

# Hayle Area Action Plan 2006 – 2026

## Issues and Options

### Responses to Public Consultation / Progression of Area Action Plan

#### 1.0 Introduction

- 1.1 The Issues and Options paper is the first in a series of documents programmed to be prepared as part of the process of producing the Hayle Area Action Plan. Although originally intended to form part of the Penwith Local Development Framework, with the transition to the Cornwall Council unitary authority it is anticipated that the Area Action Plan will now form a key part of the Cornwall Local Development Framework, subject to consideration of Hayle's function and status through work on the Cornwall Core Strategy.
- 1.2 The Issues and Options paper was published for consultation during the period 17<sup>th</sup> January to 25<sup>th</sup> March 2008. The paper was essentially a discussion document aimed at establishing the key issues affecting Hayle and the opportunities and options, including potential areas and sites for development, which need to be examined to help deliver its regeneration. A number of questions were included throughout the paper, and to enable people to comment a separate questionnaire was available.
- 1.3 In response to the consultation a total of 281 completed questionnaires and 180 other representations, as well as other comments from consultees, were received. The information available from these responses has been collated and is available as separate evidence base documents. This report provides a summary of those documents and the main issues arising, as well as pointers for progression towards production of 'preferred options'. For ease of reference the structure of this report loosely follows that of the original paper and questionnaire, providing commentary on responses to particular questions where appropriate. The report concludes with an overview drawing together some of the key themes, together with recommendations for progression of the Area Action Plan.

#### 2.0 Summary of Questionnaire Responses

##### 2.1 THE AREA

###### Boundaries

- 2.1.1 A map accompanying the Issues and Options paper included suggested boundaries for the geographical limits of the Hayle Area Action Plan and also development boundaries for Hayle town and Phillack village.
- 2.1.2 Based on questionnaire responses, 59.20% of respondents indicated agreement

with the Area Action Plan boundary (Question 1); 72.10% with the Hayle development boundary (Question 2); and 70.10% with the Phillack development boundary (Question 3). A number of suggestions were received for changing the boundaries (Questions 2, 4, and 6 respectively).

#### Hayle Area Action Plan

- 2.1.3 In relation to the Area Action Plan boundary, this was generally accepted as a good starting point, although various comments were received about extending / reducing the area covered, and including / excluding particular areas and sites.
- 2.1.4 A recurring theme was that the whole of the area covered by the Hayle Area Plan 2005-25 (the community-led strategic plan for the area), i.e. the Hayle, St Erth and Gwinear-Gwithian Parishes in their entirety, should be included to ensure consistency and coordination between the two documents and consideration of outlying villages, e.g. Angarrack, St Erth, Connor Downs, etc. Other respondents considered that Lelant (within St Ives Parish) should also be included to ensure consideration of the effect of development on the village.
- 2.1.5 Other respondents considered that the boundary was too extensive and incorporated rural areas which should be excluded, and that accordingly the area should be reduced with the focus simply being on the Hayle town area. Related to this, some respondents considered the A30 Hayle bypass to be a natural boundary to the town, and that sites beyond this should be excluded. Others considered that the Towans, certain areas around the St Erth roundabout (related to Lelant, part actually being within Ludgvan Parish), and designated areas / greenfield sites should be excluded. A number of comments were made about the suitability / acceptability of certain specific sites.
- 2.1.6 Although the logic for adopting the same boundary for both the Hayle Area Plan and Hayle Area Action Plan is understood, such an approach is considered to be contrary to the rationale behind Area Action Plans as explained in Planning Policy Statement 12: Local Spatial Planning (PPS12). This states that Area Action Plans should be used where there is a need to provide the planning framework where significant change or conservation is needed. It further explains that Area Action Plans should: deliver planned growth areas; stimulate regeneration; protect areas particularly sensitive to change; resolve conflicting objectives in areas subject to development pressures; or focus the delivery of area based regeneration initiatives. Although no definitive advice is provided about the extent of an Area Action Plan, the emphasis seems to be on a relatively restricted area in order to provide the required degree of focus. In relation to Hayle, one of the principal reasons for preparing the Hayle Area Action Plan is to help deliver anticipated higher housing requirements stipulated in the Regional Spatial Strategy (Hayle being identified as one of the principal towns in Penwith), and also employment opportunities, including through regeneration initiatives such as the redevelopment of the harbour area and also other potential growth areas, e.g. to the south of the town. For these reasons it is considered that the extent of the Area Action Plan should remain constrained and arguably that it should be reduced. For instance, given the urban focus, the Towans area to the north of the town, including settlement at Riviere Towans, could be removed to help reinforce the essentially rural status and character of that particular area. Other areas, such as the remaining parts of the three aforementioned parishes, should also continue to be excluded for the reasons

stated. It is anticipated that the needs of those areas, and the villages within them, will be addressed through other documents forming part of the Cornwall Local Development Framework.

- 2.1.7 The merits of specific sites are considered later in this report. Following more detailed assessment it is possible that some currently identified potential sites may be discounted. In that case they will not warrant further consideration and will be deleted from the map, with the boundary being realigned as necessary. The reasoning for inclusion / exclusion of particular sites will be explained and justified at that stage.

Hayle

- 2.1.8 In relation to the Hayle development boundary, a recurring theme was that the boundary should be extended to include some or all of the potential development sites identified, including the harbour area, on the basis that significant additional land is required for development. As explained in the Issues and Options paper, the suggested boundary largely follows the existing perimeter of the built-up area of the town. Its purpose is to provide clear and unambiguous guidance as to where development will, in principle, be acceptable. Until such time as the identified potential development sites have been assessed in more detail, it is considered inappropriate to include them within the development boundary at this stage. To include them would indicate a level of suitability and acceptability that has not been reached. However, following selection of favoured sites and the discounting of others, the boundary will be realigned as necessary.

Phillack

- 2.1.9 In relation to the Phillack development boundary, a recurring theme was a query about why Phillack had been separately identified, with corresponding suggestions that it should instead be included as part of the Hayle town area. Perhaps related to this, and also comments in respect of the Hayle town boundary, some respondents suggested that the boundary be extended to include identified potential development sites at Lethlean Lane and in the Riviere Farm area, although others considered that it was necessary protect the separate identity of Phillack by maintaining surrounding open areas as a buffer.

## **2.2 VISION**

- 2.2.1 81.00% of respondents indicated agreement with the vision for Hayle (Question 7).
- 2.2.2 A number of suggestions were received for changing the vision (Question 8). A recurring theme was a need for greater emphasis on protecting the environment and related biodiversity and green infrastructure issues (for instance, one particular suggestion was the inclusion of a reference to “Hayle: waters and shorelines of international importance for wildlife”). Also, the need for promotion and exploitation of green energy, and the delivery of 'affordable' housing and 'sustainable' employment opportunities, was highlighted.

## **2.3 OBJECTIVES**

- 2.3.1 84.30% of respondents indicated agreement with the objectives for realising the vision for Hayle (Question 9).
- 2.3.2 A number of suggestions were received for changing the objectives (Question 10). A recurring theme was concern about the level of development proposed for Hayle (stemming from the distribution proposed by the Preferred Options document for the Penwith Core Strategy, with a suggestion in relation to Objective 1 that Hayle should accommodate an 'appropriate' rather than as drafted 'significant' proportion of the housing and employment requirements for the Penwith district), and why Hayle should accommodate district-wide rather than local housing requirements. Associated concerns were raised about the current lack of adequate infrastructure, facilities and services, commenting on the need for this to be provided to support proposed growth, and about provision of 'affordable' housing and 'sustainable' employment opportunities. As in the case of the suggested vision, concerns were also raised about the need for greater emphasis on protecting the environment and related biodiversity and green infrastructure issues (a specific query was raised about the reference to "key elements" of Hayle's cultural and industrial heritage under Objective 7, with the suggestion that this should be protected as a whole). Also, the need for promotion and exploitation of green energy, and acknowledgement and consideration of climate change.

