

**GOSW T Maggs 20 March 2010**

**From:** [Trevor](#)

**To:** [dansari@cornwall.gov.uk](mailto:dansari@cornwall.gov.uk) ; [baustin@cornwall.gov.uk](mailto:baustin@cornwall.gov.uk) ; [sbain@cornwall.gov.uk](mailto:sbain@cornwall.gov.uk) ; [nathanbale@hotmail.com](mailto:nathanbale@hotmail.com) ; [rbartlett@cornwall.gov.uk](mailto:rbartlett@cornwall.gov.uk) ; [dbiggs@cornwall.gov.uk](mailto:dbiggs@cornwall.gov.uk) ; [Bert Biscoe](#) ; [cbrewer@cornwall.gov.uk](mailto:cbrewer@cornwall.gov.uk) ; [geoff-brown@talktalk.net](mailto:geoff-brown@talktalk.net) ; [jbull@cornwall.gov.uk](mailto:jbull@cornwall.gov.uk) ; [nburden@cornwall.gov.uk](mailto:nburden@cornwall.gov.uk) ; [mcallan@cornwall.gov.uk](mailto:mcallan@cornwall.gov.uk) ; [gchappel@cornwall.gov.uk](mailto:gchappel@cornwall.gov.uk) ; [jclark@cornwall.gov.uk](mailto:jclark@cornwall.gov.uk) ; [mclayton@cornwall.gov.uk](mailto:mclayton@cornwall.gov.uk) ; [ricole@cornwall.gov.uk](mailto:ricole@cornwall.gov.uk) ; [jcoombe@cornwall.gov.uk](mailto:jcoombe@cornwall.gov.uk) ; [scullimore@cornwall.gov.uk](mailto:scullimore@cornwall.gov.uk) ; [descurnow@cornwall.gov.uk](mailto:descurnow@cornwall.gov.uk) ; [jcurrie@cornwall.gov.uk](mailto:jcurrie@cornwall.gov.uk) ; [ldolley@cornwall.gov.uk](mailto:ldolley@cornwall.gov.uk) ; [pdolphin@cornwall.gov.uk](mailto:pdolphin@cornwall.gov.uk) ; [ldonnithorne@cornwall.gov.uk](mailto:ldonnithorne@cornwall.gov.uk) ; [sdouble@cornwall.gov.uk](mailto:sdouble@cornwall.gov.uk) ; [jmduffin@cornwall.gov.uk](mailto:jmduffin@cornwall.gov.uk) ; [fjdyer@cornwall.gov.uk](mailto:fjdyer@cornwall.gov.uk) ; [meathornegibbons@cornwall.gov.uk](mailto:meathornegibbons@cornwall.gov.uk) ; [meddowes@cornwall.gov.uk](mailto:meddowes@cornwall.gov.uk) ; [begerton@cornwall.gov.uk](mailto:begerton@cornwall.gov.uk) ; [oeggleston@cornwall.gov.uk](mailto:oeggleston@cornwall.gov.uk) ; [bellis2@cornwall.gov.uk](mailto:bellis2@cornwall.gov.uk) ; [seva@cornwall.gov.uk](mailto:seva@cornwall.gov.uk) ; [fiferguson@cornwall.gov.uk](mailto:fiferguson@cornwall.gov.uk) ; [jfitter@cornwall.gov.uk](mailto:jfitter@cornwall.gov.uk) ; [alexfolkes@gmail.com](mailto:alexfolkes@gmail.com) ; [Fonk Mario CC](#) ; [jgerman@cornwall.gov.uk](mailto:jgerman@cornwall.gov.uk) ; [sgillardloft@cornwall.gov.uk](mailto:sgillardloft@cornwall.gov.uk) ; [cgoninan@cornwall.gov.uk](mailto:cgoninan@cornwall.gov.uk) ; [kgoodenough@cornwall.gov.uk](mailto:kgoodenough@cornwall.gov.uk) ; [fred.greenslade@cornwall.gov.uk](mailto:fred.greenslade@cornwall.gov.uk) ; [ehannaford@cornwall.gov.uk](mailto:ehannaford@cornwall.gov.uk) ; [sales@rcharthingandson.co.uk](mailto:sales@rcharthingandson.co.uk) ; [pharvey@cornwall.gov.uk](mailto:pharvey@cornwall.gov.uk) ; [neilhatton@constantinecornwall.co.uk](mailto:neilhatton@constantinecornwall.co.uk) ; [jhaycock@cornwall.gov.uk](mailto:jhaycock@cornwall.gov.uk) ; [hheywood@cornwall.gov.uk](mailto:hheywood@cornwall.gov.uk) ; [ghicks@cornwall.gov.uk](mailto:ghicks@cornwall.gov.uk) ; [bhobbs@cornwall.gov.uk](mailto:bhobbs@cornwall.gov.uk) ; [dholley@cornwall.gov.uk](mailto:dholley@cornwall.gov.uk) ; [dhughes@cornwall.gov.uk](mailto:dhughes@cornwall.gov.uk) ; [bjenkin@cornwall.gov.uk](mailto:bjenkin@cornwall.gov.uk) ; [mkaczmarek@cornwall.gov.uk](mailto:mkaczmarek@cornwall.gov.uk) ; [jkeeling@cornwall.gov.uk](mailto:jkeeling@cornwall.gov.uk) ; [lkennedy@cornwall.gov.uk](mailto:lkennedy@cornwall.gov.uk) ; [jkenny@cornwall.gov.uk](mailto:jkenny@cornwall.gov.uk) ; [akerridge@cornwall.gov.uk](mailto:akerridge@cornwall.gov.uk) ; [plambshead@cornwall.gov.uk](mailto:plambshead@cornwall.gov.uk) ; [rlewarne@cornwall.gov.uk](mailto:rlewarne@cornwall.gov.uk) ; [ajlong@cornwall.gov.uk](mailto:ajlong@cornwall.gov.uk) ; [plyne@cornwall.gov.uk](mailto:plyne@cornwall.gov.uk) ; [william.maddern@cornwall.gov.uk](mailto:william.maddern@cornwall.gov.uk) ; [smann@cornwall.gov.uk](mailto:smann@cornwall.gov.uk) ; [mmartin@cornwall.gov.uk](mailto:mmartin@cornwall.gov.uk) ; [tomartin@cornwall.gov.uk](mailto:tomartin@cornwall.gov.uk) ; [jemason@cornwall.gov.uk](mailto:jemason@cornwall.gov.uk) ; [deegmutton@aol.com](mailto:deegmutton@aol.com) ; [sunicholas@cornwall.gov.uk](mailto:sunicholas@cornwall.gov.uk) ; [rnolan@cornwall.gov.uk](mailto:rnolan@cornwall.gov.uk) ; [chpascoe@cornwall.gov.uk](mailto:chpascoe@cornwall.gov.uk) ; [spass@cornwall.gov.uk](mailto:spass@cornwall.gov.uk) ; [apaynter@cornwall.gov.uk](mailto:apaynter@cornwall.gov.uk) ; [nigelpearce33@hotmail.com](mailto:nigelpearce33@hotmail.com) ; [mpearn@cornwall.gov.uk](mailto:mpearn@cornwall.gov.uk) ; [epenhaligon@cornwall.gov.uk](mailto:epenhaligon@cornwall.gov.uk) ; [Plummer Neil CC](#) ; [jpollard1@cornwall.gov.uk](mailto:jpollard1@cornwall.gov.uk) ; [spolmounter@cornwall.gov.uk](mailto:spolmounter@cornwall.gov.uk) ; [jpowell1@cornwall.gov.uk](mailto:jpowell1@cornwall.gov.uk) ; [bpreston@cornwall.gov.uk](mailto:bpreston@cornwall.gov.uk) ; [rpugh2@cornwall.gov.uk](mailto:rpugh2@cornwall.gov.uk) ; [criches@cornwall.gov.uk](mailto:criches@cornwall.gov.uk) ; [chridgers@cornwall.gov.uk](mailto:chridgers@cornwall.gov.uk) ; [progerson@cornwall.gov.uk](mailto:progerson@cornwall.gov.uk) ; [leader@cornwall.gov.uk](mailto:leader@cornwall.gov.uk) ; [chrisrowe@sanfernando.fsnet.uk](mailto:chrisrowe@sanfernando.fsnet.uk) ; [jcrowe@cornwall.gov.uk](mailto:jcrowe@cornwall.gov.uk) ; [carorule@cornwall.gov.uk](mailto:carorule@cornwall.gov.uk) ; [srushworth@cornwall.gov.uk](mailto:srushworth@cornwall.gov.uk) ; [jayschofield.uk@gmail.com](mailto:jayschofield.uk@gmail.com) ; [gshakerley@cornwall.gov.uk](mailto:gshakerley@cornwall.gov.uk) ; [psheppard@cornwall.gov.uk](mailto:psheppard@cornwall.gov.uk) ; [jstoneman@cornwall.gov.uk](mailto:jstoneman@cornwall.gov.uk) ; [jhsymons@cornwall.gov.uk](mailto:jhsymons@cornwall.gov.uk) ; [jtanner@cornwall.gov.uk](mailto:jtanner@cornwall.gov.uk) ; [roytaylor@cornwall.gov.uk](mailto:roytaylor@cornwall.gov.uk) ; [tev@teverson.net](mailto:tev@teverson.net) ; [atoms@cornwall.gov.uk](mailto:atoms@cornwall.gov.uk) ; [gtrubody@cornwall.gov.uk](mailto:gtrubody@cornwall.gov.uk) ; [ptucker@cornwall.gov.uk](mailto:ptucker@cornwall.gov.uk) ; [mvarney@cornwall.gov.uk](mailto:mvarney@cornwall.gov.uk) ; [gew04@hotmail.com](mailto:gew04@hotmail.com) ; [awallis@cornwall.gov.uk](mailto:awallis@cornwall.gov.uk) ; [tewilkins@cornwall.gov.uk](mailto:tewilkins@cornwall.gov.uk) ; [mowilliams@cornwall.gov.uk](mailto:mowilliams@cornwall.gov.uk) ; [healingcornwall@aol.com](mailto:healingcornwall@aol.com) ; [kwilloughby@cornwall.gov.uk](mailto:kwilloughby@cornwall.gov.uk)

