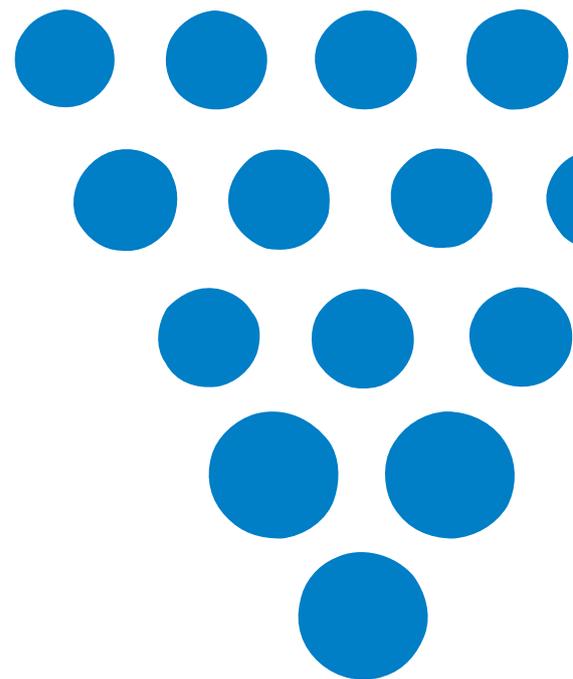




# Hayle Masterplan

## Consultation Report

December 2019



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# Introduction

## Purpose of this document

This document contains an overview of comments received during the preparation of the Hayle Masterplan Document. The document summarises all comments received focussing on the key issues raised. The full schedule of comments received are included as an appendix.

## Background

The Cornwall Local Plan: Strategic Policies (LP:SP) was formally adopted by Cornwall Council on 22 November 2016. The Cornwall Site Allocations DPD was formally adopted on 26 November 2019.

Two adjoining sites within the Site Allocations DPD, Trevassack HUE-1 and Barview H-D1, are the areas that are covered by the Hayle Masterplan. The Allocations DPD sets out that the site will deliver approximately 1,000 dwellings, employment space and new open space, a new primary school and a new main street through the development area. Policy criteria for the sites also state the following:

Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site, which will be prepared by Cornwall Council. As well as preparing a masterplan that fits with the surrounding built form, it also needs to be integrated with the permitted development within the site (PA15/03787), marked as area 2 on the accompanying plan; as well as the Barview H-D1 future direction of growth beyond the current plan period (i.e. after 2030)

The Hayle masterplan is the document referred to in the above policy criteria.

## Statement of Community Involvement

All stages of consultation on the Hayle Masterplan have been carried out in accordance with the Council's Statement of Community Involvement (SCI) which was adopted in 2011. The SCI sets out how the community and other stakeholders will be engaged in the process of preparing Local Plan documents and in the consideration of planning applications. The SCI can be viewed on the Council's web site at

[www.cornwall.gov.uk/allocationsplan](http://www.cornwall.gov.uk/allocationsplan)

## Sustainability Appraisal

The LP:SP and Cornwall Site Allocations Development Plan Document (CSADPD) were both subject to Sustainability Appraisals (SA) at each stage of their preparation, identifying the potential impacts of proposals in terms of economic, social and environmental terms. The Hayle Masterplan covers a site allocation that was subject to the SA process.

### Development stages of the Hayle Masterplan

Document / process	Consultation dates
Workshops with: Hayle Town Council Cornwall Council Officer Group Landowners	October – November 2018
Workshops with: Hayle Town Council Cornwall Council Officer Group Landowners	February – March 2019
Hayle Masterplan Document - Public Consultation	2 September – 14 October 2019
Public Exhibition – Passmore Edwards Institute, Hayle	13 – 14 September 2019

# Public Consultation & Responses received

## Hayle Masterplan Document

### How comments were invited

Consultation on the Hayle Masterplan document took place for a 6 week period between 2 September and 14 October 2019. A public notice publicising the consultation (appendix 1) was published in the Cornish weekly papers the week commencing 2 September depending on publication times.

All statutory bodies and other important local bodies were notified of the consultation period, including how and where documents could be viewed, and how to make representations. A list of statutory consultees and other important bodies can be seen in appendix 2. Letters/ emails were also sent to landowners and residents/ organisations that had previously responded to LP:SP /CSADPD and wished to be kept informed.

A link to all the documentation was on the front page of the council's website.

The document was available to download online from the Council's website. Paper copies of the document and the response form were also available to view at Camborne One Stop Shop, Hayle Town Council Offices and Hayle Library and One Stop Shop.

A series of questions were presented throughout the consultation document, which could be answered while viewing an online Story Map. By clicking on the question online an email box opened where a response could be sent to the Delivery Team to collate. The questions could also be downloaded from the Council's website. Paper copies were made available at the same locations as the paper copies of the main document, detailed above and were also available at the two day public exhibition held in the town.

A bite size summary leaflet was produced which summarised the purpose and content of the Hayle Masterplan and advertising a two day public exhibition in the town during the consultation period. Leaflets were distributed to every address in the town through a postal drop which took place during the week beginning 2 September. Copies of the leaflet were also available at Hayle Town Council and Hayle Library.

**A two day public exhibition** was held in the town at the Passmore Edwards Institute, at the following times:

- Friday 13 September 2019, 10am to 4pm
- Saturday 14 September 2019, 10am to 1pm

137 members of the public attended the exhibition over the two days. Officers from Cornwall Council and Town Councillors were present to discuss the proposals and answer questions.

The Corporate Communications Team added the consultation details to the consultation and engagement register and to the Have Your Say council web page.

The Council's Facebook page and the Community Network page carried details of the consultation and reached 3,919 people. Twitter was also used and reached a further 4,012.

Social media posts were sent out at the start of the consultation period, in the middle and close to the end, in order to remind people of the deadline.

A link to the Hayle Masterplan remained on the front page of the council's website throughout.

### **Summary of the main issues raised**

A total of 89 email representations were received during the 6 week consultation period.

A large number of those received were via the Story Map's automated email responses to the specific question raised throughout the Masterplan document. A similar number of comments were made by those attending the two day exhibition in the town.

The full list of comments received during the consultation period can be seen in the Appendix 3.

A summary of the main considerations/ recommendations for the next draft of the Masterplan arising from the consultation feedback are as follows:

- Reference to the Hayle Cornwall and Scilly Urban Survey Document to be made within the next draft of the document, as well as reference to an existing heritage assessment undertaken for the site area.
- Consideration to making reference to visual and noise buffers in the Masterplan document in relation to proximity to the A30 road, particularly near the proposed new school.
- Consider if appropriate to reference Sport England's Active Design checklist in the Masterplan document.
- Give consideration to sports pitch provision in the west of the site?
- Ongoing engagement with health providers to be reflected with the next draft of the Masterplan.
- Consideration given to the masterplan layout and referencing designing out crime in the next draft of the Masterplan.
- Continue to reflect opportunities for sustainable transport in the next draft of the document.
- Consideration to be given to the next draft of the Masterplan better reflecting the phased approach to delivering the wider Hayle transport strategy.
- The scope and purpose of green spaces to continue to be reflected in the next draft of the document.
- Review the layout and guidance within the masterplan and give consideration whether any employment area amendments are required within the next draft.
- The Creating Better Townscape and design element of the masterplan to be reviewed and amended as appropriate within the next draft.
- References to the recent Cornwall Climate Change Action Plan to be included in the next draft and climate change mitigation and adaptation measures.

- Consideration given to including the recommendations on the draft masterplan from the Cornwall Design Review Panel meeting on the 2 October 2019

## Statutory consultees – Summary of Responses

Nine of the statutory consultees responded to the Hayle Masterplan Consultation. Their comments are summarised below with a Cornwall Council response and where appropriate recommendation for the next draft of the Masterplan highlighted in the blue text box. Underlined text highlights the specific or general action required for the next draft of the masterplan:

### Environment Agency

The Environment Agency (EA) welcomes the approach of the Masterplan and recommends that a drainage masterplan is prepared to ensure flow pathways, exceedance routes and important areas for drainage are retained in the detailed planning process. The EA also supports the multiuse green space in the west of the area, which is positioned to enable benefits to reducing flood risk in Foundry Square area and therefore would like to support Cornwall Council and Hayle Town Council to demonstrate how strategic use of green infrastructure can result in real community benefits and to explore how this model can be brought forward through the growth.

#### Response/ Recommendation:

Engage with the EA in preparing the next draft of the Masterplan to discuss drainage and delivery of green space

### Natural England

Natural England advise that in accordance with the National Planning Policy Framework 2018, paragraphs 170 and 171, the masterplan should plan for net gains for biodiversity. We advise that section 6.0 'Green Infrastructure' makes specific reference to the need to deliver biodiversity net gain and that suitable opportunities for delivering measurable net gain should be set out and mapped in the masterplan. We advise that you use the updated Biodiversity Metric 2.0.

Natural England also notes that hedges may be removed and advises that hedges should be protected within the anticipated developments, in accordance with the recently made Hayle Neighbourhood Plan policy NE9.

**Response/ Recommendation:**

The best hedgerows will be retained, however some hedges may need to be moved/ relocated in order to create a coherent neighbourhood with a sense of place and opportunities for movement (rather than a series of cul-de-sacs). New hedgerows may also be created, in accordance with planning policy. The Building with Nature checklist is being applied to the Masterplan

**Historic England**

Historic England broadly welcomes reference to the historic environment in the Vision, although notes references to heritage are very brief in the document. Raise significant concerns with the proposals for a 'neighbourhood' street as well as local centres. New retail will compete directly with the centre of Hayle. Enhanced linkages should be encouraged to the centre of historic Hayle, for all modes of transport. Question the need for the employment space and concerns over larger employment building and their impact on setting and place. Recommends utilising the existing Cornwall and Scilly Urban Survey Work (undertaken by Cornwall Council) which provides a detailed character analysis of Hayle and will help to answer the questions about how to create modern development that is particular to the distinctiveness of Hayle. Notes no reference to the Community Infrastructure Levy (CIL).

**Response/ Recommendation:**

The Vision within the document relates to the vision within the adopted Hayle Neighbourhood Plan. The new main street will be designed for low speeds (30mph) and for pedestrians, cyclists and vehicles. The neighbourhood or local centre will not be of a scale to compete with the existing centres, but provide a complementary role with small scale local facilities. Reference to the Hayle Cornwall and Scilly Urban Survey Document will be made within the next draft of the document, as well as reference to an existing heritage assessment undertaken for the site area. CIL does not apply to sites allocated within the CSADPD.

**Highways England**

Highways England comments reflect the ongoing and active engagement they have had in the CSADPD process, and the related Transport Strategy for Hayle with improvements identified at Loggans Moor and St Erth A30 junction. Comments that the strategic case is still to be made for a new junction on the A30, but accepts that the Masterplan needs to make provision for the safeguarding of land to ensure, as far as possible, that development doesn't prejudice delivery of a new junction on the A30 in the longer term. Supports the new main street through the development,

which will remove short trips on the A30, and supports sustainable transport including a new bus route. Suitable visual and noise buffers need to be given consideration as well as drainage mitigation, due to the proximity to the A30 road.

**Response/ Recommendation:**

Comments noted. Consideration to making reference to visual and noise buffers in the Masterplan document in relation to proximity to the A30 road.

**Network Rail.**

Network Rail notes that the St Erth 'Western Growers' Level Crossing is south of the proposed Masterplan allocation site, to ensure the Council is aware of this in their considerations and further to responsibilities the Council has to notifying Network Rail of any proposals that may increase in the rail volume or traffic crossing over the railway.

**Response/ Recommendation:**

Comments noted, it is not envisaged that the development area will result in any increase in traffic crossing the railway.

**Sport England**

Sport England notes that there is no current Playing Pitch Strategy or Sport Facility Strategy in Cornwall which is an issue in planning for new facilities; this sport and recreation evidence base should be completed. Encourage that development in Hayle be designed in line with the Active Design principles to secure sustainable design, this could be evidenced by use of the Active Design checklist. Sport England supports wider use of existing and new sports facilities such as proposed at a new school, which can work in practice, although can be a time consuming challenge. Is there opportunity for new sports facilities in the proposed multi-use open space area in the west?

**Response/ Recommendation:**

Sport England raised similar concerns during the CSADPD Examination; the wider evidence base is being sought to be progressed by the Council as resources allow. However, there is an evidence base that has been through an independent examination as judged as robust to plan for new open spaces and sports pitches. This is set out in the CSADPD. The Active Design Checklist is referenced in the Allocations DPD. Consider if appropriate to replicate in the Masterplan document. Give consideration to sports pitch provision in the west of the site.

### **NHS Kernow Clinical Commissioning Group**

Are grateful for early sight of the plan to create a new neighbourhood at Trevassack in Hayle. Would welcome opportunity for further involvement as the planning process develops. The new homes are likely to have an impact on local health services including GP surgeries, particularly Bodriggy Health Centre, which is the only GP surgery in Hayle. Recommend that wider health partners are included in future conversations, i.e. Cornwall Foundation NHS Trust and Royal Cornwall Hospitals Trust.

#### **Response/ Recommendation:**

Comments noted. Engagement with health providers has taken place through developing the CSADPD, and will now continue to be progressed in relation to the Masterplan, with a particular emphasis on implications for Bodriggy Health Centre and planning for an appropriate capacity of health facilities in Hayle. This process to be reflected with the next draft of the Masterplan.

### **National Grid**

Have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.

#### **Response/ Recommendation:**

Noted.

### **Devon and Cornwall Constabulary**

The Plan should consider and incorporate the principles of designing out crime. Encourage creation of places where ownership and a sense of community is fostered. Pedestrian and cycle connections and movement must be as safe as possible. In principle routes should be overlooked along streets providing active frontages that are properly lit. Suggest that younger children's play is located closer to dwellings for greater overlooking. Development blocks should provide frontage to green spaces and not have rear gardens backing onto them. Similarly blocks should also address new streets and other public realm areas positively to ensure good natural surveillance. Employment areas must also be carefully designed to provide adequate security. Whilst it may be considered a more detailed matter, how residential vehicle parking will be dealt with must be considered fully. How retained hedgerow is dealt with is often problematic for crime prevention. Examples of retained hedge requiring an ecology buffer can lead to a potentially accessible space between the hedge and rear garden fencing which then creates concerns about security.

**Response/ Recommendation:**

All comments noted. Consideration given to the masterplan layout and referencing designing out crime in the next draft of the Masterplan.

**Other local or Cornwall wide Bodies / Organisations****Lostwithiel Town Council**

The town council supports carbon neutral development and the concept of development being confined to the towns rather than sporadic development in the Countryside

**Response/ Recommendation:**

Comments noted.

**Cornwall Design Review Panel**

During the consultation period the draft Masterplan was presented to the Cornwall Design Review Panel (DRP) meeting on 2 October 2019. The DPR is made up of local and regional architects, urban designers, historic environment and natural environment professionals. All large or important development proposals in Cornwall are encouraged to engage with the DRP in the draft stages of formulating plans.

**The main recommendations from the DRP on the draft masterplan are:**

In light of the recent declared climate emergency, the plan should set out clearly how it and subsequent design work should aim to address the pressing challenge of climate change

Strongly suggest altering the alignment of the new main street to allow more kinks, to calm traffic and reduce speeds; also to focus on key places along the street.

Street cross sections should be provided in outline, to be developed further by subsequent design teams

The local centre at (12) could be more successful to have some visibility from the main street, e.g. could be moved one block east, closer also to the school. The neighbourhood centre seems long / over ambitious, would this be more appropriate as a second local centre? Also HGV use may conflict with a long neighbourhood centre. More clarity needed in this area regarding street character.

