

Highways Development Group

Comment Date: Tue 25 Jan 2011

This is a major planning application for the redevelopment of South Quay with a foodstore, retail units, cinema, restaurant and outline application for 30 residential units. I have based my understanding and recommendations on the advice from GVA that there is room only for one supermarket for Hayle and I am charged with recommending to the Council the application that I consider will give the greatest benefits to the community with the least disruption and inconvenience in respect of the highway network.

In consideration of the need for a supermarket, national policy advises that an ideal location for a supermarket is within the town centre, then if no sites are available (which again has been acknowledged), then the next best location is an edge of centre site; followed as a last resort of an out of town centre. There are two edge of centre sites and this application forms one of them and therefore it must be compared with the other scheme i.e. that on the Jewsons site adjoining to the west. I have also to give due weight to the fact that there is already an outline consented development which if completed in accordance with the outline plans would in my, and my colleagues professional views, take up the capacity of the highway network in this area thus not leaving sufficient spare capacity to accommodate a supermarket within this area.

An approval of this present application would secure the foodstore and thus remove the non food retail units of 10,585sqm and substitute it with 5,230 sqm foodstore plus 2,397 sqm non-food retail and 30 residential units rather than the 260 units consented. This will result due to the different profiling of trip generation at peak hours that there is likely to be less impact at the Foundry Square mini-roundabout than with the consented scheme. From the figures that we have presented to us there will be an additional 339 trips estimated increase through Foundry Square which is less than the 353 already consented for. These additional trips will be managed through a redesigned Foundry Square mini-roundabout with additional entry lanes which will be brought forward as part of these proposals rather than awaiting the triggers contained within the S106 agreement as part of the consented scheme.

Access into the South Quay development will be through a new traffic light controlled junction off Carnsew Road. This brings me now to the access into the facility by all modes of transport and using the established hierarchy of modes I will commence with pedestrian accessibility. This proposal will provide direct and accessible routes to the site through the public realm improvements from the surrounding area by way of improved footways to the appropriate standard and connectivity with existing pedestrian routes. These will be accommodated at the traffic light controlled junction into the site and also by way of improved linkages through Isis Gardens and across Foundry Square and the new footbridge to Penpol Terrace across Penpol Creek. During recent negotiations a commitment has been made by the applicants that these works will be completed prior to trading and I am grateful to them for that assurance as I and members of the committee will be content that this will add to the accessibility of the store.

I will recommend conditions to this effect. These works will require separate agreements through S278 of the Highways Act 1980 to allow work on the adopted highway and also ensured through the S106 agreement and by the recommended conditions. As there will also need to be a Harbour Revision Order, which is under separate legislation a condition is

recommended that the applicants apply for that order within two months of the granting of the planning consent and then at such time as the order is confirmed that the bridge link is constructed prior to trading from the store.

Whilst I would wish to see improved and dedicated cycleway links to the site, I am satisfied that these can be accommodated within the development and that the traffic light controlled junction into the site will allow good access. Cycle parking has been provided to the appropriate standard in accordance with the Councils policy and this will be reinforced through the Travel Plan for both the commercial and residential developments. In respect of public transport provision new on street bus stops will be required and whilst the applicants have stated that these will be provided, further discussion will be required on their location and this can be determined through a travel plan condition and S278 agreement.

I would again prefer to see bus access into the site but accept that commercial bus operators may not wish to divert into the site. However, whilst there is a disadvantage with this application in not knowing who the final operator of the supermarket will be against other operators who give assurances of hopper bus provision to their stores, members may feel it appropriate to seek by way of a condition or agreement to require the operator to provide this service. This has been highlighted in the S106 agreement for the masterplan for the area but members may consider that this should be brought forward earlier in any new agreement.

Car parking for the food retail unit has been provided with 276 spaces. The Councils adopted policy is for a maximum of 1 space per 14 sqm of gross floor area; that would require 374 spaces. Arguably, that is a shortfall but it is within our policy and the site is edge of centre so by definition a number of trips to the store will be by way of alternative modes of transport. In these circumstances, I would recommend conditions relating to Traffic Orders to prevent car parking along the access road into the site and a car parking regime by the site operator to ensure that parking is limited in time so that the car park is not abused by long term parking. The car parking for the residential uses has been shown as 1.6 spaces per unit which is appropriate in this sustainable location.

There are currently capacity difficulties at the Carwin Rise double min-roundabout at Loggans Moor and this issue is being addressed by the Highways Agency together with other junctions along the A30; this forms part of the S106 for the consented scheme for Hayle and is likely to be brought forward as part of this development. In summary and conclusion I can state that this application is my preferred site for the food retail unit purely on the basis that whilst approving it, it will supersede the consented development which if commenced would likely take up any spare capacity in the highway network and therefore not leave room for a food retail unit.

We have concluded that this current proposal will have less impact on Foundry Square than the consented scheme. In allowing this development, it must be accepted that it would take up the demand for the single food retail unit and also likely utilise the capacity of the highway network, certainly in respect of food retail.

Conditions: To follow.

Regards, Mike