

Hayle Neighbourhood Plan Steering Group

Response to Cornwall Site Allocations Development Plan Document

13 October 2016

Chapter 4 Hayle

Hayle's Vision 4.6

Objective 6. 'To deliver an improved retail offer within the town'.

This is problematic in a number of ways. It is in conflict with clause 4.29 which indicates that there is no additional retail capacity. Also, it should say 'within the Parish'. While we support 'improved' this may be misread for 'increased' which we do not support. Our preference is to delete this objective.

Objective 8. We would like to amend to include the WHS:

"To ensure change and new development is delivered sensitively, celebrating the unique heritage of industry and innovation as recognised by our World Heritage Site inscription, whilst embracing the outstanding coastal and inland waterways and high quality natural environment"

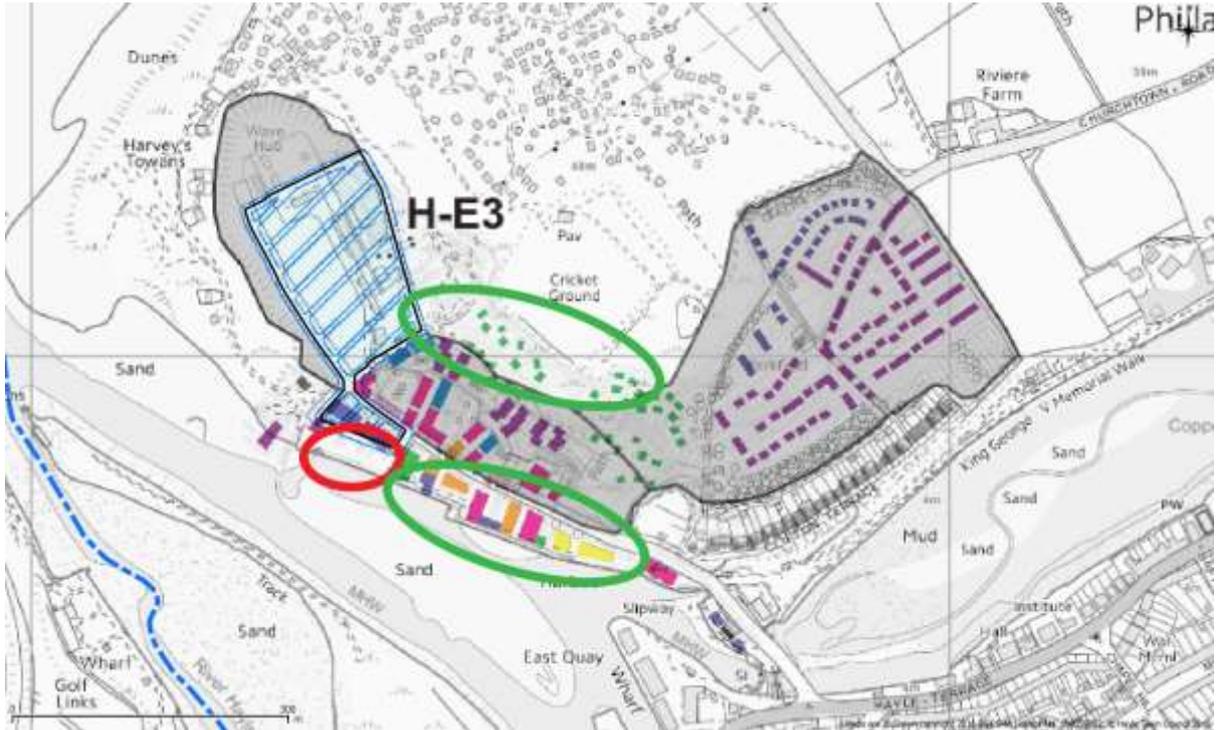
The Strategy 4.14

Finally, this regeneration and development will need to be delivered sensitively, respecting the environmental and historic assets of the town and its hinterland and its status as a World Heritage Site.