Like to see a clear and more robust movement framework that promotes walking and cycling e.g. to town centres and harbour area.

Support the open space/ park on the western slopes as an appropriate setting to the World Heritage Site. Ridgeline development overlooking the open space will need careful control and be tested for visual impact, which will be important issues that any subsequent design code will need to address. Development in this area should have a particular character – further explored in design codes. Visual impact of surface water attenuation ponds will need to be considered in this area.

Some streets including swales and other Sustainable urban Drainage system (SuDs) features can add to the street quality and character. Consider inclusion of small growing spaces as an addition to allotments.

Agree with the strategy to keep the best hedgerows and remove/ translocate others.

Alongside any parameter plans which may be produced, we would encourage an Urban Design Framework be included. The set of issues that subsequent design codes should deal with could usefully be set out as an appendix to the masterplan. Some 'key fixes' within the masterplan may need to be geo-located to ensure delivery of critical ideas.

**Response/ Recommendation:**

Include the recommendations from the Cornwall Design Review Panel in the next draft of the masterplan.

## Specific questions – Summary of Responses

### **Question 1 Are there any other aims that the masterplan should aim to deliver?**

There were 12 responses in relation to this question. Comments raised concern over the capacity of the existing Bodriggy Health Centre to cope with an increased population. A need for new leisure facilities was also raised e.g. a cinema and leisure centre. A need for green spaces was raised including playing fields, areas for allotments and a community orchard. Housing for local people and more public consultation and input were also commented.

#### **Response/ Recommendation:**

Discussions with health providers will continue to be progressed in relation to the Masterplan, with a particular emphasis on implications for Bodriggy Health Centre and planning for an appropriate capacity of health facilities in Hayle. This process to be reflected with the next draft of the Masterplan. The scope and purpose of green spaces to continue to be reflected in the next draft of the document.

### **Question 2: Are there any other uses or facilities that you think the development should include?**

21 response were made in relation to this question. The need for leisure facilities and more green spaces were raised, including allotments, play parks, community orchards and tree planting. The need for increased health facilities was raised a number of times in response to this question. Capacity of local roads was raised and the need to encourage less car based travel.

#### **Response/ Recommendation:**

As response to question 1 above.

Continue to reflect opportunities for sustainable transport in the next draft of the document.

### **Question 3: Do you have any views or preference on two possible locations for a new school?**

14 responses were made in relation to this question, views were mixed in relation to the two school location options. Some commented that the location was too far out on the edge of town. Some felt that option 1 was better due to the increased sports

pitch area while some felt that option 2 was better in a quieter location while still in distance to the football ground. There was concern about the school being close to the A30 and pollution/noise. Comments also questioned the capacity of the secondary school to cope. Some comments had no preference on the locations of a new school.

**Response/ Recommendation:**

Continue to discuss the two options with Cornwall Council Education and Environment Service. Consider proximity to the A30, although the A30 is in a deep cutting in this location. Consider need for planting/ noise buffers near the A30. Also consider moving the neighbourhood centre further east so the school is located adjacent to both the neighbourhood centre and sports pitches.

**Question 4: Are there any other community services or facilities that the new neighbourhood should look to incorporate/ provide?**

25 responses were made in relation to this question. The most commented suggestion was the need for a new or expanded health centre and doctors. The need for a dentist was also raised. Other comments stated the need for leisure and sports facilities, including a cinema, sports hall, youth club etc.

**Response/ Recommendation:**

As response to question 1 above.

**Question 5: Is there anything else that should be considered in relation to movement and connections?**

58 responses were made in relation to this question. The majority of comments related to the two location options for a new junction on the A30 in the future. Comments reflected that in general there is a preference for the Tolroy grade separated (slips and a bridge over the A30) option, which it was felt would enable traffic to move more freely along the A30 rather than a roundabout which could cause further A30 delays. It was also viewed that the Tolroy option would enable traffic including HGVs to access the Helston road thereby removing HGV movements from the existing town centres, which currently causes congestion. Many comments also raised concern with the current local road capacity, including along Commercial Road, High Lanes and Guildford Road. A few comments raised concern about the suitability of Guildford Road to be a main access route to and from the new development area due to its narrowness and lack of pavements. Comments also raised the importance of walking and cycle routes and the need for better public transport, including rail.

**Response/ Recommendation:**

The masterplan will need to continue to safeguard land for both potential A30 locations at Tolroy and High Lanes. The preferred location of a new junction will be determined beyond the timescale of the masterplan preparation. A Hayle Transport Strategy within the CSADPD sets out a number of projects that are required in the town to improve movement and connections; including an upgrade of both Loggans Moor and St Erth junctions, as well as local road improvements such as along Guildford Road; and a number of sustainable measures including pedestrian and cycle links and improvements to public transport. Cornwall Council is pursuing these projects with a phased approach with the priority being upgrading the Loggans Moor A30 junction in the short term. Consideration to be given to the next draft of the Masterplan better reflecting this phased approach to delivering the wider Hayle transport strategy.

**Question 6: What type of services or facilities do you think should be provided within a new neighbourhood centre within the development?**

9 responses were made in relation to this question. Suggestions for new services and facilities included: care facilities for older residents; dental services; a cinema; leisure centre with swimming pool; a recreation/ leisure facility; green space and children's park; free parking, public toilets and adequate public transport.

**Response/ Recommendation:**

Comments noted

**Question 7: Are there any particular features or facilities that you would like to see if it was possible to create a new multi-use green space in the Penpol Valley area?**

5 responses were made in relation to this question. Comments included the following: more trees; allotments; areas for both dog walking and areas without dogs; a central community area with trees; a community orchard; and a request to see reports on the existing green spaces.

**Response/ Recommendation:**

Comments noted. The scope and purpose of green spaces to continue to be reflected in the next draft of the document.

**Question 8: Is there anything else that should be taken into consideration in delivering new employment space?**

11 responses were made in relation to this question. Comments included: a need for small affordable start up business space; office space not just larger commercial uses; hot-desking facilities; parking facilities and good public transport to access employment areas; outside amenity areas within the employment areas; and a proposal that all employment buildings should have solar panels installed.

**Response/ Recommendation:**

Comments noted. While the masterplan will not look to be overly detailed, more details would be required and stipulated as any employment proposals emerged. Review the layout and guidance within the masterplan and give consideration whether any amendments are required within the next draft.

**Question 9: Are there any particular buildings, streets or places in Hayle which are good examples that you would like to see reflected within the new development area?**

17 responses were made in relation to this question. Some comments felt that more local materials e.g. stone was appropriate for Hayle rather than contemporary buildings. The main street, Foundry Square, old foundry buildings, the bank, and the White Hart hotel were referenced as providing a good context for Hayle buildings. The flat roof Chichester examples used in the masterplan document were not viewed as appropriate for Hayle. The Nansledan example was viewed more positively. Larger house builders and the recent developments in Hayle were not viewed favourably. One comment raised the need for bungalows with outside space for elderly people. One comment reflected that Hayle has become a mix of styles, both traditional, and some good contemporary examples, e.g. Fair Glen Eco Housing opposite Loggans Mill. Harvey's Foundry restoration was referenced as a good example. Garden space and space for parking/ bins was mentioned, along with a mix of design ensuring developments don't all look the same.

**Response/ Recommendation:**

Comments noted, the masterplan was also presented to the Cornwall Design Review Panel during the consultation period. The Creating Better Townscape and design element of the masterplan to be reviewed and amended as appropriate within the next draft.

**Question 10: Are there any other comments you would like to make regarding this draft masterplan consultation?**

67 responses were made in relation to this question. Some of the comments made were detailed and therefore the full comments should be referred to in Appendix 3 for more detail. Below is a summary of the main/ common themes that were raised by this final masterplan question asking for any other comments:

The need for increased healthcare facilities was raised by some comments, along with some raising the need for infrastructure generally.

The need for the masterplan to consider and align more with the emerging carbon neutral aim/ requirement for Cornwall by 2030 as declared in the Cornwall Council Climate Action Plan, and the similar recent declaration by Hayle Town Council, was raised by a number of the comments.

Some of the comments objected in principle to the proposed development as it would represent overdevelopment of the town and other comments questioned the need for further houses. A few comments raised that developments should be on brownfield sites.

Some of the comments raised the importance of wildlife, biodiversity and hedgerows within the development. Other comments also raised the importance of walking and cycling routes within the development and also out into the countryside.

The need for good useable green spaces was raised, including for allotments.

One comment promoted some smaller scale development within the Penpol green space/ buffer area.

Existing traffic congestion was raised as an issue, with a couple of comments reflecting that a new A30 junction would be required as soon as possible.

**Response/ Recommendation:**

All comments noted. As part of reviewing the masterplan for the next draft, references to the recent Cornwall Climate Change Action Plan to be included. The development is identified to meet long term housing and employment requirements that are already set within the adopted Cornwall Local Plan. Further

detail regarding green spaces and design to be included in the next draft of the document.

Discussions with health providers will continue to be progressed in relation to the Masterplan and this process to be reflected in the next draft.

# Appendix 1: Newspaper Notice

## Hayle Growth Area Masterplan: Consultation Document

Notice is hereby given that Hayle Town Council and Cornwall Council are publishing the Hayle Growth Area Masterplan for a 6 week consultation period from **02<sup>nd</sup> September 2019 to 14<sup>th</sup> October 2019**.

The document sets out emerging proposals for the future development of a new neighbourhood in Hayle, setting a framework within which future planning can be based upon. The development of this Masterplan offers the opportunity for the Town Council, residents, and Cornwall Council to take a proactive approach to how they believe development in this area should come forward. To support the development of the Masterplan, Hayle Town Council and Cornwall Council would like your input, which can help influence the final document:

The consultation documents are available to view in hard copy upon request at the following locations:

- Hayle Town Council TR27 4NX
- Hayle Library TR27 4DE
- Camborne Information Service, Dolcoath Avenue TR14 8SX

Your comments can be made by:

Online: [www.cornwall.gov.uk/hayleplan](http://www.cornwall.gov.uk/hayleplan)

Email: [delivery@cornwall.gov.uk](mailto:delivery@cornwall.gov.uk) (please use Hayle in the subject line)

Post: Hayle Masterplan. Cornwall Council, Sustainable Growth & Innovation, 1<sup>st</sup> Floor, Dolcoath Avenue, Camborne, Cornwall. TR14 8SX

Hand: At the above location or

Hayle Town Council, Hayle Community Centre, 50 Queensway, Hayle TR27 4NX or

Hayle Library, 43 Commercial Road, Hayle TR27 4DE

An exhibition is also being held where comments can be made, at the Passmore Edwards Institute, 13-15 Hayle Terrace, Hayle TR27 4BU, on the following dates: Friday 13<sup>th</sup> September 10am to 4pm & Sat 14<sup>th</sup> September 10am to 1pm.

**Your comments should be submitted by 14<sup>th</sup> October 2019**

(The new neighbourhood is a site allocated for development within the Cornwall Site Allocations DPD.)

**How we use your information**

In submitting your comments, you understand that they will be published on the Council's website as part of the consultation process. All personal information, including your name will not be published.

For more information, please read Council's Privacy Policy and the Planning Policy Guidance Consultations Database at [www.cornwall.gov.uk](http://www.cornwall.gov.uk)

If you have any queries regarding the consultation please contact a member of the Delivery Team on 0300 1234 151 or email [delivery@cornwall.gov.uk](mailto:delivery@cornwall.gov.uk).

## Appendix 2: List of Statutory consultees and other organisations

Home and Communities Agency  
Natural England  
Environment Agency  
Historic England (Formally known as England Heritage)  
Network Rail  
Highways Agency  
Marine Management Organisation  
Three (Mobile)  
O2 and Vodafone (Mobile)  
EE Mobile  
OFCOM  
Royal Cornwall Hospital Trust  
Peninsula Community Health  
Kernow Clinical Commissioning Group  
Healthwatch Cornwall  
National Grid  
Western Power Distribution  
EDF Energy  
Wales and West Utilities Limited  
British Gas  
South West Water  
Parish and Town Councils  
Office for Rail Regulation  
Dartmoor National Park Authority  
Isles of Scilly Council  
North Devon  
Plymouth City Council  
Torridge District Council  
Teignbridge District Council  
West Devon District Council  
Devon County Council  
South Hams  
Planning Inspectorate  
Ministry Of Defence

**Other organisations**

Forestry Commission  
National Trust  
Duchy of Cornwall (Land Steward Western District)  
Cornwall Wildlife Trust  
National Farmers Union in the SW  
Devon and Cornwall Housing Association  
Coastline Housing  
Westward Housing  
First Devon and Cornwall (First Group PLC Buses)  
First Great Western  
Civil Aviation Authority  
Civil Aviation Authority  
Cornwall Chamber of Commerce & Industry  
Cornwall and Isles of Scilly Local Enterprise Partnership  
Community Energy Plus  
Cornwall Buildings Preservation Trust  
Devon and Cornwall Police  
Cornwall Fire and Rescue Service  
Kaolin and Ball Clay Association (UK)  
Imerys Minerals Ltd

# Appendix 3: Consultation Responses

## Statutory Consultees

### Lostwithiel Town Council

Lostwithiel Town Council supports, as far as practicable, carbon neutral development and the concept of confining development to towns rather than sporadic development in the countryside.

### Highways England

#### Hayle Growth Area Masterplan Consultation

Thank you for providing Highways England with the opportunity to comment on the emerging Hayle Growth Area Masterplan. The Masterplan is intended to provide a framework for the future long-term development of a new neighbourhood on the southern edge of Hayle. This is focused on the mixed use allocated site at Trevassack, but with a further direction of growth identified to the west, and will ensure a coordinated approach to development encompassing a number of development parcels. We recognise that this consultation represents an early stage in the Masterplan process and that comments are invited on the initial broad themes and objectives which will inform further study and stakeholder engagement.

As you are aware, Highways England is the highway authority responsible for operating, maintaining and improving the strategic road network which in this case comprises the A30 trunk road which will form the southern boundary to the Masterplan area. It is in the context of these responsibilities that our comments are made, and we would expect the underlying aims of the Masterplan's policies to include the protection of the strategic function of the A30. Our approach to working with partners in planning is set out within DfT Circular 02/2013 *The Strategic Road Network and the Delivery of Sustainable Development*, and in our guide *The Strategic Road Network – Planning for the Future*. To that end we have been actively engaged with Cornwall Council in the development of the transport evidence to support the Cornwall Site Allocations DPD.

This identifies the need for the delivery of the Hayle Transport Strategy and strategic highway improvements at St Erth and Loggans Moor to accommodate the levels of growth currently proposed. A Housing Infrastructure Fund (HIF) bid has

been submitted for an improvement scheme at Loggans Moor (including Carwin Rise) and is currently being considered by the Ministry of Housing, Communities and Local Government. A case is also being developed by Cornwall Council to support a potential longer-term requirement for a new junction onto the A30 with two sites currently under consideration (Tolroy and High Lanes). It should be stressed that the strategic case is still to be made for the provision of a new junction, and the potential locations are indicative only as the necessary transport modelling, environmental assessments and technical work is still to be undertaken to ensure any scheme is deliverable. However, we accept that the Masterplan needs to make provision for the safeguarding of land to ensure, as far as possible, that development doesn't prejudice delivery of a new junction in the longer term, outside of the current Local Plan period.

We would also stress that the transport modelling undertaken to identify strategic highways infrastructure requirements has only considered growth within the current Local Plan period. Any proposals for future directions of growth will therefore need to be supported by additional assessment to identify any further mitigation that may be required.

