

Penwith District Council



Penwith Local Development Framework

Hayle Area Action Plan 2006 – 2026

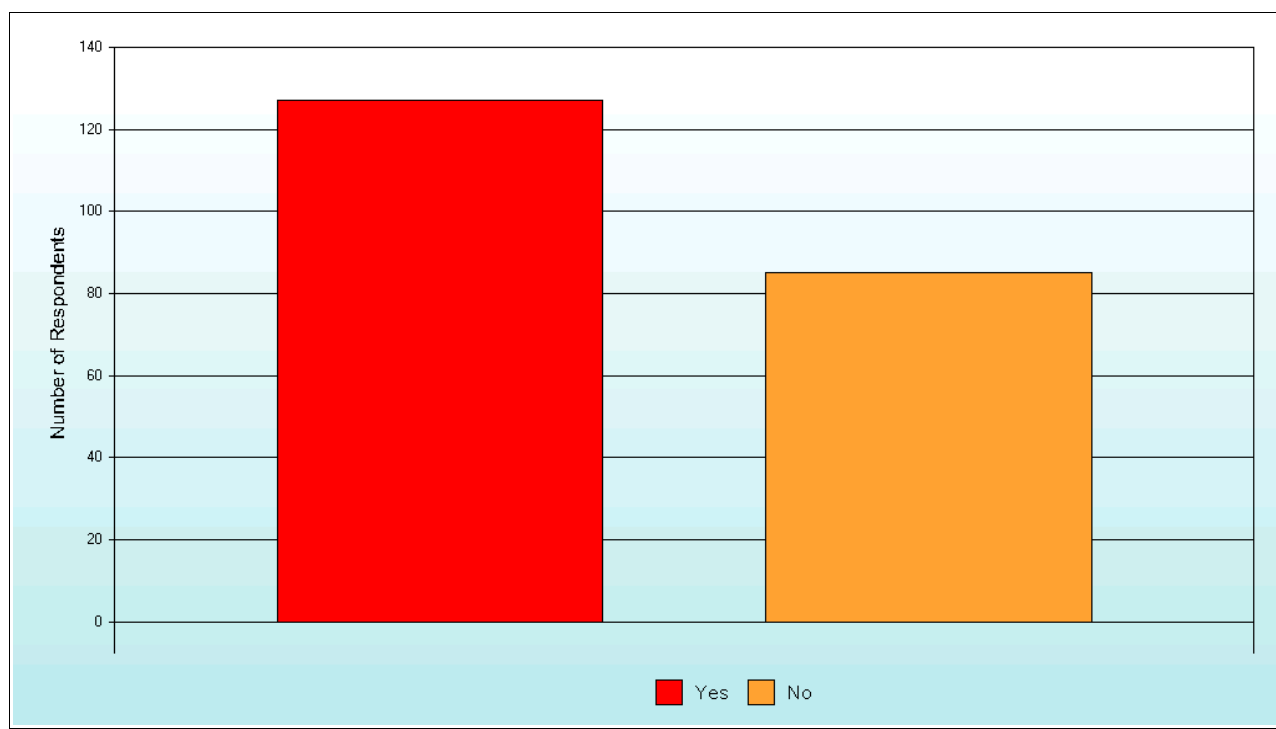


Issues and Options Questionnaire Responses

(Public Consultation 17 January – 25 March 2008)

July 2008

Q1 – Do you agree with the boundary that has been drawn for the Hayle Area Action Plan?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	211	188	12	5	6
Yes	59.20%	60.10%	41.70%	20.00%	100.00%
No	40.80%	39.90%	58.30%	80.00%	-

Q2 – What suggestions do you have for changing the boundary?

Interested individuals

- Amendment to the Area Action Plan to follow the purple potential development sites line, H24, alongside the pool to H1.
- Area too large. Limit to Quay Estuary and shop front improvements to attract visitors.
- Possibly include land up to Tolroy Camp
- We do not feel we have the knowledge to answer this question.
- Not to extend south of dual carriageway and exclude H38
- Where does Lelant fit? It isn't part of St Ives/Carbis Bay. Action Plan?
- Excluding all Towans land, would should be SSSI protected and conserved as unique, with exception of car parking area as proposed for beach access.
- The boundary includes Hayle estuary waterfront at Lelant; in order that impact is properly co-ordinated either at Lelant itself or across the estuary it should be included in the Action Plan, or there is co-ordination with Lelant's own Action Plan. This document as set out does not allow for co-ordination with neighbouring areas.
- I would remove designated localities which are at present greenfield sites. Particularly H10, H12, H14, H17 & H34
- In order to have a fully integrated view villages associated with Hayle need to be included

- at this stage even if they are subsequently placed in another grouping.
- The boundary areas should not include any activities close to private dwellings
 - Exclude H38 & H39
 - The area of the boundary should not include housing already situated.
 - Could include Angarrack, Connor Downs & St Erth
 - Living on Clifton Terrace our view to the side of the house offers pastoral views to the people of Hayle will be ruined access will be intolerable. Behind our house we shall be overlooked by the residents in affordable housing.
 - The boundary needs to be extended
 - The boundary needs to be extended
 - The surrounding villages should be included
 - I feel the plan should include the surrounding villages.
 - Do not include H29, H38
 - Concern with boundary extending to Towans - would this mean restricted access to beaches. Also building development seems heavy for infrastructure, would infrastructure be sufficient for this?
 - Hayle area should include Connor Downs - feeder Primary School to Hayle Community College.
 - The HAAP boundaries are too far spread and intrude into rural areas that must be left untouched. Angarrack is deemed "a separate rural community". But if further development is permitted in areas such as H31, H32, H33 & H34 Angarrack will be swallowed into Hayle and lose its rural identity.
 - Extend the boundary - this way a gypsy/traveller site could be placed away from any residential area.
 - Should take in St Erth to the South West and Leedstown to the East.
 - It should include Lelant
 - Should include Lelant
 - The Hayle area boundary as drawn extends to part of Lelant. Lelant is a rural village like many in Cornwall and is more similar to St Ives/Carbis Bay - not a budding industrial town of Hayle. As such - and I understand is the case - will be dealt with in the rural area action plan. To attempt to put an industrial complex/travellers site at its gateway would kill tourism in the St Ives bay area stone dead.
 - except H38
 - Phillack, Angarrack & St Erth should be incorporated.
 - What about St Erth, Angarrack, Connor Downs, Gwithian etc
 - Does not include all areas
 - It includes some areas that I think should be left unspoilt, quieter areas such as Strawberry Lane and Mellanear Road.
 - The proposed boundary includes rural area and does not only include the perimeter of built up area. Therefore it should include all surrounding villages as well, in order to be a fair representation of sites available.
 - As people who live at St Erth, Angarrack, and Connor Downs consider themselves to be part of Hayle (as far as I can tell) wouldn't it make more sense for the development area to include them also?
 - The Southern & Eastern boundary should be the A30 bypass & the Western boundary the river Hayle. This allows defensible space for neighbouring communities of Lelant, St Erth & Angarrack.
 - The Lelant/ St Erth portion should be excluded - this is well outside the area commonly recognised as "Hayle" and belongs to the separate communities of Lelant & St Erth.
 - I don't think it should include Chenhalls Road area. This to me is St Erth & too rural to be considered in Hayle town plan.
 - Boundary should be extended out to include St Erth, St Erth Praze, Fradam, Halsetown, Leedstown, Gwinear, Reawla
 - The Boundary shown is too small making development intense.

- The southern extent of boundary should be retained within the A30 bypass infill between H28-H23.
- Boundary should be extended to area beyond H30 & H31 for housing near bypass & retail park.
- As far as is possible, the Hayle bypass should be the natural boundary. Therefore H29 and adjacent land should be excluded.
- The boundary should be the Hayle bypass road along its length with no development to the south, except immediately adjacent to St Erth & Loggans roundabouts
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- As far as possible the Hayle bypass should be the natural boundary. Therefore H29 and adjacent land should be excluded.
- Keep Hayle inside the boundary of the A30. Since developing H28 and H23 will inevitably lead to later infill development between them. H38 should remain agricultural land - why do the development plans lead to an almost seamless ribbon urbanisation along our roads? Is this seriously what we want to present to the tourists we are supposed to be attracting to unspoilt Cornwall.
- Should finish at St Erth roundabout
- Should include St Erth, Angarrack & Connor Downs as these are virtually joined to Hayle
- No extension south of dual carriageway and exclude H38 but include land up to Angarrack village
- The area designated for potential development should exclude the following areas: H31 which is a designated County Wildlife Site and falls partly within a flood zone; H33 which is too close to Angarrack which the council has, in the past, agreed should be kept as a separate village; and H34 which is a designated open area.
- H30, H31, H34 is moorland and marshland & should remain as such. Any development raises issues of flooding to proposed and existing properties by changing natural watercourses. Angarrack already has flooding problems and if water cannot drain away because of development of marshland this will exacerbate the problem. Secondly, current development has already caused serious traffic problems and dangers with vehicles unable to negotiate the roundabout as traffic has backed up the bypass and Connor Down exits.
- Should be extended to include the full beach towards Gwithian and the dunes and inland along that corridor to provide more area and more facilities and scope. In the west should also include Gunpowder Quay area in Lelant, which was Harvey's.
- The boundary line should be redrawn so that it does not include sites H31, 33 & 34. H31 is a designated County Wildlife Site (or part of it is at coast) and northern part is within a flood zone. H33 - Development on this site would be far too close to Angarrack which has a separate identity as a village. H34 is designated as an open area and should remain as such.
- Hayle area should include Connor Downs and Lelant
- Due to the number of houses to be located in Hayle the bigger the area the better!
- I think that H39 is part of St Ives area
- Need to take in bigger area towards Gwithian
- I think it is okay, except for how far it goes west! The edge of Lelant, St Erth roundabout, Rose-an-Grouse & halfway up St Erth river is NOT and should not be considered anything to do with the Hayle Area.
- Except areas H38 & H30 & H29
- Should include St Erth & Gwithian
- There is far too much greenbelt development marked (H36-H42, H25, 26, 28, 29, 32, 33 etc) Developing this will spoil the semi-rural character of the outskirts of Hayle. Development should be in the old, run-down industrial centre of Hayle.
- Leave Angarrack as it is
- Extend the outer boundary southwards to Gwinear, St Erth Praze. Eastwards to Connor Downs, Gwithian. Westwards to Lelant Downs, Longstone

- Far too restrictive. Should be widened to include St Erth and Gwinear/ Gwithian parishes.
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Representatives of community groups/ voluntary organisations

Hayle Area Plan Management - Exclude St Erth Parish Territory from area or include whole of parishes of St Erth & Gwinear-Gwithian.

Heritage Group - The boundary is good for a first attempt. One assumes that lots of the sharp corners will be softened as the respective areas are finally defined.

St Erth Residents Association - Revert to correct boundary, the "new" indicated line encroaches by about 10% into the St Erth parish.

Heylp/ Strawberry Lane Residents - The proposed boundary includes rural area and does not only include the perimeter of built up area. Therefore it should include all surrounding villages as well, in order to be a fair representation of sites available.

Bob Mims (Chamber of commerce, residents association, MCTi & forum) - Suggest area of Gunpowder Quay, Lelant, owned by ING Estates should be included

Statutory Organisations/ consultees

Hayle Town Council - The boundary should be enlarged to include Gwinear/Gwithian and St. Erth parishes to align with the Hayle Area Plan Partnership boundaries. This will enable us to manage the transitions between Hayle (which cannot absorb 3,900 dwellings without pushing out of its current boundaries) and adjacent villages such as Connor Downs, Angarrack, Gwithian, Gwinear & Carnell Downs. These villages would retain their rural character but enable the bigger picture to be reviewed. It could also influence the LNA boundary for unitary council service delivery.

Gwinear/ Gwithian Parish Council - Remove St Erth or gain consent from St Erth Parish Council to include part of that parish. Stay to west of A30, should not encroach on Angarrack. We would wish to see more integrated development of the whole of the Towans.

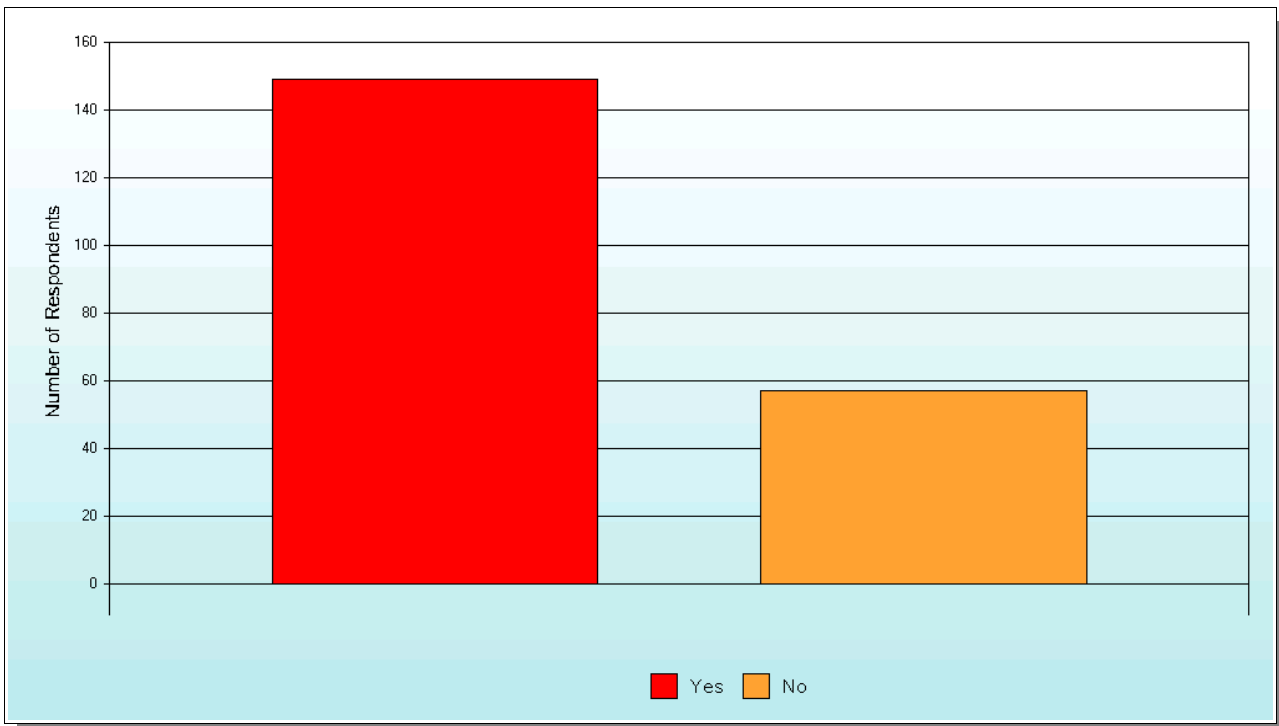
St Erth Parish Council - The boundary of Hayle for the purposes of the Action Plan are seen to include parts of St Erth, St Ives & Ludgvan parishes and to omit parts of Hayle East; this boundary must be redrawn to follow accurately the boundary of Hayle town. Specifically, sites H25, 26, 27, 36, 37, 40, 41 & 42 which are in St Erth parish must form no part of this action plan nor sites H38 & 39 in Ludgvan parish. A second boundary which encompasses the whole of St Erth, Hayle & Gwinear-Gwithian parishes should be acknowledged as relevant to the Hayle area plan 2005-2025.

Ludgvan Parish Council - Why encroach upon Ludgvan parish (H38 & 39)?

Other organisations/ consultees

ING Red UK (Hayle Harbour) Ltd - Q1-6 - We have no particular comment on the issue of boundaries. It is clearly important for the AAP to allow for growth to secure the general objectives of the Hayle vision.

Q3 – Do you agree with the boundary that has been drawn for Hayle?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	204	182	12	4	6
Yes	72.10%	73.60%	58.30%	75.00%	50.00%
No	27.90%	26.40%	41.70%	25.00%	50.00%

Q4 – What suggestions do you have for changing the boundary?

Interested individuals

- Area too large. Should not include the Water Lane, St Erth area.
- Hayle Development Boundary should not be limited to the existing built up area where most future development will be largely prevented by the existing built up area. If preliminary studies have identified that development will be necessary to meet needs of the community then the Development Boundary should, at least, include the adjacent areas "identified for consideration" and development should be generally be permitted there unless there are overwhelming reasons to refuse it.
- Include harbour area
- I do not see why the boundary for Hayle Area Action Plan is different to Hayle Boundary. Surely we are looking at Hayle in total.
- We do not feel we have the knowledge to answer this question.
- Broadly - but why not for example, H25/H26 etc.
- Whilst I'm largely in agreement with the boundary I feel its drawn too close to the margins of Copperhouse Creek. Wildlife there is sensitive to disturbance, you don't have to build in the estuary to ruin it for wildlife. You need to leave more room to buffer against possible

- future flooding.
- East quay should be included
 - There is plenty of outlying areas that could be used to accommodate some of the suggestions in this action plan.
 - Change the boundary so as to involve outlying areas.
 - Could include Phillack, Angarrack, Connor Downs, St Erth
 - Could include land up to bypass and include Phillack
 - The boundary needs to be extended
 - I feel the plan should include the surrounding villages
 - Use by-pass as a natural boundary
 - The H.D.B. is merely prolonging the linear shape of Hayle. It needs "rounding", especially towards its centre: the development boundary should be the Area Action Plan Boundary with a town centre development say, at H-10 with 2 bridges. A link road from Philips' corner across to curve round to Loggans, serving a new Hayle Town Centre.
 - How are you differentiating between 'Hayle' and HAAP?
 - This should also be the boundary for the HAAP.
 - Exclude Lethlean Lane, St Mary's and H12
 - Should also include H30 - 33 and Phillack H10 & 12
 - It should include the Towans, Trelissick Farm, Joppa, High Lanes and Marsh Lane
 - Should include Towans, Trelissick Farm, Strawberry Lane, Marsh Lane, Joppa
 - Should include Phillack
 - Make it larger with less development
 - More outlying areas could be included. H14-28.
 - Subject to type and style - re H1 & H11
 - Extend boundaries. Phillack is in Hayle.
 - Extend the boundary south and east
 - Boundary to encapsulate the Harbour Land
 - Should include Phillack, the Towans and up to the bypass on the SE side.
 - Development should be limited by the bypass - H29-34 should be removed for the reasons given above.
 - I don't understand why the boundary at 3 places extends to the other side of the main A30.
 - All developments appear to be outside of the boundary so why bother to have a boundary?
 - Need to take in bigger area towards Gwithian
 - I'm curious as to why the harbour is missed out of the boundary?
 - & all land within the bypass
 - Leave Angarrack as it is.
 - Leave Angarrack as it is
 - Should include the Phillack area
 - Extend inner boundary southwards from H15, 16 to bypass. Increase northwards to Haven holiday camp.

Representatives of community groups/ voluntary organisations

Hayle Cricket Club - Too far to the south i.e. H29 etc.

Wellbeing Group - Extend in future to A30 boundary.

St Erth Residents Association - Revert to correct boundary. As Q1.

Heylp/ Strawberry Lane Residents – Same as Q2.

Statutory Organisations/ consultees

Hayle Town Council - The proposed Development Boundary is inconsistent with the Potential Development Sites outside of this boundary, e.g. you have excluded areas known to be the subject of the harbour development and it is time to consider moving the perceived edge of town out to Marsh Lane area. If 3,900 dwellings are to be built over the next 20 years are they supposed to fit within the development boundary? HTC strongly recommends that the development boundary extends to encompass H30, 32, 33 & a third of H31. The remainder of H31 & H34 should be retained as open areas in perpetuity. The boundary should go as far as the northern edge of the A30 by-pass to include H29 & H24, also North and South Quays in H1 should be included.

Gwinear/ Gwithian Parish Council - We assume you are defining the current boundary not the proposed boundary.

Other organisations/ consultees

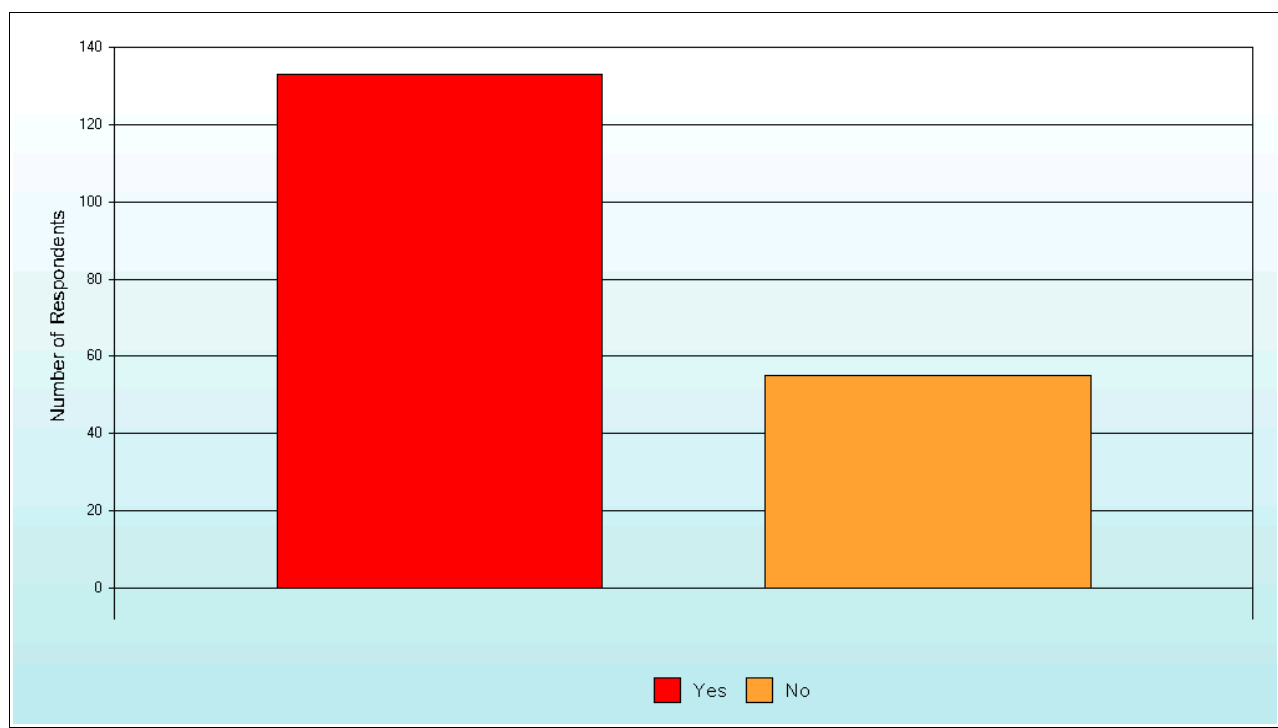
Cornish Homes - I think potential development sites should be included within the boundary.

Forsdyke-Crofts Developments Ltd - Boundary does not direct development very clearly. Suggest boundary extends to follow A30, a logical route. This would include some open space but this could be identified. It would be illogical to exclude.

Cornwall AONB unit - Does this question refer to the proposed Hayle Development boundary? If so, this boundary does appear to be appropriate, but the purpose and function of this boundary needs to be clarified in the AAP.

Laurence Associates - It is clear from the plan that there is a significant need for additional land for development purposes that is not contained within the proposed development boundary. It seems nonsensical to declare a boundary and then allocate sites for development outside it. It makes perfect sense to include any sites that are proposed for development within the proposed boundary and, at this stage, the boundary should be treated as flexible until all options have been explored. At the very least the broad growth area in the Penpol Road - St George's Road - High Lanes - Viaduct Hill corridor should be protected within the development boundary.

Q5 – Do you agree with the boundary that has been drawn for Phillack?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	187	172	10	2	3
Yes	70.10%	72.70%	40.00%	-	66.70%
No	29.90%	27.30%	60.00%	100.00%	33.30%

Q6 – What suggestions do you have for changing the boundary?

Interested individuals

- Suggest inclusion of Riviere Farm with Phillack, rather than leaving it in isolation and using as educational/heritage resource.
- As for Q4 (*I do not see why the boundary for Hayle Area Action Plan is different to Hayle Boundary. Surely we are looking at Hayle in total.*)
- I consider King George 5th Walk, Glebe Road part of Hayle - see no reason to "separate" Phillack.
- Concerns that when vehicles are parked outside the church, oncoming vehicles are in the middle of the road. Increased traffic will increase this danger.
- I believe Clifton Terrace falls within the parish of Phillack and should be so recorded.
- So long as the land at Riviere Towans is developed for affordable housing.
- Riviere farm land for affordable housing
- Should not be one!

- Leave the green field sites
- Could come within Hayle area
- More of Phillack should be included in the action plan.
- To be included in Hayle.
- Use the by-pass as a natural boundary
- Include with Hayle & site new town centre between this "village" & the linear town. A service road could link Philp's bakery with Loggans Moor, north of the pool. Public buildings and retail along it.
- The boundary is rather strange - it does not include for example the old churchyard, the oldest house on Lethlean lane or the remaining old houses of Undercliff some of which date back to C.18th. The field to the left of Lethlean Lane is the site of a medieval wood market plus other even older evidence of early settlements. Extend the boundary to preserve the oldest visible remnants of Hayle & Phillack
- The boundary for Phillack is far too small & should include the field H10 & H12 on the map, as being good agricultural land for growing food & looking beautiful from Hayle town & isolating the village. The area of Riviere Farm H11 and some of H1 should also be included as part of the general Towans & village area.
- What about Glebe Row, King George's Walk & the development at St Mary's Gardens?
- Include Lethlean Lane, St Mary's & H12
- Phillack should become part of Hayle (as Ventonleague is). I see no point preserving open space around the area marked on the map.
- It should include the Towans
- should include Towans
- Why has Phillack been identified as a separate area and not other areas of Hayle?
- Phillack should be included within the Hayle Boundary, otherwise, why not separate Copperhouse from Foundry?
- The boundary needs to include growth areas within the control of Phillack
- None, it should be left as it is.
- Include Phillack into Hayle boundary
- Should extend to eastern end of H10 & include H11 & 12
- Extend the boundary north and east to avoid boxing in present tenants.
- But - if you develop H10-12 your statement that village should maintain its separate identity is a nonsense.
- Should include Phillack, the Towans and up to the bypass on the SE side.
- No building on H12
- To use the A30 trunk road as the boundary.
- I think it should be included in Hayle as part of Hayle and the Hayle boundary
- Should exclude H12
- What about Glebe Row - King George's Walk and St Mary's Gardens
- None, most of the land in Phillack is Towan and should be left unspoilt as being the backdrop to the slogan of "Hayle - three miles of golden sands". Other land is in the ownership of the Hayle Harbour Co./ ING and as such will have to be carefully monitored in its development.
- Should be included in Hayle area - too small to sit on its own and it is wholly dependant on the services of Hayle
- Include Phillack
- There are no open spaces

Representatives of community groups/ voluntary organisations

Hayle Cricket Club - Should be bigger - at present no development in Phillack!

Heritage Group - I'm not sure that the present boundary can be maintained at a suitable level to build housing.

John Bennett (Hayle Town Councillor) - If Phillack is to be considered a village, and its perimeter to be properly protected as per Policy TV-2, it is necessary to create a boundary for Phillack that includes protected green space. This should include H12, half of 10 and all of H11, as a minimum

Heylp/ Strawberry Lane Residents - Why has Phillack been identified as a separate area and not other areas of Hayle?

Bob Mims (Chamber of commerce, residents association, MCTi & forum) - Suggest Phillack upper graveyard is included

Statutory Organisations/ consultees

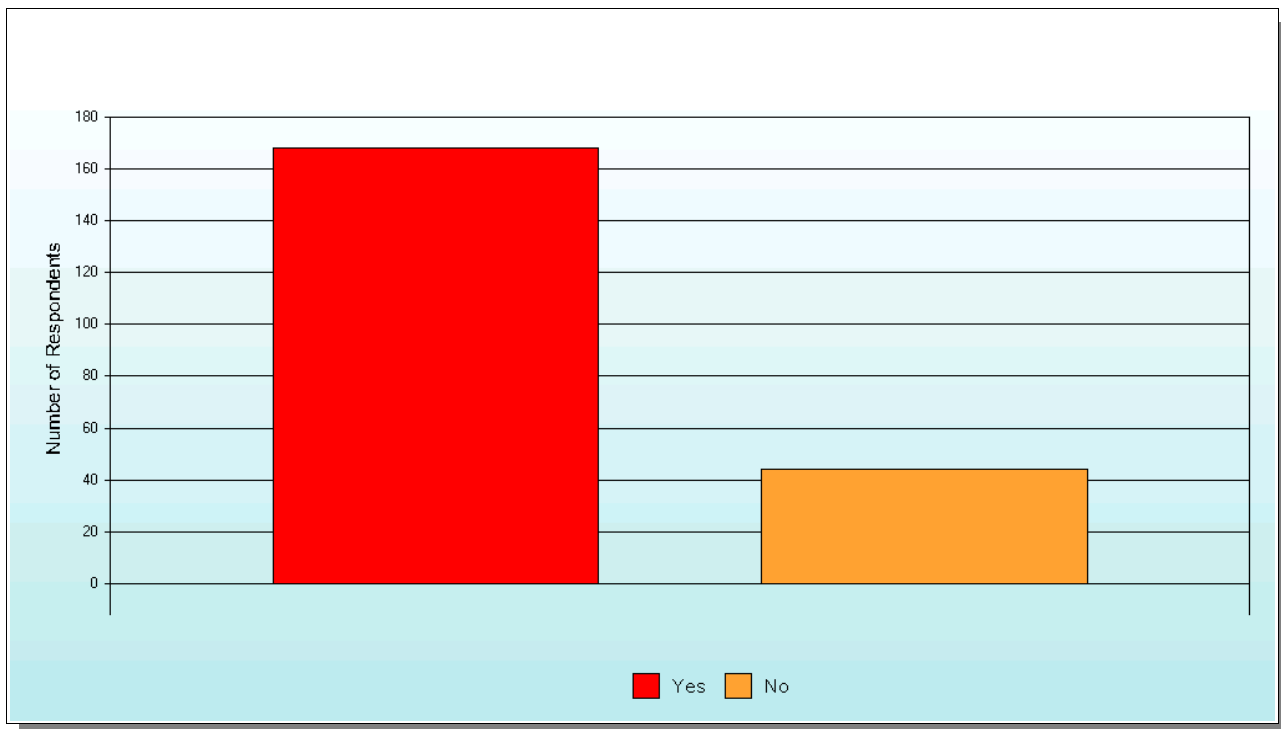
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Other organisations/ consultees

Truro Diocesan Board of Finance - It is considered that the boundary of Phillack should be extended southwards to incorporate the land at Lethlean Lane. It is proposed that this should be allocated for residential development, burial ground extension and allotments.

Cornwall AONB unit - Does this refer to the proposed Phillack development boundary? If so, this boundary does appear to be appropriate, but the purpose and function of this boundary needs to be clarified in the AAP

Q7 – Do you agree with the vision for Hayle?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	210	186	12	5	7
Yes	81.00%	79.00%	91.70%	100.00%	100.00%
No	19.00%	21.00%	8.30%	-	-

Q8 – What suggestions do you have for improving the vision?

Interested individuals

- Strengthening of opportunities to maintain scenic areas of natural beauty.
- Harbour should be first priority
- Housing plans are too vast and would ruin Hayle.
- Action Plans potential develop sites for housing albeit affordable and carefully managed is too vast for a small town and will be detrimental to its "attractiveness and safety". Plan fewer and much smaller sites for housing which will be realistic and more manageable.
- You quote "a safe place to live" - a travellers site would greatly reduce our safety, and security of our families and homes. I don't mean to sound racist.
- No traveller site anywhere in Hayle as this would effect the views of these residents and their quality of life.
- The vision must apply to all existing parts of Hayle to achieve the high quality of life as a community. No existing residential area should be given to traveller sites as this will affect the views of the resident as to their quality of life.
- The vision must apply to all parts of Hayle to achieve the high quality of life as a community. No existing residential area should be given a travellers site as this will effect the views of these residences and their quality of life.

- The vision should be in conjunction with the parts of Hayle, locals of Hayle/residents, the next generation of Hayle (as they will see and live in the developments), and also the tourism industry of Hayle and what it brings in. No existing residential area should be given a travellers site as it would affect the views of the residents to their quality of life, and maybe the tourism industry in Hayle, in the future.
- The vision must apply to all existing parts of Hayle to achieve high quality of life as a community. No existing residential area should be a travellers site, as this would surely affect the residents quality of life.
- Traffic congestion problem not set out appropriately.
- No transit camps.
- No transit camps
- Remove the rose coloured lenses from the spectacles. We do not need meaningless longing for a panacea based on imaginary people with imaginary well paid jobs driving imaginary eco-friendly vehicles or bicycles along imaginary beautiful cycleways from their imaginary luxury home in Bodrigger Street to the numerous community facilities envisaged or under consideration in a town where regeneration has magically occurred because we had a vision. Vision: To spend the maximum available on actual projects to improve the town rather than on theoretical musings, and to encourage anyone else to invest in the town by permitting development, with minimal intrusion by 'authority', unless there is an overwhelming conflict with public interest, public interest being the interest of the majority of the people, not minority interest groups claiming to represent the majority while fervently protecting their own particular interest.
- Keep some green space. Park area accessible for all. Link Copperhouse & Foundry areas. Central Market Square - outdoor/farmers market.
- Maintain the rural feeling of Hayle
- Provision for Travellers and Gypsies will not compliment or form any part of this vision. If you wish to make Hayle an 'attractive, thriving, vibrant and safe place to live, work, and visit' DO NOT include travellers sites in any location within the action plan boundary - regardless of what central government says.
- Not allowing gypsy and traveller sites to be so prominently displayed for visitors first impressions to Hayle to be spoilt. Not to obscure Hayle's best asset - the memorial walk and pool by building on Hawkins site. First impressions last longest.
- Not to allow gypsy and traveller sites.
- Broadly - but all residential areas should have facilities eg - play areas - not just money or a new "centre". Travellers area not suitable in Water Lane residential area.
- Main points to be adhered to. Carefully managed growth. Infrastructure. Open spaces.
- Speed up the process - lets see it happen (has been 30 years now!)
- No travellers site. More retail & more homes for local people.
- The overall vision is progressive, but by locating a travellers/gypsy site on the edge of Hayle you are undermining the vision of a coherent, safe community where everyone contributes. And it, by its very nature will not "enhance the environment".
- Retain/provide open spaces for recreation, particularly for young people
- Page 29- ' Safe place to live, work and visit'- NOT if Traveller's Sites go ahead.
- Connection to A30 from Mellanear Road
- I agree with what is in the vision but disagree over what is left out. The planning strategy from the PPS1 down to Penwith Vision 2025 has not only protection but enhancement of the natural environment at its core. You've watered this down such that protecting the environment is almost an afterthought. You have no plan at all to enhance the natural environment, no mention of biodiversity or encouraging public appreciation of the wonderful natural assets Hayle has to offer.
- A tad visionary but that's the point I suppose. It concerns me that virtually every area tagged as open space is also marked as a potential development site. This does not sit well with the aspirations of the vision.
- So long as this includes a better living and working standard for our younger generation.