## **2.4 FACILITATING HOUSING AND EMPLOYMENT GROWTH**

### **Hayle Harbour**

- 2.4.1 The Issues and Options paper explained that although having the potential to contribute quite significantly redevelopment of the harbour alone will not be sufficient to meet housing and employment needs. Strategy options relating to the harbour and brownfield / greenfield sites were set out.
- 2.4.2 51.80% of respondents indicated support for the option of redeveloping the harbour area, including nearby greenfield areas, along with additional brownfield and greenfield sites; whilst 44.60% supported redevelopment of the harbour area, excluding nearby greenfield sites, along with development of additional brownfield and alternative greenfield sites; with only 3.60% supporting the option of excluding the harbour altogether (Question 11).
- 2.4.3 Although there was majority support amongst respondents for the general strategy of redevelopment of the harbour area and associated greenfield land, as proposed in ING's masterplan and the recent application for outline planning permission, it was marginal, with responses received indicating a significant level of support for the strategy of developing alternative greenfield sites elsewhere in the town. It will be important, therefore, that the alternative options are further examined to ensure identification and adoption of the most sustainable / appropriate pattern of development.

### **Other Previously-Developed Land**

Foundry

2.4.4 In relation to Foundry (Site H2), 82.80% of respondents supported the option of carrying forward the remaining part of the existing allocation for the area from the Penwith Local Plan (Proposal TV-E, development of a heritage centre and craft workshops with ancillary retail) into the Hayle Area Action Plan to enable realisation of the original aims for the site (Question 12). Only 17.20% favoured reallocation, with a number of suggestions for alternative uses being received (Question 13), the most frequent being housing (including affordable housing) and employment, with others including shopping and sports / leisure facilities.

#### Perfex Works and R & J Supplies

2.4.5 In relation to Perfex Works (Madison Terrace – Beatrice Terrace) (Site H3), 88.10% of respondents supported the option of carrying forward the existing housing allocation (Proposal H-F) from the Penwith Local Plan into the Hayle Area Action Plan (Question 14). Clearly this question, and the related element of Question 15 about appropriate alternative uses, is now redundant as following planning permission being granted development is underway. However, R & J Supplies (Copper Terrace) (Site H4) remains available, and in relation to this site 68.40% of respondents supported the similar option of carrying forward the existing housing allocation (Proposal H-G). 31.60% of respondents supported reallocation, and a number of suggestions for alternative uses were received (Question 15), the most frequent being emergency services and medical / health centre, and also shopping, with others including sports / leisure facilities, employment (including live/work), and cinema.

#### Other Sites

2.4.6 A number of other potential site opportunities were identified (Question 16), including (in order of the level of support for their redevelopment): Daniel's Supermarket (Market Square, Copperhouse) (Site H9) [96.00%]; Loggans Mill (Loggans) (Site H5) [90.70%]; Hawkin's Motors (Hayle Terrace) (Site H6) [74.60%]; Atlantic Motors (Commercial Road / Fore Street) (Site H8) [64.00%]; and Central Garage (Hayle Terrace) (Site H7) [62.70%].

2.4.7 In relation to suggestions for appropriate uses of the identified sites (Question 16), all sites attracted a high level of support for housing, although in the case of Hawkin's Motors recreation / open space featured more highly; whilst in the case of Daniel's Supermarket retail featured more highly. Recreation / open space also featured highly, but slightly less than housing, in the case of Atlantic Motors. In addition there was a measure of support for retail use at the Central Garage and Atlantic Motors sites; and for business / employment use at the Daniel's Supermarket, Central Garage, Atlantic Motors, and Loggans Mill sites.

2.4.8 A number of suggestions were made about other sites, although none with significant frequency (Question 17). However, mention of the lack of local amenities and the need for a children's play area in the Water Lane area is noted and arises through various other questions .

#### **Greenfield / Outlying Sites**

2.4.9 A number of areas and sites were identified as having potential to accommodate housing and employment growth, in addition or as alternatives to those included in

the harbour redevelopment proposals.

#### Broad Growth Area

- 2.4.10 The option of development within the broad area to the south of the existing built-up area of the town along the Penpol Road – St George's Road – High Lanes – Viaduct Hill 'corridor' (Sites H14 – H23), incorporating necessary infrastructure and other local facilities and services, was supported by 65.40% of respondents (Question 18).
- 2.4.11 Focusing on individual sites within the broad growth area, Question 19 sought to gauge opinion about which where suitable for development and what use/s would be appropriate.
- 2.4.12 All sites (H14 – H23) received majority support, although the margin was less marked in the case of Site H14 (Penpol Road) [54.90%], Site H22 (Strawberry Lane (East)) [58.20%], and Site H23 (Strawberry Lane (West)) [57.30%], perhaps reflecting the existing Open Area designation of the former, and the more peripheral or 'countryside' location of the latter two.
- 2.4.13 In the case of all sites (H14 – H23), housing (including affordable and sheltered housing) was the most frequently suggested use.
- 2.4.14 Sport / leisure facilities featured highly in the case of Sites H14 (Penpol Road), H18 (High Lanes (South) – Strawberry Lane), H22 (Strawberry Lane (East)) and H23 (Strawberry Lane (West)) particularly, but also H17 (High Lanes (North) - Humphry Davy Lane) and H21 (Viaduct Hill (South)).
- 2.4.15 School facilities featured highly in the case of Site H14 (Penpol Road) particularly, but also H15 (Bar View Lane), H16 (High Lanes) and H17 (High Lanes North – Humphry Davy Lane).
- 2.4.16 Business / employment uses featured highly in the case of Sites H19 (Trevassack Hill) and H20 (Viaduct Hill (North) – Trevassack Hill).

#### Other Sites

- 2.4.17 Focusing on individual sites not included within the broad growth area, Question 20 sought to gauge opinion about which where suitable for development and what use/s would be appropriate.
- 2.4.18 Responses received indicate a low level of support for development of Sites H10 (Clifton Terrace – Churchtown Road) [39.10%] and H11 (Riviere Farm) [38.20%], with marginal support for Site H12 (Lethlean Lane) [51.90%], reflecting the response to Question 11 about the overall development strategy and the role of the harbour and nearby greenfield sites.
- 2.4.19 Site H13 (Treveglos) also received marginal support [52.70%], although see comments at 2.4.26 about appropriate uses.
- 2.4.20 The following sites attracted a low level of support: H24 (Water Lane – Chenhalls Road – Plantation Lane) [37.60%]; H25 (Water Lane (West)) [36.50%]; H26 (Water

Lane (East)) [37.30%]; H27 (Water Lane – Mellanear Road) [38.90%]; H29 (Mellanear Road – A30 (South)) [39.90%]; and H34 (Grist Lane (Angarrack)) [37.20%].

2.4.21 Marginal opposition was received in respect of the sites H28 (Mellanear Road – A30 (North)) [52.00%], H39 (Griggs Hill (North) (Lelant)) [51.50%], and H40 (Griggs Hill (South) (Lelant)) [52.70%].

2.4.22 The following sites attracted a high level of support: H30 (Loggans Moor) [73.10%]; H31 (Marsh Lane (North)) [76.20%]; H32 (Marsh Lane (South) (Rugby Ground / Playing Field)) [71.10%]; H33 (Marsh Lane (South)) [78.50%]; H35 (Midway Service Station (The Causeway)) [86.50%]; H36 (Adjacent St Erth Industrial Estate) [87.60%]; H37 (Adjacent St Erth Sewage Works) [87.00%]; H41 (Station Approach (East)) [81.60%]; and H42 (Station Approach (West)) [77.00%].