In the meantime, we would support the creation an east-west "main street" route to provide an alternative connection around Hayle which will remove short-distance, local trips from the A30. It will be important to ensure that delivery of the route is appropriately phased (along with other infrastructure measures) as development parcels are brought forward.

We are keen to ensure that transport and land use planning are closely integrated, and that development actively encourages and promotes sustainable forms of travel as an alternative to the private car. We are therefore supportive of the provision of a new quality bus route and the creation of a network of cycle and pedestrian routes to connect the development to employment, retail, education and other facilities. Due to the proximity of the Masterplan area to the A30, consideration will also need to be given to the provision of suitable visual and noise buffers, particularly to protect residential areas, as well as suitable drainage mitigation to protect the trunk road.

We look forward to further opportunities to comment on the Masterplan as it progresses, but if it would be helpful to discuss in the meantime please don't hesitate to contact me.

## Natural England

Thank you for your consultation on the above dated 2 September 2019.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We note that the proposed masterplans shows a number of long stretches of Cornish hedges proposed to be removed by development. We advise that in accordance with the recently made Hayle Neighbourhood Plan policy NE9, these hedges should be protected within the anticipated developments. This masterplan provides a unique opportunity to specify that hedges should be retained, which is a clearly expressed local sentiment.

We recommend that paragraph 5.1 'Movement and connections' should refer to corridors for wildlife as well as cycling and walking routes.

We advise that in accordance with the National Planning Policy Framework 2018, paragraphs 170 and 171, the masterplan should plan for net gains for biodiversity. We advise that section 6.0 "Green Infrastructure" makes specific reference to the need to deliver biodiversity net gain and that suitable opportunities for delivering measurable net gain should be set out and mapped in the masterplan. We advise that you use the updated Biodiversity Metric 2.0 (The Biodiversity Metric 2.0 - JP029) as a means of assessing potential net gain opportunities.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

## Devon and Cornwall Constabulary

Thank you on behalf of Devon and Cornwall Police for the opportunity to comment on this masterplan.

My main comment regarding the masterplan is that the plan should consider and incorporate the principles of designing out crime. By so doing will then hopefully ensure new neighbourhoods are safe and very importantly also feel safe for all.

Detailed design should encourage creation of places where ownership and a sense of community is fostered. Different uses should not create friction or undermine overall security of the newly created place or existing neighbourhoods.

Specifically I would raise the following as the most important considerations at this stage.

Whilst permeability for pedestrians would be generally encouraged there must not be permeability just for its own sake.

Pedestrian and cycle connections and movement must be as safe as possible. In principle routes should be overlooked along streets providing active frontages that are properly lit. Work should be undertaken to ensure that likely destinations within the masterplan area and obviously beyond will have such routes provided. Routes should be convenient without compromising security of dwellings or other uses.

In particular destinations such as the existing Foundry and Copperhouse local centres and local existing and proposed schools, new sports/play areas and employment opportunities should have safe walkable routes provided.

The masterplan does provide significant green space in particular the space marked "10". Here I would suggest that younger children's play is located closer to dwellings for greater overlooking

How both residential and employment space addresses all such green space is important. Development blocks should provide frontage to such spaces and not have rear gardens backing onto these areas. Similarly blocks should also address new streets and other public realm areas positively to ensure good natural surveillance. If necessary measures to prevent motorcycles and other vehicles accessing green space may have to be considered and incorporated

Public and private space should be clearly defined and areas of ambiguity avoided with appropriate boundary treatments provided.

The issue of street lighting must be fully considered. If the intention is to encourage walking and cycling at all times then properly lighting safe routes should be required

Employment areas must also be carefully designed to provide adequate security. Such areas are often more vulnerable out of hours or overnight when activity often reduces markedly. Blocks should be designed to maximise natural surveillance and where appropriate restrict points of vehicular access, often just one point of access is best.

Elsewhere we have sometimes experienced issues of crime and anti-social behaviour where employment space is located very close to residential blocks where the commercial areas have become unofficial playgrounds at weekends/overnight. Again design of such spaces should be mindful of this.

Whilst it may be considered a more detailed matter how residential vehicle parking will be dealt with must be considered fully. Whilst a mix of solutions would be expected if these include rear parking courts then it should be made clear that such spaces must be small, safe and be well overlooked from commonly habited rooms, with active frontages included. Adequate lighting of such courts should be mandatory.

How retained hedgerow is dealt with is often problematic for crime prevention. I have seen examples of retained hedge requiring an ecology buffer leading to a potentially accessible space between the hedge and rear garden fencing which then creates concerns about security.

New or existing landscaping/planting should not undermine security especially natural surveillance or by creating potential hiding places next to footpaths etc

## Sport England

Sport England is the Government agency responsible for delivering the Government's sporting objectives. Maximising the investment into sport and recreation through the land use planning system is one of our priorities. You will also be aware that **Sport England is a statutory consultee on planning applications affecting playing fields.**

The new Sport England Strategy 'Towards An Active Nation' (2016-21) identifies key changes in the delivery of the strategy:

- **Tackle inactivity:** more money and resources
- **Invest in children and young people** to build positive attitudes to sport and activity

- **Help those currently active to carry on**, but at a lower cost to the public purse
- Put **customers at the heart** of what we do/be **welcoming and inclusive**
- Help sport to keep pace with the **digital expectations** of customers
- **Encourage stronger local collaboration** to deliver a joined up experience for customers
- Working with a **wide range of partners**, using our expertise and investment to align
- Applying **behaviour change** principles to encourage innovation to share best practice

Sport England has assessed this consultation in the light of Sport England's **Planning for Sport: Forward Planning** guidance

<https://www.sportengland.org/facilities-and-planning/planning-for-sport/>

The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary, new sports facilities should be fit for purpose, and they should be available for community sport. To achieve this, our objectives are to:

**PROTECT** sports facilities from loss as a result of redevelopment

**ENHANCE** existing facilities through improving their quality, accessibility and management

**PROVIDE** new facilities that are fit for purpose to meet demands for participation now and in the future.

Sport England believes that sport has an important role in modern society and in creating sustainable and healthy communities. Sport and physical activity is high on the Government's national agenda as it cuts across a number of current topics that include health, social inclusion, regeneration and anti social behaviour. The importance of sport should be recognised as a key component of development plans, and not considered in isolation.

The following comments are provided within the context of:

- The National Planning Policy Framework (MHCLG, 2019).
- Sport England's Planning for Sport webpages (2019).

## **1. Local Plan & Evidence Base**

The National Planning Policy Framework (2019) states:

***96. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.***

Sport England's view is that, in order to meet the requirements of the National Planning Policy Framework (NPPF), this should include a strategy (supply and demand analysis with qualitative issues included) covering the need for indoor and outdoor sports facilities, including playing pitches.

Playing Pitch Strategy

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/playing-pitch-strategy-guidance/>

This guidance document provides a recommended step by step approach to developing and delivering a playing pitch strategy (PPS). It covers both natural and artificial grass pitches. Sport England believes that to ensure there is a good supply of high quality playing pitches and playing fields to meet the sporting needs of local communities, all local authorities should have an up to date PPS. By providing valuable evidence and direction a PPS can be of significant benefit to a wide variety of parties and agendas.

**There is no current Playing Pitch Strategy in Cornwall which is a major issue in the planning for pitches for existing and future residents.**

Assessing needs and opportunity for sports provision (Indoor and Outdoor)

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/assessing-needs-and-opportunities-guidance/>

This guide for sports facilities (built) is complimentary to the PPS. Sport England believes that providing the right facilities in the right place is central to enabling people to play sport and maintain and grow participation. An assessment of need will provide a clear understanding of what is required in an area, providing a sound basis on which to develop policy, and make informed decisions for sports development and investment in facilities.

**Again, There is no current Sport Facility Strategy in Cornwall which is a major issue in the planning for sports that do not use pitches including major infrastructure buildings like swimming pools and sports halls.**

The evidence base for sport and recreation should directly link into the development of an Infrastructure Funding Statement and / or SPD Development Contributions and / or the Community Infrastructure Levy.

**Action – complete the sport and recreation evidence base and devise a strategy for the delivery of sport and recreational land and buildings including playing fields as per the NPPF.**

## **2. Active Design**

Sport England along with Public Health England have launched our revised guidance ‘**Active Design**’ which we consider has considerable synergy the Plan in relation to increasing cycling opportunities and enhancing the public realm. It may therefore be useful to provide a cross-reference to [www.sportengland.org/activedesign](http://www.sportengland.org/activedesign). Sport England believes that being active should be an intrinsic part of everyone’s life pattern.

- The guidance is aimed at planners, urban designers, developers and health professionals.
- The guidance looks to support the creation of healthy communities through the land use planning system by encouraging people to be more physically active through their everyday lives.
- The guidance builds on the original Active Designs objectives of *Improving Accessibility, Enhancing Amenity and Increasing Awareness (the ‘3A’s)*, and sets out the Ten Principles of Active Design.

- Then Ten Active Design Principles have been developed to inspire and inform the design and layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and physical activity and active lifestyles.
- The guide includes a series of case studies that set out practical real-life examples of the Active Design Principles in action. These case studies are set out to inspire and encourage those engaged in the planning, design and management of our environments to deliver more active and healthier environments.
- The Ten Active Design Principles are aimed at contributing towards the Governments desire for the planning system to promote healthy communities through good urban design.

Sport England would encourage development in Hayle be designed in line with the Active Design principles to secure sustainable design. This could be evidenced by use of the checklist. The **developer's checklist** (Appendix 1) has been revised and can also be accessed via [www.sportengland.org/activedesign](http://www.sportengland.org/activedesign)

Additionally we have recently released 2x short animations on what Active Design is and how planning links with health.

<https://www.sportengland.org/facilities-planning/active-design/>

or

<https://www.youtube.com/watch?v=mDaVBh1Bs7Y>

[https://www.youtube.com/watch?v=oRCJ4JL\\_LjM](https://www.youtube.com/watch?v=oRCJ4JL_LjM)

### **3. Community Use of Education Sites**

Making better use of existing resources contributes to sustainable development objectives by reducing the need for additional facilities and the potential loss of scarce resources such as open space. The practice of making school sports facilities available to wider community use is already well established and has been government policy for many years, but there are further opportunities to extend this principle within the education sector through programmes such as Academies and to other privately owned sports facilities, to help meet the growing demand for more and better places for sport in convenient locations.

**Sport England promotes the wider use of existing and new sports facilities to serve more than one group of users. Sport England will encourage potential**

**providers to consider opportunities for joint provision and dual use of facilities in appropriate locations.**

Sports facilities provided at school sites are an important resource, not just for the school through the delivery of the national curriculum and extra-curricular sport, but potentially for the wider community. There are also direct benefits to young people, particularly in strengthening the links between their involvement in sport during school time and continued participation in their own time. Many children will be more willing to continue in sport if opportunities to participate are offered on the school site in familiar surroundings. Many schools are already well located in terms of access on foot or by public transport to the local community and so greater use of the sports facilities outside normal school hours should not add significantly to the number of trips generated by private car.

There is a free online resource from **Sport England (Use Our School)** that offers further guidance and information for local authorities and other education providers on how to make the best use of school facilities for the benefit of the local community. It is especially useful for those who have responsibility within a school for establishing, sustaining and growing community activity on school sites. 'Use Our School' can be accessed here; [www.sportengland.org/useourschool](http://www.sportengland.org/useourschool)

#### **4. Specific comments on the Masterplan**

- Area 8 – without the evidence as set out in (1) above how do you know what to plan for, what sports, what size, what ancillary facilities, sports lighting? Co-location with other sports / other complementary uses? How will you ensure community access to a 'school site'? In theory this can work, in practice, well, it can be a time consuming challenge.
- What about planning for other sports (non pitch sports)? On-site or s106/CIL to off-site? As set out in (1) above.
- Area 9 + 10 – opportunities here for sport? Perhaps pitch sports or more informal activities?
- Are you designing homes that will help residents to live an active lifestyle? As set out in (2) above.

#### **Network Rail**

As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail

network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.

The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the rail volume or a material change in the character of traffic using a level crossing over a railway:-

*(Schedule 5 (f)(ii) of the Town & Country Planning (Development Management Procedure) order, 2010) to requires that ... where a proposed development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over the railway (public footpath, public or private road) the Planning Authority's Highway Engineer must submit details to both Her Majesty's Railway Inspectorate and Network Rail for separate approval".*

It is noted from the 'Western Growers' Level Crossing is south of a proposed employment allocation site, and we would like to make the Council aware of this in their considerations, and further to responsibilities noted above. The level crossing can be reviewed in the link below:

<http://abcrailwayguide.uk/western-growers-private-level-crossing-cornwall#.XaB7fIVKiM8>

### National Grid

National Grid has appointed Wood to review and respond to development plan consultations on its behalf.

We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.

### NHS Kernow Clinical Commissioning Group

NHS Kernow has collated this response in collaboration with the following stakeholders;

- NHS Kernow – locality development team
- GP practices with boundaries covering the development – Praze-An-Beeble Surgery, Veor Surgery, Rosmellyn Surgery, Cape Cornwall Surgery, Bodriggy Surgery

We are grateful for early sight of the plan to create a new neighbourhood at Trevassack in Hayle. We would like the opportunity for further involvement as the planning process develops. The new homes are likely to have an impact on local health services including GP surgeries, particularly Bodriggy Health Centre, which is the only GP surgery in Hayle.

We would also recommend that wider health partners are included in future conversations, i.e. Cornwall Foundation NHS Trust and Royal Cornwall Hospitals Trust. We would like to understand what provision, if any, has been considered for health services to meet these additional needs, which have been identified in the Hayle Town Framework (March 2017).

### Historic England

#### Question:

Are there any other aims that the masterplan should seek to deliver?

Historic England broadly welcome the acknowledgement of the historic environment in the Vision that seeks to achieve “A design quality that reflects Hayle’s unique heritage of industry and innovation, while embracing the outstanding natural environment of Hayle’s coastal and estuary setting”. However, it is currently somewhat contradictory and places the historic and the natural environment at odd. It would better served by separating out the historic aim from the natural environment also more helpfully reference the setting of the historic environment, as distinct from the natural environment. It could usefully reference the World Heritage Site.

The vision and aims for the historic environment should run as a thread through the document in order for them to be achieved. The references to heritage are very brief (especially when compared to, for example, ecology) with only basic information on LBs, SMs etc. No ref has been made to the Historic Environment Record which shows clearly that there is at least one mine in the proposed residential area and 3 engine houses in the area protected for a possible road junction. No ref is made on longer visual impacts for other heritage sites, including an RPG to the north west, Lelant and other neighbouring areas. The heritage element overall is disappointing – whilst the site itself may not be hugely historic (although this hasn’t been assessed yet), reference to Hayle’s mining and industrial history, likelihood of archaeology, impact on views etc. is absent.

**Question:**

Are there any other uses or facilities that you think the development should include?

Historic England have significant concerns about the proposals for a 'neighbourhood' street as well as local centres. This new retail will compete directly with the centre of Hayle which struggles already. Facilities should be minimised to serve the local needs of local people and to enhance the viability and vitality of the town centre of Hayle.

**Question:**

Are there any other community services or facilities that the new neighbourhood should look to incorporate/ provide?

Historic England have significant concerns that the proposals for a 'neighbourhood' street as well as local centres. This new retail will compete directly with the centre of Hayle which struggles already. Facilities should be minimised to serve the local needs of local people and to enhance the viability and vitality of the town centre of Hayle.

**Question:**

Is there anything else that should be considered in relation to movement & connections?