Figure H1

H-E3

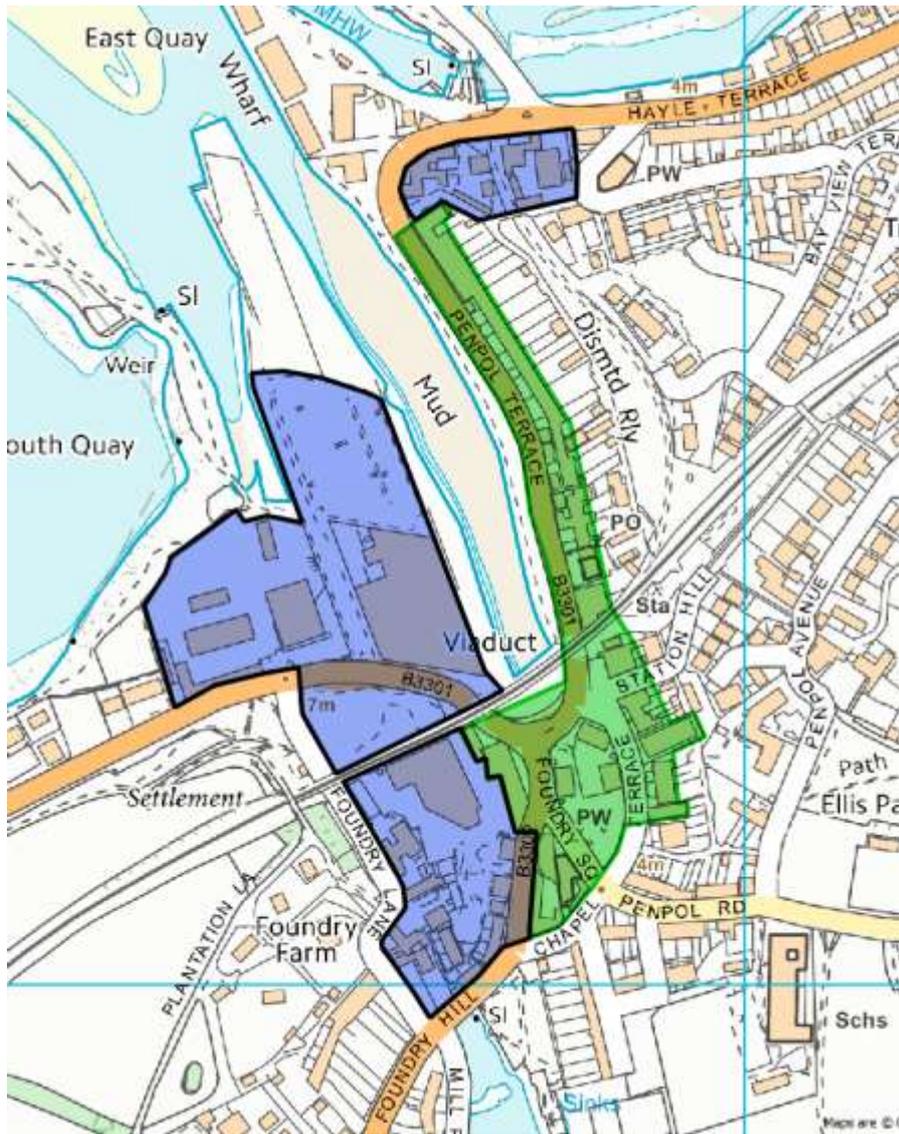
1. H-E3 should be extended to the quay area to the south (circled in red) to ensure that this area, currently partly allocated for commercial fishing use, will remain as an employment site and not be developed for any other purpose.
2. The existing outline consent is superimposed and extends outside of the areas you have shaded in grey (circled in green). This may be an error.
3. The buildings at Riviere Farm to the west of the complex were advertised for a long time for development for light commercial use. We would like to see these allocated as a rural employment site.