2.4.23 Marginal support was received for Site H38 (Rose-An-Grouse – Nut Lane) [56.00%].

2.4.24 In the case of Sites H10 (Clifton Terrace – Churchtown Road), H11 (Riviere Farm), H12 (Lethlean Lane), H13 (Treveglos), H24 (Water Lane – Chenhalls Road – Plantation Lane), H25 (Water Lane (West)), H26 (Water Lane (East)), H27 (Water Lane – Mellanear Road), H28 (Mellanear Road – A30 (North)), H29 (Mellanear Road – A30 (South)) and H30 (Loggans Moor), housing (including affordable housing) was the most frequently suggested use. Housing was also suggested for Sites H38 (Rose-An-Grouse – Nut Lane (Lelant)), H39 (Griggs Hill (North) (Lelant)), H40 (Griggs Hill (South) (Lelant)), H41 (Station Approach (East) (St Erth)) and H42 (Station Approach (West) (St Erth)), but to a lesser degree.

2.4.25 Employment use featured highly in respect of Site H36 (Adjacent St Erth Industrial Estate) particularly, but also H31 (Marsh Lane (North)), H32 (Marsh Lane (South) (Rugby Club / Playing Field)), H33 (Marsh Lane (South)) and H37 (Adjacent St Erth Sewage Works), and to a lesser degree H30 (Loggans Moor), H38 (Rose-An-Grouse – Nut Lane (Lelant)), H39 (Griggs Hill (North) (Lelant)), H40 (Griggs Hill (South) (Lelant)), H41 (Station Approach (East) (St Erth)) and H42 (Station Approach (West) (St Erth)).

2.4.26 Retail use featured highly in respect of Site H32 (Marsh Lane (South) (Rugby Club / Playing Field)) particularly, but also H31 (Marsh Lane (North)) and H33 (Marsh Lane (South)), and to a lesser degree H30 (Loggans Moor).

2.4.27 Sport / leisure use featured fairly highly in respect of Site H11 (Riviere Farm) particularly, but also H10 (Clifton Terrace – Churchtown Road), H24 (Water Lane – Chenhalls Road – Plantation Lane), H30 (Loggans Moor), H31 (Marsh Lane (North)), and H32 (Marsh Lane (South) (Rugby Club / Playing Field)).

2.4.28 Although housing was the most frequently suggested use in relation to Site H13 (Treveglos), it is notable that a significant proportion of suggestions were also received (in combination) for sports /leisure, open space and play park uses.

2.4.29 Tourism use (including hotel) featured particularly highly in respect of Site H35 (Midway Service Station (The Causeway)).

2.4.30 Use for parking featured highly in respect of Sites H41 (Station Approach (East) (St Erth)) and H42 (Station Approach (West) (St Erth)).

2.4.31 A number of suggestions were made about other sites, although none with significant frequency (Question 21).

#### St Erth Roundabout

2.4.32 Question 22 sought views about a suggested strategy of focusing industrial / business uses on land in the vicinity of the St Erth roundabout, for which there was support from 84.40% of respondents.

2.4.33 Stemming from the above, 85.40% of respondents supported the option of carrying forward the existing employment allocation (Proposal E-A) of land Adjacent St Erth Industrial Estate (Site H36) from the Penwith Local Plan into the Hayle Area Action Plan (Question 23). Similarly, 84.60% of respondents supported the option of carrying forward the existing employment allocation (Proposal E-D) of land Adjacent St Erth Sewage Works (Site H37).

2.4.34 Where respondents favoured reallocation, a number of suggestions for alternative uses were received (Question 24). Presumably reflecting reference elsewhere in the Issues and Options paper, and following public concern about more integrated sites at Hayle, the most frequent suggestion for both sites was a Gypsy and Traveller site, with others including open space (leaving the sites undeveloped), base for the emergency services (Site H36), and park & ride (Site H37).

2.4.35 A number of other potential site opportunities were identified in the Issues and Options paper, although the majority view of respondents on their suitability for industrial / business development was unsupportive (Question 25). These included Rose-An-Grouse – Nut Lane (Lelant) (Site H38) [53.70%], Griggs Hill (North) (Lelant) (Site H39) [63.10%], and Griggs Hill (South) (Lelant) (Site H40) [62.90%].

2.4.36 A number of suggestions were made about other suitable sites for industrial / business development (Question 26), the most frequent being Loggans Moor (Site H30), and to a lesser extent Marsh Lane (Sites H31, H32 and H33), St Erth (Sites H36, H41 and H42), and Mellanear Road (Sites H28 and H29).

## **2.5 ENABLING COMMUNITY WELLBEING**

### **Affordable Housing**

2.5.1 63.10% of respondents were supportive of allocating sites for housing development with increased proportions (up to 100%) of affordable housing in order to help meet requirements (Question 27).

### **Community and Leisure Facilities**

#### Projects and Proposals

2.5.2 This section included a list of community and leisure facility projects and proposals being considered by the Hayle Area Plan Partnership, with respondents to Question

28 indicating a high level of support in each case, including for: Hayle White-Water Sports Centre (location to be confirmed) [73.60%]; Hayle Activity Centre (location to be confirmed) [93.10%]; Hayle Swimming Pool (North Quay) [97.60%]; Hayle Watersports Association (North Quay) [90.80%]; Penwith Extreme Sports Centre of Excellence (location to be confirmed) [80.20%]; Outdoor Activity Centre (Phillack Towans) [88.30%]; Carew House (Queensway) [82.60%]; and Hayle Bowling Club (St George's Road) [93.60%].

- 2.5.3 A number of suggestions were made about other projects (Question 29), the most frequent being cinema and theatre / concert hall / arts centre, but also indoor sports / leisure facility, community centre / hall, sailing / watersports facilities, children's play areas, heritage centre / museum, youth club / facilities, night club / disco, and a range of other facilities.

#### White-Water Sports Centre

- 2.5.4 Question 30 sought views about six suggested locations for the proposed White-Water Sports Centre in particular, with land at Riviere Farm (Site H11) receiving support from 57.00% of respondents. In contrast, in the case of the five remaining locations the majority of respondents were unsupportive: Loggans Moor (Site H30) [62.10%]; Marsh Lane (North) (Site H31) [68.00%]; High Lanes (South) – Strawberry Lane (Site H18) [78.10%]; Strawberry Lane (West) (Site H23) [84.10%]; Water Lane – Chenhalls Road – Plantation Lane (Site H24) [61.20%]; Rose-An-Grouse – Nut Lane (Lelant) [68.00%].

- 2.5.5 A number of suggestions were also made about other sites (Question 31), the most frequent being Hayle Harbour (Site H1), and to a lesser extent the Towans area.

#### Hayle Activity Centre

- 2.5.6 Question 32 sought views about two suggested locations for the proposed Hayle Activity Centre in particular. The site at Penpol Road (Site H14) received support from 60.00% of respondents, although the site at High Lanes (Site H16) was slightly favoured and received support from 63.80% of respondents.

- 2.5.7 A number of suggestions were made about other sites (Question 33), the most frequent being Hayle Harbour (Site H1), Mellanear Road – A30 (South) (Site H29), and Loggans Moor (Site H30), and to a lesser extent various sites at Water Lane / Mellanear Road (Sites H25, H26, H27 and H28), High Lanes – Humphry Davy Lane (Site H17), Marsh Lane (North) (Site H31) and Riviere Farm (Site H11).

#### Hayle Rugby Club

- 2.5.8 Question 34 sought views about the proposed relocation of the existing rugby ground and facilities, currently at Marsh Lane (Site H32), to land near the existing football club at High Lanes – Strawberry Lane (Sites H22 and H23), and this received support from 74.60% of respondents.

- 2.5.9 A number of suggestions were made about alternative sites (Question 35), the most frequent being High Lanes (South) – Strawberry Lane (Site H18).

#### Hayle Football Club

2.5.10 Question 36 sought views about the retention and protection of the existing Hayle Football Club at its current site at High Lanes – Viaduct Hill, and this received support from 92.80% of respondents.