Currently Fig 7 indicates a limited range of options for enhancing connections. This would appear to create place separated from the historic core of the town. Enhanced linkages should be encouraged to the centre of historic Hayle, for all modes of transport, but particularly for pedestrians, public transport and cyclists. These should be many and various in order to encourage legibility and wayfinding into the historic centre. This will facilitate people using Hayle for their main shop and so supporting its vibrancy and viability, rather than encouraging people to use a competing neighbourhood area or driving out on the A30 to a larger or alternative facilities in another town.

**Question:**

What type of services & facilities do you think should be provided within a new neighbourhood centre within the development?

Historic England have significant concerns about the proposals for a 'neighbourhood' street as well as local centres. This new retail will compete

directly with the centre of Hayle which struggles already. Facilities should be minimised to serve the local needs of local people and to enhance the viability and vitality of the town centre of Hayle. While there may be capacity for small local convenience shopping, out of town retail that competes with the town centre shouldn't be encouraged.

**Question:**

Are there any particular features or facilities that you would like to see if it was possible to create a new multi-use green space in the Penpol Valley area?

We broadly welcome the green infrastructure and pedestrian/cycle/bridleway links (although these do need to provide more links to the town centre) and consideration of variable scale of housing, intimacy of streets, need for road patterns and sizes to reflect a proper community.

**Question:**

Is there anything else that should be taken into consideration in delivering new employment space?

Is there an identified need for more office space and if so what is the need for? Office space proposed may compete with Foundry Yard which has vacancies. It is important that the new provision that does not compete with existing facilities?

The reference to the possibility of storage / distribution centres in the industrial area is concerning as that will lead to larger scale and mass of buildings, these tend to create sterile areas rather than community focussed place making. This would not benefit Hayle and would only assist larger businesses using the A30 in the southwest. This would appear to be at odds with the vision and hardly supporting the growth of the town.

**Question:**

Are there any particular buildings, streets or places in Hayle which are good examples that you would like to see reflected within the new development area?

We are broadly supportive of the east/west road orientation which reflects the pattern of development in Hayle, however, the local distinctiveness issue is perhaps not emphasised sufficiently. Hayle is very distinct, with ad hoc linear street patterns with terraces and villas, many of which are rendered. These could be better picked up on.

The Cornwall and Scilly Urban Survey Work undertaken by Cornwall Council provides a detailed character analysis of Hayle. This work is still valid and essential to helping you answer the questions about how to create modern development

that is particular to the distinctiveness of Hayle. We strongly advise you contact this unit and your own conservation team, Pete Herring, to draw out this character.

**Question:**

Are there any other comments you would like to make regarding this draft masterplan consultation?

**A30 Junction Location Options**

What landscape assessment has been undertaken as part of the Option appraisals for each of the junctions? Option1 for the new road appears a better design but it has more landscape impacts; option 2 seems very highways/engineer dominant.

**Community Infrastructure Levy**

There is no reference to the use of CIL funding in the document, why? What opportunities are being taken to use Community Infrastructure Levy funding? Particular opportunities could be found for heritage at Risk and community based projects in Hayle but nothing is mentioned.

**Environment Agency**

**Drainage**

We welcome the council's approach to delivering sustainable growth within the Hayle community. The success of the plan will be dependent on ensuring appropriate environmental infrastructure is in place to complement the growth proposals. In light of this we would recommend that a drainage masterplan is developed in parallel to the overall masterplan, to ensure flow pathways, exceedance routes and important areas for drainage are retained in the detailed planning process.

**Multi-use greenspace.**

We are pleased to note that the multiuse green space is positioned to provide a reduction in flood risk to Foundry Square. We would therefore like to support Cornwall Council and Hayle Town Council to demonstrate how strategic use of green infrastructure can result in real community benefits and to explore how this model can be brought forward through the growth.

Foundry Square is protected by a flood alleviation scheme where the watercourse is culverted beneath the town. The area is therefore identified as a critical drainage

area to ensure that new development reduces runoff into the flood risk management scheme.

The lower area of the multiuse green space can provide opportunities to develop and deliver a strategic SUDS scheme to improve the standard of protection within foundry square, and we would seek to work with the developers to support the delivery of this reduce flood risk. This is likely to be required to provide the attenuation from the large areas of development that could drain into this catchment.

Area 10 is also a large area of steep sloping greenspace into this catchment. This is a strategically important location to ensure that the management of this land provides ecosystem services to the area downstream, specifically in terms of flood risk management. This area provides the opportunity to demonstrate exemplar Natural Flood Management techniques such as shelter belts, soil management and habitat improvements within a semi-urban setting, directly link to community benefits. Therefore we would support development of a Green Infrastructure masterplan for this area, adopting a Natural Capital/Ecosystems approach where opportunities are maximised.

If this is managed well it could help provide resilience to areas around Foundry Square to changes in run-off from intense rainfall as a result of climate change.

## All other comments

Question 1:
Are there any other aims the at the masterplan should seek to deliver?
Areas specifically for Commercial leisure facilities e.g. cinema, bowling, soft play, trampolining,
<p>Yes, Hayle would benefit from more leisure facilities which would bring in tourists and also benefit residents of Hayle and other local towns such as a multi-screen, modern cinema complex. With the addition of chain restaurants and supporting coffee shops, this would also provide long term employment opportunities for residents.</p> <p>Hayle would become a desirable place to live and for other residents of West Cornwall to visit.</p>
<p>Please consider adequate pavements and parking for residents, as lack of these have caused major fall outs amongst neighbours in new estates eg created in Helston.</p> <p>Also please use adequate consultation on crime prevention considerations on designs of the estate.</p> <p>Both of these integrated in the initial design of the housing estates will reduce demand on local police resources in the future and make it a more pleasant happy place for residents.</p>
New GP surgery – the current one is struggling to provide a service to the current residents
<p>I do not believe there is enough consideration to the impact on the general environment. The impact on the wider climate change crisis.</p> <p>Where are the green spaces? The Areas for local people to grow vegetables, plant trees, have space.</p> <p>At least one other recreational playing field should be in place for this enormous growth on what was a small and conscientious community.</p>
<p>I like</p> <p>Community orchard</p> <p>Community Allotments</p>
Needs to be more infrastructure in place and what jobs are there going to be?
I can find no population projection or capacity estimates. What is the basis for development on this scale?

There is no specific provision for older people in the residential mix. Sheltered housing both social rented and owner occupier with a health and social care hub should be included.

An additional primary school will increase the potential secondary intake too so some additional provision will be needed.

What about allotments in the green space mix?

Leisure Center

IceSkating Rink

Cinema

Youth Club

Disco

2 story max on all homes

1 story on quay to keep the unique view

Provision for Primary Care – there is one GP practice in Hayle which was built in 1990 when the practice population was less than 6000. The practice has been extended over the last 15 years to meet the increased practice population, which is now 11500 and continues to increase rapidly because of the amount of new homes in the area. With a further 1000 new homes expected, we anticipate the practice population will increase to 15000. The current GP practice cannot be extended further and we note that there is no provision for primary care services in the area masterplan.

We note that there is allocated space for a new primary school but there is no provision for the secondary school.

Housing for local people as a high percentage of the developments. Pensioners' bungalows with communal social facility, as existing Day Care Centre won't be big enough for additional requirements. Upgrade sewage and similar systems to cope.

Much more public consultation and input. Not letting development to be granted just to meet government quotas.

**Question 2:**

Are there any other uses or facilities that you think the development should include?

My suggestions are that there should be much more green space than is allocated. There should be provision of community orchards, allotments, play parks with no vehicular access but instead cycle paths, walkways etc. There has to be a sustainable element in recognition of our climate emergency - with wilding areas encouraging pollinators. The use of vehicles should be discouraged and other alternatives encouraged. In my opinion the developments of Godrevy Park, the development at Humphrey Davy Lane and the smaller one of Trevassack Manor Park lack provision of green space and also contribute to overload on existing infrastructure - the road running along High Lanes is used quite heavily and although there are speed bumps, I can see that increased use will pose safety issues. Chapel Hill has seen increased use by vehicles and at the moment is a safety hazard particularly under the railway bridge where a pedestrian path is apparently marked out but unavoidable by vehicles coming up or down the road. I question whether the infrastructure is fit for purpose - I personally witnessed what looked like sewerage flowing out of a manhole last week down Chapel Hill below the Trevassack Manor Park estate with a lorry desperately trying to unblock the problem.

Care Homes for the elderly population and similar facilities for younger people who the council are currently responsible for providing accommodation

Would need more car parking

I do not see any provision for the additional medical facilities that will be needed.

Are there any plans to improve the services needed for the increase of population ie Dr's surgery – fire service – hospitals as at the present the town is struggling to cope with the existing facilities
Will there be any car parking facilities adequate for the town increasing population
Hayle needs a Leisure Centre with all year round swimming pool
Green spaces Very Important – wildlife. Plus Health Centre (GP)
Please support the green spaces and the provision of a new primary school and sports facilities
Trees. We must have as many as possible
Trees. As many as possible
Tree planting A30 corridor and GI spaces
New and additional health care facilities (ie Doctors etc) will be essential to meet demand from increase in population
Sports facilities. Potential for “growing” area eg veg, fruit etc.
Leisure facility to provide entertainment/ leisure/ health conspicuous by its absence. Lots of new houses – these people are going to want to be entertained.
Schools priority Medical services priority Parking Jobs Spend your money wisely. Too much waste Improve road access so cars can actually move through town. Public transport sounds great but not convinced it will work.
It is critical that there is a new surgery for so many new houses! It's dire at present trying to get an appointment at Bodriggy and so many new patients have registered from the new estates that have gone up.
The area marked on the Map as 5. should NOT allow for Heavy Goods only cars and Bus's
Health provision (e.g. a new purpose built primary care centre to include GP and community health and social services). Secondary school provision.

What about a new secondary school, doctor's surgery, decent sized multi-use community rooms/ hall. Good public transport. Cycle paths for the safety of cyclists and pedestrians as too many bikers use the pavements and don't consider pedestrians.

Health facilities/ schools built at the same time as the house building – not thought about afterwards. Health care/ care of the elderly already under pressure. What plans are in place are in place and where will the money come from for all the extra residents?

### Question 3:

Do you have any views or preference on the two possible locations for a new school?

I would like to point out that putting a school right next to the A30 with the pollution that would bring is short sighted in the extreme. Minimising environmental pollution should be the paramount consideration when siting a school.

I think option 2 offers a quieter, safer environment and is still within walking distance of the football ground

I prefer the location for a school with the bigger sports field.

Not near football pitch – noise and pollution!

Where do the students go after Year 6? Hayle Secondary School surely can't take any more pupils?

No preference but should there be provisional planning for an additional secondary school also. Hayle Academy might have adequate capacity presently but with an additional primary school this may not be the case a few years down the line.

Location for new school is too remote – should be situated closer to existing homes and to the secondary school. Move from 8 to around 11.12

School option 1

Is the Penpol/ New Primary development taking into account that Penpol is already 2 form entry and Bodriggy is only 1.5 and has planning permission (but no funding!) to expand?

Option 2 would provide a much closer link for the new development of houses currently being build and those proposed.

Walking to school should be encouraged. The current location is quite far out of the main town but this may be because there is no suitable location closer to the town. Therefore the infrastructure should allow pupils to walk or cycle to school safely.

A new, purpose-built school would be my preference – better three, smaller primaries than getting too big – we’re dealing with little children here, who need to be nourished rather than thrown into a scary, big place. Also the children could walk if living in the new houses!

If there’s a need for a new primary school won’t there need to be a new secondary school as well?

On the subject of positioning a new school, why are you pushing this to the outskirts of the town? There is a suitable strip of land off Humphry Davy Lane, opposite Bodriggy junior, that could be taken advantage of. If there is a problem with existing planning permissions, ‘swap’ these with the promise of land on the new area. At least then, it would be closer to the centre of the town, reducing the need for even more cars on the road, the closer you are at school, the greater incentive to walk. If there is a problem with suitable green space for recreational purposes, surely an agreement could be arranged for the use of the sports fields at High Lanes for the use of pupils. It is only a matter of, at the most, 5 minutes walk to the lower entrance to this area.

#### Question 4:

Are there are any other community services or facilities that the new neighbourhood should look to incorporate / provide?

Please don’t forget adequate routes for dog walkers along with plenty of dog poo bins.

The existing sewage system can’t cope as there always seems to be pumping vehicles operating at night.

More public transport (more trains stopping)

Facilities such as health centre, community centre (big enough for multipurpose use), sufficient parking should be a requirement and penalties enforced if developers don’t comply.

If all these houses are to be built, then along with that should be a bigger better Doctors Surgery/ Health Centre. As Bodriggy will not be fit for purpose with all the extra families and housing.

Doctors surgery

NHS dentists

As the population will be increasing I am concerned that the doctors surgeries should be considered so that we always have enough doctors and surgery facilities available.

A large community hall/ leisure centre/ swimming pool
Don't review the opportunity for new healthcare facilities with all the new residents they need to be in place
Please provide a new or bigger GP surgery as the one at Bodriggy cannot cope with the population now.
Health Centre most important Employment Sports Centre with swimming pool – facilities to keep children busy Cinema
What amenities would be provided for the younger generation to help social behaviour apart from park areas. Cinemas, skateboard parks, arcades etc.
A new secondary school or expansion of current school? Two with a proposed third primary school (without Connor Downs). The children need somewhere to progress too! Medical facilities with hundreds of new houses, more surgeries and even a hospital are needed.
A health centre is the first priority
I cannot believe that there is NO mention or plan regarding <u>GP Surgery/ services</u> . With all the proposed house building (+++people) the current practice would not cope. It is already oversubscribed and working out of portacabins! You MUST consider GP services – Question is – why is it not in plan!!
Police, Doctors etc where is the additional provisions for these within the plan?
We think that a new proper swimming pool is considerable required.
Definitely need to include new health centre Cinema/ Arts/ Entertainment venue
Doctor too? Dentist?
New medical centre/ doctors surgery is at least as important as new school/ shops/ employment green spaces! It has to be provided
A new Doctors surgery and dentist will be crucial to sustain this level of development.
Youth Club

There is no where for kids to just hang out Teenagers need a Friday Saturday disco - somewhere to just have fun - no lessons no clubs just a safe space to be with there friends

Yes, A water Sports hub. This should be more of a priority, using the existing facility using Copperhouse pool.

A leisure centre/sports facility

Proper 'evening class' (also daytime!) facilities – liaise with adult education.  
Cinema? A weekly market

Community hall / leisure centre/ indoor swimming pool

### Question 5:

Is there anything else that should be considered in relation to movement & connections?

Are any of these new roads and housing going to cause any increase in traffic on St Georges Road, where there is already speeding and busy traffic with a bottleneck at both ends, in spite of it supposed to be 30 mph (ought to be 20 mph). It is quite dangerous now for me entering and exiting my drive entrance, in particular because the two houses opposite mine park multiple vehicles on the road. When I indicate to turn right I have to be on the wrong side to turn in, and speeding traffic behind me assume I am just passing parked vehicles. It is a constant worry that someone will smash into the back of me when I slow/stop to access my entrance.

You cannot describe it as a street with cycle ways and on street parking and in the same sentence imply it is a bypass wide enough for hgv.....that won't work. It's either a main road or a street. I prefer a street and an a30 junction elsewhere. You are trying to connect communities and create sustainable development. There is nothing sustainable or community focussed about more main roads through conurbations. Stick an industrial area on the outskirts and restrict traffic into the centre of Hayle?