**Sent:** Saturday, March 20, 2010 11:14 AM

**Subject:** Fwd: Penzance Harbour South Pier LBC application

----- Original Message -----

**Subject:** Penzance Harbour South Pier LBC application

**Date:** Sat, 20 Mar 2010 11:07:03 +0000

**From:** Trevor <[trevm@gn.apc.org](mailto:trevm@gn.apc.org)>

**To:** [john.denham@communities.gsi.gov.uk](mailto:john.denham@communities.gsi.gov.uk), [WMPlanning@gowm.gsi.gov.uk](mailto:WMPlanning@gowm.gsi.gov.uk)

Dear Mr Denham,

Re: Penzance Harbour South Pier LBC application, Cornwall Council Ref: 10-0095-LBC

I understand that the final decision on Listed Building Consent for the Battery Rocks terminal scheme now lies with you, Mr John Denham, as Secretary of State for

Communities & Local Government (or rather with the Government Office West Midlands, which handles such matters on your behalf) and that the deadline for making representations is this coming Tuesday, 23rd March.

I respectfully request that you do, in fact, use your powers to call in this application and order that a public enquiry be held.

As you may be aware, it has been established beyond doubt that at least two alternative schemes exist for this project, neither of which require that a beach and one of the most picturesque and historic parts of Penzance be turned into a lorry park, or that the historic fabric of old Penzance harbour be hacked about to create vehicular access for unwanted heavy goods vehicles.

The so called 'Option C', promoted by the Friends of Penzance Harbour, would be able to deliver all of the benefits of safer and more modern facilities for Scilly passengers claimed for the Cornwall Council (ie, 'Route Partnership' - RP) scheme, but at much lower cost, lower levels of disruption to existing businesses and zero harm to the historic fabric. Option C's original proposals for an out-of-town freight depot, would meet all operational objectives whilst making more effective use of existing buildings and removing over 250 cars, vans and lorries from the congested harbour area each time there is a freight sailing. The Friends are more than just protestors; they are a highly organised, passionate and knowledgeable voluntary group that includes many sailors and swimmers who make extensive year-round use of the old harbour, the beach and the adjacent historic lido, but who are also marine, shipping and local government experts in their own right (including a former Scilly link operator), competent to address many of the technical, political, economic and environmental issues that this scheme raises.

In addition there has now emerged an 'Option PZ', developed by a group of local businessmen and women in conjunction with a local architect, which also avoids damaging the immediate heritage assets and includes some real regeneration benefits for the historic harbour and local community. Option PZ is founded on the premise that the single ship option and pier extension is a *fait accompli*, but that does not mean it supports what has become known locally as the 'RMV White Elephant' - ie, the Route Partnership's plan to replace separate freight and passenger ships, which currently allow low-cost freight operation during the winter (when there are no passengers; subsidised fares mean Scilly folk tend to fly) and safer passenger handling for the four months when tourist comfort and convenience becomes the prime objective, with a single new and hugely expensive super-ship, to be built from scratch in the middle of a global shipping recession. This will again mix freight and passengers (an inefficient model first rejected locally in the 1950s) and is the only reason the RP persists with its destructive plans for the beautiful old harbour wall and pier, to overcome the associated technical and safety problems and to create a berth capable of sheltering such a large and expensive vessel.