Town Centres

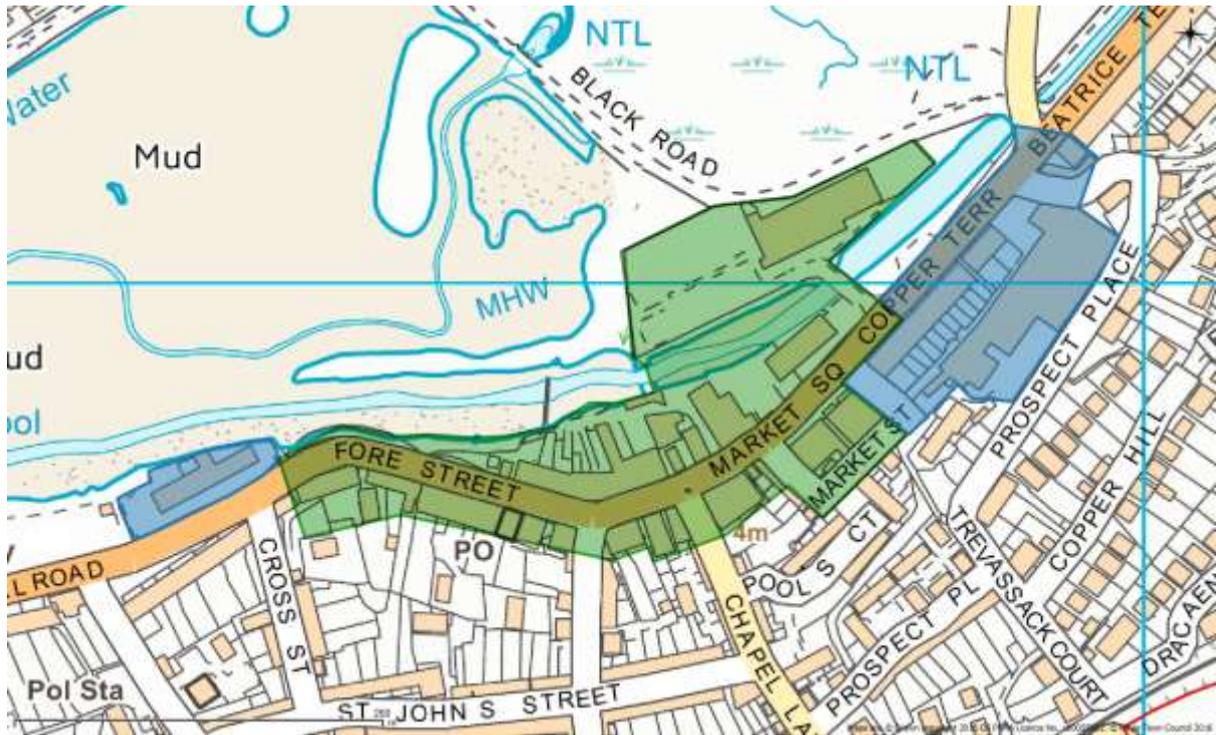
Foundry

With a supermarket on South Quay and consent for retail development in Foundry Yard, the current allocation (shown in green) does not reflect the real situation. We propose the extensions shown in blue.