- There is a tendency to put the emphasis on grand schemes rather than basic improvements to infrastructure and services...
- More employment for locals instead of having to travel
- If it is to remain a safe place to live it will not include a travellers site.
- Concerns about over-development & the exact meaning of "diverse residential & business communities"
- A walled garden for sculptures & a water feature to relax & recharge batteries for residents in Hayle. Performing arts school for the young.
- I agree in principle that Hayle needs turning from a shabby old town to something more viable. However, this should not be at the expense of the council tax paying community.
- How is this vision going to be put in place? In particular reduction in traffic congestion.
- form a barrage and lock system in Hayle estuary to utilise all the saltings and harbour. This has been done successfully in similar estuaries in France. ie Vieux Port and Le Roche Bernard, Brittany.
- It will be gratifying to see if the vision as outlined can be accomplished without the government support particularly towards encouragement to local business and improvement all round.
- NO gypsy or traveller sites
- Far too many households are projected and the criteria for this is not clear. How has this figure been arrived at?
- It sounds fine but why so many new homes in Hayle rather than other places in Penwith - Hayle could be swamped!
- Amenities for people of the town and good quality homes and an equal proportion of first time homes.
- Keep to the 'Vision' travellers sites near to good housing areas would lead to congestion and lack of community spirit.
- More affordable housing at the expense of market housing -100% affordable
- It should apply to every part of the town
- Protection and preservation of the rural areas that surround Hayle, both coastal and inland should be a key feature of the plan.
- More sensitivity for the residents of Hayle who do not want too many buildings and grand designs
- Hayle is a nice, quiet, safe, unique, unspoilt town in need of some refurbishment. Your grand vision will lose all this and produce a completely new town. If the population is to be doubled, who will the new people be and will they have different requirements? It will be very difficult to introduce a road system that will accommodate the grand vision - without demolishing many buildings.
- We must not jeopardise this excellent vision for Hayle, which will be financially profitable and environmentally protective, by the introduction of gypsy/traveller sites which I fear will discourage new investment, create more traffic congestion and will become a blot on the landscape, being bad environmentally.
- Having gypsies/travellers within 10 metres of my house will not achieve my "vision of Hayle as an attractive & safe place to live, work & visit". At the moment where I live is safe & attractive which is why I have been prepared to pay a higher rate of Council Tax. I and many other people will not be prepared to if we have to live close to gypsies and travellers.
- Please include areas where people will enjoy peace and quiet so that locals & visitors can enjoy the scenery and local facilities Hayle offers.
- Overall it is an excellent vision. However the focus on vibrant, safe, high quality of life & provision of lifestyle choices will be totally irrelevant if the proposed gypsy/traveller sites happen. Our houses are immediately next to the Water Lane proposed sites and the vision plan to me would be an empty vision.
- If diverse residential and business communities means travellers I don't want this for Hayle.
- Weight restriction of vehicles to 10 tonnes through the centre of Hayle
- Positive actions, less traffic through the town centre(s). Another exit entry point to the

- bypass to stop the large lorries from Helston needing to drive through Hayle.
- There is no mention of sustainable employment. Focuses too much on tourism & leisure.
 - Focuses too much on tourism and not enough on employment
 - Ensure that the growth of 'employment, shopping, leisure, tourism and structure' does take place and it is not just growth of 'housing'.
 - All water and pool areas not be built on - these are the best bits of Hayle
 - There is still little to do in your leisure time in Hayle. It needs more high street shops, places to eat, nightclubs & pubs, a cinema, and a leisure centre.
 - But ensure local residents are happy with the plans - if we over develop Hayle it will lose its charm and therefore tourism.
 - But not to the extent of over-population, and provided the plan is sympathetic to the need for preserving our countryside and rural areas.
 - I would not wish to see Hayle expand any further and especially not tourism therein. Growth would not improve it for residents nor for visitors.
 - You can't improve the vision and outlook for Hayle by moving in travellers and gypsies to integrate with society. It has been done before and does not work.
 - Prevention of overdevelopment. Protection of open green areas.
 - make ING more accountable for harbour area or re-purchase for the people of Hayle
 - Too much housing development. Visions have a tendency not to come to fruition.
 - Hawkins motors - kept as an open space (park development) to enhance lake!
 - Greater appreciation of its estuary setting. Include (line 3) "unique HISTORY..."
 - I would question your proposed vision of a reduction in traffic whilst allowing a steady increase in lorries moving through the town too and from Leedstown. To reduce traffic flow a slip road is required from A30 to Hayle Helston road at Tolroy
 - There is a need through appropriate development to link the town more strongly with its biggest asset, the Towans & its beach (e.g. through development at H10 & H11).
 - Stronger links need to be developed between Hayle and the Towans and beach.
 - There is a need through appropriate development to link the town more strongly with its biggest asset the Towans and its beaches (eg) through development at H10 & H11
 - There is a need for appropriate development to link the town more strongly with its biggest asset the Towans & its beach. (eg) through development at H10 & H11.
 - I don't think the provision of gypsy sites is conducive with "safe place to live", "carefully managed growth" & "quality designed development" as mentioned in paras. 5.1 & 5.2
 - To reduce heavy goods lorries travelling through Hayle, particularly along Mellanear Road, surely a new slip road off the A30 would be more appropriate.
 - The vision for Hayle as set out on P29 is good, what we need at present is action to improve the situation.
 - Obviously written to include all the popular buzzwords but underpinned by hot air. Hayle will always be hindered by the lack of a central shopping area - its residents will always travel to better served towns. Giving Hayle affordable housing (maintained so it remains affordable) and reducing business rates so that small shops could survive and provide for the residents might go some way to achieving the desired effect. Marina style developments won't.
 - Ensure infrastructure goes hand in hand with development.
 - Please include areas where people will enjoy peace & quiet so they can also enjoy what a beautiful place Hayle is.
 - Overall vision yes, but there are elements not agreed with - see various comments on q's below
 - The vision as contained in the plan is far too indigestible for the public to swallow. Regeneration needs to be undertaken and explained in small doses and it is difficult to assess without considering the funding considerations (and likelihood of obtaining them).
 - No travellers or gypsy sites near town
 - (1) More should be done to protect wildlife & habitats & incorporate this in vision (2) Hayle possesses some of the UK's best surf and oldest surfed beaches improving anything to do

- with this would increase visits and interest in the area.
- Maintaining a high quality of life for the residents of Hayle by offering opportunities for the young to remain in the town if they wish by housing & employment. A reward for loyalty to the town.
 - Not reasonable targets.
 - I would not want to lose too much of the open spaces i.e. the Towans because this is what makes Hayle so special. Also the bird reserves.
 - The vision must apply to all existing parts of Hayle. No existing residential area should be given a travellers site as it will greatly reduce quality of life.
 - More emphasis on full 12 month well paid employment. The rest will follow.
 - Will the plan still be viable and updated with the planned unitary authority. It will not be under Penwith DC after 2009, will the new unitary authority be able to encompass all the action plans that are proposed for most Cornish towns. Hayle is sadly not unique, the vision for Hayle is the vision for most of Cornwall.
 - I would not feel safe if we had a travellers site.
 - Town is doubling its population & increasing its tourism visitors - nowhere in the entire document, let alone the vision, is there any grasp of the major problem: traffic & parking. You can't force everyone to walk - think about it!! You need to work out how you will reduce traffic congestion & promote sustainable, environmentally sensitive development. Of course Hayle must grow to survive - but traffic and lack of parking will ruin it all unless you think hard about how to deal with it.
 - I feel that the leisure facility should be placed at H30 & H31, as this is more central for the town and outer surrounding area.
 - Emphasis should be on its location to the water, in making Hayle different/ unique to any other town. Currently locals see the water but cannot interact with it or fully enjoy it.
 - I feel it is important to recognise that the charm of Cornwall for most tourists is the peaceful and small scale attractions. A watersports centre may be out of keeping and cause much traffic congestion.
 - None. Section 5.2 probably covers most areas.
 - No gypsy or traveller sites
 - But no massive or inappropriate urban development. Architectural design should be in keeping with the existing 19th century style where possible to retain some character. No Plymouth or St Austell please.
 - Not so many houses
 - Basically agree with the vision for Hayle but it is over ambitious. The town does not need to expand much, after all it is not exactly a boom town or is likely to become one in the future.
 - Needs adding: Priorities & needs of the community will be fully protected. The community will be fully consulted in a simple and accessible manner on development issues (Major & sensitive/ contentious)
 - A reduction in the number of proposed buildings & greater emphasis on redevelopment.

Representatives of community groups/ voluntary organisations

Hayle Cricket Club -To set realistic targets especially toward affordable housing.

St Erth Residents Association - But how are Hayle going to achieve it? The basic infrastructure roads, rail, sewerage, electrical supply, transport are already inadequate.

Heylp/ Strawberry Lane Residents - But not to the extent of over-population, and provided the plan is sympathetic to the need for preserving our countryside and rural areas.

Statutory Organisations/ consultees

Hayle Town Council - The vision is fine, but it is inconsistent with the RSS and Core Strategy requirements to build either 3,250 or 3,900 new dwellings. Please note the 'carefully managed growth in housing' part.

Gwinear/ Gwithian Parish Council - Yes -but the vision should ensure the preservation and enhancement of existing traditional industries.

Ludgvan Parish Council - Increased emphasis upon the creation of quality employment.

Environment Agency - We agree with the suggested Vision but would recommend that the Vision make direct reference to Green Infrastructure, ecological footprint and carbon footprint.

Other organisations/ consultees

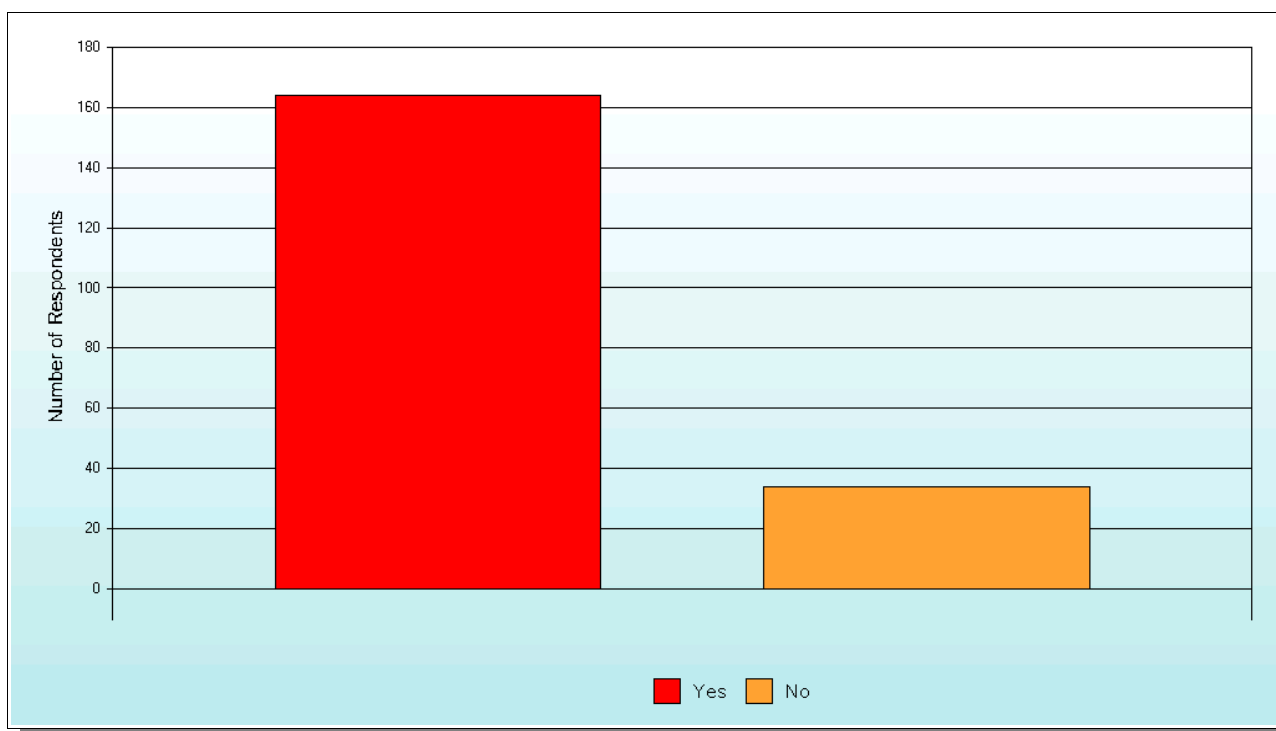
Forsdyke-Crofts Developments Ltd - Key aspects for success will be incorporating new development and growth with the town's infrastructure. In particular taking advantage of the existing rail network, especially with Hayle seeing more employment regeneration.

Cornwall AONB unit - Support the vision. Welcome the statement that "Hayle's transformation will encourage new investment and innovative development; whilst also respecting the town's heritage and traditions together with the natural environment of its setting and surroundings". The West Penwith part of the Cornwall AONB makes a very important contribution to the quality of this environment, in that it forms the landscape setting to the west of St Ives Bay. In the context of this vision we need to address how the landscape character of its setting and surroundings, which makes a vital contribution to the environmental quality of Hayle, can be nurtured, conserved and enhanced. The Cornwall & Isles of Scilly Landscape Character Study has been taken forward by the County Council in partnership with the Districts and the AONB unit. A Landscape Character Assessment (LCA) has been prepared for Cornwall and the Isles of Scilly by Diacono Associates in conjunction with White Consultants. The LCA is an evidence base that will assist in taking this vision forward.

ING Red UK (Hayle Harbour) Ltd - We would wish to see an emphasis on the importance of the harbour area in defining the nature of Hayle, particularly given its centrality to Hayle Area Plan's suggestion that 'water' form the basis of the town's regeneration branding. We would also expect to see an emphasis on green energy solutions, particularly in the context of the proposals for the Wave Hub which, whilst they may have no immediate impact on the vision for Hayle, emphasises the special position of Hayle and Cornwall generally as being in the forefront of achieving new and innovative green energy solutions.

ROK Development Ltd - In respect of the vision for the town we believe that whilst it is lengthy it sets out a clear strategy. In our view Hayle has undoubted potential but the trick will be to create sufficient critical mass around the town to provide the impetus and long term support for the regeneration projects that are essential if the vision is to be achieved.

Q9 – Do you agree with the objectives for realising the vision for Hayle?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	197	176	12	4	5
Yes	84.30%	84.70%	83.30%	50.00%	100.00%
No	15.70%	15.30%	16.70%	50.00%	-

Q10 – What suggestions do you have for improving the objectives?

Interested individuals

- I don't agree with the first objective. I don't think Hayle should have a significant proportion of the housing needs for Penwith. We are the poor relation in Penwith with no facilities to speak of and shouldn't have more housing until this is addressed
- Provision of 'quiet areas' - maybe a sensory garden in which to enjoy some peaceful surroundings.
- As long as this includes the residential properties planned within the proposed harbour developments.
- Look again and find sites in other areas in Penwith for larger scale housing developments.
- Why accommodate "significant" proportion of housing for Penwith in Hayle? St Ives, Penzance already have facilities to accommodate much larger numbers of housing development, ie more doctors surgeries, fire stations, leisure centres, schools.
- The vision is fine, but lets have facilities for current residents before more development.
- The vision is fine, but before development begins, infrastructure and facilities for our current residents must be addressed. Where are the existing recreation and sporting facilities.
- The vision is fine but before development begins, infrastructure and facilities for our current residents must be addressed. Where are the existing recreation and sporting facilities in

Hayle south.

- Need to work on existing recreation and sporting facilities - where is it?
- The vision is fine, but before development, infrastructure and facilities for our current residents must be addressed. Where are the existing recreation and sporting facilities in Hayle south.
- Meeting the needs of residents and attracting tourists will not be achieved by allowing sites for Irish travellers. We already have too many migrant workers and not enough facilities.
- Limit the objectives to the needs of Hayle and its environs. Hayle is encircled by the A30 and water. It is difficult to think of a less suitable area in which to try to accommodate "a significant proportion of the housing and employment requirements for the Penwith district" and "to maximise opportunities for the provision of affordable housing to meet the identified needs of Hayle and the wider Penwith District". Why should the limited sites around Hayle, many of which are greenfield, be used to provide housing and employment for other parts of Penwith, thereby minimising the potential sites for the many schemes that will be integral to the aim of regeneration. The other parts of Penwith should also allow development of housing and employment sites. Importing people to Hayle with a need for "affordable" housing sounds unlikely to contribute to the vision. It would be beneficial to have some solid proposals as objectives rather than the more aspirational but non-conclusive "to ensure that the full potential...is recognised and secured, through its preservation and enhancement", and to eliminate the meaningless jargon such as "to promote and facilitate high quality, inclusive and sustainable design that is respectful to its context, and creates a safe, accessible and attractive environment by maximising opportunities for improving the character and appearance, connectivity and functionality of the area", which sounds very PC and on message but means what as an objective. Sustainable design of what? A park, a factory, the street layout. Connectivity of what to what? The objectives should include clear and unambiguous definitions rather than buzzwords like "affordable housing". Nobody in their right mind would build unaffordable housing, so all housing is affordable to somebody. Are the objectives to build freehold properties for sale at a maximum price? Enough freehold properties to cause property prices to fall to within the budgets of the locals? Rental property owned by the council, but paid for by everyone else, to enable those who could afford to rent to do so? Or social care housing of those who cannot even afford to rent but require a house? What is intended by the phrase "affordable housing" and what is inferred by the public may be vastly different. To be able to give a valid opinion we need to know what is envisaged, not just to be asked to agree to a buzzword that is so poorly defined that it could encompass anything.
- The objectives are excellent - we have no objections! However, once again, how can a transit traveller site have any part in such noble aims? To focus on one point in particular - point II 'To improve the residential environment of Hayle by providing and maintaining a network of accessible open spaces'. How will travellers sites imposed on Hayle 'improve the residential environment'? 'Accessible open spaces' should include nature areas, activity sites and provision for children and young people such as play areas, football pitches etc. Travellers sites and such high objectives are not compatible.
- Closer contact with Hayle local residents to know their views. Hold meeting on Hayle matters in Hayle not Penzance for better turn out of residents.
- Decisions should be made by people who live in Hayle.
- If the proposal of significant proportion means doubling the housing then the infrastructure must be built simultaneously. Want affordable housing for local community - not second homes.
- 6.3 - important to follow these objectives especially no's 4-9-11 and 13 as regards attractive environment, this will definitely be one to consider when siting the Gypsy and Travellers Transit site (because we all know this will be an eyesore!!) never mind ruling out sites because they are too remote - ridiculous.
- Commitment to provision of sports centre.
- There are far too many new homes on the plan for Hayle. If 6000 new homes are required

in Penwith why should 3000 be designated to Hayle? As usual Hayle ends up with a disproportionate amount of undesirable change. Why is there not a general level of fairness in this apportioning?

- Reference to protecting and enhancing the natural environment should include biodiversity to make it clear we're looking after the wildlife not just the mud and water. Objective 4 shouldn't state 'In particular....all aspects of water sports' - not all water sports would be appropriate for the area and whilst water sports in general are popular they are still the special interest of the minority group so shouldn't be singled out in the objectives.
- Too contradictory - you cannot preserve and yet improve and enhance at the same time. The objectives are generally good but capable of much too wide interpretation.
- There is not enough activity areas provided for local people.
- There is a tendency to put the emphasis on grand schemes rather than basic improvements to infrastructure and services...
- Don't have water sports
- More amenities provided for locals and tourists.
- *prefer the term "accommodate a proportionate amount of housing & employment requirements" NOT SIGNIFICANT * Hayle already has a good proportion of "affordable housing" set in local context is important to keep the balance right rather than to flood the town with such housing
- Point 12 talks about accessible recreational facilities, Hayle's parks are few and of poor standard.
- Improve the infrastructure. Copperhouse end is a disgrace to our community.
- Re-development of harbour. Fire station/ ambulance station.
- Triangulate Foundry, Copperhouse & a newly designed civic amenity centre west of the N/S main road. Transport: Local rail link from Hayle station via St Erth (without changing trains) to St Ives. New road from "Philps Corner" across to Phillack, curving round to meet the roundabout near Lidl's. This road to serve a new town centre, and Phillack finally becomes part of Hayle.
- Keep to the objectives please and do not change them to include traveller's sites.
- You can't ask a community to share amenities it doesn't yet have. Water Lane area eg should be designated first for recreational amenities for youth, and possibly a Health Centre. There are in excess of 300 families in that area - provide for them first.....
- The objectives seem appropriate for the grand vision of creating a new town.
- To improve attractiveness of Hayle to tourists i.e. the unsightly pylons/poles on the Towans are the first impressions of Hayle from the A30 - not a seductive image at all. Perhaps a wind farm would be more attractive and underground cables more appropriate.
- Hayle needs a large FREE car park to attract visitors to the town.
- Too much emphasis on unnecessary housing requirement. No detail on types of employment envisaged. Also, bearing in mind harbour and Foundry are contiguous, has the author been to Hayle? Why do linkages between Foundry and harbour need to be improved?
- Why do we need so many new houses in Hayle, are employment opportunities going to match the number of people moving to Hayle.
- Option B to Q10 - development of the Harbour area excluding nearby greenfield sites.
- This must all be done in the context safeguarding/protecting the local wildlife and countryside ambience, which is unique. The Hayle Estuary is an SSSI and an RSPB nature reserve of national importance for migrating birds, both sea and wading birds but also garden & countryside birds. This already provides significant input to the local economy. Any watersports, industrial & housing development should take account of this.
- I do not believe that Hayle should become a "prime shopping, entertainment, and leisure destination". Do we really want to be another Newquay? I think not. (re. obj 6). On the other hand, Objective 10 agree strongly.
- Concentrate on what's best for Hayle people
- Be more realistic about objectives

- Frontage to shops in Copperhouse have a canopy over pavements - giving under cover shopping - and unifying the appearance of "downtown Hayle"!!
- I don't believe we need this high level of development - we live here and people visit Cornwall for its tranquillity and nature which will inevitably be lost as more and more development is allowed.
- Do not develop green sites on edge of estuary e.g. eliminate H39 & 40
- Housing is required yes but it would have to be a balanced mix of homes. I feel the vision of business and tourism development will be lost to the vision of providing affordable homes for Hayle and the wider Penwith District.
- Except that there should be a large reduction in the proposed housing allocation for Hayle.
- The housing projection is too high. Should aim to provide local needs housing mainly.
- except that there should be a large reduction in the proposed housing allocation for Hayle.
- Except that there should be a large reduction in the proposed housing allocation for Hayle.
- You will not "improve the residential environment of Hayle" by allowing gypsy/ travellers to set up sites, damage and mess them up, then move on. A gypsy/ traveller site would be totally contrary to para. 13.
- It's impossible to comment usefully on a set of often conflicting committee speak objectives. How exactly will you "improve linkages within Hayle and the surrounding area? The whole document we are being asked to comment on would have been better had it been translated into plain English and yes or no boxes don't actually cover the problem.
- Ensure not all Penwith's affordable housing is built in Hayle.
- Enough contained in the plan!
- Let decisions about Hayle be made by those who live in the area in an open and democratic manner
- Some excellent plans and ideas, but you can't just impose huge numbers of houses and expect to keep all the qualities that the Hayle area has an abundance of. Promoting innovative small business and business units is excellent and would mean moving to Hayle is a lifestyle choice - that is the appeal. Simply adding numbers of houses could actually detract from that asset.
- There appears to be favouritism towards developers with little consideration to the needs of the people of Hayle
- Before any development begins - infrastructure and facilities for current residents. Affordable housing must be reserved for those with strong local links.
- Not having more affordable housing for the wider Penwith area.
- If the proposal is for 7,000+ homes in Penwith over 20 years why has Hayle been identified as having to provide over 3,000 of these houses? Have Pz, St Ives, Newlyn, Marazion & St Just no need greater than Hayle? Surely if the provision of homes is needed in Penwith it should be distributed more equally. This aspect alone jeopardises some of the other objectives. Also why is tourism to be made the most important employment for Hayle with water sports etc? Due to the British climate, school/ college holiday system this is still very much seasonal work. We need full time sustainable employment throughout Cornwall.
- Traffic - no point in objective 1 unless this is dealt with. Objective 10 is not going to solve the traffic problem, nor is it practicable, nor is it safe.
- I agree, but must not be over developed.
- I believe objectives 5, 8 & 11 are what makes Cornwall a great beautiful place to live in. More green please.
- All developments - housing or commercial - are going to bring increased traffic & car parking congestion. It is important that this is taken into consideration & provision made to accommodate it.
- I would particularly highlight No. 3 & No.9 of the objectives
- No gypsy or traveller sites
- Improving connections and cycle routes being linked up would be very beneficial.
- Disagree with para 6.3 item 1 - Hayle SHOULD NOT be required to take on a disproportionate amount of the housing requirements for the whole of the Penwith District

and item 2 - Hayle SHOULD NOT be required to "meet the needs of Hayle and the WIDER PENWITH DISTRICT" as there is very little room for expansion of Hayle to keep its character, and there is little or no employment in the area.

- Emphasise objective 5, avoid temptation to rely on tourism.

Representatives of community groups/ voluntary organisations

Hayle Cricket Club - There appears to be a lot of favouritism towards developers who will set plans, sell and move with large profits.

Heritage Group - Could displays, by photographs say, of some of the engineering products of Copperhouse & Foundry. The same could also be said of the ships of those days, with some colour to enhance the photographs.

Bob Mims (Chamber of commerce, residents association, MCTi & forum) - Introduce opportunities for development to encourage corporate business interest with conference hotel & exhibition facilities together with adequate sport & entertaining functions - watersports, golf, cycling etc.

Statutory Organisations/ consultees

Hayle Town Council - 1: Hayle should not be absorb 'a significant proportion of the housing' requirements for Penwith. Employment is certainly necessary but providing employment land is not the same as providing high quality jobs. Housing should follow jobs not vice versa. 2: Hayle should provide sufficient affordable housing for its own needs and not for the wider Penwith District. Hayle is currently unbalanced in terms of housing versus quality jobs. This must be redressed first. 3.-10. Yes.

Gwinear/ Gwithian Parish Council - 1) We would wish to see a more balanced distribution of housing between Hayle & Penzance. 2) This Council has concerns over out-of-town retail development, requiring use of motor cars, retail development should be in town centres and accessible to the majority on foot.

St Erth Parish Council - The significance of objective 1 (to accommodate in Hayle a significant proportion of the housing & employment requirements for Penwith) needs to be reduced because objective 3 (to ensure that residents of Hayle and surrounding areas have adequate access to and are able to benefit from a range of employment opportunities) is difficult to achieve.

Environment Agency - The statements are useful but do not make reference or offer a strategy on climate change or green infrastructure.

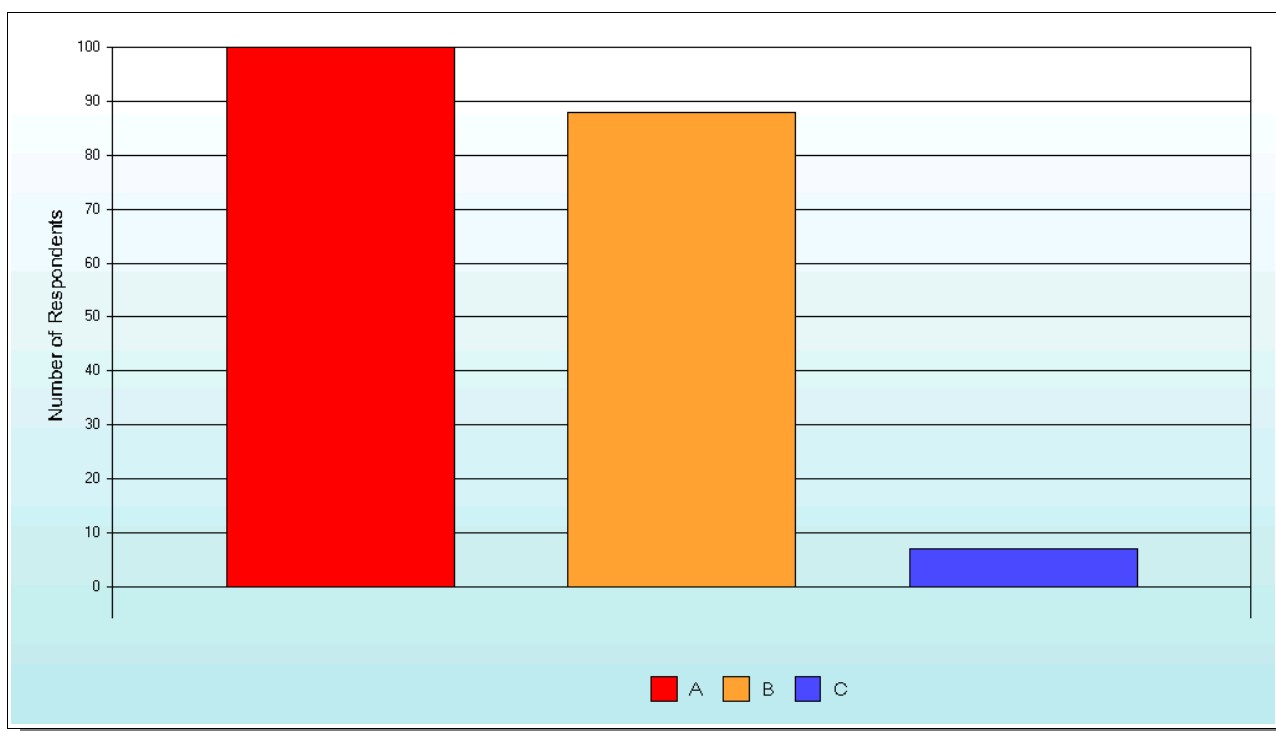
Other organisations/ consultees

Forsdyke-Crofts Developments Ltd - It is beneficial that the objectives promote business and tourism development. This is key to the vision. Objective 8: suggest amendment to 'and the promotion of appropriate development "of suitable scale"'. Objective 9: should identify the strengthened links between the town centre and railway.

Cornwall AONB unit - The objectives are supported, however, some of the wording in Objective 7 warrants further consideration. The reference to "key elements" is a concern. The "cultural and industrial heritage and the natural environment" needs to be protected and enhanced as a whole. It goes beyond key elements, in all these areas the environmental quality/ asset is often more than the sum of the parts.

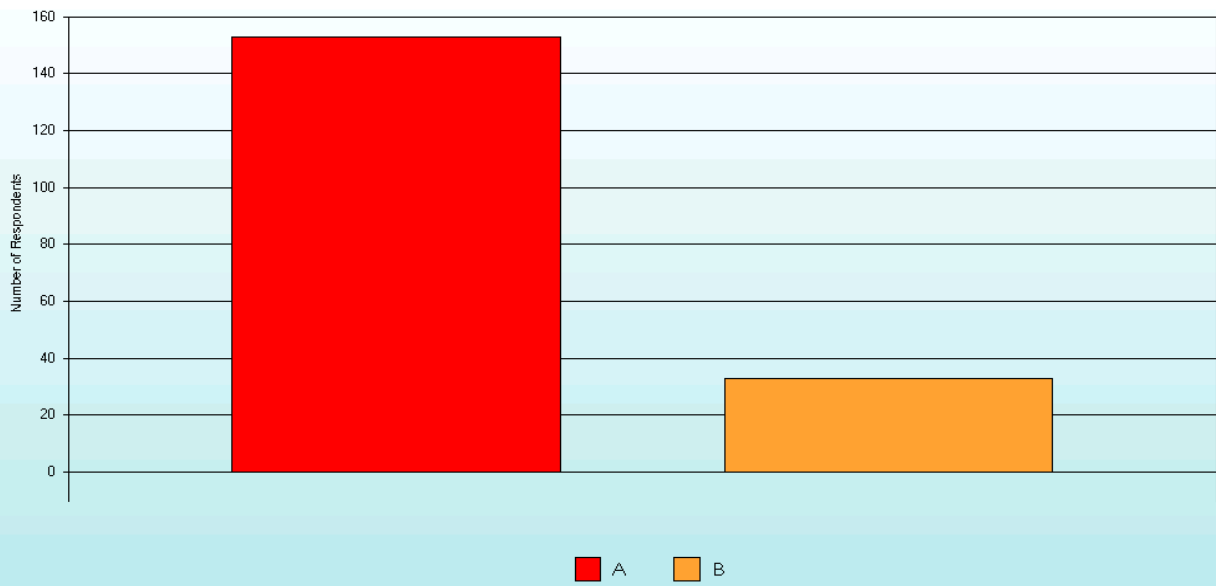
ING Red UK (Hayle Harbour) Ltd - As in response to Q8, we believe the objectives should exploit opportunities for green energy solutions.

Q11 – Which of the options A, B or C is appropriate?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	195	174	13	4	4
A	51.80%	54.60%	30.80%	-	50.00%
B	44.60%	42.50%	61.50%	100.00%	25.00%
C	3.60%	2.90%	7.70%	-	25.00%

Q 12 - Which of the Options A or B is appropriate?

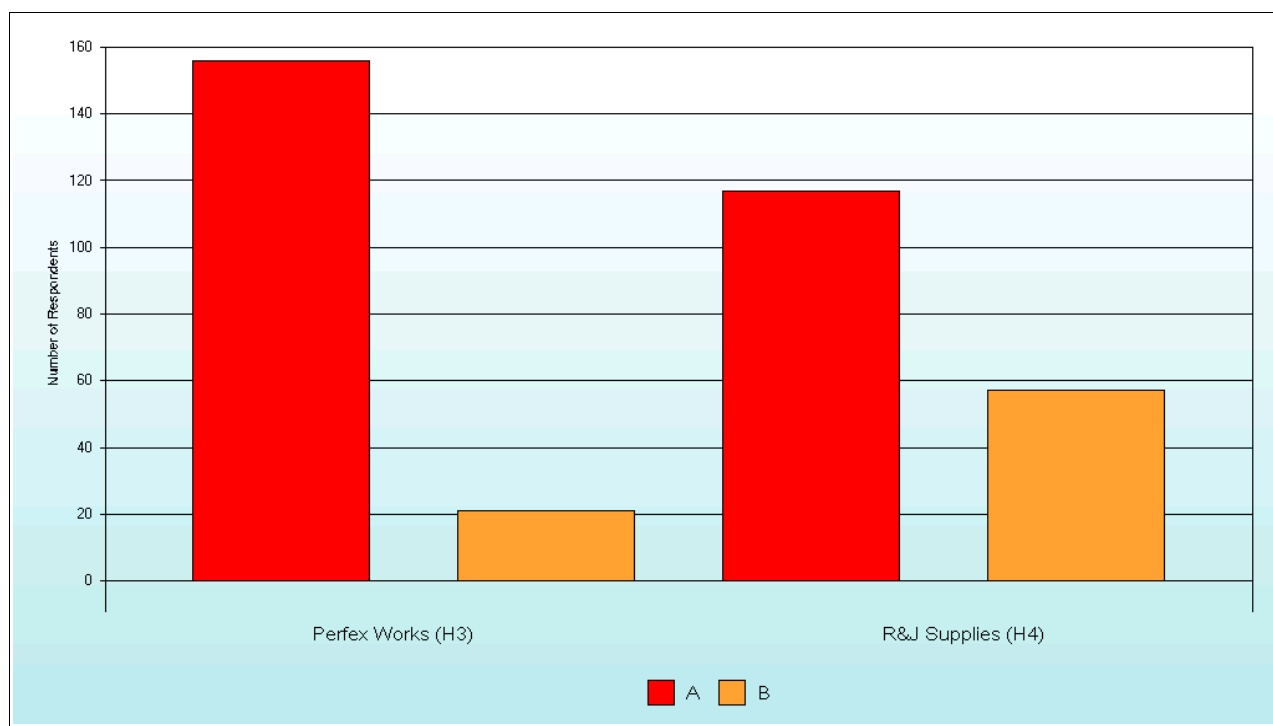


	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	186	167	13	4	2
A	82.80%	82.00%	92.30%	100.00%	50.00%
B	17.20%	18.00%	7.70%	-	50.00%

Q13 – If you indicated “Option B”, what alternative uses would be appropriate?

Appropriate alternative uses	Number of respondents
Youth Facilities	1
Car parking	4
Housing (incl. affordable housing [7])	10
Employment	7
Park / Recreation area	3
Cinema	2
Concert venue	1
Shopping	4
Open air theatre & band stand	1
Community centre	1
Sports/Leisure facilities	4
Heritage centre	2
Ancillary port facility	1
Tourism	1
Stay as existing	1
Health centre	1
Indoor swimming pool	1

Q14 – For each of the allocated areas, which of the options A or B is appropriate?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Perfex Works					
Number of respondents	177	165	9	2	1
A	88.10%	89.70%	66.70%	50.00%	100.00%
B	11.90%	10.30%	33.30%	50.00%	-
R & J Supplies					
Number of respondents	174	161	10	2	1
A	68.40%	68.90%	60.00%	50.00%	100.00%
B	31.60%	31.10%	40.00%	50.00%	-

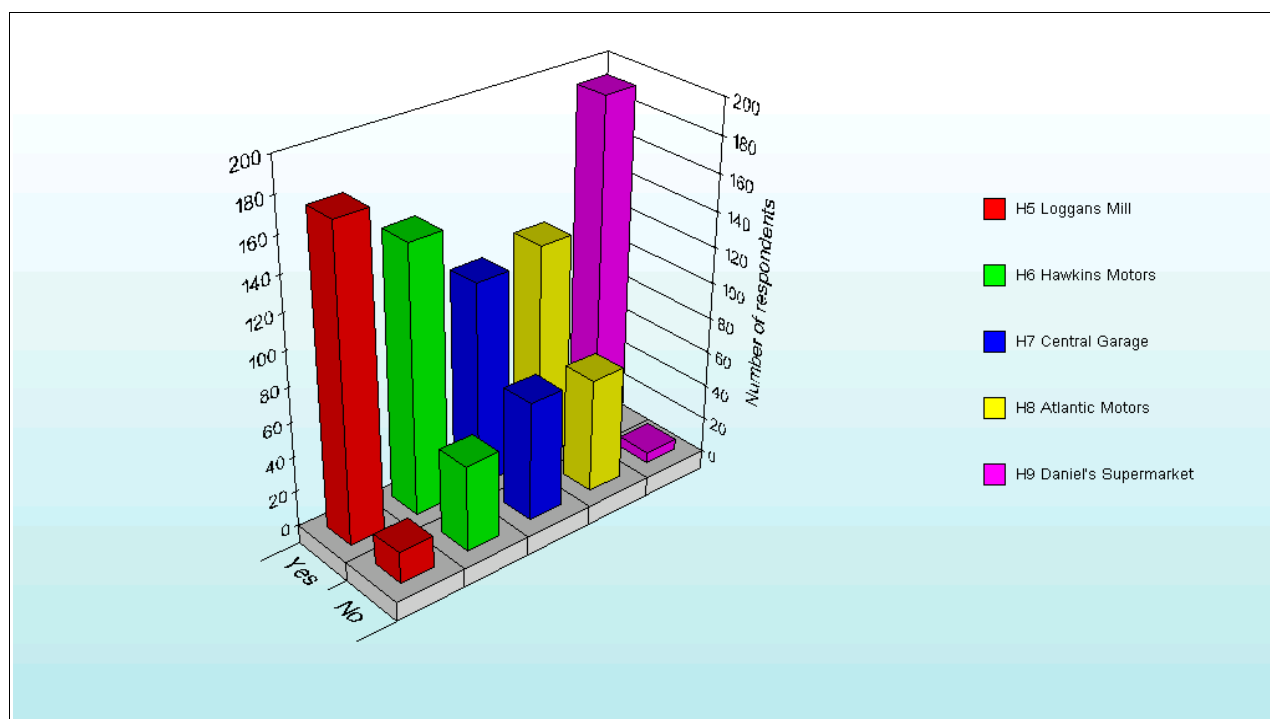
Q15 – If you indicated “Option B” for either or both areas, what alternative uses would be appropriate?

Appropriate alternative uses (H3)	Number of respondents
Community facilities	1
Shopping	7
Green area	1
Housing (incl. affordable housing [1])	6
Car park	1
Mixed use	1
Employment	4
Heritage centre	1
Sports / Leisure facilities	2

Q15 – If you indicated “Option B” for either or both areas, what alternative uses would be appropriate?

Appropriate alternative uses (H4)	Number of respondents
Community facilities	2
Medical / Health centre (incl. doctors [5] + dentist [2])	12
Shopping	13
Emergency services (incl. police station [10] + fire station [8] + ambulance station [3] + coastguard [1])	26
Cinema	4
Sports / Leisure facilities	6
Green area	1
Mixed use	3
Live-Work	4
Internet cafe	1
Housing	3
Car parking	2
Employment	5
Water sports centre / Indoor swimming pool	2
Sheltered / Extra care housing	2
Entertainment centre	1

Q16 – Are the identified sites suitable for redevelopment?



	Totals	Interested individual	Community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H5 Loggans Mill					
Number of respondents	194	179	11	2	2
Yes	90.70%	90.50%	90.90%	100.00%	100.00%
No	9.30%	9.50%	9.10%	-	-
H6 Hawkins Motors					
Number of respondents	201	185	12	2	2
Yes	74.60%	75.70%	58.30%	50.00%	100.00%
No	25.40%	24.30%	41.70%	50.00%	-
H7 Central Garage					
Number of respondents	185	170	11	2	2
Yes	62.70%	62.40%	72.70%	-	100.00%
No	37.30%	37.60%	27.30%	100.00%	-
H8 Atlantic Motors					
Number of respondents	189	174	11	2	2
Yes	64.00%	66.10%	36.40%	-	100.00%
No	36.00%	33.90%	63.60%	100.00%	-
H9 Daniel's Supermarket					
Number of respondents	199	183	12	2	2
Yes	96.00%	96.70%	83.30%	100.00%	100.00%
No	4.00%	3.30%	16.70%	-	-

Q16 (cont.) ... and what uses would be appropriate?