Please do not build a new roundabout as proposed on the existing A30 Hayle Bypass. If a new junction is required it should be on the B3302 crossing. It should also be a segmented junction with elevated roundabout so as to not affect A30 traffic flow. Adding a new roundabout as proposed will cause slower journey times for A30 traffic, increased pollution with vehicles having to break then speed up, and be more likely to have accidents.

For the same reasons, please propose segmented junctions with elevated roundabout for the Loggans Moor roundabout and the St Erth roundabout so main A30 traffic flow is sped up.

Planners should consult Bodmin Town Council and not make the same mistakes they have made on prioritisation of cyclists and cycle routes. Similarly the unsigned pedestrian crossings in Bodmin are deadly, especially considering the huge amount of traffic the main roads through the town carry and the normal drivers lack of knowledge of these unmarked crossings.

I think having a third roundabout junction on the A 30 at High Lanes would be a mistake. The amount of congestion at Loggans Moor and St Erth (and Chiverton) roundabouts shows that they are not a good idea. Slip roads are a better option and Tolroy would give HGVs and other traffic better, direct access to Helston.

“secondary and tertiary street network providing an opportunity for looped routes and connections rather than cul-de-sacs.” This will result in ‘rat runs’ and speeding traffic through residential areas

I was very surprised to see existing public rights of way omitted from the map on p14

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cornwall.gov.uk%2Fmedia%2F40007732%2Fhayle-masterplan-sections-1-3.pdf&data=02%7C01%7Cdelivery%40cornwall.gov.uk%7C4853e5479f4342df9ef108d731545009%7Cefaa16aad1de4d58ba2e2833fd9f%7C0%7C1%7C637032110566838174&sdata=hDgyvJUFiciwbWMYM1XUn0UmcHRFpzX2JT0wDK%2B6ZDM%3D&reserved=0>

In particular (though it's not the only one missing), the footbridge over the A30 is a much valued traffic free route and its loss would be felt very keenly by all - cyclists, riders, walkers, dog owners, and those with children - wishing to access the Rugby Club, Angarrack and West Cornwall Shopping Park without the pollution and dangerous proximity to cars of the at grade crossing.

It also has the potential - if it was upgraded to a green bridge as is being considered for the A30 dualing, - of adding another much needed wildlife corridor echoing the historic connection of Marsh Lane and the historic Railway Incline and following the course of the Angarrack Stream.

Also disappointed Hayle east footpaths ignored in Figure 15

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cornwall.gov.uk%2Fmedia%2F40007724%2Fhayle-masterplan-section-4.pdf&data=02%7C01%7Cdelivery%40cornwall.gov.uk%7C4853e5479f4342df9ef108d731545009%7Cefaa16aad1de4d58ba2e2833fd9f%7C0%7C1%7C637032110566838174&sdata=G79njZoE0FTmxSE9bP0mGO7xcPhkO3G7zVdVHh4xK9E%3D&reserved=0>

and Figure 18 despite mentions of Hayle Rugby club, employment space, retail and the importance of those links being specifically mentioned in

<https://eur03.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.cornwall.gov.uk%2Fmedia%2F39997172%2Fhayle-consultation-document.pdf&data=02%7C01%7Cdelivery%40cornwall.gov.uk%7C4853e5479f4342df9ef108d731545009%7Cefaa16aad1de4d58ba2e2833fdffd29f%7C0%7C1%7C637032110566848160&sdata=ZpQi2jdiYZ7ul1Su%2BAirgcJfyNft8nCYnctLtUJ8PN4%3D&reserved=0>

#### 5.0 DELIVERING INFRASTRUCTURE

(see photos in comments folder) – Rights of Way screenshot/ Green corridor screenshot

Need to take into account the existing developments in the traditional town centre. HGVs would start to use Mellanear Road as a cut through which is a huge residential area. Currently they use the A30 and come in via Carnsew. Using Mellanear would cut about 4 miles of their tacographs.

seemingly overlooked are the wider implications for areas to the south of Hayle to benefit from on/off access to the A30/B3302 at Tolroy .

At the current time for example traffic from Helston and the Lizard is in the main restricted to accessing the A30 via torturous routes through HAYLE, CAMBORNE, REDRUTH or TRURO. The congestion and pollution implications for these towns is significant, in particular the route to the A30 via A39 , Truro on to Carland Cross.

You just have to imagine a situation after the A30 Chiverton to Carland is dualled you could then take a significant amount of this traffic through to Hayle and on to Helston and the Lizard, the economic and logistical benefits could be exceptional for this remote corner of Cornwall with much wider benefits for the entire area from congestion dillution.

The construction of a junction should be considered as the keystone to this entire project, not a long term idea but the absolute priority in the short term .

The benefits of taking so much rat running traffic out of Hayle which is currently heavily polluted and suffers appalling summer congestion should be considered the priority with the growth area a natural by product of an improved town environment.

An A30 Tolroy junction has been a long standing missing vital piece of local infrastructure and I can only hope Cornwall Council and the Highways agency agree and act to prioritise it with a design that benefits all of the area .

The best possible scenario is for a junction here to be designed and completed to coincide with the opening of the new A30 section in 2022.

We attended the public consultation at the Passmore Edwards Institute on Saturday to have a look at the proposed Hayle Growth Area Masterplan.

Our opinion is that we agree with most of the proposals although would add that we think that the 1200 more houses is too many for our town to cope with as it

<p>would mean approx. 2400 more cars would then need to go through Hayle to get onto the A30. We would also add that the infrastructure ie Tolroy junction to A30 should be put in first to avoid traffic chaos in Hayle Town ie Foundry Hill or Water Lane.</p>
<p>I particularly like the proposal to provide a network of pedestrian / cycle routes through the development and also the provision of allotments and a community orchard.</p>
<p>My main concern is with traffic. I live on Commercial ROAD and the traffic is at a standstill most of the time outside my house. People like to drive through Hayle to use the local shops, Asda, Lidl, Home bargains and I don't see that all these new residents will be any different. All the traffic will still come through the centre of town making it impossible to get anywhere.</p>
<p>There has been a desperate need for a junction to the Helston road since the so-called bypass was built so either option should be put in place as soon as possible!</p>
<p>No roundabout on A30 as traffic is already bad. A third roundabout would make it impossible.</p> <p>Consider fly-overs or slip roads instead.</p>
<p>Enough public transport. Routes are always being cut if they don't make enough money, but that can leave elderly and less mobile cut off.</p>
<p>Generally the ideas are very good and will help Hayle future development in the future.</p> <p>However traffic circulation will be the key and still require further consideration and approved by the Highways Agency etc.</p> <p>All traffic together with all HGV vehicles will only be able to progress to Helston, Leedstown Packing Station through Hayle adding to congestion in Hayle and all adjoining roads. <u>A properly designed junction with A30 at Tolroy</u> must be designed and approved with Agencies. A working design layout was prepared by Chamber of Commerce some 8 years ago!!</p>
<p>Is the council planning to improve the existing infrastructure of road conditions in Hayle as a whole</p>
<p>Junction(s) should be put in prior to construction starting. – preference for option 2 – as people won't travel to westbound junction when going east, and Guildford Road already constrained, and double roundabout by Lidl already at capacity.</p>
<p>I think the Tolroy connection to the A30 is more preferable as it will encourage huge vegetable juggernauts that use the Helston Road to avoid using the town routes.</p>
<p>Due to the hold ups on the by pass more traffic is using main road through Hayle, may be a weight limit of 3½ or 7 tons on the M&amp;S roundabout to Foundry Square area will force HGVs to enter via St Erth roundabout</p>

High Lanes – One Way System – Stop the rat run.
Please do the new junction (at Tolroy) onto A30 sooner rather than later – not a maybe but a must.
Please safeguard the two junction options to avoid the traffic cutting through Foundry Hill & Water Lane.
It makes no sense to have a new junction onto A30 at High Lanes (option 2) because then the HGVs will have to drive along this new leafy road/ community high street to get to it! Makes no sense.
Helston exit off the A30 is in the wrong place and a better solution needs to be found.
A30 already has pollution/ noise issues and on many occasions is gridlocked. This scheme needs to be better planned – via <u>Roads</u> .
A30 link to Helston/ for Helston traffic. Junction should be further to SW – current location will result in Helston traffic passing through 5 to join Helston road - Pollution etc.. Needs junction at SW corner of A30
Any plan which involves the A30 will not work
What does the Highways Agency say about the scheme?
Gateway junction to Helston/ Lizard/ Porthleven etc etc
With the amount of traffic at the moment – will the people use the A30? Will tractors/ lorries use the new road or still cut through Hayle main town?
“At grade” junction at High Lanes likely to seize A30 solid at Loggans roundabout – new St Erth Traffic Lights! If A30 could underpass that would be much better
A new A30 junction at Tolroy is critical infrastructure and there is a need for it right now! Could also have a massive knock on benefit for Helston/ Lizard traffic – taking it out of Hayle, Redruth and Truro – MAJOR OPPORTUNITY! It is the keystone to this growth area.
Please make the new junction onto A30 at Tolroy <u>not</u> the other option as it’s a bad situation already with heavy lorries thundering down Helston Rd and Mellanear Road with vegs etc – could be avoided.
Will HGVs use A30 junction to Helston Road when they know they will be stuck in traffic on Hayle by pass caused by the St Erth traffic lights.

2019 the traffic through Hayle increased due to jams on by pass.
The junction at Tolroy is not the best option. Lorries would be better exiting earlier
Very likely to lead to more traffic along Foundry Hill. St Michael's Close is on LHS (after going uphill) & is already extremely difficult pulling out especially to turn right as traffic comes up the hill far too fast (No warning signs of junction when coming up hill)
Cycle routes as many as possible
Footpath access from Copperhouse and Loggans either new and/ or Guildford Road made safe for pedestrians
Good network of footpaths and cycle tracks
I like – Network of pedestrian & cycle routes
No obvious foot/ cycleways from new developments to Copperhouse – Ventonleague. This is needed for schools and community integration.
If the virtuous hope that people will cycle or walk from these new estates into town is to be realised (not that likely in Cornish weather) will there be the cyclepaths provided that will be needed?
How will they access the new employment centre 13 Parking for the school
There has to be better access on already crowded roads down into town from the already existing and these new houses. Existing access along St Georges Rd, Guildford Rd and other smaller lanes eg to surgery/ school is very poor and crowded especially in summer.
This is an opportunity for Cornwall Council to deliver on it's commitment to offset their emissions and become carbon neutral, as stated in their climate change mission statement. It would therefore be reasonable to expect that that all the new homes will be powered by alternative energy and a network of cycle paths through the development will enable children to cycle to school.  This scheme as set out does worry me is it could be business as usual with the motor car taking precedences, there is already a pollution/noise issue with the A30 and on many occasion is gridlocked. A thousand homes is too ambitious if it is a planned carbon neutral build, a much smaller scheme away from the A30 would be best.

There needs to include cycle ways, green play space and small gardens for some of the homes.

Congestion already is a common problem on the A30, a new roundabout will not solve anything and could exasperate the current rat run through High Lanes, a better option for the Helston link should be investigated.

Increase levels of pollution are bound to be the result of static cars with there engines running.

As always the social housing will potentially be disadvantaged and place nearer to A30, leaving the upmarket housing in better positioning.

Maybe look at a one way road system at high lanes

Having sat on the committee for Hayle Neighbourhood Plan for 4 years and attended one of your exhibitions I have one main issue which I expressed at the meetings with your team .

That is I am concerned that the main infrastructure is completed in advance of any major development. By that I mean that arterial roads and a roundabout to connect to the A30 . Where ever this might be Tolroy or further towards Camborne .

In my oppinion this is essential so that during development Hayle is not clogged up by Traffic trying to access various areas. The existing roads throughout Hayle would not cope . Especially Guildford Rd and Arch Hill to High Lanes . Foundry RAB and Penpol Rd, St Georges Rd with two Schools situated on them would not be safe for pedestrians and local traffic .

The extra school appears to be situated in a good area where access to sports facilities is good . The wild park area in the Penpol region is good and makes a good future break for development between Mellanear Rd Estates .

In general I feel the future development in this area is the future for Hayle.

A new Main Street isn't needed

We have one with empty shops and charity stores... make our existing Main Street fabulous again... increase parking times for 30 mins to 2 hours so people can stop and enjoy... go for lunch and the bank wander round the shops without getting a Parking ticket from the new traffic warden who is so I reasonable it's shocking.

In response to the Hayle Growth Masterplan Consultation, we welcome the recognition, that if the Southern side of Hayle is to be expanded, that the existing road network feeding the area is not adequate and that significant improvement including a connection to the A30 is required. However, we must point out there is a significant flaw in the current plan, which if allowed to proceed will lead to road traffic accidents and injury.

With reference to figure 7, Access Hierarchy, the intention is to create a “Main Street”, which it is intended that most traffic will use for access / egress from the proposed development. The idea being this avoids traffic going through the narrow streets that current feed this part of the town. This Main Street is shown connecting to the existing main road to Helston at the west end and to the A30, nearer to the middle, but still towards the west end of the development. At the east end, there is a red arrow showing that the traffic from the Main Street is being sent down Guildford Road. I.e. sending all the traffic from a “Main” street down a **minor** road. If the “Main Street” concept is to work it must connect to a similar road at **both** ends.

Given that the majority of the development appears to be towards the east side of the proposed plot, and the majority of employment / shopping / visiting / etc opportunities will be to the east, with the near by significant conurbations of Camborne / Redruth and Truro. East is also the way in / out to the majority of the county / country, then most traffic will want to go / come from the east. Drivers generally don't double back on themselves, hence a significant proportion of the extra traffic from the proposed “Main Street” will be funnelled down Guildford Road.

The consultation says the Main Street “*must be designed as a street, with enough room for buses to pass, on street car parking*”, clearly Guildford Road does not have these attributes and never can have, given sections of Guildford Road; are actually single file, and there is only a pavement on one side for much of its length and no pavement at all in places. Pedestrians walking down the road have to cross the road or walk in the road in several places. For this reason the proposed plan is flawed and is **Not Safe**. Our property faces onto one of the narrow sections of Guildford Road and when the road is busy, which it already is for the majority of the working day, near miss incidents occur on a near hourly basis. Significantly adding to the existing problem will result in accidents and injury. Any councillor voting for this plan as it stands, should consider accidents and injury is what they are voting for.

Clearly, if the proposed A30 junction is moved to the 2<sup>nd</sup> proposed location at Tolroy, this will be even worse, because it is further out of the way for drivers to go and more will take a short cut along the unsuitable Guildford Road.

#### Cycle lanes

Looking at your rather poor map of proposals, in particular the road plans from the west, i.e. the A.30 roundabout at Carwin Rise, there is no clear indication of how traffic would get from the roundabout to High Lanes. It appears to come through an already problematic bottleneck under the railway at Guildford. With a vast increase in proposed traffic I would like to know how you propose to deal with this fundamental problem.

The second thing is how could the traffic including commercial vehicles from the proposed new plan, (which would eventually increase the town by one third,) be physically able to join in the already choked Hayle bypass? We have accidents there already which then send all traffic through the town, as you will know.

Apart from accidents on the bypass, Commercial Road which runs through the town is already nose to tail in summer, a third or any more traffic there would pollute and choke the road even more, which is doubly alarming as it houses our EMERGENCY services!

Have you consulted them?

I feel that an expansion of the town on this scale is outrageous and will cause unbearable traffic congestion.

Access to the A30 via Guildford road is very poor, and the other way past the school and down to Foundry is even worse, no amount of "re sculpturing" will remedy this!!!!

If we do have to have such an area allotted for development then the infrastructure of a new A30 roundabout must be put in first, or at the least each developer must put money into a fund to pay for it.