2.5.11 A number of suggestions were made about alternative sites (Question 37), although none were mentioned with significant frequency.

#### Hayle Cricket Club

2.5.12 Question 38 sought views about the retention and protection of Hayle Cricket Club at its current site at the Towans, and this received support from 92.40% of respondents.

2.5.13 A number of suggestions were made about alternative sites (Question 39), although none with significant frequency.

#### Young People

2.5.14 Question 40 sought views about matters related to the needs of young people in Hayle which need to be addressed and attracted a number of suggestions, the most frequent being youth centre / clubs, cinema, sport and leisure centre / facilities, children's play areas, youth facilities and indoor meeting places.

#### Older People

##### Extra Care Housing

2.5.15 Question 41 sought views about the provision of extra care housing within the identified potential broad growth area to the south of the Penpol Road – St George's Road – High Lanes – Viaduct Hill corridor (Sites H14 – H23), with 87.10% of respondents favouring inclusion.

2.5.16 Question 42 sought views about the suitability of individual sites included within the broad growth area. Generally, sites closest to the Foundry and Copperhouse town centres were supported by respondents, i.e. Penpol Road (Site H14) [65.50%], Bar View Lane (Site H15) [74.10%], High Lanes (Site H16) [55.80%], High Lanes (North) – Humphry Davy Lane (Site H17) [52.20%]. Trevassack Hill (Site H19) [53.40%], with other sites (H18, H20, H21, H22 and H23) not being favoured.

2.5.17 A number of suggestions were made about other sites (Question 43), the most frequent being a general suggestion for sites to be on the level, near to the town centres and facilities, and also specific sites R & J Supplies (Site H4), Perfex Works (Madison Terrace – Beatrice Terrace) (Site H3), and to a lesser extent Hawkin's Motors (Hayle Terrace) (Site H6), Daniel's Supermarket (Market Square, Copperhouse) (Site H9), Atlantic Motors (Commercial Road / Fore Street) (Site H8), Central Garage (Hayle Terrace) (Site H7) and Mellanear Road – A30 (North) (Site H28).

##### Other Matters

2.5.18 Question 44 sought views about matters related to the needs of older people in

Hayle which need to be addressed and attracted a number of suggestions, the most frequent being improved availability / frequency / accessibility / affordability of public transport, improved / additional day care centre / facilities, improved / accessible healthcare facilities (health centre, doctors, dentists), community / activity centre (theatre), and improved accessibility to facilities and services.

## **Gypsies and Travellers**

### Potential Sites

2.5.19 Question 45 sought views about eight potential locations for Gypsy and Travellers accommodation (transit sites), with a majority of respondents being unsupportive in all cases, particularly in relation to the site closest to the town centre, i.e. at Carnsew Road – Foundry Lane (part Site H1), or those adjacent to existing residential areas, i.e. at Water Lane / Mellanear Road (Sites H25, H26, H27 and H28). Although not receiving majority support, sites in relatively remote locations, i.e. Marsh Lane (North) (Site H31) and Station Approach (West) (St Erth) (Site H42), and to a lesser extent Griggs Hill (South) (Lelant) (Site H40), received proportionately more support than the aforementioned integrated sites.

2.5.20 A number of suggestions were made about other sites (Question 46), the most frequent being Station Approach (East) (St Erth) (Site H41) and Adjacent St Erth Sewage Works (Site H37), and to a lesser extent Strawberry Lane (East) (Site H22), Viaduct Hill (South) (Site H21), Strawberry Lane (West) (Site H23), Loggans Moor (Site H30), Marsh Lane (North) (Site H31) and Adjacent St Erth Industrial Estate (Site H36).

### Local Opposition / Evidence

2.5.21 Members will be aware that following public consultation the HEYLP campaign group has been established, opposed to provision of a Gypsy and Traveller site at Hayle. One of the group's stated concerns is about a lack of evidence of visits to Hayle by Gypsies and Travellers to justify provision of a site. For clarification, the Preferred Options document for the Core Strategy advocated a locational strategy aimed at providing sites in sustainable locations, where there is convenient access to services and facilities, e.g. the main towns. Correspondingly, the Issues and Options paper for the Hayle Area Action Plan included suggestions for potential sites on the edge of Hayle, i.e. at Water Lane and Mellanear Road as detailed above. In addition to the sustainability of the location, the decision to provide a site at Hayle was based on other localised information, provided by Cornwall County Council's Gypsy and Traveller Liaison Officer and Support Worker, about visits by Gypsies and Travellers to Penwith. This highlighted a need to provide a transit site in the Hayle area in particular. Unfortunately, whilst it is known that Gypsies and Travellers have visited Hayle, and there is no reason to doubt the validity of the information, it appears that detailed records have not been maintained, such that justification of the Council's strategy is being questioned on the basis that it is not founded on a sufficiently robust and credible evidence base.

### Cornwall Local Development Framework / Gypsies and Travellers DPD

2.5.22 Following on from the above, Members will be aware of the transition to the new Cornwall Council, and about work that is in progress to devise a Local Development

Scheme (programme and timetable of work) for documents to be included as part of the new Cornwall Local Development Framework. As part of this it is anticipated that a specific Development Plan Document (DPD) about Gypsies and Travellers, to help deliver a network of sites across Cornwall, will be prepared as a matter of priority, particularly given pressing Regional Spatial Strategy requirements. The DPD is likely to carry forward / supersede work already undertaken as part of the Penwith Local Development Framework, including the Penwith Core Strategy together with the Hayle and Penzance & Newlyn Area Action Plans, and it is probable that the evidence base will necessarily be reviewed and supplemented as appropriate to aid formulation of a locational strategy for Cornwall. In these circumstances work on the identification / assessment of potential Gypsy and Traveller sites at Hayle (and elsewhere in Penwith) has been put aside from consideration pending review of the situation and formulation and justification of a locational strategy via the proposed Cornwall-wide Gypsies and Travellers DPD.

## **Education, Healthcare and Emergency Services**

### **Educational Requirements**

- 2.5.23 Question 47 sought views about the potential reservation of land adjacent to Penpol School (Site H14 - Penpol Road) and opposite Hayle Community School (Site H16 – High Lanes) to cater specifically for future educational requirements, with 90.20% and 88.30% of respondents respectively favouring such a strategy.

### **Health Centre and Police Station**

- 2.5.24 Question 48 sought views about the proposal to develop a centrally located health centre and police station on the R & J Supplies (Copper Terrace) site (Site H4), with 87.90% of respondents indicating that they considered the site to be suitable.

- 2.5.25 A number of suggestions were made about other sites (Question 49), the most frequent being Foundry (Site H2), Hayle Harbour (Site H1), Hawkin's Motors (Hayle Terrace) (Site H6), Water Lane (West) (Site H25), and to a lesser extent Atlantic Motors (Commercial Road / Fore Street) (Site H8), Daniel's Supermarket (Market Square, Copperhouse) (Site H9), Penpol Road (Site H14) and Mellanear Road – A30 (North) (Site H28).

### **Operational Base for Fire, Ambulance and Coastguard Services**

- 2.5.26 Question 50 sought views about sites being considered as an operational base for fire, ambulance and coastguard services, with 73% of respondents indicating support for the site Adjacent St Industrial Estate (Site H36). The only other site to receive majority support was Midway Service Station (The Causeway) [55.80%]. A site at Grist Lane (Angarrack) (Site H34) attracted a low level of support [28.60%], with others being more borderline, including: Mellanear Road – A30 (South) (Site H29) [43.30%]; Rose-An-Grouse – Nut Lane (Lelant) (Site H38) [47.50%]; Mellanear Road – A30 (North) (Site H28) [40.90%]; and Griggs Hill (South) (Lelant) [43.40%].
- 2.5.27 A number of suggestions were made about other sites (Question 51), the most frequent being Loggans Moor (Site H30) and R & J Supplies (Copper Terrace) (Site H4).