Use	Site	H5	H6	H7	H8	H9
Housing (flats) [affordable]		65 (11) [12]	53 (5) [7]	40 (2) [5]	31 (4) [5]	52 (16) [8]
Retail		7	10	19	19	79
Industrial		1	-	-	2	-
Business/ employment		12	3	14	14	18
Live/ work		1	1	2	-	3
Sport/ Leisure		10	3	5	11	6
Recreation/ Open Space		6	75	6	27	3
Parking		2	-	-	2	6
Tourism/ hotel (Cafe)		6	2 (1)	2 (1)	4 (2)	3 (2)
Heritage		8	-	2	1	-

Healthcare facility – H6 (1) H8 (1), OAP accommodation – H6 (4) H7 (1) H8 (1), Town Hall – H9 (1), Bus Station – H8 (1), Garage - H7 (1), Youth centre – H9 (2), Church – H9 (1), Garage – H7 (1), Gypsy/traveller – H5 (2)

H5 – Loggans Mill

H6 – Hawkins Motors

H7 – Central Garage

H8 – Atlantic Motors

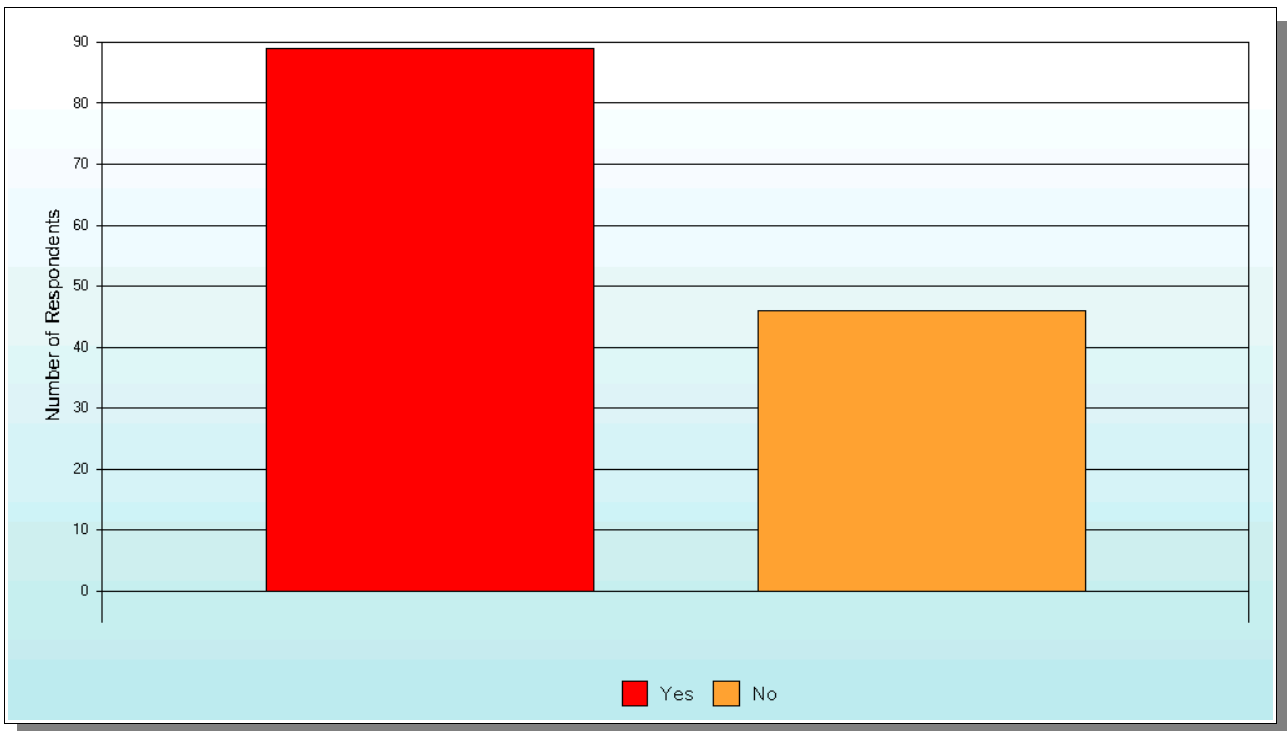
H9 – Daniel's Supermarket

Figures show the number of people that suggested each use for a particular site

Q17 – What other sites, not identified, are suitable for redevelopment, and what uses would be appropriate?

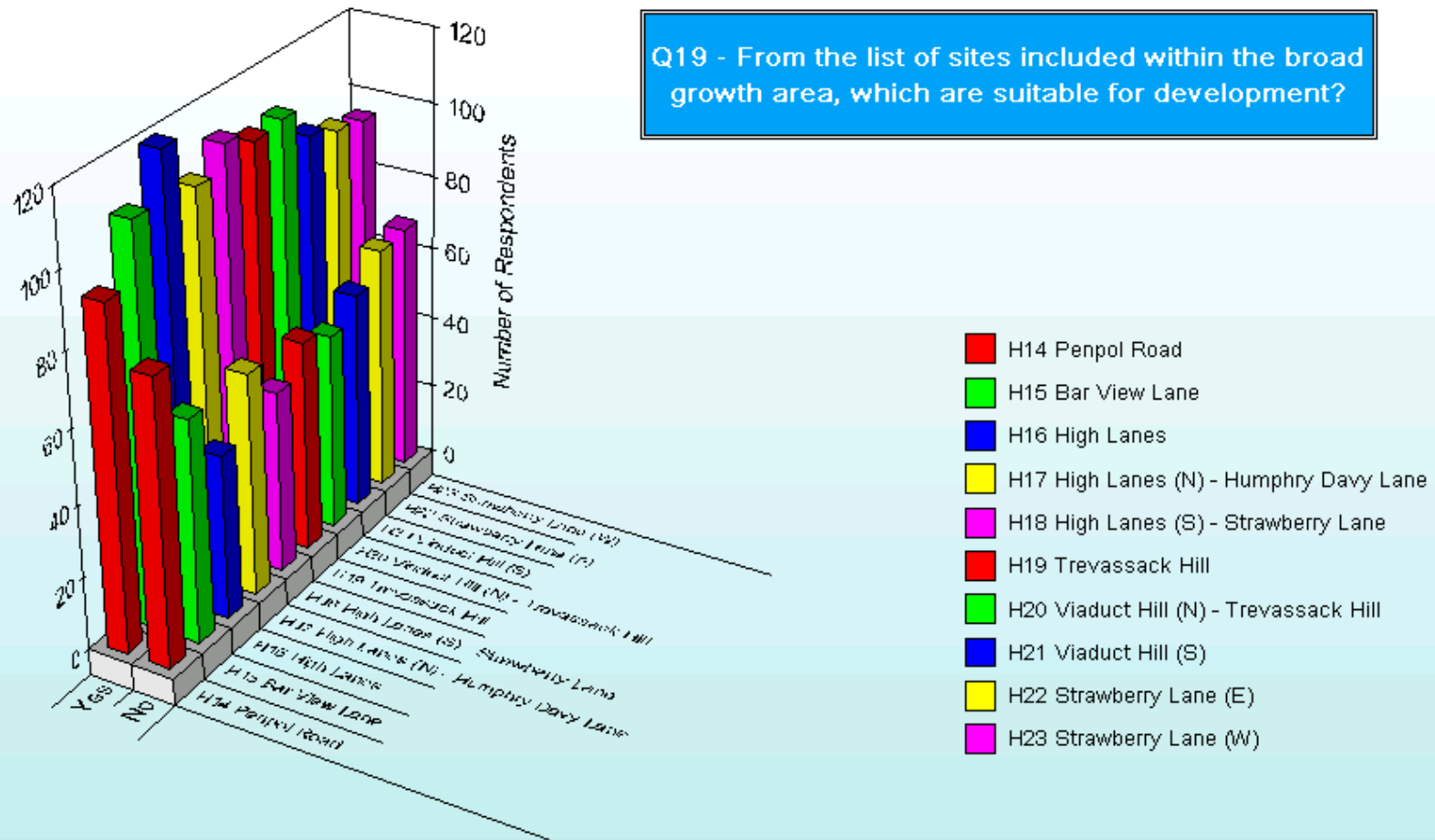
Suitable Sites	Appropriate Use/s	No.
Land (car park) between Co-op bridge and Lethlean Lane	Not specified	1
Land west of railway line / H24: Water Lane – Chenhalls Road – Plantation Lane	Crematorium and graveyard	1
Former St Austell Brewery Yard (Sea Lane)	Not specified	1
J & F Pool site	Not specified	2
Hayle Cricket Club	Housing	2
	Hotel	2
Dismantled railway line (from harbour to railway station)	Green space	1
Land west of Jewsons (Carnsew Road)	Water related businesses	1
Wilson's Pool (Lethlean Lane)	Cricket ground	1
	Recreation ground	1
	Water sports facility	1
	Sports / leisure facility	1
Water Lane	Local amenities	1
Mellanear Road	Local amenities	1
Connor Downs	Local amenities	2
Gwithian	Local amenities	1
Lelant	Local amenities	1
H1: Hayle Harbour	Leisure	1
H5: Loggans Mill (Loggans)	Indoor climbing centre	1
H6: Hawkins Motors (Hayle Terrace)	Housing	1
	Watersports	1
	Open space	1
H8: Atlantic Motors (Commercial Road / Fore Street)	Visitor centre for Copperhouse Pool	1
H9: Daniel's Supermarket (Market Square, Copperhouse)	Not specified	1
	Visitor centre for Copperhouse Pool	1
H12: Lethlean Lane	Housing	1
H19: Trevassack	Housing	1
	Affordable housing	1
H25: Water Lane (West)	Children's play area	1
H26: Water Lane (East)	Children's play area	3
H27: Water Lane – Mellanear Road	Children's play area	1
H30: Loggans Moor	Industrial units	1
	Leisure centre	1
H31: Marsh Lane (North)	Industrial units	1
	Leisure centre	1
H32: Marsh Lane (South) (Rugby Club / Playing Field)	Industrial units	2
H33: Marsh Lane (South)	Industrial units	1
H34: Grist Lane (Angarrack)	Industrial units	1
H35: Midway Service Station (The Causeway)	Not specified	1

Q18 – Is development of the identified broad growth area appropriate?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	136	120	9	3	4
A	65.40%	65.00%	77.80%	66.70%	50.00%
B	34.60%	35.00%	22.20%	33.30%	50.00%

Q19 - From the list of sites included within the broad growth area, which are suitable for development?



Q19 - From the list of sites included within the broad growth area, which are suitable for development?

	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H14 Penpol Road					
Number of respondents	173	158	12	2	1
Yes	54.90%	53.20%	66.70%	100.00%	100.00%
No	45.10%	46.80%	33.30%	-	-
H15 Bar View Lane					
Number of respondents	170	156	11	2	1
Yes	64.70%	62.80%	81.80%	100.00%	100.00%
No	35.30%	37.20%	18.20%	-	-
H16 High Lanes					
Number of respondents	166	152	11	2	1
Yes	72.30%	72.40%	63.60%	100.00%	100.00%
No	27.70%	27.60%	36.40%	-	-
H17 High Lanes (N) - Humphry Davy Lane					
Number of respondents	168	154	11	2	1
Yes	63.10%	62.30%	63.60%	100.00%	100.00%
No	36.90%	37.70%	36.40%	-	-
H18 High Lanes (S) - Strawberry Lane					
Number of respondents	163	149	11	2	1
Yes	68.70%	68.50%	63.60%	100.00%	100.00%
No	31.30%	31.50%	36.40%	-	-
H19 Trevassack Hill					
Number of respondents	167	154	10	2	1
Yes	64.10%	63.60%	60.00%	100.00%	100.00%
No	35.90%	36.40%	40.00%	-	-
H20 Viaduct Hill (N) - Trevassack Hill					
Number of respondents	164	151	10	2	1
Yes	66.50%	65.60%	70.00%	100.00%	100.00%
No	33.50%	34.40%	30.00%	-	-
H21 Viaduct Hill (S)					
Number of respondents	161	148	10	2	1
Yes	61.50%	61.50%	60.00%	50.00%	100.00%
No	38.50%	38.50%	40.00%	50.00%	-
H22 Strawberry Lane (E)					
Number of respondents	165	152	10	2	1
Yes	58.20%	57.90%	60.00%	50.00%	100.00%
No	41.80%	42.10%	40.00%	50.00%	-
H23 Strawberry Lane (W)					
Number of respondents	164	151	10	2	1
Yes	57.30%	57.00%	60.00%	50.00%	100.00%
No	42.70%	43.00%	40.00%	50.00%	-

Q.19 (cont.) ... and what uses would be appropriate?

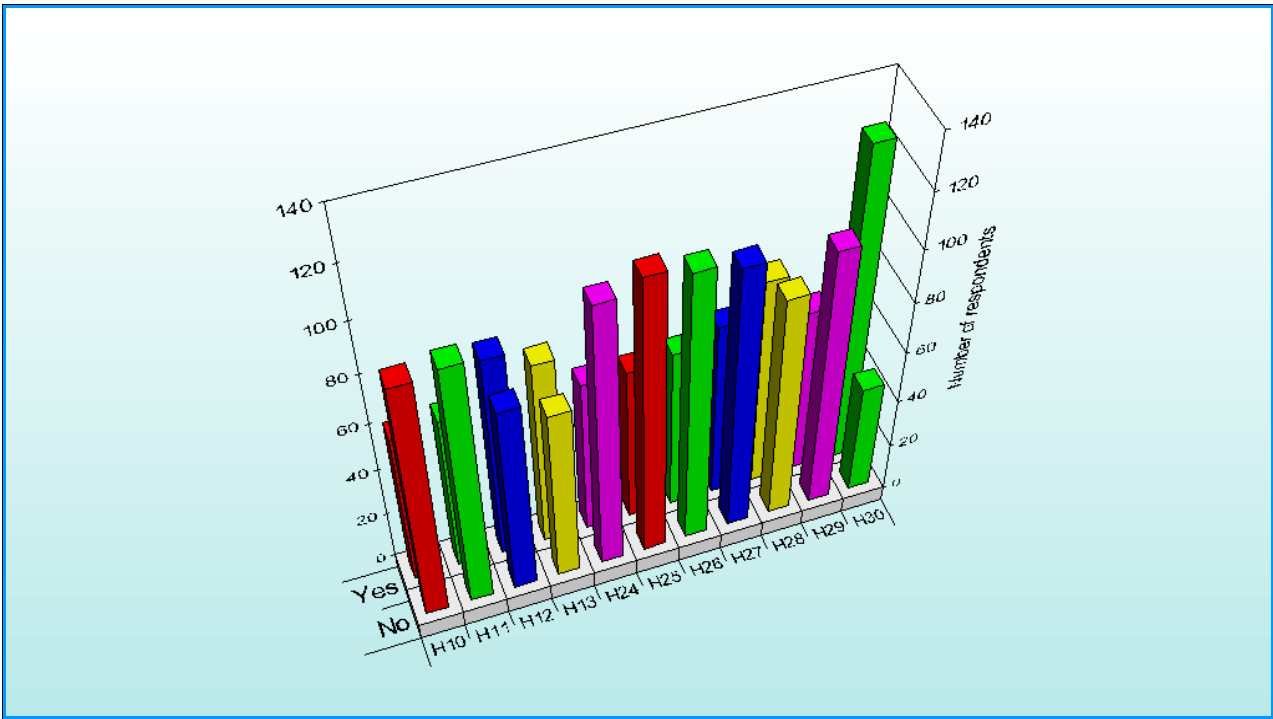
Site	Housing (affordable) [sheltered]	Retail	Industrial	Business/ employment	Live/ work	Sport/ Leisure (rugby)	Open Space	Play park	School facilities	Gypsy/ traveller
H14	33 (1)	1	-	-	1	18	7	2	24	-
H15	53 (2) [2]	1	-	1	-	7	1	-	6	-
H16	61 (3)	1	-	2	-	4	-	-	8	-
H17	45 (2) [1]	-	1	1	3	10	6	2	4	1
H18	48 (1)	1	2	3	-	20 (5)	1	-	-	1
H19	53 (2) [2]	1	2	8	3	5	2	1	-	-
H20	49 (1)	1	3	10	3	7	1	-	-	1
H21	32	1	1	6	1	11	-	3	-	4
H22	26	-	-	5	-	23 (4)	2	-	-	3
H23	30	-	-	6	-	20 (2)	2	-	-	1

Healthcare facility – H14 (1), Parking – H14 (1), Horticulture – H17 (1)

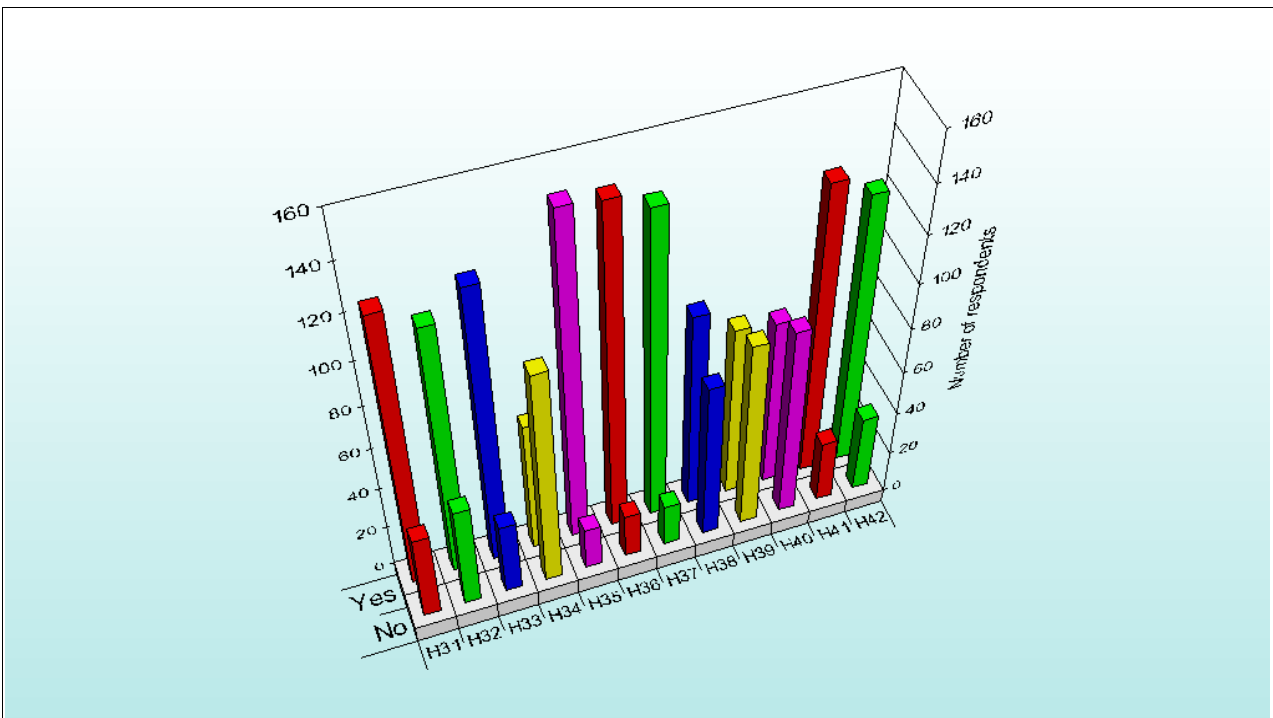
- H14 – Penpol Road
- H15 – Bar View Road
- H16 – High Lanes
- H17 – High Lanes (North) – Humphry Davy Lane
- H18 – High Lanes (South) – Strawberry Lane
- H19 – Trevassack Hill
- H20 – Viaduct Hill (North) – Trevassack Hill
- H21 – Viaduct Hill (South)
- H22 – Strawberry Lane (East)
- H23 – Strawberry Lane (West)

Figures show the number of people that suggested each use for a particular site

Q20 – From the list of other sites, not included within the broad growth area, which are suitable for development?



H10 – Clifton Terrace – Churchtown Road, H11 – Riviere Farm, H12 – Lethlean Lane, H13 – Treveglos, H24 – Water Lane – Chenhalls Road – Plantation Lane, H25 – Water Lane (West), H26 – Water Lane (East), H27 – Water Lane – Mellanear Road, H28 – Mellanear Road – A30 (North), H29 – Mellanear Road – A30 (South), H30 – Loggans Moor



H31 – Marsh Lane (North), H32 – Marsh Lane (South) (Rugby Club), H33 – Marsh Lane (South), H34 – Grist Lane (Angarrack), H35 – Midway Service Station, H36 – Adj. St Erth Industrial Estate, H37 – Adj. St Erth Sewage Works, H38 – Rose-an-Grouse – Nut Lane, H39 – Griggs Quay (North), H40 – Griggs Quay (South), H41 – Station Approach (East), H42 – Station Approach (West)

	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H10					
Number of respondents	161	148	10	1	2
Yes	39.10%	39.90%	20.00%	-	100.00%
No	60.90%	60.10%	80.00%	100.00%	-
H11					
Number of respondents	165	152	10	1	2
Yes	38.20%	38.80%	20.00%	-	100.00%
No	61.80%	61.20%	80.00%	100.00%	-
H12					
Number of respondents	162	149	9	1	3
Yes	51.90%	52.30%	33.30%	-	100.00%
No	48.10%	47.70%	66.70%	100.00%	-
H13					
Number of respondents	148	137	9	1	1
Yes	52.70%	51.80%	66.70%	-	100.00%
No	47.30%	48.20%	33.30%	100.00%	-
H24					
Number of respondents	173	157	12	3	1
Yes	37.60%	35.70%	58.30%	33.30%	100.00%
No	62.40%	64.30%	41.70%	66.70%	-
H25					
Number of respondents	178	162	12	3	1
Yes	36.50%	37.00%	33.30%	-	100.00%
No	63.50%	63.00%	66.70%	100.00%	-
H26					
Number of respondents	177	161	12	3	1
Yes	37.30%	37.90%	33.30%	-	100.00%
No	62.70%	62.10%	66.70%	100.00%	-
H27					
Number of respondents	180	164	12	3	1
Yes	38.90%	40.20%	25.00%	-	100.00%
No	61.10%	59.80%	75.00%	100.00%	-
H28					
Number of respondents	177	162	11	2	2
Yes	48.00%	45.70%	63.60%	100.00%	100.00%
No	52.00%	54.30%	36.40%	-	-
H29					
Number of respondents	173	158	11	2	2
Yes	39.90%	36.10%	72.70%	100.00%	100.00%
No	60.10%	63.90%	27.30%	-	-
H30					
Number of respondents	171	156	11	2	2
Yes	73.10%	71.80%	81.80%	100.00%	100.00%
No	26.90%	28.20%	18.20%	-	-

	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H31					
Number of respondents	168	154	11	2	1
Yes	76.20%	76.00%	72.70%	100.00%	100.00%
No	23.80%	24.00%	27.30%	-	-
H32					
Number of respondents	166	151	12	2	1
Yes	71.10%	71.50%	58.30%	100.00%	100.00%
No	28.90%	28.50%	41.70%	-	-
H33					
Number of respondents	163	149	11	2	1
Yes	78.50%	79.20%	63.60%	100.00%	100.00%
No	21.50%	20.80%	36.40%	-	-
H34					
Number of respondents	164	149	12	2	1
Yes	37.20%	38.90%	16.70%	-	100.00%
No	62.80%	61.10%	83.30%	100.00%	-
H35					
Number of respondents	170	155	11	3	1
Yes	86.50%	89.00%	54.50%	66.70%	100.00%
No	13.50%	11.00%	45.50%	33.30%	-
H36					
Number of respondents	170	155	11	3	1
Yes	87.60%	88.40%	90.90%	33.30%	100.00%
No	12.40%	11.60%	9.10%	66.70%	-
H37					
Number of respondents	162	147	11	3	1
Yes	87.00%	87.80%	81.80%	66.70%	100.00%
No	13.00%	12.20%	18.20%	33.30%	-
H38					
Number of respondents	166	150	11	4	1
Yes	56.00%	57.30%	54.50%	-	100.00%
No	44.00%	42.70%	45.50%	100.00%	-
H39					
Number of respondents	169	153	11	4	1
Yes	48.50%	50.30%	36.40%	-	100.00%
No	51.50%	49.70%	63.60%	100.00%	-
H40					
Number of respondents	167	151	11	4	1
Yes	47.30%	48.30%	36.40%	25.00%	100.00%
No	52.70%	51.70%	63.60%	75.00%	-
H41					
Number of respondents	163	149	10	3	1
Yes	81.60%	82.60%	70.00%	66.70%	100.00%
No	18.40%	17.40%	30.00%	33.30%	-
H42					
Number of respondents	161	146	11	3	1
Yes	77.00%	78.10%	72.70%	33.30%	100.00%
No	23.00%	21.90%	27.30%	66.70%	-

Q20 (Cont.) From the list of other sites, not included within the broad growth area, which are suitable for development, AND WHAT USES WOULD BE APPROPRIATE?

Site	Housing (affordable)	Retail	Industrial	Business/ employment	Live/ Work	Sport/Leisure	Open Space	Play park	Parking (P&R)	Tourism (Hotel)	Fire/ ambulance	Gypsy/Traveller
H10	36 (3)	1	-	1	-	9	10	-	-	3 (2)	-	1
H11	26 (3)	1	1	2	-	23	6	-	-	7 (1)	-	1
H12	46 (3)	-	-	1	-	5	9	-	1	-	-	-
H13	36 (3)	1	1	4	-	3	11	4	-	-	-	-
H24	28 (3)	3	-	2	1	12	6	2	-	-	-	-
H25	32 (5)	2	1	2	1	3	8	13	-	-	1	1
H26	28 (4)	2	1	1	2	5	8	14	-	-	-	1
H27	33 (4)	1	1	1	-	4	7	15	-	-	-	-
H28	44 (2)	-	3	3	-	3	7	1	-	1	1	-
H29	26 (3)	-	4	6	-	5	7	-	-	1	6	-
H30	26 (2)	18	5	14	4	13	3	-	1 (1)	-	2	6
H31	4	32	13	18	-	12	4	-	1 (1)	1 (1)	-	14
H32	3	51	11	20	-	10	1	-	2	-	2	1
H33	7	36	25	21	-	1	1	-	2	-	2	4
H34	6	8	7	8	-	-	8	1	-	-	-	6
H35	4	4	2	7	1	4	1	-	-	74 (50)*	12	2
H36	4	5	40	14	-	3	-	-	5 (2)	-	5	2
H37	3	2	34	11	-	-	-	-	2	-	1	15
H38	24	5	3	12	2	3	1	-	-	1 (1)	6	2
H39	17	-	3	9	-	6	2	-	-	5 (3)	-	3
H40	10	4	2	7	1	7	3	-	-	5 (4)	1	2
H41	14	3	17	10	-	-	-	-	17 (13)	-	-	11
H42	23	3	12	10	-	2	-	-	12 (9)	-	-	12

* includes 12 eco-lodge

Healthcare facility – H25 (4), H26 (2), H27 (2), H28 (4), H29 (2), H35 (1)

College - H12 (1)

Key: H10 – Clifton Terrace – Churchtown Road, H11 – Riviere Farm, H12 – Lethlean Lane, H13 – Treveglos, H24 – Water Lane – Chenhalls Road – Plantation Lane, H25 – Water Lane (West), H26 – Water Lane (East), H27 – Water Lane – Mellanear Road

H28 – Mellanear Road – A30 (North), H29 – Mellanear Road – A30 (South), H30 – Loggans Moor, H31 – Marsh Lane (North), H32 – Marsh Lane (South) (Rugby Club), H33 – Marsh Lane (South), H34 – Grist Lane (Angarrack), H35 – Midway Service Station

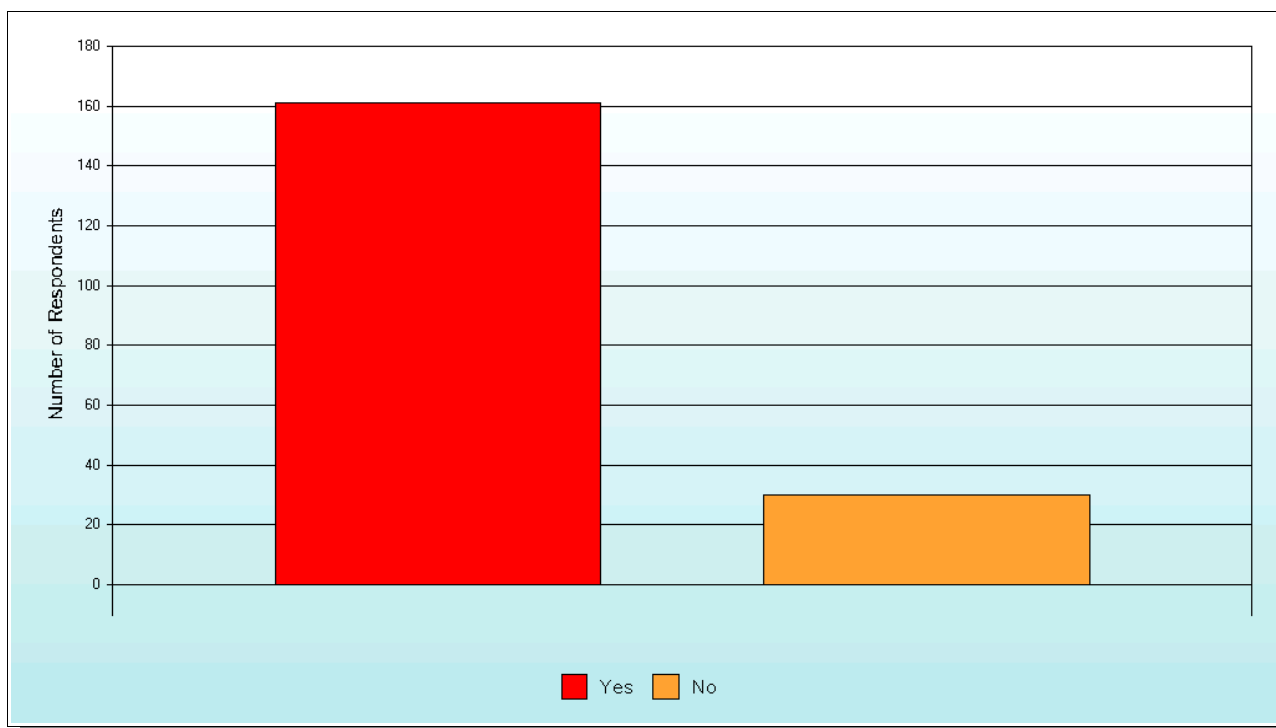
H36 – Adj. St Erth Industrial Estate, H37 – Adj. St Erth Sewage Works, H38 – Rose-an-Grouse – Nut Lane, H39 – Griggs Quay (North), H40 – Griggs Quay (South), H41 – Station Approach (East), H42 – Station Approach (West)

Figures show the number of people that suggested each use for a particular site

Q21 – What other sites, not identified, do you think are suitable for development, and what uses would be appropriate?

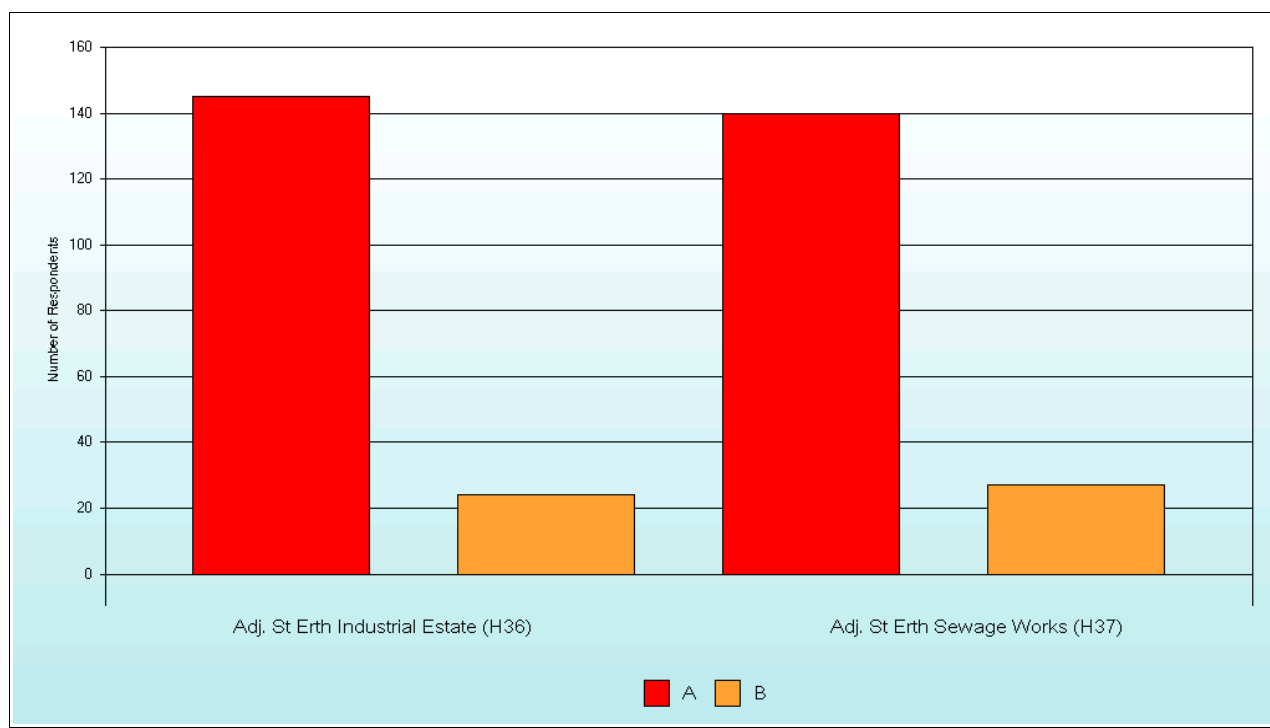
Suitable Sites	Appropriate Use/s	No.
Land west of railway line / H24: Water Lane – Chenhalls Road – Plantation Lane	Crematorium and graveyard	1
Land between Saltings & H24: Water Lane – Chenhalls Road – Plantation Lane	Hotel/ Holiday apartments	1
Remaining land south of H16: High Lanes	Infill to bypass	1
Area enclosed by bypass & H14, 15, 16 & 23	Housing (towards the end of the plan period)	2
Dismantled railway line (from main road to railway station)	None specified	1
Tolroy Motors	Housing	2
Pratt's Market	Invest in existing retail site	1
Site adjacent Penpol School	Expanded educational facilities	1
Old scrap yard site, St Erth railway station	Affordable housing	1
Freight Yard, St Erth Industrial Estate	Gypsy/ Traveller site	1
Lethlean Lane approach	Gypsy/ Traveller site	2
St Erth	Local amenities	2
Gwithian	Local amenities	1
Connor Downs	Local amenities	3
Lelant	Local amenities	2

Q22 – Do you support a strategy focusing on provision of land for industrial/ business uses in the vicinity of the St Erth roundabout?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	192	173	12	4	3
Yes	84.40%	85.00%	83.30%	50.00%	100.00%
No	15.60%	15.00%	16.70%	50.00%	-

Q23 – For each of the allocated areas, which of the options A or B is appropriate?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H36 Adj. St Erth Ind. Est.					
Number of respondents	171	156	11	3	1
A	85.40%	86.50%	81.80%	33.30%	100.00%
B	14.60%	13.50%	18.20%	66.70%	-
H37 Adj. St Erth Sewage Works					
Number of respondents	169	155	10	3	1
A	84.60%	83.90%	90.00%	100.00%	100.00%
B	15.40%	16.10%	10.00%	-	-

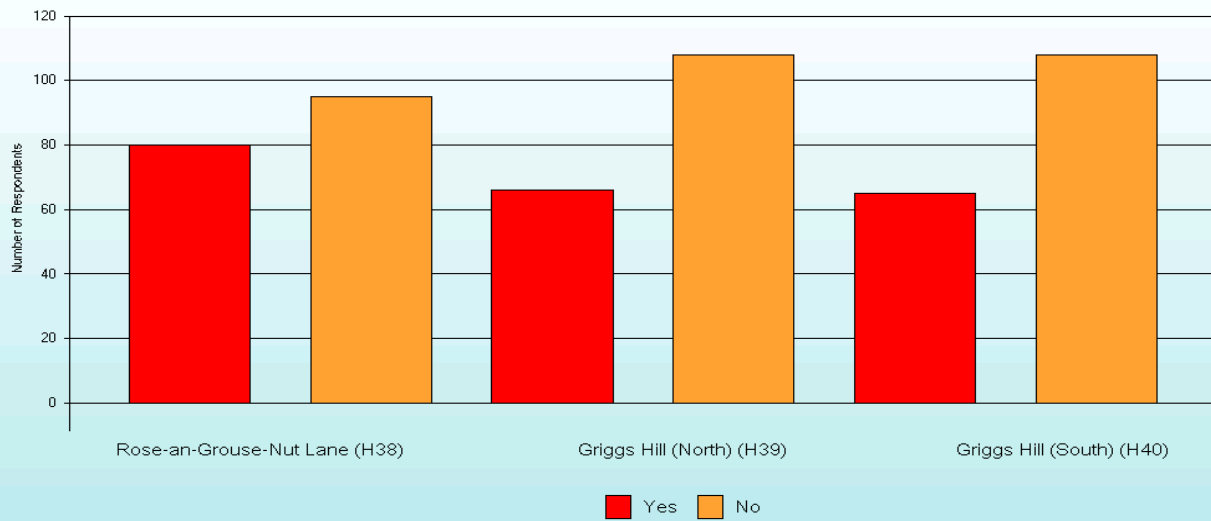
Q24 – If you indicated “Option B” for either or both allocated areas, what alternative uses would be appropriate?

Appropriate alternative uses (H36)	Number of respondents
Business / exhibition / conference centre	1
Theatre	1
Shopping	1
Employment	3
Gypsy & Traveller site	4
Undeveloped / protected open space	3
Park & Ride	1
Emergency services	2
Less intensive use (presumably than current employment allocation in Penwith Local Plan)	1

Q24 – If you indicated “Option B” for either or both allocated areas, what alternative uses would be appropriate?

Appropriate alternative uses (H37)	Number of respondents
Recycling centre	1
Gypsy & Traveller site	15
Employment	6
Agriculture	2
Park & Ride	3
Undeveloped / protected open space	2
Sewage works	1
Less intensive use (presumably than current employment allocation in Penwith Local Plan)	1

Q25 - From the list of identified sites, which are suitable for industrial/ business development?