The current road system is completely inadequate to cope, and saying that we may get another roundabout eventually is not acceptable.

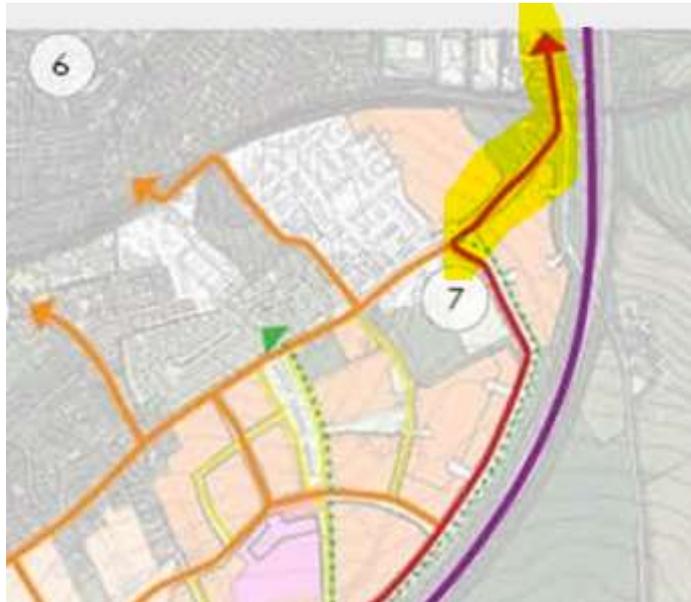
Hayle is pretty much gridlocked in the summer as it is.

The only logical place to have a new roundabout is at High lanes, but really there should be a new link to the Helford road as well.

Once one adds on the development now starting at North quay, I do wonder if our planning office has gone mad.

No disrespect.

Main concern would be the tendency for much of the new development to access the A30 via Guildford road which is already under pressure following developments on the current South of Hayle



Think this route will be under increased pressure, given the bottle neck at “Loggans Chip Shop”

Anything that would encourage traffic from HighLanes etc to use new links onto ByPass would help

Maybe knowing there'd be queues on Guildford Road would 'educate' drivers to use new roundabout/access onto Bypass. Not sure the Tolroy link would achieve that (for Truro etc bound traffic)

Ideally Tolroy junction AND 2<sup>nd</sup> junction nearer Guildford Viaduct

Think the new “Main Street” is good idea 👍

If the new junction chosen for the A30 is the High Lanes junction then I am concerned that if this is an 'at grade' roundabout there will be a huge impact on traffic choosing to go through Hayle. The new traffic lights at St Erth caused the Hayle bypass to tail back almost to Loggans Moor roundabout last summer causing drivers to try going through Hayle instead. Putting a roundabout on the bypass will exacerbate this further. The bypass will not bypass anything under these conditions and Hayle town will suffer!

The design for the 'in town' roads by contrast looks excellent with wide carriageways and trees, room for parking and buses.

I'd like to congratulate the authors of this plan for a great starting proposal. Well done!

If it was possible, and I know it is not located in this plan area, I think the railway station should also be considered for improvement as part of the transport infrastructure. Hayle may lose its station if not and this would generate more road trips, probably on the A30 to St Erth potentially over the 'at grade' roundabout at High Lanes then through the St Erth traffic lights!

Anyway, thanks for the opportunity to contribute.

Good public transport. Hayle 'hopper' bus. Please don't turn us into a 'big town' feel – too many places have lots of traffic lanes, traffic lights – very stressful to be in amongst that lot!

More input from the public about the road systems. Don't want more decisions like the one way system by the Old Quay House. The old 2 way worked. The St Erth roundabout is a night mare and will only get worse.

On your concept plan you give two options for access to the A30.

Taking into consideration the fact that there are regular announcements on local radio travel reports that “there is slow moving traffic on the by-pass between Logans Moor and St Erth roundabouts”, I believe that your option 2: a roundabout at High Lanes would intensify the problems of traffic flow, slowing it down even more.

Also, the creation of such a junction would mean that all vehicles, including large lorries and HGVs travelling to and from Helston would be directed through the area you have designated a Local Centre. This would destroy the concept of a neighbourhood centre, instead dividing the development either side of what would become a busy road.

There have been many accidents on the above mention stretch of the A30, including, sadly, fatalities. If such an incident should occur, to avoid long delays, the traffic already on the road would take the first available exit: the roundabout meaning that traffic would again be directed through the Local centre.

The alternative option 2 at Tolroy would remove these problems. With slip roads on and off the by-pass and adequate room for large HGVs to exit onto the B3301 (Hayle to Helston road) at the junction, the flow of traffic would not be affected. Deliveries to and from the new employment area would keep away from the majority of houses and the Local centre. Any avoidance of incidents on the by-pass would then be directly on to the B3301.

The spoil removed from the excavations could be utilised in creating an embankment along the by-pass creating an effective sound barrier (suitably planted with native trees and bushes) for the housing development.

At the first 'concept' (re the Trevassack) meeting, it rapidly became obvious (and a greed) that a new junction on the A30 was essential to open the area AND reduce the incidents of HGVs driving along the already overcrowded and only road through Hayle. This should be built BEFORE any development starts, not 'in the long term' as an afterthought!

To achieve this, the ONLY common sense location for a junction will be at Tolroy. BUT it should be in the form of a roundabout on the A30 with a single, two lane, feeder up to the B3302.

The alternative location suggested at High lanes, will not be suitable. This would result in HGVs having to constantly pass through the adjacent residential areas with the inherent air and noise pollution and an increased danger to residents (especially children) walking and or cycling (the increase 'Green' usage being one of the stated ambitions).

#### Question 6:

What type of services & facilities do you think should be provided within a new neighbourhood centre within the development?

A Community Centre for older residents. Especially if a large Council run Care Home is closely located.

Care Homes for the elderly means more useable housing is available.

Desperate need for Dental services

A new dentist for NHS customers and doctors.

Leisure centre that provides swimming lessons for children.

A cinema would be really nice so no need to use car/ bus/ train to go to St Ives, Redruth or Penzance therefore no pollution. Especially with all the visitors in Hayle now. A sports centre could be a good thing to get everyone exercising more. In their home town.

Recreational/ leisure facility of some description ie bowling/ gym/ pool/ entertainment venue/ skateboard/ ski slope etc etc.

Lots of new houses full of people who are going to require entertainment of some description.

New high street? – shops closing down in existing areas, so who's going to open in the new part.
Green space for children's park Community hall
Free parking and public toilets. Post boxes. Pleasant surroundings – some trees/ shrubs and benches
Enough public transport

**Question 7:**

Are there any particular features or facilities that you would like to see if it was possible to create a new multi-use green space in the Penpol Valley area?

More trees, allotments for children to learn about where food and veg comes from. No dog walking around there to keep it clean from poop and rubbish.

Creating a new green space will be all well and good but will the public be able to see the environmental impact reports on the existing green spaces? And if so when will they be available?

Need community central place with trees. This need to be planned in. Too much concrete and not enough joint leisure and walking safety areas/ piazza type areas for arts/ culture.

Suggests not really in the plan then?? I would like to see a safe, open green space for walkers, joggers, dog walkers, families to move through the space and picnic areas. Maybe more allotments. Community orchard. (Look at the Byes in Sidmouth, Devenon). Cycles tracks, clearly marked. Not at the expense of our wonderful KGV though!

I note there is totally inadequate 'recreational space' or suitable built 'fun' facilities' for the proposed housing.

**Question 8:**

Is there anything else that should be taken into consideration in delivering new employment space?

Some small affordable to small businesses spaces.

Parking

What employment allocation means?

There is no specification of type of employment that will be provided

Offices etc – please! Not just corporate. We need incubator – even hot desking facilities. So many entrepreneurs – no small starter facilities!

The existing business park at North Quay is at present hard to fill – with a few years already in business.

How will be a new work development areas will be used in reality. At the present state of the country.

What new employment is being planned for all those people who are going of occupy the houses? X2

Yes, When considering Employment Space careful consideration should be given to how will the employees get to work.

Ideally Public Transport/Cycling/Walking would be preferable but in “the real world” employees will most likely drive, therefore Parking for the number of employees likely to be employed in these areas must be allowed for.

I embrace all the green areas you propose but would like to have a halt to new housing and business and an upsurge of greening Hayle. I know this won't be popular with commercial interests but it is my opinion.

We should be planting trees and making forests and outdoor play areas for our children.

Plenty of parking and also good public transport to encourage use of this. Cycle racks and showering facilities for those who cycle. Maybe a gym facility to go alongside this. Include shrubs and trees and a courtyard with benches for having lunch outside – wellbeing.

Ample parking space for staff/ customers to take the strain off residential streets

I do not know if this proposal would be possible (practically and legally), but all buildings in the employment area should be constructed with full roof solar panels, that are then presented to the Town Council as a condition of planning. All profits from selling the electricity generated could be divided between projects to enhance the town; subsidise services such as the library/ public toilets and re-invested in more solar panels for Council owned properties that would create more income. With regards to the appearance of buildings, only local materials and finishes should be used. The roof slates/ tiles should be grey, unlike the red tiles used on some houses in development between Humphry Davy Lane and Trevassack, which, viewed from Phillack look out of place and frankly ugly. There should be no use of red brick. It is not a local material. The only reason, to my knowledge, it was used in the Foundry area is that bricks were brought back as a profitable ballast on the Harvey's ships returning from delivering mining equipment. Garages should be built separate to the houses, thus stopping the practise of converting them into extra rooms in the house, and having more cars park on the streets.

#### Question 9:

Are there any particular buildings, streets or places in Hayle which are good examples that you would like to see reflected within the new development area?

Amal an Avon, Albertus Road, and Kensa Way Connor Downs are nice examples of bungalows. Most new developments are for two and three story houses crammed

<p>in little spaces, yet there is a large population of elderly people and people living alone, who would love to have a bungalow with some outside space in a quiet peaceful area.</p> <p>More accommodation should be considered for older people who still wish to live an independent life.</p>
<p>Foundry Square, the White Hart, the bank, old foundry buildings, the mill pool. Prefabricated buildings like those in the industrial estates and the retail park should be discouraged. Better architecture, more thought and something that is intended to inspire and add aesthetic value to the area should be encouraged,</p>
<p>I love the interest and differences in our main street.</p> <p>I'm not keen on the examples shown of plain order in Chichester.</p>
<p>Wouldn't want to see any of the examples provided apart from Nansleddan. They look like barracks and 1970s box houses. Cornwall is not a 'brick' county.</p>
<p>Use design in keeping with Cornwall – not the same as other parts of the UK – Why not?</p>
<p>Queen's Way (semis) look better than Chichester C.A.D boxes</p>
<p>No contemporary designs!</p> <p>Houses can be built with stone suitable to the area as the new estate in Lelant by the old park and ride.</p>
<p>Quality builds – not mass Linden or Wimpey etc constructions. Need more stone and visually pleasing cottage type affordable to local workers (not social housing). Recent builds in Hayle over crowded and terrible finishes – look how Camborne is now – new housing looking like ghettos – finishes very poor and social housing not repainted. Poor for public health/ depression – do not want this in Hayle.</p>
<p>If houses are painted they will look terrible if they are not repainted regularly. Stone or brick would be better.</p>
<p>Flat roofs are not in keeping with the area</p>
<p>Agree the Chichester ones are ugly and characterless. Don't reflect Hayle and Cornwall heritage</p>
<p>Chichester looks like lego land</p>
<p>Chichester looks like a prison</p>
<p>The houses at Chichester look like Prison blocks! – who wants to be on holiday looking at those! – in fact who wants to live in them</p>
<p>Ventonleague Lanes, buildings and greenspace are a good example of a townscape</p>
<p>Hayle has become a real mix of various styles – there's no distinctive Hayle look.</p>

Many streets in Hayle are now 'car parks' (St Johns Street being the best/worst example) so would be keen to avoid that being replicated (wider roads with specific onroad parking – commercial road/Beatrice terrace etc does it well)

Penpol terrace has a bit of character, Foundry square could be (without the post office ... and road)

Clifton Terrace, The stretch onto Queensway by Bodriggy Clinic

Think the new Eco Industrial unit on the Power Station site looks fantastic

The new Fire/Ambulance station

The Fair Glen Eco housing opposite Loggans Mill

Loggans Mill could have been ♀

The Harveys restoration is great

Don't go high rise – ugly and impersonal. Housing away from the road – at least a small front garden, space for parking/ bins/ bringing in shopping safely. Mix them up a bit – not looking all 'samey'.

#### Question 10:

Are there any other comments you would like to make regarding this draft masterplan consultation?

The road structure definitely needs addressing urgently, and maybe some free communal parking areas in order to curtail mass parking on the narrow roads and streets, which are a hazard both for ordinary drivers but also the emergency services. If more and more people come to live here, no one will be able to go anywhere soon, if nothing is done. I, for one, become quite housebound in the holiday season and mostly only venture forth very early in the mornings or late evenings for shopping etc. by car, as otherwise it's extremely difficult to get back home later in the day.

Another suggestion, why not give people a reduction in Council Tax if they park their vehicles in their garage or on their driveway. That would probably make people clear the junk out of their garages and use them for what they were designed for!

Is the housing for renting, buying or both??? As local people need houses as for under structure the secondary school, doctors and dentist won't be able to accommodate all the new housing what's in place ???

Please, please, make the access to the A30 happen as soon as possible to relieve the traffic on our existing main street. Especially the huge juggernauts that have no

business in our town. They need direct access from the A30 to the Helston Road as soon as possible.

One realises that because of the Governments belligerents on the fact that they are making us built too many properties in our country of Kernow, to suit them and not us. Properties will have to be built.

BUT, looking at both these plans one can see that on both sites, good flat agriculture land is being lost to the production of our food supplies, for your future. Not mine I will be dead and gone.

We need to save our good flat food growing areas of farm land, to produce the clean vegetables that this country will need. Cows, pigs and sheep are fine to be kept on hill land, we need good land for other crops.

I have no doubt that you will be informed by the clever people that the Spanish will produce the vegetables that are needed, by growing them under plastic, by the African slaves they are using, as very cheap labour. This so called good food will of course be well contaminated.

Do not tell me that I do not know of what I speak. I saw this plastic and chemical contamination coming nearly fifty years ago, when it was being pushed on us by the greedy oil industry, and the so called clever people. I knew that they would kill everything, for their own greed.

I walked away from them, and came home.

Please make any development in keeping with the current local area. It would be good to see traditionally Cornish looking buildings rather than red or brown brick buildings that have been built since the 1980s.

As the over development of Hayle proceeds at pace I find it very strange why the dictators within the council need to consult with the people of Cornwall. But seeing you asked I will underline the fact that these houses are NOT for the people of the town or any other Cornish town they are a part of a government pushed project which CC cannot control because you are being dictated to...Shame on you all.

Having visited the presentation of the Hayle Masterplan at the Passmore Centre, I wish to comment on the proposed development.

I was generally impressed with the presentation and the helpfulness of the council staff in answering questions.

However, I do feel that to build a thousand homes will considerably compromise the quality of the development and hope that the premise of the development is to provide homes for local people. They should not be sold as second homes or holiday lets.

I do hope too that Cornwall Council will honour the commitment they made in the Climate Change statement to ensure that all new homes built in Cornwall are powered by alternative energy.

I question the aspiration to develop the site in line with Hayle's industrial heritage. This is a green field site and I strongly feel that it is necessary to retain as many of the rural features as possible, in particular the Cornish hedges and standard trees. It would be tragic to lose the biodiversity. The semi-improved pastures are ecologically important for feeding waders, in particular oyster catchers, curlews and Canada geese. The hedgerows are an important habitat for butterflies and support a breeding population of bullfinches, song thrushes and blackcaps.