## Additional Facilities

- 2.5.28 Question 52 sought views about required additional facilities, given planned level of growth at Hayle, with the most frequent being children's play areas, extended / additional schools (primary / secondary), and to a lesser extent cinema, road improvements / traffic calming, theatre / concert hall, healthcare centre / facilities, accident and emergency facility, plus others including emergency service provision / cover, youth facilities, pre-school nursery / play groups, and community centre.

## 2.6 STIMULATING THE LOCAL ECONOMY

### Live / Work Space

#### Brownfield v Greenfield

- 2.6.1 Question 53 sought views about live / work space at Hayle, with 93.40% of respondents supporting provision through development of brownfield sites within the town, and only 34.80% supporting peripheral greenfield sites.

#### Mixed Use v Exclusive Sites

- 2.6.2 In answer to related Question 54, 78.80% of respondents considered that live / work space should be required as part of the mixed use development of sites, compared to 51.30% of respondents who supported the allocation of exclusive sites.

#### Potential Sites

- 2.6.3 A number of suggestions were made about suitable sites (Question 55), the most frequent being Hayle Harbour (Site H1), Daniel's Supermarket (Market Square, Copperhouse) (Site H9), R & J Supplies (Copper Terrace) (Site H4), and Perfex Works (Madison Terrace – Beatrice Terrace) (Site H3), and to a lesser extent Loggans Mill (Site H5), Hawkin's Motors (Hayle Terrace) (Site H6), Atlantic Motors (Commercial Road / Fore Street) (Site H8), Central Garage (Hayle Terrace) (Site H7) and Foundry (Site H2), plus others.

### Marine Renewable Energy Industry (Wave Hub)

#### Wave Hub

- 2.6.4 97.10% of respondents considered that it was appropriate to provide a supportive planning policy framework to encourage and help enable the location and establishment of industries associated with the Wave Hub project in Hayle (Question 56).
- 2.6.5 A number of suggestions were made about suitable sites (Question 57), the most frequent being Hayle Harbour (Site H1), and to a lesser extent Adjacent St Erth Industrial Estate (St Erth) (Site H36), Riviere Farm (Site H11), Loggans Moor (Site H30), Marsh Lane (North) (Site H31), Marsh Lane (South) (Rugby Ground / Playing Fields) (Site H32), Griggs Hill (South) (Lelant) (Site H40), plus others.

## Centre for Alternative Technology

- 2.6.6 In response to related Question 58, 90.50% of respondents supported the provision of a Centre for Alternative Technology in Hayle.
- 2.6.7 A number of suggestions were made about suitable sites (Question 59), the most frequent being Hayle Harbour (Site H1) and Loggans Moor (Site H30), and to a lesser extent Foundry (Site H2), Mellanear Road – A30 (North) (Site H28), Mellanear Road – A30 (South) (Site H29), Marsh Lane (North) (Site H31), Marsh Lane (South) (Rugby Ground / Playing Field) (Site H32), Marsh Lane (South) (Site H33) and Adjacent St Erth Industrial Estate (St Erth) (Site H36), plus others.

## Town Centres and Shopping

### Primary Retail Frontage

- 2.6.8 In line with the recommendation in the Penwith Retail Study, 83.20% of respondents supported identification of Nos 2-4 Chapel Terrace and 1-32 Penpol Terrace as 'primary retail frontage' (with a supporting policy) to ensure that retailing remains the predominant use (Question 60).

### Retail Uses

- 2.6.9 Related to this, 92.20% of respondents supported a strategy to retain and protect retail uses across the whole of the defined town centres in Hayle, to ensure that the level of retailing is not undermined by future changes of use (Question 61).

### Key Opportunities

- 2.6.10 In relation to potential sites for additional retail development, 80.60% of respondents supported continued allocation of the harbour area (Site H1) as the key opportunity within the town (Question 62). Similarly, 90.60% of respondents supported allocation of Daniel's Supermarket (Market Square, Copperhouse) (Site H9) for predominantly retail use on the ground floor with residential / other commercial uses of the upper floors (Question 63).

### Copperhouse Town Centre – R & J Supplies / Atlantic Motors

- 2.6.11 In relation to other town centre issues, 75.90% of respondents supported extension of Copperhouse town centre to include R & J Supplies (Copper Terrace) (Site H4), and allocation of the site for retail / other town centre uses (Question 64). Similarly, 63.90% of respondents supported extension of the town centre to include the Atlantic Motors (Commercial Road / Fore Street) site (Site H8), and allocation of the site for retail / other town centre uses (Question 65).

### Other Sites

- 2.6.12 In relation to the suitability for retail use of other sites examined by the Penwith Retail Study (Question 66), the most frequent response was Marsh Lane (South) (Rugby Club / Playing Field) (Site H32), followed by Foundry (Site H2), Marsh Lane (North) (Site H31), Loggans Moor (Site H30) and Hayle Harbour (Site H1), and to a lesser extent Marsh Lane (South) (Site H33), Perfex Works (Madison Terrace –

Beatrice Terrace) (Site H3), Central Garage (Hayle Terrace) (Site H7) and Hawkin's Motors (Hayle Terrace) (Site H6), plus others.

2.6.13 A number of suggestions were received for other sites (Question 67), the most frequent being Foundry (Site H2), Marsh Lane (South) (Site H33), Hayle Harbour (Site H1) and Marsh Lane (South) (Rugby Club / Playing Field) (Site H32), plus others (some of these were actually examined by the Penwith Retail Study and feature in previous questions / responses).

### **Cultural and Entertainment Destination**

#### Cinema

2.6.14 In relation to other town centre uses, 91.70% of respondents supported provision of a cinema in Hayle (Question 68).

2.6.15 A number of suggestions were received for suitable buildings or sites (Question 69), the most frequent being Daniel's Supermarket (Market Square, Copperhouse) (Site H9), followed by R & J Supplies (Copper Terrace) (Site H4), Hayle Harbour (Site H1) and Atlantic Motors (Commercial Road / Fore Street) (Site H8), and to a lesser extent Pratt's Market (Penpol Terrace) and Loggans Mill (Site H5), plus others.

#### Additional Facilities

2.6.16 In relation to additional facilities required to help strengthen and diversity Hayle's role as a cultural and entertainment destination (Question 70), a number of suggestions were received, the most frequent being community centre / multi-purpose hall / theatre / concert hall / live entertainment venue, followed by heritage centre / museum, and to a lesser extent gallery / exhibition centre, conference / exhibition / function facilities and visitor attractions / activities, plus others.

2.6.17 A number of suggestions were received for suitable buildings or sites (Question 71), the most frequent being Hayle Harbour (Site H1), followed by Foundry (Site H2) and Loggans Mill (Site H5), and to a lesser extent Passmore Edwards Institute (Hayle Terrace), R & J Supplies (Copper Terrace) (Site H4), Atlantic Motors (Commercial Road / Fore Street) (Site H8), Daniel's Supermarket (Market Square, Copperhouse) (Site H9) and Loggans Moor (Site H30), plus others.

2.6.18 In relation to other town centre issues, and picking up on an issue identified by the Penwith Retail Study, 57.20% of respondents were supportive of a strategy encouraging additional food and drink uses within Hayle's town centres (Question 72).

### **Tourism**

#### Interpretive Centres – Heritage / Coastal and Marine Environment

2.6.19 92.40% of respondents supported provision of interpretive centres about the town's heritage / coastal and marine environment (Question 73).

#### Heritage Centre - Foundry

2.6.20 In relation to development of a heritage centre (Question 74), 92.70% of respondents considered that the Foundry site (Site H2) continued to provide a suitable opportunity (as per existing Proposal TV-E of the adopted Penwith Local Plan).