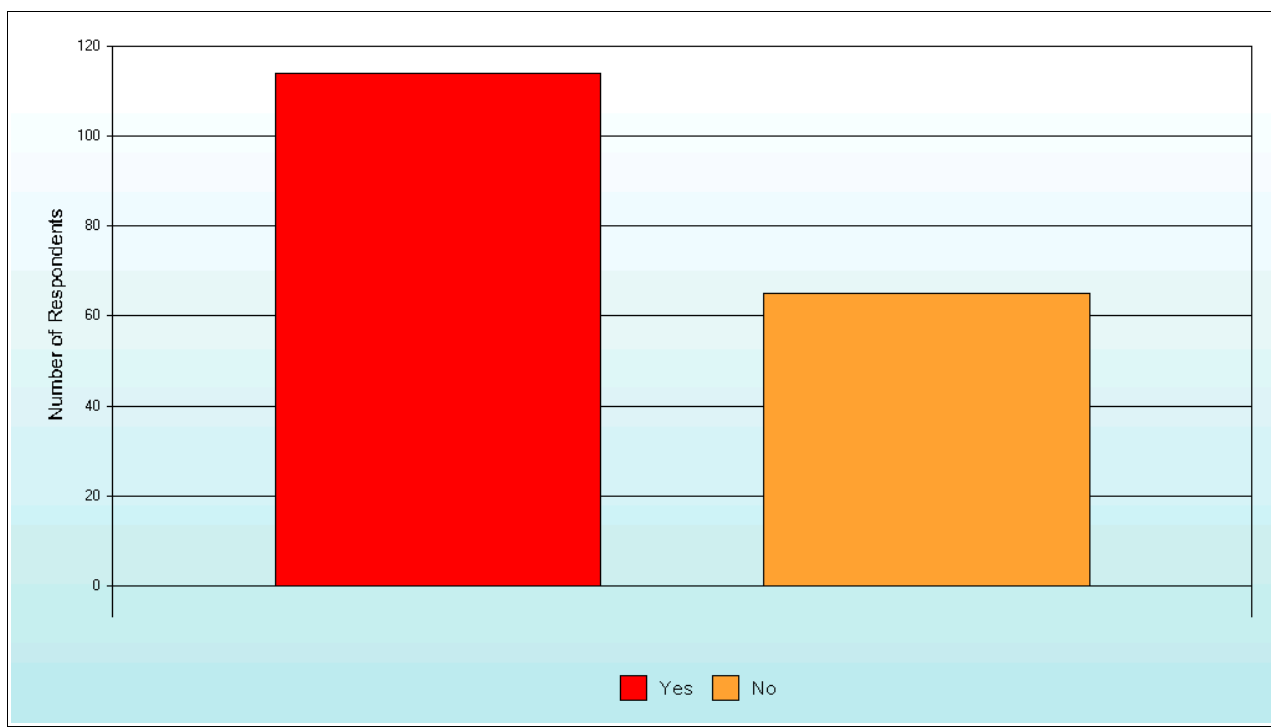


	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H38 Rose-An-Grouse –Nut Lane					
Number of respondents	177	159	12	4	2
Yes	46.30%	46.50%	50.00%	-	100.00%
No	53.70%	53.50%	50.00%	100.00%	-
H39 Griggs Hill (North) (Lelant)					
Number of respondents	176	158	12	4	2
Yes	36.90%	38.00%	25.00%	-	100.00%
No	63.10%	62.00%	75.00%	100.00%	-
H40 Griggs Hill (South) (Lelant)					
Number of respondents	175	157	12	4	2
Yes	37.10%	37.60%	25.00%	25.00%	100.00%
No	62.90%	62.40%	75.00%	75.00%	-

Q26 – What other sites, not identified, are suitable for industrial/ business development?

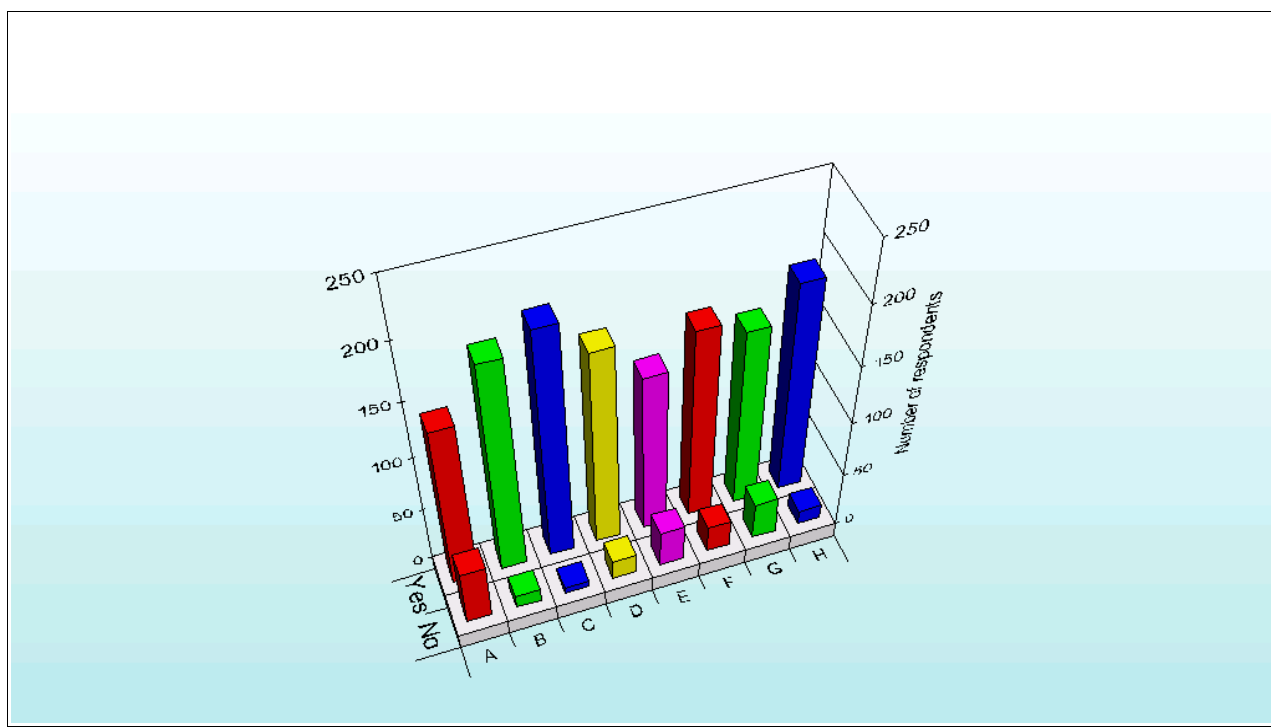
Suitable sites	Number of respondents
H42: Station Approach (West) (St Erth)	4
H30: Loggans Moors	7
H33: Marsh Lane (South)	4
Marsh Lane Industrial Estate	2
H41: Station Approach (East) (St Erth)	4
H29: Mellanear Road – A30 (South)	2
St Erth Industrial Estate	2
Connor Downs	1
H31: Marsh Lane (North)	4
H32: Marsh Lane (South) (Rugby Club / Playing Field)	2
H36: Adjacent St Erth Industrial Estate	3
H28: Mellanear Road – A30 (North)	2
H39: Griggs Hill (North) (Lelant)	1
H25: Water Lane (West)	1
H22: Strawberry Lane (East)	1

Q27 – Do you support the allocation of sites for housing development with increased proportions (up to 100%) of affordable housing in order to help meet requirements?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	179	162	11	3	3
Yes	63.10%	63.00%	72.70%	100.00%	-
No	36.90%	37.00%	27.30%	-	100.00%

Q28 – From the list of community and leisure facility projects and proposals being considered, which would help meet the needs of Hayle?



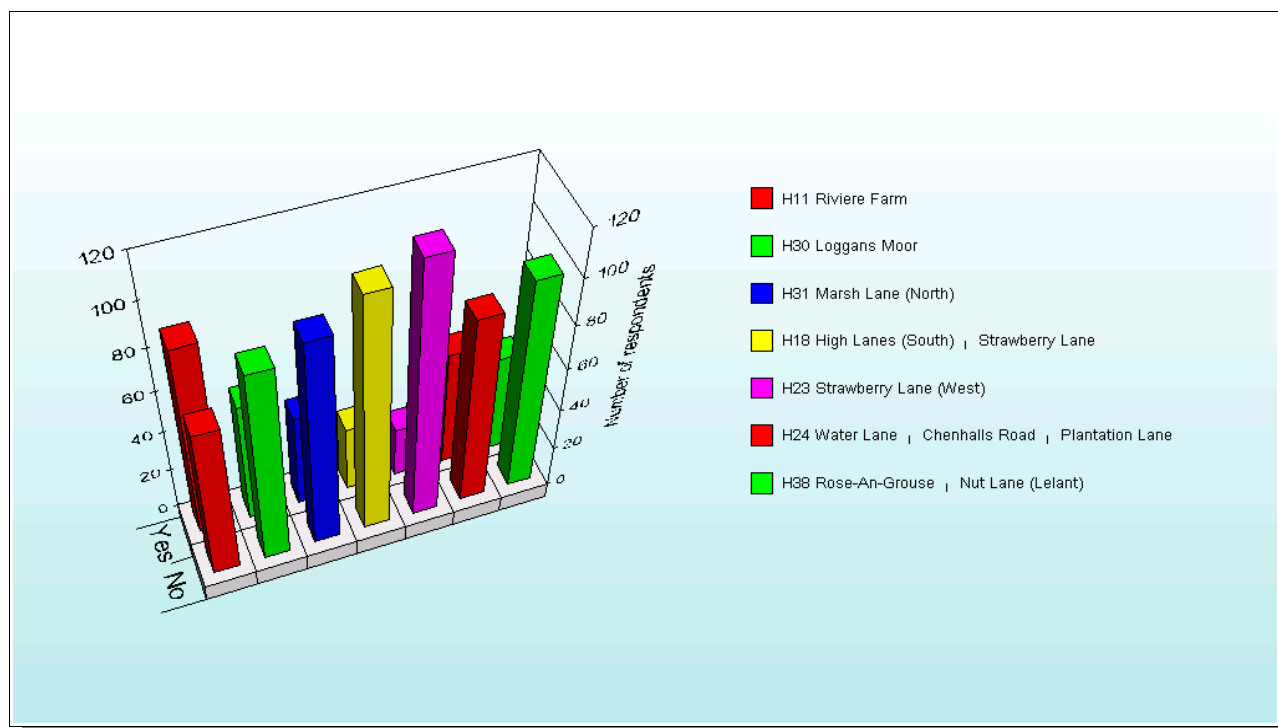
A – Hayle White-Water Sports Centre, B – Hayle Activity Centre, C – Hayle Swimming Pool, D- Hayle Watersports Association, E – P.E.S.C.E, F – Outdoor Activity Centre, G – Carew House, H – Hayle Bowling Club

	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
A					
Number of respondents	197	180	12	4	1
Yes	73.60%	75.60%	33.30%	100.00%	100.00%
No	26.40%	24.40%	66.70%	-	-
B					
Number of respondents	204	186	13	4	1
Yes	93.10%	93.50%	84.60%	100.00%	100.00%
No	6.90%	6.50%	15.40%	-	-
C					
Number of respondents	212	195	12	4	1
Yes	97.60%	97.40%	100.00%	100.00%	100.00%
No	2.40%	2.60%	-	-	-
D					
Number of respondents	196	179	12	4	1
Yes	90.80%	90.50%	91.70%	100.00%	100.00%
No	9.20%	9.50%	8.30%	-	-
E					
Number of respondents	177	164	9	3	1
Yes	80.20%	79.90%	77.80%	100.00%	100.00%
No	19.80%	20.10%	22.20%	-	-
F					
Number of respondents	197	180	12	4	1
Yes	88.30%	87.80%	91.70%	100.00%	100.00%
No	11.70%	12.20%	8.30%	-	-
G					
Number of respondents	195	179	11	4	1
Yes	82.60%	82.70%	72.70%	100.00%	100.00%
No	17.40%	17.30%	27.30%	-	-
H					
Number of respondents	202	185	12	4	1
Yes	93.60%	93.00%	100.00%	100.00%	100.00%
No	6.40%	7.00%	-	-	-

Q29 - What other projects, not identified, would help meet the needs of Hayle?

Other Projects	Number of respondents
Tourist Information Centre	2
Heritage Centre / Museum	4
Children's play areas (incl. Foundry area [3])	5
Ice rink	2
Cinema	22
Picnic area	1
Larger library	1
Beach car parks	1
Indoor sports / leisure facility	8
Community centre / hall	6
Field study centre	1
Waterside walkway (Copperhouse Pool)	1
Scuba diving club	1
Golf course	1
Improved railway station & facilities	1
Horse riding centre	1
Youth clubs / facilities	3
Night club / disco	3
Sculpture garden	1
Park (Water Lane area)	3
Theatre / concert hall / arts centre	16
All-weather sports pitch	1
Covered swimming pool	2
Fire Station	2
Improved football facilities	1
Improved tennis facilities	1
Tourist attraction / theme park	1
Sailing / watersports facilities (Copperhouse Pool / Reach)	6
Creative arts facilities	1
Shops	2
Older people's facilities	1
Green infrastructure / access to countryside	2
Extended / improved school facilities	2
Traffic calming / pedestrian crossings	2
Healthcare facilities	1
Free car park at Foundry	1
Allotments	1

Q30 – From the list of sites being considered as the location of the White-Water sports centre, which are suitable?

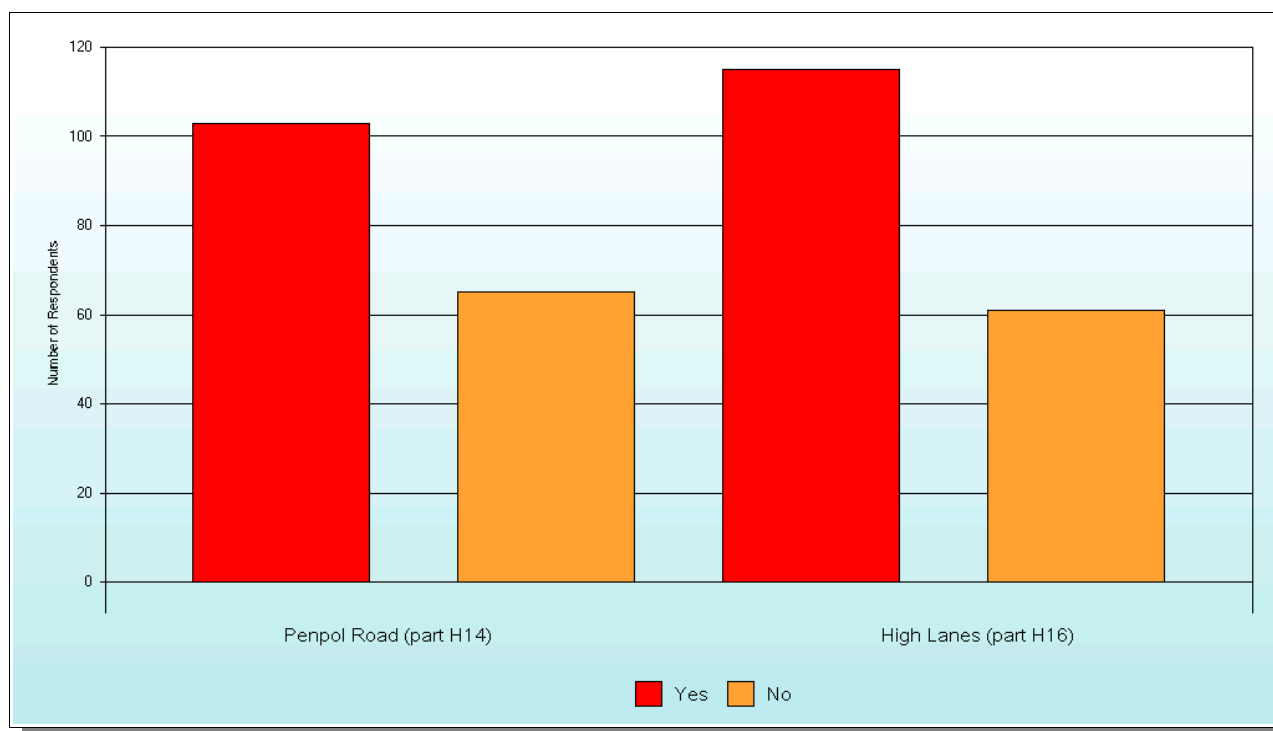


	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H11 Riviere Farm					
Number of respondents	165	148	12	3	2
Yes	57.00%	60.10%	33.30%	33.30%	-
No	43.00%	39.90%	66.70%	66.70%	100.00%
H30 Loggans Moor					
Number of respondents	153	136	12	4	1
Yes	37.90%	39.00%	16.70%	75.00%	-
No	62.10%	61.00%	83.30%	25.00%	100.00%
H31 Marsh Lane (North)					
Number of respondents	147	131	12	4	-
Yes	32.00%	30.50%	41.70%	50.00%	-
No	68.00%	69.50%	58.30%	50.00%	-
H18 High Lanes (South) – Strawberry Lane					
Number of respondents	146	130	12	3	1
Yes	21.90%	22.30%	8.30%	66.70%	-
No	78.10%	77.70%	91.70%	33.30%	100.00%
H23 Strawberry Lane (West)					
Number of respondents	145	129	12	3	1
Yes	15.90%	16.30%	8.30%	33.30%	-
No	84.10%	83.70%	91.70%	66.70%	100.00%
H24 Water Lane–Chenhalls Road–Plantation Lane					
Number of respondents	147	132	12	3	-
Yes	38.80%	39.40%	41.70%	-	-
No	61.20%	60.60%	58.30%	100.00%	-
H38 Rose-An-Grouse – Nut Lane (Lelant)					
Number of respondents	147	130	12	4	1
Yes	32.00%	30.80%	50.00%	-	100.00%
No	68.00%	69.20%	50.00%	100.00%	-

Q31 - What other sites, not identified, are suitable?

Suitable Sites	Number of respondents
H29: Mellanear Road – A30 (South)	2
H19: Trevassack Hill	1
H1: Hayle Harbour	19
H39: Griggs Hill (North) (Lelant)	1
H6: Hawkins Motors (Hayle Terrace)	3
H8: Atlantic Motors (Commercial Road / Fore Street)	2
H11: Riviere Farm	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	4
H10: Clifton Terrace – Churchtown Road)	2
H12: Lethlean Lane	1
H22: Strawberry Lane (East)	1
H7: Central Garage (Hayle Terrace)	1
H9: Daniel's Supermarket (Market Square, Copperhouse)	1
Towans (incl. Phillack Towns [2] + Upton Towns [1])	9
Gwithian	1
Near existing outdoor swimming pool	1
H16: High Lanes	1
H15: Bar View Lane	1
H14: Penpol Road	1
H28: Mellanear Road – A30 (North)	1
Site close to sea	3
None / not required	5

Q32 – From the list of sites being considered as the location for the Hayle Activity Centre, which are suitable?



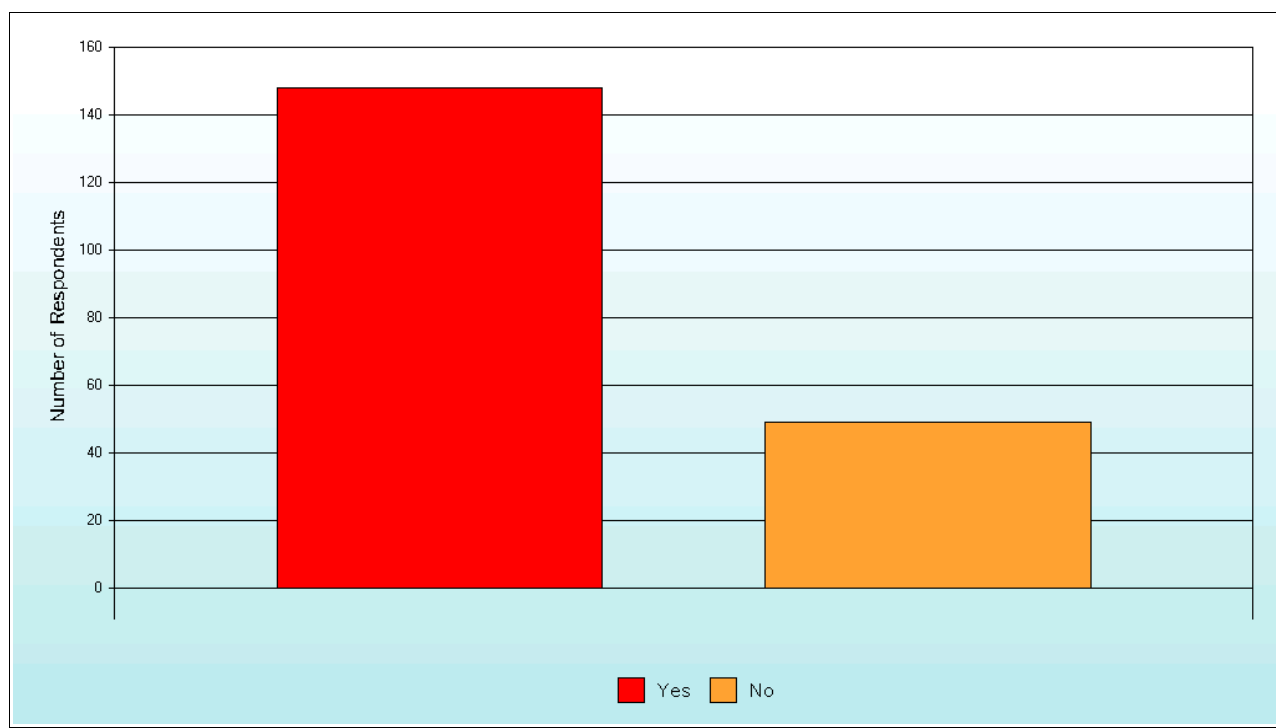
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H14 Penpol Road					
Number of respondents	170	152	13	3	2
Yes	60.00%	61.20%	38.50%	66.70%	100.00%
No	40.00%	38.80%	61.50%	33.30%	-
H16 High Lanes					
Number of respondents	177	159	13	3	2
Yes	63.80%	64.20%	53.80%	100.00%	50.00%
No	36.20%	35.80%	46.20%	-	50.00%

Q33 – What other sites, not identified, are suitable?

Suitable Sites	Number of respondents
H38: Rose-An-Grouse – Nut Lane (Lelant)	1
H24: Water Lane – Chenhalls Road – Plantation Lane	3
H35: Midway Service Station (The Causeway)	2
H25: Water Lane (West)	3
H26: Water Lane (East)	3
H27: Water Lane – Mellanear Road	3
H28: Mellanear Road – A30 (North)	3
H29: Mellanear Road – A30 (South)	4
H18: High Lanes (South) – Strawberry Lane	2
H17: High Lanes (North) – Humphry Davy Lane	3

H32: Marsh Lane (South) (Rugby Ground / Playing Field)	1
H22: Strawberry Lane (East)	2
H23: Strawberry Lane (West)	1
Adjacent to Wilson's Pool	2
H30: Loggans Moor	4
H31: Marsh Lane (North)	3
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	1
H40: Griggs Hill (South) (Lelant)	1
H11: Riviere Farm	3
H1: Hayle Harbour	4
H20: Viaduct Hill (North) – Trevassack Hill	2
H21: Viaduct Hill (South)	1
H2: Foundry	1
H19: Trevassack Hill	1
Near local schools	1
Hayle Community School	1
Near to swimming pool	1
Phillack Towans	1

Q34 – Do you support relocation of the existing rugby ground and facilities as proposed?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	197	181	11	2	3
Yes	74.60%	76.20%	54.50%	50.00%	66.70%
No	25.40%	23.80%	45.50%	50.00%	33.30%

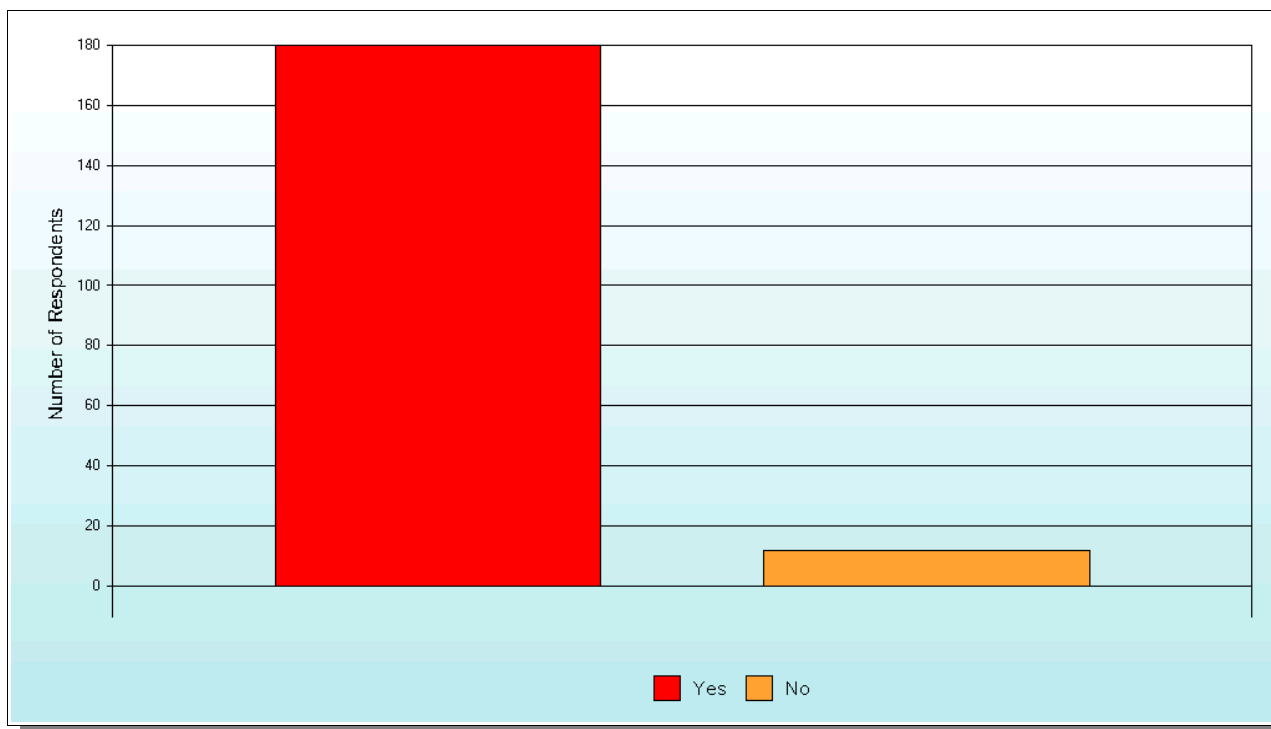
Q35 – What other sites are suitable?

Site	No. of respondents	Site	No. of respondents
H11 – Riviere Farm	1	H24 – Water Lane	1
H12 – Lethlean Lane	1	H25 – Water Lane (W)	1
H14 – Penpol Road	2	H26 – Water Lane (E)	1
H16 – High Lanes	1	H27 – Water Lane–Mellaneer Rd	1
H17 – High Lanes (N)	2	H28 – Mellaneer Rd - A30 (N)	1
H18 – High Lanes (S)	13	H29 – Mellaneer Rd - A30 (S)	2
H19 – Trevassack Hill	4	H30 – Loggans Moor	6
H20 – Viaduct Hill (N)	2	H31 – Marsh Lane (N)	5
H21 – Viaduct Hill (S)	3	H36 – Adj St Erth Ind Est	3

Others:

Netherleigh Farm	1
Opposite St Ives caravan park area	1
Mud pool? Next to recreation ground.	1
Centralise rugby/cricket/football facilities into one area	2

Q36 – Do you support retention and protection of the existing Hayle Football Club at its current site?

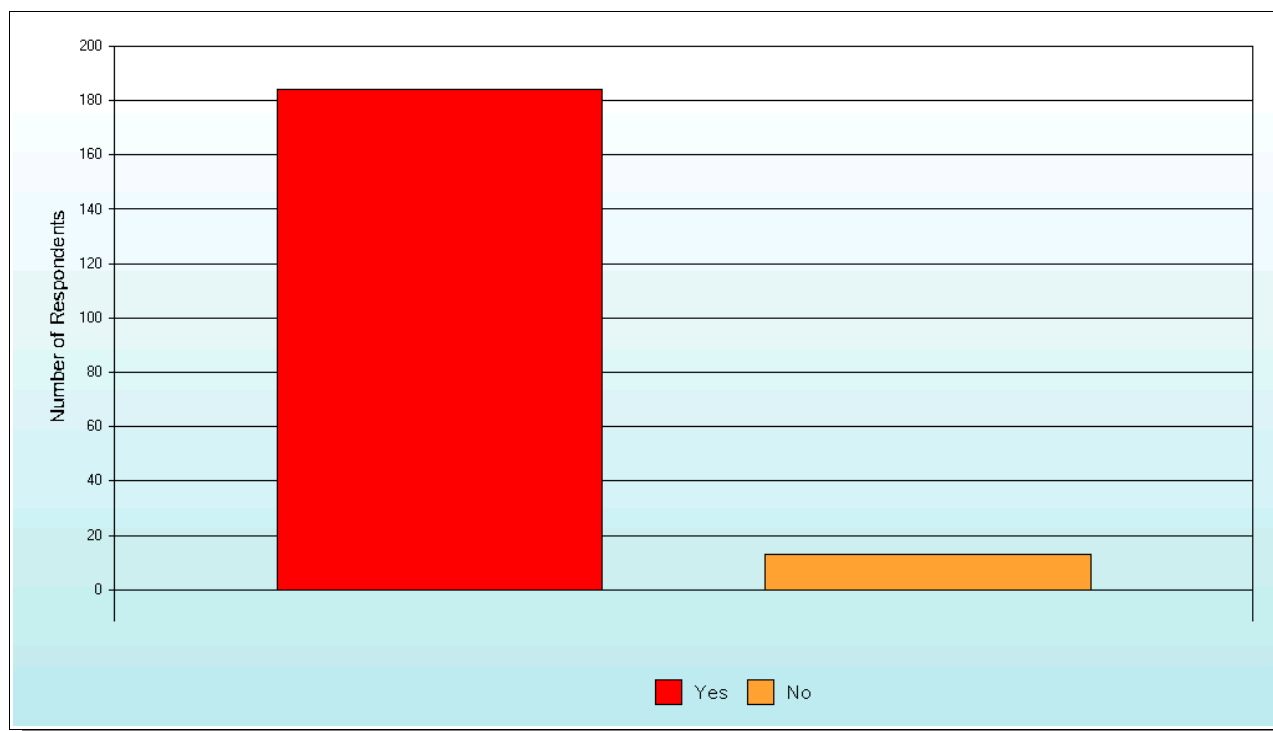


	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	194	179	11	2	2
Yes	92.80%	93.30%	81.80%	100.00%	100.00%
No	7.20%	6.70%	18.20%	-	-

Q37 – What alternative sites are suitable?

Site	Number of respondents
H11 – Riviere Towan	2
H14 – Penpol Road	1
H28 – Mellanear Road – A30 (North)	1
H30 – Loggans Moor	3
H31 – Marsh Lane (North)	3
H36 – Adj. St Erth Industrial Estate	3

Q38 – Do you support retention and protection of the existing Hayle Cricket Club at its current site?



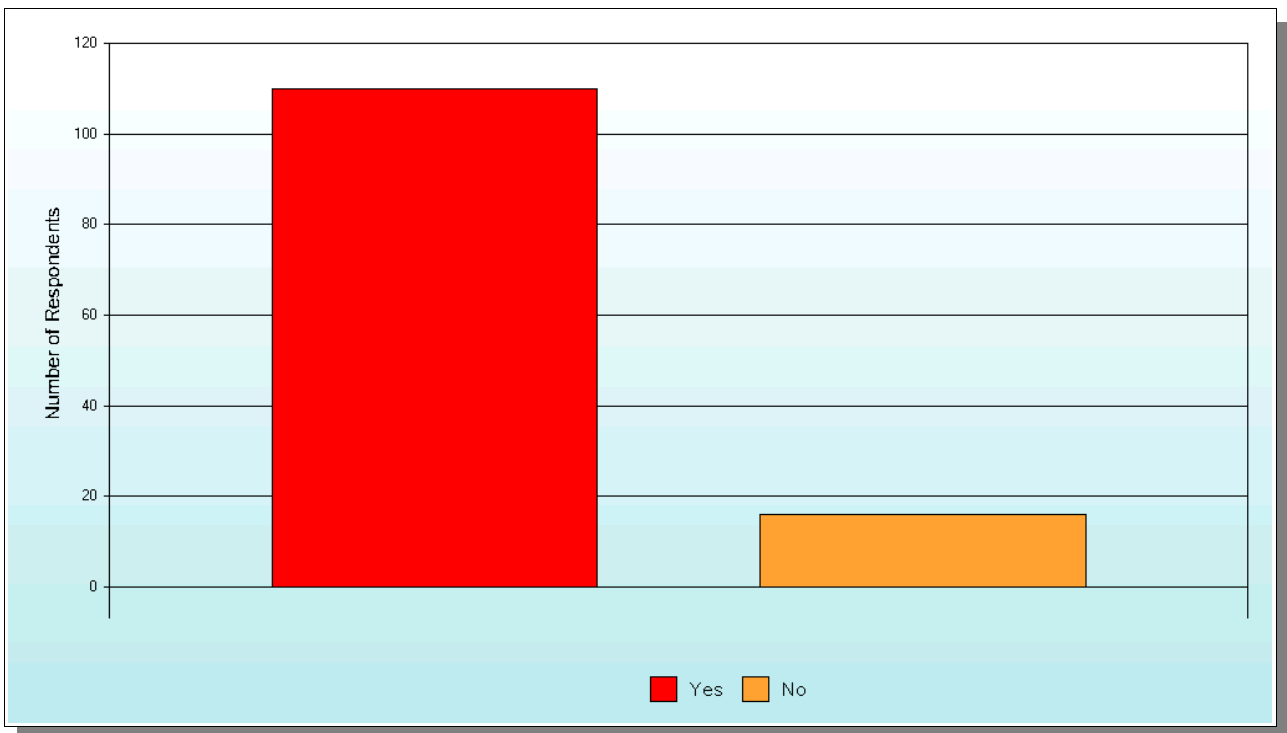
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	198	184	10	2	2
Yes	92.40%	92.90%	80.00%	100.00%	100.00%
No	7.60%	7.10%	20.00%	-	-

Q39 – What alternative sites are suitable?	
Site	Number of respondents
H11 – Riviere Farm	1
H18 – High Lane (South)	1
H21 – Viaduct Hill (South)	1
H22 & 23 – Strawberry Lane (E & W)	3
H27 – Water Lane – Mellanear Road	1
Wilson's Pool	2
Recreation Ground	2

Q40 – Apart from the projects and proposals identified at Section 7.2.9, what other matters related to the needs of young people in Hayle need to be addressed?