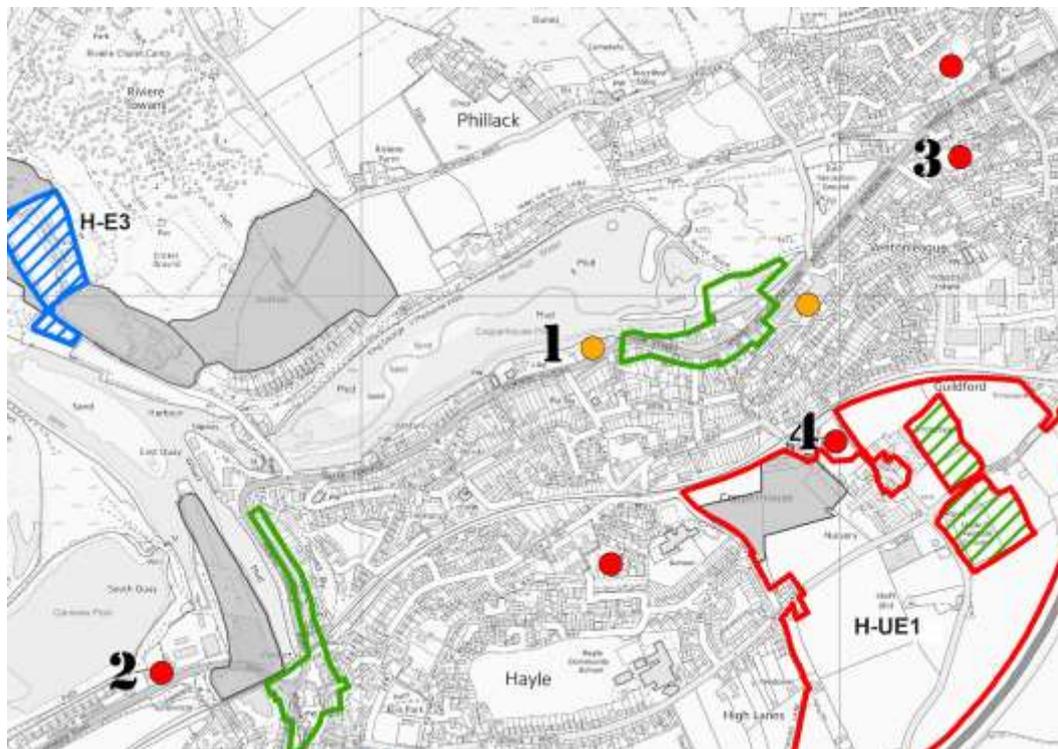
Copperhouse

Similarly, Copperhouse should be extended as shown in blue.



Red and Orange Dots

The map is out of date as shown below:



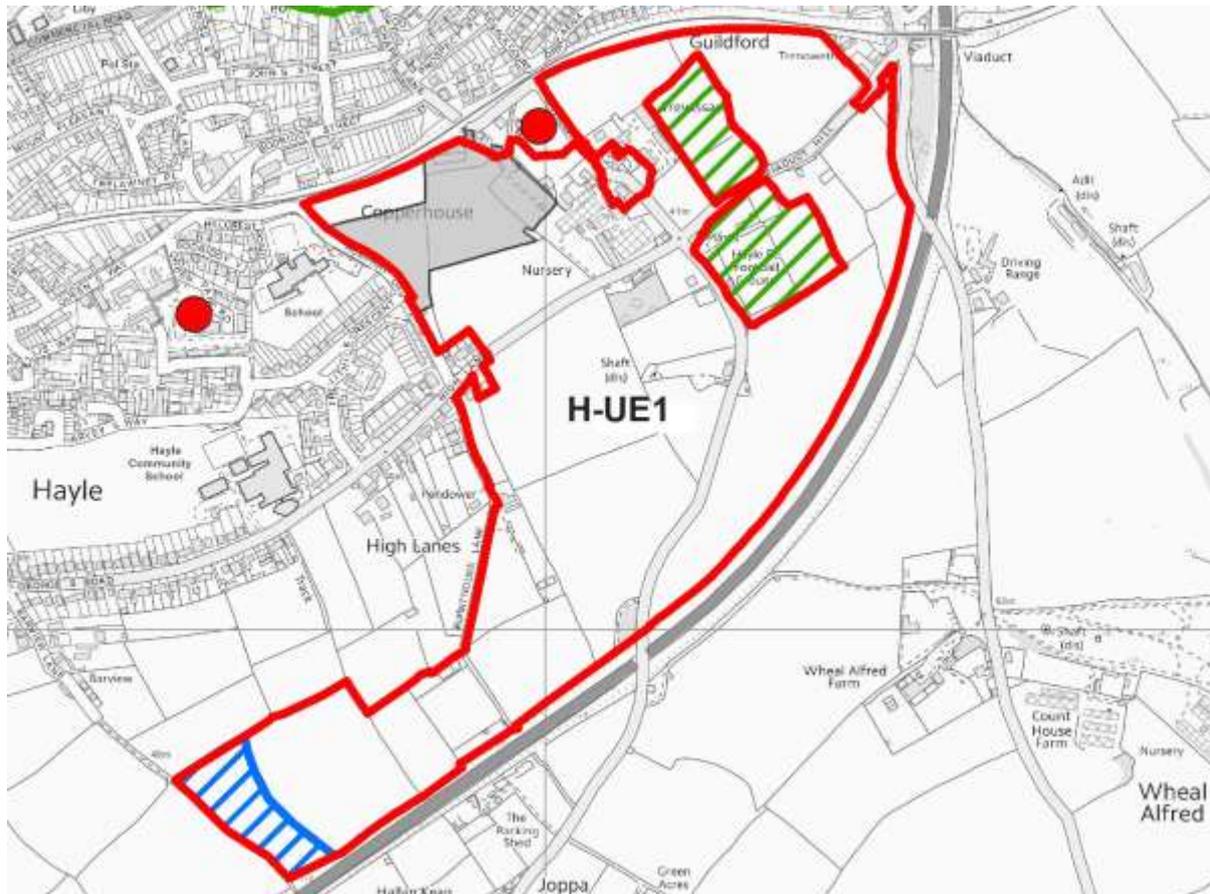
1. This dot is in the location of the new Emergency Services station and is not relevant to housing development. Suggest removal.
2. The development on Carnsew Road is completed and in use. Suggest removal.
3. Suggest removal.