My final concern is regarding the close proximity of the houses to the A30 and the negative impact of air and noise pollution. A deep screen of trees would do much to offset this problem and planting trees would contribute to Cornwall's aspiration to plant 2% of Cornwall's landmass with trees, as stated in Cornwall Climate Change Policy.

I am writing to oppose the masterplan for the High Lanes area. I believe the building should all be on brown field sites (there are several in Hayle) until they are gone first before any green field sites.

What about the wildlife that uses this land and all the lovely hedges. It would be a crime to use this land.

Firstly how difficult was it for you to get the street names in Hayle correct? Commercial Road not Street and Queensway not Queen's Way, have you actually been to these places? It does not fill me with confidence. Do you not have proofreaders?

How will the Council(s) ensure that new housing developments are built with adequate parking facilities? Recent developments in Hayle have woefully inadequate parking and the Council(s) have already approved these via planning permission.

Leave Hayle as it is.

New homes could become holiday homes

Keep outsiders out!!

Hayle for Cornish people it is not a holiday home!
How will developments cope with 80 year climate change predictions eg 4C – how habitable will developments be in heatwaves
No mention of Cornwall and Town Council declaration of climate emergency eg carbon neutral building and transport - electric vehicles eg Fairglan, Hayle No gas, if Sustainable Homes standard 2016 that was scrapped
Where can people go to the Doctors with too many people and not enough place to see a doctor. Where will people go to a hospital and where will people park.
Also what about existing derelict areas within Hayle, JF Pool's site for example, what will be done about revitalising those? Loggans for example?
Have been advised medical surgeries would be "looked into" I would say this is essential – we <u>MUST</u> provide infrastructure <u>before</u> masses of houses are built or life will become very difficult. Employment possibilities are limited this far down in Cornwall – must avoid unemployment problem such as suffered in Penzance.
Infrastructure – not just roads, but sewage and utilities. Was always a promise from local and County/ Unitary but always lip service.
Pools old factory site. Asbestos roof disintegrating. Holes in roof. Vermin home causing human health problems. More access to health facilities, No mention on plan and No Leisure facilities indoor squash etc. Park facilities in the developing area. Areas of dereliction in town should be sorted out first and better parking Copper House. Green fields should not be used ad lib. Do not find plan attractive. Town Council should have input. Make plan look more like Cornish village areas.
Although expansion on local plan already agreed the number of houses and increase in population proposed is <u>too much</u> for the infrastructure. That is Recognise primary school expansion but need NHS facilities – Minor Injury Unit and GP/ District Nursing/Health Visiting/ School Nursing investment – expansion should not take place until NHS Commissioners have money to provide this. Brown field sites should be upgraded/ built on before good agricultural land. This is terrible to use good green fields. Please consider environment.

Take a look at Pont Aven in South West France to see what can be achieved
Same scheme as St Ives only local or local needs housing
It's a pity that the proposed development on N & S Quay are not low rise
Signage de-clutter
New properties need to be as "eco" as possible – solar, electric points, ground source pumps, recycling facilities.
Water run off flood plain in Foundry Square and harbour
Can present sewerage system in Hayle cope with the future house building programme it is already in trouble. Roads schools, doctors facilities and above need to be completed before housing.
With the increase of population and Council revenue it will be good to starting to improve the decaying infrastructure of the town ie road conditions in all areas.
Will developers be held to their 106 agreements? What about the quality of life for existing residents?
This development would impinge on the feeding grounds of curlews – already becoming an endangered species – at the moment we have a good number overwintering here.
Keep the fields that have biodiversity interests – plus are important feeding grounds for waders – like curlews and oystercatchers
1000 homes in this space is too many – is there really a demand & will they be for local people?
<b><u>Comments of Cornwall Countryside Access Forum</u></b>
<p><b>(i) <u>Principles of the Masterplan</u></b></p> <p>Overall the Masterplan seems to be well thought out and respectful of the need to combine and integrate development needs with leisure and recreation facilities. The Forum would urge that such appropriate facilities are incorporated into each phase of the development so that the situation of provision of housing without facilities does not occur.</p> <p><b>(ii) <u>Impact on Existing Access</u></b></p> <p>There are a number of existing bridleways and a public footpath within the development area. The Masterplan seems to provide for retention of these routes but their character will obviously change when part of an area of housing rather than open countryside. Further, the use of the bridleways is likely to be far more by cyclists than horse riders. This may impact on current use by riders and may</p>

necessitate the provision of replacement routes outside the development area. Presumably the BHS will comment on whether this is needed.

**(iii) Links to Neighbouring Facilities**

There should be safe and attractive links to and from the town centres at the Viaduct and Copperhouse, the railway station, the harbour and the Coast Path. While this provision may be geographically outside the study area, it would be remiss not to address these needs while planning for the area.

**(iv) Links to the Countryside**

The Masterplan seems to indicate that traffic-free recreational access will be provided to the wider countryside south of the A30. Currently two bridleways and a minor road give access between the north and south sides of the A30. The Plan (Fig 6) seems to show access across the road by two bridleways, one on the line of the existing minor road, plus a wildlife corridor in the Tolroy area. Ideally it would seem a further footpath/bridleway link in the Tolroy area is needed, this to be safe access in the event of a new junction with the A30 being provided here. Further, if and when a new road junction with the A30 at High Lanes is provided, safe footpath and bridleway access should be assured.

**(v) Impact on Access in the Neighbouring Countryside**

The access to the countryside south of the A30, discussed in paragraph (iv), will mean a higher level of use of the rights of way network here. It should be assured that this network is in good condition and capable of handling this potential higher level of use. It may also require upgrading of some footpaths to bridleways, depending on the needs of horse riders identified as indicated in paragraph (ii) above, as well as enhanced maintenance regimes.

Cornwall Council Climate Emergency Plan has committed to building all new homes with alternative energy.

Which will be great

A forest for Cornwall should be part of this scheme

Carbon Neutral please

Woodland/ forest excellent idea

The Council needs to sustain as much as the natural environment as possible. Too many houses & development will impact environmental issues & flooding

More tree planting adjacent to the A30 to screen the pollution & noise

Need to keep as many trees & hedges as possible –for biodiversity + people’s mental health & wellbeing!

Cornwall has lost miles of hedges over the last 50 years. These hedges with this development – are wildlife habitats – Carbon dioxide soaking plants.

Cornwall Council's "Making Place for Nature"
This is not an <u>urban</u> landscape – but <u>rural</u>
Scheme should be planned as <u>rural</u> designed development and not part of Hayles industrial past.
Look at Swedish? Idea of shared space for vehicles & pedestrians & cyclists
1000 houses far exceeds local demand. Hayle has declared a climate emergency we should be rewilding our green areas not providing yet more housing for second homes or buy to holiday rent. I would support a smaller development purely of truly affordable housing to buy or rent.
Re-forest what are currently just fields for community space.
As much green space as possible
We don't want to lose our space please consider this its very important to locals
Smaller development. High quality affordable/ rental-able housing for local people.
Local developers please. Smaller scheme
The scheme should be carbon neutral as committed by Cornwall Council on the 24 <sup>th</sup> July 2019
To expect that all new homes will be powered by alternative energy.
Increase electrification – to reduce emissions. Improving energy that reduces demand for energy.
Alternative energy and network of cycle paths through the development will enable children to cycle to school etc
Planned carbon capture and storage to reduce emissions, change the way land is used and developed to tackle the climate emergency
More flower rich green spaces to boost the population of vital pollinators.
Part of this master plan involves land that has been managed by the landowner for its biodiversity, surrounded by an old Cornish hedge system. These fields are used for haylage, without improvements with artificial fertilisers, two cuts and the last cut in early September, these fields should be classified as semi-improved and full of diverse meadow species. Also these fields are used during the winter months for feeding and roosting by warding birds such as Curlew and Oysters Catchers.  Cornish hedges are now recognised as local and nationally important for containing amazing diversity of flowers/shrubs and key to the survival of pollinators and berries for wintering birds.

Britain has lost endless miles of hedgerow over the past 50 years. Wildlife habitats destroyed, carbon dioxide-soaking plants gone, the countryside left bleaker and uglier.

I feel that the ecology report is far too shallow to pick up the importance of aspects of this site.

‘Cornwall Council is calling on residents and businesses to help create more flower-rich green spaces to boost the population of vital pollinators.

Bees, butterflies, hoverflies and other pollinators have seen huge declines in recent years from pesticides, habitat loss and the effects of climate change.

This poses a serious long-term risk to the world’s food supply as they are responsible for pollinating huge numbers of crops in the UK and across the world.

Now Cornwall Council has launched a Pollinator Action Plan to help play its part in tackling the global loss of insects, encouraging pollinators to flourish locally.’

Tree planting to offset the planned development to absorb the pollution of the A30 and should include a larger Community Orchard, each school should also have green space for an outdoor classroom.

Larger areas of green space dotted amongst the development where Allotments need to be included and shouldn’t be pushed in corner of this project.

Scheme should be carbon neutral and should be planned as a rural designed development and not part of Hayle’s industrial past and should not designed as such.

I trust that the houses will meet the demand for high quality affordable/rental-able housing for local people.

Possibly restrictions on who can buy/rent property like a local needs, etc.(St Ives example)

‘The Council is now working towards the following aims:

- Improving energy efficiency that reduces demand for energy across the economy
- Helping residents to make choices that lead to lower carbon emissions
- Promoting public transport, walking and cycling.
- Increased electrification in the key areas of transport and heating
- Expansion of renewable energy generation
- Carbon capture and storage to reduce emissions that enter the atmosphere
- Change the way land is used and developed to tackle the climate emergency’

There does need to be planning for a rise in sea levels and there will be a need for relocation of vulnerable occupants in low lying areas.

The 52,000 new build homes demanded by government for Cornwall needs to be reviewed and a fundamental look at second homes/ holiday lets. There will be pressure for resources like water/gas in the future, any new builds should be electric and waste water re-used

In recent decades, sea ice in the Arctic Ocean has been melting faster than it re-freezes in winter. The Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report states that greenhouse gas forcing is predominantly responsible for the decline in Arctic sea ice extent.

Formed in 2010 Eco-Bos is a joint venture between Orascom Development and Imerys to develop a series of sustainable communities in Cornwall.

The venture was originally conceived as part of the UK government's Eco-Town competition to promote the growth of sustainable communities.

The Eco-Bos vision to rehabilitate land that was formerly used for mineral extraction and processing champions the aspirations for a new breed of town with sustainable living at its heart.

With a pipeline of around 5,000 properties in Cornwall, Eco-Bos is committed to the long-term, creating beautiful homes in thriving communities, enhancing the stunning natural landscape and celebrating the Cornish past while helping to create a new greener future. Council declared a climate emergency. The Council committed to preparing a report within 6 months, outlining how to reduce carbon emissions and work toward becoming carbon neutral by 2030. As part of the process we spoke to thousands of residents across Cornwall and on 24 July 2019 the Cabinet unanimously approved the ambitious plan.

Sustainability and climate change adaptation should be at the heart of any new development. The plans have probably been in the making long before Cornwall Council declared a climate emergency in January 2019. The council should now cross reference the plans against the new Climate Change Plan: creating the conditions for the change through direct action and a new form of place-based leadership for Cornwall to become net carbon neutral 15th July 2019. The master plan should be reviewed by the Directorate Lead Names for Cornwall Council Climate Action Subject Areas. Exeter University's Environment and Sustainability Institute should be consulted.

Is the new neighbourhood carbon neutral? If not surely this can not be allowed to proceed given the declaration of climate emergency?

The Climate is already changing, what consideration has been given to enable adaptation and resilient communities? There is no point designing homes and spaces for a climate that has already changed.

New building should have rain water harvesting - fresh water will become a scares resource and in the future we could see people in water poverty as well as fuel poverty.

Building should not be gas connected, heating should come from ground / air source heat pumps or district heating systems. Roof tops must have solar thermal and solar PV.

Public transport and cycle lanes should be given special consideration. Air pollution is a major killer and recently pollution particles have been found in the placentas of unborn babies. There must be cycle lanes that are safe enough for children to use. I can not let my child out on her bike and feel very scared myself on the roads. There should be car charging points for all houses with parking.

There needs to be integrated space for wildlife to live alongside humans. Gardens should have trees, bee and wildlife corridors, ponds are very important and meadows. New houses should have bird, bat and insect bricks.

There should be ample space for the community to grow food and feed itself. Houses with increasingly small gardens are not sustainable, people need to be able to grow their own food. I am still waiting for an allotment there are not enough. We need a community orchard. Hayle used to be surrounded by orchards and market gardens. We must be able to feed ourselves if we are to be a resilient community.

There needs to be open and covered space for communities to come together, we need parks for both children and adults and we need community buildings. This is essential for a happy community that can grow strong together in a cohesive, resilient way that can look after itself, adapt to climate change and thrive.

Where is the space for new renewable energy schemes for the community to invest in? We need designated areas that are deemed acceptable for renewable development by Cornwall Council and Hayle Town Council that have a good potential for renewable energy. These areas should be adopted in the plan. Gwithian and Gwinear have these areas in the local plan.

Hello, in response to reading the Hayle Growth Area Masterplan, here is my feedback. I wonder why we need so many new homes? We already have some planned for the North Quay development, the area by ASDA and a lot being built at the moment near where this development is being proposed. My concern is that Hayle is going to be swamped by more people, cars, noise etc. which is not what I would choose for the town I love and have lived in or close by for over 20 years.

Given the environmental situation we find ourselves in today I would much rather areas of Hayle were allocated for 'rewilding' were by nature (and the planet) are given a chance to recover from the vast amount of over development that seems to be happening everywhere at the moment. Thank you for giving me the chance to have my say.

Hi I would like to make an objection to these plans on the basis that

1. since this plan we have now claimed a climate emergency,; this is not about housing it is about profit.
2. I am basing this opinion on the fact that the project is not carbon neutral and does not provide enough green space.
3. we now need to plant trees on land, not build on land if we can expect to have a planet to live on ..please wake up to this!
4. Finally there, are plenty of derelict or dilapidated building in this area that can be reclaimed and rebewed for housing.

As a resident of Hayle I strongly oppose this plan and would like to keep informed of the decision made around it.

I have looked at plans and think that all you are thinking about is making money yes we need houses for people to live in but most locals won't be able to afford them and if you are mixing social housing with private houses it won't work because you put all the troublesome people together as you have in other parts of hayle next to where people are actually paying for and are looking after their property's and it makes for a miserable existence

It would be good to see more trees actually in the streets, with metal guards to protect the trunks from damage from cars etc.

The proposed area leading up to the the possible new Tolroy junction should be kept totally green and NOT have any development except the road, as shown on the Masterplan from 5 all the way to Mellaner Road.

Thank you for sending me this information on both Launceston and Hayle growth areas.

One realises that because of the Governments belligerents on the fact that they are making us built too many properties in our country of Kernow, to suit them and not us. Properties will have to be built.

BUT, looking at both these plans one can see that on both sites, good flat agriculture land is being lost to the production of our food supplies, for your future. Not mine I will be dead and gone.

We need to save our good flat food growing areas of farm land, to produce the clean vegetables that this country will need. Cows, pigs and sheep are fine to be kept on hill land, we need good land for other crops.

I have no doubt that you will be informed by the cleaver people that the Spanish will produce the vegetables that are needed, by growing them under plastic, by the African slaves they are using, as very cheep labour. This so called good food will of course be well contaminated.