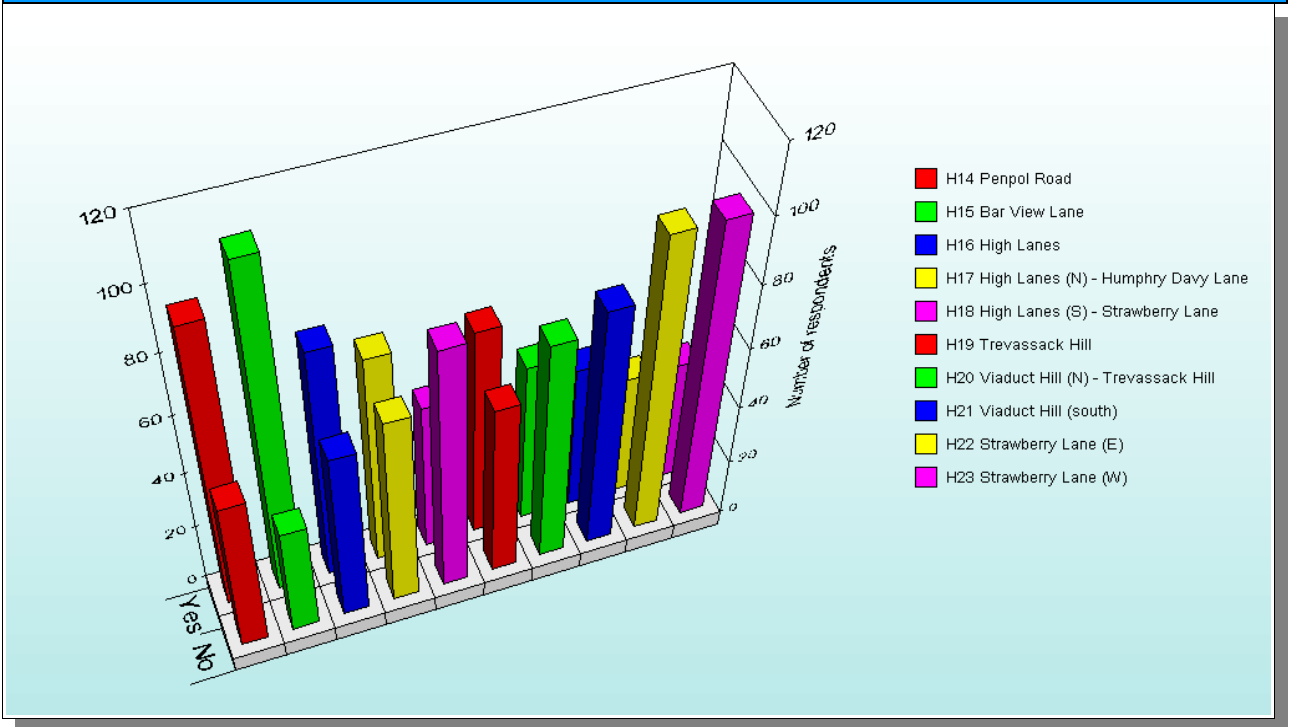
Other Matters / Needs	Number of respondents
BMX track	1
Sport and leisure centre / facilities	16
Bowling alley	3
Indoor meeting places	10
Employment / Connexions centre	1
Children's play areas (incl. Foundry end [1] + Trelissick Fields – Ash Drive – Albertus Gardens – Gwel Trecrom – Water Lane area [10] + covered facility [1])	15
Youth centre / clubs	22
Pride in town to reduce vandalism	1
Free sports tuition	1
Cinema	17
Indoor swimming pool	4
Post 16 education	1
Skills centre	5
Youth facilities (incl. internet cafe [1])	11
Boxing club	1
Safe walk / ride routes to school	1
Performing arts centre	1
Park	1
Sports playing fields	1
Community centre	4
College	1
Problem of under-age drinking at night	1
Drop in centre for health / welfare	2
Night club / disco	5
Music venue (for local bands – not in a pub)	1
Creative arts / activities	1
Open space with seating / shelters / lighting	2
Shops	1
Choice of secondary schools (no competition to help solve bullying problem)	1
Youth hostel	1
Improved watersports (Copperhouse Reach)	1
Employment opportunities	2
Girls activities (incl. skateboard time [1])	2
Pool hall	1

Q41 – Is the identified broad growth area suitable for the provision of Extra Care Housing?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	124	114	7	1	2
Yes	87.10%	87.70%	71.40%	100.00%	100.00%
No	12.90%	12.30%	28.60%	-	-

Q42–From the list of included sites, which are particularly suitable for Extra Care Housing?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H14 Penpol Road					
Number of respondents	148	136	9	1	2
Yes	65.50%	64.00%	77.80%	100.00%	100.00%
No	34.50%	36.00%	22.20%	-	-
H15 Bar View Lane					
Number of respondents	147	135	9	1	2
Yes	74.10%	74.80%	66.70%	-	100.00%
No	25.90%	25.20%	33.30%	100.00%	-
H16 High Lanes					
Number of respondents	138	127	9	1	1
Yes	55.80%	58.30%	22.20%	-	100.00%
No	44.20%	41.70%	77.80%	100.00%	-
H17 High Lanes (N) - Humphry Davy Lane					
Number of respondents	138	127	9	1	1
Yes	52.20%	51.20%	66.70%	-	100.00%
No	47.80%	48.80%	33.30%	100.00%	-
H18 High Lanes (S) - Strawberry Lane					
Number of respondents	135	124	9	1	1
Yes	36.30%	37.90%	11.10%	-	100.00%
No	63.70%	62.10%	88.90%	100.00%	-
H19 Trevassack Hill					
Number of respondents	131	120	9	1	1
Yes	53.40%	54.20%	44.40%	-	100.00%
No	46.60%	45.80%	55.60%	100.00%	-
H20 Viaduct Hill (N) - Trevassack Hill					
Number of respondents	131	120	9	1	1
Yes	40.50%	40.80%	33.30%	-	100.00%
No	59.50%	59.20%	66.70%	100.00%	-
H21 Viaduct Hill (South)					
Number of respondents	131	120	9	1	1
Yes	35.90%	37.50%	11.10%	-	100.00%
No	64.10%	62.50%	88.90%	100.00%	-
H22 Strawberry Lane (E)					
Number of respondents	141	130	9	1	1
Yes	27.70%	28.50%	11.10%	-	100.00%
No	72.30%	71.50%	88.90%	100.00%	-
H23 Strawberry Lane (W)					
Number of respondents	141	130	9	1	1
Yes	27.70%	28.50%	11.10%	-	100.00%
No	72.30%	71.50%	88.90%	100.00%	-

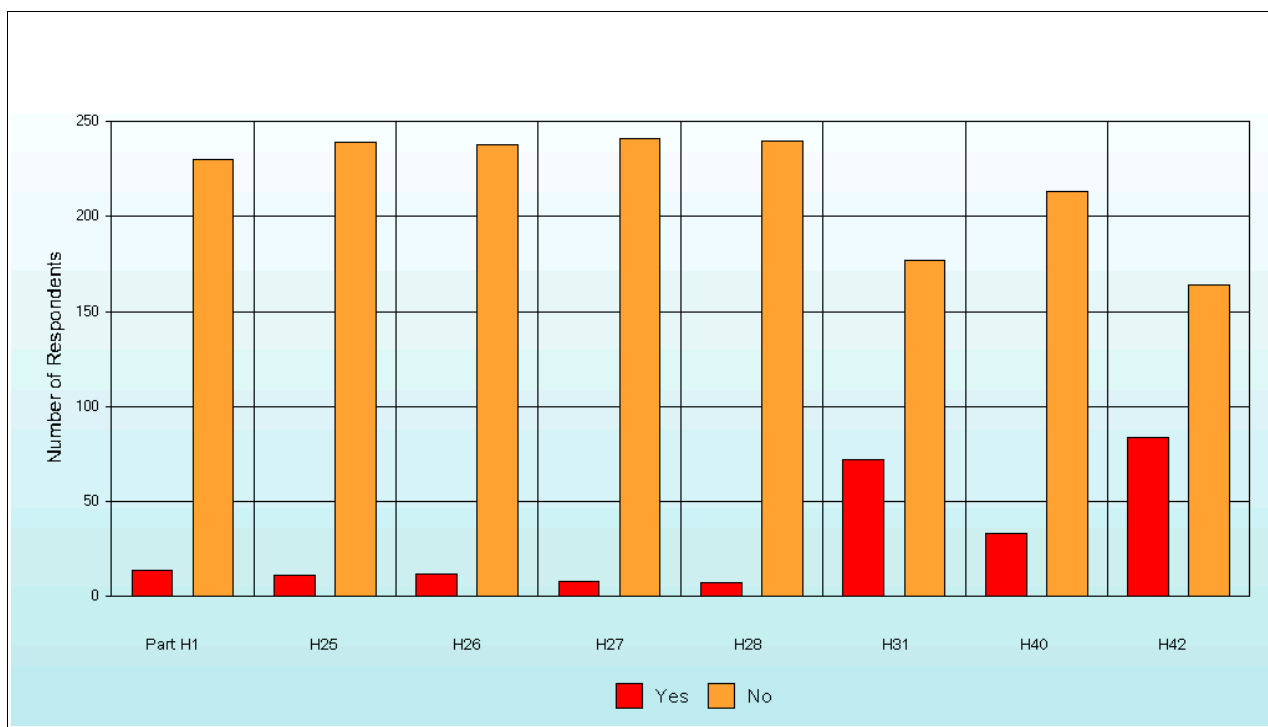
Q43 – What other sites, not identified, are suitable?

Suitable sites	Number of respondents
H1: Hayle Harbour	1
H2: Foundry	1
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	13
H4: R & J Supplies (Copper Terrace)	16
H5: Loggans Mill (Loggans)	3
H6: Hawkins Motors (Hayle Terrace)	8
H7: Central Garage (Hayle Terrace)	5
H8: Atlantic Motors (Commercial Road / Fore Street)	5
H9: Daniel's Supermarket (Market Square, Copperhouse)	6
H12: Lethlean Lane	1
H14: Penpol Road	1
H15: Bar View Lane	2
H24: Water Lane – Chenhalls Road – Plantation Lane	4
H25: Water Lane (West)	2
H26: Water Lane (East)	2
H27: Water Lane – Mellanear Road	1
H28: Mellanear Road – A30 (North)	5
H30: Loggans Moor	2
H39: Griggs Hill (North) (Lelant)	1
H40: Griggs Hill (South) (Lelant)	1
Old SWEB building (Copperhouse)	1
Manderley (Love Lane)	1
Water Lane	1
Copperhouse	1
Foundry	1
Penpol	1
On the level, near town centre / facilities	27

Q44 – Apart from the proposals and projects identified in Sec 7.2.9, what other matters related to the needs of older people in Hayle need to be addressed?

Other Matters	Number of respondents
Improved availability / frequency /accessibility / affordability of public transport	24
Provision of suitable accommodation (ground floor, wheelchair friendly, close to facilities and services)	3
Provision of sheltered / warden controlled accommodation (incl. McCarthy & Stone development of Site H3 / H4)	5
Help for elderly and infirm (home help, meal-on-wheels, financial advice, respite care)	3
Increased police patrols	3
Meeting place for younger, active 'older people'	1
Improved / additional hospital facilities	5
Improved / accessible healthcare facilities (healthcentre, doctors, dentists)	12
Development of housing closer to facilities, services and public transport	4
Improved accessibility to facilities and services	6
Allotments	1
Adult learning / retirement / cultural activities	3
Additional meeting places (social / dance halls)	2
Improved / additional day care centre / facilities	14
Additional parks / recreation areas	3
Inclusion with community	1
Additional seating / toilets	3
Indoor bowling centre	1
Improved library facilities (incl. mobile [2])	3
Luncheon clubs	1
Organised outings / activities (Age Concern)	4
Community / activity centre (theatre)	7
Free / easier car parking for OAPs	4
Cinema	2
Quiet life (no development)	2
Improved personal safety / security (incl. increased police patrols [3])	4
Retention of Post Office	1
Help with living costs	1
Cremation and cemetery facilities	1
Pedestrian safety (no parking on pavement, need for crossing at Foundry Square)	2
Shopping	1

Q45 – From the list of sites being considered for Gypsy and Traveller accommodation, which are suitable?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Part H1 Carnsew Road - Foundry Lane					
Number of respondents	232	216	12	3	1
Yes	5.60%	6.00%	-	-	-
No	94.40%	94.00%	100.00%	100.00%	100.00%
H25 Water Lane (West)					
Number of respondents	238	223	12	3	-
Yes	4.60%	4.50%	8.30%	-	-
No	95.40%	95.50%	91.70%	100.00%	-
H26 Water Lane (East)					
Number of respondents	238	223	12	3	-
Yes	5.00%	4.90%	8.30%	-	-
No	95.00%	95.10%	91.70%	100.00%	-
H27 Water Lane – Mellanear Road					
Number of respondents	237	222	12	3	-
Yes	3.40%	3.60%	-	-	-
No	96.60%	96.40%	100.00%	100.00%	-
H28 Mellanear Road – A30 (North)					
Number of respondents	235	219	12	3	1
Yes	3.00%	2.70%	8.30%	-	-
No	97.00%	97.30%	91.70%	100.00%	100.00%
H31 Marsh Lane (North)					
Number of respondents	237	222	12	3	-
Yes	28.70%	29.70%	16.70%	-	-
No	71.30%	70.30%	83.30%	100.00%	-
H40 Griggs Hill (South) (Lelant)					
Number of respondents	234	218	12	4	-
Yes	12.40%	12.80%	8.30%	-	-
No	87.60%	87.20%	91.70%	100.00%	-
H42 Station Approach (West) (St Erth)					
Number of respondents	236	221	12	3	-
Yes	34.70%	36.20%	16.70%	-	-
No	65.30%	63.80%	83.30%	100.00%	-

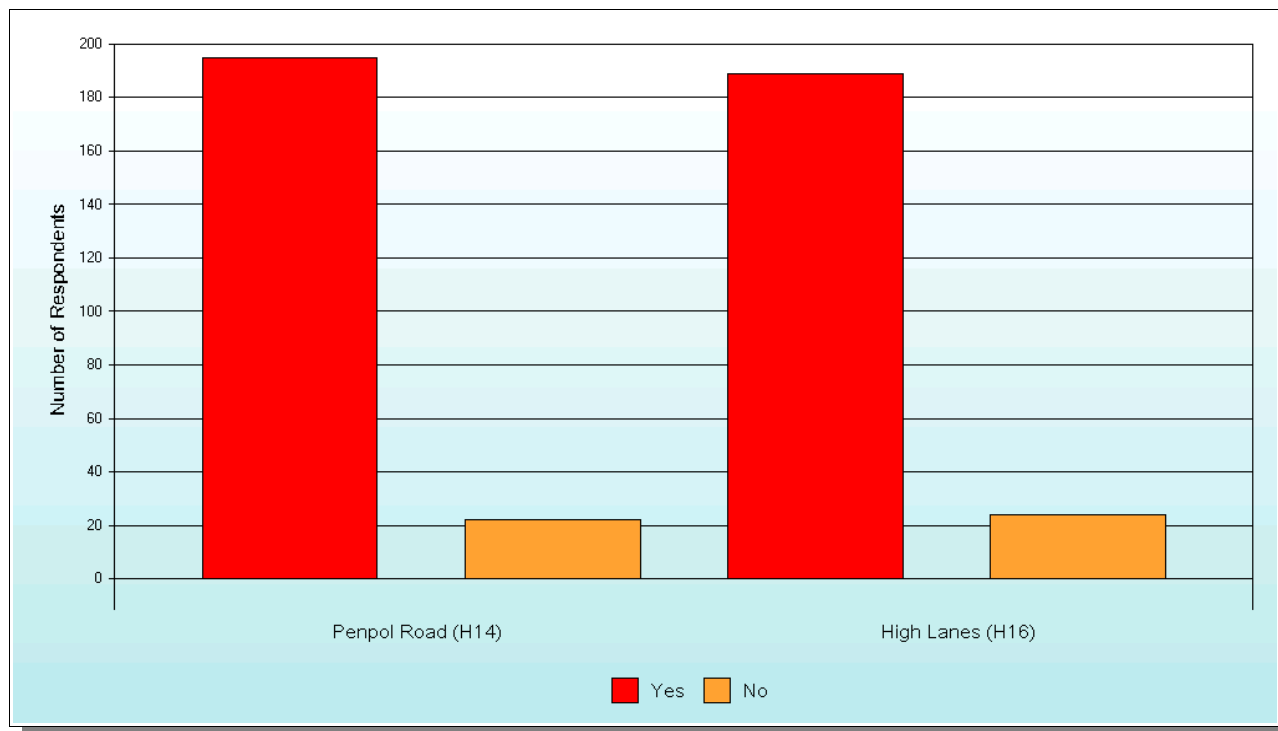
Q46 – What other sites, not identified, are suitable?

Site	Number of respondents	Site	Number of respondents
H2 – Foundry	1	H30 – Loggans Moor	6
H3 – Perfex Works	1	H31 – Marsh Lane (N)	5
H4 – R & J Supplies	1	H32 – Marsh Lane (S) (Rugby Ground)	1
H11 – Riviere Farm	1	H33 – Marsh Lane (S)	3
H12 – Lethlean Lane	1	H34 – Grist Lane (Angarrack)	1
H16 – High Lanes	1	H35 – Midway Service Station (Causeway)	2
H17 – High Lanes (N) – Humphry Davy Lane	2	H36 – Adj. St Erth Ind Est	4
H20 – Viaduct Hill (N) – Trevassack Hill	1	H37 – Adj St Erth Sewage Works	15
H21 – Viaduct Hill (S)	6	H38 – Rose-an-Grouse – Nut Lane	1
H22 – Strawberry Lane (E)	7	H39 – Griggs Hill (N)	3
H23 – Strawberry Lane (W)	5	H40 – Griggs Hill (S)	2
H29 – Mellanear Road – A30 (S)	1	H41 – Station Approach (E)	15

Others suggested sites:

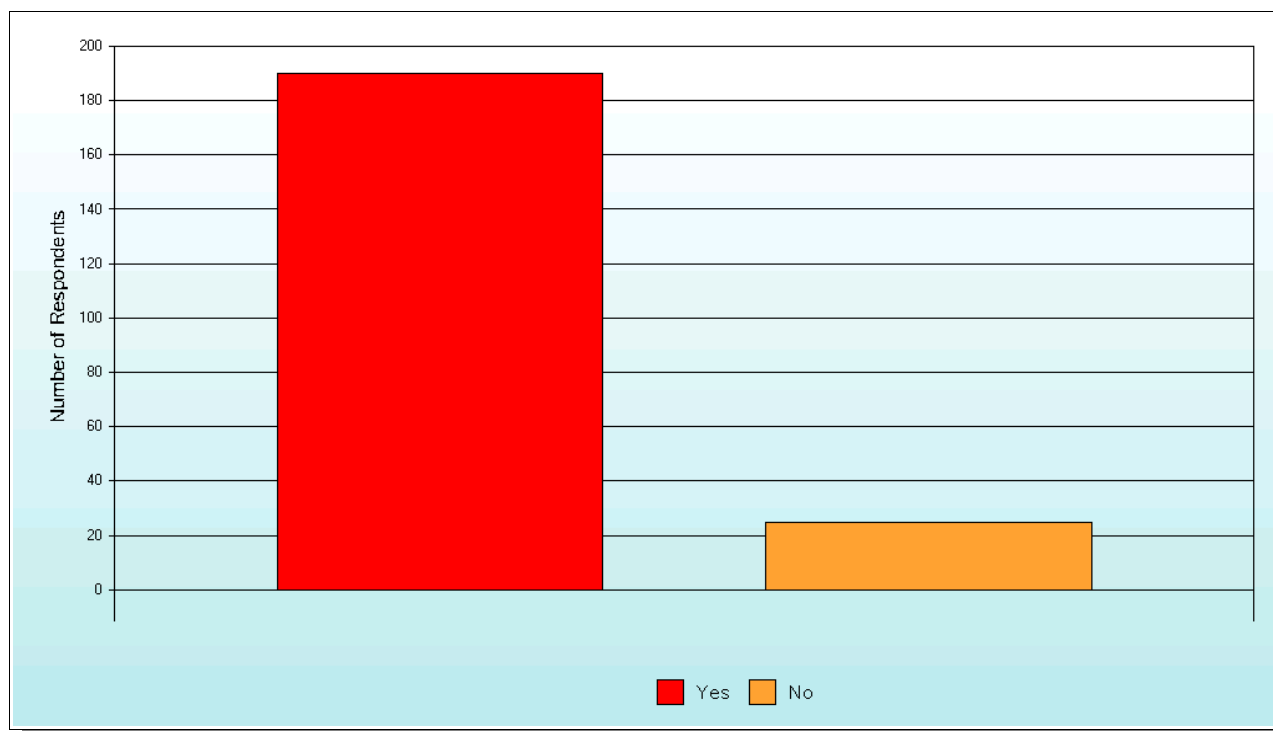
Jeepers	1
Rospeath Lane, Crowlas	2
Calloose Lane, Leedstown	1
Treeve Lane, Connor Downs	1
Rosudgeon/ St Hilary	1
St Clare/ County Hall	2
Gwithian	2
Edge of Leedstown/ ex mining areas	2
Open space west of Penzance	1
Penzance	1
Phillack	1

Q47 – Should part of the land adjacent to Penpol School (Site H14 – Penpol Road) and opposite Hayle Community School (Site H16 – High Lanes) be reserved for educational use?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H14 Penpol Road					
Number of respondents	215	198	12	4	1
Yes	90.20%	89.90%	91.70%	100.00%	100.00%
No	9.80%	10.10%	8.30%	-	-
H16 High Lanes					
Number of respondents	213	196	12	4	1
Yes	88.30%	88.30%	83.30%	100.00%	100.00%
No	11.70%	11.70%	16.70%	-	-

Q48 – Is the R & J Supplies (Copper Terrace) site (Site H4) suitable for the provision of a centrally located health centre and police station?



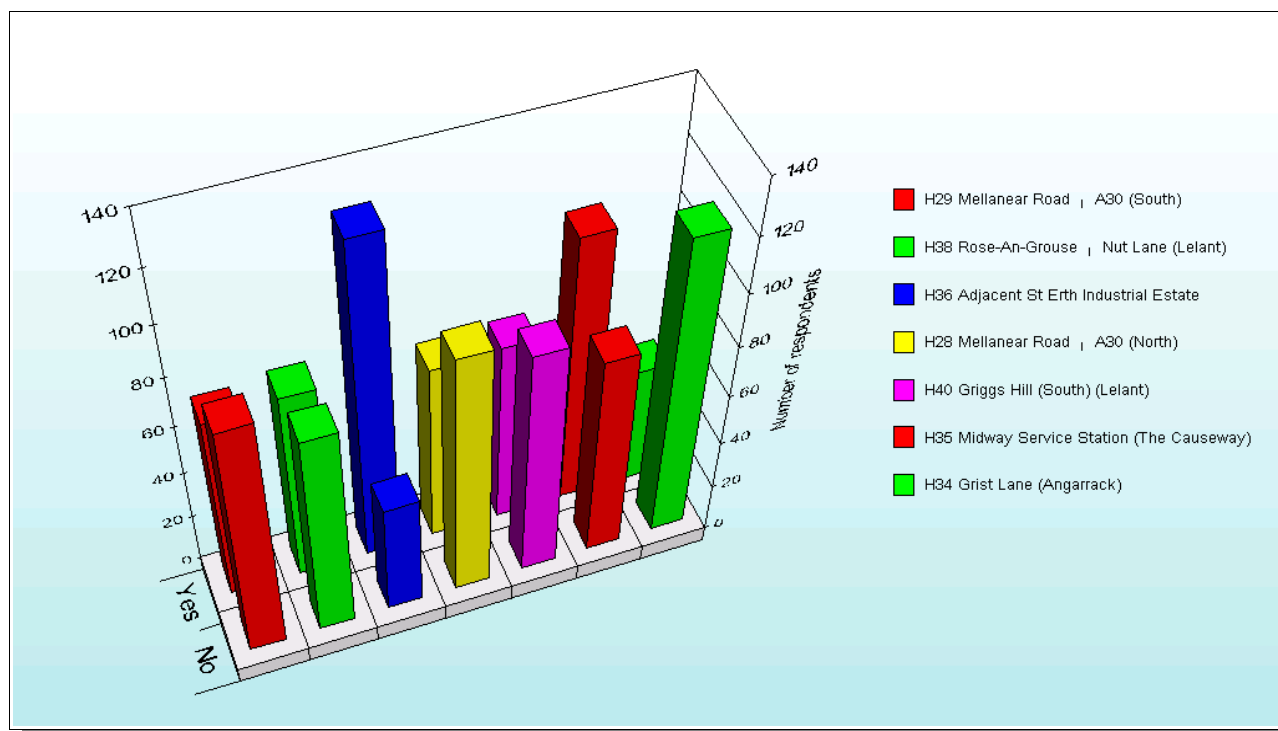
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	215	198	12	4	1
Yes	87.90%	88.90%	75.00%	75.00%	100.00%
No	12.10%	11.10%	25.00%	25.00%	-

Q49 – What other sites, not identified, are suitable?

Suitable Sites	Number of respondents
H1: Hayle Harbour	5
H2: Foundry	6
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	1
H6: Hawkins Motors (Hayle Terrace)	5
H7: Central Garage (Hayle Terrace)	3
H8: Atlantic Motors (Commercial Road / Fore Street)	4
H9: Daniels Supermarket (Market Square, Copperhouse)	4
H10: Clifton Terrace – Churchtown Road	1
H11: Riviere Farm	1
H14: Penpol Road	4
H17: High Lanes (North) – Humphry Davy Lane	2
H19: Trevassack Hill	1

H24: Water Lane – Chenhalls Road – Plantation Lane	2
H25: Water Lane (West)	5
H26: Water Lane (East)	2
H27: Water Lane – Mellanear Road	2
H28: Mellanear Road – A30 (North)	4
H29: Mellanear Road – A30 (South)	1
H35: Midway Service Station (The Causeway)	3
H36: Adjacent St Erth Industrial Estate	1
Carew House (Queensway)	1
Old Pratts Market (Sea Lane)	1
Land adjacent Jewson's builders merchants	1
Commercial Road Car Park	2
Near A30 Truck Road (Loggans / St Erth)	2
Further away from existing Bodriggy Health Centre	2
Integrated with Extra Care Housing	1
Existing police station site	1
Existing health centre site	1
Current facilities satisfactory	6

Q50 – From the list of sites being considered as the operational base for fire brigade, ambulance and coastguard services, which are suitable?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H29 Mellanear Road – A30 (South)					
Number of respondents	171	154	12	3	2
Yes	43.30%	42.20%	33.30%	100.00%	100.00%
No	56.70%	57.80%	66.70%	-	-
H38 Rose-An-Grouse – Nut Lane (Lelant)					
Number of respondents	162	146	12	3	1
Yes	47.50%	47.30%	50.00%	33.30%	100.00%
No	52.50%	52.70%	50.00%	66.70%	-
H36 Adjacent St Erth Industrial Estate					
Number of respondents	174	158	12	3	1
Yes	73.00%	72.80%	83.30%	33.30%	100.00%
No	27.00%	27.20%	16.70%	66.70%	-
H28 Mellanear Road – A30 (North)					
Number of respondents	171	155	12	3	1
Yes	40.90%	39.40%	41.70%	100.00%	100.00%
No	59.10%	60.60%	58.30%	-	-
H40 Griggs Hill (South) (Lelant)					
Number of respondents	166	150	12	3	1
Yes	43.40%	43.30%	41.70%	33.30%	100.00%
No	56.60%	56.70%	58.30%	66.70%	-
H35 Midway Service Station					
Number of respondents	190	174	12	3	1
Yes	55.80%	58.60%	25.00%	-	100.00%
No	44.20%	41.40%	75.00%	100.00%	-
H34 Grist Lane (Angarrack)					
Number of respondents	168	152	12	3	1
Yes	28.60%	28.90%	25.00%	-	100.00%
No	71.40%	71.10%	75.00%	100.00%	-

Q51 – What other sites, not identified, are suitable?

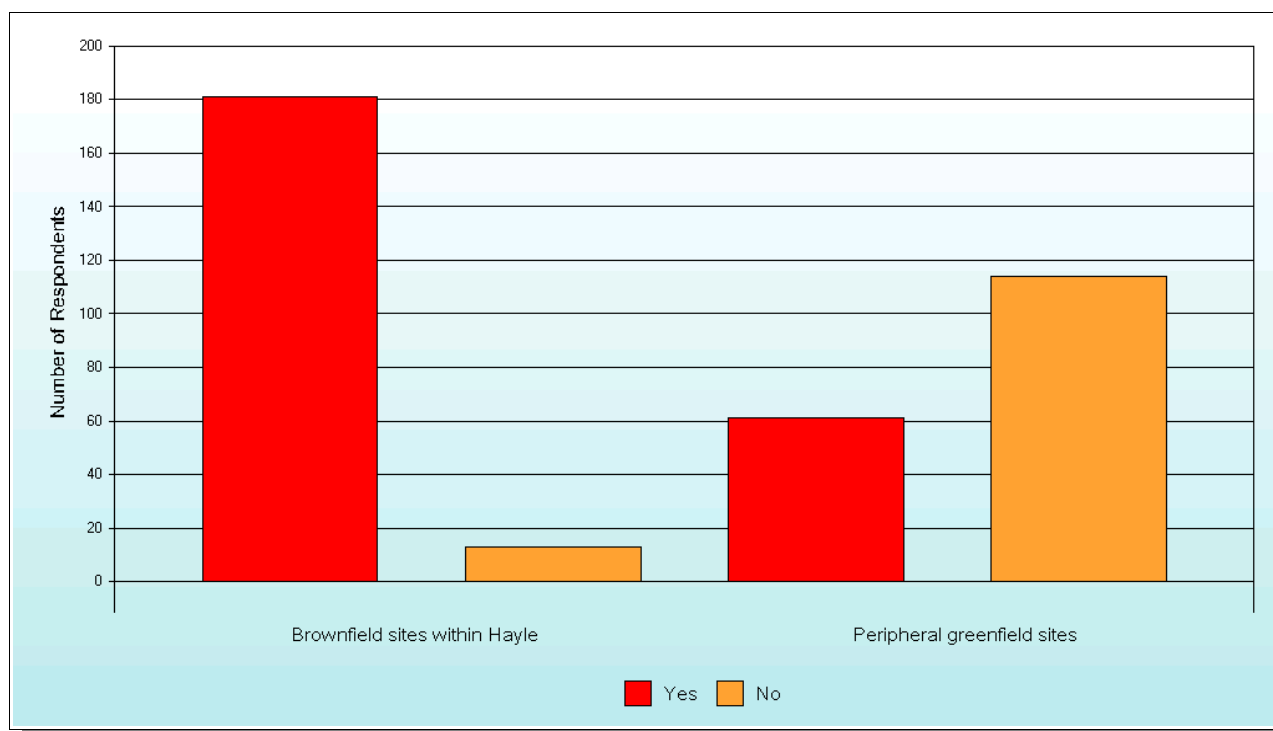
Suitable Sites	Number of respondents
H28: Mellanear Road – A30 (North)	2
H29: Mellanear Road – A30 (South)	5
Jeepers Go-Karting site (Chenhalls Road, St Erth)	1
H1: Hayle Harbour	1
H24: Water Road – Chenhalls Road – Plantation Lane	2
H17: High Lanes (North) – Humphry Davy Lane	2
H30: Loggans Moor	15
H36: Adjacent St Erth Industrial Estate	2
H38: Rose-An-Grouse – Nut Lane (Lelant)	3
H8: Atlantic Motors (Commercial Road / Fore Street)	1
H4: R & J Supplies (Copper Terrace)	7
H9: Daniel's Supermarket (Market Square, Copperhouse)	1
H1: Hayle Harbour	2
H32: Marsh Lane (South) (Rugby Club / Playing Field)	1
Tolroy Motors site (Mellanear Road)	1
H21: Viaduct Hill (South)	1
Sites west of Hayle (to help support Lelant, Carbis Bay, St Erth and Canonstown)	1
H31: Marsh Lane (North)	4
H41: Station Approach (East) (St Erth)	1
H42: Station Approach (West) (St Erth)	1
Areas around St Erth roundabout	1
H40: Griggs Hill (South) (Lelant)	2
H34: Grist Lane (Angarrack)	1
Central location	1

Q52 – Given the planned level of growth at Hayle, what additional facilities, not identified, are required?

Additional Facilities	Number of respondents
Airport	1
Heliport	1
Children's play areas (incl. Water Lane area [4] + centre)	13
Recreational facilities	2
Youth facilities	3
Improved transport system	1
Healthcare centre / facilities	5
Emergency service provision / cover (incl. Tolroy [2])	4
Additional junction on/off A30 (Tolroy)	5
Weekly market (Foundry Square)	2
Farmers market (Foundry Square)	1
Community events (Market Square)	1
A30 junction improvements (Loggans / St Erth)	1
A30 dual carriageway	1
Accident & Emergency facility (St Michael's Hospital)	5
Support Accident & Emergency facility (Penzance)	1
New hospital (Tolroy)	2
Road improvements / traffic calming	8
Sports and leisure facilities	3
Cinema	9
Bowling facility (incl. 10-pin [1])	3
Pre-school nursery / play groups	3
Extended/additional schools (primary / secondary)	12
Performing arts college	1
Museum	2
Community centre	3
Additional day care centre	2
Additional facilities and services	1
Flood defences	1
Shop (Mellaneer Road)	1
Sculpture garden	1
Water / sewage infrastructure	2
Police station	1
New town centre	1
Cycle lanes / routes	3
Ambulance station	1
Public toilets	2

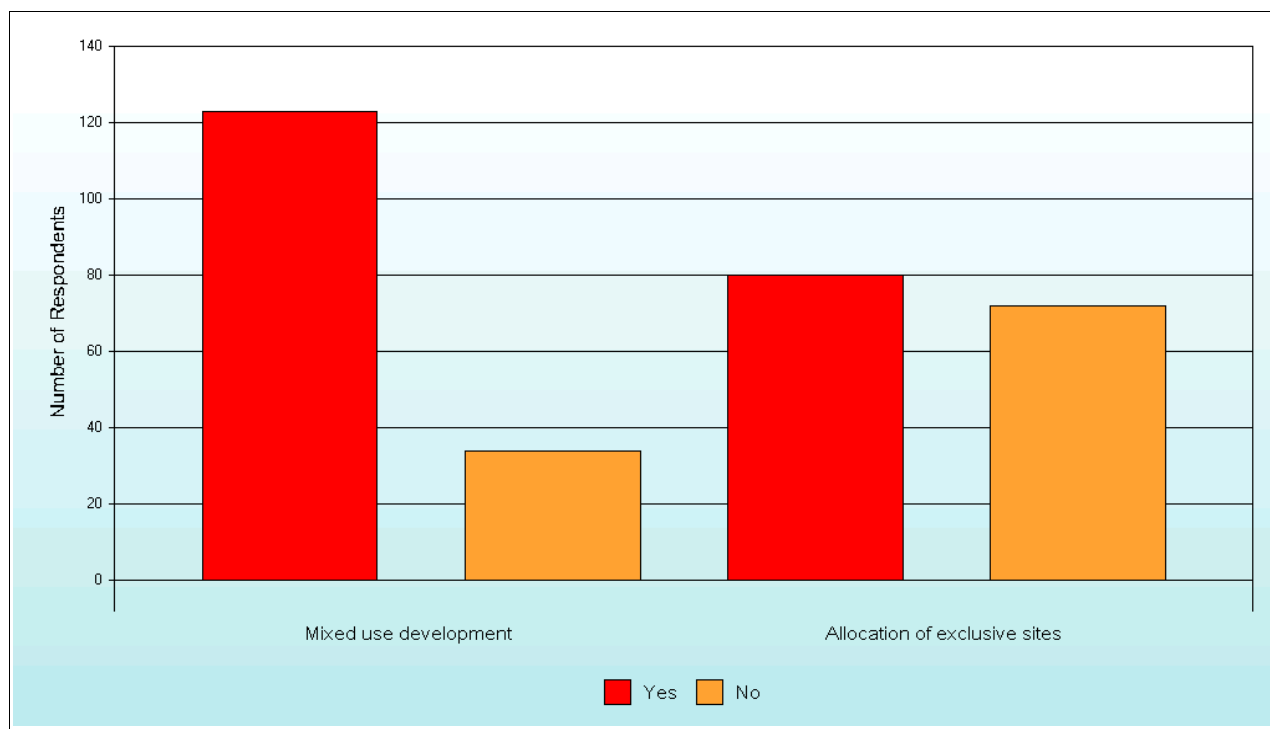
NHS dental service	3
Putting green	1
Railway station improvements (extended platforms)	2
Theatre / concert hall	6
Employment	2
High street shops	1
Nightclub	1
Parks	2
Cycling (BMX) terrain park	1
Employment centre	1
Tourist Information Centre	1
Internet cafe	1
Waste disposal / recycling centre	2
Allotments	1
Community composting	1
Cemetery	1
Art gallery	1
Circulating bus service	1
Green infrastructure	1
Rerouted Bridleway no.9 (Millpond – Joppa – St Georges Road)	1
Light railway (station to harbour)	1
Integration of local shops with housing development	1
Sheltered housing	1
Facilities for older people	1
Fire Station	1
Car parking	1
Ice rink	1
Picnic areas and seating	1

Q53 – Should live/ work space be provided through the development of brownfield sites within Hayle, peripheral greenfield sites, or both?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Brownfield Sites					
Number of respondents	196	177	12	4	3
Yes	93.40%	92.70%	100.00%	100.00%	100.00%
No	6.60%	7.30%	-	-	-
Peripheral Greenfield Sites					
Number of respondents	178	160	12	4	2
Yes	34.80%	34.40%	33.30%	25.00%	100.00%
No	65.20%	65.60%	66.70%	75.00%	-

Q54 – Should Live/ work space be required as part of the mixed use development of sites, through the allocation of exclusive sites, or both?



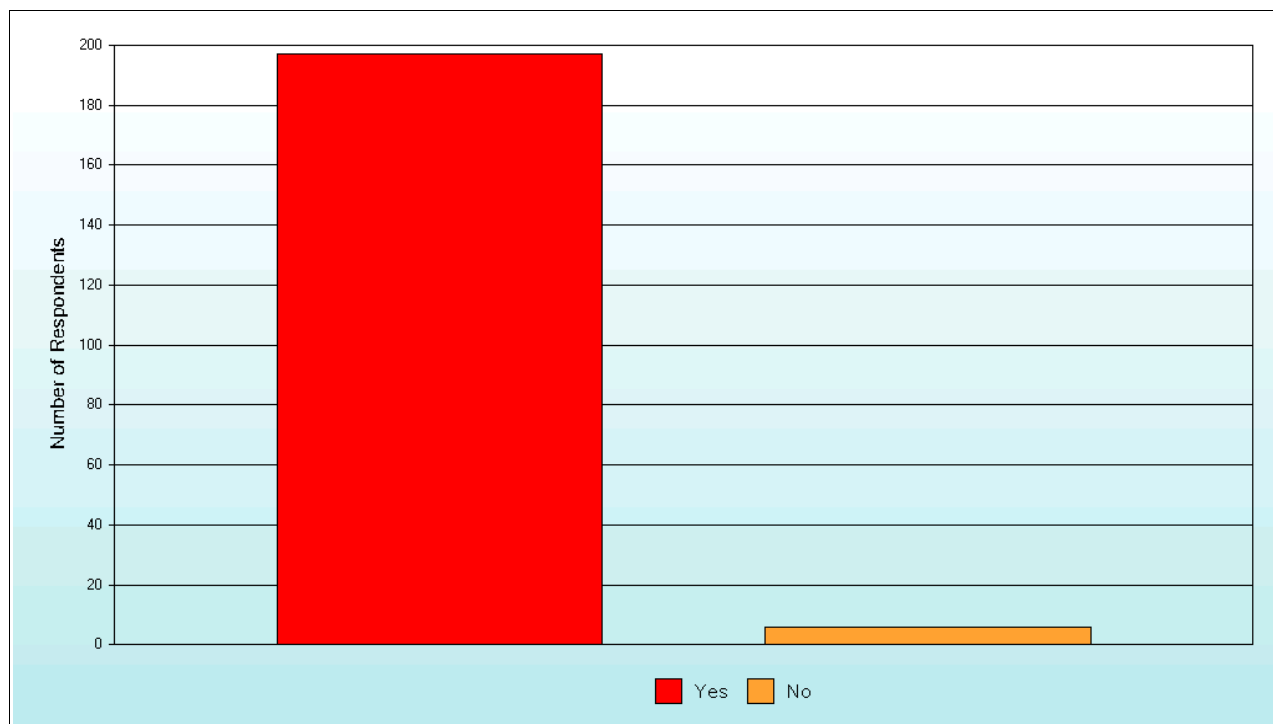
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Mixed Use					
Number of respondents	160	142	12	4	2
Yes	78.80%	78.90%	75.00%	100.00%	50.00%
No	21.30%	21.10%	25.00%	-	50.00%
Exclusive sites					
Number of respondents	154	135	12	4	3
Yes	51.30%	54.10%	33.30%	-	66.70%
No	48.70%	45.90%	66.70%	100.00%	33.30%

Q55 – What sites are suitable for development of Live/Work space?

Suitable Sites	Number of respondents
H30: Loggans Moor	3
H34: Grist Lane (Angarrack)	4
H1: Hayle Harbour	16
H15: Bar View Lane	1
H16: High Lanes	2
H4: R & J Supplies (Copper Terrace)	12
H8: Atlantic Motors (Commercial Road / Fore Street)	6
H9: Daniel's Supermarket (Market Square, Copperhouse)	13

H5: Loggans Mill	7
H6: Hawkins Motors (Hayle Terrace)	7
H21: Viaduct Hill (South)	3
H22: Strawberry Lane (East)	4
H23: Strawberry Lane (West)	4
H28: Mellanear Road – A30 (North)	4
H13: Treveglos	4
H7: Central Garage (Hayle Terrace)	6
H2: Foundry	6
H25: Water Lane (West)	3
H26: Water Lane (East)	3
H31: Marsh Lane (North)	3
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	12
H20: Viaduct Hill (North) – Trevassack Hill	3
H24: Water Lane – Chenhalls Road – Plantation Lane	3
H10: Clifton Terrace – Churchtown Road	4
H11: Riviere Farm	1
Loggans area	1
H17: High Lanes (North) – Humphry Davy Lane	3
H36: Adjacent St Erth Industrial Estate	3
H37: Adjacent St Erth Sewage Works	3
H33: Marsh Lane (South)	4
H12: Lethlean Lane	1
H32: Marsh Lane (South) (Rugby Club / Playing Field)	2
Upton Towans	1
H40: Griggs Quay (South) (Lelant)	1
St Erth Industrial Estate	1
H14: Penpol Road	1
H35: Midway Service Station (The Causeway)	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	2
H41: Station Approach (East) (St Erth)	1
H19: Trevassack Hill	1

Q56 - Do you agree that providing a supportive planning policy framework to encourage and help enable the location and establishment of industries associated with the Wave Hub project in Hayle is appropriate?



