

Peter Bainbridge  
Cornwall Council  
*By email and via the Online Planning Portal*

1<sup>st</sup> November 2021

Dear Peter,

**PA21/07481: Erection of 4no. buildings comprising comparison goods store with ancillary garden centre (Class E), food convenience store (Class E), drive-thru restaurant (Class E/Sui Generis) and coffee shop with drive thru facility (Class E) plus vehicular access, car parking, servicing yard, landscaping and land for biodiversity enhancement.**

Eleven Parish Councils and Parish Meetings surrounding the site in question have formed the below response to the application on the basis that the impact of the proposal will be materially significant to residents across the Lizard Peninsula and surrounding areas. This follows a meeting between Parish representatives on 28<sup>th</sup> September to discuss the application and assess if there was a consensus to respond jointly. This joint approach is welcomed by Local Cornwall Councillors and Louise Wood, Service Director for Planning and Sustainable Development at Cornwall Council. Please refer to Cornwall Cllr John Keeling for further information about this, should it be required.

These Councils have the following observations:

- The existing infrastructure at Hospital Cross roundabout (A394/A3083) is insufficient both in the summer holiday season, and indeed off season around traditional rush hour times. The data contained within the Transport Assessment document submitted quite simply does not reflect the reality of the current situation. The reality as experienced by the residents (and visitors) of surrounding areas is:
  - Summertime- Stop-start queues going north on the A3083 to run the whole 2.1 mile length of the road bordering RNAS Cudrose, adding circa 25 minutes to journey times.
  - Summertime- Stop-start queues going south (from Falmouth) on the A394 to run 0.7 miles back past the “Rugby Club” roundabout, going to the “May Tree” roundabout, adding circa 10 minutes to journey times.
  - Summertime- Stop-start queues going southeast (from Penzance) on the A394 to run 0.9 miles back past the “Spar” roundabout to the “Old Cattle Market” double roundabout adding circa 12 minutes to journey times.
  - Winter rush hour – Stop-start queues going north on the A3083 to run at least 1 mile along the road bordering RNAS Cudrose, adding circa 12 minutes to journey times.
  - Winter rush hour – heavy traffic going south (from Falmouth) on the A394 and on A3083 to the main entrance to RNAS Cudrose.
- Surrounding routes are currently used as “rat runs” when the frequent congestion as above occurs, meaning heavy use of roads that are unsuited for such purposes – through Boskenwyn and Gweek for example. The introduction of further traffic at the Hospital roundabout will further exacerbate this issue.

- The lack of understanding or acknowledgment of the current reality means that it is not possible for the applicant/developer to effectively or accurately model the future impact of further development at the Hospital roundabout.
- The applicant fails to adequately detail the mitigation measures at the Hospital roundabout. Further, it is the opinion of these Councils that it is not feasible to adjust the Highway at the location to effectively manage current road use, let alone to mitigate increased road use.
- The application (and impacts and mitigations thereof) fails to acknowledge the Cornwall Council report of 2017 “*Helston Transport Strategy Development*”, specifically *Appendix B: Town Model Report*, referencing the *Helston SATURN Model*, which details how congestion and delays are expected to occur in Helston by 2030.
- There are varied views on the need for further out-of-town retail in Helston – though the undersigned Parish Councils agree that should development of this nature proceed, there are much more suitable locations that will not significantly and negatively impact upon the residents of the Lizard Peninsula and surrounding area (e.g. Helston Business Park, the former Co-op on Trengrouse Way, and so on).

In summary, the A3083 road leading to the Hospital roundabout is the main artery for movement on and off the Lizard Peninsula. Thousands of residents depend on using this route for the purposes of employment, education, medical treatment, commercial and economic activity, and recreational activity. Further, the bottleneck at the Hospital roundabout is impacted by many visitors to the area in peak times, and for those transiting through Helston on the A394 between Penzance and Falmouth (notably HGV which cannot use alternative routes). The highway infrastructure is unfit for current use and restricts the activity of residents of the Peninsula, and further development will exacerbate this tremendously and form an unacceptable barrier for residents. There is very strong opinion locally on this.

The undersigned Councils therefore request that this application is **REJECTED** on the grounds of insufficient existing Highways provision and insufficient mitigation within the application.

Yours Faithfully

<b>Council</b>	<b>Permanent adult population represented</b>	<b>Minute reference</b>
Cury Parish Council	431	10/11/21 - 13
Grade Ruan Parish Council	936	104/21
Gunwalloe Parish Meeting	219	12/10/2021 correspondence
Gweek Parish Council	667	10/552/10e
Landewednack Parish Council	906	21/22 – 145
Manaccan Parish Council	379	10/2021 p1292-para6a
Mawgan Parish Council	1,437	22/10/21 p1059-para8
Mullion Parish Council	2,091	26/10/2021 – 6
St Anthony in Meneage Parish Meeting	168	10/2021 p70-para3
St Keverne Parish Council	2,008	7/10/21 p25-para9
St Martin in Meneage Parish Council	342	13/10/21 p890-para5
<b>TOTAL</b>	<b>9,584</b>	

*Convened and compiled by Grade Ruan Parish Council.*