

**Subject:** Letter Penwith D.C re Hayle Harbour Development 3.6.2008----- for information to the Chamber of Commerce.Residents Association etc  
**From:** "Bob Mims"  
**Date:** Fri, 6 Jun 2008 11:34:05 +0100  
**To:** "John Bennett" <jb@john-bennett.com>

**R.H.Mims, RIBA (Rtd)**  
**Mimsmere,**  
**16, Meadowside Close,**  
**Hayle,**  
**Cornwall,**  
**TR27 4JL.**

**Jeremy Content,**  
**Planning Officer**  
**Sustainable Development Dept,**  
**Penwith District Council,**  
**St. Clare,**  
**Penzance,**  
**TR18 3QW.**

**4th June 2008**

**Dear Mr Content,**

**Re Planning Ref. 08-0613-P. outline Planning Application for Hayle Harbour.**

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**Although I strongly support the future development of Hayle and the Harbour for the benefit of West Cornwall and future Generations, I regret that I have very serious reservations about the Outline Plans that have just been submitted as follows:----**

**The future long term potential of the Harbour and Hayle itself has not been considered seriously enough, in my opinion. Only provision of limited facilities for the existing Fishing Fleet and Harbour Users have been catered for and the limited Marina proposed would not encourage patronage by the larger craft that could make it commercially viable.**

**Navigation of the Estuary and control of the "Hayle Bar" have not been considered satisfactorily as a long term solution. By depending on Dredging and the reintroduction of what is left of the original Sluicing system, in my opinion, is not satisfactory and the sluicing from Copperhouse Pool through the proposed site of the Marina will adversely affect its potential and practical use.**

**As the Harbour and Hayle itself is liable to flooding by Fluvial and from the Sea resulting in ground floor levels of all new buildings to be raised at least 1.6M above the existing ground level to meet the requirements of the Environment Agency. The overall heights of any buildings above three stories will not be sympathetic with the architecture of the existing buildings or the aims of the Conservation Area or the World Heritage area.**

**I accept that traffic access to North Quay, Clifton Terrace and the Towans is a problem, and that a new bridge, or road is necessary.**

**The traffic survey and the great increase in development in that area indicates that the projected traffic movement will be tremendous, and when related to the existing traffic congestion through Hayle, especially during the holiday period, could easily create "grid lock" to the detriment to the future of Hayle itself.**

**Some relief to the traffic congestion could be obtained if the Highways Agency would seriously consider an interconnection with the A30 Hayle By-pass at Tolroy, which would immediately overcome the necessity of all Helston bound Lorries and other vehicles from passing through Hayle and overloading the proposed new junction to the new bridge.**

**I accept that this is outside the scope of the Harbour Developer, apart from a possible 106 agreement, but a strong case by Penwith D.C, and Cornwall County Council to higher Authority such as RDA may encourage the Highways Agency to act.**

**As far as the individual design details of the proposed new buildings are concerned, I appreciate that they will be subject of a Full Planning Application. However, I would have expected at least some elevations to have been submitted with the Outline Application as has been the case in other resent Outline Applications of lesser importance.**

**May I suggest that the Council requests the Developer to reconsider the long term potential of their project which could greatly improve the financial return to their benefit and Hayle as a whole.**

**The navigation of the Estuary, the control of the Bar and the reduction of the Environment Agency flood prevention requirements due to potential rise in sea levels could be overcome by the construction of a Flood Barrier across the narrow neck to the estuary.**

**Such a Barrier would be divided by the existing narrow strip of land which separates the Harbour from the course of the Hayle river.**

**The western side of this Barrier, between the strip of land and Gunpowder Quay, could be constructed with sluice ducts through the base of the Barrier allowing tidal water to gain access into Lelant Pool,( which is of greater area than Copperhouse Pool and Carnsew Pool combined, amounting to well over 1.500,000 gallons).**

**This water could be retained by penstock valves within the ducts and released about 3hours after each high tide. The position of these ducts would be on a straight line with the correct line of the estuary and the sand bar beyond.**

**Once the channel had been dredged initially, the force of direct water from the new sluices would keep the estuary clear of sand for navigation and help to control the position of the Bar.**

**These ducts could also be fitted with turbines within them to generate electricity for sale to the grid and to power any hydraulic equipment required to operate the Flood Barrier Gate to the main Harbour and also provide a footpath and cycle track over the Barrier itself to provide a much needed shorter route for the N.W. Coastal path avoiding the present route around Lelant Pool and through Lelant, and effectively bring people through the new Harbour Development.**

**The eastern side to the Barrier could be fitted with an hydraulically operated**

**emergency flood gate, possibly a smaller version of the Thames Barrier gates which would be cylindrical in form and lay within the depth of the retaining cill to the harbour when not in use allowing vessels to pass over them into the Harbour from half tide level.**

**The width of the opening would be designed to accommodate the width and displacement of the largest vessel to be accommodated in the Harbour.**

**The Harbour and Marina would have a constant depth of water retained in it and the outlet penstock valve adjacent to the existing gate to Copperhouse Pool could be reinstated and connected to a new culvert or duct to run below the retained water in the Harbour to discharge through the new Barrier at low level and supplement the sluicing provided from Lelant Pool.**

**The abutments to the seaward eastern side to the Barrier could form a much needed access ramp to the beach and also help to retain the unstable cliff that exists in this area.**

**This proposal was mentioned in principal to Mr Berry of ING during the recent Exhibition, but was discounted by him due to cost, but he had nothing better to offer. Although he could see a possible cost saving in groundwork costs if the Environment Agency could relax their requirements if adequate flood defences are provided.**

**The importance and need of such a Flood Barrier, to adequately protect Hayle, Lelant and St Erth, require a large proportion of the cost to be borne by the RDA, Central Government or European Union for genuine Coastal Protection due to Climate Change etc. and the contribution to costs by the Developer should be considerably less in my opinion.**

**If such a scheme were considered in more detail and the Harbour developed as a proper Commercial Harbour again with a proper high class Marina and with safe navigation of the estuary, the future financial potential and prestige of the Harbour and Hayle would be tremendous and create adequate homes, jobs and Commercial expansion for generations to come.**

**The Marina could support moorings for large luxury vessels that at present can only be based in marinas in Spain, Portugal and France, many of which are owned by UK Owners, Business or Consortiums and they could prefer to moor their boats in a suitable West Country Marina more easily accessible to their homes or bases for winter storage maintenance and repair.**

**This could result in an increase in job potential and even boat building, such as the operation by "Sunseekers Marine" in Pool Harbour , Dorset.**

**Another possible Commercial possibility worth investigating, subject to a good Harbour, would be a High Speed Catamaran Ferry Service to Pembroke Dock in South Wales or direct to Rosslare in Southern Ireland, both of which are just over 100 miles north of Hayle Harbour.**

**A similar Service is run from Pool to the Channel Islands and France by "Condor Ferries" and also this week, a similar service has started from Oban to the Orkney Isles across the Pentland Firth.**

**I am sorry to carry on so much, but I am very concerned that the full potential and**

**opportunities for the future of Hayle and West Cornwall will be lost for ever if the redevelopment of Hayle Harbour is undertaken without more serious consideration to its possible long term future and prosperity.**

**Should you wish to have more details about my proposals I have prepared a Project which I have recently presented to Hayle Town Council, The Hayle Harbour Users Association and discussed in principal with Paul Sadler of the Environment Agency, which I could send you if you wish..**

**Meanwhile, should you have any queries or require further information, please contact me accordingly.**

**Yours sincerely,**

**Bob Mims.**

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