#### Interpretive Centres – Other Sites

2.6.21 A number of suggestions were received about other suitable sites (Question 75), the most frequent being Hayle Harbour (Site H1), followed by Loggans Mill (Site H5) and Midway Service Station (The Causeway) (Site H35), and to a lesser extent Daniel's Supermarket (Market Square, Copperhouse) (Site H9) and Atlantic Motors (Commercial Road / Fore Street) (Site H8), plus others.

#### Midway Service Station

2.6.22 In relation to specific sites, 84.90% of respondents supported redevelopment of the Midway Service Station (The Causeway) (Site H35) as proposed, i.e. 'eco-lodge' hotel and cafe/restaurant of environmentally sustainable design and construction (Question 76).

2.6.23 A number of suggestions were received for alternative use/s of the site (Question 77), the most frequent being emergency services, followed by RSPB visitor centre / car park / viewing area, interpretive centre, heritage centre, hotel / holiday accommodation, tourist information centre, and business / conference centre, plus others.

#### Tourist Accommodation – Other Sites

2.6.24 A number of suggestions were received for other suitable sites for development to provide tourist accommodation (Question 78), the most frequent being Hayle Harbour (Site H1), followed by Riviere Farm (Site H11), and to a lesser extent Mellanear Road – A30 (South) (Site H29), Griggs Hill (South ) (Lelant) (Site H40), Clifton Terrace – Churchtown Road (Site H10), Water Lane – Chenhalls Road – Plantation Lane (Site H24) and Loggans Moor (Site H30), plus others.

### **Conference Centre**

#### Existing Projects v Separate Facility

2.6.25 This section sought to examine the need in Hayle for a business / conference centre, with only 48.00% of respondents supporting provision (Question 79). In response to related Question 80, 70.30% of respondents considered that the need could be met by existing proposed projects, with only 33.90% considering that a separate facility is required.

#### Existing Projects

2.6.26 A number of suggestions were received in relation to existing proposed projects which could meet the need (Question 81), the most frequent being Hayle Harbour (Site H1), Loggans Mill (Site H5) and the proposed Hayle Activity Centre, and to a lesser extent new leisure / sports proposals, Loggans Moor (Site H30), Carew House (Queensway), Passmore Edwards Institute (Hayle Terrace), existing hotels,

the proposed White-Water Sports Centre and John Harvey House (Foundry), plus others.

### Separate Facilities

2.6.27 A number of suggestions were received in relation to separate facilities which could meet the need (Question 82), the most frequent being Rose-An-Grouse – Nut Lane (Lelant) (Site H38), and to a lesser extent a bespoke conference centre, Mellanear Road – A30 (South) (Site H29) (Tolroy / Mellanear Park project), Marsh Lane (North) (Site H31), Marsh Lane (South) (Rugby Club / Playing Field) (Site H32), Hayle Harbour (Site H1), Riviere Farm (Site H11), and Mellanear Road – A30 (North) (Site H28), plus others.

## 2.7 PROTECTING THE ENVIRONMENT

### World Heritage Site

#### Issues

2.7.1 A number of suggestions were made about issues which need to be considered (Question 83), the most frequent being sympathetic development in keeping with the town, protection of estuary wildlife / habitat, protection of the town from over-development, protection of green space / open areas, and to a lesser extent impact of traffic and congestion on environment, provision of local study centres / promotion of research into local history, public awareness / appreciation of existing heritage, funding to ensure that buildings maintained or restored to a high standard and flood defence, plus others.

### Urban design and Townscape

#### Building and Areas

2.7.2 A number of suggestions were made about buildings or areas which need to be protected (Question 84), the most frequent being Copperhouse Pool / King George V Memorial Walk and surrounding area and greenfield sites (including green corridor between town and A30 and productive agricultural land), and to a lesser extent green areas / open spaces, Foundry (Site H2), Hayle Harbour (Site H1), Passmore Edwards Institute, Towans, Millpond area and Strawberry Lane (West) (Site H23), plus others.

### Open Areas

#### Existing Open Areas

2.7.3 Focusing on Open Areas currently designated in the Penwith Local Plan, Question 85 sought to gauge which should continue to be protected for their environmental value, and which could be released for possible development. In response all sites received majority support for their protection, particularly Land to north of Carnsew Pool [94.10%], West of Viaduct [88.00%], Ellis Park [91.40%], and Millpond – Barview Lane [92.60%], and to a lesser extent West of Phillack [80.20%], Phillack – Lethlean Lane [70.60%] and West of Angarrack [73.60%], although the margin was

less marked in the case of Trevassack [65.90%], perhaps reflecting the more integrated location of the site between the main town area and Trevassack.

### Other Open Areas

- 2.7.4 A number of suggestions were received about other open areas, not currently designated, which should be recognised for their environmental value and protected from development (Question 86), the most frequent being Water Lane – Chenhalls Road – Plantation Lane (Site H24), Water Lane (West) (Site H25), Water Lane (East) (Site H26) and Water Lane – Mellanear Road (Site H27), and to a lesser extent Loggans Moor (Site H30), Mellanear Road – A30 (North) (Site H28), Towans, Griggs Hill (South) (Lelant) (Site 40), Griggs Hill (North) (Lelant) (Site H39), Mellanear Road – A30 (South) (Site H29), Tolroy – Joppa – Strawberry Lane, Treveglos (Site H13) and Marsh Lane (North) (Site H31), plus others.

### The Towans

#### Issues

- 2.7.5 A number of suggestions were received about issues which need to be considered (Question 87), the most frequent being improved access, restriction on further development, protection, and additional / improved parking, and to a lesser extent dog fouling and restriction on vehicular access, plus others.

### Hayle Estuary

#### Issues

- 2.7.6 A number of suggestions were received about issues which need to be considered (Question 88), the most frequent being protection / preservation (including buffer zone), and to a lesser extent clearance of river / dredging / sluicing, restriction on further development and public usage of waterways / safe (navigable) waterways, littering, control of speed of (road) traffic, recognition of the importance of surrounding fields, and tourist accommodation, plus others.

### Flood Defence and Flood Risk Management

#### Measures

- 2.7.7 A number of suggestions were received about measures required to ensure a sustainable pattern of development that accommodates the impacts of climate change and that Hayle remains adequately defended against flooding, both during the plan period and in the longer, the most frequent being flood gates / tidal barrier for the estuary and no development (or only limited, appropriate development) in flood risk areas, and to a lesser extent increased flood / coastal defences, dredging (or sluicing) of the estuary / pools, the need for developments to consider flood risks and include flood protection measures, comprehensive study of coastal protection / flood risk needs, adequacy / monitoring of existing drainage, plus others.

## 2.8 ENSURING CONNECTIVITY

## **Highway Network**

### New Junction – A30 (Mellanear Road)

- 2.8.1 67.90% of respondents were supportive of provision of a new junction on the A30 at Mellanear Road (Question 90). Related to this, 53.00% supported the option of providing the junction to relieve traffic congestion in Hayle, whilst 47.00% who supported the option of it being provided to also enable access to potential development sites (Question 91).

### Other Improvements

- 2.8.2 A number of suggestions were received about parts of the local highway network which were considered to be in need of improvement (Question 92), the most frequent being the main road through Hayle, Mellanear Road and Water Lane, and to a lesser extent Penpol Road – St George's Road – High Lanes – Viaduct Hill corridor, Loggans roundabout, Guildford Road and Lethlean Lane, plus others.

## **Public Transport**

### Improvements

- 2.8.3 A number of suggestions were received about necessary improvements to the public transport infrastructure of Hayle (Question 93), the most frequent being higher frequency of trains stopping at Hayle station, improved facilities at Hayle station, more buses / better frequency of service, circular bus service, more regular bus service to cover outlying areas of Hayle, and to a lesser extent affordable public transport, plus others.

## **Park and Ride**

### Proposed Scheme / Overflow Facility

- 2.8.4 90.00% of respondents supported allocation of land to the south of St Erth railway station (Site H41) for use as part of the proposed strategic park and ride scheme (Question 94). Related to this, 55.90% of respondents considered that land Adjacent St Erth Industrial Estate (Site H36) was suitable as an overflow facility, with a larger percentage, 74.40% supporting the alternative site at Station Approach (West) (Site H42) (Question 95).

