

ANDREW GEORGE MP

RLMP



HOUSE OF COMMONS

LONDON SW1A 0AA

28th May 2010

PRIVATE & CONFIDENTIAL

Rt. Hon Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

For advice for Our ref: 10/16.7/ag/umc

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**PENZANCE HARBOUR AND THE ROUTE PARTNERSHIP
A NEW FERRY TO THE ISLES OF SCILLY**

I'm not sure that your briefing will have yet drawn your attention to the great opportunities, but also the controversy surrounding the above project.

I recently received the enclosed copy letter from one of my constituents, Mr Roger Lowry, which I believe is self-explanatory.

I would be more than happy to have a private meeting with you about this and to discuss some of the current and controversial planning challenges with your colleague, Eric Pickles.

I look forward to hearing from you in due course.


With all good wishes,

Yours sincerely,

cc: Rt. Hon Eric Pickles MP

*As to impact of the funding package I wrote to
Norma Skerrit's office yesterday (see enclosed).*

PLEASE REPLY TO: Andrew George MP, Trewella, 18 Mennaye Road, Penzance, Cornwall, TR18 4NG
Tel: 01736 360020 Fax: 01736 332866 www.andrewgeorge.org.uk



19th May 2010

The Right Hon. Philip Hammond MP
Secretary of State for Transport
Department for Transport
Great Minster House
76 Marsham Street
London
SW1P 4DR

Dear Mr Hammond

Penzance Harbour – South & Lighthouse Piers – listed building consent – 10/0095/LBC

A brief history of the Route Partnership proposal

The Route Partnerships consultant Hyders (UK) rejected the option A proposal in 2004 as did the public at the exhibition that year. It was then rejected a further three times by the residents of Penzance, at the two planning exhibitions in 2008 and 2009 and in the overwhelming number of letters of objection to the planning application that was subsequently withdrawn.

The Town Council and the Civic Trust have rejected it. The Town Council have revoked the HRO as they did not realise the implications in 2005 as the final plans were first seen in September 2008.

In a recent poll conducted by The Cornishman in which over 3000 people voted it was overwhelmingly rejected yet again.

Our MP Andrew George has stated that it is politically un-deliverable. He has held public meetings that the Route Partnership has refused to attend.

English Heritage stated in 2009 that "consideration be given to locating the passenger and freight terminal in an alternative location, less harmful to the historic environment". They now plan to upgrade the listing of the South Pier.

The Commission for Architecture and the Built Environment, (CABE), South West Design Panel stated in June 2009 "We would have liked to have understood why an option outside the sea wall was chosen.... Can this really be the most practical and environmental site for the terminal and ferry berth?"

SAVE Britain's Heritage stated "We write to express concern over these proposals. SAVE concurs with the views of English Heritage expressed in a letter to the Department for Transport on 21 November 2008. We feel that the current proposals (as outlined in previous applications) are harmful to the historic environment (in particular the harbour walls and adjacent listed buildings) and will have a negative impact on the local character and distinctiveness of Penzance. SAVE also agrees that there are other more suitable locations for this new terminal."

At an open meeting organised by Andrew George MP at St Johns Hall Option A was rejected by 600-3. An amendment for development to the east of Albert Pier was approved by all including the Chair of Penzance Chamber of Commerce.

Mr Andrew George MP has held six public meetings on the subject on the islands. The last one in St Marys was attended by thirty three people including IoS councillors. On all the islands a total of 80 attended, all including IoS councillors.

In December 2009 the decision was taken from the Local Area Planning Committee and given the Strategic Planning Committee who refused planning for listed building consent – the rest of the application was once again withdrawn. Almost 700 letters of objection were received and 8 in favour.

Serious doubts have been raised about the economics of a single larger ship. Cornwall ratepayers are being made to pay for the new vessel. Cornish ratepayers will also carry all the risk, a point noted by David Whalley, Leader of Cornwall County Council and other County Councillors.

In January 2010 in an online poll conducted by the Cornishman 70% voted against option A.

The existing operator has stated that they will continue to operate the service in the future no matter who was successful in the tender for the service.

Since then the small group of people supporting Option A have conducted a campaign based on misleading information in order to justify popular support for it.

The statements made were

SAVE PENZANCE HARBOUR.

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No one would disagree with these statements

OPTION A OR FALMOUTH.

An option dismissed by the Route Partnerships consultant Hyder (UK) in 2004 as unsustainable.

These statements were not available to the Strategic Planning Committee.

Councillors have been brow beaten, bullied and bribed – offers of Chair of Committees, Portfolios. The local Conservative councillor who voted against the proposal was removed from the committee.

People are realising that that they have been completely misled by those in the employ or about to be in the employ, those with family members in the employ of the council, council officers and councillors

A harbour user has said "This situation is way beyond what I could imagine in my maddest dreams. There is no democracy, no meaning to elections, no voice of ordinary people only corruption and spin doctors."

I formally request you to reject or call in this application for a public inquiry as less destructive and more economical beneficial alternatives are available.

Deferring the funding until a more appropriate and acceptable scheme is devised would be in the best interests of all.

Yours Sincerely