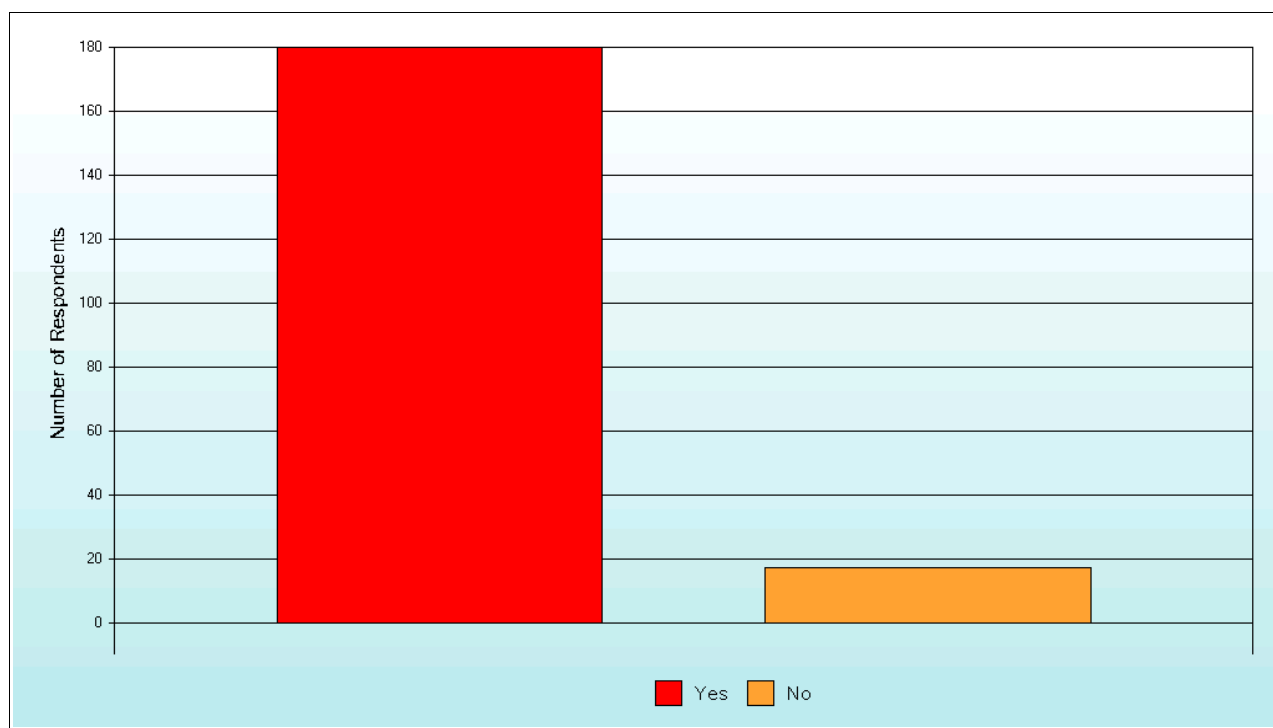
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	206	188	12	3	3
Yes	97.10%	96.80%	100.00%	100.00%	100.00%
No	2.90%	3.20%	-	-	-

Q57 – What sites are suitable?

Suitable Sites	Number of respondents
H1: Hayle Harbour (incl. former power station site [7] + North Quay [2] + Jewsons [1])	73
H2: Foundry	2
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	1
H4: R & J Supplies (Copper Terrace)	1
H5: Loggans Mill (Loggans)	1
H6: Hawkins Motors (Hayle Terrace)	1
H7: Central Garage (Hayle Terrace)	2
H8: Atlantic Motors (Commercial Road / Fore Street)	1
H9: Daniel's Supermarket (Market Square, Copperhouse)	1
H10: Clifton Terrace – Churchtown Road	2
H11: Riviere Farm	8

H24: Water Lane – Chenhalls Road – Plantation Lane	3
H28: Mellanear Road – A30 (North)	1
H29: Mellanear Road – A30 (South)	2
H30: Loggans Moor	8
H31: Marsh Lane (North)	8
H32: Marsh Lane (South) (Rugby Ground / Playing Field)	6
H33: Marsh Lane (South)	3
H34: Grist Lane (Angarrack)	1
H36: Adjacent St Erth Industrial Estate	11
H37: Adjacent St Erth Sewage Works	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	2
H39: Griggs Hill (North) (Lelant)	5
H40: Griggs Hill (South) (Lelant)	6
H41: Station Approach (East) (St Erth)	1
H42: Station Approach (West) (St Erth)	1
Dynamite/Gunpowder Quay (Lelant)	2
Marsh Lane	1
St Erth Industrial Estate	2
Gwithian	1
Dam across Hayle River / Lelant Pool	2
Loggans Road area	1
Old Sand Works (Phillack Towans)	1
Industrial park	1
Waterside sites	1
Nowhere in area	2

Q58 – Do you support provision of a Centre for Alternative Technology in Hayle?



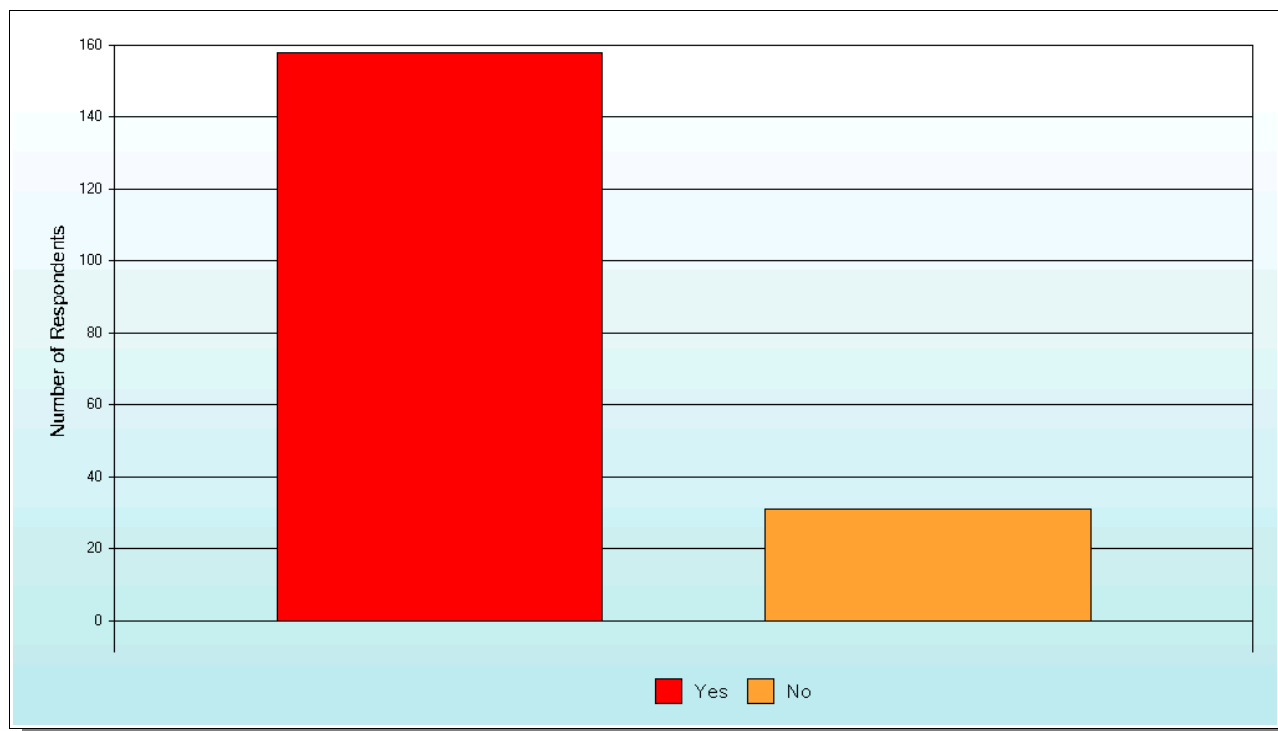
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	199	179	12	4	4
Yes	90.50%	91.60%	66.70%	100.00%	100.00%
No	9.50%	8.40%	33.30%	-	-

Q59 – What sites are suitable?

Suitable Sites	Number of respondents
H1: Hayle Harbour (incl. former power station [3] + Jewsons [1] + North Quay [2] + East Quay [1] + South Quay [1])	44
H2: Foundry	7
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	1
H4: R & J Supplies (Copper Terrace)	2
H5: Loggans Mill (Loggans)	1
H6: Hawkins Motors (Hayle Terrace)	2
H7: Central Garage (Hayle Terrace)	1
H8: Atlantic Motors (Commercial Road / Fore Street)	2
H9: Daniel's Supermarket (Market Square, Copperhouse)	2
H11: Riviere Farm	4
H18: High Lanes (South) – Strawberry Lane	1
H24: Water Lane – Chenhalls Road – Plantation Lane	4

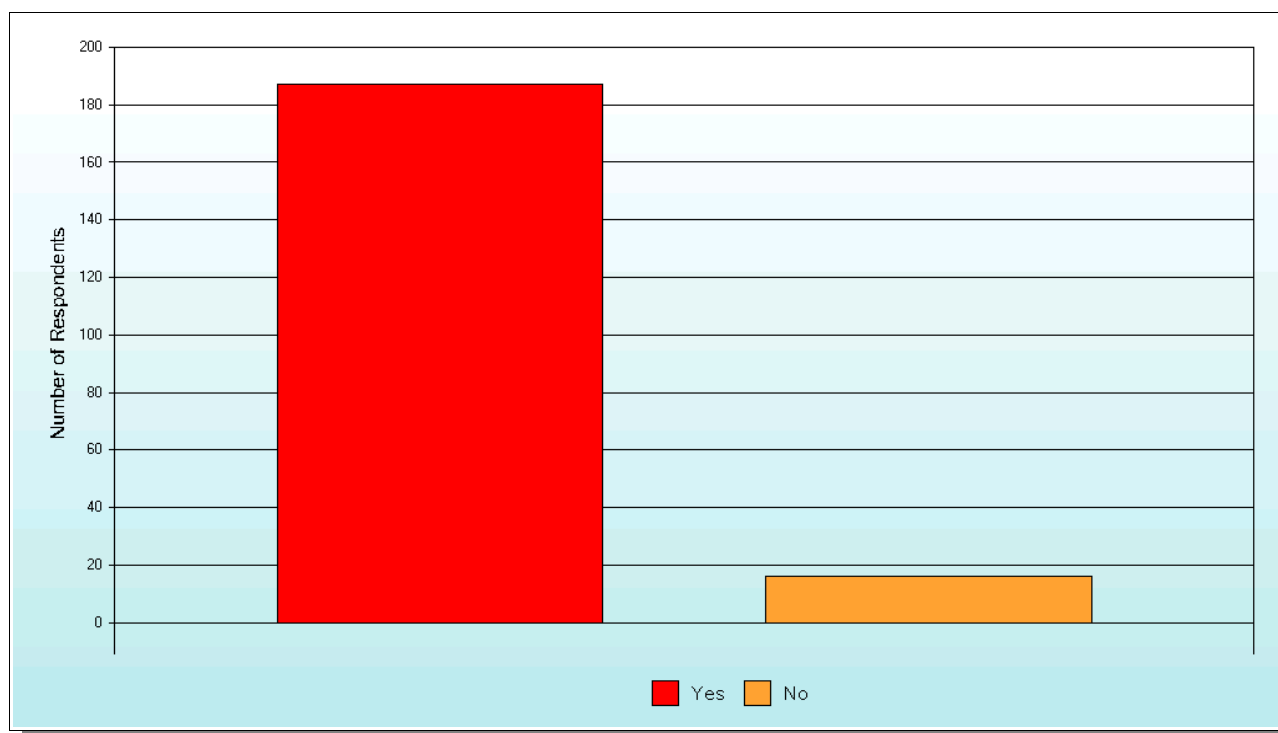
H25: Water Lane (West)	1
H26: Water Lane (East)	1
H27: Water Lane – Mellanear Road	1
H28: Mellanear Road – A30 (North)	6
H29: Mellanear Road – A30 (South)	7
H30: Loggans Moor	13
H31: Marsh Lane (North)	7
H32: Marsh Lane (South) (Rugby Ground / Playing Field)	5
H33: Marsh Lane (South)	4
H34: Grist Lane (Angarrack)	
H35: Midway Service Station (The Causeway)	1
H36: Adjacent St Erth Industrial Estate	5
H37: Adjacent St Erth Sewage Works	2
H38: Rose-An-Grouse – Nut Lane (Lelant)	1
H39: Griggs Hill (North) (Lelant)	6
H40: Griggs Hill (South) (Lelant)	5
H41: Station Approach (East) (St Erth)	4
H42: Station Approach (West) (St Erth)	4
Marsh Lane sites	3
ICI site	1
St Erth Industrial Estate	2
St Erth Railway Station	1
With/near Wave Hub development	2
As part of University of Cornwall	1
Industrial park	1
Somewhere central	1
Any suitable location	1

Q60 – Should Nos 2-4 Chapel Terrace and Nos 1-32 Penpol Terrace be identified as primary retail frontages?



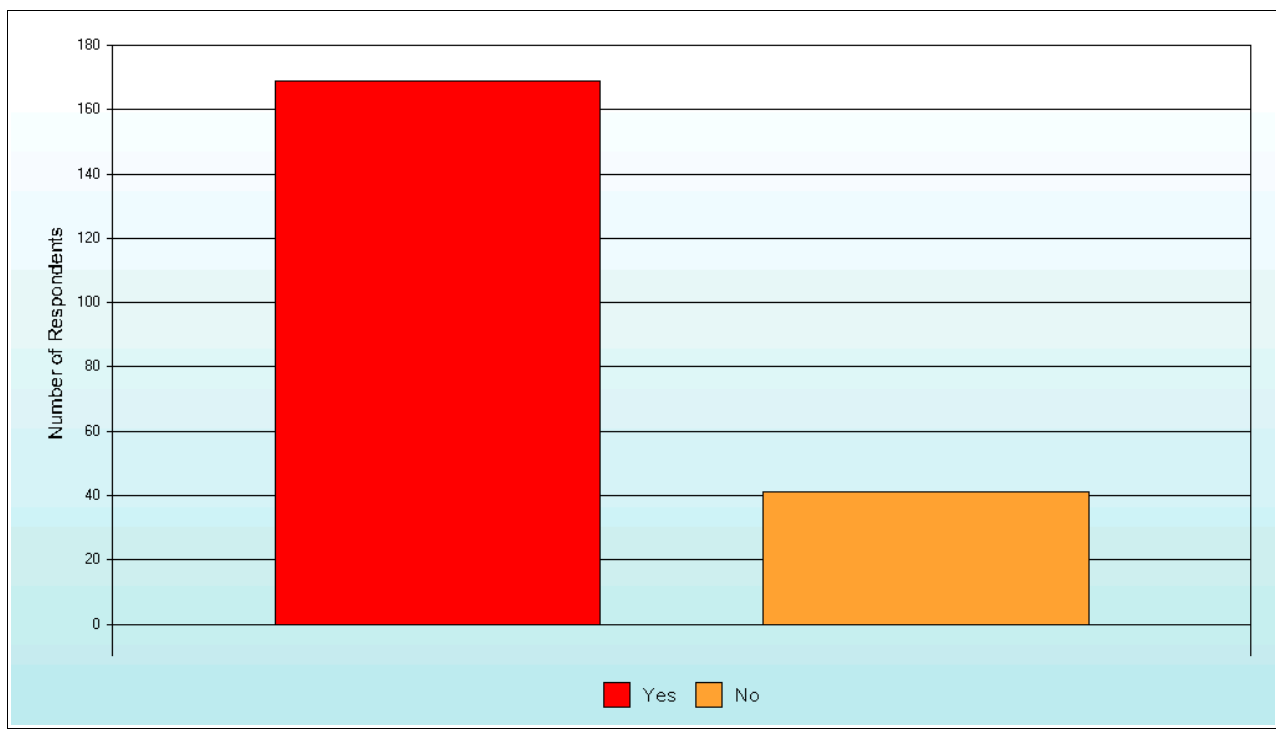
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	191	175	12	3	1
Yes	83.20%	83.40%	83.30%	66.70%	100.00%
No	16.80%	16.60%	16.70%	33.30%	-

Q61 – Do you support a strategy to retain and protect retail uses across the whole of the defined town centres in Hayle?



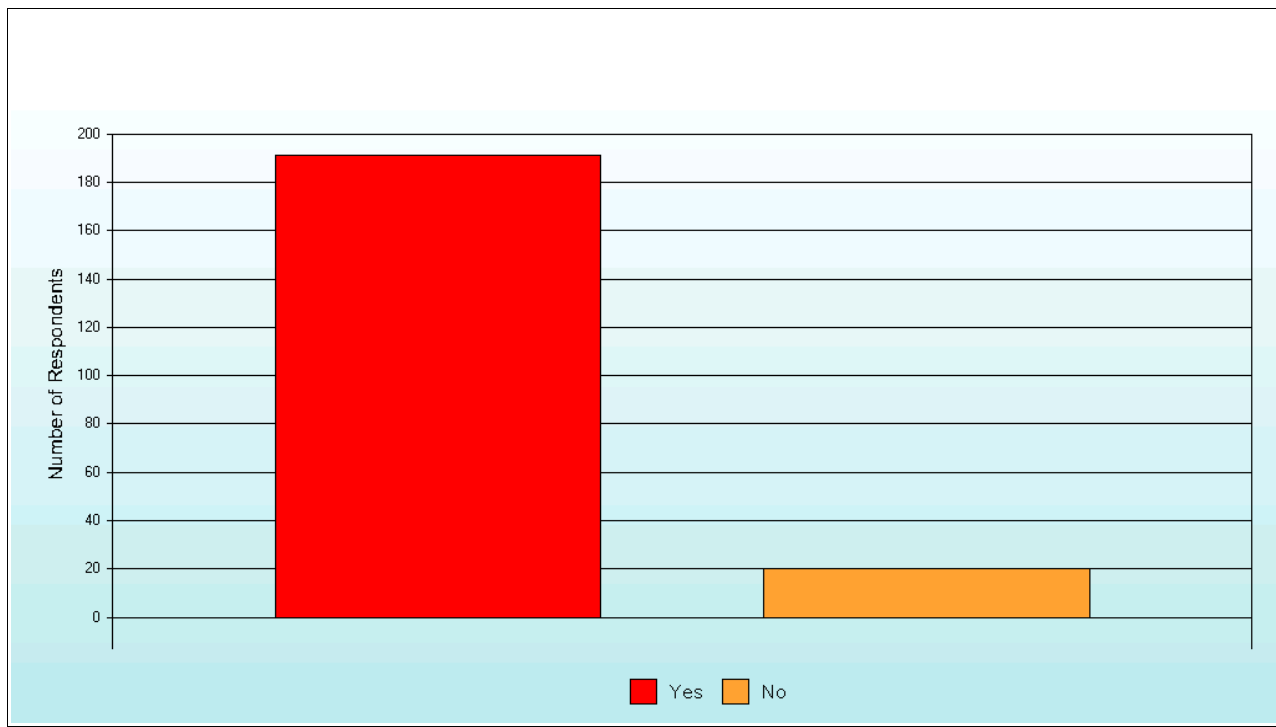
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	205	188	12	3	2
Yes	92.20%	92.00%	91.70%	100.00%	100.00%
No	7.80%	8.00%	8.30%	-	-

Q62 – Do you support continued allocation of the harbour area (site H1) as the key retail development opportunity within the town?



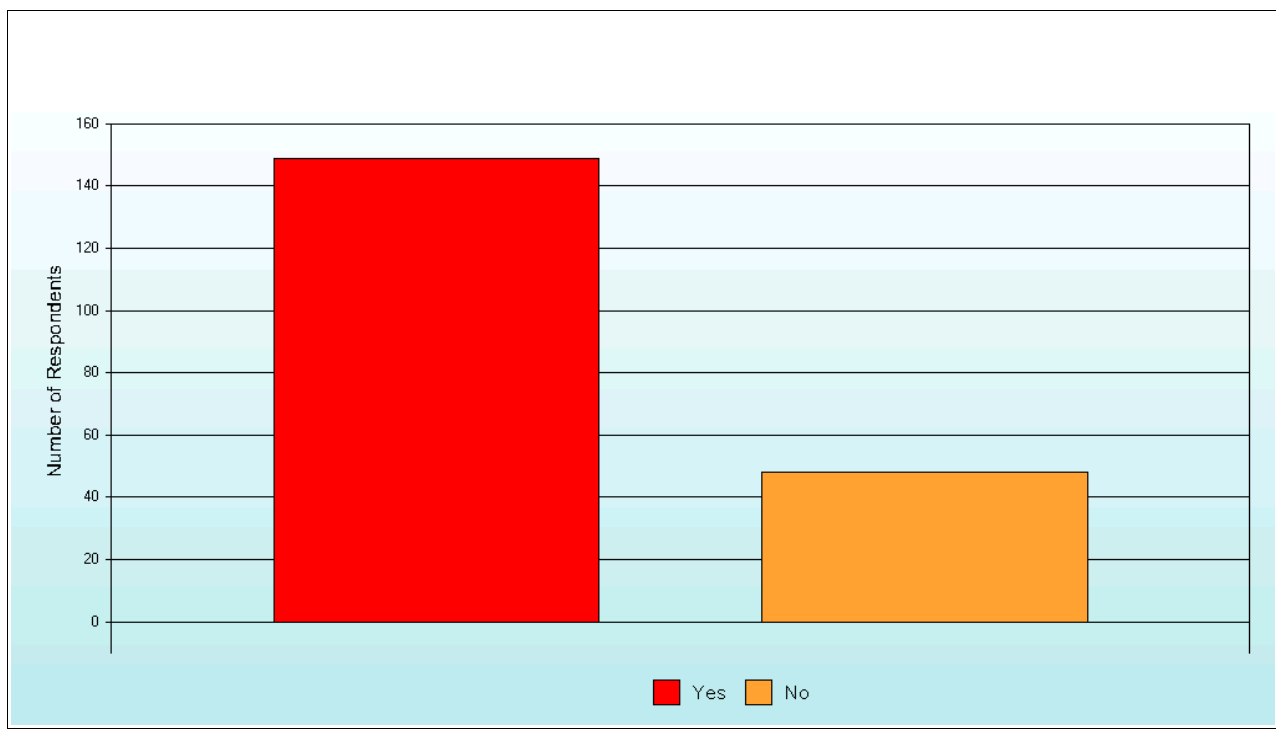
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	211	193	12	3	3
Yes	80.60%	80.30%	91.70%	66.70%	66.70%
No	19.40%	19.70%	8.30%	33.30%	33.30%

Q63 – Do you support allocation of the Daniel's Supermarket site (Site H9) for the predominantly retail use on the ground floor with residential/ other commercial uses on the upper floors?



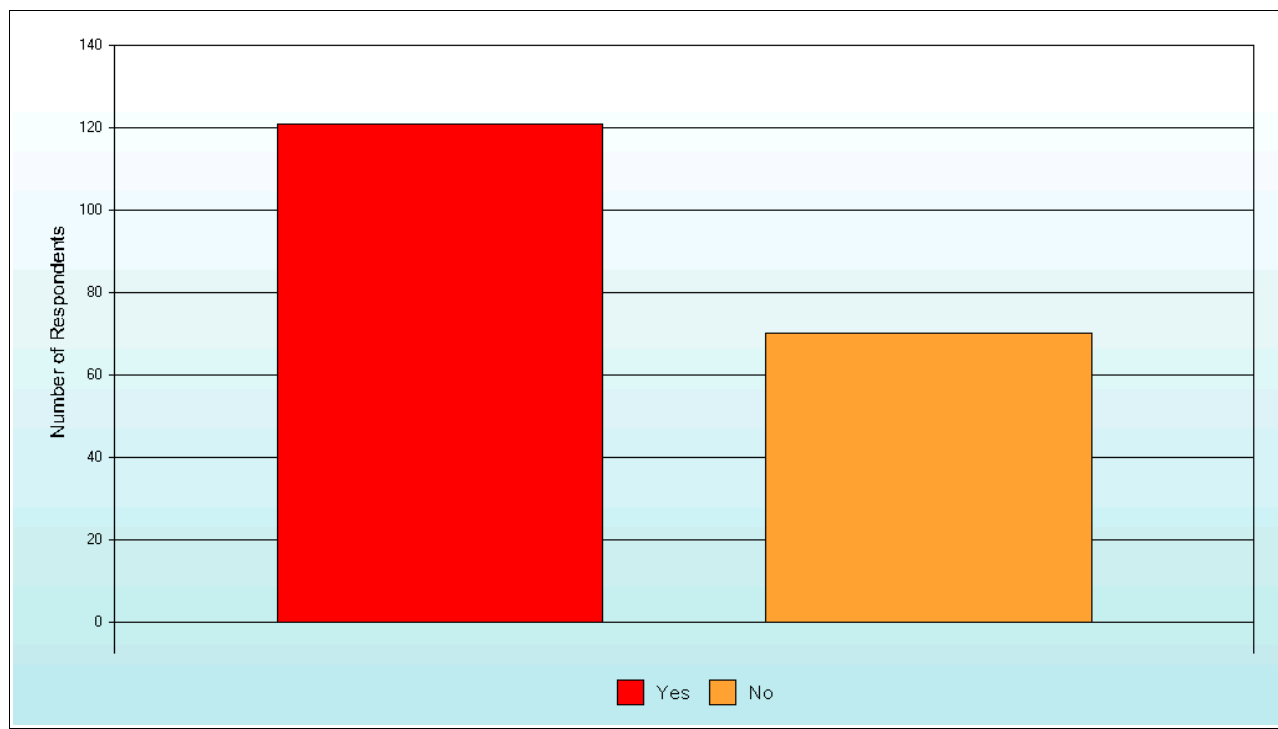
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	212	196	12	3	1
Yes	90.60%	90.80%	83.30%	100.00%	100.00%
No	9.40%	9.20%	16.70%	-	-

Q64 – Do you support extension of Copperhouse town centre to include the R & J Supplies site (Site H4) and allocation of the site for retail/ other town centre uses?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	199	183	12	3	1
Yes	75.90%	75.40%	83.30%	66.70%	100.00%
No	24.10%	24.60%	16.70%	33.30%	-

Q65 – Do you support extension of Copperhouse town centre to include the Atlantic Motors site (Site H8), and allocation of the site for retail/ other town centre uses?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	194	178	12	3	1
Yes	63.90%	64.00%	66.70%	33.30%	100.00%
No	36.10%	36.00%	33.30%	66.70%	-

Q66 – Apart from Hayle Harbour, Daniel's Supermarket, R&J Supplies and Atlantic Motors, what other sites examined by the Penwith Retail Study are suitable for retail use?

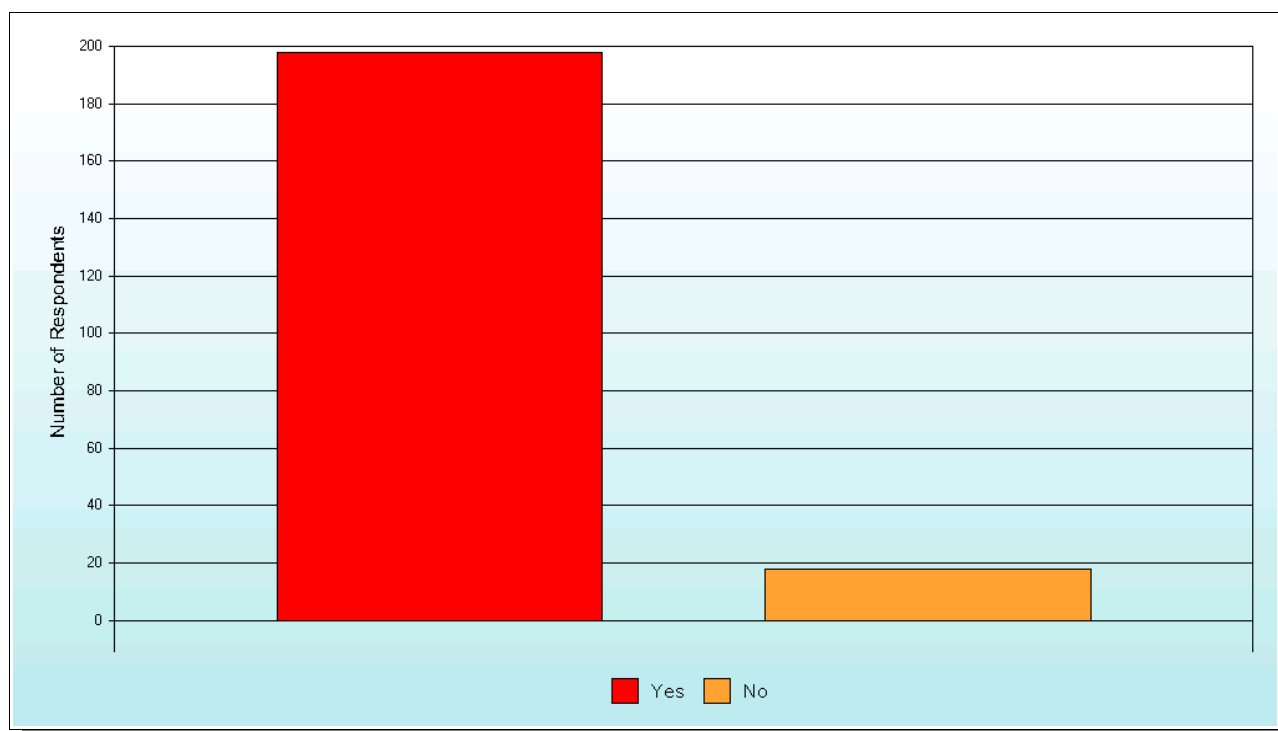
Suitable Sites	Number of respondents
H1: Hayle Harbour (incl. Jewsons [4])	10
H2: Foundry (incl. Bookers [5])	16
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	5
H4: R & J Supplies (Copper Terrace)	1
H5: Loggans Mill (Loggans)	1
H6: Hawkins Motors (Hayle Terrace)	3
H7: Central Garage (Hayle Terrace)	4
H10: Clifton Terrace – Churchtown Road	1
H11: Riviere Farm	1
H30: Loggans Moor	13
H31: Marsh Lane (North)	15
H32: Marsh Lane (South) (Rugby Club / Playing Field)	23
H33: Marsh Lane (South)	8
Marsh Lane	1
West Cornwall Retail Park	1
H34: Grist Lane (Angarrack)	1
H36: Adjacent St Erth Industrial Estate	1
St Erth Industrial Estate	1
H37: Adjacent St Erth Sewage Works	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	1

Q67 – What other sites, not examined, are suitable for retail use?

Suitable Sites	Number of respondents
H1: Hayle Harbour (incl. Jewsons [1])	4
H2: Foundry	7
Pratts Market (Penpol Terrace)	1
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	3
H4: R & J Supplies (Copper Terrace)	1
H10: Clifton Terrace – Churchtown Road	1
H11: Riviere Farm	1
H13; Treveglos	1
H15: Bar View Lane	1
H17: High Lanes (North) – Humphry Davy Lane	1
H25: Water Lane (West)	2
H26: Water Lane (East)	2
H27: Water Lane – Mellanear Road	2

H30: Loggans Moor	2
H31: Marsh Lane (North)	2
H32: Marsh Lane (South) (Rugby Club / Playing Field)	4
H33: Marsh Lane (South)	7
H38: Rose-An-Grouse – Nut Lane (Lelant)	1
H40: Griggs Hill (South) (Lelant)	1
Within existing / proposed housing developments	2
None	6

Q68 – Do you support provision of a cinema in Hayle?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	217	200	12	4	1
Yes	91.70%	91.00%	100.00%	100.00%	100.00%
No	8.30%	9.00%	-	-	-

Q69 – What buildings or sites are suitable?	
Suitable Buildings/Sites	Number of respondents
H1: Hayle Harbour (incl. Jewsons [1])	16
H2: Foundry (incl. Bookers [1])	5
Foundry Square / Foundry	6
Pratts Market (Penpol Terrace)	11
H3: Perfex Works (Madision Terrace – Beatrice Terrace)	4
H4: R & J Supplies (Copper Terrace)	19
H5: Loggans Mill (Loggans)	10
H6: Hawkins Motors (Hayle Terrace)	3
H7: Central Garage (Hayle Terrace)	4
St Elwyns Church Hall (Hayle Terrace)	1
H8: Atlantic Motors (Commercial Road / Fore Street)	14
H9: Daniels Supermarket (Market Square, Copperhouse)	30
Market Square / Copperhouse	2
Land adjacent Coop	1
H10: Clifton Terrace – Churchtown Road	1
H11: Riviere Farm	1
H16: High Lanes	1
H22: Strawberry Lane (East)	2
H24: Water Lane – Chenhalls Road – Plantation Lane	2
H28: Mellanear Road – A30 (North)	1
H29: Mellanear Road – A30 (South)	2
H30: Loggans Moor	6
H31: Marsh Lane (North)	5
H32: Marsh Lane (South) (Rugby Club / Playing Field)	6
H33: Marsh Lane (South)	6
Marsh Lane	4
H36: Adjacent St Erth Industrial Estate	3
Original cinema building (Market Square, Copperhouse)	14
Purpose-built facility	1
As part of other proposed community facility	2
Town centre / central location	2
Outskirts	1

Q70 – What additional facilities are required to help strengthen and diversify Hayle's role as a cultural and entertainment destination?

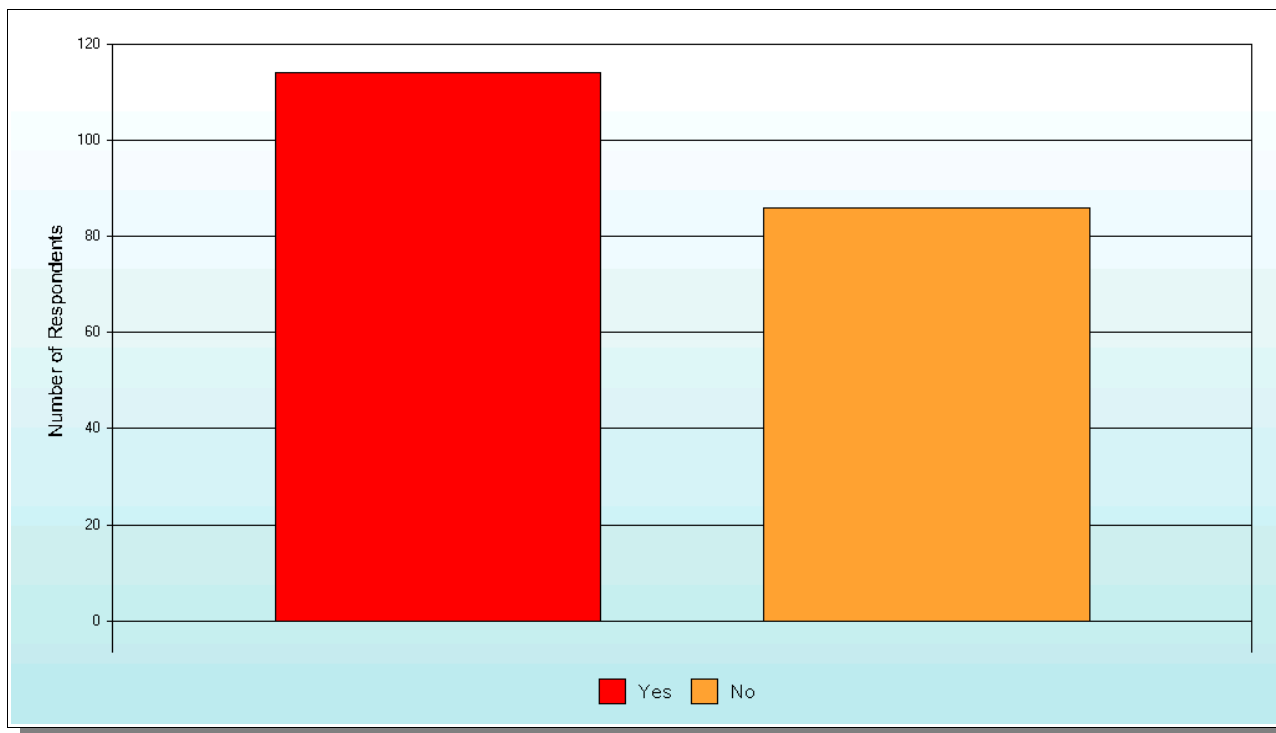
Additional Facilities	Number of respondents
Conference / exhibition / function facilities	8
Community centre / multi-purpose hall / theatre / concert hall / live entertainment venue	36
Cinema	9
Indoor swimming / diving pool	4
Hotels (incl. quality [3])	4
Tourism Information Centre	2
Heritage Centre / museum	25
Leisure / sports centre (incl. Hayle Activity Centre [1])	4
All-weather football pitch	1
Children's play area (incl. Sites H26/H27 [1] + all-weather facility [1])	2
Nightclub	3
Under 18s activities	1
Outdoor amphitheatre	1
Outdoor market	1
Bowls club	1
Canoe club (building)	1
Waterside walkway (Copperhouse Pool)	1
Visitor attractions / activities (incl. theme park [1])	5
Guided walks / trails	2
Farmers market	2
Ice skating rink	2
Base for Kneehigh Theatre Co.	2
Beachside facilities	1
Watersports activities	2
Improved access to beaches	1
Additional / greater variety of restaurants	4
Youth cafe	1
Festivals	1
Shops	1
Chic entertainment	1
Park (incl. sculpture garden [1] + improvements to Millpond Gardens [1])	3
Gallery / exhibition centre (art, science, culture)	9
Green technology schemes	1
Beach parking	1
Business Park (Mellaneer Park)	1
Extension to library	1
Car park	1

Q71 – What buildings or sites are suitable to provide additional facilities to help strengthen and diversify Hayle's role as a cultural and entertainment destination?