## **Car Parking**

### Measures

- 2.8.5 A number of suggestions were received about measures required to improve the availability and operation of parking facilities in Hayle (Question 96), the most frequent being free / affordable parking and additional parking facilities, and to a lesser extent parking to be included in all new developments and already adequate parking, plus others.

## **Footpaths and Cycleways**

## Improvements

- 2.8.6 A number of suggestions were received about required improvements to the walking and cycling network and environment in Hayle (Question 97), the most frequent being stopping cyclists from using pavements and safe parking facilities for bicycles, and to a lesser extent clear signposting / publicity of existing routes, more cycle paths / lanes (including cycles lane on main road, cycle / walking track route around Copperhouse, and route via bridge between Hayle and Lelant), restricting King George V Memorial Walk to pedestrian and cycle access only, and stopping HGVs coming into town, plus others.

## Public Realm and Open Space

### Existing Public Open Spaces

- 2.8.7 62.80% of respondents considered that existing public open spaces in Hayle failed to meet the needs of the community (Question 98).

### Key public Open Spaces

- 2.8.8 A number of suggestions were received about key public open spaces to be retained and protected (Question 99), the most frequent being Recreation Ground (Lethlean Lane), Copperhouse Pool / King George V Memorial Walk, Ellis Park, Millpond, Towans, Treveglos (Site H13) and Hawkin's Motors (Hayle Terrace) (Site H6), and to a lesser extent Plantation Walk / Lane / Gardens, Carnsew / Carnsew Pool, Water Lane (West) / Water Lane (East) / Water Lane - Mellanear Road (Site H25, H26, H27), Atlantic Motors (Commercial Road / Fore Street) (Site H8), Clifton Terrace – Churchtown Road (Site H10), Riviere Farm (Site H11), and Penpol Terrace / Creek, plus others.

### New Areas

- 2.8.9 A number of suggestions were received about new areas to be created (Question 100), the most frequent being Hawkin's Motors (Hayle Terrace) (Site H6) and Water Lane (West) / Water Lane (East) / Water Lane – Mellanear Road (Site H25, H26, H27), the latter sites as children's play area and allotments, and to a lesser extent Waterside Walkway (Copperhouse Pool), Atlantic Motors (Commercial Road / Fore Street) (Site H8), and Mellanear Road – A30 (North), plus others.

## Access to the Beaches

### Improved Access

- 2.8.10 87.70% of respondents were supportive of the general need to provide improved access to the beaches (Question 101).

### Improved Central Access – Phillack Towans

- 2.8.11 86.90% of respondents were supportive of specific proposal to provide an improved, central access to the beaches with associated facilities at Phillack Towans (Question 102).

## Other Options

- 2.8.12 A number of suggestions were received about other options for improving access to the beaches (Question 103), the most frequent being better signage and improved roads / road surfaces, and to a lesser extent designated paths to the beach, better public transport / regular bus service and public access through Hayle harbour, plus others.

## 2.9 OTHER MATTERS

- 2.9.1 A number of comments were received about other issues and potential development opportunities not included in the Issues and Options paper (although most were either already covered within the document or reiterated responses made to earlier questions), the most frequent being opposition to Gypsy and Travellers sites and concerns about the scale of development / housing planned for Hayle, and to a lesser extent the need for greater economic activity and improved employment opportunities, affordable housing, infrastructure improvements, and sports / leisure facilities, the need for increased emphasis on environment / biodiversity / wildlife protection and sustainability issues, plus concerns about access to harbour / waterside / beaches / estuary, the need for improvements at Copperhouse Pool, concerns about the harbour development proposal, concerns about existing and future traffic, the need for improvements to the transport system, and concerns about the character of Hayle and other settlements, plus others. Some specific projects, major and minor, were suggested, including provision of a hydro dam and sluice penstocks / barrage with lock gates across the estuary mouth, and a ferry service from Hayle Harbour to Lelant / St Ives, plus others.

## 3.0 Summary of Other Representations

- 3.1 In addition to the questionnaire responses, 180 other written representations (letters and emails) were received raising a range of issues
- 3.2 The bulk of representations were opposed to the provision of Gypsy and Traveller sites in Hayle, including in particular potential sites at Water Lane and Mellanear Road. Concerns principally focused on the proximity of sites to existing residential areas and a perceived incompatibility (with resultant tensions) between the settled and travelling communities, and also the unsuitability of the sites and access arrangements.
- 3.3 Other key concerns related to a perceived lack of appreciation and emphasis (in the Issues and Options paper) and need for greater consideration of environment and biodiversity issues, the need for provision of a children's play area at Water Lane, and concerns about the effect of development in the vicinity of the St Erth roundabout ('the gateway to St Ives') on the character of Lelant and tourism in the area.
- 3.4 Concerns were raised about housing, employment, infrastructure, accessibility and other issues. Provision of full details is beyond the scope of this report, although generally the representations reflect concerns evident from collation of questionnaire responses.

## 4.0 Summary of Consultee Comments

- 4.1 In addition to the questionnaire responses and other written representations, comments were received from a number of consultees, including South West Regional Assembly (SWRA), Government Office South West (GOSW), South West Regional Development Agency (SWRDA), Cornwall County Council (Policy & Sustainability; Transportation Policy Unit; Historic Environment Unit; AONB Unit), Highways Agency, Environment Agency, Natural England, Cornwall Wildlife Trust, Royal Society for the Protection of Birds (RSPB), the Commission for Architecture and the Built Environment (CABE), and others.
- 4.2 Although all comments received have been noted, provision of full details is beyond the scope of this report. However, in brief, they include the need to reflect sustainability principles generally; to consider spatial options and choices, and identify an appropriate distribution and inter-relationship between various uses; to ensure an appropriate balance between housing and employment, and also supporting infrastructure and community facilities; to ensure environmental sustainability (of both the natural and historic environment) through consideration of environmental quality (including assessment of the visual impact of development on the landscape); to assess the impact of development on traffic levels and the road network, and ensure integration between transport and land use planning through a focus on and the optimization of sustainable travel options (via mixed use, minimisation of outward migration and reduction in travel demand through self-containment, and investment in alternatives to the private car); to recognise the importance of wildlife and assess the implications of development in order to protect habitats and species, and also identify new biodiversity opportunities; to incorporate a strategy for climate change, and examine flood risk; to ensure provision of green infrastructure.
- 4.3 Liaison with the various organisations is continuing, as appropriate, to aid ongoing assessment and refinement of the options.

## 5.0 Overview

- 5.1 Based on the responses received it is evident that the local community at Hayle are generally supportive of the need for regeneration and new development in and around the town. However, concerns have been expressed about the amount of development being directed to Hayle, and about the current lack and future need for provision of appropriate supporting infrastructure, facilities and services.
- 5.2 The vision and objectives are generally supported, although there is seen to be a need to emphasize reference to environmental issues (including biodiversity and green infrastructure) and the promotion and exploitation of green energy, and also the provision of affordable housing and sustainable employment opportunities.
- 5.3 Whilst people continue to view the harbour area as a key development opportunity, along with other previously-developed sites in the town, there is a notable measure of opposition to the associated development of nearby greenfield areas, and corresponding support for consideration of alternative greenfield opportunities.

