

[REDACTED]

From: [REDACTED]
Sent: 14 December 2010 18:28
To: [REDACTED]
Subject: FW: Penzance Harbour: Meeting with Norman Baker
Attachments: Cantell 26 November 2010.doc

For info.

[REDACTED]

[REDACTED]

Private Secretary to Norman Baker MP | Parliamentary Under Secretary of State | Department for Transport | Zone 5/17 | Great Minster House | 76 Marsham Street | London | SW1P 4DR

[REDACTED]

From: GEORGE, Andrew [mailto:andrew.george.mp@parliament.uk]
Sent: 14 December 2010 17:49
To: [REDACTED]
Subject: FW: Penzance Harbour: Meeting with Norman Baker

Hello [REDACTED]

Andrew has asked me to forward on the email below and the attached document ahead of tomorrow's meeting. There will also be another document either later this evening or tomorrow morning.

Best wishes,

[REDACTED]

Office of Andrew George MP
Member of Parliament for the West Cornwall and Isles of Scilly Constituency of St Ives
House of Commons, London, SW1A 0AA
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From: [REDACTED]
Sent: 14 December 2010 11:07
To: GEORGE, Andrew; [REDACTED]
Cc: [REDACTED]
Subject: Penzance Harbour: Meeting with Norman Baker

Dear Andrew

I wrote to you at the weekend about my wish to join your meeting with Norman Baker, planned for tomorrow afternoon. Unfortunately, I can't move my trustees meeting but I would be grateful, if you could convey my concerns to Norman Baker. I am attaching a copy of the letter I sent recently to the South West Design Panel, which as you know met on 29 November. Their comments on the proposals are very helpful in pointing out

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the inconsistencies of the present proposals and the damage that they will cause. I assume you have seen their letter

I would want to make three points of principle to the Minister

I don't believe that a convincing case has been made for a larger boat that combines freight and passenger traffic. A larger boat is inflexible, inefficient in winter when there is less demand, and generates the need for an expensive extension to the Pier with unacceptable damage to a listed structure and the environmental and aesthetic damage caused by the need for extensive rock armour protection

There would be a major advantage in moving the freight service to a new berth close to the railway station, removing heavy traffic from the Harbour and allowing easy transfer from road and rail

A smaller well designed one storey passenger terminal in the Harbour could help to open up the harbour to leisure use and contribute to the redevelopment of the derelict Vosper's site

Penzance is the major town in West Penwith and its economic future depends in part on making it an attractive destination for tourists as well as enhancing other industries. The PZ+ proposal offers a starting point for an imaginative scheme that is in line with the objectives of the County in developing the town

I hope you have a good meeting with the Minister

Yours ever



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26 November 2010

Subject: FW: SWDRP Review of Penzance Harbour Proposals

[REDACTED]
Dear [REDACTED]

I understand that the SWDRP will be considering the proposals that have been put forward for new freight and passenger facilities for the Isles of Scilly Ferry Link in Penzance Harbour at a meeting on Monday 29 November.

Unfortunately, I cannot attend in person, but would be grateful if you would draw this letter to the attention of the Panel

I write as a former CABI Commissioner, and rotating Chair of Design Review, and as Director of Tate with a knowledge of Penzance stretching back more than twenty years through involvement in the creation of Tate St Ives and part time residence on the Lizard

The decision to replace the existing boat that services the Link, together with plans to improve passenger and freight handling facilities offers a signal opportunity to renew the infrastructure and urban fabric of Penzance in a way that lays foundations for future growth in employment, leisure and tourism.

Unfortunately, in my view the currently approved plan fails to do this. It also entails serious damage to a grade II* listed structure while failing to use the investment to improve the quality of public space in the town.

The Pier is one of the foundations of Penzance. Without it there would be no sheltered harbour and its simple form and structure strongly justifies its protected status. Masking that form in rock armour is tantamount to knocking down a listed building.

The experience of the Pier and outlook from Battery Rocks, in one direction over Mount's Bay and St Michael's Mount and in the other over the promenade and Newlyn, could provide one of the high points of any visit to Penzance. As you move along the waterfront this is the pivotal moment in your experience of the relationship between town and sea. At present, the congested facilities and heavy freight and car movements cut off from the sea the 'Vospers'/Coinagehall site rising to St Mary's Church. This is one of the one of the most prominent development sites in the town, but has lain vacant for more than a decade.

The present proposals for a new terminal beside the Harbour, with a single boat servicing both freight and passenger needs, require the creation of large buildings and frequent conflict between freight, local and passenger movements. They will have the effect of closing rather than opening the harbour to greater leisure, fishing and marina use. The AECOM study leading to the Council-endorsed Area Framework Plan proposes the creation of a 'vibrant waterside environment for a mixture of uses and activities throughout the day and evening'. It sees Wharf Road as the 'key pedestrian and cycle connection', with new leisure uses for the Trinity House and surrounding buildings. Freight movements on the scale and frequency envisaged would seriously undermine this vision.

In my view, the weaknesses and heavy costs of the present plan, coupled with the environmental impact associated with the 'obliteration' of the ancient and beautiful Pier, justify the examination of other options.

I believe that the Ferry link from Penzance should be preserved as it is the shortest link to the Isles and also brings economic and social benefit to the town. Fortunately, one of the alternative options, the so called 'PZ+' plan which envisages a stand alone passenger terminal to be constructed on the Council-owned west quay of the wet dock and a freight depot built on a brown field site close to the station, appears to offer many advantages over the present plan in terms of cost and urban benefit. In particular it would:

- * Remove freight from Wharf Road and the Harbour
- * reinforce the desire to bring people into the historic harbour zone both as transit passengers and as members of the public who may use the terminal facilities outside of sailing times
- * allow Battery Rocks and the land rising to St Mary's Church to become a natural focal point for life in Penzance. With mixed use and leisure, fishing and marine developments, you could create an attractive new quarter in the town that would enjoy spectacular views in all directions
- * preserve intact the Pier as a grade II* listed structure
- * improve passenger experience by providing good quality facilities and services, in a building which affords views of the harbour, the ferry and the bay beyond
- * improved freight handling by creating a fast and efficient containerised system which will minimise freight handling times on the South Pier
- * create a sustainable development with a much reduced carbon footprint at lower cost

I do hope that the DRP will encourage Cornwall Council to reconsider its current plans by endorsing the need for a fresh look

Yours sincerely

