall and next to Copperhouse Dock. Next the route crosses the Co-Op road bridge, goes around the car park, onto the footpath to Black Bridge where it rejoins the existing Walkway.

A secondary route is proposed that by-passes Fore Street and connects directly to the Dock along the waterside. In the future, it is hoped to have a new footbridge over/next to the Dock gates.

In conclusion, Caroline Sargent expressed the desire to see a more productive use of the area and emphasized that the "missing link" would take time to complete, there was no quick fix.

Joe invited the attendees to ask questions. A heated discussion followed.

Michael Webb from the Commercial Road Residents Association expressed fears and concerns over any loss of privacy and security if people had access along the back of their houses. There would be more rubbish and it would need lighting. He pointed out that the shelter and toilets on the George V Memorial Walk had had to be closed and that he did not want his right of way at the back of his house to be taken from him or that of other residents. He would oppose any plans to put a pathway on that route. It was reiterated that at this point the proposed route would not go behind the houses but along the pavement in front of them.

Sarah MacKean raised the issue of ownership of the pavement. A number of households owned the immediate pavement frontage and the Highways Authority owned the remainder. It was agreed that this needed looking into.

Michael Webb also highlighted that despite being assured that the residents would be kept informed of progress, they had not been personally notified of this meeting and it was purely by chance they found out about it. He requested that they receive a copy of the Minutes and be informed of future meetings regarding the Waterside Walkway. It was agreed to keep local residents informed.

John Pollard stressed the fact that this is a site like no other in this country. It is not used and should be used. He felt the proposed route was not a new waterside walk at all, but an existing one. He spoke of his memories from childhood when it was possible to walk all around Copperhouse Pool along the right of way, though he appreciated that things had changed since then. He understood the concerns raised, but wanted to see more communication with residents on options. Ideas were needed for improving key points, such as the War Memorial. More use could be made of the car park with benches, etc to enhance the area. He was not amused by the RSPB allowing a hide on Merchant Curnow's Quay, but not picnic tables and benches.

Joe Colliver reassured the residents that the proposed route did not go behind their houses. Steps should be taken to address existing problems regarding rubbish and vandalism.

It was suggested that County Highways be asked to improve the right of way at Stepping Stones, which is in a poor condition.

A request was made for Hayle Town Council to campaign against large lorries going through the town centre.

Joe thanked Caroline and Paul for their input.

4. HMS Plymouth

Bob Mims informed the meeting that he had read in the Western Morning News last December that HMS Plymouth, at present berthed in Birkenhead, would have to find a new berth by August 2009 as the site at Birkenhead was to be redeveloped. The HMS Plymouth Association has now taken on the task of finding an alternative berth and felt it appropriate for the ship to come back to the West Country where it was built. It could be moored at South Quay.

Mike Pascoe gave basic details of the ship. It is a Rothesay Class type 12 Frigate built over 40 years ago that saw active service in the Falklands War. He had stood on its deck and desired to have the ship berthed in Hayle. In recent years, the HMS Plymouth had been used as a tourist attraction along with 3 other ships moored in Birkenhead. In the last 3 years, they had together taken £209k, this included takings from kiosks and related retail on the site. He stressed that bringing HMS Plymouth to Hayle depended on ING's response. This was not only an opportunity for a tourist attraction, but also for an educational training centre with a Chapel. It could be used for marriages and other civil ceremonies. There is also a cinema and the WASP helicopter is on board.

He passed around diagrams of the ship and a photograph showing the condition it is in. Bob Mims said that as an attraction, people had come from across Europe to see it. He felt sure that it would be the same berthed in Hayle.

Joe Colliver asked for suggestions as to how to take it forward.

John Pollard posed three areas for discussion:

1. Why Hayle?
2. Water requirements
3. Provision for future maintenance

Bob Mims responded that as the ship had been built in Devonport, it was appropriate for her to return to the West Country. However, for various reasons it was not possible for her to go to other West Country harbours. It should be possible for her to gain entry to the harbour on the high spring tides, as long as she was unloaded. Concerns over her sitting on the mud and breaking up was unfounded, she was structurally sound and would be able to settle down on the mud on low tides without difficulty.