Do not tell me that I do not know of what I speak. I saw this plastic and chemical contamination coming nearly fifty years ago, when it was being pushed on us by the greedy oil industry, and the so called cleaver people. I knew that they would kill everything, for their own greed.

I walked away from them, and came home.

I wish you all the best of luck.

I write on behalf of my client, Netherleigh Developments Ltd. Thank you for providing us with the opportunity to comment on the Consultation Document for the Hayle Growth Area Masterplan.

My clients have an interest in the land to the south and east of Penpol School, which is proposed for multi-use green space and the expansion of school facilities in the Masterplan Consultation Document. However, my clients wish to submit a representation on this proposal, due to the fact it is considered as a suitable and sustainable location for residential development.

As you will no doubt be aware, the applications submitted by Linden Homes in 2014 (PA14/09315) and 2015 (PA15/02777) for the construction of 222 dwellings on the site were unsuccessful, based on harm to the setting of the World Heritage Site and the settings of the neighbouring Grade II Listed Buildings. However, through detailed consultation with a Heritage Consultant, my clients have identified an opportunity to develop the site for residential purposes, whilst preserving the setting of the World Heritage Site and Listed Buildings.

The three Listed Buildings to the north of the proposed site (Netherleigh, Trepnopol and The Beeches) were originally developed remote from the rest of the area, orientated to face the sea views, set back from the St Georges Road and set within tree planted plots that were intended to mature and largely screen them from their neighbours. This has been largely successful. However, later unsympathetic bungalow development in the 1960s within the grounds of Netherleigh, followed by the conversion and significant extension of The Beeches, has reduced the quality of the three villas setting and their relationship with the historic neighbours.

The villas are screened from public views from the south by the existing topography as are the 3 small fields immediately to their south. It is felt that a residential development within these three fields, that reflects the scale and form of the housing around the villas, could be accommodated without impacting on the setting of the villas nor harming the OUV of the WHS site. Development in these fields would not impact on the existing legibility or close-knit relationship between the former industrial area, terrace housing and large villas on Millpond Avenue.

The proposed area for the school extension, correctly seeks to limit development to the field between the existing school and Netherleigh. It is recognised that due to the development of a bungalow on the western boundary of the Netherleigh property in the 1960s the tree planting that once existed in this location was removed and never replanted. This does mean that the western elevation of Netherleigh is now visible (albeit with the modern bungalow creating a distracting feature in the foreground) from vantage points on Foundry Hill enabling a visual relationship between the villa and the rest of the heritage area to be perceived and understood. Whilst this is largely a modern construct, as historic plans show tree planting along the western boundary, it will be important for any development within this field to try and maintain and if possible, enhance this visual connection. It is felt a sensitively designed development in this field could help frame and maintain the view of the villa and soften the impact of the bungalow as well as providing an access for the school expansion and the residential development behind the villas.

I trust that the above comments will be taken into consideration, as the site represents an excellent opportunity for a sustainable residential development, which would provide high quality housing and facilities for Hayle.

There appears to be no healthcare provision in this draft masterplan. There has been no consultation whatsoever with the Doctors or Management at Bodriggy Health Centre. Bodriggy Health Centre is at capacity now from a space point of view and at some point the service will be unsustainable unless the is provision of healthcare premises.

Health in the wider sense is around using green spaces, employment and infrastructure, none of which is catered for in this plan.

*(The following comments were made by three residents)*

I live in Hayle and visited the community consultation for the Hayle Growth Area Masterplan to look at the proposals in more depth and spoke to one of the consultants who was open and friendly. I personally think further development in Hayle will be a disaster for the town, though I do understand that the masterplan

may never actually happen as it is being drawn up to fulfil Central Government requirements so the town council has more say than when adhoc developers build piecemeal around the town. However, in my opinion it would be better and more cost effective for the government to deal with this by changing the planning laws, thus leaving the local councils with more money which, for Cornwall Council, could be spent on the bridge that Hayle is still waiting for 5 years after ASDA opened and which Cornwall Council has already received the money for through the S.106 agreement.

The only question I have a comment on is 'Are there any other aims that the masterplan should seek to deliver?'

**CARBON NEUTRAL DEVELOPMENT** - Hayle Town Council recently announced that it aims to make the town carbon neutral by 2030 which I was so delighted to read. However, I was astounded and horrified that the no-one – the town council, Cornwall Council, or the consultants – had even thought about the need to make the development carbon neutral or offsetting carbon emissions and the fact that failing to do so would totally undermine any work done to make Hayle carbon neutral. The consultant we spoke to was very open about the fact that this had not been considered and asked that we (my parents and I) put it in big capital letters in feedback – so I have!

I see that there is a mixed use green space within the development, though the feeling I had when reading the proposals and from what the consultant said was this was only incorporated because it is a planning requirement and although the area allotted exceeds the amount of space per sq m per person that government guidelines contain, there seems to be no acknowledgment of just how important green space and associated woodland is for humans and especially the natural world that is in crisis in Hayle as well as globally. We were told that Hayle already has sufficient green space – and I acknowledge how fortunate Hayle is to have the open areas it does and they are what makes Hayle so open and special - but it seems that green space is not considered important enough to ensure more is provided.

I have lived in Hayle for 45 years and enjoyed all it has to offer, an extraordinary historic and beautiful place.

I have happily anticipated and seen the beginnings of its reawakening after 100 years of 'sleep'.

Over the last ten years I have witnessed the increase of traffic through and around the town and would like to raise my concerns with you about this in particular,

tying in with the current raising of awareness in the world about the damage of air pollution.

I am sorry I was away on business during the exhibition of the proposal at the Day Care Centre as would have relished the chance to speak with your representatives.

The new housing we have acquired over the last few years should, and I hope are, to be lived in by the owner and not ever be second homes.

As the tiny houses that have been built have very little gardens, for obvious commercial reasons sadly, I think we should encourage young home owners to have nearby allotments which would bring people together in a community spirit. In other words, all housing estates of 30 homes max., should have their own green space built within, and allotment potential. The harder times get for people, the more the need to be communally self sufficient and cook /spend time together doing something creative and nurturing. In other words, all new housing should come with an allotment of garden space.

### **Introduction**

Hayle is a beautiful coastal town, enjoyed by residents and visitors alike. Hayle is also a major hub for West Cornwall in terms of its facilities and location just off the A30. Hayle Climate Action Group wants to support the Hayle Masterplan Project in creating a healthy, physically active community which enhances the current housing and infrastructure while meeting aims for tackling climate change, while also future-proofing against any unavoidable elements of climate change.

Any housing development in Hayle should reflect our community wants and needs. We understand that this is the first phase of the consultation and Hayle Climate Action Group would welcome the opportunity to be involved and help shape the development of the Masterplan in the second round of consultation and beyond.

For example, we would recommend holding a series of Community Forums.

Cornwall Council's Climate Action Plan – for Cornwall to become net carbon neutral by 2030 - has only been released in July 2019, so the Hayle Masterplan has not yet had a chance to be brought into line with this. We would hope that the next phase of the consultation will be aligned with CC Climate Action Plan.

This is a perfect opportunity to raise the profile of Hayle, pride in Hayle and create housing that everybody would want to live in. We want to encourage the Hayle Masterplan to think big and for the future. Has the Masterplan development team considered the Goldsmith Street housing scheme which won the Stirling Prize this week? This is an excellent example of how housing can be developed with the environment and quality of life at its heart and we also want to aim for something amazing – the Goldsmith St example has a great focus on low energy housing with community emphasis (see <https://www.youtube.com/watch?v=s--1w1PQeF8>)

Considering the points above, this is why we have considered the Masterplan from all of the following angles:

### **Waste & Recycling**

We believe that there should be a way of composting waste within the community. For example, a hot composter. There are examples of this in Sennen and St Just. This could link to allotments in a green space. We would like consideration to be taken of reusing resources where possible.

### **Water & Sewage**

Predictions point to water shortages in the near future. Harvesting rain water means that non-drinking water can be used for flushing toilets. The new community needs its own sewerage system, rather than rely on the existing, overstretched infrastructure. We encourage natural sustainable drainage features in the new development, e.g., swales, rain garden, ponds and wetlands.

### **Energy**

All new buildings should have Passiv design harnessing renewable energy sources such as Solar, Tidal and Wind. The aim should be for carbon neutrality and to reduce fuel poverty. There should be no connection to mains gas.

### **Affordable Housing**

Any new housing should be affordable to the local community. There should be a mix of social rented and houses that are genuinely affordable to buy, in line with local wages. There are currently officially >500 people in Hayle on a waiting list for social rented accommodation. We think this is an underestimate. It should not be possible to acquire these new properties as second homes. We need a truly resilient community.

### **Health**

Physical and mental health are heavily linked to our living environment. In order to thrive, people need to live in homes that are designed with physical and mental wellbeing at their heart. This involves safe outdoor spaces for exercise, play, growing food and connecting with the immediate community.

The doctor's surgery is already physically at capacity and over-stretched and so an outreach hub or additional surgery is vital in any new development in Hayle. Given the additional number of people visiting Hayle in summer, we need to have adequate facilities for all.

### **Community/Biodiversity/Green Space/Wilding**

All new developments should ensure that everyone has the ability to grow their own food and enjoy nature. To compare now with the recent past, 'One hundred

years of housing standards – what now?’ by Julia Park demonstrates how living space has been reduced since the 1950s. It may be counterintuitive, but one of the most compelling arguments for a space standard is that it could lead us to live more efficiently and happily.

We would like to see a net gain to biodiversity enhancement. A community orchard, such as the Newquay example, with educational buildings, polytunnels and allotments would be a perfect part of this development.

A Community Supported Agriculture scheme such as the St Just & Camel CSA would be perfect examples.

Cornish hedgerows have been disappearing, destroying wildlife habitats. The hedgerows must be preserved, protected, nurtured and reinstated where possible. The Masterplan must bear this in mind.

### **Travel**

Safe routes for cycling, scooting and walking are vital. Bus stops and adequate electric car charge points are also needed. A holistic approach to the road system of Hayle must be taken, because we can't keep creating more housing without any increased capacity for the growing number of cars on our roads.

### **Children**

Hayle schools are almost at capacity. A new school should be part of phase 1 of development along with additional GP services. Children should be at the heart of this project. Children need to be encouraged to enjoy activity outdoors via cycle lanes, green spaces, safe playing spaces, woodland areas. All generations should be living close together and interacting for the benefit of all. We believe a tree should be planted for every child in Hayle – for example, a community forest. Could we consult the children of Hayle, for example, by running a workshop in schools to get their ideas? And/or the Hayle Youth Project?

### **Vulnerable**

We need to consider our aging population in these development plans. The design of accommodation should integrate all members of community, whatever their age, ability, income. We would like to know how the scheme has been designed to facilitate this.

### **Climate Adaptation**

Climate change is happening rapidly. We recommend risk assessments are run to ensure we design with this in mind. We don't know at what rate sea levels will rise, how severe storms will be, what the implications for flooding are. Any new development should be carbon neutral and resilient to climate change.

### **Food**

It's important that there is a space for residents to be able to grow their own food. 17% of children in Hayle are living in poverty and use of the food bank has increased steeply in recent years. Access to healthy food is essential.

### **Air quality / pollution / noise**

The link between air pollution and health has been established, and we need to consider ways to improve air quality. We would like the Masterplan to gauge safe levels of air pollution and ensure that the development ensures good air quality. Noise levels also have a significant impact on quality of life and the development should consider ways to alleviate this.

### **Carbon neutral by 2030**

As we mentioned above, Cornwall Council have now released their climate action plan, and the Masterplan must take into account the goals of this plan and align with them. Will the Masterplan be carbon neutral? Will the Masterplan perform a carbon audit? We would like you to let us know.

### **Vision 50:50**

Does the Masterplan take into account the goals of Vision 50:50 by Cornwall Council? For example, emerging new policies, such as energy, wellbeing and health.

### **Conclusion**

The focus of the Hayle Masterplan must have – at its heart – the urgent need to ensure that all new development is carbon neutral. For the future wellbeing and resilience of our community.

I can understand the need for organised controlled development, but I strongly question the need for such a large expansion of Hayle in the first place.

Who are all these houses for ? no holiday lets etc I hope!!!!!!!!!!!!!!

I wish that modern housing was less dense. If people had larger gardens and enough off road parking, I'm sure they would feel less [reassured and stressed. The cynic in me knows that it's all about £££ though. Where developers are supposed to provide facilities for the community. These should be in use before the developers are paid – where's the footbridge at Penpol Terrace, for example????

Do we really need all these new houses?

Who are they really intended for?

Where are these people actually living at the moment

Hayle is a nice, small town – please, please don't wreck it!

Planners kept saying 'not until 2030' – but that's really in 10 years' time

I think it is very sad that we should lose so much green space to the massive house building in Hayle, particularly as it isn't for local need but government quotas. Any housing built with bigger gardens / parking so people have their own garden areas/ safe places for young children to play.

Hedgerows

In your presentation at the Institute, unless I am mistaken (and I apologise if I misinterpreted the text), it seemed to suggest that any hedgerow, not in pristine condition could be removed. On the contrary, they are valuable wildlife corridors for endangered mammals such as bats, which follow them when hunting for food, which should be preserved. Any areas void of vegetation should be re-planted with shrubs and trees that would enhance the bio-diversity of the hedges.

Also, a strip of land, roughly 5-10ft either side of the hedge, could be 'set aside' for a wildlife corridor, utilising the sub-soil excavated from the foundation trenches of the building work (wild flowers thrive on poor quality soils). This would encourage more bio-diversity and food for numerous mammals and insect, especially since Britain has lost over 90% of wild flower meadows. To be honest, if I were purchasing a new home, I would much rather see a healthy Cornish hedge at the bottom of my garden than my neighbour's kitchen window which would happen if all the hedges were removed. Although I do realise that small sections require removal for the creation of access roads. If the Council is determined to be Carbon Neutral this would be a good foundation for this commitment.

Due to the changes in climate, nature and our future welfare, is under threat, **please**, when considering these proposals, think of the long-term not the short.

There is a 'claimed need' for a further 600 new homes within Hayle over the next 10 years BUT the masterplan indicates 1000 dwellings at Trevassick PLUS 'growth' at Barview all without the Sennybridge proposals for the 'Riveria' and 'Mexico' housing (over 200 dwellings) or the North Quay (157 dwellings), application that has recently been granted!

There was a serious proposal to utilise the redundant Loggans Mill as a 'multipurpose' facility: -Eg.

Extreme Climbing walls (internal and external).

Community room for approximately 200 persons using the top floor for dancing, meetings, presentations, theatrical productions, film shows etc, (totally lacking in Hayle).

The 100foot tower could be either a 'free dive' tank (leisure or testing facility) or a 'free fall' parachute training facility (using an upward air stream).

Lower ground floor 'the basement' utilised as a wine bar / restaurant / nightclub, the wall thickness and being below ground level would prevent noise issues.

Ground and first floor, an all-weather 'interactive educational experience' whereby Cornwall's heritage, (Farming, Mining / mineral extraction, Fishing, Engineering innovations, CCTV of local areas not normally accessible could be viewable.)

Remaining floors rented out to business (e.g. developing diving equipment for safe testing in the dive tank or climbing rigs / instructor training on the extreme walls.

All the above would involve skilled, full time (not seasonable) work, an all year-round tourist attraction.

A unique reason to visit West Cornwall, a considerable income generator.

By utilising / rebuilding the watermill and fitting solar roof panels, power consumption would be minimal so would also demonstrate Cornwall

Council's commitment to a cleaner, greener, pollution reducing future they profess so strongly to support!

If you would like this information  
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