

Neighbourhood Plan Steering Group (NPSG)

18 February 2017 Meeting - Notes

9:30am at Hayle Community Centre

Present:

NPSG: Cllr John Bennett (Chair), Cllr Brian Capper, Dave Raymer, Paul Pellegrinetti, Cllr Graham Coad, Chris Roantree, Vanessa Luckwell and Val Reardon.

Apologies: Chris

Notes:

1.	The SEA scoping report was discussed and approved with some minor, mostly typographical, errors corrected.	
2.	The Cornwall Council DPD was reviewed in detail and the following items were selected for comment to CC:	
3.	<p>Hayle Traffic – Tolroy Junction</p> <p>When the A30 bypass was built around 25 years ago it improved the traffic situation in Hayle greatly. But, it was only a partial bypass since traffic wishing to go on the Helston Road (B3302) still had to pass through Hayle. In recent years, Hayle has been plagued by heavy vehicles and slow farm vehicles passing to and from the Packing Station near Leedstown through the centre of Hayle. For many years we have lobbied for a junction at Tolroy that would alleviate this problem and finally provide a true bypass for Hayle. We recognise that this is expensive, but it may become vital should sea-level rises inundate the Causeway and prevent traffic travelling on the B3301 on the west side of Hayle.</p> <p>The DPD addresses this issue but also considers a secondary junction, identified as 'High Lanes'. This would be cheaper to implement but would not solve the major issues that the Tolroy Junction would tackle.</p> <p>We have no problem with two junctions but we do take issue with the fact that the cheaper 'High Lanes' junction would pre-empt the Tolroy Junction.</p> <p>We request that the DPD be reworded so that it is clear that the Tolroy Junction is the highest priority and that a 'High Lanes' junction would be supplementary to a junction at Tolroy. This would require the junction safeguarding to remain in place at Tolroy.</p>	
4.	<p>Other Comments</p> <ol style="list-style-type: none">1. The area H-D1, future direction of growth, should not extend to the southwest into the area north of the proposed employment allocation.2. Hayle station suffers from having the St Erth station nearby. The problem is that workers and schoolchildren that get on a train at Hayle may find that, should their schedule change, their return train does not stop at Hayle but only at St Erth. The simple solution is: Every train that stops at St Erth, also stops at Hayle	

	<p>This does not preclude express trains – however, they must skip both St Erth and Hayle. It would help if the DPD reinforced this policy.</p> <p>3. There is a policy to protect the Marsh Lane Industrial Estate, but not one to protect the Guildford Road Industrial Estate.</p>	
5.	It was agreed that the comments should be sent to the planning committee.	JB
6.	There was no other business	