Mike Pascoe stated that at present her maintenance is supported by takings. It was felt that these would be sufficient if she were berthed in Hayle. At Birkenhead there are 12 people employed in the venture, plus volunteers - however, this level of staffing covers all 4 ships and the kiosks.

Harry Blakeley suggested that repainting could be carried out by young offenders as part of their community service. But this would probably not pass the Health and Safety requirements. He also suggested that if ING were to get involved, it might speed up the proposed work on the South Quay – this was in the last phase of the Harbour Scheme.

John Coombe was concerned about how long it would take ING to make a decision, they are a large company with slow turning wheels. Mike Pascoe stressed it was important to arrange a meeting with ING as soon as possible.

Joe Colliver asked for a show of hands in favour of Bob Mims taking this proposal forward. Result was 15 in favour. Joe declared the proposal carried.

Concern was expressed by John Pollard about whether this was the right forum for taking up this matter and would any members present be willing to take it on. He felt that it would have been more suitable for the Tourism Delivery Group, this no longer existed. So perhaps the Heritage, Culture & Environment. Joe Colliver pointed out that as there was a deadline of August and this meeting was the first of the year, it had been agreed to air it here. In view of the need for agreement by ING, it was felt that no more action could be taken at the present time.

Joe Colliver asked for contact to be made with ING. Bob Mims confirmed to Joe that he had sent an email to ING outlining the details of the proposal and asking them if a meeting could be arranged to discuss it. If ING are not interested, then it was agreed that there was no future for the Plymouth in Hayle.

5. Road and Brown Signage

Jane Sharp commenced the discussion surrounding road and brown signage. There was a need to look at the signs to check which required removal, needed improvement or whether new ones were required. The Hayle Area Plan sought better links within and around the town and beaches. Volunteers would be welcome to look at existing signs and to make suggestions.

Jane Sharp introduced Nick Reynolds and Alison Hales from Paradise Park. As one of the top attractions in the area, they had put forward the issue of brown signage. To demonstrate the problem, Nick explained you are allowed to be brown signed from one A30 junction and Paradise Park is signed from the St Erth roundabout. It would be helpful if there were signs from the other end of Hayle to direct people from Copperhouse. People say that they find it difficult to find Paradise Park. Hayle has a traffic management problem which could be alleviated by clearer signage. For example, there is anecdotal evidence that people staying at Gwithian or Phillack go into Lidl to ask for directions as they have not seen the signs at the St Erth roundabout.

Alison added that once people get as far as M & S, etc they think they are in Hayle already and don't continue towards St Erth on the A30. It would be helpful if there was some signage directing people through Hayle to Paradise Park, as we receive a number of complaints they can't be found.

It was suggested that with SatNav, perhaps postcodes be included on the brown signs. It was pointed out there is a restriction of up to 4 words that can be displayed. It was also pointed out that whilst the Highways Agency only allow one sign on an A road, County Highways were not so draconian.

Nick also expressed concern about the number of lorries using the roads in Hayle. If there was a junction at Tolroy, this would help with traffic management. Joe Colliver informed the meeting that a paper outlining the case for a new junction would be put together to go to Mr Parsons at the Highways Agency. Nick said that he could get letters of support from the Lizard Peninsula Tourist Association if it would be helpful.

If anyone is willing to come on the site visit to look at road and brown signs, please get in touch with Jane. Frank Scott-Mance and Harry Blakeley volunteered to help.

6. Dates and Times of Next Meeting & Site Visits

Site visit - road and brown signs: 10am on Wednesday 25 February.

Site visit - walking and cycling: date to be agreed.

T&T meeting: 7.30pm on Wednesday 25 March. Topic will be walking and cycling.

Joe Colliver closed the meeting and thanked everyone for attending. He apologised that it was a little longer than usual but there had been a lot to discuss.

Meeting closed 9.00 pm

ACTIONS

- 1. Commercial Road Residents Association to receive Minutes and to be informed of future meetings concerning Waterside Walkway.**
- 2. HMS Plymouth – no further action to be taken until favourable response is received from ING.**
- 3. Site visit on 25 February to view road and brown signage**
- 4. Site visit to be arranged to look at walking & cycling priorities.**