Suitable Buildings/Sites	Number of respondents
H1: Hayle Harbour (incl. Jewsons [1] + South Quay [2] + East Quay [1] + North Quay [1])	19
H2: Foundry (incl. Bookers [1])	10
H3: Perfex Works (Madison Terrace – Beatrice Terrace)	4
H4: R & J Supplies (Copper Terrace)	6
H5: Loggans Mill (Loggans) (incl. heritage centre [1] + cinema [1])	9
H6: Hawkins Motors (Hayle Terrace)	3
H8: Atlantic Motors (Commercial Road / Fore Street)	6
H9: Daniel's Supermarket (Market Square, Copperhouse)	5
H11: Riviere Farm (incl. sports stadium [1])	2
H14: Penpol Road	1
H15: Bar View Lane	1
H17: High Lanes (North) – Humphry Davy Lane	1
H19: Trevassack Hill	1
H24: Water Lane – Chenhalls Road – Plantation Lane	3
H28: Mellanear Road – A30 (North)	1
H29: Mellanear Road – A30 (South)	1
H30: Loggans Moor	5
H31: Marsh Lane (North)	1
H32: Marsh Lane (South) (Rugby Ground / Playing Field)	4
H35: Midway Service Station (The Causeway)	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	1
Carew House	1
Old biscuit factory building (Foundry Square)	1
Existing cinema building	2
Existing library	1
Old Foundry Chapel	1
A.T.S.	1
Brewery site	1
Pratts Market	5
St Elwyn's Church Hall	1
Passmore Edwards Institute	7
Job Centre building	1
Next to swimming pool	2
New town centre	1
Wildlife conservation / education centre [incl. Midway Service Station - H35 [1])	1

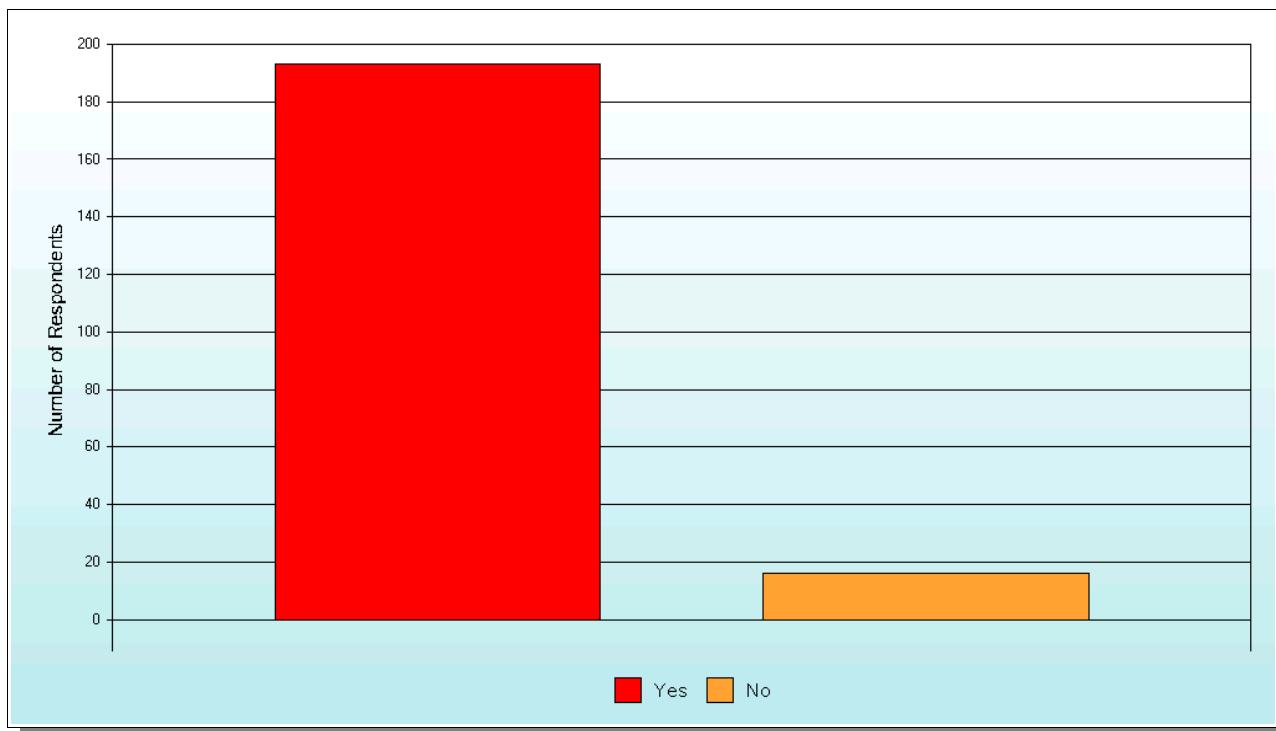
Archive (Foundry - H2 [1])	1
Cinema (incl. Atlantic Motors - H8 [1])	1
Children's clothes/shoe shop	1
Theatre / concert venue / live arts centre (incl. Harbour – H1 [2] + Foundry – H2 [1] + Atlantic Motors – H8 [1])	7
Heritage centre / museum (incl. Atlantic Motors - H8 [1] + Hawkins - H6 [1])	4
Hayle Activity Centre	1
Hotel	2
Conference centre	2
Sports centre	1

Q72 – Given the relatively low proportion of food and drink uses in Hayle's town centres, are you supportive of a strategy which encourages additional provision?



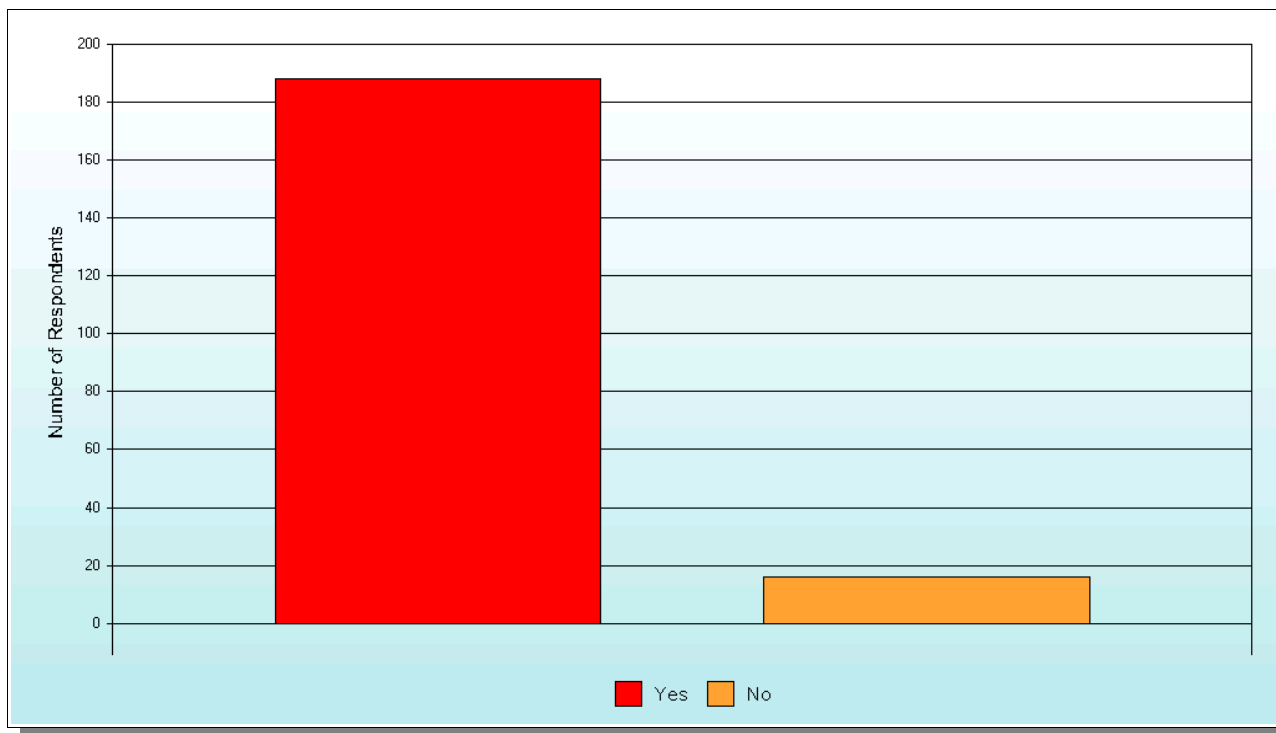
	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	201	184	11	4	2
Yes	57.20%	56.50%	72.70%	25.00%	100.00%
No	42.80%	43.50%	27.30%	75.00%	-

Q73 – Do you support provision of interpretive centres about the town's heritage/ coastal and marine environment?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	211	189	12	5	5
Yes	92.40%	92.10%	91.70%	100.00%	100.00%
No	7.60%	7.90%	8.30%	-	-

Q74 – Does the Foundry site (Site H2) continue to provide a suitable opportunity for development of a heritage centre?

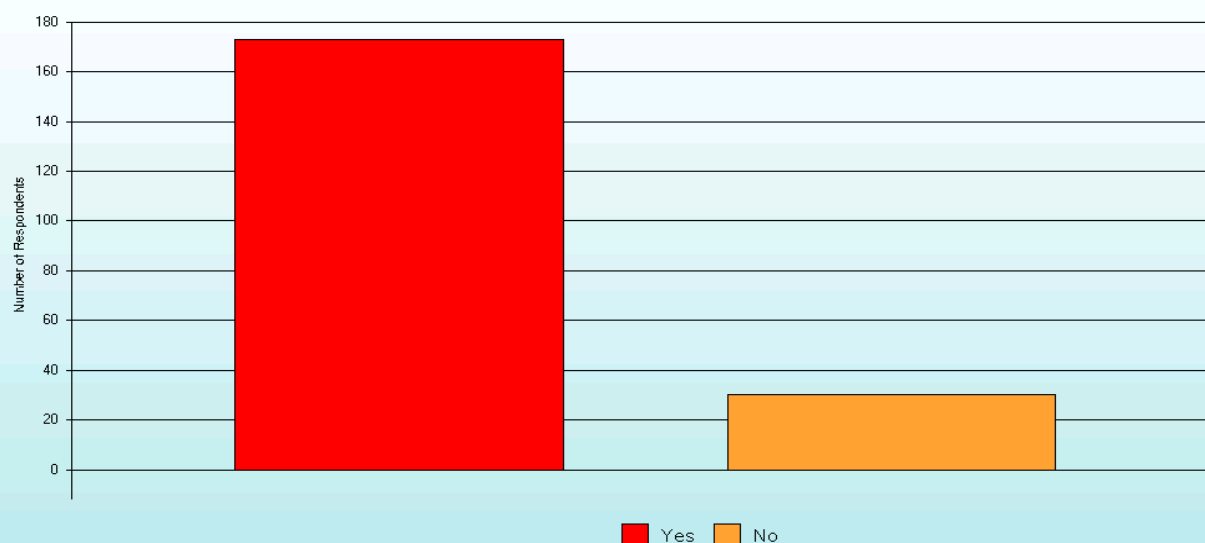


	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	206	187	12	4	3
Yes	92.70%	92.00%	100.00%	100.00%	100.00%
No	7.30%	8.00%	-	-	-

Q75 – What other sites are suitable for the development of interpretive centres about the town's heritage/ coastal and marine environment?

Suitable Sites	Number of respondents.
H1: Hayle Harbour (incl. South Quay [1] + Jewsons [1])	26
H2: Foundry (incl. Bookers warehouse [1])	2
H3: Perfex Works (Madison Terrace)	2
H4: R & J Supplies (Copper Terrace)	4
H5: Loggans Mill	11
H6: Hawkins Motors (Hayle Terrace)	4
H7: Central Garage (Hayle Terrace)	2
H8: Atlantic Motors (Commercial Road / Fore Street)	7
H9: Daniel's Supermarket (Market Square, Hayle)	8
H10: Clifton Terrace – Churchtown Road	1
H11: Riviere Farm	4
H30: Loggans Moor	5
H35: Midway Service Station (The Causeway)	10
H36: Adjacent St Erth Industrial Estate	2
H38: Rose-An-Grouse – Nut Lane (Lelant)	2
Copperhouse	1
Foundry	3
Copperhouse Pool	1
Central position near car parks	1
Old Brewery (Sea Lane)	1
Drill Hall (Hayle Terrace)	1
Passmore Edwards Institute	1
At/alongside Hayle Library	2

Q76 - Do you support redevelopment of the Midway Service Station (Site H35) as proposed?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	205	189	11	4	1
Yes	84.90%	86.80%	72.70%	25.00%	100.00%
No	15.10%	13.20%	27.30%	75.00%	-

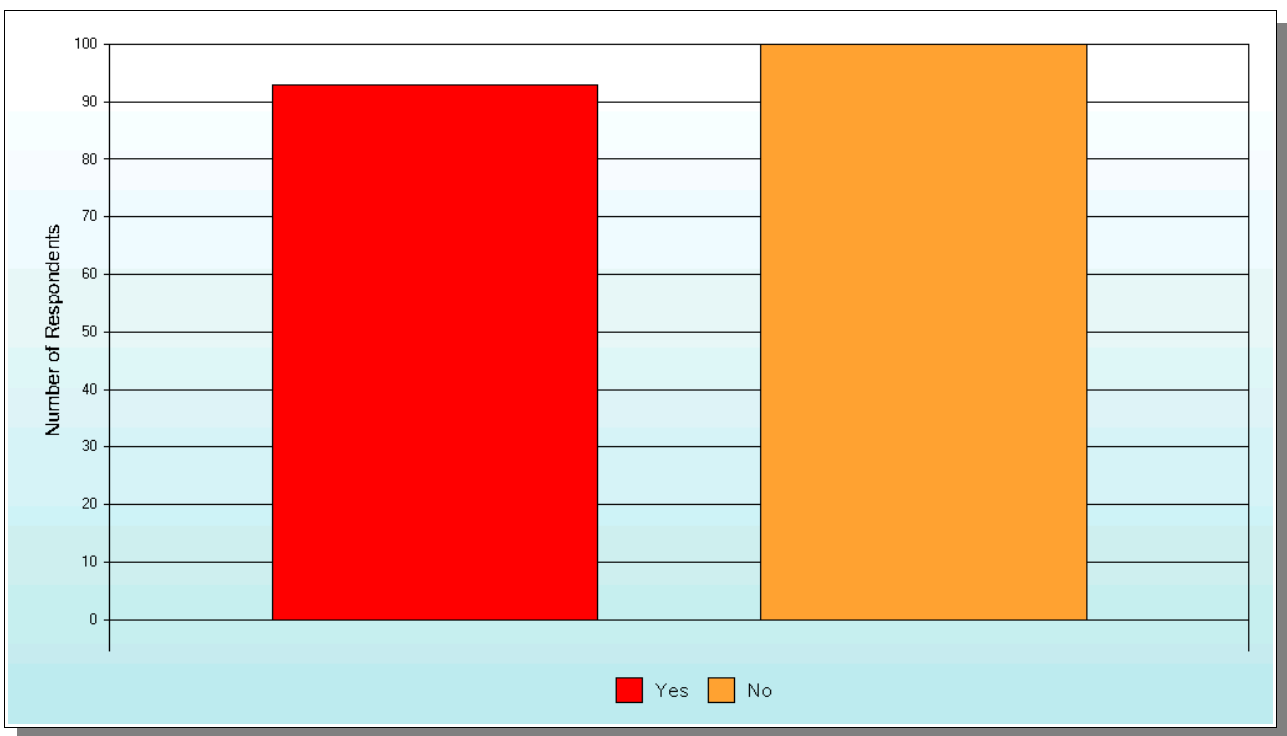
Q77 – What alternative uses of the site would be appropriate?

Alternative Uses	Number of respondents
Emergency services (incl. fire station [32] + ambulance [22] + police [4] + coastguard [4] + lifeguard [1])	70
Eco-lodge	10
Hotel / holiday accommodation	7
Cafe / restaurant	5
Garden / picnic area	3
Tourist Information Centre	6
Heritage Centre	8
Interpretive Centre (incl. ecology [3] + wildlife [4] + marine [1])	9
Field studies centre	1
Business / conference centre	5
Sports / leisure facility	2
Housing	1
Live/Work accommodation	1
Gypsy and Traveller site	1
RSPB visitor centre / car park / viewing area	11
Nature reserve	4
Petrol station	1

Q78 – What other sites are suitable for development to provide tourist accommodation?

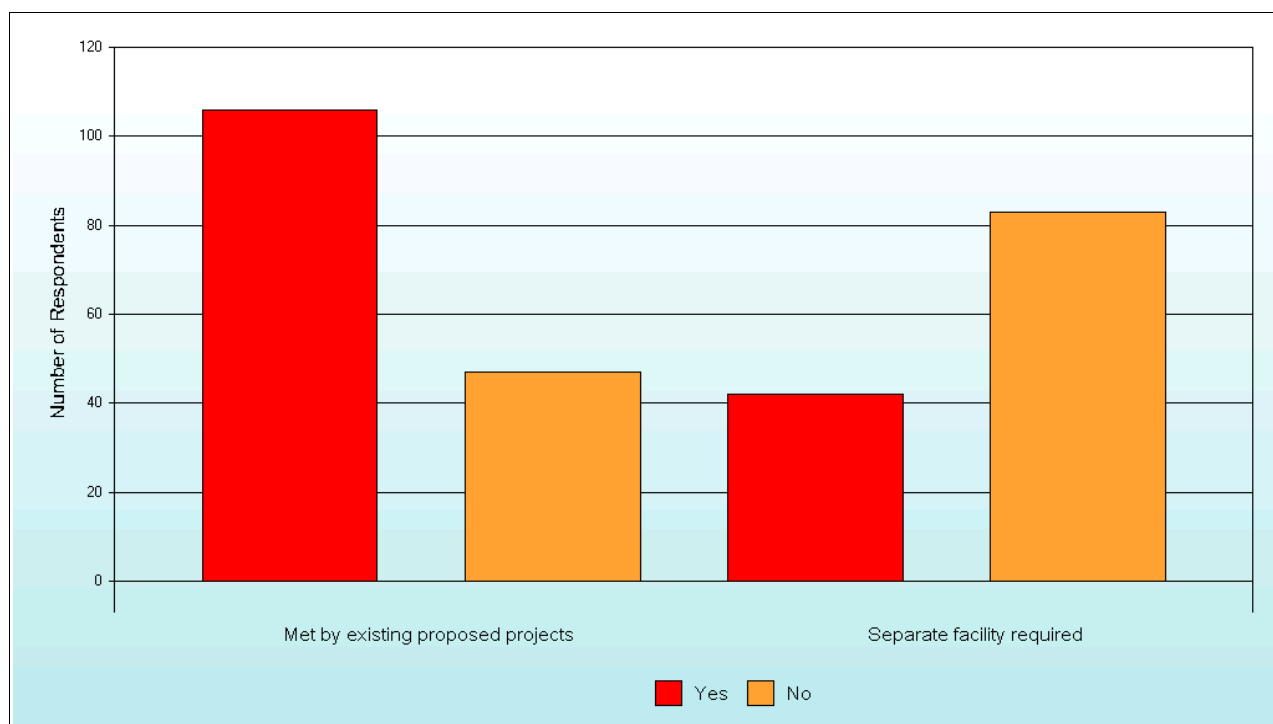
Suitable Sites	Number of respondents
H1: Hayle Harbour (incl. South Quay [2] + Jewsons [1])	30
H2: Foundry (incl. Bookers warehouse [1])	2
H4: R & J Supplies (Copper Terrace)	1
H8: Atlantic Motors (Commercial Road / Fore Street)	3
H9: Daniel's Supermarket (Market Square, Hayle)	1
H10: Clifton Terrace – Churchtown Road	8
H11: Riviere Farm	15
H12: Lethlean Lane	4
H22: Strawberry Lane (East)	1
H23: Strawberry Lane (West)	1
H24: Water Lane – Chenhalls Road – Plantation Lane	7
H25: Water Lane (West)	3
H26: Water Lane (East)	3
H27: Water Lane – Mellanear Road	3
H28: Mellanear Road – A30 (North)	5
H29: Mellanear Road – A30 (South)	10
H30: Loggans Moor	7
H31: Marsh Lane (North)	3
H32: Marsh Lane (South) (Rugby Club / Playing Field)	2
H35: Midway Service Station (The Causeway)	3
H36: Adjacent St Erth Industrial Estate	1
H37: Adjacent St Erth Sewage Works	3
H38: Rose-An-Grouse – Nut Lane (Lelant)	4
H39: Griggs Hill (North) (Lelant)	5
H40: Griggs Hill (South) (Lelant)	9
H41: Station Approach (East) (St Erth)	1
H42: Station Approach (West) (St Erth)	1
St Erth Industrial Estate	1
Within town boundary	1

Q79 – Is there a need to provide a business/ conference centre in Hayle?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	196	178	12	4	2
Yes	48.00%	45.50%	66.70%	100.00%	50.00%
No	52.00%	54.50%	33.30%	-	50.00%

Q80 – Could the need be met by other proposed projects, or is a separate facility required?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Met by existing proposed projects					
Number of respondents	155	139	11	3	2
Yes	70.30%	73.40%	54.50%	-	50.00%
No	29.70%	26.60%	45.50%	100.00%	50.00%
Separate facility required					
Number of respondents	127	112	9	4	2
Yes	33.90%	27.70%	77.80%	100.00%	50.00%
No	66.10%	72.30%	22.20%	-	50.00%

Q81 – If you think the need could be met by existing proposed projects, please provide details.

Existing Projects	Number of respondents
H1: Hayle Harbour (incl. hotel [6] + heritage/marine/eco centre [1])	12
H2: Foundry	1
H3: Perfex Works (Madison Terrace - Beatrice Terrace)	1
H4: R & J Supplies (Copper Terrace)	1
H5: Loggans Mill	8
H29: Mellanear Road – A30 (South)	1
H30: Loggans Moor	3
H32: Marsh Lane (South) (Rugby Club / Playing Field)	1
H35: Midway Service Station (The Causeway)	1
PESCE	1
Hayle Water Sports Association	1
Carew House	3
John Harvey House	2

Passmore Edwards Institute	3
Proposed science park (H29: Mellanear Road – A30 (South))	1
Foundry project	1
Heritage Centre	1
Hayle Activity Centre	8
White Water Sports Centre	2
Outdoor Activity Centre	1
Cinema	1
Community hall	1
Hotel	1
New leisure / sports facilities	4
Dual purpose auditorium	1
Existing hotels	3
Penzance	6
Newquay airport	1
Headland Hotel	1

Q82 – If you think a separate facility is required, please provide details.

Separate Facility	Number of respondents
H1: Hayle Harbour (linked to hotel [1])	2
H5: Loggans Mill	1
H11: Riviere Farm	2
H24: Water Lane – Chenhalls Road – Plantation Lane	1
H27: Water Lane – Mellanear Road	1
H28: Mellanear Road – A30 (North)	2
H29: Mellanear Road – A30 (South)	2
H30: Loggans Moor	2
H31: Marsh Lane (North)	3
H32: Marsh Lane (South) (Rugby Club / Playing Field)	3
H35: Midway Service Station (The Causeway)	1
H36: Adjacent St Erth Industrial Estate	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	8
H40: Griggs Hill (South) (Lelant)	1
Accessible location	1
Near St Erth railway station	1
Off A30 Trunk Road	1
Hotel with large function room	1
Bespoke conference centre (incl. as part of large hotel [4])	5
Multi-purpose facility (conference rooms, exhibition halls, hotel, theatre/cinema, swimming pool, car/coach parking)	2
Tolroy / Mellanear Park project (H29: Mellanear Road – A30 (South))	4

Q83 – Apart from providing a strong framework to ensure that an appropriate balance is achieved between the need for regeneration and development at Hayle and requirements to protect the features of importance and overall value of the World Heritage Site, what other issues need to be considered?

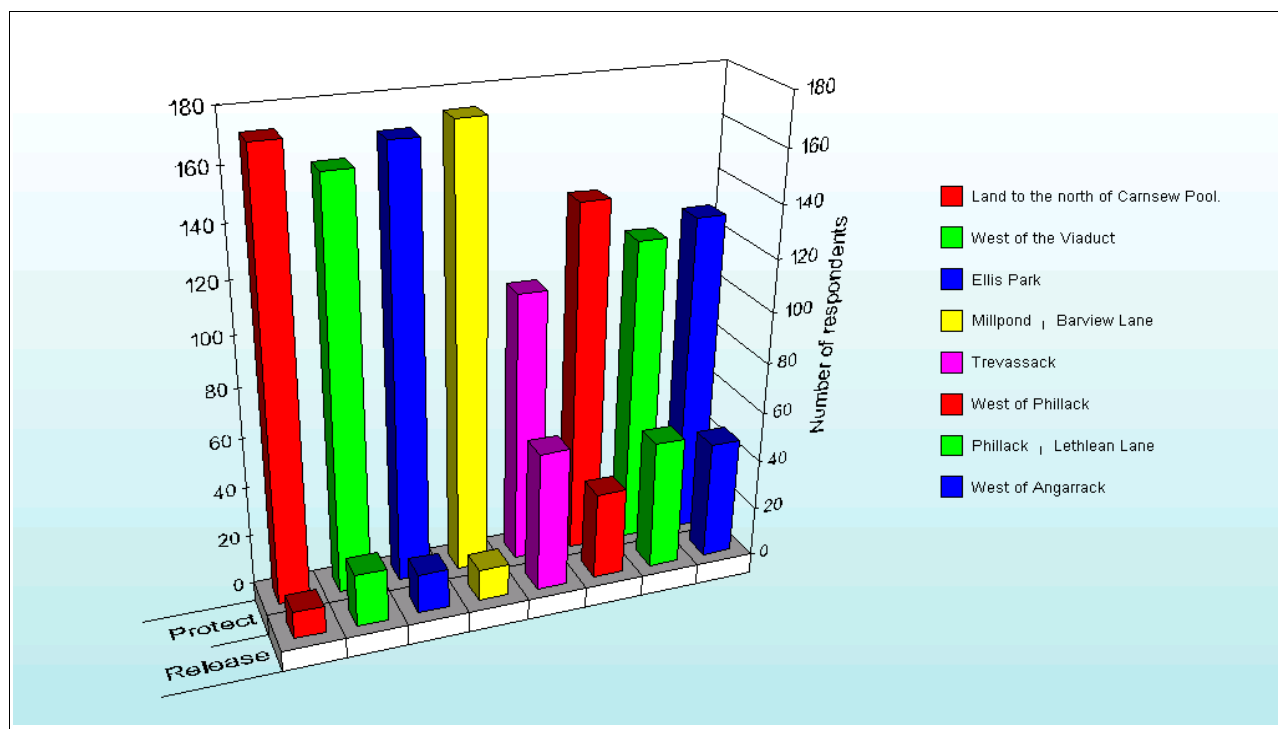
Other issues	Number of respondents
Sympathetic development – in keeping with existing town	9
Protection of town from over development	7
Protection of green space/ open areas	7
Protection of estuary wildlife/ habitat	8
Protection of the Towans	1
Restriction on height of buildings	1
Protect existing heritage from demolition	1
Public awareness/ appreciation of existing heritage	2
Provision of local study centres/ promotion of research into local history	3
Free access to all areas of harbour/ riverside	2
Impact of traffic & congestion on environment	4
A detailed set of guidelines and restrictions related to development within the WHS needs to be agreed	1
More detailed assessment of natural and marine environment needed	1
Flood defences	2
Gypsy/ traveller sites would devalue World Heritage Sites	1
Slowly, slowly approach is required	2
Consideration given to views of Hayle residents	6
Heritage sites should also create secure employment	1
Funding to ensure buildings maintained or restored to a high standard	2
Heritage important, but investment and progress is urgently needed	1
Sea water levels	1
Regeneration, employment and the future	1
The <i>general</i> appearance must be enhanced	1
Affordable housing for local people	1
Develop water facilities (while protecting environment)	2
Unifying 3 historic villages that make up Hayle – a new town centre needed	1
Sluice gates/ dredging – care with all the harbour area to retain its character	1
Accessibility to chosen sites, parking & congestion problems	3
Excessive housing development incompatible with WHS status & damaging effect on coastal dune system	2
Retention of cultural identity	1
Pedestrianisation of important areas	1
Energy efficiency	1
As stated in Hayle Action Plan	1
Protection of Loggans Moor	1
Policies should not be too prescriptive – reflect historic importance of town whilst encouraging a modern interpretation of that history	1

Q84 – Apart from the buildings or areas identified, what others need to be protected/enhanced?

Buildings / Areas	Number of respondents
H1: Hayle Harbour (incl. quays [1])	6
H2: Foundry	7
H3: Loggans Mill (Loggans)	3
H6: Hawkins Motors (Hayle Terrace) (incl. as open space/amenity area [2])	3
H8: Atlantic Motors (Commercial Road / Fore Street) (incl. as open space [1])	2
H18: High Lanes (South) – Strawberry Lane	2
H19: Trevassack Hill	2
H20: Viaduct Hill (North) – Trevassack Hill	2
H21: Viaduct Hill (South)	3
H22: Strawberry Lane (East)	3
H23: Strawberry Lane (West)	5
H24: Water Lane – Chenhalls Road – Plantation Lane	3
H25: Water Lane (West)	4
H26: Water Lane (East)	4
H27: Water Lane – Mellanear Road	3
H28: Mellanear Road – A30 (North)	3
H29: Mellanear Road – A30 (South)	2
H30: Loggans Moor	1
H35: Midway Service Station (The Causeway)	1
H37: Adjacent St Erth Sewage Works	1
H39: Griggs Hill (North) (Lelant)	1
H40: Griggs Hill (South) (Lelant)	1
Passmore Edwards Institute	6
St Elwyn's Church	2
Copperhouse Dock	1
Merchant Curnow's Quay	2
Old iron bridge	1
Drovers Lane	1
Phillack Church Hall	1
Pratts Market (Penpol Terrace)	2
Old Station House	1
Lloyds Bank	1
Towans	6
Old Custom House (North Quay)	2
Copperhouse Pool / King George V Memorial Walk and surrounding area	16

Black Bridge / Black Road	2
St George's Gardens	1
Wilson's Pool	1
Carnsew Pool	2
Carnsew Road (walling at south side)	1
Weir behind Jewsons	1
Millpond area (pool, gardens, avenue)	5
Grigg's Quay	1
Green areas / open spaces	7
Country lanes	1
Street furniture	1
Greenfield sites (incl. green corridor between town and A30 [2] + productive agricultural land)	12
Sites of Special Scientific Interest (SSSI)	1
Waterways, ponds and pools	1
Play areas	1
Shops at Copperhouse	1

Q85 – Which existing designated open areas should continue to be protected for their environmental value; and which could be released for possible development?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Land to the north of Carnsew Pool.					
Number of respondents	186	169	12	4	1
Protect	94.10%	93.50%	100.00%	100.00%	100.00%
Release	5.90%	6.50%	-	-	-
West of the Viaduct					
Number of respondents	184	167	12	4	1
Protect	88.00%	87.40%	91.70%	100.00%	100.00%
Release	12.00%	12.60%	8.30%	-	-
Ellis Park					
Number of respondents	187	170	12	4	1
Protect	91.40%	90.60%	100.00%	100.00%	100.00%
Release	8.60%	9.40%	-	-	-
Millpond – Barview Lane					
Number of respondents	188	172	11	4	1
Protect	92.60%	93.00%	81.80%	100.00%	100.00%
Release	7.40%	7.00%	18.20%	-	-
Trevassack					
Number of respondents	167	150	12	4	1
Protect	65.90%	66.00%	58.30%	100.00%	-
Release	34.10%	34.00%	41.70%	-	100.00%
West of Phillack					
Number of respondents	177	160	12	4	1
Protect	80.20%	80.00%	75.00%	100.00%	100.00%
Release	19.80%	20.00%	25.00%	-	-
Phillack – Lethlean Lane					
Number of respondents	177	160	12	4	1
Protect	70.60%	69.40%	83.30%	100.00%	-
Release	29.40%	30.60%	16.70%	-	100.00%
West of Angarrack					
Number of respondents	178	161	12	4	1
Protect	73.60%	72.70%	83.30%	100.00%	-
Release	26.40%	27.30%	16.70%	-	100.00%

Q86 – What other open areas, not currently designated, should be recognised for their environmental value and protected from development?

Other Open Areas	Number of respondents
H5: Loggans Mill	1
H10: Clifton Terrace – Churchtown Road	5
H11: Riviere Farm	5
H12: Lethlean	3
H13: Treveglos	5
H14: Penpol Road	1
H20: Viaduct Hill (North) – Trevassack Hill	1
H22: Strawberry Lane (East)	1
H23: Strawberry Lane (West)	1
H24: Water Lane – Chenhalls Road – Plantation Lane	17
H25: Water Lane (West)	16
H26: Water Lane (East)	16
H27: Water Lane – Mellanear Road	12
H28: Mellanear Road – A30 (North)	9
H29: Mellanear Road – A30 (South)	6
H30: Loggans Moor	10
H31: Marsh Lane (North)	5
H32: Marsh Lane (South) (Rugby Club / Playing Field)	1
H33: Marsh Lane (South)	1
H34: Grist Lane (Angarrack)	4
H36: Adjacent St Erth Industrial Estate	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	1
H39: Griggs Hill (North) (Lelant)	7
H40: Griggs Hill (South) (Lelant)	8
Dismantled railway from harbour to railway station	1
Recreation Ground (Lethlean Lane)	2
Wilson's Pool (Lethlean Lane)	1
Seaward end of South Quay	1
Southern edge Carnsew Pool	1
Towans (incl. Phillack Towans [1])	9
Beaches	1
Water Lane	1
Copperhouse Pool / King George V Memorial Walk /unused land at south side	3
Tolroy – Joppa – Strawberry Lane	6
Area south of railway line	3
Area surrounding Hayle Causeway	1
Either side of river up to and beyond St Erth	1
Surrounding agricultural land	3
None (incorporate open space within development)	1

Q87 – Apart from ensuring that the growth that is planned for Hayle is consistent with the maintenance and the enhancement of the special interests of the Towans, what other issues need to be considered?

Other Issues	Number of respondents
Dog free (all year)	2
Dog fouling (incl. more wardens / enforcement / bins [1])	6
Dog access (incl. all year [1])	2
Littering	1
Protection (incl. environment / flora and fauna / wildlife / habitats [7] + common land [1])	18
Maintenance / improvement of footpaths (public access / enjoyment)	10
Improved access (incl. vehicles [1] + wheelchairs [1] + assured for local residents [1] + pedestrian only)	20
Multi-purpose trail (walkers and cyclists)	1
Restriction on vehicular access (incl. off road [3])	5
Provision of watersports facilities	1
Provision of cafe	1
Additional / improved car parking (incl. free [5] + ING car park [1])	15
Restriction on further development (incl. H10 / H11 [2] + H1 [2])	19
Restriction on Gypsy and Traveller sites	1
Additional access points to beach	2
Underground power lines	1
Image (need for improvements in Bluff area)	1
Protection of open space	2
Beach facilities (toilets / changing)	2
Beach amusements	1
Management / Management Plan	2
Community investment	1
Heritage protection / education / interpretation	3
Thoughts and wishes of local people	2
Archaeological survey	1
Park & Ride / Bus services	3
Surfers	1

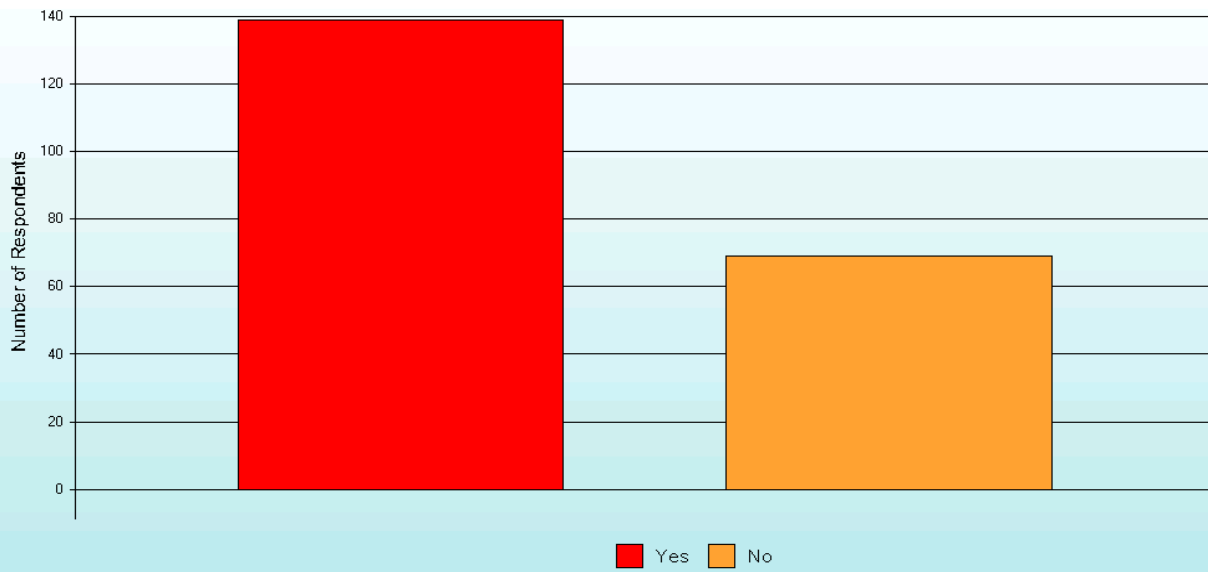
Q88 – Apart from ensuring that the growth that is planned for Hayle is consistent with the maintenance and enhancement of the special interests of the SSSI and the management of the RSPB nature reserve, what other issues need to be considered?

Other Issues	Number of respondents
Dog free	1
Dog fouling	1
Littering	3
Protection/ preservation (incl. Buffer zone[1])	11
Provision of watersports facilities (non-motorised only)	1
Restriction on further development	6
Restriction on Gypsy and Traveller sites	2
Harbour Management Plan	2
Heritage protection/ education/ interpretation	2
Thoughts and wishes of local people	2
Reduce/ control mosquito breeding area	2
Public usage of waterways/ safe (navigable) waterways	6
No Jet skis	1
Awareness of flood issues	1
Clear river/ dredging/ sluicing	9
Local boat users	1
Foot/ ferry access across river	2
Prohibit sand removal	1
Control speed of (road) traffic	3
Recognise importance of surrounding fields	3
Maintain as nature reserve only	1
Repair/ strengthen harbour walls	2
Tourist accommodation	3
Channel growth elsewhere	1
Use of non SSSI areas for watersports	1
Public rights of way	2
“Appropriate” access/ parking	3

Q89 – What measures are required to ensure a sustainable pattern of development that accommodates the impacts of climate change and that Hayle remains adequately defended against flooding, both during the plan period and in the longer term?