4. Development completed. Suggest removal.

H-UE1

The area shaded blue indicating an allocated employment site is expected to deliver employment as part of a residential-focused mixed-use site.

Its current location is problematic as it suffers from poor access and it could be a number of years before this changes. We propose that you indicate that the area of 1.5ha could be distributed anywhere within H-UE1 – subject appropriate constraints.



Additional Employment Areas at Tolroy, Wheel Alfred and East Quay

The area shown in the following map has been the focus of previous development ideas. It would make sense to allocate this for development adding an additional impetus to the possibility of a junction at Tolroy.



There are already rural workshops at Wheal Alfred and there is space for additional rural employment there. We support an allocation for this.

East Quay should be allocated as an employment area.

Transportation

Figure H2

The capacity improvements shown at Hayle Terrace and Foundry Square are complete and the symbol should be removed.

The cycle crossing on Lethlean Lane, presumably from the Jubilee Walk to the Recreation Ground, is slightly mislocated and should be closer to Glebe Row.

Strategy

Figure H2 has a lot of information on it but very little strategy.

The development of H-UE1 without any additional policy on road infrastructure will add to the already difficult traffic situation in Hayle.

The junction at Highlanes provides very little in strategic gain for Hayle traffic. The partial bypass provided by the A30 does not address traffic going on the Helston Road. The only junction that will assist in alleviating the existing traffic issues as well as helping with the worsening situation resulting from the additional development in the plan period is at Tolroy.

We strongly recommend removing the Option B junction which, while lower cost, will not provide value for money.

Additionally, it is important to indicate a road within the H-UE1 development to ensure that space is reserved for this as developments take place. An approximate alignment is shown below.



Additionally, the access from the south of Hayle to the B3301 is constrained. The option to build a link road from Nanpusker Road through the industrial estate should be part of the strategic plan.

Trains

Hayle station suffers from being close to St Erth which offers the branch line to St Ives. Children and workers that use the train are faced with the difficulty that, if they get on at Hayle, they may not be able to get a return train that also stops at Hayle since a large percentage of trains bypass Hayle and stop at St Erth. The walk from St Erth to Hayle is significant and not particularly safe.

Since Hayle station serves a large population, it is important that we press for the train companies to operate a simple policy:

If a train stops at St Erth it also stops at Hayle.

This does not prevent fast trains from operating, but they may have to be boarded at Penzance or Truro. If this simple rule is followed it will make it much more convenient for Hayle residents to use the train.

On behalf of the Hayle Neighbourhood Plan Steering Group

John Bennett, Chair