



HAYLE TOWN COUNCIL

Briefing Paper on Supermarket Applications

1 Introduction

This briefing paper is intended to give Members details of the decisions that have been taken to date by the Town Council in relation to the various supermarket applications that have been processed since early 2010. The report follows the order of the Appendix A for the 20 January 2011 meeting but it does not contain information relating to any associated Listed Building applications. An analysis of representations on the current applications will be available on Thursday evening.

2 Morrisson's – Jewson's Site

10-0413-P Actoris Ltd

Demolition of existing building and construction of retail food store, formation of car parking, pedestrian links and vehicular access from Carnsew Road to service the car park and service yard area and works to and within the Listed Building. Jewson site, 2 Carnsew Road, Hayle

Considered at Council on 20 May 2010

It was resolved to: -

- a) defer response pending receipt of the views of the statutory consultees and
- b) inform the Local Planning Authority that the Council has concerns with regard to: -
 - (i) pedestrian access to the site and particularly the links to the Foundry centre;
 - (ii) the capacity of the proposed roundabout and its ability to serve the future development of South Quay;
 - (iii) the amount of traffic that will be generated and the effects on the surrounding road network and the need to integrate adequately with public transport;
 - (iv) the likely impact of the development on the archaeological and heritage values of the site and
 - (v) the likely mix of goods that will sold from the store and the impact on the existing town centres.

3 Sainsbury's – Marsh Lane

09-1273-P Sainsburys Supermarkets Ltd and Cranford (Hayle) Ltd

Construction of supermarket, petrol filling station, car parking, highway works, nature reserve and associated works. Land at Marsh lane, Hayle

Considered at Council on 21 January 2010

It was resolved to object most strongly to this application on the following grounds: -

- a) it runs contrary to national and local policy on the location of retail floorspace in that it utilises an edge-of-town, greenfield site that extends the built-up area of the town into open countryside;
- b) it impacts adversely on nature conservation values by encroaching onto a Cornwall Wildlife Trust site and, in addition, there would be an increased threat to the surrounding area from surface water run-off contaminated by vehicle residues;
- c) it encroaches on the limited green break between Angarrack and Hayle to the extent that the separate identity of the village will be threatened;
- d) the proposed development is of a poor and unimaginative design;
- e) the development will exacerbate existing traffic problems in this location by causing increased congestion: -
 - (i) on the A30 Trunk Road and the approach to the site via Marsh Lane which are already proving incapable of coping with the existing traffic flows;
 - (ii) on Marsh Lane through conflicts between the accesses to the proposed development, the West Cornwall Retail Park, Marsh Lane Industrial Estate and traffic to and from Angarrack and
 - (iii) in Angarrack as frustrated drivers use the village as a short cut or 'rat-run' to avoid the congestion on the principle approach and
- f) the development is located on an area of marshland and accordingly will have deleterious effect on the ability to absorb surface water in an area which already suffers from periodic flooding problems.

PA10/04297 Sainsbury's Supermarkets Ltd and Cranford (Hayle) Ltd

Construction of supermarket, petrol filling station, car parking, highway works, nature reserve and associated works. Land at Marsh Lane, Hayle

Considered by Council on 19 August 2010

It was resolved to defer to await the responses of the statutory consultees.

At this time a total of 30 letters of objection were received and the members of the public present at the meeting were assured that the issues raised in these would be brought to the Council's attention when the application was considered further. The issues identified were as follows: -

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| 1 | Increase in traffic | 29 |
| 2 | Loss of marshland | 2 |
| 3 | Effect on viability of existing petrol filling stations | 2 |
| 4 | Loss of Greenfield land | 3 |
| 5 | Development in the flood plan/risk of flooding | 25 |
| 6 | Effect of traffic on Angarrack | 9 |

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| 7 | Effect of out-of-town shopping on existing retails provision | 2 |
| 8 | Effect on the Cornwall Wildlife Trust Site/loss of habitat | 20 |
| 9 | Out-town/not preferred location | 16 |
| 10 | Erosion of Angarrack as a separate settlement | 3 |
| 11 | Potential noise nuisance | 5 |
| 12 | Potential light pollution | 1 |
| 13 | Landscape impact | 1 |
| 14 | Of no benefit to Hayle/not needed | 3 |

4 ING South Quay

09-1334-ORM

ING Red (Hayle Harbour) Ltd

Outline development for construction of foodstore and unit shops, associated car parking, vehicular access, pedestrian linkage, promenade and raised walkway. South Quay, Hayle Harbour

Considered at Council on 21 January 2010.

It was resolved to forward the following comments to Cornwall Council: -

It is the Council's view that this site should not be seen as just another brownfield redevelopment location that is subject to the 'one fits all' approach of national policy guidance. South Quay represents a valuable opportunity to achieve a development that will make a very real contribution to the future economic and cultural well-being of the town and as such it should not be sacrificed to the expedient of just another supermarket that could equally be developed elsewhere. The Council therefore objects most strongly to this application on the following grounds: -

- a) South Quay is a prominent and important site in the Foundry area that has been identified as being appropriate for a mixed use development in the outline application for the ING landholding and within this context the current application: -
 - (i) fails to provide sufficient information and details to enable a full understanding of the proposal or to determine if it is appropriate for this important and prominent site in terms of its design and impact in the wider landscape/townscape of this part of the town;
 - (ii) does not acknowledge fully the historic significance of the site and pays scant regard to the archaeological and Listed structures that exist within the site, particularly those that have been lost over the years to infilling and
 - (iii) fails to respect the site's location within the Conservation Area and World Heritage Site;
- b) the traffic implications of the proposal have not been fully assessed and it is considered that the number of predicted vehicle movements will cause significant congestion and conflict on the western approach to the town and result in gridlock at peak periods;
- c) the proposed scheme lacks integration with the existing shopping area in Foundry as the pedestrian links are not attractive or sufficiently direct and these must be improved and supplemented by a bridge across Penpol Creek as indicated in the earlier, outline proposals;
- d) the lack of integration identified in c) above will discourage multi-purpose shopping trips and will not improve the vitality and viability of the Foundry centre but will instead have a negative impact on the existing commercial premises along Penpol Terrace and
- e) the scheme as proposed will result in the permanent loss of an important element of the ability to sluice from Carnsew Pool which will, in turn, adversely affect the operation of

the harbour and place increased reliance on mechanical dredging with the consequent environmental impacts.

In conclusion, the point has now been reached where the Council has an issue of trust with ING in relation to the company's ability and willingness to pursue developments that are appropriate for the town and worthy of the prominent and historically significant sites in its ownership. In the interest of flexibility in providing a framework for the redevelopment of the harbour the Council accepted the principles established by the overall outline permission granted for the company's landholding. However, having made this finely balanced decision the Council fully expected the company broadly to adhere to this template and is accordingly disappointed to find ING jumping on the supermarket bandwagon with yet another vague outline application that is poorly conceived, lacking in clarity and definition and which therefore fails to demonstrate to the people of Hayle the full implications of letting this crucial site be developed for something as mundane and prosaic as a supermarket.