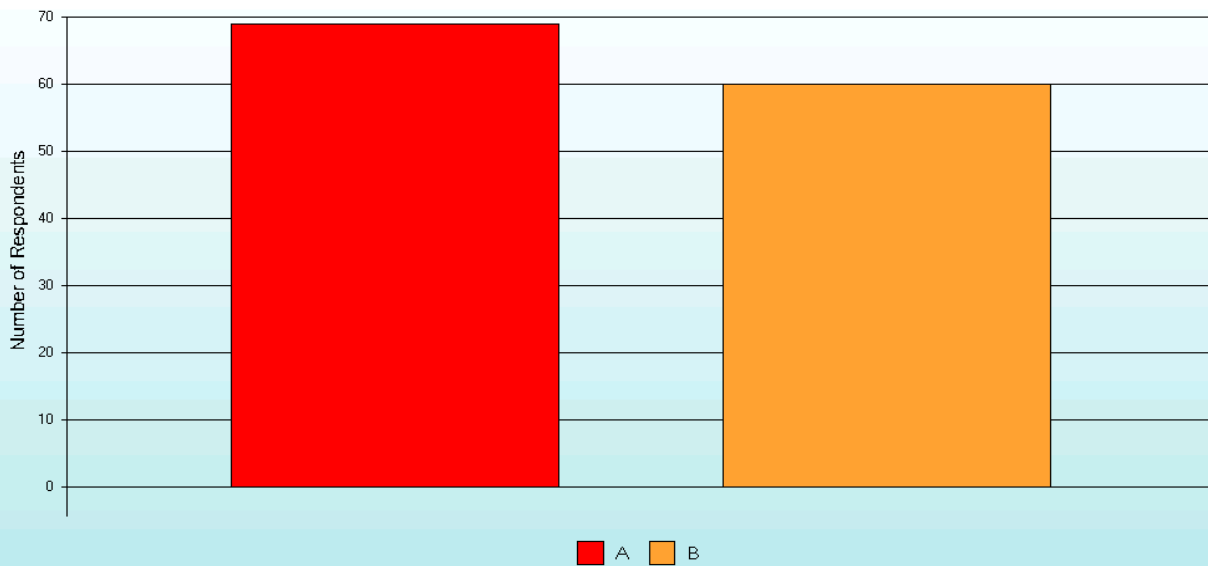
Measures required	Number of respondents
No development (or only limited, appropriate development) in flood risk/ flood plain areas	16
Dredging (or sluicing) of the estuary/ pools	8
A flood warning system	1
Increased flood/ coastal defences	9
Flood gates/ tidal barrier for estuary	18
Build houses on poles/ stilts	2
Causeway will need raising in future	1
Comprehensive study of coastal protection/ flood risk needs	3
Use expert advice	1
Adequacy/ monitoring of existing drainage	3
Management of old estuary pools	1
Resist excessive development for Hayle area	3
Developments (e.g. Hayle Harbour) to consider flood risks and include flood protection measures	4
Refer to new legislation introduced by government concerning “run off” water from residential and commercial developments	1
Proper enforcement of planning policy on flood plains	1

Q90 - Do you support provision of a new junction on the A30 at Mellanear Road?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	209	191	12	4	2
Yes	67.90%	65.40%	91.70%	100.00%	100.00%
No	32.10%	34.60%	8.30%	-	-

Q91 - If so, which of the Options A or B is appropriate?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	132	117	10	3	2
A	53.00%	57.30%	20.00%	33.30%	-
B	47.00%	42.70%	80.00%	66.70%	100.00%

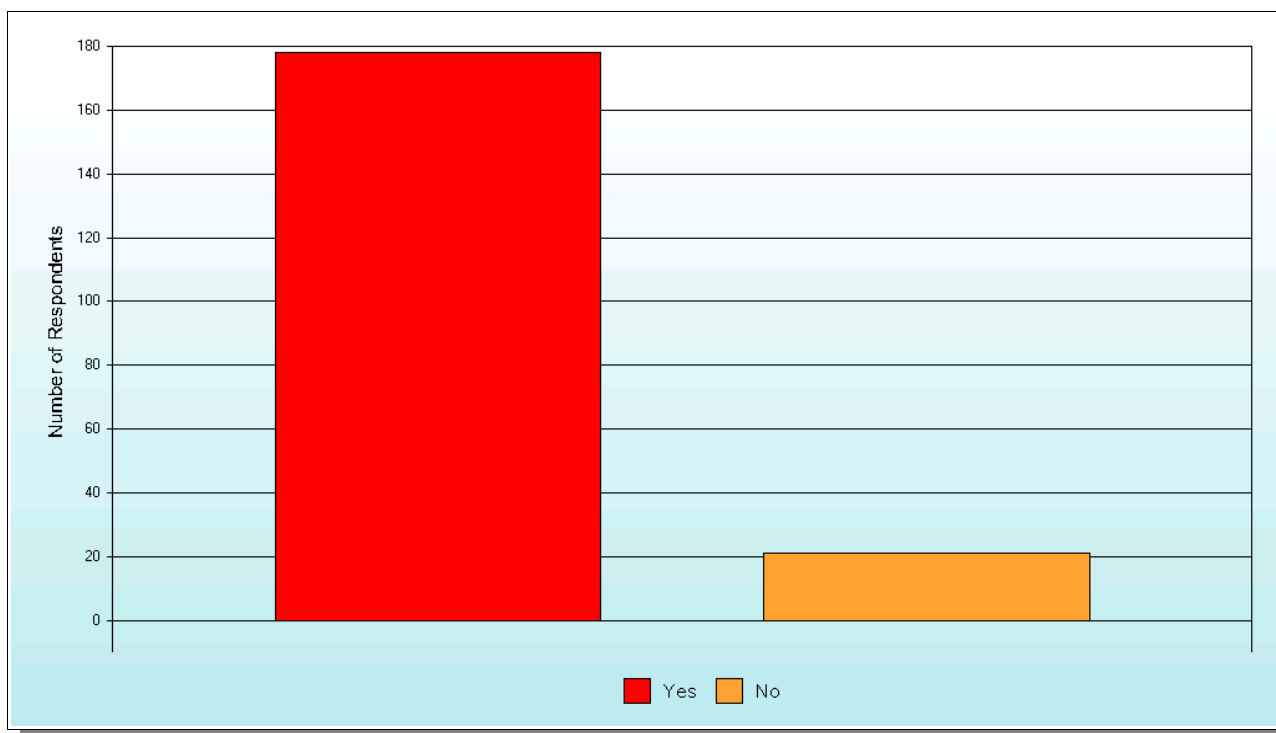
Q92 – What parts of the local highway network in Hayle are in need of improvement?

Parts of local highway network	No.
Chenhalls Road / Causeway (junction improvements)	3
Chenhalls Road (incl. traffic lights at railway bridge [1] + pavements/lighting [1])	2
Mellaneer Road – A30 ('Tolroy') – new junction (to relieve HGV traffic in town)	8
Additional car parks	1
On-street parking restrictions	1
Penpol Road – St George's Road – High Lanes – Viaduct Hill 'corridor' (incl. traffic calming [1] + pavement [1] + cycle lane [1])	8
Mellaneer Road (incl. traffic calming [4] + speed limit / cameras / flashing sign [4] + pavement improvements [3] + pedestrian crossing near hospital [3])	12
Water Lane (incl. traffic calming [3] + pavements/lighting [2] + speed limit [4] + cycling improvements[1])	11
Main road through Hayle (incl. traffic calming as per Streetscape recommendation [2] + junction improvements at old iron bridge to North Quay [3] + pedestrian crossing at Copperhouse near Co-op [1] + priority to Copperhouse [1] + resurfacing [3] + pedestrian friendly [3] + cyclepath [4])	25
Fore Street / Commercial road (parking congestion)	1
Loggans Roundabout (incl. remove and replace with free flowing junction [1] + improved signing to discourage unnecessary traffic [1])	7
St Erth Roundabout (incl. remove and replace with free flowing junction [1] + improved signing to discourage unnecessary traffic [1])	2
Guildford Road (incl. traffic calming [1] + double roundabout to be replaced with single roundabout / traffic lights [2] + bottleneck [1] + pavement [1] + cycle lane [1])	6
A30 Hayle Bypass (dual carriageway along whole length [2])	2
Hayle – St Erth link	1
Hayle – Helston link	1
Removal of Hayle's 'linearity' through creation of new town centre (Site H10 / H11)	1
Removal of town centre traffic / relief of town centre congestion	5
Traffic from new development to be diverted from town centre	1
HGVs to be diverted from town centre	8
Surfacing / repair of roads	3
Drain to be regularly cleared to prevent flooding	1
Provision of footpaths where none existing	1
Double yellow lines both sides Penpol Road (parking hazard)	1
Access to/from Co-op and Lidl's	1
Improved access to Towans	1
Copperhouse	1
Foundry / Foundry Square	2
Lethlean Lane (incl. junction improvements [2] + roundabout [2])	6
Causeway to Foundry route	1
New main road	1
Pedestrian crossings	1
All	3
None (incl. spend money on public transport [1])	4

Q93 – What improvements to the public transport infrastructure of Hayle are needed?

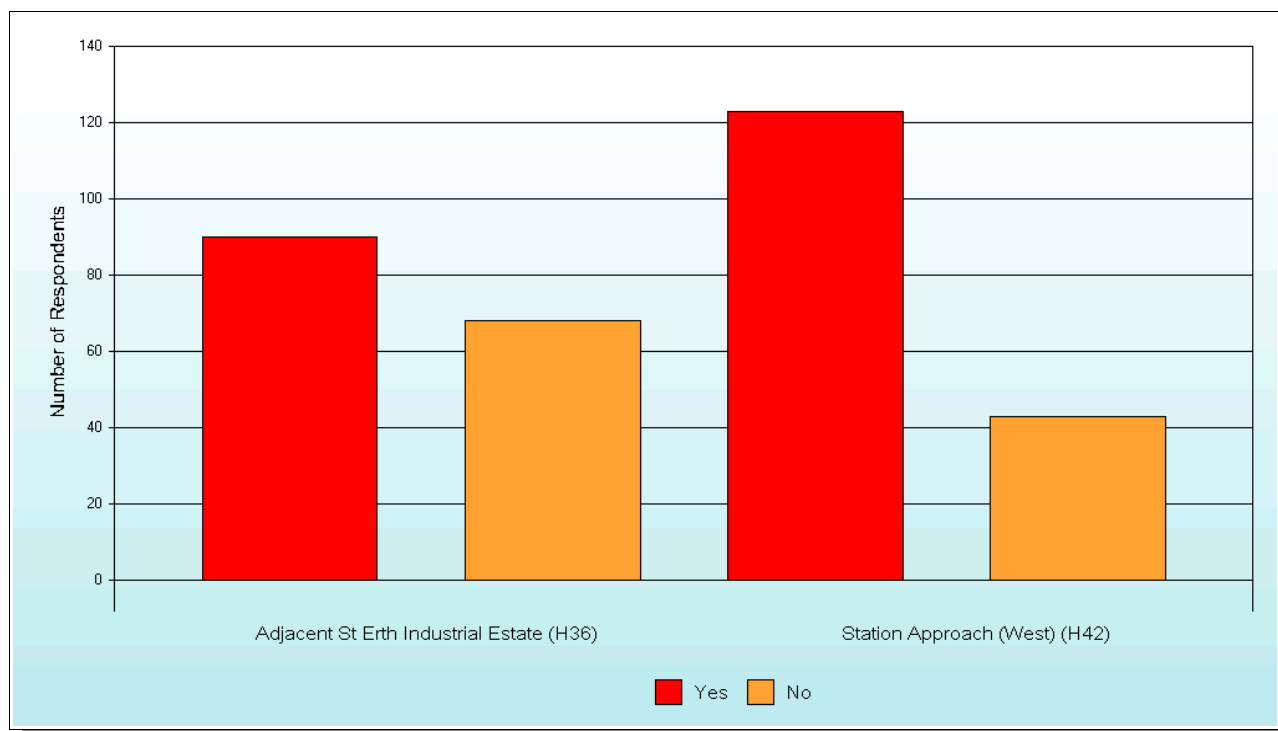
Improvements to public transport infrastructure	Number of respondents
Improved facilities at Hayle train station	16
Higher frequency of trains stopping at Hayle train station	37
Direct train link from Hayle to St Ives	2
More buses/ better frequency of service	21
More regular bus service to cover outlying areas of Hayle	15
Circular round town bus service/ hoppa bus	18
More bus/ coach links to Newquay airport	1
Affordable public transport	6
Covered area for taxi rank/ bus depot	1
Car parking in Hayle for locals	1
Restrict all HGVs from entering Hayle	4
Deliveries to shops to be completed by 10am	1
Hayle Park & ride scheme	1
Park & Ride for beach access	1
Implement St Erth Park & Ride	1
Free bus shuttle from St Erth Park & Ride	1
Roundabout at Station Approach (H41/42) to enable access to A30 from St Erth	1
Park & Ride at St Erth not appropriate for Hayle	2
More car parking	1
Cycle paths	1
Pedestrianised areas	1
Regular & accurate information about bus services	1
New A30 junction at Mellanear Road	1

Q94 - Do you support reallocation of the land to the south of St Erth railway station (Site H41) for use as part of the proposed strategic park and ride scheme?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	200	182	11	4	3
Yes	90.00%	89.60%	100.00%	75.00%	100.00%
No	10.00%	10.40%	-	25.00%	-

Q95 - Which of the identified sites is suitable as an overflow for the proposed St Erth park and ride facility?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
H36 Adjacent St Erth Ind Est					
Number of respondents	161	147	8	4	2
Yes	55.90%	55.80%	50.00%	50.00%	100.00%
No	44.10%	44.20%	50.00%	50.00%	-
H42 Station Approach (West)					
Number of respondents	168	154	9	4	1
Yes	74.40%	74.70%	77.80%	50.00%	100.00%
No	25.60%	25.30%	22.20%	50.00%	-

Q96 – What measures are required to improve the availability and operation of parking facilities in Hayle?

Measures required	Number of respondents
Free/ affordable parking (local residents only [12])	39
Free/ affordable short stay parking	22
Free parking after 4pm	1
More car parking facilities (including:)	18
<i>Copperhouse</i>	5
<i>Library</i>	1
<i>R & J supplies</i>	1
<i>Towans</i>	1
<i>recreation ground & Black Road</i>	1
<i>South end of estuary (for bird watchers)</i>	1
<i>Black cliffs</i>	1
<i>South Quay/ Carnsew Road & East Quay/ Hayle Terrace</i>	1
Parking to be included in all new developments, commercial & residential	7
Multi storey car parking (opposite Jewsons [2])	3
Improved signage to existing facilities	1
Already adequate parking facilities	7
Encourage use of Park & ride	1
Discounted weekly parking for locals	1
More traffic wardens	2
Undertake an analysis of parking needs	2
Parking facilities for the beaches	3
Park & Ride for beaches	1
Ban on street parking during working hours	1
Park & Ride for Hayle users	1
Better pedestrian/ cycle access	2
Increased public transport links to tourist sites	1
Sort out parking in Trelissick Road outside hospital	1

Q97 – Apart from the projects and proposals identified, what other improvements to the walking and cycling network and environment in Hayle need to be considered?

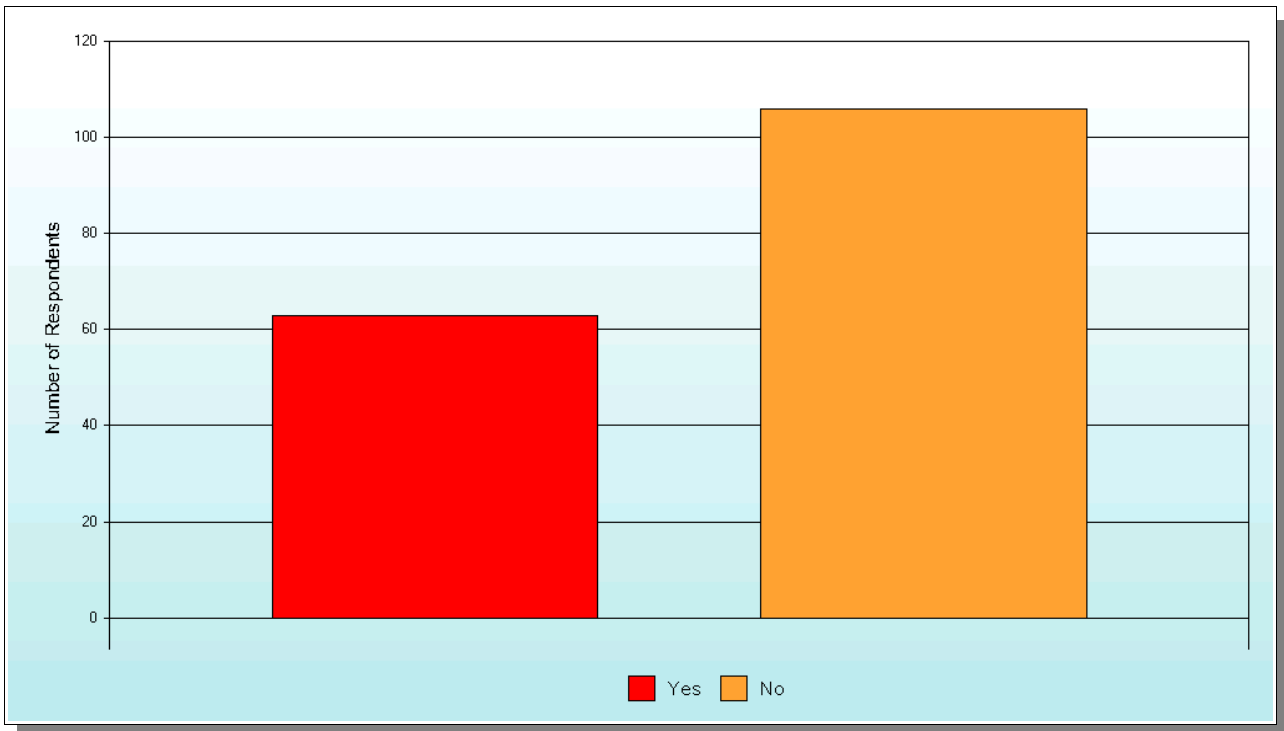
Other improvements to be considered	Number of respondents
Clear signposting/ publicity of existing routes	3
Stop cyclists from using pavement	5
Park & Ride	1
More footpaths for walkers	1
More cycle paths/ cycle lanes	3
Protect walking/ cycle routes from development	1
Provide cycle lane on main road through Hayle	3
Safe parking facilities for bicycles	5
Restrict King George memorial walk to pedestrian & cycle access only	3
Provide cycle/ walking track around Copperhouse Pool	4
Cycle track/ board walk for Towans	1
Wider roads to accommodate cyclists	2
Stop HGVs coming through Hayle	3
Child friendly/ circular routes	1
Provide a safe walking/ cycle network	3
Walkway/ bridge from Hayle to Lelant	3
Pedestrian crossing for Foundry Square	1
Ferry from North Quay to Porthkidney	2
Speed limit for Water Lane/ The Causeway	1
Reopen access to station via old rail track	1

Additional comments:

- In winter months the general maintenance on the track Jewsons is appalling. Footpath approaching bird hide disgusting.
- A cycle network similar to Tarka Trail to be built around Hayle, connecting Phillack Towans & beaches and reducing the need for a car journey.
- A non-tidal bridge linking Black Road to the west end of Copperhouse shops (behind Millers Estate agents). A link from Dynamite Quay to Lelant as suggested in the Feb/March issue of The Pump
- A footpath between St Erth & Hayle causeway the length of Water Lane from Chenhalls Road to Mellanear Road.
- Allowing "sensible" cycling on existing pavements all through Foundry - Penpol Creek - Commercial Road & Copperhouse with signs insisting cyclists "give way" to pedestrians and a 5mph limit until such time as the projects are completed would make cycling safer - far too dangerous on the road at present. Extension of the pavement from the bus stop to Philips along Penpol Creek.
- An integrated approach should be considered between a new employment centre on the A30, the train station and the town centre.
- Complete circuit of Copperhouse Pool, Hayle Causeway, or RSPB Reserve Cycle Route to St Erth Station with proper road/cycle trail junctions.
- Improve the foot/cycle path at junction of Water Land and Carnsew Road.
- Measures to reduce traffic speeds between St Erth roundabout and Foundry viaduct. Possibly alternate lane usage as in Marazion. Possibly make causeway pavement cyclist & pedestrian shared use.
- Footpaths: from old quay house under railway bridge, High Lanes north to Viaduct Hill, Water Lane, Mellanear Road from Tolroy to existing path. Pedestrian bridge over bypass at Lelant roundabout. Also

- footpath/ pavements from Loggans roundabout to Connor Downs and Angarrack
- the bridlepath (9) from the end of the millpond, which was cut off from Joppa by the bypass to be relocated along the under part of the bypass to meet the Bar View bridlepath. This would make a good traffic free walk for families.
- Designated link from harbour to Hayle, Phillack Upton Towans, possibly via Clifton Terrace & Phillack, Sandy Lane to Sandy Acres
- Provision of continuous footpath along Mellanear Road/ Foundry Hill without having to cross a very busy route at a very dangerous junction. Provision of a continuous footpath along Water Lane from Mellanear Road to Trelissick Road. 30 mph speed limit in Water Lane. Ensuring all roads in Hayle have at least one continuous footpath.

Q98 - Do existing public open spaces in Hayle meet the needs of the community?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	172	156	11	3	2
Yes	37.20%	37.20%	36.40%	-	100.00%
No	62.80%	62.80%	63.60%	100.00%	-

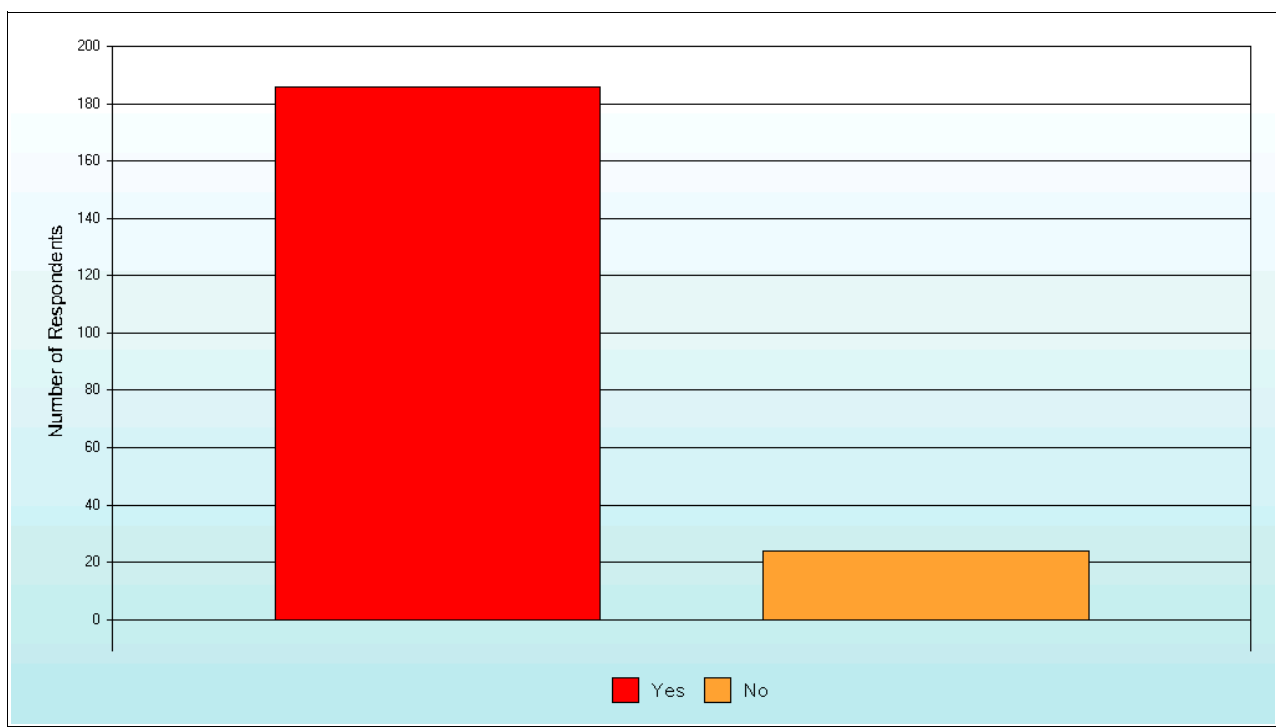
Q99 – Which key public open spaces should be retained and protected?

Open Spaces	Number of respondents
H6: Hawkins Motors (Hayle Terrace)	10
H8: Atlantic Motors (Commercial Road / Fore Street)	4
H9: Daniel's Supermarket (Market Square, Copperhouse)	2
H10: Clifton Terrace – Churchtown Road	4
H11: Riviere Farm	4
H12: Lethlean Lane	5
H13: Treveglos	13
H14: Penpol Road	1
H17: High Lanes (North) - Humphry Davy Lane	1
H25: Water Lane (West) (incl. children's play area [1] + park / open space [1])	8
H26: Water Lane (East) (incl. children's play area [1] + park / open space [1])	8
H27: Water Lane – Mellanear Road (incl. park / open space [2])	8
H28: Mellanear Road – A30 (North)	3
Hayle Football Club	1
Hayle Cricket Club	1
Merchant Curnow's Quay (Hayle Terrace)	2
St Elwyns Church area	1
Penpol Terrace / Creek	4
Commercial Road car park	1
Daniel's car park (Market Square, Copperhouse)	1
Copperhouse Quay	1
Wilson's Pool	2
Recreation Ground (Lethlean Lane)	40
Isis Gardens (Foundry Square)	1
Existing children's play areas	2
Ellis Park	21
Copperhouse Pool / King George V Memorial Walk	24
Millpond (incl. play area [1])	17
Viaduct Park	2
Foundry	2
Plantation Lane / Walk / Gardens	9
Carnsew / Carnsew Pool	9
Towans	15
Beaches	2
School playing fields	2
Greenfield sites	2
Footpaths / bridleways	2
All	42

Q100 – Should any new areas be created, and if so where?

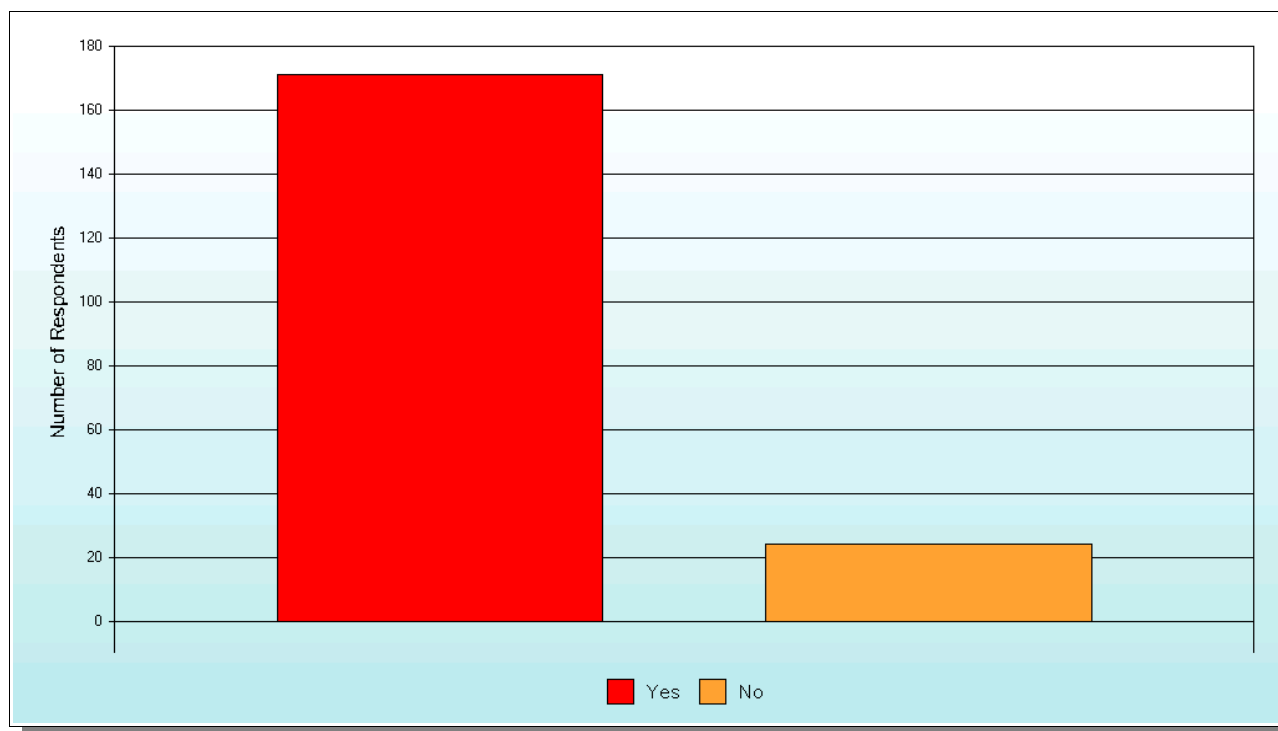
New Areas	Number of respondents
H1: Hayle Harbour (Jewsons [1])	2
H2: Foundry	1
H4: R & J Supplies (Copper Terrace)	1
H6: Hawkins Motors (Hayle Terrace)	32
H8: Atlantic Motors (Commercial Road / Fore Street)	8
H9: Daniel's Supermarket (Market Square, Copperhouse)	2
H10: Clifton Terrace – Churchtown Road	2
H11: Riviere Farm	1
H12: Lethlean Lane	1
H13: Treveglos	1
H14: Penpol Road	1
H17: High Lanes (North) - Humphry Davy Lane	2
H24: Water Lane – Chenhalls Road – Plantation Lane	4
H25: Water Lane (West) (incl. children's play area [13] + allotments [2])	25
H26: Water Lane (East) (incl. children's play area [16] + allotments [2])	27
H27: Water Lane – Mellanear Road (children's play area [9] + allotments [2])	20
H28: Mellanear Road – A30 (North) (incl. children's play area [2])	7
H29: Mellanear Road – A30 (South)	2
H30: Loggans Moor	2
H34: Grist Lane (Angarrack)	1
H36: Adjacent St Erth Industrial Estate	1
H38: Rose-An-Grouse – Nut Lane (Lelant)	1
Wilson's Pool	2
Dismantled railway (station to harbour)	2
Site of sorting office / telephone exchange (Foundry Square)	1
North of site H30: Loggans Moor	1
Residential area at south-west part of town	2
Boating / fishing lake	1
Park / garden (Foundry area [2])	2
Children's play areas	1
Leisure / sports areas	1
Area adjacent Hayle Football Club	1
Waterside Walkway (Copperhouse Pool)	9
All new housing developments	2
Sites adjacent to SSSI	1
Yes	4
No	2

Q101 - Do you support the general need to provide improved access to the beaches?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	212	193	12	4	3
Yes	87.70%	88.10%	75.00%	100.00%	100.00%
No	12.30%	11.90%	25.00%	-	-

Q102 - Do you support the specific proposal to provide an improved, central access to the beaches with associated facilities at Phillack Towans?



	Totals	Interested individual	community group/ voluntary organisation	Statutory organisation/ consultee	Other organisation/ consultee
Number of respondents	198	181	12	4	1
Yes	86.90%	87.30%	75.00%	100.00%	100.00%
No	13.10%	12.70%	25.00%	-	-

Q103 – What other options are available for improving access to the beaches?

Options	Number of respondents
Better signage	10
Improved roads/ road surfaces	10
Better public transport/ regular bus service	6
Free transport	1
More parking	3
Free Parking (for locals only [2])	4
Park and Ride scheme	4
Cycle paths	3
Designated paths to the beach	7
Improved (safer) pedestrian access to beaches	4
Disabled access	3
Public access through Hayle Harbour	5
More toilet facilities	4
Better coastal paths	1
Shared public access across “private” sites of the Towans	1
Guided walks	1
Year round dog walking zone	2
More dog bins	1
Keep things as they are	1
Consult Cornwall Wildlife Trust	1
Improve harbour access & Loggans access	1
Pedestrian/ crossover bridge opposite swing bridge to access swimming pool & beach	2
Improved access should be delivered by harbour development	3
Improvements needed around North Quay	2
Position next to Warner's holiday site, thus retaining magnificent sweep of bay as much as possible	1
Retain and improve existing car park at the end of Hayle (H1)	1
Council to buy back land from existing harbour ownership	1

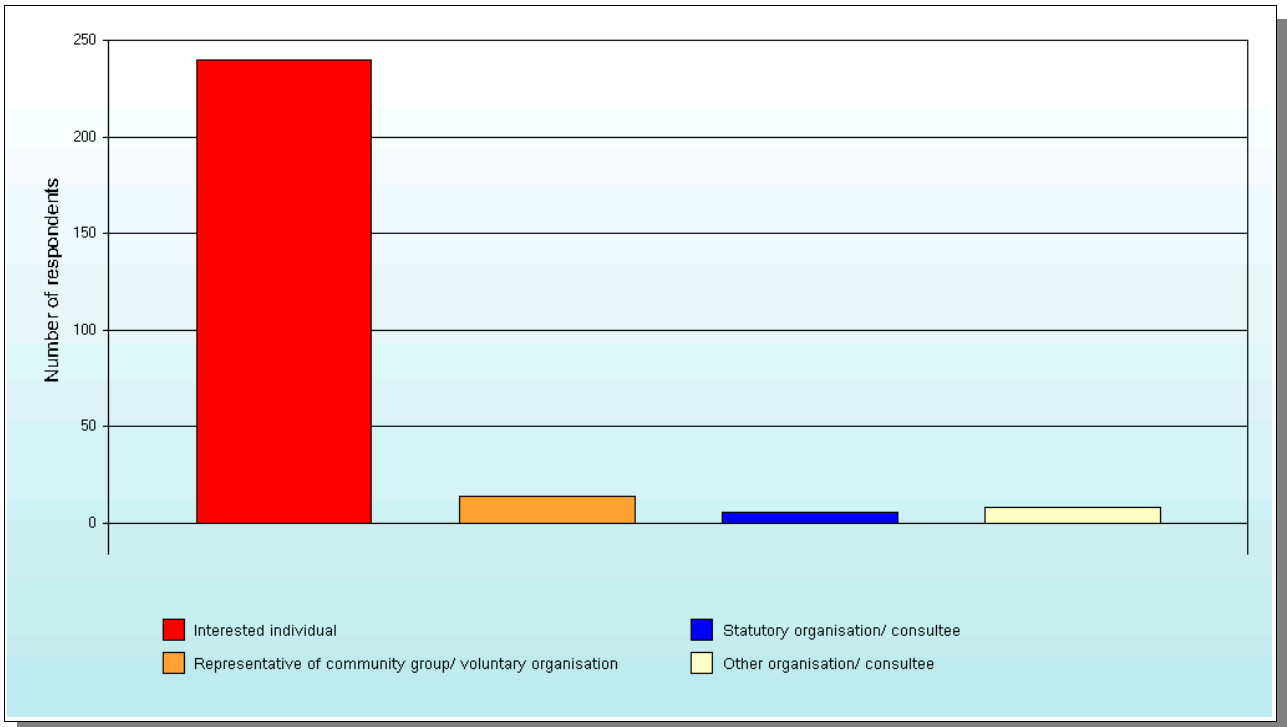
Q104 – If there are any other issues or potential development opportunities which have not been included in the consultation paper but you think need to be considered by the Council, please provide details here.

Issue / Development Opportunity	Number of respondents
Homes for local people (young and old)	1
Affordable housing (incl. local connection [2] + genuinely affordable [2] + young people [2] + no market homes [1] + not concentrated on sites [1] + flexible targets / 100% [1])	7
Concerns about current traffic congestion (incl. Foundry Hill [1])	3
Concerns about additional traffic (incl. Mellanear Road [1])	4
Need for improved transport system (incl. trains [1] + buses [1])	3
Need for Park & Ride (incl. reduced emissions in town centre [1] + health benefits [1])	1
Opposition to Gypsy and Traveller sites (incl. access deficiencies [1] + lack of local facilities [1])	27
Loss of land for keeping horses (incl. Water Lane [1])	1
Adverse effect on character of Hayle	3
Need to greater economic activity / improved employment opportunities	9
Need for improved facilities	3
Need for sports / leisure facilities (incl. Site H28 [1] + Hayle Runners [1] + all-year watersports centre [1])	6
Tourist Information Centre	1
Job Centre	1
Ferry service - Hayle Harbour to Lelant / St Ives	2
Avoid urban / residential sprawl	1
Retain / improve access to harbour / waterside / beaches / estuary (incl. no charging [1])	5
Opposition to new junction on A30 (Mellanear Road / Tolroy)	1
Support for new junction on A30 (Mellanear Road / Tolroy)	3
Improvements at Loggans and St Erth roundabouts	1
Need for traffic calming / restrictions along main route through town	2
Need for infrastructure improvements (incl. schools [3] + doctors surgery [2] + recreational facilities [1] + fire station [1] + ambulance station [1])	7
Need for higher standard of landscaping at West Cornwall Retail Park	1
Need for increased emphasis on environment / biodiversity / wildlife protection /sustainability issues	6
Field study centre (to improve public awareness / appreciation of environmental / biodiversity issues and wildlife; education / research)	1
Additional car parking (incl. free [2])	2
Walled garden area	1
Performing arts centre	1
Theatre	1

Night club / disco	1
Road improvements (incl. Water Lane [1])	1
Barrage with lock gate across estuary	1
Concerns about scale of development / housing planned for Hayle	14
Control of second homes	3
Concerns about population increase in West Cornwall	1
Need for coordinated development across Cornwall	1
Concerns about harbour development	4
Need for integrated conference centre/s	1
Need for children's play areas (incl. wet weather play facilities [1])	1
Higher design standards	1
Sustainable design and construction	1
Pedestrian improvements	1
Quality of life for residents - top priority	1
Need to maintain distinct character of separate settlements (incl. Hayle / Lelant / St Erth [1] + Phillack [1])	2
Concern about enhanced Park & Ride facility at St Erth	1
Opposition to use of Compulsory Purchase Orders to acquire / assemble land	1
Concern about development at Trevassack Hill (reference to planning history – refusal – access / highway safety issues)	1
Need for expansion at Penpol School	1
Concerns about erosion of Towans through activity	1
Coastal protection / flood defence	2
Need for visual / environmental enhancements at Towans (removal of overhead cables)	1
One-way traffic system through town	1
Museum	1
Tate Gallery III	1
Maximisation / improvement of surfing culture / opportunities / facilities	1
Preservation of heritage	1
Allotments	1
Community have no right to comment on privately owned facilities, e.g. cricket / rugby / football clubs	1
Hydro dam and sluice penstocks to control sand build up across Hayle bar	1
Improved tourist signing to town / facilities	1
Improvements at Copperhouse Pool (incl. promenade / circular walk [2] + increased depth [1] + watersports opportunities / facilities [1])	4
Seal over / landscape Wilson's Pool (use as public open space)	1
Need for emphasis on sustainable communities	1
Ned to create 'village' communities within town	1

Concern about inclusion of part St Erth within Area Action Plan boundary	1
Protect 'gateway' to St Ives (St Erth roundabout / Lelant area)	1
Opposition to combined emergency service facilities at Hayle if resulting in closure of existing (e.g. at St Ives)	1
Suggested allocation of land at Lethlean Lane (Site H12) for housing and burial ground (removal of Open Area designation)	1
Need for assessment of environmental capacity / constraints	1
Support for development of broad growth area to south of Hayle to meet overall housing needs	1
Need for harbour to be given priority as central, brownfield development site (need to safeguard opportunity)	1
Support for redevelopment of Daniels Supermarket (Site H9) provided harbour scheme not compromised	1
Need to focus future large scale retail at harbour and Foundry area	1
Flawed notion of 100% affordable (need for mixed tenure development)	1

Q105 – Have you responded to this questionnaire as:



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