- 5.4 Related to the above there is significant support for development of the broad area to the south of the existing built up area of the town along the Penpol Road – St George's Road – High Lanes – Viaduct Hill corridor (Site H14 - H23).
- 5.5 The development of the broad growth area for housing is generally supported, although the need to utilise some sites for other specific uses is highlighted. For instance, the use of land near Penpol School (Sites H14 and H15) particularly, but also Hayle Community School (Site H16) and Bodriggy School (Site H17), for educational purposes (and also community use, e.g. through provision of the Hayle Activity Centre) is highlighted. Sports / leisure uses are also highlighted in relation to the same sites, as well as other more peripheral sites in the High Lanes – Strawberry Lane – Viaduct Hill area (Sites H18, H21, H22 and H23). Provision within the area for extra care housing is also supported, with sites closest to Foundry and Copperhouse centres and with potential to be better integrated with the town being favoured.
- 5.6 Further afield there is little support for development beyond the A30 Hayle bypass (Site H29), in the Riviere Farm area (Sites H10 and H11), off Water Lane / Mellanear Road (Site H24, H25, H26 and H27; but marginal in the case of H28), overlooking Lelant Water (Site H24; but marginal in the case of H39 and H40), and between Marsh Lane Industrial Estate and Angarrack village (Site H34). However, there is support for a strategy focusing industrial / business uses in the vicinity of St Erth roundabout (Sites H36, H37, H41 and H42; but not H39 and H40, and marginal in the case of H38). Similarly, there is support for employment related development in the Loggans Moor – Marsh Lane area (Sites H30, H31, H32 and H33).
- 5.7 Within the town there is general support for the development of previously-development sites, with the harbour area particularly being viewed as a key opportunity to accommodate a range of uses, including housing, employment and shopping, as well as community and sports/ leisure. In addition, there is continued support for allocation / development of the Foundry area (Site H2) as a heritage centre and for employment uses. Also for the continued allocation / development of the R & J Supplies site (Site H4) for housing, but linked to evident support for extension of the Copperhouse town centre to encompass the site there is also acknowledgement of its potential for other (mixed) uses, such as shopping, sports / leisure, employment, and other town centre (cinema) uses, and also as a health centre / emergency services base. However, the response in relation to Hawkin's Motors indicates the need for a balance to be achieved between housing and recreation / open space uses. The Daniel's Supermarket site is clearly seen as a key retail opportunity within Copperhouse. Related to evident support for extension of the Copperhouse town centre to encompass the Atlantic Motors site, its potential for retail use is also highlighted. Retail use of the Central Garage site receives a similar measure of support. Housing is favoured for Loggans Mill, but there is also a measure of support for business / employment and sports / leisure uses. Overall, responses received indicate a desire for an appropriate level and balance of development to reinforce and enhance the town centres and provide for community needs, and not simply to meet housing requirements.
- 5.8 In relation to provision of appropriate supporting infrastructure, facilities and services, there is evident support for a range of community, entertainment, and

sports / leisure facilities within the town to support the existing and future population, young and old. In particular there is a desire to see required land safeguarded for school expansion / provision, along with integration of the Hayle Activity Centre (Sites H14 (Penpol Road) / H16 (High Lanes)). Another key issue is adequate provision for healthcare and emergency services (including fire station), possibly through a central facility. Work on these issues and potential sites, through liaison with Cornwall County Council and the Primary Care Trust, is ongoing.

- 5.9 Although not favoured as an area for general development, Riviere Farm (Site H11) has emerged as the favoured site for the location of the proposed White-Water Sports Centre (a key aspiration / project within the community-led Hayle Area Plan). In relation to existing sports facilities, there was support for relocation of the Rugby Club from Marsh Lane (Site H32) to Strawberry Lane (Site H22), although it is understood that the potential of Site H14 near Penpol School, including opportunities for closer integration with the existing school and proposed Hayle Activity Centre, is now being examined. Retention of the football and cricket clubs at their current locations is also supported.
- 5.10 Other responses indicate a desire to maximise employment opportunities, including a focus of activity at Marsh Lane and in the vicinity of the St Erth roundabout. However, there is also support for business and live/work space in more central locations, and acknowledgement of the potential of the harbour area and benefits of the Wave Hub project in particular.
- 5.11 In relation to town centre and shopping issues there is a clear desire to maximise opportunities presented by the harbour and also at Copperhouse through the Daniel's supermarket, and potentially the R & J Supplies and Atlantic Motors sites. Provision of a cinema continues to be top of the list of required facilities, with a number of sites at Copperhouse (Daniel's Supermarket, R & J Supplies and Atlantic Motors) and the harbour being favoured. The need for a range of other complementary cultural, entertainment, sports / leisure, and tourism venues and facilities is reiterated and supported.
- 5.12 In relation to environmental issues there is a feeling that these should receive greater mention and consideration, including in the vision and objectives but also any site specific proposals. A key issue is the need to ensure protection of the estuary and its environs, and in relation to existing designated open areas there was a clear response that these should continue to be protected.
- 5.13 Another key issue is accessibility and connectivity. Responses indicate concern about existing and potentially exacerbated congestion in the town and a desire to see this remedied through improvements to the highway network (particularly through provision of a new junction on the A30, but also other local improvements) and public transport infrastructure (particularly at the railway station). The potential benefits of the proposed Park & Ride facility at St Erth are also acknowledged and related sites supported, and the need for improvements to the walking and cycling network highlighted.

## **6.0 Conclusion**

- 6.1 The results available from analysis of responses to the Issues and Options paper

are informative and useful in helping to set a basic framework for subsequent work on the Hayle Area Action Plan. For instance, it is clear that development of the harbour area and also the proposed broad growth area to the south of Hayle are generally supported, with useful pointers being received about specific suitable sites and appropriate uses.

- 6.2 However, significant concerns about the development of greenfield areas currently included in the masterplan and outline planning application for the harbour redevelopment scheme have been highlighted. The available options will therefore need to be examined in more detail before any firm decisions are made about an overall development strategy for the town. This continues to be dependent also upon confirmation of precise housing requirements for Penwith to be included in the Regional Spatial Strategy, and the distribution of those requirements between the key towns and other settlements by the Cornwall Core Strategy, although clarity on these issues should be available soon. The development strategy will also be informed by ongoing consideration (including assessment of representations and consultee responses received) and pending determination of the outline planning application.
- 6.3 Although there are some sensitivities in relation to certain currently designated open areas within the proposed broad growth area, notably covering Sites H14 (Penpol Road) and H17 (High Lanes (North) – Humphry Davy Lane), it appears that there is general support for their development, particularly if focused on the provision of supporting infrastructure and community facilities.
- 6.4 It is also clear that development in the Loggans – Marsh Lane area and in the vicinity of the St Erth roundabout is generally supported, and therefore it is appropriate that more detailed work to assess potential development opportunities and constraints in these particular areas is now undertaken.
- 6.5 Clear pointers are also provided about previously-developed sites within the town. Apart from the redevelopment of the harbour area, and its benefits for Foundry, there appears to be support for complementary development to help reinforce the Copperhouse centre, including through extension of the currently defined town centre area to take in the adjoining R & J Supplies and Atlantic Motors sites and their redevelopment to provide appropriate town centre facilities. The potential of these sites therefore warrants more detailed consideration.
- 6.6 However, in acknowledgement of concerns raised about the estuary and its environs, and the likely availability of other development opportunities, it seems appropriate to discount Sites H24 (Water Lane – Chenhalls Road – Plantation Lane), H39 (Griggs Hill (North) (Lelant) and H40 (Griggs Hill (South) (Lelant) at this stage; although in view of its strategic location Site H38 (Rose-An-Grouse – Nut Lane (Lelant) warrants further consideration.
- 6.7 Concerns have also been expressed about the potential use of land off Water Lane / Mellanear Road (Sites H25, H26, H27 particularly, but also H28) as a Gypsy and Traveller site, although work on the identification / assessment of potential sites has been put aside from consideration pending review of the situation through work on the Cornwall Local Development Framework. Responses received indicate a lack of support for development of these areas, although it is marginal in the case of Site H28. Suggestions have been received that instead they are maintained as a

buffer from the A30 Hayle bypass and utilized for local amenity purposes, e.g. sports /leisure uses, including children's play area, and this warrants further consideration.