The relative merits of the three schemes have been vigorously and forensically debated in recent months, but still there has been no substantive challenge to Option C, just a blanket refusal by Cornwall Council to even consider it now or why it was originally rejected. 'C' has the full support of Andrew George MP and has repeatedly been endorsed by packed meetings for presentations. If it is not possible to adopt

Option C in full, rejecting the RMV White Elephant and moving freight handling out of the historic zone, then Option PZ's sensitive regeneration of the harbour area is seen locally as being a huge improvement over the RP's brutality.

Of course I do not really need to tell you all this. English Heritage will have already written to you explaining that it agrees with RP's own Environmental Statement that *"The stonework to the North Arm and South Pier is a distinctive part of the harbour and creates the setting for the entire area. The loss or concealment of part or all of the harbour walls as part of a scheme may be considered to have a large adverse effect on the heritage asset as a whole"*, adding that *"it is regrettable that more weight was not given to the historic environment; with the South Pier being almost entirely obscured [by the proposed changes] when viewed from along the coast to the south and from the seaward side"*, and further pointing out that the Route Partnership's plans *"seem to be driven more by technical and engineering requirements, rather than a wider consideration of their visual impact and the resultant harm to the area's local distinctiveness"*. That this should be true of plans developed by Cornwall's own unitary authority! It is exasperating and dispiriting in the extreme.

If anything our appreciation of how bad the RP plan is has increased since Mr Ramsden wrote those words to you 15 months or so ago. It is now clear that this is a nationally important archaeological site to which the development will do incalculable harm. I would urge you to read the historic building analysis commissioned by the RP itself here: [http://www.friendsofpzharbour.org/pdfs/HistoricBuildingAnalysis\\_1.pdf](http://www.friendsofpzharbour.org/pdfs/HistoricBuildingAnalysis_1.pdf)

In particular, but not exclusively, the work will:

- damage the fabric of a listed building, and in particular the parapet wall (dating from the late 18<sup>th</sup> century), and cover the large parts of the pier in concrete;
- remove from view the elvan Portzoden reef on which the pier was built and which provided the original shelter from storms;
- fundamentally alter the visual experience in particular views of Penzance from the sea;
- change the relative position of the lighthouse, a historic structure in its own right;
- draw heavy goods traffic further into the harbour area;
- use materials (tinted concrete!) and methods that are entirely out of keeping;
- harm the environment and hinder the economic regeneration of the area when there are less harmful alternatives available.

And finally, I would ask you to consider key questions of equity and transparency. The IoS link is a heavily subsidised operation and we, on the mainland, understand the need for that. Penzance people have a strong emotional attachment to the Scilly link, and there are economic benefits in it for Penzance (mostly from day trippers), though they are greatly overstated. The real benefit lies with IoS inhabitants (who rely on it for much of their tourist trade and everything they eat, use and wear); we all understand and accept that. However, now, with this scheme, Penzance is being asked to accept in addition the significant destruction of its own heritage assets, to completely forego the regeneration opportunity that was a key part of our MP's motivation in battling for the funds for this project (a ten-year fight I might add), and carry the considerable financial risk (through Cornwall Council - IoS is a separate unitary authority) of the purchase and operation of an huge, costly, ill-conceived and inappropriate new vessel. This cannot be right.

A balanced observer is left with only one conclusion; that the RP scheme, with its heavy expenditure, need for a completely new council-owned vessel, massive harm to the old harbour area and inappropriately modernist buildings is a White Elephant *cum* 'carbuncle' *cum* environmental injury in the making. And yet still we live in the shadow of the bulldozer, driven, it would seem, by our own local Council. Options C and PZ show what can be done with an open mind and good will, both of which seem sadly lacking among RP members at present. We respectfully ask that you call this project in so that the truth can be properly ventilated and an efficient, equitable and forward looking project can be conceived which combines the twin objectives of securing the Scilly link and island economy with regenerating one of this county's poorest but most beautiful old towns.

Yours sincerely,

Trevor Maggs